

Ohio Department of Transportation

Prebid Questions

Project No. 093004

Sale Date - 11/4/2009

Question Submitted: 10/12/2009

Question Number: 1

Q1. Within part 15.3 Design and Construction Requirements of Structure: TRU-11-0927L under Part G.3. Additional Description of Required Work and Special Provisions, the Scope of Services (SOS) requires that existing cover plates be fatigue retrofitted if existing steel is reused. Existing plans show the steel on this structure to be welded plate girders without supplemental welded cover plates. Please clarify.Q2. Within part 15.4 Design and Construction Requirements of Structure: TRU-11-0957L under Part G.3. Additional Description of Required Work and Special Provisions, the Scope of Services requires that existing cover plates be fatigue retrofitted if existing steel is reused. Existing plans show the steel on this structure to be welded plate girders without supplemental welded cover plates. Please clarify.Q3. Within part 15.4 Design and Construction Requirements of Structure: TRU-11-0957L under Part H.1. Additional Description of Required Work and Special Provisions, the Scope of Services requires existing abutments to be converted to Semi-Integral type. The existing framing for this structure includes girder lines with horizontal bend points. The ODOT BDM section 303.2.2.7 indicates that Semi-Integral design should not be used with curved main members or main members that have bend points in any stringer line. How will this BDM requirement affect the scope of work for Substructure (abutments) on this bridge? Please clarify.Q4. Within part 15.3 Design and Construction Requirements of Structure: TRU-11-0927L under Part F.2. Additional Description of Required Work and Special Provisions, the Scope of Services requires the minimum loading to be HS20-44 (Case I) and the Alternate Military Loading with 60 pounds per square foot future wearing surface. If the existing girders with a new composite deck do not result in an inventory rating of HS20 with the 60 PSF future wearing surface, can a reduced future wearing surface loading be used or will the existing girders have to be strengthened to carry HS20 plus a full 60 PSF future wearing surface?Q5. No indication of the required type of shoulder grading is specified in the SOS. Please identify the type of shoulder grading required; either clear zone or safety grading.Q6. The SOS under section 14.3 Vertical and Horizontal Alignment indicates that the horizontal alignment of SR-11, SR-82 and the interchange ramps will not be changed from existing condition. As super elevation is characterized by ODOT's L&D Manual as horizontal alignment, does this also apply to super elevation? The existing super elevations will become deficient based on the proposed design speed of 70 mph as indicated in section 1.1 of the SOS. Is the DBT required to correct super elevations globally on all affected horizontally curved roadways regardless of needed full depth pavement replacement or resurfacing? Q7. The SOS under section 14.3 Vertical and Horizontal Alignment indicates that the horizontal alignment of SR-11, SR-82 and the interchange ramps will not be changed from existing condition. The current degrees of curvature in the location of the proposed bridge replacement (Structure No. TRU-82-1952) exceed the maximum degree of curvature allowed for rural roadways at 70 mph. According to ODOT L&D Volume 1 Figure 202-2E, the maximum is 3°15'. Q8. The proposed lateral clearances on the three proposed deck replacement structures; TRU-11-0957L, TRU-11-0957R, and TRU-11-0927L, indicated in the SOS do not meet minimum design criteria. Figure 302-1E and the associated footnotes in ODOT L&D Volume 1 indicate preferred clearances for a Rural Freeway of 14' and 6' for the right and left shoulders respectively. Minimum clearances are listed at 12' and 4'. However, footnote [B] indicates a reduction in the clearance widths to no less than 4' subject to an economic study. Are design exceptions required for the proposed lateral clearances on the three proposed deck replacement structures? As each of the proposed structures in question span over 200', is the DBT to assume that footnote [B] negates the need for a design exception and that the proposed shoulder widths are adequate? Q9. If the ramp terminal falls within limits of full-depth pavement reconstruction, does the geometry have to meet L&D Vol. 1, Section 500 requirements (i.e. taper rates, widths, parallel length, etc.)? SOS states that horizontal alignments will not change but does it make sense to build the structures to meet current criteria (since the accel/decels are on the structures) then taper in beyond each structure? With the loop ramps being low-speed, parallel lengths are probably necessary based on Section 500.Q10. Do the cross slopes in the ramp gores have to meet the requirements in Section 503.6.4 (0.032 break at mainline, 0.05 break at all other edges)? This will impact the ramp profiles and possibly the limits of the full-depth pavement. Based on the original construction plans (TRU-11-4.00) and the Lidar data, some of the existing gore cross slopes may violate these allowable cross slope breaks.Q11. Curbs are present along the existing ramps near the gores. Are they to remain or be removed?Q12. The limits of resurfacing for the SR11/SR 82 interchange ramps are not mentioned in the SOS. Where should the DBT terminate the proposed improvements?

See Addendum No. 2

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/12/2009

Question Number: 2

Q1. Within part 15.3 Design and Construction Requirements of Structure: TRU-11-0927L under Part G.3. Additional Description of Required Work and Special Provisions, the Scope of Services (SOS) requires that existing cover plates be fatigue retrofitted if existing steel is reused. Existing plans show the steel on this structure to be welded plate girders without supplemental welded cover plates. Please clarify. Q2. Within part 15.4 Design and Construction Requirements of Structure: TRU-11-0957L under Part G.3. Additional Description of Required Work and Special Provisions, the Scope of Services requires that existing cover plates be fatigue retrofitted if existing steel is reused. Existing plans show the steel on this structure to be welded plate girders without supplemental welded cover plates. Please clarify. Q3. Within part 15.4 Design and Construction Requirements of Structure: TRU-11-0957L under Part H.1. Additional Description of Required Work and Special Provisions, the Scope of Services requires existing abutments to be converted to Semi-Integral type. The existing framing for this structure includes girder lines with horizontal bend points. The ODOT BDM section 303.2.2.7 indicates that Semi-Integral design should not be used with curved main members or main members that have bend points in any stringer line. How will this BDM requirement affect the scope of work for Substructure (abutments) on this bridge? Please clarify. Q4. Within part 15.3 Design and Construction Requirements of Structure: TRU-11-0927L under Part F.2. Additional Description of Required Work and Special Provisions, the Scope of Services requires the minimum loading to be HS20-44 (Case I) and the Alternate Military Loading with 60 pounds per square foot future wearing surface. If the existing girders with a new composite deck do not result in an inventory rating of HS20 with the 60 PSF future wearing surface, can a reduced future wearing surface loading be used or will the existing girders have to be strengthened to carry HS20 plus a full 60 PSF future wearing surface? Q5. No indication of the required type of shoulder grading is specified in the SOS. Please identify the type of shoulder grading required; either clear zone or safety grading. Q6. The SOS under section 14.3 Vertical and Horizontal Alignment indicates that the horizontal alignment of SR-11, SR-82 and the interchange ramps will not be changed from existing condition. As super elevation is characterized by ODOT's L&D Manual as horizontal alignment, does this also apply to super elevation? The existing super elevations will become deficient based on the proposed design speed of 70 mph as indicated in section 1.1 of the SOS. Is the DBT required to correct super elevations globally on all affected horizontally curved roadways regardless of needed full depth pavement replacement or resurfacing? Q7. The SOS under section 14.3 Vertical and Horizontal Alignment indicates that the horizontal alignment of SR-11, SR-82 and the interchange ramps will not be changed from existing condition. The current degrees of curvature in the location of the proposed bridge replacement (Structure No. TRU-82-1952) exceed the maximum degree of curvature allowed for rural roadways at 70 mph. According to ODOT L&D Volume 1 Figure 202-2E, the maximum is 3°15'. Q8. The proposed lateral clearances on the three proposed deck replacement structures; TRU-11-0957L, TRU-11-0957R, and TRU-11-0927L, indicated in the SOS do not meet minimum design criteria. Figure 302-1E and the associated footnotes in ODOT L&D Volume 1 indicate preferred clearances for a Rural Freeway of 14' and 6' for the right and left shoulders respectively. Minimum clearances are listed at 12' and 4'. However, footnote [B] indicates a reduction in the clearance widths to no less than 4' subject to an economic study. Are design exceptions required for the proposed lateral clearances on the three proposed deck replacement structures? As each of the proposed structures in question span over 200', is the DBT to assume that footnote [B] negates the need for a design exception and that the proposed shoulder widths are adequate? Q9. If the ramp terminal falls within limits of full-depth pavement reconstruction, does the geometry have to meet L&D Vol. 1, Section 500 requirements (i.e. taper rates, widths, parallel length, etc.)? SOS states that horizontal alignments will not change but does it make sense to build the structures to meet current criteria (since the accel/decel are on the structures) then taper in beyond each structure? With the loop ramps being low-speed, parallel lengths are probably necessary based on Section 500. Q10. Do the cross slopes in the ramp gores have to meet the requirements in Section 503.6.4 (0.032 break at mainline, 0.05 break at all other edges)? This will impact the ramp profiles and possibly the limits of the full-depth pavement. Based on the original construction plans (TRU-11-4.00) and the Lidar data, some of the existing gore cross slopes may violate these allowable cross slope breaks. Q11. Curbs are present along the existing ramps near the gores. Are they to remain or be removed? Q12. The limits of resurfacing for the SR11/SR 82 interchange ramps are not mentioned in the SOS. Where should the DBT terminate the proposed improvements?

See Addendum No. 2

Question Submitted: 10/14/2009

Question Number: 3

Within part 15.9 Design and Construction Requirements of Structure: TRU-82-01952R under Part B. Additional Description of Required Work and Special Provisions, the Scope of Services (SOS) indicates that the proposed structure shall have span lengths to accommodate certain lane widths and shoulder barrier offsets along Ramp 'B'. With the SOS reference to Shoulder Barriers, is it permissible to construct new substructure units within the Clear Zone along Ramp 'B'? Please clarify.

See Addendum No. 2

Question Submitted: 10/14/2009

Question Number: 4

Q1. Section 14.5 Roadway states Remove and Replace guardrail on mainline SR-11 and SR-82. Does that include replacing existing concrete barrier pier protection? Q2. Section 15.9 Design and Construction requirements of structure TRU-82-1952R, subsection H.4. states that "Abutments are NOT permitted to be supported on MSE walls [BDM 204.4]". Does that mean BDM section 204.4 is not applicable in its entirety OR only that abutments can't be on spread foundation supported on MSE Walls?

See Addendum No. 2

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/14/2009

Question Number: 5

Q7. The SOS under section 14.3 Vertical and Horizontal Alignment indicates that the horizontal alignment of SR-11, SR-82 and the interchange ramps will not be changed from existing condition. The current degrees of curvature in the location of the proposed bridge replacement (Structure No. TRU-82-1952) exceed the maximum degree of curvature allowed for rural roadways at 70 mph. According to ODOT L&D Volume 1 Figure 202-2E, the maximum is 3°15'. We question whether a design exception is necessary for horizontal alignment (and possibly horizontal stopping sight distance) since the curvatures exceed the maximum allowed of 3°15'."

See Addendum No. 2

Question Submitted: 10/16/2009

Question Number: 6

1. Is the D/B contractor responsible for removing the existing false decking under the bridges? 2. How are the new cross frames that attach new Beam Line 8 on bridge TRU-11-0957R paid for? Will these be part of the 10 each that we are to include for replacement in our bid? 3. On the re-decked bridges, are new cross frames and fatigue retrofits to be field painted to match the existing bridge beams?

See Addendum No. 2

Question Submitted: 10/19/2009

Question Number: 7

Please clarify where the lighting items are to be paid for that are required due to the deck replacements.

Question Submitted: 10/19/2009

Question Number: 8

Please clarify where the lighting items are to be paid for that are required due to the deck replacements.

Question Submitted: 10/2/2009

Question Number: 9

Q1) In the scope of work; Section 15.3, G.4b; Section 15.4, G.4b; Section 15.5, G.4b & G.9d, states that Painting Structural Steel Per 514 specs. There are no bid line items for this work. Is this work to be included with line items 530E99030 Special - Structure Rehabilitation? Q2) Also please clarify Section 15.7, A and Section 15.8, A regarding SRS concrete treatment. There are no bid line items for this. Usually this is item 512E10400 and the epoxy-urethane is item no 512E10100. Are these types combined together under 512E99000?

A1) Yes A2) Yes

Question Submitted: 10/20/2009

Question Number: 10

In order to raise the profile on SR11, some slopes need to be widened. This may impact the designated wetland areas. Will the Department allow slopes steeper than 2:1 to be constructed in order to avoid the wetlands? If not, will minor wetland impacts be allowed?

A: The Department will not accept slopes steeper than 2:1, other means should be explored to avoid the wetland. If the DBT wishes to impact the wetlands the DBT will be required to obtain all of the permits required and the DBT is advised that they need to provide this activity in their schedule and an extension for time will not be granted.

Question Submitted: 10/21/2009

Question Number: 11

Addendum No. 2 requires the use of semi-integral abutment construction for Bridge TRU-11-0957L even though bend points exist within the existing steel framing. Does the semi-integral construction requirement apply to Bridge TRU-82-1952R as well or should the BDM requirements apply without exception?

The abutment requirements for TRU-82-1952R are to be as per the Bridge Design Manual.

Question Submitted: 10/21/2009

Question Number: 12

As a follow up to your response regarding the existing concrete pavement; the type of reinforcing, if present, makes a large difference in the cost of removal. As there is no way for the contractors to determine what type of reinforcing is present, please direct us what to assume for bidding purposes. This topic has been discussed at length with Central Office in the past.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/TRU-25223/> The concrete pavement used on the original construction is ITEM 451 - 9" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT according to the existing plans. Further information on the type of reinforcing is not available. Please be advised that portions of this concrete pavement have been repaired (either by Department forces or by Contractors on projects) using either rigid or flexible pavement repairs, locations of the repairs are not known. The Standard Construction Drawing BP-2 (dated 01/17/68) is located at \\ctrfs100\d04\$\Existing Plans\TRU-25223 for your reference.

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/22/2009

Question Number: 13

Please reconsider waiving the M406 "Winter Limitations" requirement on this project. Compliance with this note is a particular problem on structure TRU-82-1952R where detouring the traffic is not permitted by the SOS 13.2. With the raising and part-width construction of this structure it is going to take a very aggressive schedule to completely replace this structure and raise the connected pavement grades in just a 7-1/2 month period. To meet this type of schedule an extensive overtime investment will be required and therefore, reflected in the bid.

The Department will not waive the Winter Limitation Note [M406]. The DBT needs to plan within this constraint.

Question Submitted: 10/22/2009

Question Number: 14

1. It appears that the maintenance of traffic on structure number TRU-11-0927L will require the addition of a beam line to maintain traffic if the 1' clearance between traffic and channelizing devices is needed as per Scope of Services, page 15, Section 13.3, paragraph 3. Will the Department allow the clearance to be waived on this structure? 2. How will the contractor be compensated for costs to remove and replace unsuitable soils in undercut areas of full depth pavement replacement? 3. Addendum No. 2 added Reinforced Concrete Pavement and Pressure Relief Joints at the end of each bridge, adjacent to the approach slabs. The Scope of Services, Page 18-19, Section 14.4, Item 3, Full Depth Pavement and Shoulders, defines the build-up section of new full depth asphalt pavement. If approach and trailing pavement are removed and replaced with full depth asphalt per the SOS, Why was this PRJ item added to the SOS. A PRJ is not used with full depth asphalt pavement.

Question Submitted: 10/22/2009

Question Number: 15

Supplemental Specification 800 dated 7/17/2009 eliminates CM&S 401.20 Asphalt Binder Price Adjustment, making it only pertain when PN 530 or PN 535 are listed in the project's Proposal. Is it the Department's intent to eliminate Asphalt Binder Price Adjustment completely on this project by not adding one of the Proposal Notes specifying one or two year Asphalt Binder Pricing Adjustment?

Question Submitted: 10/22/2009

Question Number: 16

SOS 15.9 G 3 requires the superstructure steel to be galvanized. In an effort to maximize beam length and minimize splices will metalizing be accepted in lieu of the galvanizing?

Question Submitted: 10/22/2009

Question Number: 17

Regarding the SOS for structures 12.60, 12.60R and 12.61L, the scope appears virtually the same for all structures yet structure 12.60 has Ref. No. 45 Structure Rehabilitation and the other two structures do not. Please clarify where this work is paid or should the Structure Rehabilitation item be added to the proposal for 12.60R and 12.61L structures?

Question Submitted: 10/23/2009

Question Number: 18

1) What is the delineation between the ramps and the mainline pavement resurfacing in the gore areas? Specifically, are the areas outside of the channelizing lines considered to be mainline or ramps? 2) The existing 0927-L structure has 5 girder lines. It is scheduled to have a new deck, but not required to have new steel girders. The deck is wide enough to maintain traffic, satisfying the MOT requirements. Logically this would require the deck to be replaced in 2 phases. There are two guidelines established in the BDM that would keep us from doing this without the project incurring substantial costs. a) designing with a closure pour; b) not allowing traffic on a structure that only has 2 beam/girder lines. If both of these guidelines are enforced, the structure would have to be widened, adding a new girder and substantial substructure work. This would greatly increase the cost to ODOT. Will we be allowed to design the deck replacement without a closure pour, thereby utilizing all of the existing 5 girders in the MOT schemes and eliminating substantial cost? This has been allowed on other projects in this District, and is being utilized on a project currently out for bids (09-0460 bridge 84-2050).

Question Submitted: 10/25/2009

Question Number: 19

Should D4 preference M425 be deleted? The first sentence of this section reads "The use of shoulders to maintain traffic is prohibited." The project scope specifically allows the use of the shoulders to maintain traffic as long as they are rebuilt full-depth.

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/25/2009

Question Number: 20

1.Should D4 preference M425 be deleted? The first sentence of this section reads "The use of shoulders to maintain traffic is prohibited." The project scope specifically allows the use of the shoulders to maintain traffic as long as they are rebuilt full-depth.2. The District Design Preferences for Bridges states that a 25' long section of concrete pavement will be installed adjacent to the Approach Slab. Is this a requirement on this project and does this specifically mean that there will be a full depth concrete roadway pavement section for the 25' between the asphalt and the approach slabs?3. Will Pressure Relief Joints be required on this project?

A1.This note applies to the areas of resurfacing only. In Section 13.5 of the Scope of Services it states "for areas of resurfacing work only".A2.Addendum No 2 added this District 4 Design preference to the Project. This is a requirement for this Project. There will be a 25' long section of Concrete Pavement installed adjacent to the Approach Slab with a Pressure Relief Joint (Type A) installed between the Concrete Pavement and the Approach Slab. This is a requirement regardless of the approach pavement type (Asphalt or Concrete). A3.Addendum No 2 added this requirement. Refer to previous answer and Addendum No 2.

Question Submitted: 10/25/2009

Question Number: 21

Is the District aware of the current problems with containment of waste water for hydrodemolition? The new version of 848.20 requires very strict wastewater management which is essentially impossible to perform. We know of at least one project in another district that has been shut down while the Department and the Contractor try to figure out how to meet the specification. Will this portion of 848.20 be waived, and if not how does the Department plan to monitor, test, and aid the contractor in meeting the requirements?

The requirements of Supplemental Spec 848.20 will not be waived, the DBT will be responsible for meeting all requirements.

Question Submitted: 10/26/2009

Question Number: 22

RE:Unsuitable Soils Can the department please add contingency bid items and quantity for the removal of unsuitable subgrade material and corresponding backfill?

A: Addendum #3 addresses this question.

Question Submitted: 10/26/2009

Question Number: 23

Per SOS 16.3, Lighting Special Provisions, please clarify where are the lighting items to be paid for that will be impacted by the work?

The Scope of Services does not call for the installation of NEW lighting. Any lighting that is impacted by this Project will be addressed as noted in Section 16.3 of the Scope of Services. This work will be considered incidental to the Contract and there will not be a separate pay item set up for the work.

Question Submitted: 10/27/2009

Question Number: 24

Will ODOT allow the construction of ponds in the project infields, so that material may be borrowed for use on the project?

No ponds in the infields will be permitted.

Question Submitted: 10/27/2009

Question Number: 25

When will the Department release the next Addendum. A lot of the un-answered questions deal with design details, which can not wait until just days before the bid to be answered. If the Department does not answer these questions by Wednesday 10/28, then we request that the bid be delayed to provide the DBT's adequate time to prepare their bids. Also, we request that all answers to prebid questions provided on the Department's website be formally answered in an Addendum, otherwise they are not part of the contract documents.

See addendum No. 3

Question Submitted: 10/28/2009

Question Number: 26

Proposal Note 420(Surface Smoothness) is specified for this project, but one area does not meet the designer note criteria. The following is the area in question USR 11 from SLM 7.69 to SLM 8.94 - per designer note: The total new asphalt pavement thickness is equal to or greater than 3.00 inches. This pavement section only receives 1.25" planning and 1.25" 424 Fine Graded Polymer Asphalt. Shouldn't the note be removed from the project for this section?

The proposal note will remain

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/28/2009

Question Number: 27

Addendum #3 adds PN 535 Asphalt Binder Price Adjustment for Multi Year Projects. This note will be used on all multi-season projects that specify Asphalt Concrete with a minimum of 2500 CY for any contract line item. All asphalt for a Design Build Project is bid under a Lump Sum line item for Flexible Pavement. Will this Proposal Note still be applied to asphalt quantities installed on this project by the Cubic Yard?

Yes. A preliminary quantity was estimated for cost purposes and that quantity exceeded 2500CY

Question Submitted: 10/28/2009

Question Number: 28

Per Addendum No.2, please modify the lane restrictions to allow for daytime work on the proposed shoulder rehabilitation. Currently with the lane restrictions it is unreasonable and extremely inefficient to expect the contractor to excavate the shoulders 18" deep, install underdrains, compact subgrade, install 304 aggregate and place the asphalt courses within the hours currently set forth.

If the shoulder rehabilitation is part of the resurfacing portion of the project, the lane restriction durations will remain. If the shoulder rehabilitation is part of the structure work, the Permitted Lane Closure Chart does not apply [scope section 13.2]

Question Submitted: 10/28/2009

Question Number: 29

In regard to specification 848.20: 1. Testing of the hydrodemolition wastewater is required. How often do the tests need to be done, only once, every shift or testing per x number of gallons used? 2. Lab turnaround time for the required testing can take up to seven days. If more than one test is required: can disposal commence after samples are collected but before the lab results are in? 3. If the sludge collected is filtered and dried into a solid, can it be disposed like normal concrete debris solids (concrete plants have used this technology for recycling the slurry water)? 4. Should we assume that water used in the cleaning process outlined in 848.22 needs to be treated the same as the water used for hydrodemolition?

The testing shall be done per SS848.

Question Submitted: 10/28/2009

Question Number: 30

Will ODOT allow the non-wetland ramp infields to be utilized for borrow or waste for project needs?

No

Question Submitted: 10/28/2009

Question Number: 31

1. Will the District accept mobile trailers for use as a project field office provided that all the requirements for a Type C Office are met?

Per CMS 619 "Portable facilities may be provided with the approval of the Engineer".

Question Submitted: 10/28/2009

Question Number: 32

will mechanical connectors be required for rebar splices at construction joints of phased bridge pours?

Mechanical Connectors are acceptable but not required. Per the Bridge Design Manual you may use Mechanical Connectors or standard bar laps.

Question Submitted: 10/29/2009

Question Number: 33

1. The pavement design manual recommends, but does not require, the sawing and sealing of asphalt pavement joints to control the location and deterioration of reflective cracks on top of existing concrete pavement. Please clarify by addendum if the Department will require the sawing and sealing of asphalt pavement joints on this project? 2. Will the Engineer approve the use of portable facilities for use as a project field office on this project?

A1: This is not required. A2: Per CMS 619 "Portable facilities may be provided with approval of the Engineer".

Question Submitted: 10/30/2009

Question Number: 34

RE: Fuel Price Adjustments. The project proposal contains PN520 Fuel Price Adjustment, intended to minimize risk to the contractor due to fuel price fluctuations that may occur. The fuel price adjustment calculation is based upon the sum of quantities of completed and accepted work for specified items. Please verify that the fuel adjustments for this project will be based upon the quantities provided by the contractor's design consultant in the general summary of the approved construction plans.

Per Section 18.1.D of the Scope of Services there is not a General Summary prepared by the Consultant. The adjustment for PN520 will be made based upon the actual final quantities delivered and accepted by the Project Engineer.

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/30/2009

Question Number: 35

What defines the area of the required 451 reinforced concrete pavement? Is it skewed parallel to the approach slabs on both ends? Or is the further end squared to the highway? Which dimension is twenty five feet?

A: Per Std Dwg BP-2.3 the Pressure Relief Joint can be installed on a skew. The end of the concrete pavement is to be perpendicular to the road. The short edge is to be 25' long.

Question Submitted: 10/30/2009

Question Number: 36

1) Please explain the process of identification of the consultant per the requirement of Section 5 of Page 5 of the SOS. The EBS form does not provide this designation.2) Page 15 of the SOS lists Item 310. Where will this be used?3) Page 18 of the SOS lists Item 254 but there is not a Proposal Reference number for this item.4) Page 18 of the SOS lists Item 424 but there is not a Proposal Reference number for this item.5) What are the limits of guard rail and appurtenances on SR82 and the ramps of the interchange? Is it reasonable to add quantities of guard rail and appurtenances in the Proposal? There can be a variety of opinions about quantities and types.6) What are the limits of sign removal and replacement on SR82 and the ramps? Is it reasonable to add quantities of sign types in the Proposal? Again there can be a variety of opinions about quantities and types.

A1: The process is explained in Section 5 of the Scope of Services. The Bidders must go to the webpage identified in that section and fill out all of the required information. A2: We cannot find a reference to Item 310 on page 15. There is a pay item of ITEM 310E99000 SPECIAL - SUBBASE AND BASE which is used to pay for all items of work related to the SUBBASE AND BASE. A3: This work will be paid for under ITEM 442E99000 SPECIAL - FLEXIBLE PAVEMENT A4: This work will be paid for under ITEM 442E99000 SPECIAL - FLEXIBLE PAVEMENT A5: The limits for the guardrail replacement are provided in Section 14.5 of the Scope of Services. Separate pay items will not be added, payment for this work will be under ITEM 606E99000 SPECIAL - GUARDRAIL. The Barrier Protection items provided by the DBT must meet all current ODOT standards.A6: The limits for the sign replacement are provided in Section 16 of the Scope of Services. Separate pay items will not be added, payment for this work will be under ITEM 630E99000 SPECIAL - SIGNS AND SUPPORTS. The Signing items provided by the DBT must meet all current ODOT standards.A1: The process is explained in Section 5 of the Scope of Services. The Bidders must go to the webpage identified in that section and fill out all of the required information. A2: We cannot find a reference to Item 310 on page 15. There is a pay item of ITEM 310E99000 SPECIAL - SUBBASE AND BASE which is used to pay for all items of work related to the SUBBASE AND BASE. A3: This work will be paid for under ITEM 442E99000 SPECIAL - FLEXIBLE PAVEMENT A4: This work will be paid for under ITEM 442E99000 SPECIAL - FLEXIBLE PAVEMENT A5: The limits for the guardrail replacement are provided in Section 14.5 of the Scope of Services. Separate pay items will not be added, payment for this work will be under ITEM 606E99000 SPECIAL - GUARDRAIL. The Barrier Protection items provided by the DBT must meet all current ODOT standards.A6: The limits for the sign replacement are provided in Section 16 of the Scope of Services. Separate pay items will not be added, payment for this work will be under ITEM 630E99000 SPECIAL - SIGNS AND SUPPORTS. The Signing items provided by the DBT must meet all current ODOT standards.

Question Submitted: 10/9/2009

Question Number: 37

What are the limits of paving required on the interchange ramps?

See Addendum No. 2

Question Submitted: 10/9/2009

Question Number: 38

Per page 14 of the Scope, the Department will provide the detour routes and the contractor will sign them. Please provide these routes pre-bid so that they can be properly estimated.

The Official Signed Detours for the closures are in Section 13.2 of the Scope of Services

Question Submitted: 10/9/2009

Question Number: 39

What are the maintenance of traffic restrictions on King-Graves Road?

See Addendum No. 2

Question Submitted: 10/9/2009

Question Number: 40

Will the Department allow the re-use of any of the existing substructure elements at Bridge 1952R?

No, the entire existing structure is to be removed and not reused, refer to Section 15.9.A of the Scope of Services.

Question Submitted: 10/9/2009

Question Number: 41

It appears that the LIDAR provided does not extend to the northern limits of the project. Is there additional information available?

The LiDAR information provided is all that is available. If additional information is required for the Design it is the responsibility of the Design Build Team to obtain it.

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.

Ohio Department of Transportation Prebid Questions

Question Submitted: 10/9/2009

Question Number: 42

Can the existing sign foundations be re-used or do these need to be replaced along with the supports?

No, the foundations may not be reused. The foundations and supports are required to be replaced and not reused.

Question Submitted: 10/9/2009

Question Number: 43

Is the existing concrete roadway base reinforced? If so, what type of reinforcing is present?

The existing plans show Reinforced Concrete Pavement. Further information on the type of reinforcing, etc is not available.

Question Submitted: 11/2/2009

Question Number: 44

In regards to SOS Item 12.3 Subsurface Utilities Engineering (SUE): It is very difficult to come up with a cost for it not knowing what exactly what is out there. Could this be bid on an as per item (per test holes) basis? Or would the District specify how many test holes should we estimate?

Changes to this item of work will not be made. The Bidders need to gather enough information during the bidding process to make an estimate of the extent of the work required and an associated cost.

Question Submitted: 9/11/2009

Question Number: 45

Paragraph 1.2 of the Scope of Service in the Proposal states a CD of the existing plans will be included with the bid package. Will the CD be mailed to the planholders or be available on-line?

They are to call the customer service desk 1-800-459-3778 and ask for one and we will send it to them. There is no cost on Design Build jobs , the information on the DVD is not available on-line due to the different file structures and size.

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.