

Ohio Department of Transportation

Prebid Questions

Project No. 070106

Sale Date - 2/28/2007

Question Submitted: 2/19/2007

Question Number: 1

1)Ref. No. 12, Permanent traffic Protection. Are there material specifications for the lag screws and the treated plywood and the 2" x 6's?2)Ref. No. 20 and 31, Removal of Debonded or Deteriorated existing O/L, provides for a total of 1469 SY, or approx. 12% of the existing deck area. Usually, this item is about 1% of the existing overlay area. Please review.3)We are finding it very unrealistic to complete all traffic disrupting work in only six (6) weekends. The permanent stripping and the expansion joint sealing systems need to be performed after the new m/s overlayed is cured. This should be performed during an additional weekend closure or during the week as permitted by "ODOT Permitted Lane Closures" as shown on their website. Plan sheet no. 3 provides for \$100,000/weekend disincentive for work performed beyond the maximum of six (6) weekends. Please review.4)The bulk of Ref. No. 12, Permanent Traffic Protection, can be performed during weekend closures. Final traffic protection closure pieces and bridge cleanout systems should be performed during the week as permitted by "ODOT Permitted Lane Closures" or during additional weekend closures. Please review.5)ODTP 5035-04 recently permitted nightly single and multiple lane closures of HAM-71-0000. Thanks.

Question Submitted: 2/21/2007

Question Number: 2

Q1) DRAINAGE SYSTEM CLEANOUT, APP - PLEASE PROVIDE ADDITIONAL CLARIFICATION AS TO THE LIMITS OF WORK UNDER THIS ITEM. IS THE CONTRACTOR TO INCLUDE IN HIS PRICE ONLY TO CLEAN THE DRAIN SYSTEM IN UNITS 1-3 OF THE UPPER DECK (SOUTHBOUND)PLUS UNITS 4-8 (SOUTHBOUND)? ARE UNITS 9-12 (HAM-71-0000L, SOUTHBOUND) ALSO TO BE INCLUDED? ARE UNITS 1-3 OF THE LOWER DECK (NORTHBOUND)TO BE INCLUDED? ARE UNITS 13-21 (HAM-71-0000R & HAM-75-0022R, NORTHBOUND)TO BE INCLUDED? WE ARE REQUESTING CLARIFICATION DUE TO THE FACT THAT THE UPPER AND LOWER DECKS IN UNITS 1-3 ARE TIED TOGETHER AND ALL OTHER WORK UNDER THIS PROJECT STOPS AFTER UNIT 8 ON HAM-71-0000L. THANK YOU.

The note on sheet 6/8 states that "this item includes freeing drainage systems from debris on all bridge decks down to the ground. This includes downspouts, collector systems, and drain inlets." This work will be done on Bridge No's HAM-71-0000L and HAM-75-0022L. The contractor is to clean the drainage systems on the mentioned bridges that are on the Title Sheet and the associated downspouts all the way to the ground. The lower northbound bridges drainage systems will be cleaned the next time they are overlaid.

Question Submitted: 2/21/2007

Question Number: 3

For Item number 12, permanent traffic protection, will there be any over the Ohio River?

The limits of the permanent traffic protection is shown on sheets 37 and 38. The southern end of the project stops at the northern end of the truss bridge that goes over the Ohio River. No work is to be done on the Ohio River truss bridge. So the answer to your question is no.

Question Submitted: 2/22/2007

Question Number: 4

At the completion of the overlay process in each phase it is our understanding that ODOT wants the Contractor to install 614 WZ edge line and/or WZ lane lines prior to allowing traffic to use the new overlay portion of the deck. It is our opinion that traffic paint will not stick to a wet surface nor to curing compound or if it does stick it will not last until the overlay work is complete. Due to the short time frame it is probable that either the deck will be wet or the curing compound will be recently applied. Please advise of ODOT's intention in this regard. Can no edge line signs be used until the permanent striping is installed?

We have successfully performed weekend deck overlay work in other areas in the District without the pavement markings being an issue. If the contractor is concerned about durability, he can restripe the area completed the weekend before the following weekend or the following night as allowed by the Permitted Lane Closure Map.

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: 2/23/2007

Question Number: 5

Q) IN STAGES 2 AND 5 OF THE OVERLAY OPERATION YOU HAVE VARIABLE WIDTH WORK AREA (APPROX 17' TO 12'). LIGHT PILASTERS ON THE OUTSIDE PARAPETS IN THESE STAGES DOES NOT ALLOW THE BIDWELL EQUIPMENT TO SLIDE TO THE OUTSIDE; THEREFORE THE MACHINE HAS TO SLIDE TO THE INSIDE INCROACHING ON THE ADJACENT 11' TRAVEL LANE. WILL THE CONTRACTOR BE ABLE TO SHUTDOWN THE ADJACENT 11' LANE TO MAKE THE POURS IN THESE STAGES? IN STAGES 3 AND 4 THE PLANS ARE MAINTAINING ONLY 2 TRAVEL LANES ACROSS THE STUCTURE. CAN THE TRAFFIC BE REDESIGNED TO CARRY 2 LANES OF TRAVEL IN STAGES 2 AND 5 AS ALLOWED IN STAGES 3 AND 4?

The plans do not dictate or limit the contractor's means and methods, but the following are a few possible methods depending on the circumstances. 1) Pick the Bidwell up each time they reach a light pole or sign support. The contractor will have to hand finish the area where the Bidwell skips. 2) Place the rail next to the toe of parapet. The contractor will have to pour the section next to the toe of the parapet once the rail is picked up by hand finishing the area. Possibly a second pour may be needed during the permitted lane closure times for these variable areas. As stated on sheet 2/44, "All work and Traffic Control Devices shall be in accordance with CMS 614 and other applicable portions of the Specifications, as well as the Ohio Manual of Uniform Traffic Control Devices. The above are some possible methods, but a creative contractor should be able to come up with more. The traffic can not be redesigned to carry 2 lanes of travel in Stages 2 and 5.

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