

Ohio Department of Transportation

Prebid Questions

Project No. 070110

Sale Date - 5/4/2007

Question Submitted: 10/1/2007

Question Number: 1

Can you post the plans for the existing structure PAU-49-1234?

<ftp://ftp.dot.state.oh.us/Pub/Contracts/Plans/070110/>

Question Submitted: 2/22/2007

Question Number: 2

At the pre-bid meeting today, there was discussion that landlocked parcels on Project 070110 would be sold at auction February 27, 2007. Since these parcels have already been appraised, the successful bidder should have the first right of refusal to purchase these parcels. If the contractor chooses not to purchase, then ODOT could auction off any landlocked parcels that the contractor did not purchase. This will eliminate any advantages that may be gained by a contractor from the auction process. On Project 070078 there are also several landlocked parcels. Could these parcels be made available the same way - successful bidder would have the first right of refusal to purchase and then ODOT could auction any remaining unsold parcels. This process would benefit both ODOT and the successful bidder and also permit adjoining land owners to purchase unsold parcels at a reasonable price without going through a bidding war.

Question Submitted: 3/22/2007

Question Number: 3

Plan Sheet 476/878 shows a 60" (706.02) RCP Conduit jacked under railroad and then a 42" (706.02) RCP concrete pipe threaded inside of the 60" RCP? Plan notes sheet 30/878 allow for steel casing bored & jacked to be minimum of .500 non galvanized (748.06) thickness allowable for final structure. Can a 42" steel casing be installed in lieu of the 2 RCP Pipes. Most railroads (N&S and CSX) will require a .625 nominal bare steel casing as a final drainage structure.

Question Submitted: 4/11/2007

Question Number: 4

1. WOULD STAY-IN-PLACE FORMS BE ALLOWED TO FORM THE BRIDGE DECKS ON THIS PROJECT? 2. I CANNOT FIND IN THE MAINTENANCE OF TRAFFIC NOTES ANY TIME LIMITS FOR THE ROAD CLOSURE FOR TWO OF THE THREE OVERHEAD STRUCTURES THAT ARE TO BE BUILT. (TR 43, CR 176) AM I MISSING IT SOMEWHERE? 3. ON PLAN PAGE 33 UNDER THE SR 49 PARAGRAPH IT STATES THAT THE CLOSURE FOR SR 49 IS 210 DAYS. WE HAVE A WAITING PERIOD FOR THE CONSOLIDATED FILLS OF UP TO 120 DAYS, LEAVING 90 DAYS TO DO ALL THE APPROACH WORK AND BRIDGE WORK. THIS IS NOT ENOUGH TIME TO DO ALL THE WORK AND GET THE ROAD OPEN TO TRAFFIC. COULD THIS 210 DAY CLOSURE BE MODIFIED?

Question Submitted: 4/17/2007

Question Number: 5

1. Will LEOs be required when performing short duration closures for setting beams, etc.? If so, could a bid item be added for LEO w/car? 2. Is the contractor or ODOT responsible for installing the detour signage for the SR 49 closure? 3. Is detour signage required when closing crossroads? 4. The new concrete pavement is to begin at 702+25.93. This means that the westbound pavement would cross existing Township Road 1. There are no MOT requirements in the plans for this road. Please advise how this section of pavement is to be built.

Question Submitted: 4/19/2007

Question Number: 6

ON SHEET 556/878 FENCE SUB SUMMARY ARE TO ITEMS LISTED FENCE CROSSING TYPE 1 QUANTITY OF 2 EACH AND FENCE CROSSING TYPE 2 QUANTITY OF 13 EACH. BOTH TYPE 1 AND TYPE 2 REQUIRE ITEM 601 ROCK CHANNEL PROTECTION, TYPE B W/FILTER THE QUANTITY FOR THE TYPE B ROCK IS NOT INCLUDED IN THE GENERAL SUMMARY FOR TYPE B WITH FILTER. PLEASE CORRECT

Question Submitted: 4/2/2007

Question Number: 7

I would like to request verification on a few cross sections. There are missing end areas and volumes. USR 24 Stations 1229+00 ~ 1232+00 1283+00 ~ 1285+00 1314+00 ~ 1316+00 CR 43 Stations 113+00 ~ 116+00 123+50 ~ 126+00 CR 176 Stations 118+00 ~ 122+50 And, there are no cross sections for TR 83. Is this correct? Thank you for your prompt response. Sincerely, Nancy Schoonover Project Analyst

Question Submitted: 4/20/2007

Question Number: 8

Originally this project was to let on 4/25/07 (four weeks after the adjoining project 070078) and the completion date was to be 8/31/09 (one day after the completion date for project 070078). The letting date for 070110 has been delayed to 5/4/07; will the completion date be delayed, as well? Project 070110 is approximately 20% larger than the adjoining project 070078, and there could be many of the same subs and suppliers on both projects. If the two projects are to be completed at the same time, the contractor, subs and suppliers would incur additional costs for overtime and/or multiple crews. Please advise if the completion date for project 070110 can be extended until 11/15/09.

The Dept respectfully declines to extend the completion date. The date remains 8/31/2009.

All prospective bidders, subcontractors, suppliers, materialmen and all others who have an interest in these prebid questions and answers are advised that these items are being provided for informational purposes only and are not part of the bidding documents. If a question warrants a clarification, the Department will issue an addenda addressing the request for clarification to all plan holders. If the Department believes that the bidding documents adequately address the request, the contractor will be advised accordingly.

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Question Submitted: 4/21/2007

Question Number: 9

ON SHEET 735/878 IT CALLS OUT FOR SHEET PILING FOR BOTH ABUTMENT MSE WALLS. ON THE REAR ABUTMENT WALL IT CALLS FOR SHEETING WITH A REQUIRED SECTION MODULUS OF 8 IN3. THE VERTICLE CUT FOR THIS WALL IS 14'. THERE IS NO WAY THAT THIS SHEETING WILL SUPPORT THAT MUCH EARTH PRESSURE WITHOUT FAILING. THE SAME SITUATION EXISTS ON THE FORWARD SIDE BUT THE SHEETING HAS A MUCH HIGHER SECTION MODULUS BUT WE ALSO HAVE THE RAILROAD SURCHARGE TO ACCOUNT FOR. PLEASE ADVISE ON HOW WE ARE TO PROCEED WITH THIS ITEM.

No change is needed for the minimum section modulus for the temporary sheeting at either abutment. The sheeting at the rear abutment supports a cut of about 8 feet. The minimum section modulus provided in the plan is sufficient for this cut, including an assumed 2-foot live load surcharge. The sheeting at the forward abutment supports a cut of about 10.5 feet from top of rail. This sheeting was designed using the Boussinesq equation assuming an offset distance of 18 feet from the centerline of the track. Preconsolidation is not required for either of these bridges. If the contractor elects to do so, then the temporary shoring provided in the plans is indeed insufficient; it is up to the contractor to provide the proper shoring to retain his proposed preconsolidation material.

Question Submitted: 4/23/2007

Question Number: 10

THE QUANTITIES IN THE PROPOSAL FOR REF NO 503 14HP53 FURNISHED SHOULD BE 3600 FT (48@75'=3600) NOT 3840 FT AND FOR REF NO 543 14HP53 FURNISHED IT SHOULD BE 3750 FT (50@75'=3750) NOT 4000 FT

Question Submitted: 4/26/2007

Question Number: 11

Is the MSE Wall Foundation Soil Consolidation based on the primary settlement, time frame, or both? Does the soil consolidation begin with the commencement of the soil surcharge, or does it begin upon completion of the placement of the soil surcharge? Why do the CR11, CR43, SR49, and CR176 bridges have the MSE Wall Foundation Soil Consolidation, and the RMW Railroad and CR105 bridges do not have this item?

Question Submitted: 4/26/2007

Question Number: 12

The project calls for Lime Stabilized Subgrade, 16" deep. Per Item 206 Chemically Stabilized Subgrade specification, compaction is to be performed in accordance with 204.03. Per 204.03: "When the Contract Documents specify subgrade compaction and drying to a depth greater than 12", manipulate soil by plowing, dozing and turning the soil to dry and compact to the specified depth." Will this process be required for this project? In order to achieve compaction to a full 16" depth, it may be necessary to complete the stabilization in two lifts. Will this be permitted? If so, will the curing coat and curing time be required before filling the second lift?

A1) - No, this process is not required for this project. Section 204.03 of the C&MS book specifies the compaction requirements for the pavement subgrade, chemically treated and non-chemically treated. It also specifies "When the Contract Documents specify subgrade compaction and drying to a depth greater than 12", manipulate soil by plowing, dozing and turning the soil to dry and compact to the specified depth." This contract document does not require subgrade compaction to a depth greater than 12". A2) No, the plans and specifications are designed for Lime Stabilized Subgrade, 16" deep to be constructed in one lift.

Question Submitted: 4/3/2007

Question Number: 13

The sub-totals on plan sheets 48 of 878 & 50 of 878 are wrong for bid item 760 - 12" conduit type c. The sub-total for sheet 48 should be 130' in lieu of 124' & the sub-total for sheet 50 should be 51' in lieu of 70'.

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