

Ohio Department of Transportation

Prebid Questions

Project No. 070167

Sale Date - 4/18/2007

Question Submitted: 3/1/2007

Question Number: 1

1. In Reference 120 & 121 you have included the driveway quantities. Can ODOT change the driveways to 448 designs with PG64-22 instead of 446 designs with PG70-22? 2. In the proposal this project is called for medium designs. Would ODOT want to change to Heavy Designs on USR 20 / USR 23 portion?

Question Submitted: 3/1/2007

Question Number: 2

On the general summary sheets(49 & 50) they have a column that calls out the office calc quantities. Would ODOT furnish the breakdown of those quantities? This would help in stationing, pavement widths and stages of work required.

Question Submitted: 3/19/2007

Question Number: 3

Per Addendum One it tells us to remove the following Proposal Note:PN 417 -DESIGN REQUIREMENTS FOR PLANT MIX PAVEMENTS(MEDIUM)Does this only apply to the US 20 / US 23 portion or does it apply to all areas?

Question Submitted: 3/23/2007

Question Number: 4

Will the electronic design files (CAD drawings, existing topo, etc) be available on ODOT's website?

Question Submitted: 4/10/2007

Question Number: 5

I am looking for the spec on line 0119 item 409e98010 sealing,misc. longitudinal joint sealer (wt:nr)

The requirements for item 409 sealing, misc. longitudinal joint sealer is found on page 10/478 of the plans.

Question Submitted: 4/10/2007

Question Number: 6

The Loop Detector Table on plan page 377 describes individual loop characteristics for each of the Detector Loops at US 23. All of the 6' x 6' loops are shown as having 2 turns of wire. Is this correct? Standard Construction Drawing TC 82.10 (pg 1/2) clearly indicates that loops with perimeter less than 40' have 4 turns of wire. The effectiveness of these loops will likely be diminished with only 2 wraps of wire.

The contractor shall install the referenced loop detectors using 4 turns per TC 82.10.

Question Submitted: 4/10/2007

Question Number: 7

The stage 2 maintenance of traffic note on plan page 12 indicates that the new traffic signal at SR 105 must be complete by 9/30/07. Addendum #3 (answer to pre-bid question #4) further states that the permanent signal, as designed, must be complete by that same date, without allowance to provide a temporary signal. Ordinarily completing this signal within that timeframe would not be a problem. However, this project requires a very non-standard mast arm pole, design TC12.30 with 68' mast arm. Although the pre-bid answer instructs the contractor to pay a premium to make it happen, it is quite likely that no amount of money can get this done. We feel the original answer may have balked at a temp signal feeling the contractor was asking for a separate item. Can we provide temporary signalization complete with all designed pedestrian movements and actuation, as incidental (no item needed) to maintaining traffic in the very likely event the pole cannot be manufactured and delivered on time?

We still feel that it would be possible to have the signal received and installed by the 9/30/07 required date. If this is not possible it will need to be handled during construction per 109.05.

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Prebid Questions

Question Submitted: 4/10/2007

Question Number: 8

1. Ref. No. 269 is Portable Concrete Barrier, 50" As Per Plan A. I cannot find the "As Per Plan" note. The General Summary refers to page 11. The only note on page 11 is the Item 622 Portable Concrete Barrier, 50", Bridge Mounted, As Per Plan A, which is Ref. No. 271. Does the same note apply? 2. Ref. No. 270 does not have a note either. 3. Why is 50" Portable Concrete Barrier (PCB) being used? There are seven breaks in the PCB for drive accesses. If the PCB is 50 inches high with Object Markers (Ref. No. 260) on top the PCB, cars entering the highway will not be able to see if the highway is clear to enter. The only time we have used 50" PCB is when the PCB is separating bi-directional traffic, which is not the case for this project. 4. Is there a Standard Drawing for the 50" PCB? There is not any listed on the front page of the plans. 5. Why is PCB being used for the 19" drop-off for the Chemically Stabilized Subgrade, when the Undercut has a 55" drop-off and only drums are used? Why is PCB being used for the 19" drop-off for the Chemically Stabilized Subgrade, when the regular Compacted Subgrade has a 19" drop-off with drums for the protection? 6. Ref. Nos. 28, 29 and 30 refer to Cement Stabilization but in Addendum No. 3 questions number 5 and 6 refer to Lime Stabilization. Does this project have Cement Stabilization or Lime Stabilization? If the stabilization is lime there needs to be bid items for the lime and lime stabilization. 7. In Addendum No. 4, the fourth answer states that the 12" will be filled with LSM. The new item "ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT" allows lean grout, item 613, sand or other material approved by the engineer. Does LSM have to be used for this conduit? 8. The Pre-bid meeting notes on page 14 lines 13-19 there was a discussion about asbestos and the comment made that the information would be put in an addendum. Is that information available? 9. The Pre-Bid meeting notes on page 28 and 29 line 19 to line 1 there was a discussion about in-stream work and Mr Perse was going to look into. What did he find out?

Question Submitted: 4/11/2007

Question Number: 9

1. The answer to Addendum #3, question #3 indicates work in the Village of Woodville is to be completed by 9-30-07. The construction sequencing on sheet 12 of the plans indicates this is only the Stage 2 work. This indication is further fortified by the MOT plans on sheet 34 of the plans. The remaining in-town work is then to be completed in Stage 3 as shown on sheet 45 of the plans. So the question is, what portion of the work from station 131+50 to the east end of the project is to be completed by 9-30-07? If the intent is to complete both the EBL and the WBL by 9-30-07, then the MOT plans must be revised to indicate as such and show the transitioning of traffic near station 131+50 during this construction. 2. If the signal at SR 105 is to be completed by the 9-30-07 date, then how can this be accomplished when the industry has instructed us that the signal pole/mast arm will require a minimum of 5 months to be fabricated? Throwing money at the issue will not change the industry's fabrication scheduling. 3. Addendum #4 addressed the lowering of the 18" and the 30" underdrains in the area of the 3' undercuts. What is the typical section for the construction of these drains? To what elevation is the granular backfill and fabric wrap to be constructed? Is the underdrain buried just 6" below the undercut with the fabric wrap and the granular backfill only 6" deep?

A1) The construction of the work in the village needed to be complete by the 9/30/07 can be limited to the EBL (stage 2), the signal at 105 and the pedestrian crossings. This would eliminate the construction/construction equipment (during stage 2) from the area in front of the school by the 9/30/07 date increasing the safety of the school children. A2) We still feel that it would be possible to have the signal received and installed by the 9/30/07 required date. If this is not possible a solution it will need to be handled during construction per 109.05. A3) The typical section would have 3' of undercutting. The deep pipe underdrains will be 42" below the 304. This puts the underdrain buried just 6" below the undercut with the fabric wrap and the granular backfill only 6" deep.

Question Submitted: 4/16/2007

Question Number: 10

The project calls for Cement Stabilized Subgrade, 14" Deep. Per the Item 206 Chemically Stabilized Subgrade specification, compaction is to be performed in accordance with 204.03. Per Item 204.03: "When the Contract Documents specify subgrade compaction and drying to a depth greater than 12 inches, manipulate the soil by plowing, dozing and turning the soil to dry and compact to the specified depth." Per the 206 specification for cement stabilized subgrade: "Once the water is added to the mixture, complete the mixing, compacting and shaping within 2 hours from start to finish." It seems unlikely that it would be possible to add the additional step of manipulating the soils to obtain full depth compaction within the 2 hours allotted by the 206 specification. Will the stabilization contractor be required to adhere to Item 204.03? If so, can the stabilized subgrade be constructed in two lifts? This may require additional contract time and present and issue with bonding of the cement stabilized subgrade between lifts. If lifts are required, will the required curing coat and curing time be required before the construction of the second lift?

The Section of 204.03 references states "When the Contract Documents specify subgrade compaction and drying to a depth greater than 12 inches (300 mm), manipulate the soil by plowing, dozing, or turning the soil to dry and compact to the specified depth." The contract documents specify "cement stabilized subgrade 14 inches deep" BUT does not show subgrade compaction and drying to a depth greater than 12 inches, therefore that paragraph of 204.03 does not apply. All other aspects of 204.03 per 206 apply. The contractor shall follow 206.5 for mixing, compacting and shaping of the soil.

Question Submitted: 4/2/2007

Question Number: 11

On Addendum # 3 when we open page 23312p2 it comes up blank. What do we need to do to get this page?

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Ohio Department of Transportation Prebid Questions

Question Submitted: 4/3/2007

Question Number: 12

1. A month ago, we placed a request for a better set of plans due to the original copies being too dark and illegible, especially in the cross sections. To date, we have not received any reissued set. When viewing the plans, some number "8's" may actually be "0's" or "6's". We simply cannot discern what is specified. Because of the time involved in preparing the bid, we must begin making assumptions as to what is specified. If this creates issues during construction, then we will have to deal with them at that time. 2. Immediately east of Emch Road, the plans specify the construction of a new 8' X 4' culvert. This installation during the WBL construction will cut off the outlet for the EBL drainage. How will this issue be addressed? 3. During construction of the WBL in the area of Emch road, two 36" drainage conduits outlets for the EBL will be severed. How will the EBL drainage outlet be addressed for these two pipes? 4. The 8' X 4' culvert east of Emch Road at station 58+75 will be constructed one half at a time. What procedure is to be employed to protect the work and the traveling public, since the traffic will be immediately adjacent to the work? 5. On sheet 114 of the plans, it shows removing the 12" crossover drainage conduit. This crossover drainage also connects to a 24" conduit that is to be removed. During the WBL construction, how will the EBL drainage be maintained? 6. For the Engineer's quantity of 2550 feet of pavement that may receive an estimated 3 feet undercut, are the 30" underdrains still to be constructed to the 30" depth? How about the 18" underdrains, also? If they are built within the 304, how will the water flow to them?

Question Submitted: 4/9/2007

Question Number: 13

There is a three inch gas line directly over the 12" sanitary line from station 131+30, 44 ft right to station 133+70, 44 ft right. The sanitary line is 11 to 12 ft deep and will require a trench box to meet OSHA requirements. There is a manhole at both ends of this line, too. See pages 327, and 240-243. We are assuming this gas line will be moved for the sanitary construction.

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