

# Ohio Department of Transportation

## Prebid Questions

Project No. 050106

Sale Date - 3/25/2005

Question Submitted:

Question Number: 1

Can the CAD files be made available to develop earthwork estimates?

**The design files for SAN-53-10.15 can be found at <http://www.dot.state.oh.us/contract/dgn.htm>**

Question Submitted: 2/1/2005

Question Number: 2

1) The MOT notes state the intersections are to be constructed under a complete closure or built half at a time. When placing the asphalt overlays, is the intent to place the surface courses at that time (closure period) or wait until all phases are complete and then place surface course over entire job?

2) In the pavement summaries (shots 71-74) under 442 Asphalt Concrete Surface course there is column for 2.00" thickness along with a column for 1.5" thickness. The typical sections only shows placing 1.5" overlay. What is the intent with 2.00" overlay?

Question Submitted: 2/11/2005

Question Number: 3

ON PLAN PAGE 289/394 IT SHOWS THE ABUTMENT CONSTRUCTION JOINT TO BE 33'5" FROM END OF WING FOR STAGE 1. THEN IT ALSO SHOWS THE DECK CONSTRUCTION JOINT TO BE 3'7" BEYOND THIS OVER THE OLD ABUTMENT INTO PHASE 2. HOW IS THIS GOING TO WORK WITH THE NEW DECK CONSTRUCTION JOINT OVER THE PHASE 2 PART OF ABUTMENT WORK, DUE TO THIS HAVING INTEGRAL BACKWALLS ON THE NEW DECK WILL TIE INTO THE NEW BACKWALLS, THE ABUT CONSTRUCTION JOINT AND DECK CONSTRUCTION JOINT SHOULD BE IN THE SAME LOCATION OR THE ABUTMENT JOINT SHOULD EXTEND FURTHER THAN THE DECK JOINT? ALSO THE TEMP. SHEETING SHOWN ON PLAN PAGE 285/394 IS GOING TO BE IN THE NEW APPROACH SLABS NEEDED TO RUN TRAFFIC ON TO DO PHASE 2 CONSTRUCTION. WILL THE TEMPORARY SHEETING NEED TO BE RELOCATED TOWARD THE CENTERLINE OF CONSTRUCTION AND IF SO IS THERE ENOUGH ROOM TO RUN TRAFFIC ON THE EXISTING STRUCTURE DURING PHASE 1 CONSTRUCTION?

Question Submitted: 2/2/2005

Question Number: 4

1. IN LOOKING THRU THE TYPICAL SECTIONS OF THE PLANS I CANNOT FIND ANY TYPICAL SECTIONS FOR THE APPROACH SLABS FOR THE 3 BRIDGES ON THE PROJECT? ARE THESE AVAILABLE TO THE PLAN HOLDERS?  
2. ON PLAN PAGE 286/394 UNDER WORK NOTES #4. REPLACE EXISTING CROSSFRAMES. NO WHERE ELSE IN THE PLANS DOES IT MAKE MENTION OF THIS. MY QUESTION IS, DO ALL THE EXISTING INTERMEDIATE CROSSFRAMES GET REPLACED?

Question Submitted: 2/21/2005

Question Number: 5

Bid item 39 Concrete Barrier Single Slope, Type D. 279 Ft

On plan sheet 87A it shows 2 pieces of this barrier. The problem is each piece has 1 End section that needs to have their own bid items. And The quantity of the single slope barrier needs to be reduced by 28 Ft or 40 Ft. The plans also show each of these end sections to be 20 Ft instead of the standard 14 Ft. Why?

Question Submitted: 2/22/2005

Question Number: 6

There are 2 drainage crossovers @ stations 427+01 and 532+00 which outlet to the west side of SR 53. The proposed sequence of construction has the east side being built first and then the west side is to be reconstructed once the east side is complete. With this sequence in mind, how is the contractor to construct the drainage crossovers to allow the east side to outlet to the west side and not interrupt the bidirectional traffic scheme on existing SR 53 under the proposed sequence of construction?

Question Submitted: 2/22/2005

Question Number: 7

SAN-53-10.15

1) Two drainage conduits appear to be in direct conflict with the plan's strict placement of wick drains. The drainage conduit at 495+50 also shows wick drains in the immediate area of the pipe. The 48" conduit at 513+29.5 illustrates wicks immediately within the limits of the conduit. How will these installations be addressed as they are in conflict with one another?

Also, for the 48" conduit, the conduit is specified to be Type B. What is the backfill requirement above this pipe, since it is so deep relative to the roadway?

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## Prebid Questions

Question Submitted: 2/25/2005

Question Number: 8

There is existing type d wall where new single slope type d was is to be installed on US RT 6/20 under the SR 53 structure. There is a pay item for the new, but, no pay item for the removal of the existing.

Question Submitted: 2/9/2005

Question Number: 9

1. THE APPROACH SLABS SHOWN ON THE BRIDGE DRAWINGS (i.e. PAGE 286/394) SHOWS 2A CURB ON THE APPROACH SLABS. THE APP NOTE FOR THE APPROACH SLABS IS THAT HP MIX 3 WILL BE USED FOR THE CONCRETE, NOTHING SAID ABOUT THE TYPE 2A CURB. IS THE TYPE 2A CURB GOING TO BE INCLUDED WITH THE APPROACH SLABS OR IS THERE GOING TO BE A BID ITEM SET UP FOR THIS WORK?.

Question Submitted: 3/16/2005

Question Number: 10

We just received Addendum #2 which answered many of the pre-bid questions concerning the structures. None of the pre-bid questions regarding the roadway were answered. Is the district going to answer these questions?

Question Submitted: 3/17/2005

Question Number: 11

ON 2/9/2005 I SENT A PREBID QUESTION IN PERTAINING TO THE APPROACH SLABS ON THE ABOVE NAMED PROJECT. I HAVEN'T RECEIVED A RESPONSE YET AND THE PROJECT BIDS ON 3/23/05. MY QUESTION WAS IS THE 2A CURB SHOWN ON THE APPROACH SLABS A PAY ITEM OR INCLUDED WITH THE APPROACH SLABS FOR PAYMENT. ALSO THERE ARE NO CROSS SECTIONS OF THE APPROACH SLABS IN THE DRAWINGS. ARE THESE AVAILABLE? PLEASE RESPOND ASAP THANK YOU

Question Submitted: 3/17/2005

Question Number: 12

In Addendum No. 3, Answer 4 states "The sequencing notes are on sheets 12-13." Since there is no mention of any "sequence timing changes" on those pages, we will assume that any cchanges will be made by others or will be paid by Change Order.

**The timing will remain as it currently stands or set on fixed timing by ODOT forces.**

Question Submitted: 3/17/2005

Question Number: 13

We submitted many questions on the above referenced project which I did not see when I viewed the list of pre-bid questions on the website this morning. My question is - Did you receive them and just not post them yet? They were submitted on Mar. 2nd +/- . Thank you

Question Submitted: 3/17/2005

Question Number: 14

Question No. 3 of addendum No. 2 states that additional quantity was included in this addendum, however the quantity did not change for Ref. 400 as per the addendum. Also Notes on sheet 326/394 under the piling notes indicate there is 140 tons per H-Pile at the abutments, and 160 tons per pile at the pier location. We are wondering if these were figured in kips also as were the pipe piling.

Question Submitted: 3/2/2005

Question Number: 15

1. Plan Sheet 331/394 and 332/394 "ELEVATIONS" show some 5'0" DRILL to connect new "smaller" abutment pieces to the existing. Please provide detail and/or quantity; these bars do not seem to be included in the quantities for Reference No. 302 Dowel Holes With Cement Grout, which all seem to be 2' drilling. Please advise.

Question Submitted: 3/2/2005

Question Number: 16

1. Plan sheet 306/394; Piling "Ultimate Bearing Value" is not listed for the pier piles. Please review and advise. The abutment piles are required to have a 160 Ton Ultimate Bearing Value. Therefore, according to the wall thickness formula identified in ODOT CMS 507, Thickness would = .3556". This is not a standard production pile, the closest standard is 12.75" OD with a .5" wall thickness. This is costly at nearly 64 lbs per foot. Is 14" pile acceptable ? This condition occurs at the 53 over US 6 & 20 structure also. Please review and advise.

Question Submitted: 3/2/2005

Question Number: 17

1. Please review the Plan Quantities for Reference numbers 237 and 238. If these quantities are to paint only the new steel, then they seem overstated. If these quantities are to include painting the existing steel, then where would the Surface Preparation for the existing steel be included ? Please advise.

Question Submitted: 3/2/2005

Question Number: 18

1. Plan Sheet 287/394 "Estimated Quantities" Table (bottom left center) identifies, with an asterisk, the items with a "Proposal Note". Please indicate where the Proposal Note regarding the 514 Field Painting Items can be located.

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 3/2/2005

Question Number: 19

Why are there no temporary pavement marking items set up for arrows, word on pavement, transverse line, and lane line?

Question Submitted: 3/2/2005

Question Number: 20

Please clarify location of 2" item 442, typical section does not show 2" use in legend.

Question Submitted: 3/2/2005

Question Number: 21

1. Plan Sheets 292/394 and 331/394, "SECTION A-A" show 2" diameter holes through the ends of existing steel beams. Where should the associated costs for drilling these holes be included for payment? Please advise.

Question Submitted: 3/22/2005

Question Number: 22

Addendum # 3 addressed Single Slope Type D changing end sections from 20 foot to 14 foot but did not give a separate bid item for end sections. Should there be a separate bid item for 2 end sections according to standard drawings?

Question Submitted: 3/3/2005

Question Number: 23

Sandusky County project 106(05)

Upon a site visit of this project today, we were up under the Muskie Creek bridge and also the Bypass bridge, and the existing crossframes, which are to be replaced by this project look as though they have recently already been replaced, or at least refurbished and newly painted. The bearings all looked to be in great shape also. FYI

Question Submitted: 3/3/2005

Question Number: 24

There is no provision for temporary traffic signals to be installed on above project. The existing traffic signal poles are in the way of the temporary and permanent pavement and the permanent signals are unable to be installed until the Phase 2 fill is placed. The lead time for the delivery of the traffic poles is also a factor.

Also, there is no description as to what temporary sequencing is to take place in the various phases of construction. Traffic Signal Plan Sheets 271,273, 275, 277, 279 & 280 have notes that state "SEE MAINTENANCE OF TRAFFIC PLANS FOR SEQUENCING SIGNAL OPERATION DURING CONSTRUCTION". We are unable to find those notes.

---Please provide a bid item for temporary traffic signals.

---Please detail what temporary sequencing is to take place as well as providing a bid item to perform it.

Question Submitted: 3/3/2005

Question Number: 25

ODOT stated in the prebid meeting transcript that ODOT forces were going to cut down 60 trees identified at potential bat habitat. Will ODOT only cut them down and leave the stumps for the contractor to clean up or does the contractor have to clean up the logs as well?

Question Submitted: 3/3/2005

Question Number: 26

At the prebid meeting this contractor asked for a temporary roads bid item be added to the proposal. ODOT's denied that request on the basis that any fill needed to build temp pavt will be needed permanently. However for the Schwartz Drive/Service Road temp pavt, my calculations estimate that fill is needed in the amount of 4000-5000 cy to construct this temp pavt(w/ incidental guardrail) for a period of 30 days. None of this embankment placed will be permanent and I don't believe that you have enough R.O.W. to construct this according to ODOT specs.

Thank you for your prompt response.

Question Submitted: 3/3/2005

Question Number: 27

The answer to Question #8 listed in Addendum #1 gives direction that the surface course is "to be placed over the intermediate course during the winter months". First off, we believe that was meant to state, "prior to winter months" and not "during the winter months". Secondly, it is hoped that ODOT remembers that the surface course placement prior to the completion of all phases will lead to eventual scarring of the surface as a result of the striping removal process during subsequent phase changes. There is no method devised that will eliminate some degree of scarring.

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