

Ohio Department of Transportation

Prebid Questions

Project No. 050055

Sale Date - 2/2/2005

Question Submitted: 1/12/2005

Question Number: 1

Please address the following questions:

1. The weight of the drilled shaft resteel (ESP401, ESP402, EDS801, and EDS802) for Bridge No. SAN-6-1538 L/R is included in the the resteel references 137 & 170. Typical this resteel is included in the drilled shaft pay items in accordance with item 524. Please review and advise.
2. According to the existing typical section shown on sheet 3/74, the roadway through the work area is an asphalt overlay over concrete pavement. The roadway at the end of each structure is being removed and replaced with asphalt concrete pavement. There is no pay item included for pavement removal. Please review.

Question Submitted: 1/12/2005

Question Number: 2

Ref.# 51 is a temp. traffic signal. On pg.7A/74 Plan note says that Toledo Edison will set a pole for power at contractor expense. On past projects the department has picked this cost because Toledo Edison will not quote a price to the contractor for this service. Also the service called for is a 480 volt single phase circuit which will no longer be available from T. E. The traffic signal only requires a 120 vole service. Also who will pay for the cost of the power? Thank You

Question Submitted: 1/13/2005

Question Number: 3

Please address the following questions:

1. Pier # 2 on Bridge No. SAN-6-1538 L/R is being widened as shown on plan sheet 50 & 51/74. In order to construct this pier, CR 57 (Christy Road) will need to be closed due to its proximity to the pier excavation. No provisions are included on how to address traffic. Please review.
2. Provisions have been made on plan sheet 21 & 23/74 to replace the guardrail and add a concrete barrier, type D along the west side of CR 57 at pier # 2 of Bridge No. SAN-6-1538 L/R. The plans do not address the replacement of the CR 57 roadway at the two footing locations. Due to the excavation depth, we feel the southbound lane at each pier footing will be destroyed. Can bid items be added to address the roadway replacement at these locations or is this work considered incidental? If incidental, can the Department provide a typical cross-section of the road in this location?

Question Submitted: 1/17/2005

Question Number: 4

Please address the following questions:

1. Reference numbers 57, 58, and 59 are work zone class 1 striping items. No material type is specified in the proposal therefore allowing the contractor to choose what material is used (642 paint, 740.06 Type I or Type II). Plan sheet 7/74 MOT sub-summary table indicates that these items shall be 740.06, type II. The pavement through the project limits has been recently resurfaced in summer 2004. A 740.06, Type II marking is a non-removable material. Which item is correct the proposal or plan sheet? If a 740.06 material is required, should it be a Type I (removal) be specified?
2. Since the pavement surface has been recently resurfaced, will grinding of conflicting markings be allowed or is removable, non-reflective, preformed tape required?

Question Submitted: 1/17/2005

Question Number: 5

Plan sheet 48/74 and 68/74, section A-A parapet detail, shows a construction joint in the parapet at 13" above the top of deck. Is this joint required or can it be optional?

Note no. 1 on plan sheet 48/74 and 68/74 states that haunch concrete is incidental and will not be included in the pay quantity for deck concrete. Will this note be changed to include haunch concrete in the pay quantity?

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Prebid Questions

Question Submitted: 1/17/2005

Question Number: 6

Please address the following questions:

1. Reference numbers 57, 58, and 59 are work zone class 1 striping items. No material type is specified in the proposal therefore allowing the contractor to choose what material is used (642 paint, 740.06 Type I or Type II). Plan sheet 7/74 MOT sub-summary table indicates that these items shall be 740.06, type II. The pavement through the project limits has been recently resurfaced in summer 2004. A 740.06, Type II marking is a non-removable material. Which item is correct the proposal or plan sheet? If a 740.06 material is required, should it be a Type I (removal) be specified?
2. Since the pavement surface has been recently resurfaced, will grinding of conflicting markings be allowed or is removable, non-reflective, preformed tape required?

Question Submitted: 1/17/2005

Question Number: 7

Please address the following questions:

1. Reference numbers 57, 58, and 59 are work zone class 1 striping items. No material type is specified in the proposal therefore allowing the contractor to choose what material is used (642 paint, 740.06 Type I or Type II). Plan sheet 7/74 MOT sub-summary table indicates that these items shall be 740.06, type II. The pavement through the project limits has been recently resurfaced in summer 2004. A 740.06, Type II marking is a non-removable material. Which item is correct the proposal or plan sheet? If a 740.06 material is required, should it be a Type I (removal) be specified?
2. Since the pavement surface has been recently resurfaced, will grinding of conflicting markings be allowed or is removable, non-reflective, preformed tape required?

Question Submitted: 1/17/2005

Question Number: 8

Please address the following questions:

1. Reference numbers 57, 58, and 59 are work zone class 1 striping items. No material type is specified in the proposal therefore allowing the contractor to choose what material is used (642 paint, 740.06 Type I or Type II). Plan sheet 7/74 MOT sub-summary table indicates that these items shall be 740.06, type II. The pavement through the project limits has been recently resurfaced in summer 2004. A 740.06, Type II marking is a non-removable material. Which item is correct the proposal or plan sheet? If a 740.06 material is required, should it be a Type I (removal) be specified?
2. Since the pavement surface has been recently resurfaced, will grinding of conflicting markings be allowed or is removable, non-reflective, preformed tape required?

Question Submitted: 1/17/2005

Question Number: 9

Please address the following questions:

1. Reference numbers 57, 58, and 59 are work zone class 1 striping items. No material type is specified in the proposal therefore allowing the contractor to choose what material is used (642 paint, 740.06 Type I or Type II). Plan sheet 7/74 MOT sub-summary table indicates that these items shall be 740.06, type II. The pavement through the project limits has been recently resurfaced in summer 2004. A 740.06, Type II marking is a non-removable material. Which item is correct the proposal or plan sheet? If a 740.06 material is required, should it be a Type I (removal) be specified?
2. Since the pavement surface has been recently resurfaced, will grinding of conflicting markings be allowed or is removable, non-reflective, preformed tape required?

Question Submitted: 1/17/2005

Question Number: 10

Please address the following questions:

1. Reference numbers 57, 58, and 59 are work zone class 1 striping items. No material type is specified in the proposal therefore allowing the contractor to choose what material is used (642 paint, 740.06 Type I or Type II). Plan sheet 7/74 MOT sub-summary table indicates that these items shall be 740.06, type II. The pavement through the project limits has been recently resurfaced in summer 2004. A 740.06, Type II marking is a non-removable material. Which item is correct the proposal or plan sheet? If a 740.06 material is required, should a Type I (removal) material be specified?
2. Since the pavement surface has been recently resurfaced, will grinding of conflicting markings be allowed or is removable, non-reflective, preformed tape required?

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Question Submitted: 1/17/2005

Question Number: 11

Bid Ref. 0051 - SPECIAL - WORK ZONE TRAFFIC SIGNAL is detailed on plan page 7A. It states that the "WORK ZONE POWER POLE SET BY TOLEDO EDISON. COST TO BE INCLUDED IN ITEM SPECIAL - WORK ZONE TRAFFIC SIGNAL." We have contacted Toledo Edison (Rich Reineck - 419-249-4123) and AEP (Steve - 260-425-2149), with both power companies unable to quote a price for the temporary service nor could they give us an answer on which company is able to furnish power at that location.

In the absence of any further clarification and an exact cost from Toledo Edison or American Electric Power, we will base our bid on the 632.24 POWER SERVICE specifications. We believe this is the intent of the plans since plan page 7A also states "...operation shall be covered in the manner described in 632.24."

Question Submitted: 1/18/2005

Question Number: 12

No soil boring logs were included in the contract documents. Subsurface information is needed for the drilled shafts on structure SAN-6-1538. Will the boring logs be issued by addendum? Thank you for your assistance.

The project was designed using the orig. soil sheets. All of the existing plans with soil sheets are available at the following web site. [ftp://ftp.dot.state.oh.us/pub/districts/d02/downloads/SAN-6\(19120\)/](ftp://ftp.dot.state.oh.us/pub/districts/d02/downloads/SAN-6(19120)/)

Question Submitted: 1/18/2005

Question Number: 13

Are soil borings available?

The project was designed using the orig. soil sheets. All of the existing plans with soil sheets are available at the following web site. [ftp://ftp.dot.state.oh.us/pub/districts/d02/downloads/SAN-6\(19120\)/](ftp://ftp.dot.state.oh.us/pub/districts/d02/downloads/SAN-6(19120)/)

Question Submitted: 1/18/2005

Question Number: 14

Our following questions pertain to the Work Day Contract on page 101&102 of the proposal.

1. What is the anticipated Notice to Proceed Date? Can we start work March 1st or earlier? If so, the way we read the definition of work day, the days worked prior to April 30 would not count in the 75 day work limit. Is this correct? Also, do the days that work is performed that does not restrict a lane of traffic count in the 75 day work limit?

2. Can the contractor control the start day of the 75 day work limit? Structural steel needs to be delivered in phase 1 and would be a date that is set by the supplier. Per the contract, the contractor is required to prepare, submit, and maintain a CPM Schedule. The CPM schedule not ODOT should dictate when the 75 work days need to begin in order to hit the steel delivery dates.

2. What is the completion date for work performed after opening to unrestricted traffic such as bridge deck stripping and painting of steel?

3. You have not answer the question previously submitted on 12/29/2004 regarding the 75 WORK DAYS. We are in agreement with this question and would also like to ask can the 75 WORK DAY limit be extended?

Question Submitted: 1/19/2005

Question Number: 15

Addendum # 1 eliminated the work day proposal note and set a final project completion date of October 15, 2005. Would the Department consider changing the final completion date to May/June, 2006 to accommodate the bridge painting. Due to the late January bid date, our suppliers of the various fabricated items (structural steel, bearings, expansion joints) are quoting delivery dates that are too late to complete bridge construction in two phases and all painting by the completion date provided. Please review.

Question Submitted: 1/20/2005

Question Number: 16

Addendum No 1 states that CR 57 shall be closed for a maximum of 30 days. Does Odor or the contractor setup and remove the detour and closure of CR 57?

Question Submitted: 1/25/2005

Question Number: 17

Bid items for the project do not include itm 510 Dowel Holes, at this time we can not find any other item which include dowel holes. We know this question is beyond the cut-off but we wanted to go on record.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 12/29/2004

Question Number: 18

75 WORK DAYS is just not enough time to complete 4 bridge deck replacements that need to be done 1/2 at a time. Not including the extension of the abutments, additional columns, and drilled shafts. Will the department look into extending the working day requirement for this project?

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