

Ohio Department of Transportation

Prebid Questions

Project No. 053000

Sale Date - 2/2/2005

Question Submitted: 1/11/2005

Question Number: 1

ODOT 3000 (2005) Washington Co. IR 77 Design/Build

- 1) Will alternate MOT schemes, utilizing bi-directional traffic through out the length of the project, be permitted?
- 2) Will temporary pavement utilizing asphalt be permitted in locations other than the crossovers?
- 3) What is the proposed depth of the underdrains on the outside shoulder?

Question Submitted: 1/14/2005

Question Number: 2

It is apparent there will be joints removed that will be up to 18" thick. Does ODOT intend to use #304 stone to bring subgrade up to match existing base. If so, not knowing how many patches will require #304, there needs to be a quantity of #304 set up to handle these areas.

Question Submitted: 1/17/2005

Question Number: 3

On the structures do you want the existing scuppers removed or plugged? They will be useless now with the single slope wall setting behind them.

Do we have to remove the existing bulb angle? If we do have to remove it do we have to grind the connections?

Question Submitted: 1/20/2005

Question Number: 4

1. The northbound cut section on IR77 between approximate stations 445+00 and 460+00 has existing rock slides protected by an existing fence. Will the fence be removed? Will the fence be replaced? Does the ditch require cleaning or regrading? Is there any ditch cleaning or regrading required anywhere on the project?

Question Submitted: 1/20/2005

Question Number: 5

Is the following design criteria acceptable for shoulder cross-slope in superelevation sections?

Superelevation High Side of Pavement

- 1/2" per foot for superelevation 0 to 0.016'/ft
- slope varies from 1/2" per foot at superelevation of 0.016'/ft to 1/8" per foot at superelevation of 0.048'/ft
- 1/8" per foot from superelevation of 0.048'/ft to maximum superelevation of 0.081'/ft

Superelevation Low Side of Pavement

- 1/2"/ft or pavement slope whichever is greater

This design criteria was approved and used on Design Build ODOT Project 3001(00).

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 1/20/2005

Question Number: 6

1. Regarding Addendum #1 Attachment G: the limiting mile markers for Washington County are 6.59 and 17.39 and Noble County are 0.00 and 1.56. We believe the Washington/Noble County mile marker is 17.59 which will require an additional 1000 lf of pavement for both northbound and southbound. It also appears that the north end of the project in Noble County is not the same for northbound and southbound. In Addendum # 1 ODOT has confirmed the beginning station in Washington County is 350+00. Please confirm the stations for the Washington/Noble County line and the north end of the project in Noble County [northbound and southbound if they are not the same]. Since pavement is paid under a lump sum item it is important that we have as accurate stations as possible.

Question Submitted: 1/20/2005

Question Number: 7

1. For the permanent median U-turn crossings, is an asphalt taper/wedge acceptable? This was used on previous concrete overlay projects.
2. In Section 14.4 Scope of Work, a 365 lf section of berm southbound south of Macksburg interchange will be replaced using full depth concrete replacement. What is exact location of this repair?
3. Where 2 lanes of traffic southbound has to be maintained at all times, it appears that the existing pavement section is not wide enough to accommodate 3 lanes. Is it the intent to construct temporary asphalt pavement? Is there a minimum width required? If temporary pavement is required, can it remain in place? In this area is it the intent for traffic to straddle the rumble strips?

Question Submitted: 1/20/2005

Question Number: 8

1. In Addendum #1 Attachment G, ODOT has added underdrain for the full length of the project both in full depth and overlay areas. It is to be constructed beyond the edge of existing concrete pavement. In order to install continuous underdrain under overhead bridges, it appears that the Type D Barrier Wall for pier protection should be removed and replaced to proper grade after concrete pavement is completed.

Question Submitted: 1/20/2005

Question Number: 9

1. The slope of the earthwork required to tie in the outside shoulders in sections with existing grades steeper than 8:1 must be variable. Is it acceptable to use 1.5:1 slopes to tie into existing 2:1 slopes in deep fill areas? This approach was used on other overlay projects.

Question Submitted: 1/20/2005

Question Number: 10

The 4th full question on page 4 of Addendum 2 asks if bi-directional traffic can be maintained throughout the length of the project. ODOT's response was "yes" except that 2 lane traffic must be maintained on the Maxburg Hill SB. We would interpret this Q/A as allowing 12+ miles of bi-directional traffic which conflicts with ODOT's pre-bid meeting discussions and Addendum 1. Is this a correct interpretation of the 2nd Addendum Q/A, or is the 6.5 mile bi-directional requirement supposed to apply?

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 1/20/2005

Question Number: 11

1) Additional information is needed for abutment concrete removal and replacement on the following two slab deck bridges. The structures in question are:

W-1208 Rt rear abutment, replace top 30" of abutment

N-0077 Lt/Rt rear abutments, replace top 12" of abutment

Is the concrete to be removed, wing concrete or slab seat concrete or both? Is removal across the full length of the abutments? If the slab seats are designated for replacement the decks adjacent to the abutments will need temporary support. Please clarify the various locations of concrete removals or the intent of abutment replacements.

2) The scope of services proposed for this project list approach slab replacement for all 12 structures. The new approach slabs will be wider than the existing slabs. Will the existing abutments have to be modified for the approach slab seat to fit on to the backwalls? Also, will dowel holes and the typical D-801 bars need to be added?

Question Submitted: 1/20/2005

Question Number: 12

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Question Submitted: 1/20/2005

Question Number: 13

Q) In regards to the parapet refacing item, what is the requirements for the new roadway width? Is the toe to toe width to be maintained or increased? Can the toe to toe width be decreased?

Question Submitted: 1/20/2005

Question Number: 14

1. In order to allow for 2 SB lanes and 1 NB lanes on the section south of the Macksburg interchange, the full pavement width will have to be utilized. This would put the rumble strips in the travel path. What treatment will be required in this case?

2. What are the minimum required distances from the toe of barrier to edge line and from edge line to edge of pavement?

Question Submitted: 1/21/2005

Question Number: 15

In Addendum #1 it was stated that portable concrete barrier could not be stored in median over winter except behind guardrail at bridges. Would ODOT consider permitting portable concrete barrier to be left in the median over winter if all sections are connected in a continuous run without an exposed end. To maintain openings at U turn crossovers a tapered end section could be installed.

Question Submitted: 1/21/2005

Question Number: 16

1. In the previously constructed design build job in Noble county, the crossovers at the ramps were designed with no acceleration/deceleration lanes. Can we assume that none will be required for this job as well? If required, what design criteria should be followed?

Question Submitted: 1/21/2005

Question Number: 17

1. Addendum #1 states that the temporary crossovers are to be constructed using 451 reinforced concrete pavement. Will pavement thickness correspond to class A or class B temporary pavement? Is the same class to be used for asphalt temporary pavement?

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Ohio Department of Transportation Prebid Questions

Question Submitted: 1/24/2005

Question Number: 18

The scope indicates that a "Preliminary R/W Plan" is included with the Preliminary Design Submission as if authorized. Is a Preliminary R/W Plan Required? If this remains in the scope as if authorized, can this item be listed as a separate Line Item in the proposal?

Can the submission and review of the Preliminary Design Submission be broken into the buildable units to expedite the schedule?

Question Submitted: 1/24/2005

Question Number: 19

THERE IS A HIGH PROBABILITY THAT SOME UNDERDRAINS WILL BE IN ROCK. WITHOUT RECENT BORINGS IN LOCATIONS NEAR THE UNDERDRAIN LOCATIONS IT IS DIFFICULT TO QUANTIFY WHAT THIS FOOTAGE MIGHT BE.

A. CAN THE UNDERDRAINS IN ROCK BE LESS THAN THE 30 INCH DEPTH REQUIREMENT SPECIFIED IN ADDENDUM NO. 2?

B. WOULD ODOT CONSIDER PROVIDING A LINEAL FOOT BID ITEM FOR UNDERDRAINS IN ROCK SO THE VARIOUS BIDDERS ARE NOT GUESSING WHAT THIS QUANTITY MIGHT BE?

Question Submitted: 1/24/2005

Question Number: 20

In Addendum #3, ODOT stated that permanent U-turn crossings will be built with concrete to match NB and SB lanes. The majority of the U-turns are adjacent to 8" overlay section. Should the thickness of the U-turn concrete pavement be 8"? In areas where no overlay or full depth pavement is being done on SB pavement, does the U-turn pavement extend to the SB pavement or does it stop to match the previously constructed U-turn? If the U-turn pavement is extended to the existing SB pavement, what pavement section is required?

Question Submitted: 1/25/2005

Question Number: 21

Design / Build project 3000 (2005) Wash. 177

In Addendum No. 2, we inquired about where permanent erosion control items should be included. The addendum stated no permanent erosion control is required.

We would like to restate the question.

Normally, Items 659 and 670 are included in section 002 Erosion Control. These items pertain to the permanent seeding, mulching, lime, topsoil, fertilizer, etc.

Section 002 Erosion Control for this project only includes Items 832, which pertain to Temporary Erosion Control and these items are paid by agreed unit prices in the proposal.

Will the permanent seeding be paid as construction seeding at \$.46 / sy ? or

should we include the permanent seeding items in a different section of the proposal ?

What type of permanent seeding requirements are necessary for this project ???i.e. is topsoil required, etc. ?

Question Submitted: 1/26/2005

Question Number: 22

Because of the additional pavement thickness in areas where we will be adding the concrete overlay, the vertical clearance to existing guide signs will be reduced to below the required 5' or 7' minimum shown on TC-42.10. Is it ODOT's intent to reinstall these signs to meet clearance requirements or will the reduced clearance heights be acceptable?

Question Submitted: 1/26/2005

Question Number: 23

In the areas of full depth pavement replacement, the proposal does not address how the 6" of 304 Aggregate Base under the 11" of 884 PCC is to be paid for. Please setup a new reference number to cover this work.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 1/26/2005

Question Number: 24

Q) How can you have 110% of the deck area set up for Item 848 'Removal Of Debonded Or Deteriorated Existing Variable Thickness Concrete Overlay'? The quantities set up may be missing a decimal. Please Clarify.

Question Submitted: 1/26/2005

Question Number: 25

Re: Slip Repair

The slip repair details provided in the scope of services shows Erosion Control Matting on the surface of the repaired slope, but no specific type of material is listed.

What type of Erosion Control Mat is required?

Question Submitted: 1/26/2005

Question Number: 26

A question was answered in Addendum #2 stating that there is no permanent erosion control required for this project. Unless otherwise directed by addendum we will assume that we are not required to do any permanent seeding, even on the disturbed berms. If this is not the case, please provide a bid item for payment of permanent seeding.

Question Submitted: 1/27/2005

Question Number: 27

Can the south 6.5 miles of northbound and the north 2.5 miles of southbound be constructed simultaneously? These two work areas are not contiguous and would be separated approximately 4 miles.

Question Submitted: 1/27/2005

Question Number: 28

Can the south 6.5 miles of northbound and the north 2.5 miles of southbound be constructed simultaneously? These two work areas are not contiguous and would be separated approximately 4 miles.

Question Submitted: 1/27/2005

Question Number: 29

Scope of Services section 14.4 Roadway states (pg 14 of 28) states - "Paving under the guardrail shall be required." There is no further information or detail given. Also the typical section shown as Attachment G of Addendum 1 does NOT show paving under the guardrail. What does the Department want?

Question Submitted: 1/3/2005

Question Number: 30

Reference Item 513 Trimming of Beam Ends APP from addendum No. 1.
In the above referenced addenda, bridges Wash 77-1637 L/R & Nob 77-0136 L/R are listed for beam trimming. In the scope of services under section 15-structures the bridges listed for beam trimming are Wash 77-"1687" L/R & Nob 77-0136 L/R.
Is the "1637" str listed in the addenda a typo or is it in addition to the scope of services?

Question Submitted: 1/31/2005

Question Number: 31

Per Standard Drawing MT 95.70, we assume glare screen mounted on temporary concrete barrier is only required at cross-overs. If this is not the case, please notify otherwise.

At the slip repair areas, we assume that any pavement removal and replacement directed by ODOT that results from the slip repair will be paid as an extra as well as any additional traffic maintenance required for pavement removal and replacement. If this is not the case, please notify otherwise.

Q1) Crossover design will comply with the Std Drawing. A2) The plans do not anticipate the necessity of pavement removal. Addenda address MOT.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 1/7/2005

Question Number: 32

This is a design/build project on I-77 in Washington Co.

1) Under what section should permanent erosion control items be included ? The only items currently listed under Erosion Control are for temporary erosion control.

2) Three overhead structures on the NB lanes, 0678,0919,1034 do not have sufficient clearance after the concrete overlay to meet the 16'6" requirements. Will a design exception be made for the clearance on these structures or should we design full depth pavement removal to lower the profile grade in these areas ?

Question Submitted: 12/17/2004

Question Number: 33

1) The traffic patterns anticipated in the Maint Of Traffic plans will show existing rumble strips within the wheel paths. What treatment, if any, will be required for the rumble strips?

2) Will it be required to overlay the accel/decell lanes at the Macksburg Road exit with concrete pavement as required on the Mainline sections.

Question Submitted: 12/20/2004

Question Number: 34

Section 14.4 Roadway of the Scope of Services notes Full Depth Rigid Replacement is to be performed Northbound between STA 350+00 and 366+00. This appears to be located at the start of the project at WAS 6.59, is this correct?

Section 14.4 also states "All guardrail shall be removed and replaced..." What are the limits for guardrail work - BOTH Northbound and Southbound between WAS 6.59 and NOB 1.56 or just the areas that are getting either Full Depth Replacement or Overlay (Excludes SB where no other work is being performed)?

Question Submitted: 12/22/2004

Question Number: 35

1) In regards to the LS Superstructure bid items with rehabilitating existing sliding plate joints to elastomeric strip seal joints for structures Was-1687 L/R and Nob-0136 L/R, the top 12" of the backwalls are to be replaced. By replacing the backwalls this will force the replacement of the expansion joint with new steel on the abutment side, unless the existing abutment portion of the joint is to be salvaged and reused. Please clarify if the contractor is to supply new joint material on the abutment side and modify the deck side for elastomeric strip seal or another plan.

2) Do all the decks have concrete overlays on them? Do any of the decks have asphalt overlays on them?

3) In regards to the LS Substructure bid items with the top 12" or 30" backwalls to be replaced, is unclassified excavation and replacing disturbed porous backfill areas with filter fabric included with this LS bid item?

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