

Ohio Department of Transportation

Prebid Questions

Project No. 070001

Sale Date - 1/24/2007

Question Submitted:

Question Number: 1

With regards to Section 0109, Item 530E00600: Special - Structure, Misc: Composite Fiber Wrap System, does the quantity represent the total surface area to be wrapped, or does it represent the square footage of fiber?

The qty of plan sheet 53 is the actual sf of fiber wrap required to perform the work.

Question Submitted: 1/2/2007

Question Number: 2

Please review the answer to the first question in Addendum #4. The intent of this question was to inform the Department of our concern with performing the Superplasticized Dense Concrete Overlay during the I-77 closure periods allowed in the plans. We do not feel that this question is adequately answered. Please review and clarify.

The district has reviewed this issue and feels that the times of closure are adequate to perform the work.

Question Submitted: 1/3/2007

Question Number: 3

Please confirm the scope of reference 206 "Structural Steel Misc.: Coating System Repair" is limited to coating repairs needed due to structural steel expansion joint replacement only.

Reference 206 shall include work necessary to repair any damage to the existing painting system caused by the installation of the expansion joint replacement and the retrofit of the scuppers.

Question Submitted: 1/3/2007

Question Number: 4

The schedule of this project is still unclear. Addendum 2 states "All existing lanes and shoulders shall be open with no restrictions between October 15th and April 15th". This cannot be achieved after Phase 3 bridge construction is initiated until Phase 5 construction is complete. The construction schedule would greatly benefit from allowing the bridge construction to be initiated in '07 and completed in '08. Is it acceptable for the structure construction and corresponding traffic pattern to be in phase 4 or 5 during the winter shutdown?

Due to snow and ice restrictions the District requires all lanes and shoulders to be open from Oct 15 to April 15,

Question Submitted: 1/3/2007

Question Number: 5

Per the proposal, the work types for the following items are listed as WT 21 that previously were under WT 29. Have these items changed for 2007? 0100 Concrete Repair by Epoxy Injection 0109 Special - Structure, Misc. Composite Fiber Wrap System 0112 Patching Concrete Structures w/Trowelable Mortar

We believe that these items have been correctly assigned work types. This is because of the nature of this project. Had these items of work been the major items in a smaller repair project they may have been assigned work type 29. This is not a change in the way the Dept has assigned work types in the past.

Question Submitted: 1/3/2007

Question Number: 6

Regarding the answer to the overnight trench closing question in Addendum #4, please accept this follow-up question: By stating that a maximum drop off of 3" or less must remain at the end of each work day, the Department is essentially requiring that all work be completed in one day. Per the typical section on sheet 26, the pavement section is 19.25". It is not feasible or cost-effective to attempt to wedge this drop off after each work day, nor would it even be possible to wedge on top of the newly placed concrete base while the drop off without the asphalt overlay is still 4.25". Please review this and direct the contractors how to figure this work in our estimates.

There are several ways which the contractor may comply with the drop off requirement and the Dept will not choose a method of operation for the contractor. One possible solution would be for the contractor to feather grind the lane adjacent to the trench prior to opening the trench. However this is the contractor's decision.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 1/4/2007

Question Number: 7

This question is in regards to several issues that have been presented by the contractors and responded to by ODOT on the Q&A website. 1. We continue to disagree that there is adequate time to perform the superplasticized dense concrete overlay work within the timeframes provided in the plans. The Department's official answer to our question in Addendum #4 does not even address the correct issue. 2. The website has an answer that states "Due to snow and ice restrictions the District requires all lanes and shoulders to be open from Oct 15 to April 15." Please clarify the intent of this statement. The question that was asked is correct, according to the plan sequence of construction and maintenance of traffic scheme, there is absolutely no way to return traffic to the normal travel lanes and shoulders because they do not exist at that point in the project. Winter traffic will have to be maintained in one of the bridge MOT phases. 3. The response to our workzone drop off question which states that there are several ways to comply with the requirement is correct. However, these ways are expensive and need to be paid for by ODOT. We recommend that additional portable concrete barrier be used to protect the drop offs, however this would need to be paid for in the PCB bid item. If the department wants the contractor to feather grind the pavement, then this milling should be paid for as part of the contract (and it still will not eliminate the 19.25" dropoff during the pavement removal process). Since this question was not addressed by addendum, the contractors should not be responsible for including the cost of this work in their bids. It appears that the Department is reluctant to issue another addendum to clarify these issues and provide a fair, competitive bidding environment. In order to provide for a biddable, buildable project, it is in the best interest of both ODOT and the contractors to resolve these issues prior to the bid to avoid confusion and potential claims on this project. Since the successful bidder can not start lane restrictions until April 15th anyway, we ask that these issues be clarified and that the bid date be extended to allow for time to make the corresponding changes to our bid.

Answer: The District believes a contractor can place and finish 50 cy of the 5" SDC concrete, allow 4 hours of curing, and complete a full depth sawcut during the Sunday, 8 hour, full I-77 shutdown permitted on plan page 24. This district will entertain alternative methods as prescribed by the CMS at the approval of the engineer. Answer: The District revised the completion date to 10/15/08 upon the realization that all 5 phases could not be completed in one construction season. The District anticipates the contractor will complete all substructure and all planned work for Phase 1 and 2 in 2007, reopen the normal 77 travelled lanes and shoulders using portable barrier wall down the centerline for the 2007/2008 winter, and completing phases 3, 4, and 5 in 2008. This is still an aggressive schedule work, however the safety of the travelling public over the winter and having a shoulder to push snow onto are of greater concern to the District. Answer: The District will entertain any VECP proposed by the contractor. The District anticipates (but is NOT directing) a possible contractor work sequence of: 1. Milling of asphalt to base pavement with wedge placed along travelled lane to address dropoff. (Weekday nights) 2. Removal of base pavement, excavation, subgrade compaction, and spreading of ramped 304. (Weekday nights or Weekends day & night) 3. Over a weekend lane closure, final 304 grading/compaction, pavement prep, and 305 base placement. (Weekend day & nights) 4. After concrete cure, asphalt course placement. (Weekday nights or Weekends day & night)

Question Submitted: 1/4/2007

Question Number: 8

This question is in regards to several issues that have been presented by the contractors and responded to by ODOT on the Q&A website. 1. We continue to disagree that there is adequate time to perform the superplasticized dense concrete overlay work within the timeframes provided in the plans. The Department's official answer to our question in Addendum #4 does not even address the correct issue. 2. The website has an answer that states "Due to snow and ice restrictions the District requires all lanes and shoulders to be open from Oct 15 to April 15." Please clarify the intent of this statement. The question that was asked is correct, according to the plan sequence of construction and maintenance of traffic scheme, there is absolutely no way to return traffic to the normal travel lanes and shoulders because they do not exist at that point in the project. Winter traffic will have to be maintained in one of the bridge MOT phases. 3. The response to our workzone drop off question which states that there are several ways to comply with the requirement is correct. However, these ways are expensive and need to be paid for by ODOT. We recommend that additional portable concrete barrier be used to protect the drop offs, however this would need to be paid for in the PCB bid item. If the department wants the contractor to feather grind the pavement, then this milling should be paid for as part of the contract (and it still will not eliminate the 19.25" dropoff during the pavement removal process). Since this question was not addressed by addendum, the contractors should not be responsible for including the cost of this work in their bids. It appears that the Department is reluctant to issue another addendum to clarify these issues and provide a fair, competitive bidding environment. In order to provide for a biddable, buildable project, it is in the best interest of both ODOT and the contractors to resolve these issues prior to the bid to avoid confusion and potential claims on this project. Since the successful bidder can not start lane restrictions until April 15th anyway, we ask that these issues be clarified and that the bid date be extended to allow for time to make the corresponding changes to our bid.

Question Submitted: 1/5/2007

Question Number: 9

What is the intent of the note on sheet 24 concerning the stopping of traffic on the freeway? The note states that we are to install twelve traffic signal heads during the closure. This is not feasible for a short term (10 minute) closure. Please revise this note to the standard note which involves only the signs and LEOs as shown in the diagram.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 1/5/2007

Question Number: 10

Currently the WTS item is paid as part of the lump sum MOT. This item is normally paid per the month. Please add a bid item for the WTS to be paid in months.

The Dept respectfully declines to add a separate bid item for the WTS.

Question Submitted: 11/29/2006

Question Number: 11

Ref 84 calls for Portable Concrete Barrier, 50" and Ref 85 calls for Portable Concrete Barrier, 50", Bridge Mounted.

Since 50" barrier is not as readily available as 32" barrier, can 32" barrier with glare screen be used. This option is usually included in plan notes.

Question Submitted: 12/13/2006

Question Number: 12

Please make the existing bridge plans for Structure CUY-77-0909 available online so that the bidders can readily access them.

see <ftp://ftp.dot.state.oh.us/Pub/Contracts/Plans/070001/>

Question Submitted: 12/14/2006

Question Number: 13

The note for Superplasticized Dense Concrete Overlay on sheet 51A/71 states that the pouring and curing of this material shall be done while I-77 is closed and that a centerline saw cut can be made 4 hours after placement, after which, the bridges may be re-opened to traffic. The maintenance of traffic notes on sheet 24/71 only allow for a 5-hour closure window during the standard work week and a maximum of 8 hours on Sunday mornings. It is not feasible to perform the overlay including cure and sawing within a 5 hour closure, which limits the contractor to performing this work on a Saturday or Sunday morning. Also, since this work needs to happen prior to implementing a major traffic switch to start the deck replacement, the contractor would need to do this early in 2007 when the weather (temperature included) may not be conducive to such work even with the longer duration closures on the weekend nights. Please review the requirements and timing of this work and provide a longer duration closure, such as a full weekend, that is more practical.

Question Submitted: 12/14/2006

Question Number: 14

No biditems for Erosion Control or SWPPP have been provided. Please either add these items or clarify that the contractor is not responsible for temporary erosion control on this project.

Question Submitted: 12/15/2006

Question Number: 15

The falsework note on sheet 51 states that the protection shall extend beyond the exterior girders to protect under the bridge railings. We assume that this requirement is in place to protect from falling debris during deck and parapet demolition. The only suitable method of providing this protection is to attach beams to the bottom of the existing girders that extend beyond the fascia girder. This will reduce the clearance between the bottom of the I-77 bridge girders and the E-S and W-N bridge roadways. If this is not acceptable, will the department consider revising the requirement of providing falsework under the overhangs to requiring that the contractor perform ramp closures while removing concrete over the existing roadways?

Question Submitted: 12/15/2006

Question Number: 16

Note 2 on sheet 67 states that the new structural steel associated with the expansion joint shall be field painted and included with the painting of the existing steel for payment. There are no notes or biditems for field painting of the existing structural steel on this project. Please clarify.

Question Submitted: 12/15/2006

Question Number: 17

Will the use of stay-in-place deck forms be allowed on this project?

The District will entertain the use of Stay-in-place forms as part of a VECP package.

Question Submitted: 12/18/2006

Question Number: 18

Regarding the slipforming note on sheet 51, unless clarified by addendum, we assume that the median barrier on the bridge may be slipformed for the entire bridge length since it is a closed median (barriers are back to back of each other). If this assumption is not correct, please clarify by addendum.

Question Submitted: 12/19/2006

Question Number: 19

Will ODOT permit the contractor to waste demo concrete within the interchange infields?

No.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 12/19/2006

Question Number: 20

1. Can you clarify that the 2 - 4" conduits in the barrier walls on and off bridge will be paid for under ref # 48 and that no other raceways are required?
2. There are no existing typical sections for the pavement removal areas listed on plan sheet 26, can we assume that they are the same as shown on plan sheet 3A? If not can you furnish them?
3. Also how is the excavation paid for in these pavement removal areas?

Question Submitted: 12/19/2006

Question Number: 21

1. Can you clarify that the 2 - 4" conduits in the barrier walls on and off bridge will be paid for under ref # 48 and that no other raceways are required?
2. There are no existing typical sections for the pavement removal areas listed on plan sheet 26, can we assume that they are the same as shown on plan sheet 3A? If not can you furnish them?

Question Submitted: 12/20/2006

Question Number: 22

1. The temporary sheeting elevation on plan sheet 57 shows a 1.5:1 excavated slope behind the abutments. The quantity for item 91 - Unclassified Excavation, APP does not appear to account for this sloped excavation. Is it ODOT's intent to pay based on a sloped excavation as shown?
2. The details for the safety cable system call out Spelter sockets for both ends of the cable. According to one supplier, these are typically only performed under shop conditions. Will other attachment types such as swedge connectors be allowed as a substitute for this connection?
3. The option of slipforming portions of the parapets and the requirement that all vandal fence anchor bolts be cast in place contradict each other. Will the department allow the contractor to drill and grout the vandal fence anchor bolts in areas that are slipformed?
4. The deck typical section on sheet 62 shows the back side of the median parapet and deck edge being sealed with epoxy-urethane. This will not be possible because there will only be a 4" gap between the left and right bridges. Please clarify this situation.
5. Addendum #1 modified Reference 28, it appears from summary sheet 5 released with the addendum that this was an error and Reference 26 should have been modified instead. Please review.

Question Submitted: 12/21/2006

Question Number: 23

- Regarding the note that was revised in Addendum 2 which states 'all existing lanes and shoulders shall be open with no restrictions between October 15th to April 15...':
1. We assume, unless clarified by addendum, that this means all existing lanes and shoulders available as of October 15th. These dates will occur in the middle of the construction project so it will be impossible to provide lanes and shoulders per the existing pre-construction conditions.
 2. Due to the congested nature of this work with four ramps and two mainline roads under the bridges, lane closures will be needed for most aspects of the construction. The construction schedule is very aggressive to complete by June 15, 2008 even without the October 15th to April 15 restrictions. With this restriction in place, the contractor will reach a point in the winter months that work must be stopped because lane closures will be necessary for the next step. We request that ODOT extend the completion date to the end of the 2008 construction season to allow for a realistic, constructible schedule.

Question Submitted: 12/21/2006

Question Number: 24

We sent the following question in yesterday regarding this project: "The details for the safety cable system call out Spelter sockets for both ends of the cable. According to one supplier, these are typically only performed under shop conditions. Will other attachment types such as swedge connectors be allowed as a substitute for this connection?" Please disregard this question, we have found the answer in the plans.

Question Submitted: 12/22/2006

Question Number: 25

1. Ref # 72 linear delineation app 28,300 If as described on plan sheet 23 calls for it to be used on barrier walls where the degree of curvature is greater than 3 degrees. I77 within the project limits has no curves that meet this criteria. This item should be deleted?
2. When was the wood falsework installed under the bridge? Are there any existing plans showing what was installed? What is the condition of the wood falsework?
3. Addendum 2 states that all lanes are to open from April 15th to October 15th. This 26 week time frame is not adequate to perform all 5 phases of work. My rough schedule shows that the preliminary work on the shoulders and median (phase 1&2) will take 6-8 weeks. Then the three deck replacement phases (phase 3,4,5) will take 10-12 weeks each. It appears to me that the project would be in the phase 5 traffic pattern for the winter of 2008. Is that acceptable? Additionally plan sheet 22 includes 8000 lf of pcb for a winter shutdown which is unusable because there is no way to return traffic to its normal pattern once the bridge work begins in phase 3 and is completed in phase 5.

Question Submitted: 12/27/2006

Question Number: 26

From a site visit, it appears that the excavation for the Pier 3 column extensions will extend under the existing asphalt shoulder of the at-grade ramps. Unless clarified otherwise by addendum, we will assume that all work for maintenance of traffic (striping, PCB, etc...) and all remedial work (asphalt, guardrail, striping, etc...) will be paid for at contract unit prices or by change order. It would be unfair to force the bidders to include this work in our bid since the exact magnitude of the impacts cannot be determined at this time.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 12/27/2006

Question Number: 27

Regarding the note in addendum #3 titled 'Maintaining the Traveled Way': It is unfair to force the contractors to assume responsibility for including the cost of an unknown item in their bids. We have no way of knowing how the existing roadway and existing bridge deck overlay and patches will react over the lifetime of the project, and should not be held responsible for the design and construction of previous projects. We also can not make a judgment of what materials will meet the 'approval of the engineer' for repair work. A fair method for bidding purposes would be to include contingency quantities for patching to be used at the discretion of the engineer.

Question Submitted: 12/28/2006

Question Number: 28

On reference # 48 could this conduit be 4" pvc instead of rigid

No, please bid per the the proposal (725.04)

Question Submitted: 12/4/2006

Question Number: 29

1)Addendum 1 added drainage work at station 473+86 CL. Will ODOT provide proposed pipe profiles for this work?

2) Originally reference # 26 was for the type A1 concrete barrier. Addendum # 1 revised that to be paid under reference # 28. What happens to reference # 26 and where are the type A1 end sections now being paid ?

Question Submitted: 12/6/2006

Question Number: 30

Would it be acceptable to use single slope type B1,in place of single slope type A1, at no additional cost to ODOT for the cost of the extra concrete? This would not affect the structure median walls since the top combined width is 18.5" tapering down to the 12" type B1.

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