

Ohio Department of Transportation

Prebid Questions

Project No. 050526

Sale Date - 11/2/2005

Question Submitted: 10/11/2005

Question Number: 1

Addendum No. 1, answer No. 7 states the holiday note will be required for both Alexis Rd. and I-75. On plan sheet 43/90 Maintenance of Traffic Note says Alexis Rd. traffic shall be maintained on one lane in each direction at all times during the construction period. This note conflicts with answer No. 7. With the part width construction at the bridges having sheeting at the approach slabs and a roadway grade difference between new and existing construction the note on sheet 43/90 would seem to control. Please clarify.

Question Submitted: 10/25/2005

Question Number: 2

The Note on sheet 11 says that work shall be done during the evenings and on Saturdays. Are we allowed to work during the day? There should be no reason why work can not be done during the day if we are working behind barriers.

Please refer to addendum 3 for clarification.

Question Submitted: 10/27/2005

Question Number: 3

1) Addendum #3 listed "Revised Bid Items". It is assumed that the revised items are intended to reflect the original bid plus the added items listed in the same addendum for the Ramp work. References 9, 34, 40, 84, and 85 do not. Please review.

2) The added items for the ramp work include a bid item for 6" Deep Pipe Underdrains. The plan has 6" Shallow Pipe Underdrains constructed 24" deep. How deep are the Deep Pipe Underdrains to be constructed?

Question Submitted: 10/28/2005

Question Number: 4

No details have been provided for the ramp replacements. The following questions pertain to this issue.

1. Are the shoulders going to be replaced?
2. If they are, are we to assume that they will be replaced as shown on the addendum sheets as far as location and widths?
3. What is the the proposed cross section?

Addenda 3 stated the following: "The proposed profile and grades will be kept as existing. The replacement will be for the full width of the existing ramp." "Full Depth Replacement - Asphalt Concrete shall be the same build up as shown on sheet 4 for the Normal Section – SR 184." Q1) see above Q2) see above Q3) As shown in on sheet 4 of the plan, the pavement cross section (pavement build-up) is the same for the full width of the roadway. (ie: travel lanes and shoulders)

Question Submitted: 10/28/2005

Question Number: 5

Reference #205 12" Concrete Pavement

Question 1 - Is there a plan showing the joint pattern for the 12" Pavement we can use?

Question 2 - Due to the 14 Day closure on this ramp, should we be required to use MS Concrete?

Question 3 - Due to the pavement lanes consisting of short distance. Will a Profilometer Test still be required?

Please Phone, Fax or Email me with any information you may have.

Fax # 419 668 7572

Derek Dilger

1. The district will provide the exact joint diagram at the pre-construction meeting. The district does not anticipate excessive joints other than what is shown in the standard drawings for the concrete construction. 2. This is a means and methods question. The contractor should do whatever is necessary to complete per contract documents. 3. The district will follow the 2005 CMS.

Question Submitted: 10/3/2005

Question Number: 6

This project requires railroad protective public and property damage liability insurance. I cannot find any information such as number of trains, type of trains, max. speed of trains or special clauses for this project. Please provide this information. Thank you.

Please see the railroad special provision added to section 2 of addendum no. 1.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/31/2005

Question Number: 7

Per addendum #1, the Special Provision, for Work on Railroad Property:

Section 11 states 23 foot vertical and 10 foot horizontal clearances must be maintained. Plan sheet 43/90 states 23 foot vertical and 24 foot horizontal are required. There is a big discrepancy in the horizontal requirement. Please advise of intended clearances.

Section 13.f. requires all contractor, supplier, subcontractor, ODOT, and consultant personnel to attend a Safety Orientation Class presented by the Railroad and paid for by the Contractor, and apparently employees and ODOT personnel etc. brought on in the course of the project will need trained in subsequent classes at additional costs. How many ODOT and consultant should the Contractor include costs for and how many times will ODOT/consultants change or add personnel that will require additional classes?

Structure 184.0973 (over RR):

Various plan pages show salvaging vertical rebar in abutment and wings. The same and other sheets indicate typical dowels to be used and bid per reference number 100. What is ODOT's intent?

A1) Per CMS 105.04, the addenda wording takes precedence. A2) The district can not answer your question at this time. The exact means and methods of construction for the successful bidder will determine the extent of personal needed not only for the contractor but also for the district personal. A3) Please refer to section A-A on 56A of the plans for the placement of the dowel holes. Refer to the beam seat area in the detail.

Question Submitted: 10/4/2005

Question Number: 8

1. The guardrail placement relative to the underdrains is not the same in all typical sections. Are you certain you want guardrail protruding into the underdrain backfill directly above the underdrain conduit? (See the Normal Section on sheet #4)

2. The proposal, the General Summary, the subsummary, and the plan-profile sheets do not indicate a specific conduit material restriction for the Type B and Type C 12" pipe. With material price fluctuations as they are today, it is critical to know if there are any restrictions.

The guardrail placement should be constructed as shown on the left side of the widening/taper section on sheet 3. The post should be moved outside of the underdrain backfill. The 12" Type B pipe should be 706.02 and the 12" Type C pipe should be 706.02.

Question Submitted: 10/6/2005

Question Number: 9

1. The structure general note on page 44/90 states: "at the contractor's option galvanized steel stay-in-place forms may be used as falsework for the construction of the concrete deck". If the contractor chooses to use this option of stay-in-place forms, can the center bay be constructed using the conventional wood forming method?

2. During phase 1 can work be performed during the day? During phase 1 can work be performed on Sundays?

3. If work during phase 1 is limited to evenings only, at what time does an evening begin and end?

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 9/28/2005

Question Number: 10

Prebid questions for Project Luc. 050526; PID # 22252:

1. Plan sheet numbers 10-13 reference a note that ramps are to be constructed utilizing part-width construction. Considering the truck traffic and the restricted available ramp width during part-width construction, how is this going to allow the trucks enough room to negotiate the turns?
2. If the part-width construction does remain a contract requirement, the BP-3.1 Standard Drawing requirement for stepped construction will exaggerate the problem mentioned in Question #1 even further. How can this be accomplished and still maintain the truck traffic?
3. With the note concerning Holiday restrictions, the completion date may be unattainable. The phase I construction is to be completed within 60 days. The only practical time period for this to occur is between the July 4th holiday and Labor Day of 2006. That doesn't leave reasonable time to finish the project by the contract completion date.
4. The note on sheet 11 indicates that the work is to be performed during evenings and Saturdays to avoid peak traffic. This note is in conflict with the Construction Noise note on sheet 5.
5. The two tables on sheet 7 refer to permitted lane closures for I-75. Concerning the listing of 12:00 AM, there is no such thing as a 12:00 AM. For that matter, there is no such thing as a 12:00 PM. When referring to 12:00, one must state either "Noon" or "Midnight". So, are we to assume that the 12:00 AM is Midnight?
6. A note on sheet 7 refers to "requests for any traffic signal head repositioning or other related work to existing signals" being performed by the City of Toledo. What time period is the bidder supposed to assume for a reaction time for the City to address this work?

The designer has reviewed the ramp turns with WB-62 truck movements. The MOT configuration shown on sheets 10-13 will be adequate assuming no driver errors. Ramp C and Ramp A widths being 28' and 41' have adequate width to accommodate BP-3.1 with part-width construction. Please bid with the planned project dates and restrictions as the target. ODOT will take full responsibility for securing the waiver, but the contractor shall apply for a waiver with the City of Toledo to work during the lane closure times listed in the plan. Please see the revised permitted lane closure time note in section 2 of addendum no. 1. 14 days was listed in the plan note. The 14 day requirement would be needed each time the contractor would request signal head repositioning from the City of Toledo.

Question Submitted: 9/29/2005

Question Number: 11

1. The Construction sequence for Phase I also includes the placement of the surface course. This requires that temporary striping be placed. This would be a solid yellow centerline and a solid white edgeline with stop bars. Upon completion of Phase II, permanent striping would be placed on the entire project. Prior to this work, the temporary striping would require removal. There is no removal method that will leave the surface course unscarred. Does ODOT accept this condition?
2. In places, the final pavement grades are about 5 1/2" higher than the existing. How does ODOT want this elevation variance addressed during the phased construction especially in the ramp areas where traffic will be traversing from existing pavement to the new and then back to existing? Is asphalt wedging required? Who pays for it? Who pays for the removal?

Placement of the surface course for Phase I will be allowed in the same sequence as placement of the Phase III surface course. ODOT dropoffs in workzones sheet 2010190 has been attached to addendum no. 1.

Question Submitted: 9/29/2005

Question Number: 12

1. On the Alexis Rd structure over I-75 what are the limits of the field painting of the structural steel? On page 86/90, on the proposed transverse section, there is a note which says "paint all structural steel with ozee system" and the note points to the existing beams as well as the new crossframes. However, the quantities for the field painting bid items on the Alexis Rd structure are very small and obviously does not include the painting of all the steel. Please clarify this.
2. On page 45/90, structure general notes, under Painting of 513 steel the notes states: "The new steel shall also be prepared and painted per specification 514 in the field as if it were existing steel. If this is the case, where are the bid items under the Alexis Rd structure for surface preparation of existing structural steel and prime coat?"

The quantities for Alexis Rd. are for the new cross-frames only. A repair quantity is established under reference item 144 to repair the existing steel. Added to addendum no. 1.

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