

# Ohio Department of Transportation

## Prebid Questions

Project No. 060001

Sale Date - 1/27/2006

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Question Submitted: 1/10/2006

Question Number: 1

Note: I sent this question yesterday but it accidentally had an extra zero in the project number so I am resubmitting it with the corrected project number.

The superstructure concrete bid item reference 231 & 232 is Class QSC3 in the proposal. Per supplemental specification 898 the required concrete compressive strength and permeability is to be specified in the plans by the designer when Class QSC3 is used. On page 181/237, in the General Bridge Notes under Design Stress states: Concrete Class QSC2(Superstructure) - compressive strength 4500psi. So is the superstructure concrete really suppose to be QSC3 instead of QSC2? If it is to be QSC3 we need to know the required strength and permeability? Thanks, Sharon

Question Submitted: 1/19/2006

Question Number: 2

This question is being asked for Project 060001, but it applies to all projects being bid with embankment construction. The current 2005 Spec book contains sections that describe the methods and considerations for the use of recycled materials. Among those specs being mentioned are: 203.03, 203.06, and 703.16. Additionally, under Item 203.02, there is the following statement. "Do not use recycled materials unless specifically allowed by the Supplemental Specifications."

What Supplemental Specification would that be? Although SS871 is not a part of this plan, it appears to be the only supplemental that speaks to the use of recycled materials. However, the materials addressed are: fly ash, foundry sand, glass and tire shreds. How does the 203.02 phrase mentioned above affect recycled concrete and recycled asphalt pavements and any other item not mentioned in SS871?

**The District does not intend to permit recycled materials in this project.**

Question Submitted: 1/2/2006

Question Number: 3

There are work zone impact attenuators detailed on plan sheets 16 and 31, however there is no bid item set up to pay for these attenuators. We assume that a pay item will be set up after the bid if an item is not added by addendum.

**The impact attenuators are paid for under Maintaining Traffic, as per plan 'A' and no addendum or bid item will be required**

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 1/3/2006

Question Number: 4

Question#1: According to the General Notes on sheet 11 of the plans, the "Subgrade Compaction, as per plan" designates the use of geotextile fabric. How is this to be utilized in the area of underdrains? Also, when referring to geotextile fabric and the "area of underdrains", to what dimensional limits does this apply?

Question#2: In order to properly address the direction of the note on "Subgrade Compaction, as per plan", it is extremely important to know what constitutes a cut section. Does a cut section also include areas where only pavement removal was performed? Does it include areas that might only have an inch or two of cut below the pavement removal? (For example: See cross section 16+00 for Ramp K)

Question#3: If only a portion of a section of pavement construction has a cut, will just that portion be treated with cement or Type B or C granular material? Does ODOT truly want different pavement designs constructed across the width of the pavement. In other words, does ODOT actually want to treat a portion of the pavement width with cement and leave the remaining width untreated if only a portion of it involves a cut section? (For example: See section 16+00 for Ramp K or 22+50 for Ramp H or 19+00 for Ramp G)

Without definitive guidelines for the above work, the cost for Subgrade Compaction, as per plan will be very lopsided or extremely inconsistent from bidder to bidder. It may be advisable to remove the subgrade stabilization, determine a quantity, and create its own bid item.

**Answer #1: The use of this item in the area of underdrains is addressed in section 204.02 of the 2005 C&MS book, : "... Do not use Granular Material Type C ... in the location where underdrains are to be constructed... Do not use geotextile fabric in the location where underdrains are to be constructed." As stated in the 2005 C&MS book, : section 204.02 "... Do not use geotextile fabric in the location where underdrains are to be constructed" and in section 204.03 "... Compact the subgrade under pavements ... 18 inches beyond the edge of the surface of the pavement, paved shoulders, or paved medians. "** **Answer #2: A "cut" section is a location where an existing material, as measured by "cut" end area and volume in the cross sections of the plans, is excavated in accordance with Item 203 Excavation. If there is only pavement removal in accordance with Item 202 and no excavation of material beneath the existing or proposed pavement at that location, then the area is not considered a "cut" section. Yes, these areas have excavation beneath the existing or proposed pavement as measured by "cut" end area and volume in the cross sections of the plans and should be treated as stated in the General Note for Item 204 Subgrade Compaction, as per plan on sheet 11/237. Answer #3: Any areas that have excavation under the existing or proposed pavement as measured by "cut" end area and volume in the cross sections of the plans are considered "cut" areas and should be treated as stated in the General Note for Item 204 Subgrade Compaction, as per plan on sheet 11/237. If only a portion of the area under the proposed pavement is excavated, then the area is considered a "cut" area and the remaining portion of the section shall be treated the same as if the entire area was in excavation.**

Question Submitted: 1/4/2006

Question Number: 5

On sheet 48 of the plans, there is a 250 ft. section of Type C conduit that requires concrete encasement between stations 1062+00 and 1063+00. What are the encasement dimensions and other related requirements?

Question Submitted: 1/4/2006

Question Number: 6

Question #1: There does not appear to be any provision to pay for the removal of asphalt pavement prior to the construction of embankments. Should the excavation quantities be adjusted to include this?

Question #2: Also, there appears to be no quantity of embankment material included in the plan to replace the asphalt pavement volume removed prior to embankment construction. This should be added to the embankment work?

Question Submitted: 1/7/2006

Question Number: 7

A couple of minor omissions in the traffic control items. There should be bid items added for:  
Breakaway Beam Connections  
Ground Mtd Beam Supt Foundations

Question Submitted: 1/9/2006

Question Number: 8

The plans state behind abutments that Type B Granular Material 703.16C is to be used on sheet 205 of 237 and Select Granular Backfill is shown on sheet 207 of 237 that is spec out in the special provisions of the plans. Also under the 2005 spec book the backfill material for item 610 is to be a Type B Granular with amount passing the NO 200 Sieve shall be less than 5 percent. Can all the backfill material follow the spec of 703.16C in lieu of Type spec under item 610 in the 2005 spec or the plan special provision of select granular material?

**Please see addendum #2 in which the plan note on sheet 205 was removed.**

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 1/9/2006

Question Number: 9

Bid item 193 Piling, pile sleeves has a quantity of 116 LF. Our take off is 52 abut. pile requiring approx 16 lf each  
52 pile x 16 lf = 832 lf of sleeves.  
Plan sheet 187/237 note #3 states " pile sleeves shall be included with MSE Wall quantities for payment "

Is the quantity incorrect in item 193 or is the remainder of the sleeves to be included in another item ?

**Please see Addendum #2 in which an explanation is provided for the splitting of wall quantities to separate enhanced funded material.**

Question Submitted: 1/9/2006

Question Number: 10

During review of our bid we believe there is a question on the limits of the cofferdam design on sheet 186/237. The MSE Wire wall as shown on sheet 209/237 extends 31 feet beyond the cofferdam. If our assumptions are correct the excavation for the wire wall is approx 12 foot at the end of the cofferdam. We feel the cofferdam design should be review with the construction requirements of the wire wall. At this time we are bidding the cofferdam as designed.

**The district has reviewed the contractor's question and respectfully disagrees with his statement. The cofferdams were designed to protect and hold back the existing soil for excavation of the wire faced wall. The 31ft the contractor is concerned with is the portion above the existing ground and the cofferdams are not supporting the wire faced walls, only holding back existing soil. We believe the design is adequate.**

Question Submitted: 1/9/2006

Question Number: 11

The superstructure concrete bid item reference 231 & 232 is Class QSC3 in the proposal. Per supplemental specification 898 the required concrete compressive strength and permeability is to be specified in the plans by the designer when Class QSC3 is used. On page 181/237, in the General Bridge Notes under Design Stress states: Concrete Class QSC2(Superstructure) - compressive strength 4500psi. So is the superstructure concrete really suppose to be QSC3 instead of QSC2? If it is to be QSC3 we need to know the required strength and permeability?

Thanks,  
Sharon

Question Submitted: 12/12/2005

Question Number: 12

A + B Bidding; This is a A=B Contract with a 160 day max. and a total completion 10 days after the 160 days.

The project scope is as follows:

- A - Build new bridge north of exist bridge and assoc. road and interchange work.
- B - Put traffic on new bridge/roadway; demo existing bridge.
- C - Build new bridge adjacent to Phase A and assoc road and interchange work
- D - Place closure section to connect Phase A & C Bridges and complete remaining road and interchange work.

The project also includes 2 MSE Walls and involved traffic control.

At present SR 696 is single lane traffic each direction. This project maintains the above for the duration of the project.

Question Submitted: 12/13/2005

Question Number: 13

There is a conflict between the times of closure on I75 and SR696 during the beam erection and demolition times. The plan note on page 13 states: "I75 may not be closed until 9:00pm Saturday and must be opened to traffic before 10:00 AM Sunday". The plan note on page 17B/237 regarding SR 696 Closure states: "Friday 10PM thru Sunday 7 AM. How can SR 696 open at 7 AM when I75 is closed until 10:00 AM and I75 traffic is running up and down the ramps? Please consider changing the SR 696 open time to 10:00 am Sunday to match the I75 open time.

Question Submitted: 12/13/2005

Question Number: 14

On page 13/237, the plan notes regarding the I75 weekend closure times, for Phase B(demolish existing bridge)the contractor is given closure time from 10:00pm Friday until 10AM Sunday, however for the phase A & C(beam erection)the contractor is only given 9:00pm Saturday until 10:00 AM Sunday. Would Odot consider giving a larger window of time for the I75 closure in Phase A & C? Thirteen hours is not a sufficient time limit for a contractor to commit to set and adequately secure the 8 beams in the two spans when the liquidated damages for not making this thirteen hour window is going to cost the contractor "\$2500.00 for each 15 minute period that this requirement is not met".

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 12/13/2005

Question Number: 15

The proposal note for the A + B Contract Time on page 36 states: "The date for the beginning of the contract time will be the date traffic is restricted but no later than April 1, 2006. Could Odot please define when SR 696 traffic is considered to be restricted? Since at the present time, SR 696 is single lane traffic in each direction and during Phase A traffic maintains two-way SR696 traffic(one lane each direction on the existing bridge except during beam erection)is it the first time you close SR 696 to erect the beams? If the contractor constructs the substructure of the north part of the new bridge(phase A) prior to April 1,2006 is this time not in the 160 day contract time limit?"

Question Submitted: 12/14/2005

Question Number: 16

In regards to the temporary Ramps G, H, J and K. Can you tell me where the cost for the excavation, embankment and removal of the ramps is paid for?

Thanks

**The removal of the temporary roads is covered in CMS 615.08.**

Question Submitted: 12/15/2005

Question Number: 17

1.) General note on sheet 205/237 unclassified excavation states backfill material behind abutments shall be type B granular. Sheet 207/237 section M-2 shows select granular backfill behind abutments. Please clarify.

Question Submitted: 12/15/2005

Question Number: 18

Proposal unit price quantities in Section #12 "Retaining Walls" (Line# 190-200) are called MSE Wall Enhancements. Please clarify where these items are to be used outside the lump sum item for MSE Walls ? Also see 7.0 Method of Measurement in MSE Wall special provisions.

Question Submitted: 12/16/2005

Question Number: 19

1. Will Odot make available on their web site the downloadable electronic drawings of the cross-sections for SR696 & I75 of this project?
2. The plan note on page 181/237 under Protection of Traffic states: "Prior to Demolition of any portions of the existing superstructure, submit plans for the protection of traffic. ...." Please consider removing this note as it does not pertain since the existing structure is removed during a weekend closure of I-75 with I75 traffic running up and over the ramps.
3. On page 13/237 the plan note states: "All I-75 pavement removed shall be replaced in kind (6" asphalt concrete, 9" reinforced concrete & 6" aggregate) This note pertains to the excavation for the construction of the pier in the median of I-75. How is the pavement replacement to be payed for?"
4. Per page 31/237 the outside shoulders on I-75 are to be replaced with temporary pavement. Subsequently, during the removal of the existing outside shoulder piers this temporary pavement will be disturbed. How is the replacement of the temporary pavement to be payed for?"
5. Is falsework for protection of traffic required on the new concrete I-beams during construction of the new bridge deck in Phases A & C?"

Question Submitted: 12/20/2005

Question Number: 20

Concerning the 204 Subgrade Compaction that has now been changed to 204 Subgrade Compaction, as per plan; unless instructed otherwise, we will assume that we have the choice of which alternate will be used.

**Your assumption is correct. You have a choice.**

Question Submitted: 12/21/2005

Question Number: 21

bid item 85 609 Concrete Median 550 SF

This should be paid for under item 622 Conc. Barrier, and in lineal feet not square feet.

The plan sheets 144 and 194 show conflicting ways to pour the barrier, one shows reinforcing the other doesn't. One shows a 9" footer the other doesn't. Please advise.

Question Submitted: 12/23/2005

Question Number: 22

This question is regarding the unit measurements for the landscaping portion. These numbers just dont seem to add up to me. The sy should come out equivelent to the tonage and acre measurements.

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 12/23/2005

Question Number: 23

Can the existing structure drawings be made available on ODOT's website?

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