

Ohio Department of Transportation

Prebid Questions

Project No. 083003

Sale Date - 10/8/2008

Question Submitted: 9/10/2008

Question Number: 1

Per Addendum No. 2, if traffic is run on the existing shoulders the entire shoulder shall be replaced. The minimum accepted design will consist of 8" of Item 302 – Asphalt Concrete Base, PG64-22 (including 6" pipe underdrains at the locations shown on Figure 1009-5 of the Location and Design Manual Volume 2). 1) Per Figure 1009-5 the location of the underdrains for a shoulder greater than or equal to 8 feet are at the edge of the pavement and at the edge of the shoulder, not at the location of the existing underdrain. Is it the intent to replace the existing underdrain with 2 underdrains located per Figure 1009-5? Will the existing underdrain be satisfactory for the edge of pavement drainage and one new underdrain will be constructed at the edge of the shoulder? 2) At what depth will the underdrains be constructed, 30" or 18" per 1009.2 below the DBT MOT pavement design or 30" or 18" below the original plan subgrade? 3) Will the DBT MOT pavement design be required to also consist of some depth of 304 to ensure that the underdrains will function?

Question Submitted: 9/10/2008

Question Number: 2

Since the beams for the 3228 bridges are to be galvanized, will we be allowed to shop-weld the shear connectors to avoid extensive surface prep and damage to the galvanizing?

Question Submitted: 9/11/2008

Question Number: 3

Most of the underdrain structures (approx 11) in the proximity of all the bridges are collapsed or damaged, and others are silted in. Is it ODOT's intent to replace all these structures?

Question Submitted: 9/11/2008

Question Number: 4

Proposal pay item #72 is for the payment of the cost of professional liability insurance, payable upon receipt of the invoice from the insurance underwriters. The proposal states that for contracts over \$10million that a "Project" professional liability insurance policy is required. Anything below this ceiling requires only a "Practice" policy. Is the proposal pay item set up for only the case when the "project" policy is required? If it is intended that we will be paid for either instance, how are we to be paid for the item since an invoice is not generated for the general "Practice" policy?

Question Submitted: 9/11/2008

Question Number: 5

Will 401/404 and/or Ohio EPA permits be required to cross Furnace Run creek?

Permits have not been obtained for Stream Impacts during the Scoping process for this Project. If the DBT wishes to impact stream the requirements for the Permits are contained in the Waterway Permits Manual (refer to Section 10.1 of the Scope of Services). The DBT is advised to review the time required for the Permit as this can be a lengthy process.

Question Submitted: 9/11/2008

Question Number: 6

Sections 15.3.J and 15.4.J in the Scope of Services requires us to regrade the slopes and place Crushed Aggregate Slope Protection under each of the bridges. The slopes under the 3197 bridges (Furnace Run creek) are very eroded due to surface run-off and creek bank erosion. An attempt has been made to protect the toe of the slope with old slabs, concrete barrier, etc. In many places the banks of the creek stand almost vertical, held only by roots. Since we are not allowed into the creek to perform any work, how are we to satisfy the requirements as listed? If we were to restore the slopes as required, removals of the old rubble would be necessary and fills made in the creek to the original toe-of-slopes. Please advise...

Question Submitted: 9/12/2008

Question Number: 7

Section 14.4 of the Scope states "On mainline IR-77, upgrade guardrail to current standards and provide details to incorporate bridge terminal assemblies. Existing guardrail removed will become the property of the DBT." 1. We noticed the guardrail on mainline I-77 was upgraded in the 2004 resurfacing project, so the existing guardrail should meet current standards. Is it the intent of this project to replace only the guardrail necessary to install new bridge terminal assemblies and remove the existing guardrail offset transitions, or do we need to evaluate all guardrail attached to the bridges for compliance with current standards for length of need, etc? Some of the bridges have significant lengths of guardrail attached to them.

The DBT is to upgrade (replace) only the guardrail required to satisfy the current design standards based upon the DBT's design of the rehabilitated bridge and approach work.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 9/12/2008

Question Number: 8

1) The proposal has an item set up for erosion control (\$80,000) but no item for payment for a SWPPP. Also, the mandated plan notes on page 12 of the Scope of Services assume that there will be an SWPPP. If one is required, or later needed due to NOI/OEPA submissions, how will this be paid? 2) The Scope of Services states that the current unit prices for the erosion control items are in the proposal. They appear to have been left out. Please post them so that we may make pre-bid adjustments as necessary. 3) Section 5 of the Scope of Services states that a Geotechnical Engineering Services prequalification is necessary only if foundations are required by the DBT. In Addendum 1 ODOT makes reference to performing subsurface soils exploration/analysis/design relative to the issues with the existing shoulders. Is a Geotech prequalification needed if no new foundations are needed by the DBT?

Question Submitted: 9/12/2008

Question Number: 9

1. Bid items 56 & 62 are Field Painting Misc Repair painting. The bridge Structural steel is Galvanized not painted. Should this bid item be changed to something else?

Question Submitted: 9/12/2008

Question Number: 10

In the design build scope of services, section 14.6 "Design Exceptions" it states: "The Consultant will advise of any future design features that does not meet the minimum design criteria. The Consultant will prepare all future design exceptions and submit to ODOT for approval." A preliminary investigation of the existing plans shows that some current criteria is not met on Mainline I-77; however, on another interstate project we were advised that on 3R projects, the standards in effect at the time of construction will govern. On page 1 of AASHTO's "A Policy on Design Standards -- Interstate System" it states: "The standards used for horizontal alignment, vertical alignment, and widths of median, traveled way, and shoulders for resurfacing, restoration, and rehabilitation projects may be the AASHTO interstate standards that were in effect at the time of original construction or inclusion into the interstate system." Will this project be considered resurfacing, restoration, and rehabilitation project for purposes of Design Exceptions? Design Exceptions can be a considerable design expense for the consultant.

Design Exceptions will not be required if no major modifications are done to the substructure. If major modifications are performed to the substructure (i.e. widening that requires additional foundations) and the DBT does not meet the current Design Standards then the DBT must prepare and get approved a Design Exception, in the event that the Design Exception is not approved then the DBT must provide a design that meets all Current Design Standards.

Question Submitted: 9/15/2008

Question Number: 11

Scope of Services, Sections 15.3 I., and 15.4 I., require: Sealing concrete surfaces including parapets, wingwalls, abutments, piers and sidewalks with Epoxy-Urethane Sealer. Six of the eight bridge structures on the project appear to have been recently sealed with Epoxy-Urethane Sealer. (all except the Brush Road bridges) Removing fresh Epoxy-Urethane Sealer is difficult and costly. This material was designed and applied to withstand a severe environment. The complete removal of the existing sealing material on the piers and abutments will result in a significant increase in the cost of the installation of the new sealing material. Is it the Department's intent to completely remove all existing Epoxy-Urethane Sealer before applying new Sealer?

Question Submitted: 9/16/2008

Question Number: 12

I have a client bidding this project. Will the Design-Build exclusion contract be used for this?

Question Submitted: 9/16/2008

Question Number: 13

1. In Addendum No. 1 Section 13.4 of the Scope of Services was replaced with the following: "If traffic is run on the existing shoulders the entire existing shoulder shall be replaced. The DBT will be responsible for the subsurface soil exploration & analysis, design, and installation. The Department does not have soil information for the Shoulders. Concrete will not be an acceptable material for shoulders. During the life of the project the DBT is responsible for maintaining the shoulders. The minimum accepted design will consist of 8" of Item 302-Asphalt Concrete Base, PG64-22." We acknowledge the requirement of the DBT being responsible for subsurface soil exploration, analysis, design, installation, and maintenance of the shoulder pavement. However, given that there is no availability of current soil information and a lack of time available to do a prebid subsurface exploration, we feel that the DBT does not have an adequate basis and/or criteria for design of "the minimum 8" of Item 302" shoulder pavement and feel that this needs to be addressed. Since it is ODOT's policy to have all bidders using the same rules for bidding the projects we suggest that ODOT should tell the Contractors what design criteria to assume for the bid such as a CBR Value and then after the successful contractor obtains the subsurface soil information and determines the CBR Value the DBT can design the shoulder pavement. The contractor would then install and maintain the shoulders through out the duration of the project. Bid items with quantities should be setup for maintenance of the shoulders as per ODOT direction, including a surface mix of type 1 or type 2 asphalt in addition to the 302 asphalt base. The DBT would then be reimbursed for any additional costs that result from changes in pavement design from as-bid versus as-built CBR values. We believe this method will alleviate the need for contractors to submit claims arising from unknown soil conditions during the project for this issue. Please review and advise the contractors in an addendum.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 9/17/2008

Question Number: 14

1. Addendum 1 clarifies Section 13.4 and instructs us to replace the entire shoulders with 8" of 302 in areas needed for temporary pavements, and to leave it in place at the end of the project. The new shoulders in 14.3 to be used in the full width pavement replacement around the bridges far exceed this 8" requirement. This appears to be inconsistent. 2. Is it ODOT's intent to not utilize the buildup shown in 615 for this pavement/shoulder? 615 calls out 3" of intermediate and finish course on top of the base. Is the shoulder to also receive these courses in addition to the specified 8" of 302 (a total of 11" of asphalt)?

This is not inconsistent. In the full depth pavement replacement areas the shoulder is to be built up as shown in Section 14.3. Refer to Section 14.4 for required full depth replacement build-up. Also, please review Section 14.4 for the requirements for the resurfacing to be performed in addition to the full depth pavement. The surface and intermediate courses are to be included on the shoulders in this area. Section 13.4 addresses the shoulder composition to be used in areas where traffic will be maintained on existing shoulders. No, it is not our intent to follow the pavement build-up shown in Item 615. District 4 has run traffic on Item 302 on previous projects and this is acceptable. Be sure to review Addendum #1 for the other requirements for the shoulders. The 8" you reference above is the minimum acceptable but it is up to the DBT to design the pavement and maintain it throughout the life of the Project.

Question Submitted: 9/17/2008

Question Number: 15

Can I please get a clear understanding for the Line 0071, Item Code 690E20220, Special - Construction Plans for Design-Build (WT:NR). There are items above it for Preliminary Design and Final Design. Not sure what the clear definition is for Construction plans for Design Build if there are already two items above it that cover it. Thanks!

This pay item is for the preparation of the Construction Plans as shown in Section 18.6 of the Scope of Services. The other 2 items referenced refer to Section 18.3, 18.4 & 18.5 of the Scope of Services.

Question Submitted: 9/18/2008

Question Number: 16

Why are these structures not being widened to accommodate a future third lane? The structures to the north and to the south have all been widened for a future third lane.

The decision to not widen to 3 lanes was made based upon long term planning.

Question Submitted: 9/18/2008

Question Number: 17

The Project Description states that we are to widen structures to Current Design Standards. Current Design Standards require a 12' outside shoulder where the DDHV for trucks exceeds 250. With the traffic volumes supplied in the Scope of Services document we exceed the threshold on both sections of IR77. Please verify and indicate if we are to widen the outside shoulder to 14' (12'+2' barrier offset).

Question Submitted: 9/18/2008

Question Number: 18

1. It's been 2 weeks since the prebid meeting. When will the prebid meeting minutes be available? 2. When will the answers to the questions asked at the prebid meeting be given to the contractors? 3. Do the contractors have to return the traffic to the original lane locations for the winter months? 4. Is it required to maintain 12 ft lanes through the winter months?

Please see addendum #1.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 9/18/2008

Question Number: 19

1) There is an aerial power line to a light pole where ODOT has proposed to erect the OHSS at SR21. Does ODOT anticipate the relocation of this line and light pole as a part of this project? 2) Will epoxy striping be required on the new pavement and deck locations only or will paint be acceptable for the entire project? 3) Per addendum no. 1, MOT pavement will require at least 8" of Item 302 for replacing the existing shoulders. Item 302 alone is not suitable for MOT for more than 60 days and never over the winter. Is ODOT stating that the accepted pavement buildup will consist of 8" of Item 302 versus 7" of Item 302 in the standard MOT pavement buildup per Item 615? This would make the project approved MOT buildup include 4" of Item 304, 8" of Item 302, 1-3/4" of Item 448 Type 2 and 1-1/4" of Item 448 Type 1. If this is not the intent, will any variation of Item 615 pavement for maintaining traffic then require a geotechnical investigation and pavement design to replace the existing shoulders?

The exact location of the OHSS will be determined by the DBT, it should be located approximately 50 feet from the bridge. The DBT should attempt to locate the OHSS so that it avoids the need to relocate utilities. In the event that a utility needs to be relocated it is the responsibility of the DBT to provide all of the coordination with the utility company as per Section 12 of the Scope of Services. The requirements for pavement markings are shown in Section 16.1 of the Scope of Services. This section calls for the use of Item 646 - EPOXY PAVEMENT MARKING. Please refer to the revision made to Section 13.4 EXISTING SHOULDERS to the Scope of Services in Addendum #1. This Addendum states "The DBT will be responsible for the subsurface soil exploration & analysis, design, and installation". In addition, it states "During the life of the project the DBT is responsible for maintaining the shoulders". It is the responsibility of the DBT to determine the design of the shoulders (including subsurface soil exploration & analysis, and design) with the minimum acceptable to be 8" of 302. In the event of a shoulder failure or other problems the DBT is responsible to repair or otherwise fix the shoulders at no cost to the Department. Please refer to Section 13.7 of the Scope of Services, this section provides a list of standard notes that are required, note M406 WINTER TRAFFIC LIMITATIONS is included. This note states that all existing lanes must be open to traffic over the winter.

Question Submitted: 9/18/2008

Question Number: 20

can temporary pavement used on the shoulders be left for permanent?

Please review Addendum #1. This Addendum has revised Section 13.4 EXISTING SHOULDERS of the Scope of Services and states "At the conclusion of the project the replaced shoulders will remain in place and not be removed."

Question Submitted: 9/19/2008

Question Number: 21

1. Since the vertical alignment of the bridges is to be maintained is it ODOT'S intent to lower the existing pier caps? SR 303, Brush Rd and Furnace Run all have slider plate bearings and in order to replace the bearings with laminated elastomeric bearings and maintain the vertical alignment the existing pier caps will have to be lowered.

Question Submitted: 9/19/2008

Question Number: 22

1. On Page 22 of the scope (near the top of the page), it specifies that the width of the SUM-77-3197R bridge be 52'-0" toe-to-toe. Then, in parentheses, they explain this to include three 12'-0" lanes, a 6'-0" median shoulder, and a 8'-0" outside shoulder which equals 50'-0". Please clarify which width is correct.

Question Submitted: 9/19/2008

Question Number: 23

The link to the District 4 Design Preferences on page 8 of the Scope of Services (http://www.dot.state.oh.us/dist4/d04_Pref/consultant_grid.htm) is incorrect. Please correct and publish.

Question Submitted: 9/19/2008

Question Number: 24

1) Is aerial mapping available along with a TIN file for this section of the IR77 corridor? 2) Can ODOT make available the construction plans for the IR271 ramps onto IR77?

Question Submitted: 9/19/2008

Question Number: 25

1. Can construction joints in the bridge decks be located over the top of the beams? 2. Can the bridge decks be built without closure pours?

Question Submitted: 9/22/2008

Question Number: 26

1. In the Scope of services page 6 under 5. "Contractor's Consultant" there is another link to ODOT'S website that does not work. Please provide the correct link.

<http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Pages/default.aspx>

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Prebid Questions

Question Submitted: 9/22/2008

Question Number: 27

1. The link on Scope page 8 for ODOT District 4 Design Preferences Notes and drawings does not work. Please provide a new link.

http://www2.dot.state.oh.us/dist4/d04_Pref/consultant_grid.htm.

Question Submitted: 9/23/2008

Question Number: 28

1. If the superstructure analysis shows on bridges other than Bridge No. SUM-77-3228L&R do not have adequate capacity to accommodate the minimum loading specified in the scope (HS20-44 with Alternate military loading of 60 pounds per square foot wearing surface), will mitigation of this issue be reimbursed as a change order during construction? Otherwise, such a potential situation would need to be addressed in the bids, requiring the design build teams to perform the analyses before bids are submitted.

The District has performed preliminary analysis and is very confident that the bridges will meet the loading as specified in the Scope of Services. In the event that this would not be the case then the mitigation would be addressed as a change order after the District has performed a review of the analysis and concurs.

Question Submitted: 9/24/2008

Question Number: 29

1. Why are Concrete I beams not allowed on bridge no. SUM-77-3228 L&R?

The District has investigated the use of Concrete I-Beams on this Project and has determined that they will not be permitted.

Question Submitted: 9/5/2008

Question Number: 30

Plans require the installation of 0.5 inch rumble strips using preformed thermoplastic. I have talked to the manufacturers and they will not warrant or guarantee layering preformed to make a 0.5 inch rumble strip. Please advise.

Since the rumble strip will not be a permanent marking, a manufacturers guarantee/warranty for the layering is not required. D4 has used this item on previous projects and there has not been a problem.

Question Submitted: 9/5/2008

Question Number: 31

Addendum #3 requires us to revise our approach to the project. Additional design work needs completed before we can price the work. The revised pavement design is a major change to the drop off depth. Additional stages of work are added with the 304 agg base and underdrain. We are requesting additional time (2 days) to consider the changes and bid the project.

The Letting Date is not to be delayed, there is enough time to put together the estimate.

Question Submitted: 9/5/2008

Question Number: 32

Why are there pay items on the 3228 structures for touching up paint? We are replacing the existing steel with new galvanized beams.

Please see addendum #3.

Question Submitted: 9/5/2008

Question Number: 33

Regardless of the DBT designs, there will be many traffic phase switches during the life of this project. Most phases will necessitate temporary striping to some degree. Is it correct to assume that ODOT will Require the use of tape for all temporary striping in an effort to prevent the need to mill/fill the entire project length to repair the damage caused by the striping & restriping operations?

Work zone striping will be per TEM 620-6.2 and the SCD MT- Pavement Marking notes and the duration of the markings will be as stated in CMS 614.11.A

Question Submitted: 9/8/2008

Question Number: 34

Much of the existing slope protection under most of the structure are in good condition. Are we allowed to repair the existing instead of completely removing and replacing the stone?

No, the work is to be performed as detailed in the Scope of Services.

Question Submitted: 9/9/2008

Question Number: 35

District 4 Design Preferences do not address criteria for construction of seismic pedestals on rehabilitation projects. Will District 4 require seismic pedestals at the I-77 bridges over SR21, where the steel is to be replaced and the pier caps must be extended vertically?

District 4 does not have a preference, the Bridge Design Manual will be used for this requirement.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 9/9/2008

Question Number: 36

1. Page 18 of the scope of services requires us to use 642-48 of the TEM. Within this note, we are instructed to perform pavement resurfacing of the transition areas. The note states that this resurfacing will be paid under the appropriate bid items for pavement planning and asphalt concrete. Since the bulk of the project is not going to be resurfaced, will resurfacing be required in the transition areas? 2. Will the contractor be permitted to store portable concrete barrier in the median if it is outside of the required clear zone? 3. Is grinding permitted to remove pavement markings? 4. Is the contractor responsible for maintaining the existing pavement (pothole patching, etc.)? If so, will this be paid as extra work?

1) Yes, the resurfacing shall be included in the 448 Flexible Pavement item 2) It must be outside the clear zone in both directions and no blunt ends are facing on-coming traffic. 3. Yes per 614.11.G4. Yes, per 614.02.B.

Question Submitted: 9/9/2008

Question Number: 37

Scope of Services, Section 8.1, Governing Regulations, page 8, lists ODOT District 4 Design Preferences Notes and Drawings. Scope of Services Sections 15.3, N, page 23 and 15.4, N, page 25 list only four District 4 Design Preferences; Notes and Drawings... B401, B402, B404 and B406... "will apply to this project". Some District 4 Design Preferences, drainage as an example, require a significant investment in catch basins and curbing at bridge ends. Do all District 4 Design Preferences apply to this project, or just the 4 enumerated in Sections 15.3 and 15.4?

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