

Ohio Department of Transportation - Prebid Questions

Project No. 120027

Sale Date - 1/26/2012

ALL-87965 - IR-75-6.11/7.85

Question Submitted: 1/25/2012 11:46:26 AM

Please reconsider the revision / incorporation of electrical item into concrete and railing items. When bid items 249 and 281 were removed as line items so was their associated 625E specifications. Likewise when they were included in items 898 and 517 notation was made to include pull boxes. Again there are no associated specification for these pull boxes, are they 725.08 and what size, 18" or 24" Last by incorporating electrical items into concrete and railing items, undue burden is placed on the electrical contractor in the event of change. Without individule items the electrical contractor is required to do increased and additional documentation should a quantity change occur or field change happen. IF the Department is going to incorporate differing items why not make the entire structure lump sum. Respectfully, remove the electrical items from the concrete and railing items and re-itemize under their 625 specifications.

Question 2) How is item 167, 3" 725.04 conduit installed, no trench item exists, should it be trench or trench in paved area? Please add an item for trench.

Question Submitted: 1/23/2012 1:34:13 PM

Referring to Addendum 5, please clarify how the 16" waterline connections are to be made. The use of a "hot tap" / tapping sleeve still requires the line to be shutdown in order to cap/plug the existing line. Is the contractor to install two tapping sleeves and two "line-stops"?

Once the hot tap of the existing line is complete and the proposed waterline is active, the existing waterline may be shut down to cap/plug the existing line. All costs associated with this work shall be included in the price bid for 16" Water Main Ductile Iron Pipe Ansi Class 52, Push-On Joints Fittings, As Per Plan.

No addendum is required.

Question Submitted: 1/23/2012 10:45:08 AM

Speaking w/ numerous formliner suppliers, no one has a pattern that matches the 2" grout depth and the course height, course length specified. Does the department want a custom liner which will be more expensive? Or can the department specify a supplier pattern number to bid the job? Furthermore, for the 6" course height, no one offers a stone, is stone what is desired or is brick desired? If brick is desired the brick will all be the same length and not vary?

The Contractor is to provide formliners that meet the requirements of the plans, as the aesthetic treatments being provided in the plans for these two structures will also be provided on the rest of the structures for IR 75. No addenda is required.

Question Submitted: 1/23/2012 9:48:08 AM

Addendum 4 revised notes on Sheets 172 & 196 to make conduit and pull boxes incidental to other items of work. Please review the wording in the Addendum. The bid items referenced under each note do not exist with the bridges that the notes are written for. It appears that each note has been applied to the wrong bridge. Please correct this so that the conduit can be included.

Question Submitted: 1/22/2012 7:47:28 AM

Is Type C field office necessary for this project? Project duration is one season and Unsold Project lists project as \$7,210,000. New specification in Addendum #3 requires 2500 sf and all weather parking increased to 25 spaces This is greater than standard triple-wide [12x60x3 = 2160 sf]. There are major ODOT projects [\$100,000,000 or more] that do not require a field office of this size. Please review.

Yes, a Type C field office as specified is required for this project.

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Question Submitted: 1/20/2012 11:31:22 AM

The connection detail for the aluminum letters and porcelain enamel plaques states to use a 3/8" hilti kwik hus-ez screw. then on plan sheet 202/276 it states that all hardware shall be stainless steel. The hilti kwik hus-ez screws do not come in stainless are they still desired? Or will the contractor have to use a stainless steel wedge anchor?

- 1. The Hilti screws as shown in the plans are acceptable and should be painted per the paint manufacturer's specs to match the letters and logo plaques to eliminate the potential for rust. The note concerning stainless steel hardware applies to all additional hardware and/or any approved equal replacement for the Hilti screws.**
- 2. Note that the plans call for the Hilti screws as shown "or Approved Equal". The contractor may propose an optional connection device for approval by the department and FHWA. The concern over the use of wedge anchors would be mostly aesthetic in nature assuming they could achieve the same anchoring quality and strength as the Hilti Screws. The flat "bolt-head" look rather than "nut and bolt" look was desired**

Question Submitted: 1/20/2012 8:49:58 AM

The answers provided to the shoulder asphalt questions state that it is recommended to use the Class A buildup. This is not a definite answer; for bidding purposes we need a requirement, not a recommendation. What is the requirement for placing asphalt that is removed to construct the new median piers? Is there a requirement for replacing asphalt removed for outside pier demolition? Is any of this asphalt accounted for in the office calcs or is it all incidental to the Lump Sum Maintaining Traffic biditem? Please provide these answers as part of an addendum so that they are contractual.

Any items not otherwise itemized in the plans for the pier construction work are intended to be included with Item 614, Maintaining Traffic, Lump per the plan note on Sheet 30. Replacement of the shoulder material removed for pier construction is included in Item 614, Maintaining Traffic, Lump per the plan. The contractor is responsible for determining the material type used to replace any shoulder removal.

Question Submitted: 1/19/2012 2:09:25 PM

Bridge 0611 shows tied concrete block mats in the plans but has no biditem. Bridge 0785 has a biditem for tied concrete block mats but does not show them. Is this item associated with the wrong bridge?

Question Submitted: 1/19/2012 11:14:28 AM

Sheet 180 states that integrally colored concrete shall be used for the Abutment Including Footing biditem. Can the contractor use non-colored concrete on the footing since it will be buried?

The integrally colored concrete shall be used for the Abutment Including Footing as stated in the plans.

Question Submitted: 1/19/2012 10:07:56 AM

There is a note in both bridges on the parapet details sheet that states the conduit between the pull boxes shall be included with the railing biditem. What pull boxes is this referring to? If it means between the pull boxes on each end of the bridge, there is already a biditem for the conduit on the bridge. To make it clean, will the Department simply increase the quantity of the already established biditems to include the conduit from the end of the bridge to the pull boxes? Also, a biditem needs to be added for the pull boxes. There is no item currently established for these.

Question Submitted: 1/18/2012 2:58:58 PM

1. The cover on the 12" type B (D9 on sheet 103) exceeds 20 ft. Should this pipe be limited to CMP or RCP?
2. Sheet 10 states that the 18" conduit at 414+30 is to be filled; however, on the subsummary for Bryn Mawr, the RM3 (42" CMP) is shown as filled and RM4 (18" CMP) is shown as removed. Which is correct?

Question Submitted: 1/18/2012 2:02:04 PM

1. If the contractor shifts traffic to the outside on I-75 for median pier work, will the rumble strips need to be filled in?
2. What are the required lane widths and offsets for shifting traffic on I-75 for the median pier work?

If the contractor shifts traffic to the outside on I-75 for median pier work, the rumble strips will not need to be filled in.

The minimum required lane width for traffic on I-75 is 12 feet per lane.

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Question Submitted: 1/18/2012 1:48:49 PM

The plans show 2" relief for the bridge form liners. Will the Department allow the use of form liners with different relief depths than this? Different manufacturers patterns vary from 1.5-2". If they are forced to strictly use 2", they may have to quote custom molded liners which will be much more expensive.

The form liners shall have relief depths as stated in the plans.

Question Submitted: 1/18/2012 11:12:01 AM

The proposal calls for CI 52 Ductile Water line, but the plans specify CI 350 Ductile Water line which is city of Lima standard. Which water line material is to be used?

Also no information is given on the 1" air release valves. Will an automatic air release valve be required, or can the contractor use 1" copper line, 1" corp stop, 1" curb stop and 2 curb boxes to create the air release valve?

-The Class 52 Ductile Water line specified in the proposal, the general summary and the plan sheets refers to the Thickness Class of the material and is correct. This material exceeds the pressure capacity of the Pressure Class 350 Ductile Water line referred to in the notes.

-An automatic air release valve is required,

Question Submitted: 1/17/2012 4:56:00 PM

The bridge aesthetic plans on sheets 177 and 200 appear to contradict the notes regarding integrally colored concrete. For example the pier caps are shown receiving a white epoxy-urethane sealer on the aesthetic details, but the general notes for the bridges require that the Pier Above Footing bid item be constructed with gray integral coloring. It doesn't make sense to spend the money to color the concrete just to seal over it with a different color. Additionally, portions of the abutment coping and parapets are shown to be sealed white in the aesthetic plans but these are poured with the abutment and form lined parapet so they will need to use the integrally colored concrete. Please address the differences between the aesthetic details and the bid item descriptions.

Question Submitted: 1/17/2012 4:50:04 PM

Will the Department be including all questions answered on the website as part of an addendum? Specifically the utility note answer should be included in an addendum to make it an official part of the bid documents.

Question Submitted: 1/17/2012 12:36:54 PM

Could the department please check the quantity of MSE wall #8 as the plans appear to overstate this quantity?

Question Submitted: 1/17/2012 12:35:47 PM

Plan sheet 156/276 the bridge notes for 4th Street under pile design loads calls for 3 dynamic load tests. Could the department please add this bid item?

Question Submitted: 1/16/2012 2:08:19 PM

My epoxy-urethane supplier, Chemmasters, has said that they can not find color# 37877 in the two Federal Fan Decks that they have available. Can you please check this color number, and let me know where it can be found, so that I can get them to quote this color of sealer?

This same color specification (FS-37877) was previously used on the US127 Bridge as a part of Pau/Def-24-12.30/0.00 (Project No. 070078) project in District 1. The link below is to a website that lists various colors under Federal Standard 595. The 37877 Color Standard Number appears on the palette titled "other".

Federal Standard 595 Color Palette - Other

<http://www.colorserver.net/showpalette.asp?group=7>

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Question Submitted: 1/16/2012 10:31:58 AM

There is a more current version of SS840 available (dated 10/21/11) than what is listed on the title sheet for this project. Will the newer version be used on this project?

The version of SS840 (dated 10-15-10) listed on the title sheet shall be used for this project.

Question Submitted: 1/16/2012 9:30:53 AM

Plan sheet 18, column 3, under the heading "Lighting" reads: "Existing lighting shall be maintained at the Fourth St. termini during construction." Payment is to be included in Lump Sum MOT, As Per Plan. No further detail is provided. Please give specific location (plan sheet and station) of the lights to be maintained. Also, more detail on direction of power feed will be needed.

Please note, there are 4 each light poles to be removed (Ref 49). They are shown in tables on sheet 50 & 53 and are at the Fourth St. ramp termini. The plans do not call for these poles to be replaced. If these are the lights ODOT is referring to, why would ODOT maintain lights that will be permanently removed and not replaced?

1. The existing lights to be maintained are located on the ramps and acceleration lanes. The existing lights on Fourth St. itself will be removed and not maintained during construction. Lights to be maintained are at the following station and offsets: On Ramp B – 4th St. Sta. 105+68.75, 107.5' Lt.; On Ramp C – 4th St. Sta. 115+68.25, 76' Rt.; Along NB Accel Lane – I-75 Sta. 319+71.25, 68' Rt.; Sta. 322+82.65, 53' Rt.; Sta. 326+30.50, 53' Rt.; Along SB Accel Lane – I-75 Sta. 314+38.00, 71' Lt.; Sta. 318+03.00, 64' Lt.; Sta. 321+03.00, 62' Lt. 2. Five images with the existing circuitry plans (ALL-75-0.00 ExLights1.tif - ALL-75-0.00 ExLights5.tif) have been posted at <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/ALL-87965> 3. Correct, the four poles which are quantified for removal will not be maintained or replaced with this project. Only maintain the light poles not marked for removal in the plans (listed above).

Question Submitted: 1/13/2012 1:02:59 PM

There is a general note on plan sheet 9 entitled "Item 602 - Portable Concrete Barrier, 32", As Per Plan" (Ref 118). The note states this is "at location shown in the plans". Where it is in the plans?

Barrier is shown on sheet 48; Fourth St. sta. 104+22 to sta. 105+07. The quantity shown on sheet 50 and carried to the general summary.

Question Submitted: 1/13/2012 10:17:56 AM

The quantities of temporary striping appear to be wrong. The quantities on sheet 17 are about half of what they should be for 4th Street Phases 1 and 2 (Sheets 32-35). Also, shouldn't the temporary striping for the temporary run-arounds (Sheets 26-27) be included in these quantities?

The quantities provided on sheet 17/276 are intended for use "as directed by the engineer" as a contingency against the unforeseen. The quantities for striping etc. otherwise needed for MOT per the details and standard drawings shall be included with Item 614, Maintaining Traffic, As Per Plan as noted in the MOT general notes and detail notes unless otherwise itemized in the plans. No addenda is required

Question Submitted: 1/13/2012 9:34:45 AM

As a followup to the question submitted 1/6/2012 7:56:21 AM, the Reservoir Road Bridge schedule does not allow enough time. The prior question outlines the issues well which need to be considered in the calendar days allowed. However, the prior question concluded "consider making the 180 days 240 days". With an October 31, 2012 completion date adding the 60 days suggested takes the project beyond November 30 and would require extending the completion date into the next construction season. This would add 151 days (Dec 1 through April 30) to the 240 calendar days for a total of 391 call it 400 days. This would make the completion date June 30, 2013. The waiting period is a major factor, especially since it will fall during the construction season, not over the winter shut down. Please consider these issues when establishing a closure time for Reservoir Road and a final completion date.

In a previous addenda the waiting period was reduced to 30 days rather than 90 days, giving 60 days back to the construction time of the Reservoir Rd bridge keeping the completion of the bridge to 180 days and keeping the overall project completion date the same. No addenda is required.

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Question Submitted: 1/13/2012 9:16:19 AM

Note 5 of the Reservoir Rd sequence of construction on sheet 20 says that we are to close a lane of I-75 per MT-95.40 when putting traffic onto the temporary runaround. Does the department want the contractor to close a lane each night with portable concrete barrier or should the note be MT-95.30?

The barrier (PCB) shown on the detail plan (sht 30/276) will not extend onto the existing I-75 pavement and can be left in place from day to day without being moved. The tapering (merging) of traffic that funnels onto the run-around shall be accomplished with drums for easy set up and removal, similar to MT-95.40 but with the PCB locations being detailed in the plans. It is not intended to have PCB on existing I-75 lanes for very short term lane shifts etc. If a case arises concerning a drop-off, then the requirements of SCD MT-101.90 should be applied.

Question Submitted: 1/12/2012 1:50:26 PM

SINE WALL is now an approved MSE Panel system with Ohio DOT and will be included in the next amendment to SS840. Per the approval, we are requesting that SINE WALL be added to the approved list of MSE wall vendors for Project 120027.

The project will not be revising the SS 840 at this time, SINE Wall will need to wait until the future revision to SS840 is approved and released for use. No addenda is required

Question Submitted: 1/12/2012 1:12:27 PM

1. On plan page 155/276 and 178/276 the existing shoulder piers are to be removed. Since there is no APP for the Structure Removed bid items can these be removed as per 202.03 to 1' below proposed ground surface?

Question Submitted: 1/12/2012 7:59:45 AM

1. on plan pages 159/276 and 182/276 it shows the existing piling, are these to be incorporated into the new pier footers or cut off 1' below new footer elevation?

The existing CIP piling at the pier on sheet 159 (Fourth Street) is not to be re-used in the proposed footing, it is to be cut-off 1' below the proposed footing.

The existing H piling at the pier on sheet 182 (Reservoir Road) is to be left in place and re-used in the proposed footing.

Question Submitted: 1/11/2012 5:59:51 PM

1. After the new piers on both structures are built and backfilled how is the asphalt used to reconstruct the road and shoulders being paid for?

An existing typical section for I-75 showing the assumed buildup had been provided for an earlier question for information purposes. Any items not otherwise itemized in the plans for the pier construction work are intended to be included with Item 614, Maintaining Traffic, Lump per the plan note on Sheet 30. Contingency quantities are also supplied in the MOT Gen Notes for unknowns. To aid in estimating for replacement of shoulder removed for pier construction, it is recommended to use the Class A buildup for Item 615 in the Construction and Materials Spec Book. It was not anticipated that pavement removal would be required from an existing travel lane, however, if this scenario occurs, the contractor should match the existing buildup based on the existing typical section.

Question Submitted: 1/11/2012 2:32:55 PM

On Page 2 of the Utility Note in the proposal, there is a statement that no relocation can begin on the power or cablevision until the structures are removed. Does this statement refer to the bridge structures or to the house structure as mentioned on Page 3 of the Utility Note? If it refers to the bridge structures, does this note apply to both bridges? What is the duration allowed for the utilities to be relocated by others and can other work in the area progress during the utility relocation?

The structures referred to in the Utility note on pg 2 are to the houses. Relocation after the houses are removed is approximately 2 weeks from that time. Yes, work should be able to be done during the relocations.

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Question Submitted:

1/11/2012 2:32:26 PM

The Utility Note in the proposal lists numerous utilities that are relocated or abandoned by others but provides no dates or durations for this work. These are huge impacts to the construction schedule and dates need to be provided prior to the bid in order for the contractors to factor them into prebid schedules. What are the dates that each of these utilities will be relocated or abandoned by others?

Reservoir Rd

The phone line on the bridge will be abandon in place by the middle of January. The power company is setting poles now as soon as the houses are removed they will be able to complete their work, approximately 2 weeks from that point.

The gas line will be cut and capped before the project starts.

Waterline work is in the plans.

Phone aerial work and on the west side and buried work on the east side by the trailer park will be done by the end of February.

4th Street

The power company is starting work on the line on the south side west end, weather permitting they should be done in about three weeks. The line that runs to the outpost cannot be relocated until the trees and house are removed. This also applies to the gas line and phone lines to the outpost.

East Ohio Gas has bid their project. To relocate facilities on the west side. It will take about 4 weeks to complete this work putting it approximately the end of February.

Phone and cable will follow AEP that work will take about and additional two weeks after AEP's work is completed.

If weather permits and everything goes as planned we should have work that can be done on both projects done by the end of February. Weather being the main factor.

Question Submitted:

1/11/2012 1:20:14 PM

The plan set for this project does not include the structure foundation exploration boring logs. The boring profiles, sheets 2 of 7 and 2 of 9 in the back of the plan set are useful, but do not provide all of the information available on the boring log sheets. Please make the boring log sheets available for both bridge structures.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/ALL-87965>

Question Submitted:

1/11/2012 12:58:49 PM

Will stay-in-place bridge deck forms be allowed on this project?

Question Submitted:

1/11/2012 11:07:10 AM

The typical sections for Reservoir Rd on page 7 appear to show some of the curb and gutter with a 4ft wide gutter. Some of it is also shown as having a standard 2ft wide gutter. However, the Combination Curb and Gutter, Type 2 item on this job is not designated "As Per Plan". Please clarify if this non-standard curb and gutter is to be paid under Reference # 116 - Combination Curb and Gutter, Type 2, or if a separate pay item will be added.

All curb and gutter will be paid under the reference #116.

Question Submitted:

1/10/2012 4:46:47 PM

On Page 7/276 It appears the gutter thickness is 7", the typical section is 9" which do we use?

The gutter thickness will be 7" as detailed on sheet 7 of 276.

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Question Submitted: 1/10/2012 3:50:20 PM

Some of the pipe removals are for pipe that no new pipe is put in the same trench and the pipe to be removed is 15 to 20 deep crossing the existing roadway. Can the contractor fill and plug the pipe instead of removing the pipe?

General note on sheet 10 of 273 has the fill and plug note that addresses the 18" under Bryn Mawr @ sta. 414+30 and the 36" under IR 75 @ sta. 412+10, all other pipes designated for removal shall be removed.

Question Submitted: 1/6/2012 7:57:59 AM

Can office calcs be made available online? There are no typical sections shown for I-75, due to the pier construction at both bridges some pavement removal and repaving in those areas will be necessary. Can quantity be added and desired pavement section be given?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/ALL-87965> The existing typical section for I-75 showing the assumed buildup is being provided for information purposes. Any items not otherwise itemized in the plans for the pier construction work are intended to be included with Item 614, Maintaining Traffic, Lump per the plan note on Sheet 30. Contingency quantities are also supplied in the MOT Gen Notes for unknowns. To aid in estimating for replacement of shoulder removed for pier construction, it is recommended to use the Class A buildup for Item 615 in the Construction and Materials Spec Book. It was not anticipated that pavement removal would be required from an existing travel lane, however, if this scenario occurs, the contractor should match the existing buildup (see provided typical section).

Question Submitted: 1/6/2012 7:56:21 AM

The plans call for a 90 day settlement wait period on plan sheet 179 at the Reservoir Road Bridge. Two questions come from this. No settlement platforms are given? What criteria will be used to determine settlement, and how much settlement is expected? Secondly, the closure for this bridge is only 180 days. It will take at least 30 days to demo part of the bridge, move the earth, remove pipe and install pipe at abutments that needs to be done prior to MSE construction, and construct the MSE walls. That 30 days plus the 90 day wait, only leaves 60 days to restrike pile, completely build abutments, set beams, deck the bridge, pour a deck, pour sidewalks, pour railing, pour approaches, most of which have ornamental and formliners which take more time to construct. Simply adding up the cure times of the footer, beam seat, deck, sidewalk, railing, and approach is over 30 days, leaving less than 30 days for actual construction. This is not nearly enough time, please consider making the 180 days 240 days.

Question Submitted: 1/6/2012 7:51:00 AM

No dynamic load test items are in the bid and the notes for the tube pile for the 4th street bridge call for 3 tests. Could a new bid item be created for the dynamic tests required?

Question Submitted: 1/6/2012 7:49:45 AM

Reference Item 252 Parapet has a bid quantity of 77 CY which seems to include the parapet on the approach slab. The notes on sheet 172 state the parapet on the approach is to be paid for in the approach. Please either eliminate the note or adjust the bid quantity.

Question Submitted: 1/4/2012 8:40:19 AM

Reference number 274 Railing as per plan has a bid quantity of 450 Ft. Plan sheet 196 states that the railing on the approach is to be paid under the approach. If this is true the bid quantity should only be 356 FT, or the note should be removed and all of the railing should be paid under the railing item. Please address. Also is the formliner on the railing to be incidental to the railing or paid under the formliner item? The note on sheet 180 states the formliner item is only for the abutment wingwalls and piers. Where is the formliner on the railing to be paid?

Ohio Department of Transportation - Prebid Questions

Question Submitted: 12/23/2011 11:15:03 AM

Pertaining to the bid item for 1 LS Maintaining Traffic As Per Plan. The plans state that all PCB shown in the plans other than the 420 feet to remain in place and paid separately, all temporary impact attenuators, all object markers, and barrier reflectors are incidental to the 1LS item. Specifically where the plans call out MT 102.10, MT 95.40, and MT 95.40 to shift traffic away from the piers to allow for pier construction. Has quantity been included in the bid items for temporary striping to perform the temporary striping necessary for the lane shift? If not can the quantity be adjusted? Also no mention of any temporary RPM's is given, will any be required for the temporary lane shift? Lastly, how will the permanent striping be paid for on Mainline I-75 once traffic is put back to final configuration after pier construction is complete? What paint type is desired on mainline 75?

1. **No, this work and materials shall be included in the lump sum bid for maintaining traffic.**
 2. **Contractor shall include estimate in the lump sum.**
 3. **No. Lane shifts are short duration, therefore no RPM are required per the Standard Construction Drawings (SCD).**
 4. **The original markings and raised pavement markers shall be restored at no additional cost per SCD MT-102.10 & MT-95.40**
- Answer: (referenced from SCD notes 8A-8G and 8A-8E respectively). What paint type is desired on mainline 75? Item 646 Epoxy**

Question Submitted: 12/22/2011 11:04:24 AM

Can existing bridge plans be made available online?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/ALL-87965>