

# Ohio Department of Transportation

## Prebid Questions

Project No. 070515

Sale Date - 12/5/2007

Question Submitted: 11/15/2007

Question Number: 1

Plan page 56/124 references Work Zone Delineation on Asphalt Surfaces. Note 11 refers to resurfacing of transition areas. How does this resurfacing get paid for? There is no transition delineation pay item.

Question Submitted: 11/15/2007

Question Number: 2

Page 4. Full Depth Pavement Removal and Rigid Replacement, Class FS general note. 1. Is assumed that all full depth repairs will occur on the 24' pavement (mainline) with no work on the shoulders or ramp areas? If not, what is a percentage of work expected on the ramps? 2. Will the size of the patches exceed 10' in length? 3. There are no standard drawings related to the Full Depth Pavement Removal and Rigid Replacement, Class FS item listed on the Plan Cover Sheet. Can these be added? 4. What type of section is required with the Full Depth Pavement Removal and Rigid Replacement, Class FS item? (Type Y, Type T, Type YU, or Type TU)

**1. The areas to be repaired will be marked in the field by the Project Engineer as per Section 255.03 of the CMS. The areas to be repaired will be determined after the existing asphalt is milled, therefore, we cannot determine the percentage at this point in time. 2. The size of the patches cannot be determined at this point in time. The areas to be repaired will be determined after the existing asphalt is milled. 3. Standard Drawing BP-2.5 will be added by Addendum. 4. Follow the detail shown on sheet 4/40, this detail shows a vertical interface between the existing concrete pavement and the repair concrete. This is similar to the "Type Y" Joint shown on BP-2.5. Dowel Rods are required as shown on BP-2.5.**

Question Submitted: 11/16/2007

Question Number: 3

Will the Department make available the office calculations as referred to on plan pages 58 & 58A in part 2.

**[ftp://ftp.dot.state.oh.us/pub/contracts/plans/070515/STA-21-12.48\\_PavementCalcs.xls](ftp://ftp.dot.state.oh.us/pub/contracts/plans/070515/STA-21-12.48_PavementCalcs.xls)**

Question Submitted: 11/16/2007

Question Number: 4

1. There are no unclassified excavation bid items for the two bridges. Excavation is required to replace the abutment back walls and install the porous backfill with drainage pipes. There are no notes that require the abutment backfill outside the porous zone to be granular (Perhaps the existing embankment is granular material). Should there be lump sum unclassified excavation items for both bridges? If not we will include the cost of this work in other items & assume we can reuse the existing excavated material as backfill with proper compaction. 2. Due to the depth of excavation behind the backwalls to be replaced on both bridges and the narrowness of the median between the bridges it appears that some type of sheeting will be necessary to prevent undermining the open lanes of traffic. Should the cost of this sheeting if necessary be included in the cofferdams, cribs & sheeting item? 3. Is the cost of any excavation and backfill necessary to install the temporary supports for the existing structural steel to be included in the jacking and temporary support bid items? Ref dwg 98 of 124. 4. The final completion date for this project has been set as 6/30/2009. Several painting contractors have expressed concern to us that there is not enough time with normal warm temperatures between the Spring of 2009 and 6/30/2009 to complete the painting work. Would the Department consider setting an interim completion date of 6/30/2009 to have all lanes of Rt 21 open to traffic but extend the final completion date to the end of August or September of 2009 to allow more warm weather time to complete the painting and related finish work under the structures?

Question Submitted: 11/16/2007

Question Number: 5

On plan page 108 of 124 there are extensive notes that discuss the replacement of warped plates found on the twin structures during rehabilitation work. An estimated quantity of 500 pounds per bridge has been set up for this work. Depending on the location and size of the damaged plate(s) it may or may not be necessary to provide some additional temporary shoring or support to the girder being repaired. Another difficulty arises if the area of plate replacement occurs at the same location where temporary support (during pier cap replacement) is shown on the drawings or is immediately above a permanent bearing location. Should the contractor assume that the warped plate replacement will occur only in locations & be limited in length so additional support or shoring of the girder under repair will not be necessary? If the answer to the previous question is no can the Department describe specifically what steps will be required to allow a typical plate replacement to be made safely so every bidder can estimate the cost on an equal basis? Please verify that any rivets replaced as part of the warped plate replacement will be paid separately under the rivet replacement bid items. The notes as written could be interpreted that any rivet replacement necessary to replace a warped plate be included in the plate bid item.

Question Submitted: 11/16/2007

Question Number: 6

Will the department allow the use of permanent SIP metal deck forms on the interior bays between the steel girders for the replacement of the decks on the Rt 21 bridges over the Tuscarawas River, Railroad & Township road on this project?

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 11/19/2007

Question Number: 7

Bid items 64 Edge line, Type 1 and item 71 Edge line 644. On plan sheet 15 it has the summary for these items. The type 1 quantity needs to be increased to 10.09 miles. The thermo (644) quantity needs to be increased to 3.52 miles. The proposal quantities did not include the yellow quantities.

Question Submitted: 11/19/2007

Question Number: 8

1) Addendum No. 4 requires that prime contractors bid BOTH alternates (painting and metalizing). Since no one is prequalified for the metalizing work types, we can't find any subcontractor to quote metalizing. If the prime contractor must quote both alternates, you may get no bids!! Please reconsider allowing the prime contractors to bid only one of the two alternates. 2) Addendum No. 4 deleted the structural steel level I reference numbers and combined the new abutment end frames and stiffeners as structural steel, level UF. Sheet 92 under design data states that replacement steel shall be grade 36. Sheet 107 notes for end crossframes detail states all end frame material shall be grade 50. Please confirm the grade steel for end frame material and the grade steel for new stiffeners.

Question Submitted: 11/19/2007

Question Number: 9

1) Bridge plans show replacing rear & forward abutment bearings in kind. Neither the proposed or existing drawings indicate design loads for these bearings. Please indicate the required design loads. 2) Neither the existing or proposed bridge plans indicate weld size requirements for new abutment bearings or reset/re-aligned pier bearings. Please provide the welding details. 3) Bridge plan sheet 19 of 34 has an "as directed" quantity of warped plates as 1000 lbs (500 lbs for each bridge). The same sheet shows an "as directed" quantity of existing rivets to be replaced with H.S. bolts @ 100 each (50 each per bridge). Plan & proposal quantity shows 340 each per bridge (7 times as many) please review and advise the correct quantity. If 340 each per bridge is correct, then provide details as to where that much quantity is anticipated to be used. 4) Bridge plan sheet 4 of 34 has an "as per plan note" for level UF steel defining what is paid under this item. There is no as per plan note for level 1 steel. Please confirm that level 1 steel is only for new stiffener plates as detailed on sheet 21 of 34, and that level UF steel is only for new end frames detailed on sheet 18 of 34, and that level UF steel is only for new end frames detailed on sheet 18 of 34. This would conflict with the level UF note on sheet 4 of 34, but it's the only way to come close to plan quantity for both items. 5) Is the contractor required to bid only one of the two alternates for paint vs. metalizing @ each bridge, or both? 6) Where is the clear & legible details for the fill material in the river at the piers as requested earlier.

Question Submitted: 11/19/2007

Question Number: 10

1) In reference to your response to the access (City, Park District) We (The Contractor) expect ODOT to negotiate with the City of Massillon and the Park District for the access the contractor needs to build the job. Please let us know when you (ODOT) hope to have proper access in these areas for a temporary construction easement in order to build the job. 2) Would ODOT consider the use of a hoe-ram type hammer for demo of the pier caps if the contractor were to use extreme caution using the Hy-ram to within 18" of the construction joint and then use small hammers to remove the remaining 18" and then drilling and grouting new reinforcing steel

Question Submitted: 11/19/2007

Question Number: 11

1) We need existing bridge drawing for this project. Could you please post them on the website. 2) There are some drawing at the end of Part 1 which are not legible even if we blow them up. These drawings are included with the letter to Thomas Hill from the Department of the Army. Could you re-issue these drawings in a format which we could read.

Question Submitted: 11/19/2007

Question Number: 12

There is a note on sheet 92/124 with regards to substructure concrete removal. Hydraulic Hoe-Ram type hammers will not be permitted for removing the pier caps. Will the contractor be allowed to saw the pier cap on a horizontal line where the stem meets the cap, and then drill and place new rebar dowels to replace the rebar that was sawed off in the demolition process? A response to this question at your earliest convenience is appreciated.

Question Submitted: 11/19/2007

Question Number: 13

We are requesting a separate pay item for caulking under 514, since the amount caulking may be significant due to the type of structure involved.

**NO separate pay item will be added for caulking. Caulking is included in the Intermediate Coat, see 514.24. Areas where the pack rust is repaired, shall be caulked in accordance with the plan note on Sheet 108/124 and paid under Item 513 - Structural Steel, Misc.: Pack Rust Repair and Caulking.**

Question Submitted: 11/19/2007

Question Number: 14

There is no bid item for unclassified excavation in the bridge sections. Is this work to be included with another item?

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 11/19/2007

Question Number: 15

Your answer to question 16 states that "at present no one is prequalified for these work types" (i.e. metalizing). Your answer to question 21 states "The contractor who is awarded the contract may be required to perform either painting or metalizing, at the choice of the Dept." How can we price this work at bid time and how could we possibly perform this work if the Dept. chooses to perform metalizing?

Question Submitted: 11/19/2007

Question Number: 16

In addendum 4, in the question concerning paint vs. metalizing, the answer states "the contractor must bid on both. The higher alternate will be thrown out for determination of the low bidder." At this time, there is no bidder for the metalizing. You are saying that if we bid high on the metalizing item (higher than the paint) it will automatically be thrown out? There is no way the Department can require metalizing if bid this way? Is this correct?

**NO. The higher bid will be thrown out FOR DETERMINATION OF THE LOW BIDDER. The contractor who is awarded the contract may be required to perform either painting or metalizing, at the choice of the Dept.**

Question Submitted: 11/19/2007

Question Number: 17

Can the Department post a website link to the existing bridge plans for this project? There are alternate bid items to clean & metallize the structural steel for the left & right structures on Rt 21. The proposal lists work type J for the cleaning & work type K for the metallizing. Are there any ODOT prequalified contractors to perform these work types? The prequalification screens on the ODOT website do not list these two work types (work type E is the only non numerical work type we could find) or any contractors qualified to perform these work types.

**<ftp://ftp.dot.state.oh.us/pub/Contracts/Plans/070515> The Dept has invited contractors to apply for these work types. At present no one is prequalified for these work types.**

Question Submitted: 11/20/2007

Question Number: 18

The work breakdown on the project appears to be approximately 30% paving, 30% painting, and 30% bridge. Because of this large amount of specialty work, will the Department consider reducing the 50% requirement for subcontracting.

Question Submitted: 11/20/2007

Question Number: 19

This question is in regards the RR clearance. On page 65 of 124 of Part 2 the actual clearance is 23'-6" and notes that the min. clearance shall be 23'-0". On page 92 of 124 in the Structural General Notes states that a vertical clearance of 20 feet must be maintained at all times. Is the minimum clearance 20' or 23'?

Question Submitted: 11/20/2007

Question Number: 20

Ref. Nos. 183 & 222 Item 513 Structural Steel members, Level UF As per plan sheet 21/34, 110/124. the stiffener reinforcement plates at the bottom of the page. there isn't a detail of the plate where it meets the top and bottom flange angle. it states that it is crimped. Will the stiffener plate be slotted to miss the bottom and top angles? What does that plate look like? Is this to be considered a "tight fit" per GSD-1-96 standard? Can a sketch be issued to cover these plates? Also there is reference to a 3/4" shim plate. any idea what length and width?

Question Submitted: 11/20/2007

Question Number: 21

Plan sheet 5/40, Lane Closure note, the link to the chart seems to be incorrect.

**Correction: [https://plcm.dot.state.oh.us/plcm/plcm\\_web.jsp](https://plcm.dot.state.oh.us/plcm/plcm_web.jsp)**

Question Submitted: 11/20/2007

Question Number: 22

The proposal note PN 463 on page 38 replaces the FS concrete to be used on reference number 22 with Rapid Strength Concrete with Maturity Testing. According to the maintenance of traffic notes on sheet 5/40 of part 1, the closed lane does not have to be opened until the paving work is completed. Why is this very expensive concrete being used when the situation does not require it? Class C concrete could be used for this work. Also, paragraph D of PN 463 states all undercutting and replacement of undercut material is included with the sy bid price for pavement repair. There are bid items set up for this undercutting and replacement material. How are we to bid this work?

Question Submitted: 11/20/2007

Question Number: 23

Would the Department be willing to reduce the controlling prime contractor's work percentage to 35% due to the varies amount of specialty work?

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 11/20/2007

Question Number: 24

Due to the nature of this project, it breaks down into 3 major areas: Bridge reconstruction, Asphalt resurfacing/repairs and Bridge Painting. The requirement for 50% control will be very difficult. With the previous statement: We respectfully request the Department to consider lowering the controlling percentage to 35% on this project. Thank you in advance for your consideration of this request.

Question Submitted: 11/20/2007

Question Number: 25

Is Ref. No. 22 "Full Depth Pavement Removal and Rigid Replacement, Class FS" to be performed as per Plan Note 463 "Joint Repair using Rapid Strength Concrete with Maturity Testing" as found on page 38 of the proposal?

**Yes, PN 463 modifies portions of Section 255 of the CMS**

Question Submitted: 11/20/2007

Question Number: 26

Question 1: The plan note on sheet 110 of 124 states "the welding of the proposed plate to the existing angle stiffeners shall be performed after the existing steel has been prepared according to item 514-Surface Preparation". Does this note require that the entire stiffener plate be blasted, including the area covered by the new plate, or only the bead area of the new weld? Question 2: On sheet 108 of 124 the third paragraph under the Pack Rust note discusses work which can be completed prior to the deck removal. This note appears to not allow painting of the existing steel, with the exception of the primer and intermediate for the bottom foot, prior to deck removal. Is this correct?

Question Submitted: 11/20/2007

Question Number: 27

Question 1: Can 32" portable concrete barrier with glare screens be used in lieu of the 50" pcb described in the plans. Question 2: On sheet 9 of 124 it states that ODOT has obtained permission from the railroad for access to pier 2. Will access be available to the rear abutment and pier 1 from the City of Massillon or the Park District? Question 3: On sheet 108 of 124 there are notes concerning the replacement of warped plates. Can the Department clarify where these plates may be. The shoring requirements to replace these plates could be very extensive depending where they are. Is the quantity of 100 Ea "Replace Existing Rivets with High Strength Bolts" listed on this sheet to be used to replace the warped plates?

Question Submitted: 11/21/2007

Question Number: 28

There doesn't appear to be a bid item for 503 Unclassified Excavation for either structure. Please add a 503 Unclassified Excavation item to each structure.

Question Submitted: 11/21/2007

Question Number: 29

1) Please confirm that Norfolk Southern Railway Co. will NOT be requiring a Railroad protective policy or any additional insurance on this project. 2) Please provide additional clarification on the access issue for the rear abutment and pier 1 work. The construction limits are very tight in this area. Will we be permitted to utilize the area outside of the construction limits but within right-of-way for access?

Question Submitted: 11/21/2007

Question Number: 30

Regarding the last pre-bid question answered on addendum #3; you have stated that "The resurfacing of the transition areas is paid for under Item 614 – Work Zone Raised Pavement Marker, As per Plan. See Sheet 11 of 124." This plan note specifically states "...filling any necessary depressions created in the pavement, per 202.10." It is agreed that filling of the depressions caused by removing work zone RPM is included in the bid item for Item 614 – Work Zone Raised Pavement Marker, As per Plan. However, that is not the question we are asking. We would not consider this filling operation to be resurfacing of the transition delineation area as listed in note 11 on sheet 56/124. Typically if a mill and fill operation is required, there is a pay item for Item 614E11600 Transition Area Delineation. How will the Department pay for the mill and fill operation required by note 11 on plan sheet 56/124? If this mill and fill operation is not required, please clarify as such.

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