

Ohio Department of Transportation Prebid Questions

Project No. 050108

Sale Date - 3/9/2005

Question Submitted: 2/15/2005

Question Number: 1

The referenced project allows the contractors to submit a bid on either a concrete or asphalt pavement section. The proposal attempts to place both pavement sections on equal ground by adding \$340,000 to any bid using the asphalt section. It appears that the amount being added to any proposed asphalt based bid proposal is only a fraction of true cost to perform an asphalt overlay on the entire section of roadway.

We are requesting that the Department review the asphalt price "add-on" and make sure it is a true representation of the total cost to the tax payers of the State of Ohio. The \$340,000 appears to be 50% of the cost to place a single asphalt overlay over 171,966 SY. In order to make a true life cycle cost comparison, the total price of two asphalt overlays should be used. The "add-on" price should also include re-stripping the entire job, associated maintenance of traffic, ODOT's inspection and supervision cost, and the daily liquidated damage cost associated with this project multiplied by the estimated duration of an asphalt overlay (after all—ODOT is selling ODOT 108-05 anticipating no need for routine maintenance for the next 30 years).

The Department will realize the same results for Project 108-05 as it did with Project 040294 Clark/Madison County, that being no concrete bids submitted, if an honest comparison of pavement sections and true cost of each is not utilized. Please review the current bid proposal and "add-on" lump-sum for the referenced project and make the appropriate change to reflect a true life cycle cost analysis.

The life cycle cost adjustment factor is the Department's estimated cost difference for the future rehabilitation needs of the two pavement options over a 35-year performance period, discounted to current dollars. This method for calculating the estimated cost difference was developed with input from the concrete and asphalt paving industry. The items included in calculating the adjustment factor were included in the Department's SEP-14 request to FHWA which, after approval, allowed the Department to solicit alternate bids. We are hopeful that the adjustment will attract competitive bids for both alternates.

Question Submitted: 2/25/2005

Question Number: 2

This is to request the Ohio Department of Transportation review the thickness of Item 615 Pavement for Maintaining Traffic, Class A, As Per Plan C.

On Page 9 the note for Item 615 Pavement for Maintaining Traffic, Class A, As Per Plan C (Flexible) states "This item replaces the 7 inches of 302 Asphalt Concrete Base and the 4 inches of item 304 Aggregate Base with 5 inches of item 302 Asphalt Concrete. All requirements for this item apply." This note instructs the contractor to place eight (8) inches of flexible pavement for maintaining traffic. This agrees with the note shown on pages 14 and 15 indicating an 8 inch pavement planning and resurfacing in Phase 1.

On Page 9 under Sequence of Construction, Phase 2, Part 1 states, "The eastbound traffic will be maintained on the existing pavement and on the completed shoulder as shown in the Phase 2 Maintenance of Traffic Typical on sheet no's. 13 – 15. The contractor shall place portable concrete barrier and construct all median widening work. Including median crossovers, necessary for maintaining traffic as shown on Phase 2 Maintenance of Traffic Typical Section. " The Typical Sections indicate the pavement for the median widening to be Item 615 Pavement for Maintaining Traffic, Class A, As Per Plan A. This note reads, "In addition to the requirements of 615, this item replaces 7 inches of 302 Asphalt Concrete with 9 inches of 302 Asphalt Concrete Base." This note instructs the contractor to place twelve (12) inches of flexible pavement for maintaining traffic.

Once completed and open to traffic, the typical section for the westbound lanes (on the eastbound side) will consist of twelve inches of bituminous material on 4 inches of 304 Aggregate Base while the eastbound driving lane will consist of eight inches of bituminous material on a maximum of 3 inches of the existing stabilize aggregate. Calculating the structural number for each pavement typical, the westbound lanes have a structural number of 4.76 while the eastbound lanes have a structural number of 3.22.

It appears the eastbound lanes are under-designed.

We have a current project on ATB-90 where we removed and replaced 6" of asphalt on the eastbound shoulders to maintain traffic. This has held up pretty well with only minimal problems. In order to correct those problems, we decided to increase the thickness on the eastbound shoulder from 6" to 8" on this project. The District feels comfortable with this, and the project should be bid as shown.

Question Submitted: 2/4/2005

Question Number: 3

Bid Item 210 (Design "A") or 227 (Design "B") is for 44,580 Feet of Portable Concrete Barrier, 50". Please advise if a 32" Portable Concrete Barrier with a 18" minimum height glare screen, as is currently being utilized on other ODOT projects, is acceptable.

All prospective bidders, subcontractors, suppliers, materialmen and all others who have an interest in these prebid questions and answers are advised that these items are being provided for informational purposes only and are not part of the bidding documents. If a question warrants a clarification, the Department will issue an addenda addressing the request for clarification to all plan holders. If the Department believes that the bidding documents adequately address the request, the contractor will be advised accordingly.

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Question Submitted: 3/1/2005

Question Number: 4

We have not seen a response to the question regarding the Portable Concrete Barrier, 50". Will this item be changed to an "As Per Plan" Item, i.e. 32" with a glare screen? If not, please provide details for the 50" Portable Concrete Barrier.

Question Submitted: 3/3/2005

Question Number: 5

We are in receipt of addendum #2 Which has milling and resurfacing from SLM 7.56 to SLM 9.05.

The project limits for 050108 are from SLM 3.70 to SLM 7.56, if we are adding the milling & resurfacing from SLM 7.56 to 9.05 where and what are the pay quantities for this item.

Question Submitted: 3/4/2005

Question Number: 6

The Pavement Marking Summary on plan sheet 95 shows epoxy striping placed in winter shut-down phase. Is this the Department's intent- to use epoxy for the winter shut-down temporary striping?

Yes, this is the Department's intent.

Question Submitted: 3/4/2005

Question Number: 7

We are in receipt of addendum # 2 for project 050108, this addendum adds milling and resurfacing from SLM 7.56 to SLM 9.05.

The current project limits per the plans are from SLM 3.70 to SLM 7.56. If we are to add to SLM 9.05 what are the quantities and how is the contractor to be paid.

Also in the EBS file the fixed price for Erosion Control is being added to the total for both Option A and Option B. Specs clearly state to bid either Option A or Option B but not both. Currently the erosion control adds both options.

Please advise.

Thank you.

The milling and resurfacing quantities for SLM 7.56 to SLM 9.05 are included in Addendum #1. Please see Addendum #1 note "EBS file" for explanation of Erosion control item in the EBS file.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 3/7/2005

Question Number: 8

ODOT Project 050108
Ashtabula County
I-90

After the receipt of Addendums #1 & #2, we offer the following questions.

Referring to page #101 of the proposal (incentive/disincentive contract)

The following items are designated as critical work: Phase 1 and Phase 2 of ATB-90

Page 9 of plans – Sequence of Construction

Phase 2 part 2 “ the contractor will perform all westbound construction except median guardrail (removal of existing and installation of proposed) and grading immediately around it.

- 1.)Is it the Departments intent that the asphalt warranty surface course be completed by November 15, 2005.
- 2.)If the contractor does not complete the asphalt warranty surface course by November 15, 2005 will the daily disincentive of \$2,000.00 be charged.
- 3.)If it is the intent of the Department to complete the asphalt warranty surface course westbound by November 15, 2005, has the Department considered the ramifications.
 - A.)Temporary striping for westbound traffic from 11-15-05 to 3-15-06
 - B.)Removal of temporary striping – placement of temporary barrier and the restriping of the westbound lanes to allow for bi-directional traffic.
 - C.)After the completion of the eastbound lanes, removal of the temporary barrier and striping westbound and then final permanent striping westbound.How does all of this activity affect the asphalt warranty in the westbound lanes?

Addendum # 2 instructs the contractor that “Phase 1 work shall also include the milling and resurfacing from SLM 7.56 to SLM 9.05.

- 1.)The material used for this resurfacing is specified as Item 442 Superpave Asphalt Concrete – The asphalt binder in the surface course is PG70-22M (Polymer modified)
- 2.)Specifications for any surface course with a polymer modified asphalt binder state that the surface course of the existing pavement is at least 50 degree Fahrenheit and that the air temperature is at least 50 degree Fahrenheit. – Will these requirements be waived? If they are not these restrictions could preclude the start of phase 2 work to late May or early June, severely impacting the contractors ability to complete the westbound lanes by November 15, 2005.

Addendum #1 also requires that the low bidder and the second low bidder submit their bid documents for purpose of escrow by 4:00 p.m. in the Office of Contracts.

- 1.)What procedures does the Department have in place to prevent these documents from being reviewed by others in the event of court litigation.

It is not necessary to have the asphalt warranty surface course placed by November 15, 2005, and the Department will not waive any temperature requirements of the Item 442 Superpave Asphalt Concrete. The contractor may submit the documents in any type of secure container which he chooses. The Department will store the containers in a locked secure area.

All prospective bidders, subcontractors, suppliers, materialmen and all others who have an interest in these prebid questions and answers are advised that these items are being provided for informational purposes only and are not part of the bidding documents. If a question warrants a clarification, the Department will issue an addenda addressing the request for clarification to all plan holders. If the Department believes that the bidding documents adequately address the request, the contractor will be advised accordingly.