

Ohio Department of Transportation

Prebid Questions

Project No. 070281

Sale Date - 6/1/2007

Question Submitted: 5/29/2007

Question Number: 1

Question stems from page 51/119 of the project plans, the question is: Is it the intent of the project plans to pay for Item 304 of the Temporary Pavement / Quantity of 304 for Temporary Pavement is 644.36 CY. Or will this amount be deducted from the Item after start of the project. Please advise so that we may properly estimate this project.

The quantity for the 304 Aggregate Base, as a part of the Temporary Pavement, was calculated and erroneously carried for separate payment with other 304 items on Sheet No. 51. Therefore it will be paid for under Item 304 as shown and not deducted from the Temporary Pavement item. Simply bid accordingly for Item 615 - Temporary Pavement.

Question Submitted: 5/29/2007

Question Number: 2

There is a large amount of embankment required to build the temporary pavement and ramps. I am assuming all of this work is incidental to bid item 770 roads for MOT. Do these embankments and temporary drain pipes and structures have to be removed?

Item 615 - Roads for Maintaining Traffic by specification, requires the contractor to supply all materials (including embankment material and drainage pipes) which, upon completion and are no longer needed, are removed by the contractor (included) in the price bid for Item 615.

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Ohio Department of Transportation

Prebid Questions

Project No. 070038

Sale Date - 1/31/2007

Question Submitted: 1/11/2007

Question Number: 1

During construction there is going to be a significant drop-off between pavement where traffic is being maintained and the area where new concrete pavement is being built. To insure safety of the motorists, ODOT personnel, the contractor's workforce; it appears concrete barrier should be used throughout the length of the project. This will also protect the new concrete pavement during the curing process. Please adjust temporary concrete barrier quantities accordingly.

Question Submitted: 1/11/2007

Question Number: 2

There does not appear to be any quantity calculations for the following: Ref 2 Pavement Removed Ref 3 Curb Removed Ref 4 Curb & Gutter Removed Please provide takeoff information for these removal items.

Question Submitted: 1/11/2007

Question Number: 3

Ref 41 Portland Cement Concrete Pavement, 12" Thick [Reinforced per 451] is under Supplemental Specification 888 QC/QA, which includes section 888.12 Surface Smoothness. Is it ODOT's intent for this type of project to require this smoothness specification? If so, are lane tapers and turn lane pavement considered acceleration and deceleration pavement?

Question Submitted: 1/11/2007

Question Number: 4

Where are Ref 38 9" Non-reinforced Concrete Pavement and Ref 40 Curb, Type 8 to be constructed? There does appear to be sufficient information in the plans.

Question Submitted: 1/11/2007

Question Number: 5

"REVISED" Where are Ref 38 9" Non-reinforced Concrete Pavement and Ref 40 Curb, Type 8 to be constructed? There does not appear to be sufficient information in the plans.

Question Submitted: 1/11/2007

Question Number: 6

Typical sections on Plan Sheets 4, 5, & 6 reference longitudinal joint "L", but no description is given. Is "L" a standard tied longitudinal joint? Also on Plan Sheets 4 & 5, the crownline/centerline construction is not referenced. Is that an untied longitudinal joint due to the width of pavement?

Question Submitted: 1/11/2007

Question Number: 7

During construction there is going to be a significant drop-off between pavement where traffic is being maintained and the area where new concrete pavement is being built. To insure safety of the motorists, ODOT personnel, the contractor's workforce; it appears concrete barrier should be used throughout the length of the project. This will also protect the new concrete pavement during the curing process. Please adjust temporary concrete barrier quantities accordingly.

Question Submitted: 1/11/2007

Question Number: 8

Ref 41 Portland Cement Concrete Pavement, 12" Thick [Reinforced per 451] is under Supplemental Specification 888 QC/QA, which includes section 888.12 Surface Smoothness. Is it ODOT's intent for this type of project to require this smoothness specification? If so, are lane tapers and turn lane pavement considered acceleration and deceleration pavement?

Question Submitted: 1/11/2007

Question Number: 9

Typical sections on Plan Sheets 4, 5, & 6 reference longitudinal joint "L", but no description is given. Is "L" a standard tied longitudinal joint? Also on Plan Sheets 4 & 5, the crownline/centerline construction is not referenced. Is that an untied longitudinal joint due to the width of pavement?

Question Submitted: 1/11/2007

Question Number: 10

Where are Ref 38 9" Non-reinforced Concrete Pavement and Ref 40 Curb, Type 8 to be constructed? There does appear to be sufficient information in the plans.

Question Submitted: 1/11/2007

Question Number: 11

There does not appear to be any quantity calculations for the following: Ref 2 Pavement Removed Ref 3 Curb Removed Ref 4 Curb & Gutter Removed Please provide takeoff information for these removal items.

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Prebid Questions

Question Submitted: 1/11/2007

Question Number: 12

"REVISED"Where are Ref 38 9" Non-reinforced Concrete Pavement and Ref 40 Curb, Type 8 to be constructed? There does not appear to be sufficient information in the plans.

Question Submitted: 1/12/2007

Question Number: 13

Will ODOT allow the contractor to waste broken asphalt, broken concrete and excess dirt in the existing ramp infield areas to help reduce cost?

Question Submitted: 1/12/2007

Question Number: 14

Will ODOT allow the contractor to waste broken asphalt, broken concrete and excess dirt in the existing ramp infield areas to help reduce cost?

Question Submitted: 1/13/2007

Question Number: 15

Ref 53 Ground Mounted Beam Support & Re-erection will require a new Ground Mounted Beam Support Foundation for each post. Will a pay item for the foundation be established before, or after the bid? Since the beam length is dependent upon the elevations at the sign location, it is unlikely the existing beams can be reused. The portion of the beam in the new foundation, and the portion between the sign and the ground, will need a pay item for Ground Mounted Beam Support and Breakaway Beam Connection since the existing beams probably will not be reuseable.

Question Submitted: 1/13/2007

Question Number: 16

Ref 53 Ground Mounted Beam Support & Re-erection will require a new Ground Mounted Beam Support Foundation for each post. Will a pay item for the foundation be established before, or after the bid? Since the beam length is dependent upon the elevations at the sign location, it is unlikely the existing beams can be reused. The portion of the beam in the new foundation, and the portion between the sign and the ground, will need a pay item for Ground Mounted Beam Support and Breakaway Beam Connection since the existing beams probably will not be reuseable.

Question Submitted: 1/15/2007

Question Number: 17

Unless directed by Addendum we assume that the 9" Existing Reinforced Concrete Pavement to be removed has wire mesh reinforcing per 451 and not continuous reinforcing steel. Typical sections on Plan Sheet 4 show an existing asphalt

overlay that will be removed prior to breaking and removing concrete. How thick is the asphalt overlay?

Question Submitted: 1/15/2007

Question Number: 18

Unless directed by Addendum we assume that the 9" Existing Reinforced Concrete Pavement to be removed has wire mesh reinforcing per 451 and not continuous reinforcing steel. Typical sections on Plan Sheet 4 show an existing asphalt

overlay that will be removed prior to breaking and removing concrete. How thick is the asphalt overlay?

Question Submitted: 1/16/2007

Question Number: 19

Page 34 and pages 35 calls for Temporary Pavement Class B. There is no pay item for this item. Also # 0035 448 Intermediate 5 cy. We cannot tell off the plans where this goes.

Question Submitted: 1/16/2007

Question Number: 20

The plans for the phase 1 maintenance of traffic indicate two existing electric poles in the middle the proposed temporary pavement. The approximate locations of the poles are 14+50S and 22+75N. When will these utility poles be relocated?

Question Submitted: 1/16/2007

Question Number: 21

The plans for the phase 1 maintenance of traffic indicate two existing electric poles in the middle the proposed temporary pavement. The approximate locations of the poles are 14+50S and 22+75N. When will these utility poles be relocated?

Question Submitted: 1/16/2007

Question Number: 22

Page 34 and pages 35 calls for Temporary Pavement Class B. There is no pay item for this item. Also # 0035 448 Intermediate 5 cy. We cannot tell off the plans where this goes.

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Prebid Questions

Question Submitted: 1/18/2007

Question Number: 23

Please clarify the answer to the previous question about using portable barrier to protect drop-offs. Is it ODOT's belief that during construction, enough room will be provided between the traveled lanes and the work zone that barrels will be the only protection needed to protect the against the drop-off as required by the work zone drop-off standard on plan pg. 36?

The MOT of Phases 1 and 2 indicate an edge of traveled pavement to dropoff between 4'-12'. With reference to "DROPOFFS IN WORK ZONES", Condition III, Chart A does not require the use of drums if a wedge of material at 3:1 or flatter is constructed. Dependant upon how much existing pavement is removed laterally, one could place a wedge between the travelled lane and the work area. The drums are there to delineate the maintained traffic lanes. The benefit to using the drums is accessibility to the job site and good sight distance for ramp and side road traffic.

Question Submitted: 1/18/2007

Question Number: 24

Please clarify the answer to the previous question about using portable barrier to protect drop-offs. Is it ODOT's belief that during construction, enough room will be provided between the traveled lanes and the work zone that barrels will be the only protection needed to protect the against the drop-off as required by the work zone drop-off standard on plan pg. 36?

The MOT of Phases 1 and 2 indicate an edge of traveled pavement to dropoff between 4'-12'. With reference to "DROPOFFS IN WORK ZONES", Condition III, Chart A does not require the use of drums if a wedge of material at 3:1 or flatter is constructed. Dependant upon how much existing pavement is removed laterally, one could place a wedge between the travelled lane and the work area. The drums are there to delineate the maintained traffic lanes. The benefit to using the drums is accessibility to the job site and good sight distance for ramp and side road traffic.

Question Submitted: 1/22/2007

Question Number: 25

The cross sections on page 54-78 appear to calculate the cut quantity from the top of the existing pavement. On page 51 under the earthwork quantity, the total volume from the cross sections is shown as 14,198cy, and the existing concrete pavement is deducted (3043 cy). Addendum number 1 states there is 7" to 8" of asphalt on top of the concrete. If the cross sections are taken from the existing top of pavement, then shouldn't the asphalt be deducted from the excavation as well?

Question Submitted: 1/22/2007

Question Number: 26

The cross sections on page 54-78 appear to calculate the cut quantity from the top of the existing pavement. On page 51 under the earthwork quantity, the total volume from the cross sections is shown as 14,198cy, and the existing concrete pavement is deducted (3043 cy). Addendum number 1 states there is 7" to 8" of asphalt on top of the concrete. If the cross sections are taken from the existing top of pavement, then shouldn't the asphalt be deducted from the excavation as well?

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