

Ohio Department of Transportation

Prebid Questions

Project No. 090255

Sale Date - 5/6/2009

Question Submitted: 11/12/2008

Question Number: 1

RE: Pavement Removal Existing pavement that is to be removed is shown in the cross-sections and has been included in the bid quantity for Ref No 16 Excavation. This existing pavement has also been included for payment in the pavement removed bid item (Ref. No. 2). Is it ODOT's intent to pay the contractor for work related to pavement removal under both pay items? Please clarify how the pavement that is removed is to be paid for on the project and adjust the bid quantities as necessary.

Question Submitted: 11/12/2008

Question Number: 2

RE: Pavement Removed The existing typical sections indicate that the pavement removed along Service Rd "A-B", Service Rd "C-D", Hudson Ave., and Mt. Vernon Road consists of 9" reinforced concrete pavement that is to be removed. What kind of reinforcing steel does the existing pavement contain; wire mesh, rebar matting, continuously reinforced...? It is important for the contractor to know this information because the cost of removal can vary widely depending on the answer.

The existing plans indicate that the 9" reinforced concrete pavement contains steel matting as per the 1969 standard specifications for Item 451 Reinforced Concrete Pavement.

Question Submitted: 11/12/2008

Question Number: 3

Please make all existing bridge plans for structure LIC-16-2109 available online.

Existing bridge plans are available at: <ftp://ftp.dot.state.oh.us/pub/districts/d05/Projects/Lic/81969/81969-Bridge.zip>

Question Submitted: 11/13/2008

Question Number: 4

The shoring and formwork for the center span of the slab bridge will significantly decrease the vertical clearance over Hudson Avenue. This decrease could be as much as 3'-4". The Maintenance of Traffic plan should be revised to close Hudson during the bridge construction. Please advise by addendum how the Department will handle this constructability issue.

Question Submitted: 11/13/2008

Question Number: 5

On sheet 37 it calls for Type III Barricades at Location #1 (Ramp C). Is this all ODOT is requiring for this location? If not, to do a double lane closure it appears that the tapers would extend beyond where the 2 added lanes come onto SR 16. Please provide a MOT scheme whereby this work can be completed.

Question Submitted: 4/23/2009

Question Number: 6

On sheet 31, There are several notes listed under the A+B Bidding heading that need some clarification. There are two separate mentions of Mt. Vernon Road and Ramp C as to when they are considered open to traffic. Another note says that the final surface course on SR 16 will be constructed per MT-97.12. Phase 3 is when the surface course of SR 16 gets placed per the note under Phase 3 and why is the work done using flaggers per MT-97.12? Please clarify.

Question Submitted: 4/23/2009

Question Number: 7

Our takeoff does not agree with the plan quantity for Reference #217, please review and confirm if the plan quantity is correct.

Question Submitted: 4/24/2009

Question Number: 8

There is an apparent error in the quantity of Porous Backfill (Reference 210). The subtotals provided on sheets 212 and 213 do not add up to the plan quantity provided on sheet 192.

Reference 210 is correct (in the Proposal) with 20 Cu. Yds. Sheet 212 shows 11 Cu.Yds and Sheet 213 shows 10 Cu. Yds. Both Sheet 212 and 213 should be 10 Cu. Yds.

Question Submitted: 4/24/2009

Question Number: 9

In order to meet the clearance requirements on Hudson Avenue during bridge construction as dictated by Addendum 1, Hudson Ave will need to be closed to one lane. This is mandated by the need to place temporary shoring at mid-span to shorten the span length and allow a shorter beam section to be utilized for the slab bridge forming. Since the clearance requirement was added by addendum, the affects of it should supercede the plan notes that state to keep all lanes of Hudson Ave open during Phase 1 construction. Please confirm by addendum that this is acceptable or if not provide the contractors alternate means to accomplish the bridge deck construction.

After falsework erection is completed, Hudson Avenue shall remain open with a minimum of 13' vertical clearance. Construction of the falsework shall be between the hours of 9 pm and 6 am as specified in the addendum. The Contractor is required to provide the design of the falsework.

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: 4/28/2009

Question Number: 10

For Ref 162 & 163. The item states to us a combination signal support, Type TC-81.21 Design 13, & Design 14. Those poles are not listed in the standard construction drawings. I do not know why type of cage or anchor bolts that will be needed. If someone could answer this for me I would greatly appreciate it. Thank you.

Question Submitted: 4/30/2009

Question Number: 11

Proposal note PN 603 requires the contractor to install all of the pipe and structures according to SS 802. This spec has very significant costs associated with it that will result in a substantial increase in the bids. Is this ODOT's intent?

Please bid as is.

Question Submitted: 5/1/2009

Question Number: 12

The weigh in Motion system on page 27 requires moving the piezo sensors. New piezo1 sensors will need to be furnished to accomplish this as these will not be able to be reused. The plans do not specify what class the existing sensors are. Can ODOT clarify this information.

The existing sensors are Class 1 with 11' piezol cable.

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