

Ohio Department of Transportation Prebid Questions

Project No. 065001

Sale Date - 2/8/2006

Question Submitted:

Question Number: 1

Please reference plan sheet 8a of 149, specifically the 2006 iterim completion date note. Since it might be possible to complet this project by October 2007. Additionally, the final completion date should be adjusted to reflect this change.

The interim completion date (10/15/06) is correct as referenced on sheet 8A. There is no plan error.

Question Submitted: 1/23/2006

Question Number: 2

Please make the existing structure plans available on the internet.

Question Submitted: 1/23/2006

Question Number: 3

- 1) Are stay-in-place deck forms allowed on this project?
- 2) In reference to the soils consultant and field testing item- a) the notes for this item and the MSE wall notes do not mention that the contractor is responsible for testing the MSE backfill. Will ODOT be responsible for testing the MSE backfill? b) Plan sheet 8 of 149 under the "Environmental Clearance" section states that the project design consultant shall obtain the USACE 404 permit. Is this the contractor's soils consultant or ODOT's design consultant?
- 3) Plan sheet 10 of 149 under "Sequence of Construction" contains a phase called "Project Closure" to complete the mill and fill on SR63. Does this mean SR63 can be closed to traffic during the mill and fill operation?
- 4) In reference to the bridge - can the abutment diaphragm concrete be placed prior (at least 48 hours) to pouring the deck concrete?
- 5) Plan sheet 131 of 149 shows the required pour sequence for each stage of the deck concrete. With the use of retarder, will continuous deck pours be allowed (i.e. pouring deck setions 1,2&3 continuously for a particular stage)?

Question Submitted: 1/24/2006

Question Number: 4

On page 23 regarding the 302
ODOT has 408cy @ Station 22+00-25+66 and 327cy @ Station 31+80-34+70. I read this as being a mill & fill area and does not require 302, is this correct?

Question Submitted: 1/25/2006

Question Number: 5

Ref. Number 71 is for 98 ft. W8 X 18 ground mounted sign support.

Ref. Number 73 is for 2ea. Breakaway Beam Connection.

After reviewing the plan sheet 85/149 I'm able to determain that there are 4 post @ W8 X 18. The breakaway connections are not assigned to either of the locations.

Are the Breakaway Connections for the W8 X 18 or are they for U-Channel Post.

Also there are no quantities for concrete fdn's for the 4 W8 X 18 post, will these post been driven or what.

Please see addendum #1 & #2.

Question Submitted: 1/26/2006

Question Number: 6

- 1) Plan sheet 5 of 149 denotes typical sections of SR63 as "temporary road" yet there are no temporary pavement items or roads for maintaining traffic items. Please clarify.
- 2) It appears on plan sheet 5 of 149 on the pavement planing section of SR63 that a variable depth asphalt item is required.
- 3) On plan sheet 23 of 149 pavement subsummary, it appears that from station 22+00 to 25+66 and from station 21+80 to 34+70 (the pavement planing area)that 3" of 304 aggregate base is required. There is no mention of this on the typical section on plan sheet 5 of 149.

Please see addendum #1 & #2.

Question Submitted: 1/27/2006

Question Number: 7

Please explain the intent of the legend note on sheets 95, 96, and 97 which shows the pile sleeves. It appears that there are two separate pipes required. Is this the case and if so what is the purpose of this requirement? The corner to corner dimension on a 14x73 pile is 20". Was this taken into account when specifying a 20" inside diameter pipe?

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Question Submitted: 1/27/2006

Question Number: 8

Where is the sealing of the MSE walls to be paid for?

Question Submitted: 1/27/2006

Question Number: 9

The shoring limits given on sheet 90/149 show shoring placed in the existing outside shoulder of I-75. However, we can not find any quantities set up in the bid to repair or replace the shoulder after construction. Please clarify how the rehab work will be paid for. Unless clarified by addendum, we will assume that the shoulder work will be paid by change order at the end of the contract.

Question Submitted: 1/27/2006

Question Number: 10

Plan Sheet 8a requires and interim completion date of October 15, 2006. This date requires all lanes to be open and all work done except asphalt surface course, permanent pavement markings and rpm's. Final project completion date is June 15, 2006. This interim date is very aggressive and will be very difficult to achieve. Multiple crews, multiple shifts and a lot of luck will be required to achieve this interim date.

Yesterday we received addendum #1. A portion of this addendum added a lump sum incentive clause to the project. The incentive clause will give to the contractor \$100,000 to complete all work required by September 15, 2006. The contractor has to notify to his intent to achieve this bonus. However, if the contractor does not complete all work by September 15, 2006 liquidated damages will be assessed the and there will be no bonus money whatsoever.

The incentive clause seems one-sided, pro-owner and against the contractor. The contractor could work much over time and incur great added expense, but miss the 9/15/06 date by only one day , and get nothing but a day of liquidated damages and no bonus.

We request owner revise the incentive clause of Addendum 1 and provide incentive conditions that favor the public, owner, and the contractor.

Question Submitted: 1/27/2006

Question Number: 11

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We request owner revise the incentive clause of Addendum 1 and prove conditions that favor the public, owner, and the contractor.

Question Submitted: 1/30/2006

Question Number: 12

In reference to the MSE wall undercut and backfill depicted on plan sheets 65,67 and 68:

Plan sheets 65 and 67 show a hatched area as the area for MSE undercut and backfill. Sheet 68 shows this hatched area and 1.5 to 1 slopes from the bottom of the hatched area up to existing ground as the limits of the MSE undercut and backfill.

Is the hatched area the only area to be filled with select granular embankment with respect to the MSE undercut and backfill item? Is the fill area above the hatched area up to existing ground at the top of the 1.5 to 1 slopes (and outside the MSE wall pay limits) paid as embankment?

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Ohio Department of Transportation Prebid Questions

Question Submitted: 1/30/2006

Question Number: 13

The project plans call for an undercut under the MSE walls. However the project plans don't appear to show what type of material is to be used to replace the undercut material. One would assume dirt but we can not tell what we are to use. Can the department please clarify what type of material is to be used to fill in this undercut area, Dirt / Select Granular Backfill / 304? Please advise.

Also the project plans (plan sheet 68/149) show that the undercut area would actually protrude out into the berm areas of I-75, but do not show any or list any asphalt quantities for the repair of the roadway or does the plans list any other quantities needed to make the necessary repairs to the roadway due to being disturbed during the construction of the undercut for the MSE wall. Will the department be setting up the quantities necessary to make these repairs and be setting up limits as well?

Question Submitted: 1/31/2006

Question Number: 14

1. Section 6.0.G of the MSE wall special provisions requires that the friction angle of the material be 34 degrees. It is impossible to supply material with a constant friction angle of 34 degrees. Please revise this requirement to state that the friction angle shall be 34 degree or higher. This change has been made on numerous recent ODOT bids.

2. Section 6.0.G of the MSE wall special provisions requires the use of embankment material with a unit weight of 120 lbs/cuf. There is some confusion over how this unit weight is measured. Is this the dry weight or the saturated weight of the material? The MSE wall manufacturers have informed us that this density should be for material that is flooded in place. Please clarify.

3. Addendum #3 still does not clarify what material should be used for the MSE pile sleeves. There is no standard pipe size that has a 24" O.D. and meets CMS 707.33. The closest common size has a nominal diameter of 24" with an outside diameter of 27.8". Please clarify the requirements to a material that is readily available.

4. Do the pile sleeves need to be filled with bentonite slurry or should they be left open to allow movement of the soil mass around the piles?

Answer 1) The soil friction angles in the MSE wall Special Provisions are lower bound values. The select granular material should have an internal friction angle of 34 degrees or higher. Answer 2) The soil unit weight provided in the Special Provisions is the total or moist unit weight of the material when the material is placed per the special provisions. Answer 3) Per the MSE wall special provisions, Section 4.7, the sleeve material shall be corrugated smooth lined pipe per 707.33 or 707.42. The contractor shall select the appropriate pile sleeve size for the proposed pile. A nominal diameter of 24" is acceptable as per the specifications. Answer 4) Per the MSE wall special provisions, Section 4.7, the void between the pile and the pile sleeve shall be filled with a bentonite slurry

Question Submitted: 2/3/2006

Question Number: 15

In reference to the 42" Type B Conduit, As Per Plan item:

This run of storm drain is to be backfilled with Low Strength Mortar (LSM) which is a separate pay item. ODOT standard DM-1.4 shows the limits of the backfill zone for this particular situation. We are assuming that if the trench for this conduit is excavated with the slopes laid back in a manner acceptable to OSHA standards, that the LSM required to backfill the entire trench (including any area outside the trench width specified in DM-1.4) will be paid under the LSM item. Is this a reasonable assumption?

No that is not a valid assumption. LSM will be paid as shown in the std dwg. If the contractor chooses to place additional material it will be at his expense.

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