

Ohio Department of Transportation

Prebid Questions

Project No. 100244

Sale Date - 5/27/2010

Question Submitted: 4/12/2010

Question Number: 1

Q1: Please post the existing structure plans online. Q2: We request that the 50% requirement to be performed by the prime contractor be reduced to 40%. This project has 2 parts being combined into one project. Part 1 and Part 2 are completely different types of projects coupled with the specialty subs that will be involved making this project a prime candidate for a percentage reduction.

The Department has reviewed the prime contractor's percentages and feels the 50% is attainable. No reduction.

Question Submitted: 4/13/2010

Question Number: 2

on structures 0220L/R, page 220 of 370. can the sawcut for phase one removal be moved left to fall over center line of the beam. if not, it will be unsafe to try and hold piece and saw it free with only one beam supporting the removal.

The sawcut location will be revised over the beam. The contractor will need to have his sawcutting procedure approved by the project engineer to avoid damage to the top flange or to the moment plates of the interior beam. Addendum will be forthcoming.

Question Submitted: 4/14/2010

Question Number: 3

Detail 1 on sheets 246, 247, 248 and 249 for bridge 0220 l/r and sheets 339, 340, 341 and 342 for bridge 0421 l/r show type 2 waterproofing material being installed at the phase construction joints on the semi-integral abutments. There is no pay item for this work.

Question Submitted: 4/19/2010

Question Number: 4

Thank you for furnishing the existing bridge drawings for part 1 bridges. We also need the existing bridge drawings for the part 2 bridges, specifically MAH-80-0519 L/R, MAH-80-0564, MAH-80-0099, TRU-80-0155 L/R, TRU-80-0247, TRU-80-0266, TRU-80-0357 L, TRU-80-0401 L/R, TRU-80-0461 and TRU-80-0191 L/R.

Question Submitted: 4/19/2010

Question Number: 5

Please post online the structure calculations.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/TRU-76359/>

Question Submitted: 4/23/2010

Question Number: 6

This question pertains to the reinforcing steel above the drilled shafts as shown on sheets 324 and 326. The drilled shaft has (2) 30" x 20" cages mechanically connected together. Above the drilled shaft there is a 30" x 15'-4" cage that must have a 7'-8" splice with the drilled shaft cage. These two cages are the same diameter and cannot be sliced together. Even if this was feasible the 15'-4" cage would not stick out of the drilled shaft enough to fulfill the 9'-2" lap requirement with the column cage above it.

Question Submitted: 4/7/2010

Question Number: 7

1) Please furnish a copy of the office calculations referenced in the general summary? 2) Can the existing drawings be made available to the contractors in electronic form? 3) Due to the mix of work, would it be possible to change the work type percentage performed by the prime contractor from 50% to 40%?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/TRU-76359/>

Question Submitted: 5/11/2010

Question Number: 8

Please provide clarification on the "DETOUR DURATION (STRUCTURE TRU-80-0462) note on plan page 11/72 Part 2. It appears the first and second paragraph conflict.

See Forthcoming Addendum

Question Submitted: 5/11/2010

Question Number: 9

Ref 125 calls for an 18" pull box, 725.06. This is a polymer concrete style box, 18" is that the depth of the box. There needs to be more information as to the size. There are several styles and different sizes that are 18" deep. Can you provide the sizes required.

18" is the width of the pull box. The contractor needs to look at SCD HL-30.11 for other dimensions.

Question Submitted: 5/12/2010

Question Number: 10

REF.NO.14, EMBANKMENT APPEARS TO BE 2600 CY SHORT. IT LOOKS LIKE PART 2 WAS NOT INCLUDED.

A. The part 2 quantities are given separately from part 1 quantities. [ref #366 embankment]

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Prebid Questions

Question Submitted: 5/12/2010

Question Number: 11

Concerning the work required on structure 0191 L&R. After reviewing the schedule ODOT is giving the contractor 1 weekend per lane to do the following work. Mill the deck, perform approx 300 sy yards of patching, (the patching material specified requires 24 hrs cure) repair the existing risers, & pave the deck from 7p Fri to 6am Monday. We do not believe you can perform this much patching in one weekend let alone the other items of work. Because the existing risers remain you can not pre grind the night before or pave the night after. We believe more time is needed to do this work or a faster set machine mixed concrete material needs to be used.

We believe that there is sufficient time to do the work required.

Question Submitted: 5/13/2010

Question Number: 12

I have read the answer to my questions on the 18" size for the pull-box ref. 125 and the question has still not been answered. The SCD HL-30.11 applies to precast concrete. The spec. being used on this ref. 725.06 is for polymer concrete not precast. The polymer concrete boxes are on the QPL by sizes W X L X D. Do you want to change the spec. from 725.06 to 725.08 for this bid item, or do you want to remain using 725.06.

Addendum forthcoming

Question Submitted: 5/17/2010

Question Number: 13

On Structure TRU-80-0191L/R, it is called out to remove somewhere between 2.5" and 3.25" of asphalt off the existing decks depending on which direction you are working. A 2" lift of 12.5MM surface is to be applied once all the repair work has been completed. With this, the existing end dam steel will be anywhere from .5" to 1.25" higher than the finished pavement when the work is completed. Should there be a variable lift of asphalt placed prior to the surface course to insure the end dam is flush with the finished surface course. See sheet 68/72 in Part 2.

The existing asphalt wearing surfaces are thicker than the height of the existing vertical riser bars. The existing riser bars, shown on sheet 68/72 are 2 3/4" high and are welded directly to the existing expansion joints. The proposed 2" asphalt wearing surface, placed over the repaired, existing concrete overlay (1" above original profile grade) on the bridge will be approximately 1/4" above these riser bars. The 3" of asphalt on the approach slabs will be approximately 1/4" above the existing riser bars at the backwall.

Question Submitted: 5/17/2010

Question Number: 14

Due to the mix of bridge work and paving work on this project, please consider reducing the prime contractor's performed work percentage from 50% to 40%.

The Department has reviewed the prime contractor's percentages and feels the 50% is attainable. No reduction.

Question Submitted: 5/17/2010

Question Number: 15

In reference to Line #70 - 6" Shallow Pipe Underdrain, Line #71 - 6" Unclassified Pipe Underdrain and Line #72 6" Base Pipe Underdrain, will ODOT allow 6" Pipe 707.31 instead of 707.41?

Question Submitted: 5/17/2010

Question Number: 16

Is it ODOT's intent to use the Supplemental Specification 800 – section 401.15 dated 1-15-2010 that requires the use of a Material Transfer Vehicles on all courses and in all areas of paving for this project? There is a more current supplemental specification dated 4-16-2010 that would be more appropriate for use on this project. Please verify which SS 800 is to be used for bidding this project.

Question Submitted: 5/18/2010

Question Number: 17

Please indicate what Reference #356, clearing and grubbing is to be used for. Each structure in Part 2, including Shady Rd. has its own clearing item. Should 356 be deleted? Please confirm.

Question Submitted: 5/18/2010

Question Number: 18

Part 2 Structure TRU-80-0191L has 3.25" Wearing Course Removed and Structure TRU-80-0191R has 2.5" Wearing Course Removed. Is it the Department's intent to remove and replace existing Riser Bars to match the Proposed 2.0" lift of 12.5mm Asphalt Concrete Surface Course on the deck or should there be an additional course of asphalt to match the existing riser elevations?

The existing riser bars are to be repaired and to remain in place.

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Prebid Questions

Question Submitted: 5/18/2010

Question Number: 19

1. In regards to the reconstruction of the the existing shoulders on I-80 prior to that start of the Phase 1 work, we will only be able to construct the shoulders up through the 302 base course pavement based on the details and dimensions on sheet 5/370. This material does not serve as a wearing surface and will not withstand the traffic volumes. Could ODOT consider a temporary pavement for the areas and allow the contractor to construct these shoulders under the phases in which the fall.2. On the new pier construction on Structures TRU-80-0220 and TRU-80-0421, there are no provisions in the plans to protect traffic on SR-422 and SR-193 for the pier footing work. Traffic will need to be shifted and PCB and temporary impact attenuators installed to protect traffic from the footer excavation. Please advise.

Question Submitted: 5/18/2010

Question Number: 20

Bid references 109 & 110 are for conventional design light pole designs AT12B30 & AT15B34.2. Each of these designs includes a bracket arm by definition. Bid references 113 and 114 have established additional pay items for extra bracket arms that do not appear elsewhere in the plan set. Will an addendum be issued removing these duplicate items?

Question Submitted: 5/18/2010

Question Number: 21

Bridge TRU-80-191L&R is over Norfolk Southern Railroad. The proposal does not address Norfolk Southern's railroad protective liability insurance requirements. Is railroad protective liability insurance required for Norfolk Southern on this project? If so, please provide their required limits and track usage information.

Question Submitted: 5/18/2010

Question Number: 22

Q1. On Sheet 25, the detailed section for the temporary pavement is shown. Where is the Item 411, Granular Shoulder paid for? Please add bid item per addendum.Q2. Bridge No. TRU-80-0421L-Part 1 lists bid references 319 and 320 which are for temporary support of the existing and new pier. The plans do not indicate or show any temporary support details. Please confirm with addendum if temporary support is needed or remove the bid items.Q3. On Sheet 43/370, Part 1 shows a detour for Ramp K construction. Sheets 22A/72 and 22B/72 for Part 2 shows a different detour for Ramp K construction. Plan page 11/72 for Part 2 also states that all work on Ramp K shall be completed during Part 1 Bridge Replacement. Which detour is correct? Please confirm with addendum.Q4. A previously submitted question regarding time constraints for work at Structure 0191 L&R was asked. The department replied that sufficient time to do the work is provided. We request that these constraints are reviewed again and allow the contractor more time or a material change. The given expectations are unrealistic and needs modified.Q5. On sheet 153, a No.3 manhole (Reference 66) is called for (D-12). The manhole is approximately 18 feet deep and located between the EB and WB structures on the east side of the project. Also, along Belmont Ave is existing utilities in this vicinity. Will the department allow for the contractor to excavate a necessary bench in between the slopes between the bridges to permit the safe excavation and installation of the manhole? This method would avoid any utility interruptions or conflict. Will the department consider adding a sheeting and cofferdam item for this work?

Question Submitted: 5/21/2010

Question Number: 23

The detour duration note on plan page 21/370 indicates the maximum length of the Ramp K detour is 180 calendar days. Plan page 39/370 and 40/370 indicate Ramp K is closed for both Phase 1 and Phase 2 of TRU-80-0421L bridge construction. With the amount of work required for TRU-80-0421L widening and rehabilitation in both phase 1 and phase 2 the 180 day duration is not achievable. Please consider extending this duration by at least 60 days.

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Prebid Questions

Question Submitted: 5/25/2010

Question Number: 24

As a follow up to the prebid question asked on 5/18/2010 at 2:00:58 regarding the reconstruction of the existing outside shoulders at TRU-80-0220L/R and TRU-80-0421R and the inside shoulder at TRU-80-0421L, in Addendum # 6 a quantity of 1958sy of Pavement for MOT was added adjacent to the full depth sections at the SR-422 structure only. Is this all that is required in the pre-phase work prior to placing traffic into phase 1, or is it still ODOTs intent to reconstruct the remaining shoulders outside the temporary pavement sections. As explained in the prebid question noted above, if reconstruction of the outside shoulders is required prior to the phase 1 traffic scheme, traffic will be required to run on Item 302 asphalt base in the reconstructed shoulders areas throughout the phase 1 construction of the bridge, which will extend the the winter months. Based on the details provided, the top of the 302 base material will be flush with the existing surface course adjacent to the reconstructed shoulders. Again, this material will not hold up to the traffic without an intermediate wearing surface. Anywhere traffic is required to use the reconstructed shoulder in phase 1, at both the SR-422 and SR-193 structures, this problem exists.

Please see corrected sheets 94, 95, 109, 110, & 111 for Pavement for MOT for the SR 193 (TRU-80-0421) bridge. See corrected sheets 55, 68, & 69 are for US 422 (TRU-80-0220) bridge. The typical sections on page 6 and page 8 show all of the shoulder reconstruction outside of the areas of re-profiling and widening at the structures. The proposed surface course of the reconstructed shoulders line up and are flush with the existing surface course based on these typical. The typical sections the contractor are referring to in his pre-bid question on page 5 are for the areas of re-profiling and widening directly adjacent to the structure. The temporary pavement quantity added in Addendum #6 covered these areas within the limits of re-profiling and widening. Per sheet 8 the wearing course should be provided. Anywhere traffic is required to use the reconstructed shoulder in phase 1, at both the US-422 and SR-193 structures, this problem exists. The depth is only an issue approaching the bridges, where we are now providing temp pavt. It should also be noted that the Part 2 work is the grinding of 1.50" of existing asphalt and then the overlay of 1.75" of Intermediate Course and 1.50" of Surface Course for a width of 38' based on Pavement Calcs on Sheet 31(Part 2) and the Typical on Sheet 4 (Part 2) . Therefore the Part 2 work will be grinding and re-surfacing over the pre-phase shoulder construction included in Part 1. FYI, the suspend and resume SLM's in the Part 2 plans correlate with the begin/end stationing of the re-profiling/widening in Part 1.

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