

Ohio Department of Transportation

Prebid Questions

Project No. 040633

Sale Date - 12/17/2004

Question Submitted: 11/23/2004

Question Number: 1

1. Ref # 313 pier cap concrete the quantity appears to be doubled.
2. Ref # 2 approach slab removed appears to be overstated by approximately 50% . It seems to have included the new shoulder area which is not what the structure removal drawings show.
3. plan sheet 2 the typical section for perkins-jones road has legend item B as 8" of aggregate base but the plans call out pavement removed? Which is correct?
4. plan sheets 4/8 do not tell us what the existing shoulders on sr 5 consists of? Is it asphalt nad stone or concrete base similar to the adjoining pavement? Please note that there is 5000 sy of temporary pavement to replace some of these shoulders.
5. plan sheet 16a middle column temporary pavement app note calls out that the temporary pavement is to match the thickness of the existing pavement, does this include the existing subbase thickness also?
6. plan sheet 16a middle column traffic safety coordinator note , the first sentence reads to me that a 24 hour zoneman is required is this what the department wants?

Question Submitted: 11/29/2004

Question Number: 2

I inquired with OHDOT Structural Engineering on a standard drawing shown as used on the project above. Their response is below.

"SD-1-69 is a retired standard drawing, and since your question is a prebid question I would suggest you refer to Office of Contract home page for Prebid Question"

What should I use for the detail on this project, if the standard referred to on the contract documents has been retired?

Thank you.

Question Submitted: 11/29/2004

Question Number: 3

Is the completion date of 6-30-06 correct? It appears that all of the structure work will have to be completed all in 2005.

Thank you.

After reviewing your question, the District has determined that the completion date is correct.

Question Submitted: 11/30/2004

Question Number: 4

1. does the railroad protective insurance policy require one policy with all 13 railroads(see proposal page 107) named on it or separate policies for each railroad?

The thirteen companies need to be listed in the "Named Insured" but it is one policy in behalf of the Youngstown Belt Railroad.

Question Submitted: 12/10/2004

Question Number: 5

Sheet G6/G9 under Pile Design Loads for Bridge TRU-5-1393L The notes list under the rear abutment a dynamic load test, however there is not a bid item for dynamic load test. My interpretation of the 2002 spec 523 is that there should be a pay item for Dynamic load testing each and restrike each. Where is the dynamic load test to be paid?

Question Submitted: 12/13/2004

Question Number: 6

The structures that require new Hi-Perf concrete decks are completed in phases with closure pours. There are some small plan notes that show the construction joint details being sealed with HMWM. The notes state that the HMWM is to be included with 511. This proposal is using 894 High-Perf Concrete with warranty. Shouldn't the proposal state 894, Hi-Perf concrete APP to take care of the HMWM that is usually paid under 846? Or should there be a item for 846 for each structure? At this point it seems that the HMWM is required but not clearly stated where it is to be paid for.

Thank you.

Supplemental Specification Section 894.01 states "This item shall consist of furnishing and placing High Performance concrete for new bridge decks in conformance with 511 except as modified herein." The Deck Construction Joint Details note 2'-0" wide states " Limits of Deck to be sealed with HMWM in accordance with CMS Section 511.22." Per CMS 511.25 (Basis of Payment), "All costs for Sealing as specified in 511.22 is incidental to the appropriate concrete item. The Department will not make separate payment for sealing." Include the cost of HMWM sealing with the deck concrete for payment.

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.

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Question Submitted: 12/7/2004

Question Number: 7

Only touchup painting is required on TRU-5-1286(Perkins-Jones Rd over RT 5), TRU-5-1393 R/L (RT 5 over NS RR) and TRU-5-1411 R/L (RT 5 over Elm Rd.). Will the contractor be responsible to clean the sawcutting slurry from the structural steel caused by deck removal operations since this bridge only receives touch up painting?

Yes the contractor will be required to clean the saw cutting slurry and is covered in 104.04

Question Submitted: 12/7/2004

Question Number: 8

We have just received Addendum #2 and have the following questions regarding the responses provided in this addendum. We had similar questions and was waiting for a reply on previous questions answered in this addendum to avoid duplication.

Question #4 - Existing shoulder material

Should we assume asphalt for the Temp Road excavation? What will be the method of payment should concrete be encountered?

Question #6 - Traffic Safety Coordinator

Does this specifically mean that a TSC is to be provided during the day when forces are working only? We are not expected to have one on site on weekends, holidays and non-working hours correct?

Question 4 Yes we at this time believe it to be asphalt. If concrete or another unknown condition is found it will need to be handled with the project's construction engineer. Question 6 The traffic safety coordinator is to be provided whenever active construction is occurring, including the installation of the maintenance of traffic. If no work or construction activities are occurring on the weekends then no, there does not need to be one on site. If construction work or installing maintenance of traffic is being performed on these days (weekends, holidays, non working hours) then yes one does need to be there.

Question Submitted: 12/8/2004

Question Number: 9

Structure TRU-82-1730R & TRU-82-1690L

Has seeding and mulching been carried into the seeding items for work associated with the various pier retrofits(pile encasements) and slope erosion repairs? From our field visits it appears that access will be needed from behind guardrail to get underneath the structure for the proposed work.

Question Submitted: 12/9/2004

Question Number: 10

Our insurance company has asked what interest Summit View, Incorporated and Sugar Creek Amish Tours, Incorporated have in the Railroad Protective Insurance. If they are railroad's, please advise; if not, explain interest.

Question Submitted: 12/9/2004

Question Number: 11

Our insurance company has asked if you will accept one Railroad Protective Insurance Policy issued in the name of Youngstown Belt Railroad as the Named Insured and listing the additional 13 railroads as Additional Insured's.

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