

Ohio Department of Transportation

Prebid Questions

Project No. 098019

Sale Date - 6/3/2009

Question Submitted: 4/22/2009

Question Number: 1

Considering the separated narrow driving lanes for Phases 2 NB lanes and Phase 4 SB lanes, how will broken down vehicles be removed or accidents be attended to through the 6500 feet of PCB protected area? Expecting ambulances or tow trucks to back into these narrow lanes for possibly more than a mile could be asking a lot. Designating push trucks as a bid item may not resolve the issue either, since they will face the same conditions.

Question Submitted: 4/22/2009

Question Number: 2

Under what traffic control is the truss mounted sign support and respective signs to be erected at station 44+35? We realize it is to occur during Phase 4, but with traffic running next to the truss support on the east side, there is no provision to park construction vehicles near the work. This truss is 103 feet long. It must be delivered to the site, unloaded, swung into place, and attached to the parapet walls of the Maumee River bridge.

Question Submitted: 4/22/2009

Question Number: 3

If the proposed truss mounted signs for Exit 199A and Exit 199B are erected during Phase 4, shouldn't there be provisions to cover them until Phase 4 is completed and ready to open to traffic? These exits are closed during this phase. See sheet 60.

Question Submitted: 4/22/2009

Question Number: 4

The completion date is not realistic, due to the recognized industry wide delay in receiving fabricated steel items, the lack of concurrent access to the three structures, and the amount of specified work. A preliminary review indicates that the work should carry into a good portion of the 2010 construction season.

Question Submitted: 4/22/2009

Question Number: 5

The length of confined work area enclosed with PCB is around 6500 feet for each of the three main phases of work. This provision is not only impractical but also likely not possible to work within. To expect trucks and equipment to back in and/or out of this area would be time and cost prohibitive. For phase 3, the work area does not have enough width to allow for passing of trucks and large equipment. That would require waiting at the end of work area for one truck to leave before the next truck could enter. If the deck surface removal exposes large areas of top and/or bottom reinforcing steel mats, bridging these areas with plating will be impossible. It all adds up to a lack of necessary access to the work as the project is presently portrayed. Some revisions must be made to remedy this situation.

Question Submitted: 4/27/2009

Question Number: 6

1. CAN THE EXISTING STRUCTURE DRAWINGS BE MADE AVAILABLE ON ODOT'S WEB SITE?

Question Submitted: 4/27/2009

Question Number: 7

Question regarding project completion date. When the SDC Overlay was done in 1988 & 1989 the same work was completed as required for this project, 2 full seasons were allowed for prior project. This job will have a schedule of 4 months with no lead time allowed for fabricated items, in our opinion it is not feasible to complete by the 10/15/09 date. Reviewing the project phasing the job could be rephase to complete Phase-1 construct X-Overs, Phase-2 outside N.B.Lanes and part of Phase-3 which would be the inside N.B.lanes; thus completing N.B. work in the 2009 season prior to winter. 2010 Season would consist of remainder of Phase-3 inside S.B.lanes, Phase-4 outside S.B.lanes, Phase-5 removal of X-Overs and painting of structural steel. 2009 rephased work will still require an aggressive schedule to complete due to lead time on fabricated items in a total 2009 schedule of 4 months. We believe this is a major issue, thank you for your time reviewing our suggestion.

Question Submitted: 4/27/2009

Question Number: 8

Plan sheet No. 5 has a note addressing Construction Noise which restricts the use of power operated construction equipment between the hours of 9:00pm to 6:00am. A large portion of the work is Micro-Silica concrete overlay, which is performed by spec at night. Also if the project completion date remains 10/15/09 work will have to be performed 24 hrs per day and at times 7 days per week. Please advise.

Question Submitted: 4/27/2009

Question Number: 9

1. On plan pages 85-87 is the median wall removal included with the approach slab removed? If so, shouldn't the approach slab removal be bid APP?

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Prebid Questions

Question Submitted: 4/27/2009

Question Number: 10

This question addresses portable concrete barrier. The general summary calls for 22015 LF PCB 50" AAP and 26340 LF PCB 50" Bridge Mtd. There are no sub summaries to identify locations or quantity for the PCB, but the quantity for bridge mounted barrier appear large for this type of work. The APP note for 50" APP Barrier allows 32" barrier with 18" glare screen will the 32" bridge mtd. barrier and glare screen be allowed for 50" bridge mtd barrier. QUESTION No.-2 Would the office calc's be available to help locate and quantify the items of work.

Question Submitted: 4/28/2009

Question Number: 11

1. On plan page 26/205 it show 410' of median barrier removed for the cross over for traffic. How is the removal of the median barrier paid for? How is the replacement of the median barrier paid for?

Question Submitted: 4/28/2009

Question Number: 12

1. On plan page 89/205 under proposed work item #3 states remove end cross frames. On plan page 95/205 under section A-A it says existing end frames to remain. Which is correct? 2. On plan page 89/205 under proposed work item #4 states to place new crossframes. If the old crossframes are to be left in place is this line to be omitted?

Question Submitted: 4/29/2009

Question Number: 13

The crossovers require some additional information. We need horizontal alignment, typical sections, profiles, and pavement transitions. The information on sheets 23 and 26 is not sufficient. Additionally, some of the dimensions don't appear to be correctly detailed. See the 366.66 foot dimension and the 332.0580 foot dimension on sheet 23. They are not consistent. Finally, considering the existing I-75 pavement superelevations, it appears some temporary asphalt may be needed to construct some superelevation in the crossovers to compensate for the reverse curves when entering and exiting the crossovers. Possibly, this is not necessary due to the reduction in speed to 50 mph, but we ask that it be checked and be clarified in the crossover typical sections.

Question Submitted: 4/29/2009

Question Number: 14

EXPANSION JOINT bridge WOO-75-3268 calls out for material (sheets 111 to 114/205) MC13 x 40, MC13 x 50, and MC12 x 45 which one shall really be used for this project?

Question Submitted: 4/29/2009

Question Number: 15

Chevron markings in four out of the seven gore areas are drawn backwards. We assume ODOT wants these corrected and not placed according to plan. See sheets 72, 73, and 75.

Question Submitted: 5/1/2009

Question Number: 16

Where is the resteel for the median barrier on the bridge and approach slabs to be paid for? Is it incidental to the the barrier wall item or is it included in the Epoxy Resteel item? To further complicate things on one structure the median barrier is included with the clas s for the parapets and on another it is its own pay item.

Question Submitted: 5/1/2009

Question Number: 17

1. Should Ref. No. 73 be listed As Per Plan with a unit of measure = Sign-month as indicated on plan sheet 8?2. Please consider adding a bid item for work zone impact attenuators to be used in the multiple phases, including access areas between the structures.3. Please review the portable concrete barrier bid items (81 & 82). Is it necessary for bridge mounted barrier to be used in the tyical overlay areas, or only where portions of the existing structure are removed?

Question Submitted: 5/1/2009

Question Number: 18

I am having problems determining where the barrier wall between the approach slabs are to be paid for. Are the incidental to the approach slabs or are they included in the class s items?

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Prebid Questions

Question Submitted: 5/12/2009

Question Number: 19

In trying to reconcile the pavement calculations from the office calcs we need to have the following confirmed it looks like we are removing 17' of pavement on the both ends of the bridge and mill the asphalt off an additional 33' off both ends. In other words we are making a 50' transition into the new approach slabs. 1. CSX Note that if this is the case, the quantities are in error due to the ramp on the north end makes the width 125' not 100'. 2. On Miami St bridge the problems with the calculations have the same issue in that the south end of the bridge accommodates the ramp and the width is 140' not 100'. 3. The Maumee river bridge has the same issues due to ramps and the width of pavement removed and replaced is not 100' but is 200' on the south end of the structure. Due to these errors, all of the pavement calculations are in error by close to 30% and should be corrected prior to the bid. On the question that was submitted yesterday concerning the barrier wall not having to be moved on the southbound side during phase 3A you also will not have to move the barrier wall on the northbound side for phase 3b. You also will not make changes in the Temporary striping items. This will significantly lower the quantities for these items and should be corrected prior to bidding.

Question Submitted: 5/12/2009

Question Number: 20

When we received the office calcs with Addendum 3, it listed the Temporary Pavement calculations. We agree with the 353.6' x 18' = 6365 sf and the 376.6' x 18' = 6779 sf for a total of 1461 sy of Temporary Pavement. However, we can not locate the 733.32' x 18' = 13200 sf or the 664.12' x 18' = 11954 sf. There is also no detail on the temp pavement where we are removing the barrier wall on the north cross over. I assume that the excavation and embankment items for the temporary roads are also in error.

Question Submitted: 5/14/2009

Question Number: 21

I am having trouble with the portable concrete barrier wall quantities. First of all, during which phase and where is the 50" Portable Barrier Wall APP being used? Also, I can only find approximately 59,500 lf of the 32" Portable Concrete Barrier. The office calculations provided do not give any stationing and looks like someone just took rough guess at the total quantity and did not take into account the elimination of the Bridge Mounted Wall. Also, the revised quantity calculations for the pavement quantities are still in error. Whoever did them ought to look at the pressure relief joint quantity for their pavement widths.

Question Submitted: 5/15/2009

Question Number: 22

In addendum 4, it states that the median barrier reinforcement is included with the approach slabs for payment. We assume that this is only the median barrier that is adjacent to the approach slabs. This would lead us to believe that the median barrier concrete is also included with the approach slabs for payment. With this in mind on the Miami St structure there is a pay item for the median barrier and based upon the quantity the approach slab median barrier is included in this quantity. Also if the median and parapets are included with the approach slabs then the quantities for Ref No 126 and Ref No 127 are significantly in error. Concerning Ref No 62, WTS will it be necessary to carry this through the 5 winter months that there is no traffic control items needed. This would reduce this quantity to 11 months

Question Submitted: 5/19/2009

Question Number: 23

Plans have median barrier removed and replaced for the North X-over, We believe there may be electrical conduit in the barrier, if so how is conduit to be address for barrier removal, constructing X-over and barrier replacement ?

Question Submitted: 5/21/2009

Question Number: 24

In Addendum 5 you added the Detour Signing but we have no details as to the number of signs nor their locations.

Question Submitted: 5/28/2009

Question Number: 25

We are trying to determine what to do with the hydrodemolition wastewater. The special provision for hydrodemolition states that the contractor needs to block the drains and strain the hydrodemolition waste water until it is visibly clear, but does not say how it is to be collected or where it will be discharged to. The Storm Water Pollution Prevention Plan states that under no circumstance shall Non-sediment pollutant sources, which includes concrete washout, be put directly into a drainage channel, storm sewer or surface waters of the State. Hydrodemolition wastewater is just like concrete washout. So our questions are: Can the water be discharged onsite, and if so where at? Are there requirements for the "visibly clear" specification, such as PH level or suspended solid count? If the deck is used as a settling basin, how much water can it hold and will the joints let the water leak through?

If the existing bridge deck is used as a settlement basin, water to be contained on the bridge shall be no more than the 6" in depth at the curb. The existing expansion joints will not hold water so they will need to be sand bagged. The settlement basin shall be of adequate size to contain slurry water for a duration of 24 hours as per supplemental specification 832 before it is released over the 6" dike. Water being released over the containment dike shall comply with CMS section 107.19 and the Ohio Water Pollution Control Act. All Slurry, concrete wash out and other debris from the hydro demolition shall be removed from the project site.

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Prebid Questions

Question Submitted: 5/4/2009

Question Number: 26

Due to the difficulties in getting Class S Concrete into the pier patches for the river pier repairs, is it possible to allow 520, Pneumatically Place Mortar instead of the Class S Concrete for this operation

Question Submitted: 5/5/2009

Question Number: 27

On plan sheet 9, Work Zone Pavt Markings, last paragraph calls for additional 642 paint prior to all permanent 644 edge line and lane lines being applied, with this cost to be included in 614 Maintaining Traffic. 644 permanent striping is not a listed bid item. Does this note still apply since 642 permanent striping is listed in the proposal?

Question Submitted: 5/5/2009

Question Number: 28

The General Summary (plan sheet 65-66) shows the quantity for numerous items listed under a column heading "OFFICE CALCS". The plans give no further breakdown or tables of the location of the work. Please provide a copy of the office calcs to bidders.

Question Submitted: 5/5/2009

Question Number: 29

The new expansion joints shown on sheets 111 & 112 of 205 show the channels as MC13x40 but the corresponding Section C-C on sheet 113 show one side as MC13x40, the other side MC13x50. Please clarify the which MC channel is to be used.

Question Submitted: 5/5/2009

Question Number: 30

CAN YOU PLEASE REVIEW THE QUANTITY FOR ITEM 516E11210 'STRUCTURAL STEEL EXP JT W/ STRIP SEAL' FOR STRUCTURE LUC-75-0027. I HAVE NOT BEEN ABLE TO ARRIVE AT THE PLAN QNTY FOR THE JOINTS WHICH INCLUDE: P11, P23, P29, P33, P37, PG-1, & ABUT G. I KEEP COMING UP APPROX 42 LF SHORT. THANKS.

Question Submitted: 5/5/2009

Question Number: 31

On plan page 84, under Item 514, LUC-75-0027 over Maumee River notes all steel surfaces within 10 ft of abutments and 10 ft each side of intermediate expansion joints shall be painted as per 514. Do the intermediate expansion joints include the finger expansion joints over the river? Please specify.

Question Submitted: 5/5/2009

Question Number: 32

On Sheet 7/205 it states that Item 614, Transition Area Delineation is a pay item however there is no reference number for it in the bidding documents

Question Submitted: 5/6/2009

Question Number: 33

The note titled "Earthwork for Maintaining Traffic" on Sheet 9/205 provides quantities for excavation and embankment for the temporary road (crossover). Does the State have the calculations to support these quantities? The note also requires the Contractor to determine if the existing soil conditions are adequate to support the road by hiring a geotechnical firm to evaluate the soil. We do not believe it should be the Contractor's responsibility to perform this design function.

Question Submitted: 5/7/2009

Question Number: 34

In the general summary, it lists locations and quantities for numerous items as Office Calculations. We need these calcs in order to determine the locations of these items including pavement removal and 9" concrete base. Since we are making no changes in the roadway, why are the quantities different for these two items? Also, are there pressure relief joints at the approach slabs?

Question Submitted: 5/7/2009

Question Number: 35

STRUCTURE LUC-75-0027: SH. 189 & 190 OF 205 DETAIL UNITS 2 & 3 AS HAVING HYDRODEMO REMOVAL AT 1-3/4" WITH A 3-1/2" MSC OVERLAY. THERE IS NO AS PER PLAN NOTE FOR THE RESPECTIVE ITEMS. THERE IS NO PAY ITEM FOR 3-1/2" OVERLAY. PLEASE CLARIFY HOW THIS IS TO BE PAID.

Question Submitted: 5/7/2009

Question Number: 36

1. The bid item for the work zone pavement markings class 1 does not specify paint or tape. Is paint allowed? According to the standard drawings tape must be used if the pavement is not going to be resurfaced or replaced. Please clarify. 2. According to supplemental specification 800 dated 1/16/09 section 614.11.G.1 the existing pavement markings on the existing pavement must be removed by sand, shot or water blast since the existing pavement surface is not going to be replaced. I am correct to assume that grinding will not be permitted on the pavement between the bridges either to remove the existing permanent markings or the temporary markings. 3. Can the office calculations be made available to the bidders to ascertain how the MOT quantities were derived?

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Prebid Questions

Question Submitted: 5/7/2009

Question Number: 37

The following questions pertain to the Temporary pavement markings.1. The note on sheet 9 for Work Zone Pavement Markings says to use either tape or paint. It is very difficult to determine which is used where. Normally there are pay items for both types of markings and are placed at the direction of the project engineer.2. There is no item for removal of the permanent markings on the existing pavement and bridges. There should be a 642 item, Pavement Marking Removal for this.3. With the normal traffic being placed back on the roadway and bridges for the winter months, what type of pavement markings will be required and under what reference numbers will they be paid for? If there are pressure relief joints at the approach slabs, how will the restoration of these joints be paid for.

Question Submitted: 5/7/2009

Question Number: 38

1. On addendum # 1 it states that an ARRA sign must be installed in each route addition. Based on that description I assume no ARRA signs are required on any ramps or cross roads. On this particular job I assume that 2 signs are required. Is my assumption correct? 2. On addendum # 2 the job is now a 2 yr job vs a 1 year job. Since the portable concrete barrier must be moved off the roadway between November 1, 2009 and March 1, 2009 can the barrier be stored on the shoulder or in an infield on the job site?

Question Submitted: 5/7/2009

Question Number: 39

1. Should ref. no. 73 be described As Per Plan, with a unit of measure Sign-Month? 2. Q-2-6, A-2-6 = two added bid items for Conc Barrier removal/replacement. Is this the median barrier for the crossover? If so, how is the removal of the approach slab median barrier paid for? 3. Please review the PCB items 81 and 82. ODOT office calc totals for 32" PCB appear in error. Also, the breakpoint for 32" to 50" is confusing. Is it ODOT's intent for 50" to be placed where traffic is bi-directional, from end to end of the project (Phase 2 SB, and Phase 4 NB)?

Question Submitted: 5/7/2009

Question Number: 40

In Addendum 2, the start date for the second season is March 1, 2010 with completion on June 30, 2010. Starting work in March is very risky at best with snow, cold weather and rain. The contractor will lose a significant amount of days during March that they can not afford to lose. It would be much better to push the start date to April 1 and completion to July 31. In looking at the barrier wall quantities with the new phasing, is it necessary to move the barrier wall on the south bound side between phase 2 and 3? It looks that you could remove the ends to the new phase 3 limits and leave the rest in its phase 2 position and save the cost of moving the barrier wall and the associated temporary striping.

Question Submitted: 5/8/2009

Question Number: 41

SECT C-C ON 113 AND SECT D-D 181 DETAILS NO FIELD WELDING OR ANY OTHER WAY TO SET ELEVATION. THE SECT DETAILS THE JOINT TO BE SET ON THE FLANGE AND CAST IN PLACE. IS THIS THE INTENT? SOME OF THE SHOP WELD SHOULD PROBABLY BE CHANGE TO FIELD WELD. SECT D-D 180 DETAILS THE SAME FOR THE RIGHT HALF OF THE CROSS SECTION, BUT DOES SHOW A FIELD WELD TO THE FLANGE AND GRADE ADJUSTMENT FOR THE LEFT HALF OF THE CROSS SECTION. PLEASE REVIEW.

Question Submitted: 5/8/2009

Question Number: 42

Who installs and maintains the detour signing

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