

# Ohio Department of Transportation - Prebid Questions

Project No. 100500

CUY-87903 - IR-90-9.82

Sale Date - 9/16/2010

Question Submitted: 9/14/2010 1:42:56 PM

Due to the location of the PCB, it is obvious that much of the grass area will be disturbed. The quantity of 8,500 square yards appears to be significantly low. Is this quantity correct?

**The seeding and mulching quantity provided in the plans is to repair the area disturbed by removal of the wall and the wall footing. Any other ground occupied by the contractor shall be repaired per section 104.04 of the C&MS.**

Question Submitted: 9/14/2010 1:25:14 PM

How many pull boxes are located in the barrier wall that is to be removed? Will the 2' concrete barrier wall section that is normally excluded for the pull be included in the new median wall price?

**An estimated quantity of median and transition junction boxes are presented on sheet 5. Yes, the 2' of barrier associated with the junction boxes is included with the new median wall quantities.**

Question Submitted: 9/14/2010 10:04:56 AM

Would ODOT consider lowering the EDGE % requirement based on the project having very little subcontracting work other than electrical?

**The goal will remain at 10%. If the awarded contractor is unable to meet the assigned goal, the process to request a partial waiver of the goal is described in Proposal Note 22.**

Question Submitted: 9/14/2010 10:02:49 AM

A question was asked on September 1, 2010 concerning the cost of the horizontal saw cut and the request for ODOT to accept an option for replacing the whole concrete barrier. This request was strictly an opinion and alluded to the fact that this would be a less expensive process. After this question an addendum was put out changing the project to a full replacement. By this change a myriad of questions have been raised and additional costs added. Was this change by ODOT due to cost concerns and if so did anyone actually verify these savings? Would ODOT consider bidding this project with an alternate, the original plans and scope of the project verses the revised changes per the addendums?

**No, ODOT will not consider an alternate bid.**

Question Submitted: 9/13/2010 2:27:35 PM

Are transitions (ie. to light pole foundations, to bridge piers) included in the barrier wall price?

**The transitions (ie. to light pole foundations, to bridge piers) are NOT to be replaced.**

Question Submitted: 9/13/2010 2:21:30 PM

Will there be an asphalt pay item or is asphalt replacement included in the wall price?

Plans state that the temporary barrier wall is 2 feet left of the yellow edge line. Should not the temporary barrier wall be 2 feet right of the yellow edge line? This would give adequate room for trucks.

**There is no asphalt to be replaced as part of this project. Please see sheet 16 for details. The 6" wide section of asphalt shoulder that covers the footer is to be replaced with concrete as part of the wall. The PCB is to protect the obstructions while the permanent barrier is rebuilt. Per ODOT's permitted lane closure policy, the PCB can not be placed in the lane, therefore the plans are correct.**

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*Question Submitted:* 9/13/2010 9:42:18 AM

Addendum #2 changed the barrier replacement from top only to the complete wall section and footing. Ref. 25, Patching Concrete Structure, still has 2500 sf as an engineer's quantity which may now be greatly overstated. Please review and revise this quantity.

Also, the description of this quantity on sheet 5 specifies that this is for barrier sections. There are mainline bridge structures over Berea Road, West Blvd., S. Marginal, and W. 98th St. that have parapet walls. Are these parapet walls to be included in the "as directed" patching item? If this to include the parapets as well, then we ask that any patching of the exterior face (behind the wall) be paid separately under a new bid item considering additional maintenance of traffic would be required on the roads underneath the structure.

**See prebid question and answer from 9/9/2010. The parapet walls of the mainline structures are not to be included in the "as directed" item and will not be repaired as part of this contract.**

*Question Submitted:* 9/13/2010 8:40:05 AM

There seem to be additional pull boxes located in the barrier wall that is getting removed and replaced. How are these paid for? Also in the concrete barrier transition pieces by the bridges there are transition junction boxes, how are these paid for?

**See Addendum**

*Question Submitted:* 9/10/2010 1:41:41 PM

On Sheet 5 of the General Notes Revised 9/3/10 it states that "A total of two (2) non-consecutive circuits can be disconnected at any given time. On Sheet 20 of the Lighting General Notes Revised 8/27/2010 it states "The contractor may disconnect up to two (2) circuits at any given time for a maximum of ten (10) days at a time....". Which is correct, can disconnected circuits be consecutive or do they need to be non-consecutive? Is there a time limit of 10 days for the circuits being disconnected?

**Both are correct. A maximum of two non-consecutive circuits may be disconnected at any given time for a maximum of 10 days each.**

*Question Submitted:* 9/10/2010 8:58:17 AM

Is the maintain existing lighting to be paid under the Disconnect Circuit item or is the Lump Sum for Maintaining Existing Lighting Item missing from the bid form? See Sheet 20

**Maintain existing lighting is to be paid under the Disconnect Circuit item per sheet 20.**

*Question Submitted:* 9/9/2010 2:28:30 PM

Should items, #13 – Conduit Cleaned and Cables Removed, APP (51,560 LF) and #25 – Patching Concrete Structure (2,500 SF), be removed or drastically decreased after the changes made in Addendum #3?

**Item #13 is still needed, as the cable still needs to be removed. Item #25 is still needed to repair any potential damages to adjacent barrier sections that are to remain.**

*Question Submitted:* 9/8/2010 10:34:14 AM

As a result of addm 3, the contractor will be working behind portable barrier. There are a number of locations in which the contractor will have no choice but to close a lane (for example, in landscaped median areas). It appears from your MOT note on sheet 6 that it is still your intent that all lanes will have to be open during peak hours. This would require moving the barrier in 12' then out 12' on a daily basis when working in those areas. Are we correct that you intend that all lanes be open during peak hours? Will the contractor be compensated for the additional footage of portable barrier as a result of these in and out moves?

*Question Submitted:* 9/8/2010 8:04:54 AM

on page 20/25 the plan call out for conduit expansion and deflection couplings. Are these to be used at every foundation or just at the bridges

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Question Submitted: 9/7/2010 1:02:54 PM

In the comments column on sheets 11 and 12 there are several references to transitions from single slope to safety shape. Are these locations included in the barrier to be repaired or are these locations actually outside those limits? Using ref 34 on sheet 11 as an example, is the transition in the pay limits from 767+16 to 770+17? If the transitions are to be included, what is the length of the transition?

**These transition sections are included in the barrier sections to be replaced. See sheet 18 for details. Please note that revised sheet 16 supersedes all other details in the plans. Therefore, section A-A and C-C should follow the details on sheet 16.**

Question Submitted: 9/3/2010 3:15:13 PM

On Sheet 20 in the Lighting General Notes there is a section Conduit Expansion and Deflection and states the requirements for the fittings and couplings. Where are these to be used and if so should they have pay items?

**If needed, they would be included for payment with Type B barrier as they have been with previous projects. However, it is not anticipated that any expansion fittings will be required.**

Question Submitted: 9/1/2010 6:00:09 AM

Concerning horizontal saw cut added per addendum. Is a full width saw cut required.(approx 19"wide) If so has ODOT considered the additional cost. Will ODOT accept complete removal and replacement of this wall at no additional cost?

**See addendum no. 2**

Question Submitted: 8/31/2010 2:50:54 PM

Can ODOT please post the existing bridge and roadway drawings for the project to their ftp site?

**<ftp://ftp.dot.state.oh.us/pub/Districts/D12/Production/PID87903/ExistingPlans/>**

Question Submitted: 8/26/2010 5:21:21 AM

The contract documents do not address methods of payment for approx 10,000 dowel holes and reinforcing steel. Please add pay items for these items of work.

**See Addendum No. 2**

Question Submitted: 8/23/2010 11:31:44 AM

On Sheet 5 under Item 202 – Concrete Barrier Removed, as per plan the notes state to remove the existing concrete barrier to its breakpoint as per the detail on sheet 16 by means and methods determined by the contractor. On sheet 16 of the plans the detail depicts a neat joint between the existing and new concrete barrier top. This seems the only way to construct this joint would be by a horizontal saw cut. If the wall is just removed to its breakpoint it will leave a jagged edge throughout the length of the wall and possibly some of the existing conduit will not be exposed. If a saw cut is required this will be much more expensive than just removing the top. Please determine what will be a permissible joint so everyone can bid this work with the same intent. By not saw cutting the top, the barrier wall will not look very appealing and could have adverse affects caused by freeze/thaw conditions. This joint might also need to be sealed to prevent water intrusion.

**See Addendum No. 2**