

Ohio Department of Transportation

Prebid Questions

Project No. 100054

Sale Date - 3/11/2010

Question Submitted: 1/12/2010

Question Number: 1

Would the Department please provide the design files for LAK-75477 on their ftp site? The response to previous question (S:\DGN\PID75477) is not a clear file path.

The .dgn files are now available at <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/LAK-75477/>

Question Submitted: 1/14/2010

Question Number: 2

1.) For bid item 0013 Roadway, Misc: Ditch Cleanout which has a bid quantity of 400 cy, the general note on sheet 23 of 498 indicates that seeding and mulching along with 670 Ditch Erosion Protection is to be included with this item. However, since the work is as directed and therefore the specific area cannot be physically looked at to determine how many quantity of work length is required, can the department either give some parameters for this item or quantify the erosion control items required and pay for the same under separate items? 2.) On sheet 13 of 498 the westbound lane existing section shows the 10" reinforced concrete to extend further left than the normal 12' outside lane. Is this an error or is the concrete actually wider than 12'?

Answer 1: This prebid question will be addressed in an addendum. Answer 2: The line representing the edge of the existing 10" reinforced concrete mainline pavement of the westbound lanes was not drawn correctly in the typical on sheet 13. It should have been drawn to show a 12 ft. wide dimension for that left lane. The pavement removal estimated quantities in the plans for the mainline pavement are based on a 24 ft. total width and are correct as shown in the plans.

Question Submitted: 1/19/2010

Question Number: 3

Plan sheets 13 and 14 make reference to existing pavement makeup which includes 10" +/- Reinforced Portland Cement Concrete Base. The type of reinforcing has a significant effect on the price of the removal cost. What type of reinforcing does this pavement base contain?

The 2008 CMS specifies reinforcing steel conforming to 709.09, 709.10, 709.12 and Dowel Bars and Basket Assemblies conforming to 709.13. Since the original pavement on this project was built in the late 1950's record of the specific type of reinforcing steel used is not available. Assume any and all of the types of reinforcing steel listed above to be used in the original construction.

Question Submitted: 1/26/2010

Question Number: 4

The plan note on sheet 59D under TRANSITION AREA DELINEATION 8A refers the contractor to PIS 209930 and PIS 209931. PIS 209930 calls for resurfacing of the transition area (at the time the proposed surface course is being placed) including pavement removal to the depth necessary to match the level of the intermediate course of the proposed pavement. The transition areas at both ends of the job have not been included in a Pavement Planing Item or an Asphalt Concrete Surface Course item for payment. Where does the department intend to pay for this work?

See forthcoming addendum.

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Prebid Questions

Question Submitted: 1/26/2010

Question Number: 5

As Per Plan notes for Item 605 6" Shallow Pipe Underdrains (30" Deep) With Fabric Wrap, APP, Item 605 6" Base Pipe Underdrains (18" Deep) With Fabric Wrap, APP, and Item 605 6" Unclassified Pipe Underdrains With Fabric Wrap, APP all make reference to "Fabric Wrap." The plans have not included a trench detail for these items; specifically the location and overlap of the fabric wrapping. Please provide additional detail.

The Title Sheet states that the plans shall follow the 2008 standard specifications of the State of Ohio. Section 605.03 A of the 2008 Construction and Material Specifications states the following: 605.03 Pipe Underdrains Construction. Construct underdrains as follows: A. Excavation. Excavate trenches to such dimensions allowing ample room for construction. Construct the trench widths to extend at least 4 inches (100 mm) on each side of the underdrain. However, if placing a 4-inch (100 mm) diameter underdrain, construct the trench width to at least 10 inches (250 mm) with a minimum of 2 inches (50 mm) on each side of the underdrain. Excavate the bottom of the trench, insofar as practical, to the size and form of the underdrain, and excavate bell holes to allow proper placing of the underdrain. Remove obstructions encountered while excavating for the underdrains. Excavate trenches measured vertically from the subgrade to the bottom of the trench at a depth of 18 inches (450 mm) for base pipe underdrains, 30 inches (760 mm) for shallow pipe underdrains, and 50 inches (1270 mm) for deep pipe underdrains unless otherwise specified in the plans. Furnish a depth of 30 inches (760 mm) for construction underdrains unless otherwise specified in the plans. Excavate trenches for unclassified pipe underdrains to the depth specified in the plans. Excavate trenches to a depth of 6 inches (150 mm) below the rock, shale or coal depth required in 204.05 for Rock Cut underdrains unless otherwise specified in the plans. If underdrains are to be placed within or beneath an embankment, construct the embankment to the elevation of the top of the subgrade before trenching for the underdrain. If filter fabric is specified, line the underdrain trench with filter fabric. Place the filter fabric to completely surround the granular material. Overlap the filter fabric at the top of the trench. Match the overlap to the trench width. At other seams, overlap filter fabric a minimum of 12 inches (0.3 m).

Question Submitted: 1/27/2010

Question Number: 6

Would the Department please provide a current project schedule for PID 23456 Contract 070003. Coordinating work schedules and traffic zones could be difficult for this project since Contract 070003 is entirely located within the limits of Contract 100054.

See forthcoming addendum.

Question Submitted: 1/28/2010

Question Number: 7

Ref. 116- Pavement for Maintaining Traffic, Class A: will ODOT permit the contractor to eliminate the 4" 304 aggregate base and substitute it with an additional 2" of 302 asphalt base?

The contractor may, if they desire, submit a Value Engineering Change Proposal for this item of work once the project has been awarded. The District will evaluate the VECP at that time. The District makes no guarantee as to the approval of such a substitution.

Question Submitted: 1/28/2010

Question Number: 8

Ref. 61 (Asphalt Surface Course) and Ref. 126 (Maintaining Traffic): Is the contractor required to place the surface course of asphalt in each phase or is there an option for construction of the surface course at the end of the project? There appears to not be language indicating when in sequence the surface course was to be placed.

The contractor may place the surface course at the end of the project provided that the riding surface (intermediate course) is smooth and safe for traffic.

Question Submitted: 1/7/2010

Question Number: 9

Would the Department please make the .DGN files available online?

The .dgn files are now available at <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/LAK-75477/>

Question Submitted: 2/1/2010

Question Number: 10

Plan sheet 28 under Revised Sequence of Construction notes, sequence 1. The second paragraph refers to construction of ramp throats for ramps I, K and L. Plan sheet 54 makes reference to detouring during ramp J throat construction. Should the note on plan sheet 28 be revised to include ramp J, or is ramp J throat reconstruction to be done in a different sequence?

See forthcoming addendum.

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Prebid Questions

Question Submitted: 2/10/2010

Question Number: 11

Ref. 115- Roads for Maintaining Traffic: plan sheet 31 gives earthwork quantities for information only. Plan sheets 37-43 give plan sheets and profiles for the crossovers. Since there are no cross-sections for these crossovers, can you please break out the estimated volumes of excavation and embankment per crossover location?

A link to the Earthwork for Maintaining Traffic document is available at <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/LAK-75477/>. This document breaks out the estimated volumes of excavation and embankment per crossover location.

Question Submitted: 2/11/2010

Question Number: 12

Plan Sheet 33 states that during the construction of ramp throats at the SR 528 interchange, "truck traffic will be required to use the designated detours between Friday at 6 PM to Monday at 6 AM." Is it ODOT's intent to construct each ramp throat full depth, including cement stabilization, in one weekend? Since cement stabilization requires a 7-day curing period, the duration of the ramp throat construction violates the sheet 33 phasing note (2-day weekend construction). Please clarify the ramp throat construction sequence in an addendum.

Due to the time constraints on sheet 33, the ramp throats are not to be cement stabilized.

Question Submitted: 2/11/2010

Question Number: 13

The MOT sub-summary on plan sheet 27 does not include any PCB to maintain SR-528 ramp traffic during construction of the outside phases (Phase/Sequence 2 & 4). Could ODOT please modify the 32" PCB quantity to reflect the additional barrier needs at the SR-528 interchange during the outside construction phases?

See forthcoming addendum

Question Submitted: 2/11/2010

Question Number: 14

Ref. 115 and 116 (Items 615): the east crossover (temporary crossovers 3 and 4) has an existing 15' inside shoulder on the westbound side, which was constructed in conjunction with the adjacent Ashtabula County IR 90 project built back in 2003-2004. This shoulder, if not mistaken, is of existing full depth asphalt. Since this pavement's thickness will most likely meet or exceed that of the temporary pavement, is there any need to remove the two inside westbound shoulder tie-ins (stations 5+75 to 8+50 and 11+75 to 14+00)? Please clarify in an addendum if these two 15' wide areas were to be included as part of the temporary pavement quantity.

There is no need to remove the two inside westbound shoulder tie-ins. The quantities for Item 615 Pavement for Maintaining Traffic, Class A, as shown on the MOT Sub-Summary Sheet 27, for Temporary Crossovers 3 & 4 did not include the existing shoulders since they are full-depth asphalt. The limits of the temporary pavement for the crossovers 3 & 4 are better shown on Sheet 39.

Question Submitted: 2/12/2010

Question Number: 15

Regarding the plan note for Item 206 Cement Stabilization, 12 Inches Deep on sheet 32/498; When will the Department give direction as to the use of this work? There appears to be conflicting wording in the plan note. Is this work to be "at the direction of the Project Engineer", or does the second statement prevail "the following locations will be cement stabilized:"? This work is on the critical path and would require additional time for separate mix designs at both locations, due to differing soil compositions and as per ODOT 206.06 Contractor Designed Chemically Stabilized Subgrade.

The second statement prevails. Cement Stabilization will be performed in the locations as noted. An addendum will be issued to clear up any confusion.

Question Submitted: 2/15/2010

Question Number: 16

Between the Bates Road and County Line Road bridges, there are two areas (one in each direction) on the outside of the pavements that appear to be abandoned rest areas and/or weigh stations. Can these areas be used as waste areas for this project? If so, can ODOT please provide more concise plans on these areas?

The abandoned rest areas may NOT be used as a waste area. The State of Ohio does not own the underlying fee for these areas and occupies them through an easement.

Question Submitted: 2/16/2010

Question Number: 17

Will ODOT allow PCB to be stored in the median during the Winter 2010/2011 shut-down between Season 1 and Season 2?

Construction materials are permitted to be stored on highway rights-of-way as long as the storage meets the requirements of CMS 614.03.

Question Submitted: 2/16/2010

Question Number: 18

What size, and how many conduits are to connect the new Power Service for the Highway Lighting to the new Pull Box at station 12+05, 30'Rt. On pages 493, 495 and 497 and how is this work to be paid?

See forthcoming addendum.

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Prebid Questions

Question Submitted: 2/16/2010

Question Number: 19

Plan sheet 28 calls for interim completion dates of October 31, 2010 and October 31, 2011. Addendum 3 stated that project 070003 would also have lane restrictions in place until July 9, 2010 which will affect construction on phase 3 (westbound inside lane and shoulder) work. Given the amount of pre-phase temporary pavement and crossover construction required, as well as the restrictions due to project 070003, we feel that the October 31, 2010 interim completion date cannot be met and ask that this deadline be extended until November 24, 2010 (the day before Thanksgiving).

The Department feels that the October 31st dates to return traffic to the original two lanes same direction each side is reasonable. Due to the high probability of poor weather after October 31st and the safety issues associated with wintery conditions while in a contra flow scheme, the department would like the PCB and contra flow MOT scheme removed as of those dates.

Question Submitted: 2/17/2010

Question Number: 20

Stripping and Stockpiling topsoil is incidental to 203 Embankment according to the general notes on sheet 25, however there is no topsoil bid item, therefore how does the contractor get paid to spread the topsoil? Furthermore, our we to assume the topsoil stripped is adequate to place back with no soil test analysis? Should the existing topsoil not contain the proper organics or PH levels, how does the contractor get compensated for providing approved topsoil? In addition, there are no borings indicating topsoil depth. What should be the required thickness for placement?

See forthcoming addendum.

Question Submitted: 2/17/2010

Question Number: 21

There is not adequate space to construct the pavement layers per standard drawing BP-3.1 for overlapping a longitudinal joint between Phase 1 & 2 as well as phase 3 & 4. Is overlapping not required at the planed longitudinal joint or is there another detail for this joint?

See forthcoming addendum.

Question Submitted: 2/17/2010

Question Number: 22

617 compacted aggregate, as per plan note on sheet 26 of the plans states that material will be limited to asphalt grindings. Does the material have to meet 703.18 gradations?

Per CMS 617.02, materials shall conform to 703.18.

Question Submitted: 2/17/2010

Question Number: 23

Plan sheet 35 shows MOT 617 compacted aggregate for pre-phase typical. However, Phase1 thru 4 typicals show no 617 compacted aggregate. Is ODOT going to required 617 compacted aggregate during phase work and if so how will the contractor get paid, line item 67 or 118?

See forthcoming addendum.

Question Submitted: 2/17/2010

Question Number: 24

Will a worksite traffic supervisor be required during the winter months since all items of work are to be reopen to the original 2 lane configuration in each direction with no temporary construction zones in place?

A worksite traffic supervisor will be required during the winter months to ensure work zones signs and pavement marking are properly maintained during this time.

Question Submitted: 2/18/2010

Question Number: 25

What size are the information signs on sheet 59A?

For estimating purposes assume an average sign size of 11 ft. x 9 ft. A sign design and exact dimensions will be provided at the pre-construction meeting.

Question Submitted: 2/18/2010

Question Number: 26

The plans call for item 642 paint for work zone edge and lane lines. Should the Contractor still use Item 642 paint (Item 740.02) on the mainline Grand River Bridge or opt for Item 740.06 tape instead? Please address in an addendum.

Item 642 paint (Item 740.02) shall be used.

Question Submitted: 2/19/2010

Question Number: 27

Will ODOT require Temporary raised Pvmr Markers on the centerline during winter shutdown? Is so how will they be paid for? The plans and specifications require temporary raised pavement markers for lane shifts and crossover construction, How are these items to be paid?

Answer 1: Work zone raised pavement markers will not be required during the winter shutdown. Answer 2: Work zone raised pavement markers are required for the lane shifts and crossovers. These quantities will be addressed in an addendum.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 2/19/2010

Question Number: 28

Due to the requirement of the plans to have all lanes returned to their original positions for the winter shutdown and plan sheet 27 not showing any quantities for work zone pavement markings is this work considered incidental to the Lump Sum item for Maintaining Traffic or do these quantities need to be adjusted?

See forthcoming addendum.

Question Submitted: 2/19/2010

Question Number: 29

Per Addendum #4, The note referencing Item 452 - 12.5" Non-Reinforced Concrete Pavement, APP B was modified to also include the slip ramp on Ramp J. Please add an additional 463 sy to this item.

See forthcoming addendum.

Question Submitted: 2/19/2010

Question Number: 30

According to Addendum #3 the bridge contractor working in the area that is suspended on this project will be taking up the outside lane/shoulder through July 9, 2010. This interferes with this project's changed requirements to start in Phase 3 of the project. This gives the contractor an unrealistic 4 months to build the whole WB side of the project. If ODOT's intent is for only Phase 3 to be completed in 2010 additional striping and removals, PCB wall, and asphalt for maintaining traffic quantities will be required. Can we start on Phase 4 first instead of Phase 3? If the contractor is allowed to do Phase 4 first, additional temporary pavement will be required on the WB inside shoulder that is not included in the bid quantities?

Under the worst case scenario, the work zone of project 070003 PID 23456 will only affect the outside lane/shoulder replacement from Sta. 795+30 to Sta. 813+00 (1770 ft. of replacement) west of the Grand River bridge and from Sta. 855+50 to Sta. 873+30 (1780 ft. of replacement) east of the bridge until July 9, 2010. The remaining outside lane and shoulder from STA. 724+50 to STA. 795+30 (7080 ft. of replacement) and Sta. 873+50 to Sta. 5+75 (14,898 ft. of replacement) is available for the contractor to work on before this date as well as the ramp replacements, crossovers, and temporary pavement. That being said, based on the current project schedule of project 070003, the contractor is scheduled to take down the above mentioned work zone and switch traffic to permanent configuration on 5/26/10. All pavement will have been placed except for the finish course (1 1/2") which is scheduled for 6/2/10.

Question Submitted: 2/2/2010

Question Number: 31

Sheet 420/498 states that the mainline excavation quantity (103,911 cy) is the total cut volume (233,424 cy) minus the pavement removal (-135,915 cy) plus additional excavation for aggregate berm (5,729 cy) and guardrail pavement (673 cy). It appears that the ramp pavement removal quantity was included in the mainline pavement removal quantity, thus lowering the mainline excavation volume. Also, in areas where the subgrade is being raised, voids are left by the pavement removal quantity. Under which item is the filling of these voids to be paid? Please address in an addendum.

Answer 1: The mainline pavement removal quantity on sheets 23 and 420 appear to be correct. Mainline pavement => (205113 SY + 12388 SY) x ((16.75/12)/3) = 101198 CY; Mainline shoulders => 128196 SY x ((9.75/12)/3) = 34719 CY; Mainline and shoulders = 101198 CY + 34719 CY = 135,917 CY. This quantity is reflected on sheet 420 and does not include any ramp pavement removal. Answer 2: See forthcoming addendum.

Question Submitted: 2/8/2010

Question Number: 32

Please replace 15' of Single Slope, Type D Barrier with a Reinforced End Anchor for the nine runs of barrier that are not bordered on each end by an End Section.

See forthcoming addendum.

Question Submitted: 2/8/2010

Question Number: 33

Type 4A Curb is listed with the Type D Barrier. As this will not be placed on top of concrete pavement, please change this item to Type 4C Curb per Std Dwg GR-3.1.

See forthcoming addendum.

Question Submitted: 2/9/2010

Question Number: 34

Based on hand takeoffs, the seeding end widths on mainline and ramp cross sections appear to sum to much less than the posted end widths. How are the seeding end widths on these cross sections determined? Also, what are the stations of the existing accel/decel lanes for Ramps I, J, K, and L shown on Sheet 23 in the Item 202 pavement removed note?

A1) The seeding and mulching quantities shown on the cross sections include an additional quantity of disturbed area to allow for construction traffic disturbance during pavement replacement and construction of foreslopes and backslopes. A2) The limits of Item 202 - Pavement Removed for the existing accel/decel lanes are defined by the existing edge of pavement and edge of shoulder lines on the plan sheets and are as follows: Ramp I : STA. 1027+50 +/- to STA. 1039+22.36 Ramp J : STA. 1027+00 +/- to STA. 1043+01.34 Ramp K : STA. 3+76.44 to STA. 16+00 +/- Ramp L : STA. 2+98.57 to STA. 19+00 +/-

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Prebid Questions

Question Submitted: 2/9/2010

Question Number: 35

Will ODOT allow SR 528 interchange infields to be used as waste areas?

The S.R. 528 ramp infields may NOT be used as a waste area.

Question Submitted: 2/9/2010

Question Number: 36

Ref. 6- Pipe Removed, 24" & Under: all but 65' of this quantity is for removal of existing underdrains. The plan note on sheet 25 states that the underdrain removals are "as directed by the project engineer". Given the large quantity, is it ODOT's intent to remove all underdrains or only to do so at the direction of the engineer? ODOT 202.02 specification calls for backfilling of removed pipes under future pavements to be per 603 structural backfills type 1 and 2. Requiring the contractor to dispose of all trench spoils and purchase granular backfill will result in a very costly trench replacement that will ultimately get stabilized prior to pavements. Will ODOT waive granular backfilling requirements and allow the contractor to use either existing trench backfill, onsite dirt, or a combination thereof as long as compaction requirements are made? What type of underdrain pipe is present and when were the underdrains installed? Having this information will give the contractor an idea as to the composition of the pipe and backfill.

A 1) The intent is to abandon in place the existing underdrains. However, certain field conditions (i.e. wet soil, compaction problems) may warrant removing sections of underdrain "as directed by the engineer". The total quantity of Pipe Removed, 24" & Under should not have been that high. The quantity will be revised in an addendum. A 2) ODOT will not waive the granular backfilling requirements. A 3) The original construction plans from 1958 specified 6" Pipe Underdrain. To the best of the Department's knowledge (based on PID23456, currently under contract) the underdrain pipe is made of clay. ODOT does not guarantee this information.

Question Submitted: 3/1/2010

Question Number: 37

This is a follow up question in response to your answer about the bridge contractor interfering with the revised MOT plans, dated 2-19-2010. We are told that the outside lane/shoulder from 724+50 to 795+30 & 873+50 to 5+75 is available to the contractor before July 9, 2010. Is ODOT implying that Phase 4 may start before Phase 3? If so, what about additional temporary pavement for the WB inside shoulder?

The plans call for Phase 3 to be built before Phase 4.

Question Submitted: 3/3/2010

Question Number: 38

General Summary sheet 60/498 lists Item 203 Roadway, Misc.: Ditch Cleanout 400 CY and refers the Contractor to Plan sheet 23/498 for an as per plan note. Did the Department inadvertently forget to include a Proposal item for this work? Please address this in an addendum.

Item 203 - Roadway, Misc.: Ditch Cleanout was deleted in Addendum 1 along with the associated general note.

Question Submitted: 3/3/2010

Question Number: 39

Addendum 6 added 49890 cy topsoil bid item. This quantity is shown on revised plan sheet 25. In the first column on that same plan sheet, the topsoil note still exists that calls for stripping and stockpiling to be incidental to 203 embankment with no additional compensation. Is this embankment note now considered redundant due to establishment of topsoil bid item, which incidentally is twice the quantity of the revised embankment bid item?

Question Submitted: 3/4/2010

Question Number: 40

Ref. 12- Embankment- addendum 6 increased the embankment from 19294 cy to 23334 cy. The majority of the increase was for the mainline. Revised plan sheet 420 gives a total summary of 21732 cy but no backup for how the changes were made, since if one adds the embankment quantities from sheets 155 through 420, the quantity totals the original lesser amount of 17805 cy. Please provide some explanation for the change in mainline embankment quantities.

This prebid question will be addressed in an addendum.

Question Submitted: 3/4/2010

Question Number: 41

Addendum # 6 adds 11,080' of 32" PCB among other items on sheet 32 for maintaining ramp traffic while constructing the Accel/Decel lanes in Phases 2 & 4. Could ODOT please provide a sub-summary for these additional items, since no further quantity breakdown was given? Without knowing how this barrier is to be allocated, it is impossible to determine the amount of barrier needed onsite at any given time, and therefore impossible to determine how much additional barrier rental is needed.

This prebid question will be addressed in an addendum.

Question Submitted: 3/5/2010

Question Number: 42

Will ODOT apply Proposal Note PN 535 – 07/17/2009 – Asphalt Binder Price Adjustment for Multi Year Projects to asphalt concrete placed for Item 615 Pavement for Maintaining Traffic, Class A if the contractor chooses to place it using flexible design?

Yes

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Ohio Department of Transportation Prebid Questions

Question Submitted: 3/5/2010

Question Number: 43

During the shift of the barrier wall between Phase 3 & 4 and Phase 1 & 2 there will be a drop off/gap between the old and new pavement. Will ODOT pay for filling this gap with 404 asphalt for maintenance of traffic so the barrier wall can be shifted safely?

Answer: No pay item has been included in the plans for filling this gap to facilitate the shifting of barrier. The Department feels that the barrier can be shifted without filling this gap. Please bid accordingly.

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