

Ohio Department of Transportation

Prebid Questions

Project No. 093001

Sale Date - 4/29/2009

Question Submitted: 10/17/2008

Question Number: 1

We believe that the estimated time required for the slope stabilization system to substantially engage is a minimum of 6 months after installation. We request that the deflection criteria of a maximum of 2" start after 6 months from the completion of construction.

The monitoring period and measurement will begin following completion and final acceptance of the project by the District.

Question Submitted: 10/17/2008

Question Number: 2

The Contractors bidding this type of slide repair work typically design in-house. Why is there a requirement to hire an outside consultant to perform the design work? Is it acceptable for a Contractor to self-perform the design?

Registered consultants are required to perform the design as there several specialty design areas required to complete the project. As noted in the Scope of Services, the project is to be designed by an ODOT approved Design Build Team meeting the requirements outlined in Section 5.0.

Question Submitted: 10/17/2008

Question Number: 3

Please clarify that the consultant services for the slide repair could fall under one of the services listed in the section titled Contractor's Consultant and not all work types must be met to perform the slide repair. For example, if the selected form of repair is a wall, Geotechnical Engineering Services would be an appropriate work type.

The Design Build Team must be ODOT pre-qualified in all work types listed in Section 5.0 of the Scope of Services. Thus, numerous team members may be required to satisfy the Scope of Services.

Question Submitted: 10/17/2008

Question Number: 4

The Proposal lists a completion date of 10/30/2010; however the Scope of Services lists a completion date of 10/30/2009. Please clarify what the completion date for the project is.

The completion date shall be 10-30-2010 as outlined in the Proposal.

Question Submitted: 10/17/2008

Question Number: 5

The original prebid meeting minutes are referenced in the new scope of services. There was a lot of conversation during that meeting regarding warranty of the slope repair system. Please confirm that no warranty is required as part of the new project (093001).

The project does not have a warranty beyond that included in a standard a Design-Build contract and required by State Laws. The performance specification outlined in the scope remains a design requirement in addition to the Design-Build contract requirements. If the system does not meet the performance criteria set forth in the scope of services, the Department may consider additional actions.

Question Submitted: 4/23/2009

Question Number: 6

The web-link on page 3, section 5 of the Design-Build Scope of Services Document brings up the Office of Consultant Services web page, on which there is no place to enter the Pre-qualified Consultants. Where are we to supply the name of the Consultants?

Question Submitted: 4/24/2009

Question Number: 7

Will any exposed steel or concrete be required to be treated (galvanizing, painting, waterproofing)?

The Scope of Services does not require treatment of exposed concrete or steel.

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.

Ohio Department of Transportation

Prebid Questions

Project No. 093000

Sale Date - 1/21/2009

Question Submitted: 10/17/2008

Question Number: 1

Specifically they are inquiring as to if a Warranty Bond is required for this project. The Addendum is not clear as to this. The contractor understands that the Contractors Liability and Consultants Professional Liability insurance will have to go for 5 years. The addendum does not have the normal language that is in our other warranty items SS896 excerpted below: "896.02 Maintenance Bond. Furnish a maintenance bond for a seven year period in an amount equal to 30 percent of the total amount bid for Item 896 with the performance and payment bonds specified in 103.05. Ensure the Surety that underwrites the maintenance bond has an A.M. Best rating of "A-" or better. Include the cost of the maintenance bond in the pay item for the premium for the contract performance and payment bonds. The effective date of the maintenance bond is the date the Department's Form C-85 is issued for the pavement. The Department will issue a final C-85 within 30 days after all of the pavement items, including all safety items, are completed and accepted, and the pavement is open to traffic. The Department will issue a partial C-85 within 30 days after the pavement is completed and accepted, and all safety items are in place to allow the pavement to be safely open to traffic during the winter months from December 1 to April 30. The Department will issue no more than one C-85 each calendar year except with approval of the Director. After the final or partial Form C-85 is issued, the Department will notify the Surety."

The warranty bond is required as outlined in paragraph 1 of Item Special: Warranty for Roadway Misc: Slope Stabilization and Repair.

Question Submitted: 10/20/2008

Question Number: 2

1. At what location will ODOT be determining the lateral deflection criteria of 1.5 inches, i.e. crest of the slope along the roadway or at some other location downslope? 2. How many separate locations will be monitored and measured for the performance criteria of 1.5 inches of lateral movement? 3. If multiple locations are monitored and measured, will the measurements be averaged or will the largest value measured be used as the performance criteria?

Answer 1 : The lateral deflection will be measured at three locations as well as within the proposed slope stabilization system as outlined in the addendum dated 1/12/2009. Answer 2: The deflection will be monitored at three locations along the slope and within the slope stabilization system as outlined in the addendum dated 1/12/2009. Answer 3: All monitored locations are to meet the performance criteria.

Question Submitted: 10/20/2008

Question Number: 3

Can you please provide survey control information for the project. We assume that there are Iron Pins, Hubs and Tacks, Monuments, etc. that have elevation, coordinates and associated stationing for the project.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/HAM-23302/>

Question Submitted: 10/20/2008

Question Number: 4

1. Please verify by addendum what the performance criteria for project acceptance will be and also verify that this movement will be measured at the top of existing rock. 2. Since it is not feasible for every contractor to perform additional soil borings prior to the bid date, please provide the soil parameters that we should use to base our bid designs on. This is critical to ensure that all contractors are basing their bids on legitimate and consistent designs and to help eliminate possible conflicts with the owner after the project award.

Question Submitted: 10/20/2008

Question Number: 5

A tied back structural solution placed between the two culvert outlets will have a direct and immediate benefit to control the slope movement. This location would allow for an efficient construction sequence and the scarp and alignment slope to be re-graded without concern for future I-275 upslope movement. An inclinometer placed at the location of B-006-03, below the wall, would only monitor movement of the earth-berm placed during a previous attempt to arrest the upper slope movement. Is it your intention to control the movement of the earth-berm to the limits specified? It is our belief that the cost for a structural solution in this area, below all inclinometers, would significantly increase the bid price.

The intent of the project is to stabilize the roadway embankment slope to arrest the existing movement and permit reconstruction of the I-275 embankment. The proposed inclinometers will be adjusted as necessary pending the proposed final location of the structural solution such that the monitoring is of the retained side of the structural system.

Question Submitted: 10/21/2008

Question Number: 6

1. There are no details or notes that require the contractors to include any performance monitoring equipment, shafts, or access. Please clarify that ODOT will install and perform any performance monitoring measures themselves or as a change order. 2. Since this is a Design/Build contract, an Addendum MUST be issued today (1/9/09) in order to allow sufficient time to bid the project..

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Ohio Department of Transportation Prebid Questions

Question Submitted: 10/21/2008

Question Number: 7

The completion date in the proposal is 6/30/10, but sheet 8 of the Scope of Services shows 10/30/09. Please clarify.

Per CMS 105.04, the date in the Proposal governs. 6/30/2010

Question Submitted: 11/12/2008

Question Number: 8

The acceptable performance criteria for the slope repair documented in Addendum No. 1 for Project 093000 states that the total deflection must be 2.0 inches, or less, over the 5-year monitoring period, and deflection must be 0.15 inch, or less, in the last year of the 5-year monitoring period. The deflection is measured at ground surface. The 5-year period starts at the date of inspection documented on the C-85 form. We believe that the estimated time required for the slope stabilization system to substantially engage is a minimum of 6 months. Can the measurement of the deflection criteria of a maximum of 2 inches at the ground surface start after 6 months from completion of construction?

As noted in the addendum, the monitoring period and measurement will begin following completion and final acceptance of the project by the District.

Question Submitted: 12/1/2009

Question Number: 9

Please post the plans from the 2002 bridge rehabilitation project (Project 020193, PID 20570) to the ftp site. These plans have still not been posted to the web site and would help to know what was specifically completed with this contract.

The BEL-70-7.75, PID 20570, plan has been added to the FTP site. This was an overlay project on Bridge No.'s BEL-70-0775 L&R and BEL-70-0963 L&R.

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.