

Ohio Department of Transportation Prebid Questions

Project No. 050558

Sale Date - 12/20/2005

Question Submitted: 11/21/2005

Question Number: 1

Question 1

Ref 58, Is the plan quantity of 10360 sy correct? The callout stations for the temporary pavement do not match the plan sheets for stationing shown on sheet 7 of 89 and 10 thru 13 of 89. If you use the stations from sheet 10 thru 13 of 89 the shoulder replacement one would get approximately 7788 sy.

Question 2,

Ref 58, would the department consider a different flexible pavement composition such as a 12" of asphalt is instead of 10" of asphalt and 4" of 304 aggregate base. This would allow the construction of shoulder widening to have one less operation of placing the 304 aggregate base and in turn save time in construction these shoulders and reduction on amount of time traffic is reduced to one lane traffic.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 11/28/2005

Question Number: 2

- 1) The interim completion date was changed to October 15, 2006 in addendum No. 1, and the note states that all phases of construction must be complete by this date. It appears that ODOT understands that the project will take until August 31, 2007, the incentive/disincentive date given in Addendum No. 1. The interim completion date note must be changed.
- 2) The incentive/disincentive date is August 31, 2007. This conflicts with the project completion date of May 15, 2007. The project completion date must be changed.
- 3) Addendum No. 2 changed line numbers 0071, 0072 and 0094 for bridge MIA-75-1759L but did not change the corresponding line numbers 0103, 0104, 0126 for MIA-75-1759R. Likewise, the addendum changed line numbers 0135 and 0155 for MIA-75-1777L but did not change the corresponding line numbers 0164 and 0184 for MIA-75-1777R. Additionally, line numbers 0104 and 0165 should be deleted.
- 4) It would appear that temporary concrete barrier is required for installation of the Class A temporary pavement. If this is the case, will the barrier be paid for and the quantity adjusted?
- 5) Is it allowable to change the phase A-1 southbound lane configuration on the Left structures to increase the deck width demolished by 5"? This would leave a 3'-5" gap between the new phase A-1 bridge and the existing bridge and facilitate the use of lap splices in lieu of mechanical couplers for the deck reinforcing steel. This could be accomplished by decreasing the buffer between the edge line and the parapet from 1'-10" to 1'-5" on the Left structures, which is still greater than the 10" buffer used on the Right structures.
- 6) If the answer to question 5 is yes, how would the issue of the rebar mechanical couplers be handled?
- 7) There is no 3' closure pour detailed for the 1759 structures while there is a 3' closure pour for the 1777 structures. Is this correct?
- 8) Plan sheet 52 of 89 states that a constant haunch thickness of 2" was used to calculate the deck concrete quantity. Plan sheet 56 of 89 states that the concrete required for the haunches is based on the design haunch of 2". It is evident from plan sheets 56 and 56A that all haunches are greater than 2". The notes on plan sheet 56A state that the cost for additional haunch concrete and reinforcement shall be included in the applicable deck concrete items but does not state that these items are "incidental". It also appears that the quantity of additional concrete has been included in the applicable concrete items but that the additional reinforcing steel quantity has not been added to the applicable reinforcing steel items. Please clarify and revise these notes and/or pay items.
- 9) Plan sheet 85 of 89 states that the concrete required for the haunches is based on the design haunch of 2". It is evident from plan sheets 85 and 85A that all haunches are greater than 2". The notes on plan sheet 85A state that the cost for additional haunch concrete and reinforcement shall be included in the applicable deck concrete items but does not state that these items are "incidental". It also appears that the quantity of additional concrete has been included in the applicable concrete items but that the additional reinforcing steel quantity has not been added to the applicable reinforcing steel items. Please clarify and revise these notes and/or pay items.
- 10) Plan sheets 38 and 63 contain notes for jacking and temporary support of the superstructure for the respective bridges. The general note states that the "work consists of raising the existing girders at the abutments in order to remove the existing bearings and install new bearings. Include resetting bearings over piers". The falsework that would be required to jack and support the superstructure for demolition and installation of new abutment concrete is different than would be necessary if only the bearings were to be replaced. This note should be changed to address all of the work that will take place while the superstructure is jacked/supported.
- 11) Plan sheets 63 contains a note for jacking and temporary support of the superstructure. The general note states that the "work consists of raising the existing girders at the abutments in order to remove the existing bearings and install new bearings. Include resetting bearings over piers". There is no item for refurbishing and resetting the pier bearings for these bridges. If the intent is to reset these bearings, an item must be added or this note changed.
- 12) No spacing is given for haunch reinforcing H404 bars for the 1759 bridges or the H403 bars for the 1777 bridges. Please provide.
- 13) Can concrete be used for the temporary pavement?
- 14) Why is temporary tape used for the temporary striping since the project calls for milling/filling the pavement?
- 15) It appears that the quantity for eradication of striping is incorrect. Does it include the temporary striping? Please advise.
- 16) Plan sheet 71 of 89 contains a note for seismic restraint that points to both sides of the beam and calls it typical. The fascia beams appear to only have one restraint. Are two angles required at all beams?
- 17) Plan sheet 72 of 89 contains a seismic restraint detail under which it is stated that "all costs for seismic restraint angles shall be paid for under item 516". Under which 516 items are the angles paid?
- 18) Are the seismic restraints required for the 1759 bridges?
- 19) Are the seismic restraints required at the piers as well as the abutments?
- 20) It appears that there is a discrepancy between the datum used on the existing bridge plans that were provided and the datum used for the project plans (the elevations do not match). This makes it impossible to calculate the actual quantity of substructure concrete to be demolished. There should be a separate item for substructure demolition with the units of cubic yards.

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Question Submitted: 11/28/2005

Question Number: 3

What is the completion date of this project? The Proposal states 5/15/07 which is in conflict with the addendum NO 1.

Addendum No 1 talks about critical work items, what items of work are not consider critical items of work? Also, could the bridge painting be consider a non critical item do to the tight time frames set out by the interm completion dates. No painting will be done the first season of construction and do the traffic sequence in the second season there isn't enough time allotted for the painting for the work that completed in second construction season. The bridge painting can be completed from underneath and not affect traffic on main line IR-75. The traffic that would be affected is only County Road 25A and the south bound entrance ramp to IR-75, no impedement of main line IR-75.

Question Submitted: 11/29/2005

Question Number: 4

Please reference plan sheet 6 of 89, Item 615 - Roads for Maintaining Traffic note:

The notes state that 411 aggregate is required for the crossovers. Since this is not normally required under this item, this item (and note) should be "As Per Plan".

Question Submitted: 11/29/2005

Question Number: 5

Addendum No. 2 answers a prebid question that references Item 615 - Pavement for Maintaining Traffic, Class A, APP.

Specifically, the answer states that "the District will accept 12" of asphalt instead of the 10" of asphalt with 4" of 301 as the base course".

Did ODOT mean 304 aggregate base instead of 301 asphalt base as the base course in the answer to this prebid question?

If 12" of asphalt is used for this item, will any 304 aggregate base be required?

Question Submitted: 12/1/2005

Question Number: 6

In reference to line items 0060 and 0061 for 50" Portable Concrete Barrier, APP: in all phases of the maintenance of traffic as shown in the plans, there is a single lane of traffic next to the work zone. Usually, 50" barrier (or 32" barrier with glare screen) is not needed when this is the case. It would seem that the Department could save some money by setting up items for 32" barrier and 32" bridge mounted barrier.

Question Submitted: 12/15/2005

Question Number: 7

It appears that in each phase of the maintenance of traffic plans additional attenuators are required to provide access at the bridges. For example in phase A1, on plan sheet 16 of 89, a break in the barrier wall and an attenuator should be installed at approx. station 932+00 on the southbound run of barrier to provide access to the north end of the 1759 left bridge. Likewise, an attenuator should be placed at approx. station 938+00 in the southbound barrier run to provide access to the south end of the 1777 left bridge. Please advise.

Thank you for pointing out this deficiency in the bidding documents. Because the error is relatively small compared to the cost of the total project, the Dept will not delay the sale in order to make a correction. Please prepare your bid based upon the quantities shown in the bidding documents.

Question Submitted: 12/5/2005

Question Number: 8

Is a hot joint required on the 1H course?

Question Submitted: 12/8/2005

Question Number: 9

Work Zone Pavement Marking general notes, on plan sheet 4, assume the permanent pavement marking is 644 thermoplastic and requires 642 paint at all permanent marking locations at the completion of all the work and before the work zone is removed. However, the permanent pavement marking is 646 epoxy, and all the 642 paint pavement markings will have to be removed. Is this the department's intent?

Question Submitted: 12/9/2005

Question Number: 10

In addendum No. 4, barrier was added for the construction of the crossovers. Normally, 32" barrier is used in this application. Will the use of 32" barrier be acceptable?

It appears that none of the tapers were included in the 32" barrier item that was added. 32" barrier is typically used in these areas. Will the use of 32" barrier be acceptable?

A1) Please bid as shown in the bidding documents. A2) Please bid as shown in the bidding documents.

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