

Ohio Department of Transportation

Prebid Questions

Project No. 050316

Sale Date - 5/25/2005

Question Submitted: 4/23/2005

Question Number: 1

This question is regarding Note No. 5 under Retaining Wall Design Requirements provided in Sheet No. 342 - Retaining Walls - General Notes.

The allowable bearing capacity as per the above note is 2.5 ksf. The bearing pressures based on 70% reinforcement length approaches 3.0 ksf at several sections along the wall. We request a reevaluation of the allowable bearing capacity.

Question Submitted: 4/26/2005

Question Number: 2

Page 76 of the proposal states that railroad flaggers will be assigned "at the sole cost and expense of the Department". In the plans, notes on pages 18/612, 19/612 and 23/612 indicate that the contractor is to pay for any required RR flagging. Which governs here? Please clarify.

Question Submitted: 4/27/2005

Question Number: 3

The drawings show conceptual construction access roads which do not cross the Cuyahoga River. A note states that the contractor may provide an alternative design to the access roads, subject to approval. If we wish to construct a temporary bridge or a river crossing over the Cuyahoga, do the Department's current permits (National Park Service, EPA, NPDES, USACE, etc.) allow this, or would we have to apply and pay for permits from these agencies? Please advise. Maybe a copy of the current permits should be included in the bid documents.

Question Submitted: 5/10/2005

Question Number: 4

I need access to on-line plans, etc.
Need password, etc.

Question Submitted: 5/10/2005

Question Number: 5

Please verify the square foot 514 quantities for reference numbers 413-416. It seems the quantities for surface preparation and prime should be less than those for intermediate and finish, as the new steel will be factory primed. Also, the right bridge quantities, reference numbers 448-451, make these quantities seem overstated.

Question Submitted: 5/11/2005

Question Number: 6

Per notes on sheet 448/612 and individual pier plans, Phase 1 construction requires the new southbound bridge piers to be built in their entirety, except for some pedestal concrete. The piles at the new piers appear as though they are in conflict with some of the existing piles. The plan quantities include removal of some of the existing piles at the piers. It appears as though these piles would need to be removed while the existing bridge is still in use during Phase 1. The Department's construction sequence does not seem to take this conflict into consideration. Please advise.

Question Submitted: 5/11/2005

Question Number: 7

1. On neither the Steel or Concrete option bridges the substructure concrete piers do not show a construction joint in the columns at the bottom of the strut that spans from column to column. Kokosing believes that there should be a construction joint there. Will this be allowed? We don't believe that it's ODOT's intention to make the strut and columns a monolithic pour?

2. Since the existing left bridge will be used to maintain traffic while the new left bridge substructure is built it appears that the excavation for pier no. 7 left on both the steel and concrete options will undermine the existing left bridge substructure footing and expose the short piling. The excavation for the new pier footing is approximately 7 feet below the bottom of the existing footing. There is not enough room to install sheet piling or other excavation supports since the footings appear to be either overlapping or touching in plan view. The existing battered piling and the new battered piling will probably be in conflict. I don't think ODOT or the contractor will want to take the risk of exposing the existing piling and undermining the foundation of an active bridge. Can the new footing elevation be raised up? Can the new footing and piling dimensions be changed so overlapping of existing and new will not occur? Please advise in an addendum.

Question Submitted: 5/12/2005

Question Number: 8

Re: Item 15 - Excavation of Subgrade

The table on plan sheet 18/612 defines limits and approximate depths for areas of unsuitable subgrade material identified by the soil profiles.

Is the intent to remove 100% of this quantity to the limits shown, or will this material be removed only as directed by the engineer?

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.

Ohio Department of Transportation Prebid Questions

Question Submitted: 5/12/2005

Question Number: 9

Addendum #1 addressed information in the Waterway Permit Application regarding causeways and or a temporary bridge crossing the Cuyahoga River. This information is pertinent for bidding purposes. Please provide the Waterway Permit Application information in an addendum.

Question Submitted: 5/13/2005

Question Number: 10

Sheet No. 449 Concrete option Pier No. 8 Rt. did not indicate what the ultimate bearing capacity is. Could you please furnish that information.

Ref. 224 32" Barrier w/ glarescreen APP. Could the contractor furnish 50" barrier in lieu of the 32" w/ glarescreen.

Sheets 382 & 459 (concrete & steel option) The Rear abutment on the NB bridge which shows to build in Ph. 3 shows a construction joint w/ mechanical couplers. Is this really the intent?

With regards to 401/404 permit, there are temporary easements outlined on the drawings. Do we have free access on the bottom between the easements? Can we move the access road as necessary to build the bridge in the different phases.

Piers # 1 & 8 on the left bridge have very little headroom. In order to drive the piling it will require many splices in the piling. Is that the intent?

Question Submitted: 5/13/2005

Question Number: 11

In addendum #1, methods for transition area delineation were changed from MT-99.30 and MT-99.31. In addition, resurfacing of transition areas was added as an incidental to the transition area delineation item. We feel that any milling and/or surface course should have separate pay items to truly reflect the cost of these items.

Question Submitted: 5/16/2005

Question Number: 12

Reference 228, Class S Concrete, Misc.: Sleeper Slab is 735 cy. On sheet 342/612, this quantity appears as the total in the estimated quantities table, but the quantities for each wall add to only 561 cy. Is there additional sleeper slab concrete elsewhere, or is the 561 cy the correct quantity? Please advise.

Question Submitted: 5/16/2005

Question Number: 13

Can the infields at the SR 303 interchange be used for office site and staging area, waste dirt and or waste concrete from bridge demolition.

Question Submitted: 5/17/2005

Question Number: 14

Please have someone in Construction at District 4 review the work that must be completed in Phase 1A during off peak hours. To build the outside southbound shoulder and open two lanes of traffic up during the morning rush hour and afternoon rush hours is next to impossible. A more logical approach would be to use the existing inside shoulder and shift the traffic 3 feet over and install temporary concrete barrier wall and work safely behind it. Add a temporary pavement item if the inside shoulder needs to be strengthened. Also, if the District is concerned about a traffic shift on this section of road, put a note in the plans that requires this work to be completed in 30 calendar days.

On sheet 22, there is a large quantity of "as directed by the Engineer" items listed for repairing local roads after construction is finished. If contractors are not allowed to use these roads, how are we going to damage them? If it is the intent to resurface these roads, don't make them "as directed items". There is a large dollar amount in these items that might get non-performed.

Reference number 189 is for patching the bridge decks with asphalt. This is a very large quantity of very expensive patching. The plan quantity is 50% of the existing 24' traveled lanes. It would be more economical to hydrodemolition and overlay the traveled lanes in the 2005 construction season. It would also greatly reduce the number of days lane closures would be required on I-271. Once the decks are overlaid, no patching will be needed while traffic is in phases 2 and 3. The concrete overlay will last longer than a temporary asphalt patch that will have to be repaired during the length of the project.

Question Submitted: 5/17/2005

Question Number: 15

BID ITEMS 93,97,119,121,133,135. WHAT DOES THE AS PER PLAN DESIGNATION REQUIRE? (WERE GUESSING ANTI SEEP CONCRETE COLLARS) IF COLLARS IS THE CORRECT ASSUMPTION, WHAT IS THE SIZE AND SPACING OF THE COLLARS?

Question Submitted: 5/17/2005

Question Number: 16

Ref. # 224 is for 32" Portable Concrete Barrier Wall APP. The APP is adding 18" glare screen to the top of the 32" barrier wall. Can 50" concrete barrier wall be used for this item?

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 5/17/2005

Question Number: 17

Will the Value Engineering Change Proposal note be added to this project prior to the bid date?

If the VE Proposal note is not added to this project prior to bid, how will the State review major work item changes after award of contract and how much of a credit will the State require for these changes? 50%? 100%?

If major item changes are requested, how long will the State take to review these requests? Will the final completion date be modified due to long reviews by the State?

Question Submitted: 5/18/2005

Question Number: 18

1.) On sheet 21 under Sequence of Construction, Phase 1A, item 1 states that the reconstruction of the southbound outside shoulders shall be during night time hours only per the requirements on sheet 24 which refers you to the Permitted Lane Closure Chart. This chart shows permitted lanes closures from 8:00 am to 3:00 pm Monday thru Friday and no restrictions for Saturday or Sunday. Can we assume that work may be performed during these daytime hours or is it Odor's intent to have all work performed during night time hours?

2.) When the construction access roads for both the forward and rear approaches are no longer needed for this contract, does the contractor have to restore these areas to their original condition or can they be left in place except for portions of the roads that are adjacent to the proposed pavements?

Question Submitted: 5/18/2005

Question Number: 19

SENT IN A QUESTION REGARDING THE AS PER PLAN REQUIREMENTS FOR BID ITEMS 93,97,119,121,133,135. FORGET THIS QUESTION. WE FOUND THE ANSWER.

Question Submitted: 5/18/2005

Question Number: 20

Sheet 28/612 of the general notes: Item 614 Contractor's Access states that all disturbed areas must be restored. Please clarify what is required to restore the contractor's construction access roads. What are the final contours for the finished project?

Sheet 19/612 of the general notes: Cuyahoga Valley Park Restoration states all land within the park shall be fully restored. Is the area under the bridges considered to be within the park or just the 4 areas identified in the ROW sheets 609-612?

Question Submitted: 5/19/2005

Question Number: 21

There is not a Value Engineering note in the proposal. Will Value Engineering on the bridge be allowed on this project or is it ODOT's intention not to allow Value Engineering?

Currently there are not any precast concrete beam suppliers that will be quoting this project. Please advise in an addendum.

Question Submitted: 5/20/2005

Question Number: 22

In Phase 1, it appears that the southbound transition area had both concrete and asphalt surfaces. Per the plan notes, we would change only the concrete pavement markings from the construction season material (April 1 to November 30) to the winter season material (December 1 to March 31.)

Would we then be required to remove those markings and replace them after March 31 for the following construction season? or per Note 8 of Drawing #209931 would this be deemed a change order if weather days delayed the project into the next construction season?

I assume that the 873 materials for the long lines are being replaced because of poor winter performance. Shouldn't the 4" x 12" pieces of Item 873 be replaced with RPM's since maintenance of those items will be restrictive during the winter?

the contractor plans on wintering over a phase then he is responsible for installing the winter markings without a change order. If he does not intend to, but is forced to for weather reasons, then there will be a change order. No, the purpose is to avoid putting RPM's in concrete. The contractor will not be required to replace these with RPM's.

Question Submitted: 5/20/2005

Question Number: 23

Regarding the Item 643 materials, the manufacturer's specifications recommend that "if newly installed asphalt is to be striped, at least a 60-day aging period preceding the application should be observed. If immediate striping on new asphalt is required, as for reason of safety, a fast-drying alkylid traffic safety paint may be used and later re-coated with Polyester after 3-6 months, or while the alkylid paint remains intact. In that case the alkylid film acts as a primer. Similar procedures for certain new concrete installations may be required." Each phase of this project will have either new asphalt or new concrete in the tangent areas. Shouldn't the only choice be 642 Alkylid?

The contractor is responsible for applying and maintaining the striping at his expense. If the marking needs to be restriped, it is at the contractor's expense, whether he uses 642 alkylid paint or 643 polyester.

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 5/20/2005

Question Number: 24

Regarding the Item 873 materials, the manufacturer's specifications recommend that "in areas of high traffic encroachment or on rough, exposed, aggregate surfaces, service life may be limited, for example: tined Portland cement or open-graded ACC. In this situation it is recommended that the tape be inspected for replacement on a two month cycle." Is this replacement of material at the Contractor's expense or the Department's since the material will not meet Item 614.11, Section A, Acceptability and Expected Duration of Work Zone Pavement Markings.

The contractor is responsible for maintaining the marking. If the marking needs to be replaced because it has worn from traffic or weather, the field engineer can order the marking to be replaced at the contractor's expense.

Question Submitted: 5/20/2005

Question Number: 25

Liquid temporary markings are being specified for winter use on finished surfaces. The Department's current specs allow for grinding of temporary markings. Will this be allowed?

Since the permitted lane closure restrictions favor night work, manufacturer's and ODOT's specifications will be a challenge to meet for both 642 Alkyd and 643 Polyester. Will Item 614.11 be waived for "out of condition" installations? Will the General Contractor be given weather days or will the Department assume responsibility for the "out of condition" situation?

In the transition area for asphalt (which is where liquid markings are called out) it will be resurfaced. Grinding will be allowed for markings under separate pay items. No, there are daytime and weekend hours allowed. No, see above.

Question Submitted: 5/3/2005

Question Number: 26

The 404/401 Permits are supposed to be issued for this project on 7/1/05. This project bids on 5/25/05. The contractors bidding this project need some information regarding the requirements that are usually in the 404/401 permits such as crossing the Cuyahoga River and what is required to do so. Will a temporary Bridge be required? Or will a causeway be allowed? Even though the 404/401 Permits are not issued yet the information that was submitted to get these permits should be available to the contractors for bidding purposes. If this information is not made available the Contractors will bid various methods of crossing the river which may or may not be allowed by the 404/401 permits. I don't think this is ODOT'S intent. There should be some sort of way to check with the Corp of Engineers to see if what was submitted for the permit will probably be approved or not. Please provide this information in an addendum.

Question Submitted: 5/3/2005

Question Number: 27

The 404/401 Permits for this project will not be issued until 7/1/05. The project bids on 5/25/05. There is information that was submitted by ODOT to the Corps of Engineers to get these permits. The contractors need to use this information to determine what methods of access will possibly be needed to perform the proposed work. If this information is not made available the contractors will bid using various methods of access for crossing and working in the Cuyahoga River with their equipment and personnel, which may or may not be acceptable. I don't think this is ODOT'S intent. There should be some way that ODOT can determine or check on the status of the permit to see if what they have submitted for approval will possibly be approved by the Corps of Engineers, etc. Please make this information available to the contractors in an addendum.

Question Submitted: 5/4/2005

Question Number: 28

On Proposal page 76 Paragraph 7. It states that ODOT will be responsible for railroad flagging costs. Plan sheet 23/612 Paragraph 5 under "3. Valley Railway " states that the contractor is to pay for railroad flagging under Bid Item Railroad Flagging and Coordination. Bid item 210 is set up for this. If ODOT is to pay for flagging then Bid Item 210 should be deleted. Please include this in an addendum.

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.

Ohio Department of Transportation Prebid Questions

Project No. 050005

Sale Date - 1/26/2005

Question Submitted: 1/17/2005

Question Number: 1

PLEASE VERIFY THAT PROJECT 050005 HAS BEEN DEFERRED. WILL IT BE
BID AT ANOTHER DATE?

Question Submitted: 12/10/2004

Question Number: 2

1. Can the existing bridge plans be made available online or provided on a CD to the planholders?
2. Please provide a copy of the 401/404 permits.

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.