

Ohio Department of Transportation

Prebid Questions

Project No. 050465

Sale Date - 10/13/2005

Question Submitted: 10/3/2005

Question Number: 1

We assume that the no temporary lighting is to be installed at the lane shifts on this project since no bid items were set up. Please advise if otherwise.

No temporary lighting is to be installed at the lane shifts.

Question Submitted: 10/5/2005

Question Number: 2

DRAWINGS 160 AND 161 SHOW DRAINAGE FOR THE AREA UNDER THE SR 265 BRIDGES. PHASE TWO CONSTRUCTION WILL NOT DRAIN UNLESS THE 21"/36" LINES ARE INSTALLED OUT OF PHASE. THERE ARE NO M.O.T. DETAILS FOR THIS WORK. IS IT UP TO THE CONTRACTORS TO DETERMINE HOW TO INSTALL THIS DRAINAGE USING THE CURRENT M.O.T. CONDITIONS AND RESTRICTIONS?

The contractor should refer to the note which was added to sheets 160 and 161 dated 9-21-05. They were issued with addendum 050465b.

Question Submitted: 8/12/2005

Question Number: 3

Please make the existing bridge plans available for download on the ODOT website.

We will make the bidders aware of the availability of electronic plans at the pre - bid meeting.

Question Submitted: 8/12/2005

Question Number: 4

DRAINAGE AND UNDERDRAINS PLACED IN PHASE 2 DO NOT HAVE FUNCTIONING OUTLETS UNTIL PHASE 3 DRAINAGE WORK IS INSTALLED. PLEASE REVIEW AND ADVISE.

Question Submitted: 8/24/2005

Question Number: 5

Item number 187, 34 Ea. Concrete Median Barrier Sign Bracket.

After review of the plan sheets I'm unable to locate a detail showing what is required material wise for this bid item.

Is there a standard drawing for a median barrier sign bracket. If so what is it's number, if not will there be a detail showing what is required added.

If there are any questions please give me a call.

Thanks for you help.

There is no standard drawing for this item. We have received a detail from the District and it has been added to the plans. The detail will be available in the addendum.

Question Submitted: 9/1/2005

Question Number: 6

Bid Item 3 Pavement Removed 209,996 sy
Plan Sheets 118-121 has a summary for Pavement Removed by plan & profile Sheets [131-163]. These quantities do not appear to be consistent based on typical sections on Plan Sheet 8. Please provide calculations used to establish these quantities.

Are we to assume all concrete pavement removed is 9" with mesh reinforcement? If not, please provide thickness and limiting stations.

Bid Item 4 Pavement Removed, Asphalt 150,676 sy
Same comments as above for Bid Item 3. Please provide calculations used to establish these quantities.
What thickness of asphalt are we to assume?

Answer: Forthcoming. Answer: As above, the pavement removal quantities were CAD generated. As part of the addendum, we are submitting a table showing the asphalt thicknesses at the soil boring locations. We are also looking into any discrepancies in the removal quantities and will include any revisions in the addendum.

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Prebid Questions

Question Submitted: 9/19/2005

Question Number: 7

Re: Embankment, APP A

Please provide all bidders with a map showing the limits of the Huffman Retarding Basin so that borrow sources within the basin can be located to accommodate the plan note on sheet 17/797?

USGS Maps of the area encompassing the Huffman Retarding Basin will be available on an ftp site accompanying the next addendum.

Question Submitted: 9/19/2005

Question Number: 8

The note on plan sheet 17/797 for Embankment, As Per Plan states that all fill placed between 1234+00 and 27+00 shall be borrow.

An item has been added (Embankment As Per Plan - A) to cover this quantity.

There is approximately 15,000 cy of Excavation between 1234+00 and 27+00. Will we be permitted to use this cut material as fill in this area, or will we be required to waste cut material from within these limits and borrow all of the fill required?

Yes you are permitted to use this cut material as fill in this area.

Question Submitted: 9/19/2005

Question Number: 9

PN420 "Smoothness Requirements for Pavements" is not included in the proposal. Is it ODOT's intent that PN420 apply to this project?

Per the MOT drawing Plan Sheet 23 of 797, Phase 3 construction shows 1'-0" between temporary barrier and new construction. This is not enough room for a slipform paver. Will a modification be made to these drawings to allow sufficient room, 3'0", for a slipform paver?

Answer 1: This proposal note will be added in the upcoming addendum. Answer: This will be corrected in the upcoming addendum.

Question Submitted: 9/20/2005

Question Number: 10

On page 22 of the plans on the Temp pavement Sections. On the typical section in the upper left hand corner, it calls for a hot joint at station 1223+50 to 1226+30 WB = 280 lf. None of the other typicals has this note for a hot joint, Is this required?

By addendum, the hot joint will be removed from this typical.

Question Submitted: 9/20/2005

Question Number: 11

Will the use of Stay-In-Place metal decking be allowed to form the bridge decks on this project?

No

Question Submitted: 9/20/2005

Question Number: 12

Under "Environmental Issues" in addendum #1, there is a restriction that "Instream work must be done between April 15 to June 25." We assume that this is a typo and it should read that no instream work will occur between these dates, which is typical for fish spawning. If the contractor were restricted to working only within these dates, there would be no way to complete this project by the completion date. Please clarify.

Yes this was a typo that will be fixed in the next addendum. "NO IN-WATER WORK SHOULD BE PERFORMED BETWEEN APRIL 15 TO JUNE 30 TO REDUCE IMPACTS TO FISH SPAWNING ACTIVITIES."

Question Submitted: 9/22/2005

Question Number: 13

1. Plan Sheet 615/797 shows a table of noise barrier quantities per height category. For the structure mounted barrier, there is a qty of 380 SF in the 10' and under category, and 814 SF in the 10'-14' category. However, on sheet 611/797 the wall is shown at a constant height of 8.5'. Please clarify.

2. Addendum #1 made reference to changes in the painting quantities, and seems to be adding a quantity for MOT-70-19.02. However, there were no changes made to the actual bid items.

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Prebid Questions

Question Submitted: 9/22/2005

Question Number: 14

Will ODOT permit the use of the existing interchange infields as waste areas for surplus dirt and broken concrete in accordance with specification 107.11-A?

No. We will not permit the use of the existing interchange infields as waste areas for surplus dirt and broken concrete in accordance with specification 107.11-A.

Question Submitted: 9/26/2005

Question Number: 15

Question #1 - Can the infield areas at SR235/4 be used for staging, temporary concrete batchplant setup and /or a crushing operation?

Question#2 - Can the existing concrete pavement be crushed to specification and used as 304 base material?

Question #3 - Can either limestone or gravel be used for 304 base material?

Question#4 - Please clarify if the 12' outside lane and the inside 18'(less perm.barrier wall width)lane is considered mainline pavement or shoulder for purposes of installing doweled joints.

Question #5 - Can this 18' median lane have an additional longitudinal construction joint to break the 18' into say a 12" and 6'pour?

Question Submitted: 9/26/2005

Question Number: 16

On Aug. 24th I asked if there would be any details showing the material required to fabricate the Concrete Median Barrier Sign Brackets for Ref. No. 187.

The response was that there would be details in the upcoming addendum No. 1. After review of this addendum I'm asking again will there be any details for the materials required for fabrication for the Concrete Median Barrier Sign Brackets.

Question Submitted: 9/26/2005

Question Number: 17

Please clarify if the 4" Raceway in the median barrier is to be installed only where the median lighting occurs (from station 1085+81 to 1124+00), or if the entire 6.95 miles of median wall gets 4" Raceway.

Question Submitted: 9/26/2005

Question Number: 18

bridge 2097 (L/R).....what backfill material is to be used behind the abutments? note the extended excavation areas depicted on plan sheet 10/46.

Question Submitted: 9/27/2005

Question Number: 19

we recieved addendum 2:

- 1) you deleted ref 412 (left bridge) but not the 442 (right bridge).
- 2) page 9 under section III-B you refer to changes to be made in the plans, but do not tell us what plan sheets this is to apply to. please clarify.

Question Submitted: 9/27/2005

Question Number: 20

Could more detail be provided on the metal anchor strips at the footings shown in plan sheets 700 & 701. Note 4 calls out 2 different grades of material for these items. Please clarify if possible. Thanks

The "Tie Strip" is the triangular part embedded into the concrete abutment footing. The "Reinforcing Strip" is the 21' long reinforcing element in the select granular backfill. That is a standard design and specification provided by Reinforced Earth MSE wall. The contractor has the option to design other mechanical anchor strip or use high grade of material according to Note #4 on Sheet 701.

Question Submitted: 9/27/2005

Question Number: 21

As a follow up to Addendum #2:

Ref 3 Pavement Removed

- 1 Do we assume that the concrete pavement has wire mesh reinforcement and not continuous reinforcement [reinforcing steel]?
- 2 How thick is the asphalt concrete overlay that must be removed along with the concrete pavement?

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Prebid Questions

Question Submitted: 9/27/2005

Question Number: 22

In the MOT plans it is unclear which areas are specified to have pavement planing and variable depth surface (.02 slope) vs. Pavement for Maintaining Traffic. The quantity tables on Sheets 36-38 seem to have overlapping stationing where it appears that both are specified. Further, there appears to be some conflict with the stationing shown the typical sections on Sheet 22. Please clarify the intent of these pay items.

All the outside shoulders that are to be used for maintaining traffic are to be strengthened using variable depth surfacing. This includes ramps on SR 201, the both CD Roads and ramps at SR 235. The outside shoulder of IR 70 is being replaced (not strengthened) with Pavement for Maintaining Traffic between Sta 1223+50 to 1226+30 on the westbound lane. The existing median between IR 70 and the SR 235 CD Roads is being removed and replaced with Pavement for Maintaining Traffic. In addition Pavement for Maintaining Traffic is required to widen shoulders at ramp entrances where the temporary tapers have been extended past the existing taper. The overlapping stations are in areas where the outside shoulder of the CD Road is being strengthened and the existing median is being replaced, the outside shoulder of the CD Road is being strengthened and the IR 70 shoulder is being replaced, the shoulder is being strengthened and widened for the extended entrance taper or at culvert locations.

Question Submitted: 9/28/2005

Question Number: 23

1. Please explain the intent of the revised MOT plan sheets. For instance plan sheet 59, the the dimensions call for a 50:1 taper between station 973+80 and 979+80, (12' shift) but the plan view does not show any such taper. This happens on sheets 45,46,47,48,49,59,60,61,62,63,70A,71,74,75,76,83, and 84. Sheet 75 doesn't even have any lanes drawn in. Please correct these sheets to show what is actually occurring here.

2. The note under the table on sheet 23 is unclear. Is it the ODOT's intent to move all barrier back 2'-4" or just the barrier in the table? Are lanes to be moved and restriped as well? Please provide a typical depicting this situation.

A1: Resubmitted sheets have been added to clarify extended tapers at the ramps. A2: The intent is to move the outside IR 70 barriers from the 1'-0" clearance to a 2'-6" clearance for the entire length of the project 2 weeks after the pavement is completed. The striping will remain the same. The quantity for the moving of the barrier is carried on sheet 35 under PHASE 4.

Question Submitted: 9/28/2005

Question Number: 24

Is there a nationwide 404 permit available for view for the work done in the Miami River

The Nationwide Permits for this project (#14 & #33) are listed in the Special Provisions at the end of the bidders plan sets. All stipulations of the two permits along with the construction limits shown in the plan shall govern any work being done in the Miami River. A workpad or causeway type detail was not required to issue these permits. The in-water work will be inspected periodically by ODOT for permit compliance.

Question Submitted: 9/28/2005

Question Number: 25

Addendum #2 deleted Ref. 412 for bridge 2097L, but did not delete the corresponding Ref. 442 for 2097R. Please amend.

Question Submitted: 9/29/2005

Question Number: 26

an earlier addendum clarified the typo error regarding the fish spawn season time limitations. regarding the same issue, will we be allowed to leave dike material in the river during the spawn season and remove it at a later date (i.e. after the spawn season)?

Yes. Any temporary work pad, causeway or dike, constructed within the guidelines of the waterway permits, may remain in place during the fish spawning season. No modifications to it will be permitted during the "in-water work" restricted time period.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 9/29/2005

Question Number: 27

- 1) you have set up painted temporary striping on the new pavement. should most/all of this be tape? otherwise the removal would involve abrasive methods on the new concrete pavements (which is warranty). over 45 miles of striping is involved.
- 2) should there be a topsoil item setup on the job prior to the bid?
- 3) in addendum 3, ref 404 was modified to reflect the excavation and granular backfill to accomodate the straps behind the abutment on the left bridge. should the right bridge reference number also be modified for the same reason?
- 4) problems/corrections to the plans have spawned multiple/substantial plan changes relatively close to the bid date. We are finding it difficult to incorporate all 115+ plan sheet modifications into our costing. is odot considering moving the bid date to the next letting to allow the contractors to accurately access the changes?

We are not using the tape due to costs. Bid per plan. We have added a topsoil quantity for the State Route 201 interchange only in this addendum. This has been corrected in addendum #4. The project is now in a Special Letting on October 13.

Question Submitted: 9/29/2005

Question Number: 28

Question on Addendum #2 Proposal note 420, Surface Smoothness Requirements for Pavements, Pay Schedule. Is the Pay Schedule Table based on a .20 vertical height blanking band?

Question Submitted: 9/7/2005

Question Number: 29

Bid Item 3 Pavement Removed 209,996 sy
What is the thickness of asphalt concrete over the concrete pavement that is to be removed?

Question Submitted: 9/7/2005

Question Number: 30

ON 8-12-05 WE RAISED A CONCERN REGARDING PHASE 2 DRAINAGE NOT HAVING AN OUTLET UNTIL PHASE 3 DRAINAGE IS INSTALLED. A HANDOUT AT THE PREBID MEETING ADDED A PLAN NOTE ADDRESSING THE PROBLEM. WE DON'T THINK THIS NOTE SOLVES THE PROBLEM. THERE ARE APPROXIMATELY 38 LOCATIONS WHERE THE PHASE 2 DRAINAGE OUTLETS FROM THE MEDIAN TO THE OUTSIDE. AS DESIGNED THE OUTLET PIPES STOP AT THE PHASE LINE. THE EXISTING OUTLET PIPES ARE REMOVED TO THE PHASE LINE, THEREFORE ALL STORM WATER COLLECTED IN THE PHASE 2 WORK AREA CANNOT ESCAPE UNTIL IT RISES HIGH ENOUGH TO PASS OVER THE EXISTING OUTSIDE PAVEMENT. PART OF THE SOLUTION COULD BE FOR ODOT TO ADD BID ITEMS TO BORE UNDER THE PAVEMENT CARRYING PHASE 2 TRAFFIC.

We have added bore and jack quantities to the plans for several size pipes and at 15 locations in the plans. At two locations, we have called for temporary connections to existing pipes as part of maintaining traffic. These changes will be a part of the addendum.

Question Submitted: 9/9/2005

Question Number: 31

The note on plan sheet 17/797 for "Embankment, As Per Plan" states that all fill material used from station 1234+00 to 27+00 shall be borrowed from within the Huffman Retarding Basin.

Should there be a separate pay item for "Embankment, As Per Plan"?

I do not find any details in the plans for this work.

Where exactly is the Huffman Retarding Basin located, what are its dimensions, and how do we access the area from the project right-of-way?

Will we be permitted to use the planned roadway cut material excavated from within these limits to build fill between 1234+00 and 27+00, or is it truly ODOT's intent to build all fill in this area with borrow material?

Answer: We are including a pay item for "Embankment, As Per Plan - A" for embankment in the Huffman Retarding Basin and another item "Embankment, As Per Plan - B", at the request of the District, has been added to cover embankment used to backfill for rock excavation. For information regarding the Huffman retention basin the contractor is directed to contact Doug Johnson, Chief Engineer for the Miami Conservancy District as part of a revision to the general note. Doug Johnson's Phone #937-223-1278 ext.3243 email: djohnson@miamiconservancy.org

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