

Ohio Department of Transportation

Prebid Questions

Project No. 088016

Sale Date - 6/4/2008

Question Submitted: 5/30/2008

Question Number: 1

plan sheet 8/70 "detour duration" The plans allow 3 days of ramp closures, there are 4 operations between planing, repairs, asphalt pavement and 617. Would the department consider to change the allowed closure days from 3 to 4? or as needed?

Changes will not be made. District feels that 3 days is the appropriate amount of time to perform the work.

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Ohio Department of Transportation

Prebid Questions

Project No. 080229

Sale Date - 4/2/2008

Question Submitted: 2/21/2008

Question Number: 1

In the typical sections on page 4 of 70, it shows an 6" upgrade of the existing 8' shoulder using 301 and excavation of an average of 5". There appears to be a mistake in the pavement calculation pages 34/35 of 70, which shows calculations for 301 Bit. Asphalt and 203 Excavation. The 301 calculation is shown using a width of 35', which is the entire width of the roadway in these areas not just the 8' shoulder as shown on the typical sections on page 4 of 70. This calculation would give you enough 301 quantity to place 6" of 301 on the entire roadway for these areas. Please review, clarify, and adjust the quantities for both of the items of 301 asphalt and 203 excavation.

The indicated crossing as shown over the two sets of tracks on the Drawings will be done by the RR, and paid for by the State via the Rorce Account Estimate submitted by the RR directly to the State.

Question Submitted: 2/29/2008

Question Number: 2

On the above referenced project the alphabetical designations assigned to the ramps at the SR 21/IR 76 interchange are not consistent in the plans. The designations on the detour details on page 18-26 are different that the designations on the schematic on page 2. Could you please clarify which designations are correct and that the quantities in the pavement calculations on pages 34-35 have the correct alphabetical designations.

Question Submitted: 3/10/2008

Question Number: 3

Guardrail is being removed and replaced with concrete barrier at numerous locations throughout the project. How is traffic being protected at these work locations during the days that this replacement work is taking place?

A. Provide a site specific SWPPP designed and sealed by a Professional Engineer who is CPESC Trained....

Question Submitted: 3/11/2008

Question Number: 4

On Bridge No. SUM-21-0866 (Ridgewood Road), the approach slabs are being removed and replaced. Are the existing 801 bars to remain?

Question Submitted: 3/17/2008

Question Number: 5

On page 6 of the plans the notes for Item 203 - Excavation and Item 304 - Aggregate Base state that the average depth is to be 5". The cross section details on the same page show the depth to be 6". Could you please provide clarification as to which is the correct depth for these items.

If required, prepare the SWPPP as outlined in this specification. Additional guidance can be found in the Ohio Department of Transportation Location and Design Manual Volume II - Drainage Design and the Ohio Department of Transportation Location and Design Manual Volume III- Highway Plans. All activity identified by the SWPPP that is not specifically identified as a pay item elsewhere shall be included in the Lump Sum price bid for the Storm Water Pollution Prevention Plan. At a Minimum, the design and information requirements that must be shown on the SWPPP are as follows:

Question Submitted: 3/18/2008

Question Number: 6

In the proposal there are two reference numbers for "Concrete Barrier End Section", Ref. nos. 21 and 22. One is titled "Type D" and one is titled "Type D, Reinforced". Can you clarify the difference? Don't they both have reinforcing steel?

There is no difference. Build according to the standard drawing and/or plan details.

Question Submitted: 3/19/2008

Question Number: 7

On sheet 5/70, the plans show placing the rumble strips at a 24" off set in the inside shoulder. Since the shoulder width is 3 feet, this off set would place the 16" rumble strip partially off the shoulder in the stone or grass. 24" off set + 16" rumble= 40" The inside shoulder width is only 3 feet wide (36"). Could you please clarify?

Question Submitted: 3/21/2008

Question Number: 8

This project is being bid with Proposal note 420 "04/21/2006-Surface Smoothness Requirements For Pavements" under the Designer's note for this the project must consist of a new pavement thickness equal to or greater to 2.25", with or without planing. This majority of this project (+/-60%) calls for an 1.25" pavement planing and 1.5" of 12.5 MM Surface only, therefore this project does not meet the designer requirements of PN 420. Shouldn't this be deleted or changed to PN 470.

In this case, one crossing is shown over two sets of tracks (which is already included in the State's documents), but if the contractor wants another location for a crossing, it will be his responsibility to arrange for and cover the cost without the State's involvement.

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Question Submitted: 3/21/2008

Question Number: 9

A bid item for 615 Roads For Maintaining Traffic has not been included in this project. Could you please clarify how the excavation and subsequent restoration required to perform Item 615 Pavement For Maintaining Traffic will be paid. The notes on plan page 11 state that the Temporary Pavement on the outside shoulder will remain in place. The quantities on revised page 34 of the plans indicate a portion of these same locations being excavated 5" and replaced with 6" of 302. Should the Excavation and 302 quantities be adjusted to not include the portion of outside shoulder that has been replaced with Item 615 Pavement For Maintaining Traffic.

Question Submitted: 3/28/2008

Question Number: 10

Ref 135 & 157 for bridges 0681L & R are showing incorrect weights on sheet 66 of 70. Per the bars listed on the deck, the total shown should equal 10483 lbs, not 4100 lbs. Please verify.

Question Submitted: 3/5/2008

Question Number: 11

Question 1: The excavation quantities in the pavement calculations on page 34 appear to have been calculated using a 6' width, while the typical section on page 4 shows a width of 8'. Also the depth of the excavation is calculated on a 5" average while the 301 is based on a 6" thickness. This would result in the 301 being 1" above the milled surface of the mainline pavement. This would only leave room for 3/4" of 19mm on the 8' shoulder prior to the placement of the 12.5 mm. Could you please provide clarification. Question 2: In the proposal Ref. 005, Removal Misc., Barrier Reflectors has unit measures of Cubic Yards instead of Each. Will this be corrected in an addendum?

... 832.12 Storm Water Pollution Prevention Plan.

Question Submitted: 3/6/2008

Question Number: 12

On Bridge NO. SUM-21-0866. Will there be no items for grinding fins, tears, slivers on existing structural steel and final inspection repair?

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