

Ohio Department of Transportation

Prebid Questions

Project No. 103002

Sale Date - 3/25/2010

Question Submitted: 3/11/2010

Question Number: 1

Section 6 – “Scope of Work” under the Project Description and also Section 14.5 – “Drainage” requires the replacement of a minimum of 11 existing culverts and repair of one (1) box culvert. However, in “Attachment C” and also “Attachment K” of the Proposal, only ten (10) culverts are listed as needing replaced. Culvert number 13-S at Station 709+00 in the HAS-36 plans is not listed as needing replacement nor is it referenced in the environmental documents. The existing culvert consists of two (2) 60 inch pipes. Is this culvert to be replaced as part of the project?

See the addendum.

Question Submitted: 3/11/2010

Question Number: 2

Are we required to pave the drives and side roads back to the ends of the radius returns or can we abut the existing drives to the new paved shoulder of US 250?

See the addendum.

Question Submitted: 3/12/2010

Question Number: 3

Does the stationing in the GB-1 analysis (which starts at 0+00) coincide with the beginning of the project? If not, please provide a station equation so we can orient the GB-1 information to the project.

Station 0+00 in the Soil Boring Log corresponds to Station 632+00 for the project.

Question Submitted: 3/12/2010

Question Number: 4

We believe there is ambiguity in the design manual related to paved shoulder width requirements and wish to get clarification on the issue to ensure all bidders are including the appropriate design. The treated shoulder width is 8' for an arterial with a Design Year ADT greater than 2000. The type is listed as paved with note O. Note O states the following; “A fully paved shoulder is PREFERRED, but may not be economically feasible. Therefore, a minimum 2 ft. of the treated shoulder should be paved. The remainder of the treated shoulder may be either stabilized aggregate or bituminous surface treated material according to the criteria stipulated in note (J).” Note J states the following; “Stabilized aggregate may be used on State maintained roads if the design year ADT includes less than 250 B and C truck units. Paved shoulders are recommended if the design year ADT includes over 1000 B and C truck units.” The design year ADT for this project includes over 1000 B and C truck units. The above notes state that a fully paved shoulder is PREFERRED and paved shoulders are RECOMMENDED if the design year ADT includes over 1000 B and C truck units. For this project, the shoulder design requirement could be interpreted as 2' of paved shoulder with 6' of stabilized aggregate shoulder. Is this acceptable or is the intent of this project to place 8' fully paved shoulders?

See addendum

Question Submitted: 3/12/2010

Question Number: 5

What are the station limits for the project? The SOS states the project limits are 11.72 to 14.10 for a project length of 2.38 miles. Based on the SLM's listed in Attachment K for the culverts, the station limits for the project are calculated to be 632+00 (SLM 11.72) to 161+00 (SLM 14.10). The original plans from 1951 list the following SLM's for the following stations:

SLM 11.92 for Station 632+00 SLM 14.12 on Title Sheet/SLM 14.24 on plan sheet for Station 754+50. There is a station equation at 754+50.01 Back=157+82.00 Ahead. There also appears to be a SLM equation at this same location based on the 1951 original plans of 14.24 Back=14.28 Ahead. There doesn't appear to be any SLM equations in the SR-250 Straight Line Diagrams on ODOT's website. Please provide the begin and end project stations as referenced to the ODOT supplied alignment.

See addendum

Question Submitted: 3/15/2010

Question Number: 6

Section 14.3 in the Scope of Services, page 18 of 28, says that pavement transitions “will start at the beginning and ending project limits”. Does this mean that no work occurs outside of the MP 11.72 and MP 14.10 limits and the asphalt transition sections are to be built within those limits, or does the new concrete overlay run between MP 11.72 and MP 14.10 with the asphalt transitions built off each end?

See addendum

Question Submitted: 3/15/2010

Question Number: 7

What asphalt pavement buildup is required for the 50:1 vertical transition lengths at each end of the project (see scope pg. 18 of 28)?

The DBT is responsible for the design. Base design on the Pavement Design Manual.

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

Question Submitted: 3/15/2010

Question Number: 8

Due to the number of outstanding questions would ODOT consider delaying the bid date on this project to allow the design build teams adequate time to properly evaluate the scope? Please consider that bids cannot begin until designs have been completed, and at this point, design work can't be completed until the questions have been clarified. Assuming additional questions do not arise from the addendum, the best case scenario at this point would be 2 or 3 days to complete the design leaving just 2 or 3 days to bid the project. ODOT will almost certainly receive more competitive bids if the design build teams are given sufficient time to bid the project. The contract completion date would not be affected by a bid delay.

There will be no delay at this time.

Question Submitted: 3/16/2010

Question Number: 9

At locations under the existing shoulders where GB-1 indicates stabilization is not required based on the information provided in Attachment J, is there a minimum stabilization requirement at those locations?

See Addendum No. 3

Question Submitted: 3/17/2010

Question Number: 10

A previous question was asked on 3/15/2010 related to the bid date. I respectfully request that ODOT reconsider delaying the bid date to allow the Design-Build Teams adequate time to prepare our proposals for this project. Multiple clarifications that were needed to complete the design were just published this week in addendum 1 and 2. For example, addendum #1 included a clarification on the shoulder widening requirements. Much of the design could not be completed until after addendum 1 clarified the shoulder widths. In addition to simple pavement area calculations, this affects the entire cross-section template beyond the paved shoulder. Shoulder pavement design, shoulder stabilization calculations and design, optimization of shoulder grading and graded slope options, ditch and back-slope design, were all affected. Items such as excavation, embankment, subgrade compaction, subgrade stabilization, 304 aggregate base, concrete pavement, etc., are just now being designed and quantified now that the addendum clarified the scope. This includes excavation and embankment for ditches, back-slopes, and fore-slopes beyond the graded shoulder. As a result the design build teams are essentially left with 1 week to not only design and quantify 70% of the work items on the project but also put together a competitive bid proposal once those quantities have been established. Would ODOT please consider delaying the project to allow the design-build teams more time to develop more competitive proposals?

At this time there will be no delay.

Question Submitted: 3/17/2010

Question Number: 11

Addendum No. 1 does not appear to answer the previous pre-bid question submitted on 3/12/2010 regarding the station limits for the project. Please clarify the begin and end project stations as referenced to the ODOT supplied alignment.

See Addendum #2.

Question Submitted: 3/17/2010

Question Number: 12

Addendum No. 1 added bid items for work zone center line and edge line. Should these be permanent stripes?

The 614 items are for temporary traffic control only.

Question Submitted: 3/19/2010

Question Number: 13

At the pre-bid meeting it was stated that ODOT would cut down the Indiana Bat Trees prior to April 15th so that work can proceed on the project prior to September 15th. So far this issue has not been addressed by addendum. Will the bat trees be cut by ODOT prior to April 15th?

The bat habitat trees will be cut by ODOT prior to April 15th.

Question Submitted: 3/5/2010

Question Number: 14

The following Microstation files from the ODOT ftp site "ditch.dgn", "potential_jurisdictional_ditch.dgn", "stream.dgn" and "wetland.dgn" are set up on a different coordinate system and a different scale than the rest of the Microstation files. Could ODOT please supply a file(s) that properly lines up with the existing basemap file or provide the distance and scale factor to adjust the environmental dgn files properly.

The FTP Site for this project has been revised to only those drawings that pertain to information the DBT should utilize.

Question Submitted: 3/9/2010

Question Number: 15

1. Based on the discussions regarding shoulder stabilization at the pre-bid meeting, please confirm that all shoulders need to be stabilized. 2. Why is superpave asphalt concrete Item 442 required for the bondbreaker? Are alternate asphalt material types allowed per Section 600 of the ODOT Pavement Design Manual?

ANSWER1: All shoulder areas shall be stabilized. See Addendum. ANSWER2: Item 442 - Asphalt Concrete Intermediate Course, 9.5mm, Type A (448) will be required for the bondbreaker.

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.