

# Ohio Department of Transportation - Prebid Questions

Project No. 180452

Sale Date - 8/23/2018

HUR-87698 - US 20-16.26 PM

**Question Submitted:** 8/15/2018 2:32:29 PM **Question Number - 0**

On plan sheet 24, the deduction quantities for concrete bridge decks seem to be over-stated. Will the department verify these are the correct quantities or provide office calculations?

**The deduction quantities for the structures are over-stated. An addendum is forthcoming to revise the affected pavement items.**

**Question Submitted:** 8/13/2018 11:49:53 AM **Question Number - 0**

Which structures pertain to PN 555? There are not any new concrete deck overlays- this note does not seem fit for this project.

**Overlay work was removed from this project. An addendum is forthcoming that will remove Proposal Note 555.**

**Question Submitted:** 8/13/2018 10:58:09 AM **Question Number - 0**

As per the plan note on sheet 14, the contractor shall provide lane closures a minimum of 24 hours prior to performing pavement repairs to allow the engineer to identify and mark the areas of pavement in need of repairs. Will the Department please provide the number of shifts for closures in 2-Lane and 4-Lane sections necessary for ODOT to perform this work?

**Closure shifts should only be needed on the 4-lane section of roadway. It is estimated that 4 total shifts will be required to identify the pavement repair areas in both the eastbound/ westbound driving and passing lanes. No addendum required.**

**Question Submitted:** 8/13/2018 10:39:08 AM **Question Number - 0**

The note on Plan Sheet 12 under Intersections and Drives states, "Existing aggregate drives shall be paved with an apron an average width of 4 ft." Does this mean the drives shall be paved 4 feet from the edge of the shoulder or 4 feet from the edge of the pavement?

**Question Submitted:** 8/13/2018 10:29:01 AM **Question Number - 0**

There is not a removal or replacement item for the existing delineators east of the SR 58 intersection. Are these to remain in place? If not, how will this work be paid?

**Pay items will be added to remove and replace the quick kurb/ delineators. A plan note will also be added stating the delineators can be removed and stored for a maximum of 21 consecutive days before they need to be reinstalled. For every day past the 21 consecutive days that the delineators are not reinstalled, a disincentive fee of \$1000 per day will be assed to the contractor. An addendum is forthcoming with these additional items.**

**Question Submitted:** 8/13/2018 10:27:41 AM **Question Number - 0**

The note on Plan Sheet 12 under Intersections and Drives states, "Existing aggregate drives shall be paved with an apron an average width of 4 ft." Does this mean the drives shall be paved 4 feet from the edge of the shoulder or 4 feet from the edge of the pavement?

**The intent is to plane and pave the existing paved apron portion of the existing aggregate drives. Additional aggregate is to be paced to provide a smooth transition from the apron to the aggregate drive, as directed by the engineer. An addendum is forthcoming to revise the intersections and drives note to help clarify the plan intent and remove the average width of 4 feet from the existing drives section of the note.**

**Question Submitted:** 8/13/2018 9:22:30 AM **Question Number - 0**

The plan note on Sheet 11 for Item 424 Fine Graded Polymer Asphalt states that an MTV, MTD, or remix paver is required. There is not a bid item for anti-segregation equipment like there is on other projects when this is required. Will the Department please clarify how this is to be paid?

**The requirements for anti-segregation equipment has been removed from this project. An addendum is forthcoming that will remove this requirement from the Item 424 plan note.**

# Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/13/2018 9:20:54 AM **Question Number - 0**

This project includes 1,500 CY of Item 251 Pavement Repair spread over 65 lane-miles. There is no indication of the orientation or type of repairs. Transverse repairs are more costly to perform than longitudinal repairs. Will the Department please provide an estimated breakdown of transverse repairs and longitudinal repairs within the 251 Repair item, or establish separate items for transverse and longitudinal repair?

**The majority of the pavement repairs for this project will be longitudinal repairs. The exact locations and quantities of transverse and longitudinal pavement repairs will be determined in the field by ODOT project personnel. No addendum required.**

**Question Submitted:** 8/13/2018 9:19:13 AM **Question Number - 0**

The note on Plan Sheet 11 under Coordination of Work between Contractors states HUR-20-25.62 is a bridge replacement project and is scheduled to begin work in the 2019 construction season. Please state if traffic on this project will be maintained by a signalized closure or detour as it significantly affects material haul routes for this project.

**One lane of traffic will be maintained either by a flagger or a signalized closure for the HUR-20-25.65 bridge replacement project. No addendum required.**

**Question Submitted:** 8/13/2018 9:17:04 AM **Question Number - 0**

Please provide clarification for the acceptance of Item 424 Fine Graded Polymer Asphalt Concrete, Type B. The 2016 Construction and Material Specification 424.08 states "For Type B mixes comply with all requirements of 448". Item 448.02 Density: outlines procedures for density gauge quality control testing and SS 1055. Plan sheet 1 lists Supplemental Specification 806 Asphalt Concrete With Joint Density For Multi-Lane Highways dated 3/2/15. Please clarify ODOT's required acceptance and testing for the 424 Fine Graded Polymer Asphalt Concrete Type B. Will contractors be required to abide by CMS 424 and 448? Or, Supplemental Specification 806 dated March 2, 2015? Contract documents currently conflict each other. Please clarify

**Acceptance of item 424 Fine Graded Polymer Asphalt Concrete, Type B will be per the 2016 Construction and Material Specifications. An addendum is forthcoming that will remove Supplemental Specification 806 from the Title Sheet.**

**Question Submitted:** 8/2/2018 11:02:15 AM **Question Number - 0**

Regarding the INTERIM COMPLETION DATE note shown on sheet 11, is the intent to pave any Fine Graded Polymer Asphalt Concrete in 2018 or can the Contractor choose to complete all paving in 2019?

**The intent of the plan note is to limit the duration of temperature sensitive work in 2018, if said work is performed yet this year. All paving can be completed in 2019. No addendum required.**

**Question Submitted:** 7/30/2018 9:24:57 AM **Question Number - 0**

Plan sheet 12 under the note for Item 897 - Pavement Planing states there is a \$1,000/day disincentive fee when traffic runs over the planed surface beyond the 14 calendar day limit. Plan sheet 15 under the note for Item 614 - Limit Traffic on Planed Surface states this disincentive fee is \$8,000/day. Please clarify which fee is correct.

**The value of \$1000/day listed on plan sheet 12 is the correct disincentive fee. An addendum is forthcoming to revise the value listed on plan sheet 15.**

**Question Submitted:** 7/28/2018 4:57:20 PM **Question Number - 0**

Ref. No. 70 and Ref. No. 83 are both bid items Bridge Railing Removed or Reuse, however there is no corresponding bid item for Bridge Railing Rebuilt for reinstalling the bridge Railing

**The plan note on sheet 29 for Item 202 - Bridge Railing Removed for Reuse states this item shall be used to remove and reinstall the existing bridge railing to facilitate full width paving over the structure. No addendum required.**

**Question Submitted:** 7/25/2018 1:46:59 PM **Question Number - 0**

Does the note regarding no work during periods of Summit Motorsports Park race events apply to the entire project or a single section of the project?

**The no work due to the Summit Motorsports race events only applies to the two lane section of US 20. An addendum is forthcoming to add this note to the Maintenance of Traffic note.**

# Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 7/25/2018 1:46:37 PM **Question Number - 0**

Does the note regarding no work during periods of Summit Motorsports Park race events apply to the entire project or a single section of the project?

**The District has addressed this Prebid question with the recent addendum processed on 8/2/18.**

**Question Submitted:** 7/25/2018 1:38:41 PM **Question Number - 0**

Will the Department please specify the race events when no work shall be performed? The season schedule on Summit Motorsports Parks' website includes several minor events during weekdays.

**The race events when no work shall be performed are as follows: Summit Racing Equipment NHRA Nationals, Blue Suede Cruise, Ames Performance Pontiac Nationals, Kelly Service Night Under Fire, NMCA All-American Nationals, and the Halloween Classic. An addendum is forthcoming to list these events in the Maintenance of Traffic note.**

**Question Submitted:** 7/25/2018 1:38:28 PM **Question Number - 0**

Will the Department please specify the race events when no work shall be performed? The season schedule on Summit Motorsports Parks' website includes several minor events during weekdays.

**The District has addressed this Prebid question with the recent addendum processed on 8/2/18.**

**Project No. 180454**

**Sale Date - 9/27/2018**

MOT-105408 - SR 201-09.90

**Question Submitted:** 8/3/2018 8:50:59 AM **Question Number - 0**

As per the note on page 2 of 4 in the Waterway Permit Special Conditions, "In-Stream work has been defined as the placement and/or removal of fill materials (temporary or permanent) below the ordinary high water mark". For clarification, if the stream is at low flow, can a contractor work with equipment in stream below the ordinary high water mark as long as water is not present?

**The site was revisited and an error was discovered regarding detailing of channel and OHWM elevations. The sale is to be delayed to revise the plans and waterway permit.**

**Question Submitted:** 8/1/2018 2:51:34 PM **Question Number - 0**

Please create a cofferdam item to divert water and/or pump water to allow for excavation under the bridge and rock placement as the stream that is currently holding water.

**Water diversion is prohibited on this project specifically to address the environmental restriction of minimizing impacts to the waterway and wetlands of the work in this area. There is no excavation, only placement of dumped rock. This is expected to be performed by sequencing the rock placement from the access point using smaller equipment during low flow periods.**

**Question Submitted:** 8/1/2018 2:48:43 PM **Question Number - 0**

Please create a bid item for clearing and grubbing if there is a bunch of thick dense brush that will require removal to get the dump rock placed at the access point shown.

**A clearing and grubbing item will be added in a forthcoming addendum.**

**Question Submitted:** 7/25/2018 1:18:31 PM **Question Number - 0**

Will ODOT consider extending the completion date by 1 month. As is the completion date is only 5 weeks after bid date, you will lose at least 1 week to get award, then another couple weeks to sign contract and get any purchase orders, subcontracts, and MOT signage prepared and ready to start. As is it will be difficult to barely even start the job by the completion date.

**The completion date will be revised to 10/15/18. An addendum is forthcoming.**

**Project No. 180461**

**Sale Date - 8/23/2018**

WIL-92373 - SR-SR 191-04.33 Resurf

**Question Submitted:** 8/14/2018 1:55:35 PM **Question Number - 0**

Is the Contractor responsible for Detour Signing and MT-101.60

**ODOT forces shall be responsible for placing/maintaining detour signing related to the project. The contractor will be responsible for placing and maintaining Type 3 barricades as depicted on SCD MT-101.60.**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/7/2018 9:18:40 AM **Question Number - 0**

Please provide a reference item for the aggregate base under the approach slabs on structure WIL-191-0534

**Bid items for subgrade compaction and aggregate base will be added in a forthcoming addendum.**

**Question Submitted:** 8/7/2018 7:52:42 AM **Question Number - 0**

The existing overlay detail on sheet 10/12 shows 4 1/2" microsilica concrete to be removed. The current driving surface is 4 1/2" of asphalt. Please correct the description on ref 93 to accurately reflect what is to be paid under this item.

**A pay item for asphalt wearing course removed will be added in a forthcoming addendum. The description for the existing overlay detail on structure sheet 10/12 will be revised in a forthcoming addendum.**

**Question Submitted:** 8/3/2018 1:47:28 PM **Question Number - 0**

On sheet 10 of the plans under "Item 614, Maintaining Traffic (Lanes Open During Holidays or Special Events)", it states that no work shall be performed and all existing lanes shall be open to traffic during the designated holidays. Can the 90 day closure of Structure No. WIL-191-0534 take place during these time periods? Or must traffic be maintained across WIL-191-0534 during the designated holidays?

**Question Submitted:** 7/20/2018 9:23:57 AM **Question Number - 0**

Ref# 49 in the proposal is conflicting to the notes on sheet 9 of plans. Is the item number intended to be 643 or 642 for the Edge Line striping?

**The general summary will be updated to reflect the note on page 9, indicating that item 642 is to be used.**

**Question Submitted:** 7/18/2018 10:43:35 AM **Question Number - 0**

Please add a bid item for Sealing of Concrete Surfaces Epoxy Urethane as shown on Plan Page 30/40.

**The callout for sealing of concrete surfaces on plan sheet 30/40 should state non-epoxy. A revised plan sheet 30 will be issued in a forthcoming addendum.**

**Question Submitted:** 7/11/2018 3:15:22 PM **Question Number - 0**

Please verify quantities for Ref #s 70-73 as they appear overstated.

**The quantities for line items 70-73 will be revised in a forthcoming addendum.**

**Question Submitted:** 7/10/2018 11:01:24 AM **Question Number - 0**

Can the department post the existing structure plans please?

**Existing structure plans have been placed on the server and will be uploaded for reference.**

**Project No. 180468**

**Sale Date - 8/23/2018**

ATB-101797 - BP FY2019

**Question Submitted:** 8/17/2018 1:11:07 PM **Question Number - 0**

RE: Bridge # ATB-11-1545 , ATB-11-1636 , ATB-11-2006 , ATB-11-2094 , ATB-45-1092 , ATB-167-0305 , PLEASE provide Quantity of Tons or SQ FT of Steel to be Painted for each Bridge or Provide Steel Framing As-builts in order for us to Take-Off SQ FT

**Question Submitted:** 8/17/2018 9:59:04 AM **Question Number - 0**

Should a Work Zone Dotted Line be added to the Proposal for this project?

**No. Please bid accordingly.**

**Question Submitted:** 8/16/2018 12:17:09 PM **Question Number - 0**

Is the disincentive of \$2,000 per hour correct for the ramp closures as shown on Addendum Sheet 8A? All other project disincentives were listed in calendar days.

**Yes, this is correct.**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/15/2018 12:22:33 PM **Question Number - 0**

Regarding MOT on the US 6 structure for the steel repair, is the plan for just a standard shoulder closure and is the closure for the entire length of structure?

**Please see page 5 of the plans under "Item 614, Maintaining Traffic (Time Limitation on Bridge Repair Work Zone ATB-6-1501)."**

**Question Submitted:** 8/15/2018 12:21:23 PM **Question Number - 0**

Plan page 14, please remove the note under Jacking APP that states "The Department will not pay for the costs of this epoxy injection repair." Ref 111 would cover the Concrete Repair by Epoxy Injection.

**The "Item 516 - Jacking and Temporary Support of Superstructure, As Per Plan" note specifies that ODOT will not pay for damage to the structure during jacking operation ("cracking of the concrete superstructure, separation of the concrete deck from the steel stringers, or other damage to the structure"). The "Proposed Bridge Work" note states the Contractor is to "epoxy inject locations along the top of girder A that have lost positive connection to the deck due to the jacking during repairs." ODOT will not pay for damages caused by the jacking operation beyond the required epoxy injection as stated in the plans ("along the top of girder A").**

**Question Submitted:** 8/10/2018 3:38:42 PM **Question Number - 0**

Please advise what Ref 20, Jacking is used for?

**Jacking and temporary support is to be used as per plan page 11. This item is not needed for ATB-11-1545. This will be corrected in upcoming addendum.**

**Question Submitted:** 8/10/2018 12:58:55 PM **Question Number - 0**

Besides the PCMS shown on Page 8A, is anything else required to close the Ramp D entrance ramp?

**Corrections will be made in upcoming addendum**

**Question Submitted:** 8/9/2018 8:15:46 AM **Question Number - 0**

It has been over three weeks since the Department first stated they will issue an Addendum for this project. Will the Addendum be issued soon in a uniform and timely manner as listed in Policy: 27-020(P)?

**Addendum No. 1 posted 8/9/2018.**

**Question Submitted:** 8/6/2018 10:45:02 AM **Question Number - 0**

Any Asbuilts available?

**Existing plans are posted on the ODOT FTP website.<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/ATB-101797/>**

**Question Submitted:** 8/1/2018 8:45:47 AM **Question Number - 0**

Plan Page 7 does not list ATB-167-0305 as a structure that receives portable concrete barrier but page 4 does. Does this structure get portable concrete barrier and if it does, is the same traffic detail followed?

**Yes, this structure needs PCB. Correction will be made in upcoming addendum.**

**Question Submitted:** 7/25/2018 11:47:29 AM **Question Number - 0**

What is the diameter of the existing waterline on the ATB-45-1092 structure? How is the waterline connected to the structure? There are no details in the existing plans.

**The diameter of the waterline is 6" (7" O.D.)**

**Question Submitted:** 7/20/2018 10:06:53 AM **Question Number - 0**

Regarding the Pipe Insulation item on the ATB-45-1092, will the Department accept a fiberglass jacket as an alternative in lieu of the stainless steel jacket? Fiberglass jackets have been used on other District 4 jobs in the past.

**Adjustments will be made in upcoming addendum.**

**Question Submitted:** 7/19/2018 12:29:54 PM **Question Number - 0**

Since portable concrete barrier is required on the structures that are being repair painted, please review the Seven Hills Road structure. There is an entrance ramp going under the structure in the NB direction and an exit ramp going under the structure in the SB direction. The general sketch detail on Plan Page 7 will not work on this structure. More portable concrete barrier will be needed and/or the ramps will have to be closed. Please revise with a detailed traffic plan for how this structure is to be maintained.

**Corrections will be made in upcoming addendum.**

\*\*\* DISCLAIMER - Prebid questions and answers provided are for informational purposes only and are not part of the Bid Documents. If a question warrants a revision to the Bid Documents, the Department will issue an addendum.

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 7/19/2018 10:24:27 AM **Question Number - 0**

Why are the structures that are receiving only Repair Painting (11-2461, 11-2515, 11-2782R) included in the Portable Concrete Barrier MOT phasing?

**The portable concrete barrier will help protect the Contractor and the traveling public.**

**Question Submitted:** 7/18/2018 12:31:21 PM **Question Number - 0**

Does the additional bearing stiffener placed at the shoring towers for the US 6 structure remain in place after the repairs are completed?

**The "Proposed Repair Procedure and General Sequence of Construction" note on page 14 of the plans (as stated in the note) is an example of the means and methods the Contractor can use for the work on ATB-6-1501. Issues like this should be addressed in the Contractor's submittal to the project engineer.**

**Question Submitted:** 7/18/2018 12:28:07 PM **Question Number - 0**

Page 4 of the MOT plans states "No painting equipment shall be stored and/or staged on the overhead structure." ATB-11-2782R is an overhead structure. Does the Contractor have to mob equipment on/off daily?

**Equipment may be staged and stored on ATB-11-2782R. Note will be revised in upcoming addendum.**

**Question Submitted:** 7/18/2018 12:26:13 PM **Question Number - 0**

Why is SS 849 referred to on Plan Page 14 when there is not any Heat Straightening being performed on this structure?

**Please refer to SS 849.11. This work is necessary for painting the bridge repair on ATB-6-1501.**

**Question Submitted:** 7/18/2018 12:19:13 PM **Question Number - 0**

Can additional time beyond 14 days be allotted to the ATB-45-1091 detour to allow for the waterline insulation item?

**No additional time will be granted. As stated in the plans, the bridge can be closed for a maximum of 14 days.**

**Question Submitted:** 7/18/2018 12:16:11 PM **Question Number - 0**

Can the Department allow more than five days for the steel repair on the US 6 structure? There will be as many as four different specialty contractors (traffic, steel, concrete, painting) that will need to be coordinated in all aspects of the repair. Or at the very least limit the Jacking towers to five days and allow the MOT to be in place for more than five days.

**More time will be granted by upcoming addendum.**

**Question Submitted:** 7/18/2018 12:13:11 PM **Question Number - 0**

Are any details or cross sections available for the 2" Pipe Insulation with Steel Jacket item on structure ATB-45-1092?

**None are available.**

**Question Submitted:** 7/18/2018 12:12:20 PM **Question Number - 0**

Why is structure ATB-11-2782R receiving three phases of Portable Concrete Barrier when it is not an overhead structure?

**This will be corrected by upcoming addendum.**

**Question Submitted:** 7/18/2018 12:10:48 PM **Question Number - 0**

Please consider bidding the Surface Preparation item on the three structures with Repair Painting by the SF instead of LS to match the repair painting SF quantities. Bidding LS would become an issue should the quantities go over.

**Standard operating procedure is to quantify these items as lump sums.**

**Question Submitted:** 7/18/2018 12:03:03 PM **Question Number - 0**

With the significant amount of train movement on the ATB-11-2782R structure, could the Department clarify further the extent of the Repair Painting on this structure? Also, further clarification is necessary to submit "means and methods work plan" to CSX as described on Plan Page 3 and in the Proposal special clauses.

**Please see "Item 514 - Field Painting, Misc.: Repair Painting" note on page 11 of the plans.**

**Question Submitted:** 7/18/2018 11:58:48 AM **Question Number - 0**

Is it mandatory to use Portable Concrete Barrier for this project? Will other methods of Maintaining Traffic be accepted?

**PCB is mandatory to protect the traveling public and the contractor.**



# Ohio Department of Transportation - Prebid Questions

Project No. 180469

Sale Date - 8/23/2018

BUT-105521 - /WAR-IR 75-09.00/06.10

**Question Submitted:** 8/6/2018 10:01:50 AM **Question Number - 0**

Any Asbuilts Available?

**There are no as builts for the project. The most recent construction plans for the area can be found on the ftp site at: <ftp://ftp.dot.state.oh.us/pub/Districts/D08/105521/These plans are pre-award for the project>.**

**Question Submitted:** 7/25/2018 3:20:00 PM **Question Number - 0**

Will ODOT please add an item for 4 EA temporary impact attenuators to put at the ends of the PCB to guard those blunt ends and allow the contractor to have room in the median area to accomplish the work without having to set and re-set PCB every shift.

**Work zone impact attenuators and additional PCB, barrier reflectors, and object markers will be added. See forthcoming addendum.**

Project No. 180470

Sale Date - 8/23/2018

CUY-22213 - IR 77-12.12

**Question Submitted:** 8/17/2018 4:45:02 PM **Question Number - 0**

A previous pre-bid question for this project regarding the item 134, controller unit type 2070E was answered that software would not need to be provided. However; when addendum #2 was issued, the pay item was changed to include "Siemens software" instead of eliminating the software requirement. Prior to addendum 2, the software requirement was for ASC3 software, which the state currently uses. Please clarify what is required for the software for this item and issue an addendum accordingly if needed.

**Question Submitted:** 8/16/2018 1:06:54 PM **Question Number - 0**

Plan sheet 14 note added by addendum 2 gives a maximum of 180 consecutive days completion requirement without liquidated damages for phases 1 through 3. As long as the bridge and ramps are open to traffic, will ODOT please allow the contractor to set up intermittent/daily/nightly lane closures for finishing items (such as on Harvard Avenue for concrete sealing and IR-77 for bridge painting) beyond the 180 day period without liquidated damages?

**Question Submitted:** 8/15/2018 12:33:03 PM **Question Number - 0**

Plan sheet 14 MOT notes for pre-construction phase address construction of sludge force main under ramps B-3 and B-4 being done on weekends with a maximum of one weekend per ramp. No provisions are mentioned regarding MOT of Harvard Avenue for installing the runs and tie-ins to the existing main which run under Harvard Avenue. How many lanes of traffic per direction would have to be maintained on Harvard and how would traffic signals be maintained during the needed zone shift?

**Question Submitted:** 8/14/2018 1:20:10 PM **Question Number - 0**

Plan sheet 71 gives the boring detail for the 16" sludge line, however there are no standard pipe trench, pavement restoration, or thrust block details shown. Please provide all missing details and/or standard drawings relating to 16" sludge line.

**Question Submitted:** 8/14/2018 9:52:06 AM **Question Number - 0**

Typical section of IR-77 shoulder reconstruction shows existing 16" composite pavement. Proposed section of IR-77 shoulder reconstruction shows 22.25" pavement thickness through stone base. There is no volume of excavation set up for this. Please revise the excavation bid item 14 accordingly.

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/10/2018 4:08:25 PM **Question Number - 0**

Plan sheet 14 calls for the installation of surface course for the entire project to be done in phase 4. Will the department consider giving the contractor the option to construct the surface course in each applicable phase (1 for IR-77 shoulders, 2 and 3 for phased Harvard/Ramps)? Note that there are no temporary pavement markings set up for any of these areas after the intermediate asphalt course has been placed and allowing phased surface course placement will eliminate needs to pave under live traffic and eliminate dropoffs.

**Question Submitted:** 8/10/2018 1:41:46 PM **Question Number - 0**

For the force main work, what type temporary pavement should be installed for runs in the roadway?

**Question Submitted:** 8/9/2018 3:29:41 PM **Question Number - 0**

Bid items 43 and 44: given this project is located in Cuyahoga County and county spec Catch Basins are called for, are there any restrictions on what type of pipes are allowed for these two bid items?

**Conduits must meet the specifications for the pipes indicated in the plans, no additional restrictions.**

**Question Submitted:** 8/9/2018 10:05:57 AM **Question Number - 0**

The additional plan note added on sheet 14 via Addendum 2 is going to severely compress an already aggressive construction schedule for this project. Having to complete both phase 2 and phase 3 within the 180 day closure is an extremely aggressive schedule since they cannot be done simultaneously and cannot be started until after the abutment work is done so that access to the bridge can be maintained. The contractor also has to account for very limited lane closure time frames along IR 77 and special events in Cleveland that prohibit lane closures along IR 77. The amount of overtime required to try and meet this unrealistic project schedule is going to add substantial cost to the project. Please consider extending the closure period to 210 days. Also please confirm that the liquidated damages in the added note on sheet 14 are correct; \$15,000 per day seems excessive.

**Question Submitted:** 8/9/2018 9:46:47 AM **Question Number - 0**

Item 42 "Curb Misc, Curb Turnout" is shown under item code 609E98100 and is to be paid by the each. Per ODOT CMS item 609 can only be paid by "foot(meter)" or "square yard or cubic (square meter or cubic meter)". Please clarify

**The curb turn out has a detail on sheet 10. Item 609E98100 is paid for as "each".**

**Question Submitted:** 8/9/2018 9:45:02 AM **Question Number - 0**

Please clarify the liquidated damages note in addendum no. 2. It states Phases 1 thru 3 are to be completed within a max 180 days. Under Sequence of Construction it states Phase 2 OR Phase 3 shall be constructed simultaneously with Phase 1. Phase 2 and Phase 3 shall not be constructed concurrently. This would imply a max 210 days since Phase 1 is 180 days and the other two are each 30 days max.

**Question Submitted:** 8/8/2018 3:42:31 PM **Question Number - 0**

Bid item #40- Rock Channel Protection Type C: plan quantity of 58 CY appears to be greatly overstated based on plan location and dimensions. Please review and make necessary quantity revisions.

**Rock Channel Protection, Type C quantity is overstated and will be revised in forthcoming addendum.**

**Question Submitted:** 8/8/2018 11:37:06 AM **Question Number - 0**

The sanitary relocation work will be performed in the pre-construction phase which will require open cutting of existing ramp and Harvard pavements. No bid items for pavement restoration have been included. Please add appropriate bid item(s) for this work.

**Since this pavement will subsequently be removed, the temporary pavement restoration for the trench through the existing pavement is incidental to the cost of Item 638, 16" Water Main Ductile Iron Pipe, ANSI Class 52, Boltless-Restrained Joints and Fittings as per plan.**



## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/8/2018 10:24:31 AM **Question Number - 0**

Pay item 134 is for a new controller, but does not include a new cabinet. The plan details have new foundations and other notes that seem to indicate that a new cabinet may be required. Is the description and note for pay item 134 correct?

**Item 633 - Controller Unit, Type 2070E with 2070-IC CPU, As Per Plan shall include the new cabinet. See forthcoming addendum for a revised note for ITEM 633E01671 to clarify payment for the new cabinet.**

**Question Submitted:** 8/8/2018 9:46:32 AM **Question Number - 0**

Should the contractor assume the probable existing trolley tracks are located on the bridge (per the existing drawings) and under the roadway pavement? Is the qty to be paid on a LF of rail removed or on a LF of track (2-rails) to be removed.

**Trolley track removed is a contingency quantity because the location of the trolley tracks is unknown. The quantity to be paid is for linear feet of rail (singular) removed.**

**Question Submitted:** 8/6/2018 11:18:38 AM **Question Number - 0**

On sheet 63, two Pressure Relief Joints are called out at stations 208+85 and 211+30. There is no bid item for these joints. Please verify if these are incidental to a particular bid item or set up a new bid item for these joints.

**Pay item for pressure relief joints will be added in forthcoming addendum.**

**Question Submitted:** 8/2/2018 3:59:09 PM **Question Number - 0**

Are there existing drawings for the 16" sludge main that can be made available?

**Existing NEORS sludge main drawings have been made available at the following link:  
<http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Pages/designfiles.aspx>**

**Question Submitted:** 8/2/2018 12:51:54 PM **Question Number - 0**

Please confirm the qty's for the bridge deck parapet (bid item 161) and bridge sidewalk (bid item 163). It appears that the qty is inclusive of qty that is paid in the approach slab and moment slab items

**The quantities for both the sidewalk and parapet include the portions on the approach slab and moment slab. Payment for the approach slab should not include the sidewalk or parapet concrete.**

**Question Submitted:** 8/1/2018 2:57:37 PM **Question Number - 0**

Valmont does not have the ability to analyze ref# 130 and 131 traffic signal and sign structure structures. The plan shows a truss arm for a fairly short distance out and then the bottom arm extends out to either 44' or 48' without a truss on top. We have three options to quote these structures, ref# 130-131:1. Valmont acts as the manufacturer only and we provide the standard ODOT sizes with no calculations.2. We go with two single member arms with no truss webbing in between the arms. We can make the top arm shorter than the bottom arm.3. We go with two arms of the same length, with truss webbing the complete length of the mast arm, 44' or 48'.Please verify which option you would like us to quote for this bid - thanks!

**Pole manufacturer shall perform the design calculations to verify the signal/sign support design. ODOT standards design numbers were provided in the plans to clarify the intent of the design. Signal arm and Guide sign supports lengths and attachment heights provide horizontal and vertical placement above the roadway as shown in the plans.**

**Question Submitted:** 8/1/2018 9:29:42 AM **Question Number - 0**

What is the estimated time frame for notice and work duration for Dominion Gas, Charter Communications, and CEI?

**The Contractor is responsible for coordinating all utility work. The timeframes can be found in the plans on sheet 8 for Charter and CEI. East Dominion Gas is relocating ahead of the project.**

**Question Submitted:** 8/1/2018 9:14:22 AM **Question Number - 0**

Please provide a pay item for 'pressure relief joint'

**Pay item for pressure relief joint, type B will be added in the forthcoming addendum.**

# Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/1/2018 8:38:34 AM **Question Number - 0**

On sheet 72 a 60" storm sewer line is shown running under the proposed location of the rear abutment and wingwalls. However, this storm sewer is not shown on the footing plan for the rear abutment. If this section of the 60" storm sewer is still in service at the location shown on sheet 72, it will more than likely be in conflict with the proposed piling for the rear abutment. Please confirm if this 60" sewer line still exists under the proposed rear abutment, and if it does please show it on the footing plan.

**The plans incorrectly depict the existing 60" storm sewer. The existing storm sewer does not extend under the proposed footing. Plan sheets will be revised to correctly show the existing storm sewer in the forthcoming addendum.**

**Question Submitted:** 7/31/2018 9:50:35 AM **Question Number - 0**

Bridge CUY-77-12.12 is currently designed with Two bolted field splices. Is it acceptable for One of these field splices to be considered as "Optional" and provide shop welded splices per standard ODOT specifications?

**Yes, it is acceptable to change one of the bolted splices to "optional" and let the fabricator shop weld instead if preferred.**

**Question Submitted:** 7/30/2018 1:10:47 PM **Question Number - 0**

Does the 16" pipe inside of the 24" casing pipe for reference 64 need to be grouted per the detail shown on sheet 71 or is it just for the pipe that is bored under IR 77?

**Yes, the 16" pipe inside of the 24" casing pipe for reference 64 requires grout per the detail on sheet 71.**

**Question Submitted:** 7/26/2018 3:10:10 PM **Question Number - 0**

Please provide a detail and location for Curb Ramps APP, no information was provided in the drawings.

**Curb Ramp, As Per Plan locations are provided on sheet 42 and 48-51 and detailed on sheets 64-67.**

**Question Submitted:** 7/23/2018 11:28:29 AM **Question Number - 0**

The 100 hours for LEO's provided in the plans are very low for a project of this scope. Please consider substantially increasing the amount of LEO hours on this project.

**See forthcoming addendum with increased quantity for LEO hours.**

**Question Submitted:** 7/20/2018 9:45:40 AM **Question Number - 0**

Pay item 134 has a description of " Controller Unit, Type 2070-1C CPU and ASC/3 Software, As Per Plan" but the controller note on plan page 82 states that the controller is to be supplied without software. Please clarify which is correct.

**The controller unit is to be supplied without software. The controller unit pay item extension and description will be corrected in forthcoming addendum.**

**Question Submitted:** 7/19/2018 10:17:00 AM **Question Number - 0**

The FTP directory/pub/Contracts/Attach/CUY-22313/ does not contain the roadway and pavement Office Calcs, in addition to being mislabeled 22313 instead of 22213. Please provide a link for the office calcs.

**Folder name for reference files has been corrected to CUY-22213. Pavement Calculations have been uploaded.**

**Project No. 180471**

**Sale Date - 8/23/2018**

ERI-98466 - US 6-00.00

**Question Submitted:** 8/16/2018 11:32:06 AM **Question Number - 0**

Regarding the APP note for ITEM 424 - Fine Graded Polymer Asphalt Concrete, TY B shown on sheet 4 of 9, can Blast Furnace Slag be used in lieu of Igneous Trap Rock?

**The District will not allow blast furnace slag to be used in lieu of igneous trap rock for Item 424.**

# Ohio Department of Transportation - Prebid Questions

Project No. 180473

Sale Date - 8/23/2018

JAC-102267 - SR 93-21.05 OH15-01

**Question Submitted:** 8/16/2018 9:24:15 AM **Question Number - 0**

Plan quantities provide for clean out of 2 pipes. 50 feet each of a 21" a 36" pipe. Both pipes appear to be considerably longer than 50 feet. Is it intended that the contractor clean out only a 50 foot section of each pipe at the outlet ends of the pipes?

**The plan intent for the pipe cleanout quantities is to keep the cleanout work within the limits of existing right-of-way therefore 50 feet is sufficient.**

**Question Submitted:** 8/10/2018 8:20:03 AM **Question Number - 0**

Based on utility note included in the proposal the AEP poles in conflict with construction of the proposed work will be removed but the lines will remain in same location. if the lines remain in place they will need deenergized or possibly taken down to perform the drilling and installation of H-Piles. Please update utility note with this information.

**The utility lines will also be removed along with the poles that are to be removed. There will not be any lines that remain in conflict with the work location along the left edge of the roadway.**

Project No. 180474

Sale Date - 8/23/2018

LOR-84591 - IR 90-11.78

**Question Submitted:** 8/17/2018 2:45:21 PM **Question Number - 0**

Quantity for ref 72 bridge deck parapet appears to be overstated for the parapet on the deck, backwalls and approach slabs. Please verify.

**Question Submitted:** 8/15/2018 4:45:13 PM **Question Number - 0**

Please provide existing bridge plans for demolition purposes.

**Question Submitted:** 8/13/2018 3:58:28 PM **Question Number - 0**

In the MOT notes for Stage 2, SR-2 EB, traffic is shifted back onto the final lane configuration and the right shoulder is closed. The portable barrier quantity does not account for setting the right shoulder closure a second time. Please check the PCB quantity.

**Question Submitted:** 8/13/2018 2:56:04 PM **Question Number - 0**

It appears that SR-2 has rumble strips in concrete shoulder within the project footprint. The Sequence of Construction on sheet 5 and Maintenance of Traffic Plan on sheet 11 detail the SR-2 traffic being shifted to the right, which would require traffic to traverse the existing rumble strips. Will the department require the contractor to mitigate the existing rumble strips, or will traffic be permitted to run on them?

**Question Submitted:** 8/13/2018 2:54:02 PM **Question Number - 0**

The Sequence of Construction on sheet 5 and Maintenance of Traffic Plan on sheet 11 detail the SR-2 traffic being shifted to the right using Class I Work Zone Pavement Markings. However, the plan quantities for the permanent pavement markings do not account for any work on SR-2. Please add the appropriate quantity of epoxy pavement markings to restore SR-2 to its final configuration.

**Question Submitted:** 8/2/2018 9:09:48 AM **Question Number - 0**

Please verify Ref #72 Parapet quantity. Plan quantity appears to be overstated.

**Plan quantity was overstated in the plans. Revisions will be incorporated via forthcoming addendum.**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/1/2018 11:19:26 AM **Question Number - 0**

In regards to the asphalt wedge shown on page 8 and pages 12-15, please provide clarification on the material to be used as well as how it will be paid for.

**The asphalt wedge is paid for under Item 615 – Roads for Maintaining Traffic, Lump Sum. Item 615 defines acceptable materials and specifications (Rigid and Flexible Class A and B pavement types) to be used. A CY quantity for the asphalt wedge was developed during plan production for information only. A note will be added to the plans for “ASPHALT WEDGE/TEMPORARY PAVEMENT SHALL BE INCLUDED FOR PAYMENT WITH ITEM 615 – ROADS FOR MAINTAINING TRAFFIC” to clarify payment. Plan revisions will be incorporated via forthcoming addendum.**

**Project No. 180475**

**Sale Date - 8/23/2018**

MED-98250 - SMOOTH FY2019 (B)

**Question Submitted:** 8/8/2018 1:09:10 PM **Question Number - 0**

PLEASE VERIFY THE PLAN QUANTITY FOR 897 PAVEMENT PLANING AND ALL ASSOCIATED RESURFACING ITEMS.THE PLAN QUANTITY FOR THE PAY ITEMS DO NOT ADD UP TO THE TOTAL PAVEMENT AREA ON THE PROJECT.

**While the quantities for the individual rows were correct, an Excel formulaerror of a single letter resulted in the totals of these quantities being incorrect. This error has been revised and corrected. Please see forthcoming addendum.**

**Project No. 180476**

**Sale Date - 8/23/2018**

MEG-103978 - Racine Sidewalk Phase 2

**Question Submitted:** 8/17/2018 12:25:49 PM **Question Number - 0**

Page 7 of the plans show an existing PVC culvert to be removed. Please add a bid item for this work

**Question Submitted:** 8/17/2018 9:22:28 AM **Question Number - 0**

The typical section on Page 3 does not show how the existing pavement is to be restored after placement of the curb and gutter? What is expected and how will this work be paid?

**Question Submitted:** 7/26/2018 9:02:35 AM **Question Number - 0**

Central Office PBQ Test (Please Ignore)

**Project No. 180478**

**Sale Date - 8/23/2018**

PIK-98670 - TR 655-00.24

**Question Submitted:** 8/6/2018 3:11:58 PM **Question Number - 0**

1) On page 5: Item 615 Roads for Maintaining Traffic:a) Please clarify that the temporary road will be 6" of #304's only. Please confirm there is no asphalt pavement(none specified) or striping.

**Temporary road will be 6" 304 as noted on sheet 5 and shown on sheet 6. Plans have work zone markings as shown on sheet 7 of the plans.**

**Question Submitted:** 8/6/2018 3:09:27 PM **Question Number - 0**

1) Under what pay item will the neoprene sheeting be paid for?

**This will be addressed by an addendum.**

**Question Submitted:** 8/1/2018 2:40:57 PM **Question Number - 0**

Page 27/32 section shows the bearing pads under the beams which there is a pay item for but it also shows a 6" x 2 1/8" elastomeric pad under the superstructure concrete. Will ODOT please add a pay item for this bearing material

**This will be addressed by an addendum.**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 7/26/2018 1:32:25 PM **Question Number - 0**

PN555 is in the contract documents for this project. Is PN555 applicable to this project that does not have a concrete bridge deck or approaches?

**This will be addressed by addendum.**

**Project No. 180480**

**Sale Date - 8/23/2018**

VIN-104007 - US 50-22.78

**Question Submitted:** 8/17/2018 9:12:00 AM **Question Number - 0**

The existing bridge plans show approach slabs at each end of the bridge. There is no bid item to remove them. Please consider adding an approach slab removal item.

**Please see note on sheet 26/40. Removal of approach slabs is included in Structure Removed, Over 20' Span, As Per Plan.**

**Project No. 180482**

**Sale Date - 8/23/2018**

D05-106691 - FY 2019 School Flasher

**Question Submitted:** 8/7/2018 10:23:12 AM **Question Number - 0**

The plan note for School Speed Limit Assembly, Solar Powered on sheet 5/20 states that the pole shall include a screw-in foundation. However, the detail on sheet 6/20 shows concrete foundations for all but one type (excluding wood pole mount). Please clarify if Assembly 1A, 1B, 1C and 1E are to use concrete or screw-in foundations.

**Sheet 6 shows the existing school flasher pole details for removal. Sheet 7 shows the proposed school flasher pole details which include screw-in foundations for all new poles. Please Bid Accordingly.**

**Question Submitted:** 7/20/2018 8:52:02 AM **Question Number - 0**

The solar school flasher specification on plan page 5 states that an RTC M2M modem is to be provided for future use. Does a cellular communication plan need provided with the bid or will that be purchased at a later time when the modems are put in use.

**No cellular communication plan is needed. Please bid accordingly.**

**Project No. 180483**

**Sale Date - 9/13/2018**

D04-100793 - CHIP FY2019

**Question Submitted:** 8/15/2018 7:01:12 AM **Question Number - 0**

WILL DISTRICT 4 REQUIRE A TEST STRIP FOR EACH OF THE ROADS ON THIS PROJECT?

**Yes, since different conditions (time of day placed/pavement) come into play**

**Question Submitted:** 8/14/2018 3:26:13 PM **Question Number - 0**

WILL DISTRICT 12 REQUIRE A TEST STRIP FOR EACH OF THE 6 ROADS ON THIS PROJECT? IS ONE TEST STRIP SUFFICIENT FOR THE ENTIRE PROJECT?

**Yes, since different conditions (time of day placed/pavement) come into play. (This is District 4)**

**Project No. 180488**

**Sale Date - 9/13/2018**

HAM-106444 - IR 71-01.51

**Question Submitted:** 8/14/2018 4:55:06 PM **Question Number - 0**

Under Item 630 (ref pg. 8/35). It is required that all wrong way logic controllers devices provide for an Micro USB interface, and that all programmable sign controllers provide for an RS-232 serial interface. Would it be acceptable to provide a Wi-Fi wireless interface in place of these connections?

**Question Submitted:** 8/14/2018 4:50:16 PM **Question Number - 0**

Under Item 630 (ref pg. 8/35). It is required that all wireless radio communication operate on a 900 MHZ frequency. Would it be acceptable to utilize radios operating on a 2.4 GHz frequency?

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/14/2018 4:49:55 PM **Question Number - 0**

Regarding the layout of Wrong Way detection hardware at Location 1-IR71 at Third and Broadway St (reference page 18/35)- Given the likelihood of false detection by the outgoing radar, would it be feasible to propose a revised layout? Ideally, to minimize interference or false detection the outgoing radar would be mounted to the signal infrastructure at the stop bar. The incoming radar and confirmation camera could maintain the proposed location without revision.

**Project No. 180492**

**Sale Date - 9/13/2018**

MEG-101829 - CR VAR PM FY2019

**Question Submitted:** 8/3/2018 3:22:51 PM **Question Number - 0**

ODOT's temperature specification to apply Item 648 will make it very difficult to complete this project by 12/15/2018. Will the department please consider changing the completion date to a date in late Spring/early Summer 2019?

**Project No. 180495**

**Sale Date - 9/13/2018**

ROS-100488 - US 35-15.22 & 22.75

**Question Submitted:** 8/3/2018 11:32:26 AM **Question Number - 0**

Bid item 255E20000 has a quantity of 5,518 in the proposal but in the plans on the general summary the quantity is 8,728 LF. Which quantity is correct?

**This question will be addressed by addendum.**

**Project No. 180498**

**Sale Date - 9/13/2018**

D08-87127 - Bridge Maintenance FY2019

**Question Submitted:** 8/15/2018 8:04:34 AM **Question Number - 0**

C&MS 613.09 says the Department will measure Low Strength Mortar Backfill by the number of cubic yards completed and accepted in place, computed from the plan lines. Item 613 - Low Strength Mortar Backfill, As Per Plan on plan sheet 12/58 does not indicate a method of measurement. The plans do not include placement lines. How will Line 32 613E41201 Low Strength Mortar Backfill, As Per Plan be measured for payment?

**Question Submitted:** 8/14/2018 8:13:02 AM **Question Number - 0**

What are the requirements for the Polyester Polymer Concrete Overlay items?

**The polyester overlay specifications are in Proposal Note 530. Please see Addendum No. 1**

**Question Submitted:** 8/13/2018 11:13:28 AM **Question Number - 0**

The HAM-27-1408 note on 8/58 says The contractor is permitted to close one lane of traffic in both directions of us 27 on a weekend and During the weekend lane closure, the northbound US 27 left turn to westbound I-275 shall be prohibited. Both the northbound and southbound sides of HAM-27-1408 have two thru lanes and a turn only lane for access to the I-275 ramps. Is the intent of this note that during the weekend period one northbound lane of traffic will be maintained and one southbound lane of traffic will be maintained and that no left turn will from northbound 27 will be permitted?

**The intent of the note is that one lane will be maintained northbound US 27, one lane will be maintained southbound US 27, and no left turn will be permitted from northbound US 27 to westbound I-275.**



## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/13/2018 10:08:05 AM **Question Number - 0**

What is the minimum horizontal clearance from the center of the adjacent railroad tracks to the face of a temporary structure at BUT-75-0405R pier 2.

**Per the Special Provisions for Protection of Railway Interests dated August 1, 2016. Section 4.A.2 "A minimum horizontal clearance of 13'-0" from centerline of tangent track or 14'-0" from centerline of curved track shall be maintained at all times. Additional horizontal clearance may be required in special cases to be safe for operating conditions. This additional clearance will be as determined by the Railroad Engineer. Section 4.A.3, "All proposed temporary clearances which are less than those listed above must be submitted to Railroad Engineer for approval prior to construction and must also be authorized by the regulatory body of the State if less than the legally prescribed clearances."**

**Question Submitted:** 8/13/2018 9:02:32 AM **Question Number - 0**

The Mock-up notes on plan sheet 14/58 say to include reinforcement and concrete embedments and that the mock-up must simulate the flow of concrete for the maximum distance anticipated during production. Will the mock-up be required to include embedded HP 12x53, reinforcing steel and a minimum flow distance of 22 feet? Where will the mock-up be constructed?

**The mock-up will need to include the reinforcement and concrete embedments that you spoke of for the maximum distance the flow is anticipated to need to travel. The mock-up is often in the Contractor's laydown yard, but the note does not require a specific location.**

**Question Submitted:** 8/13/2018 8:45:51 AM **Question Number - 0**

To which locations does the Airway/Highway Clearance For Airports And Heliports note on 3/58 apply?

**The location in question is GRE-844-0193. An addendum will be forthcoming clarifying the requirement.**

**Question Submitted:** 8/10/2018 11:00:14 AM **Question Number - 0**

Will existing structure plans be made available on the Department's ftp site?

**The existing plans have been placed on the following ftp site and is about 1.7GB in size.<ftp://ftp.dot.state.oh.us/pub/Districts/D08/87127/>**

**Question Submitted:** 8/6/2018 5:37:31 PM **Question Number - 0**

I was hoping to see a copy of the spec pertaining to HAM27-1408 regarding PPC overlay? I want to ensure that our materials and the bidding subcontractors are qualified to quote this overlay.

**Please see Addendum No.1.**

**Project No. 180500**

**Sale Date - 9/13/2018**

SUM-91071 - SR 59-00.07R

**Question Submitted:** 8/3/2018 12:21:55 PM **Question Number - 0**

Please advise how many intermediate joints are located on this structure. The plans have absolutely no details.

**Details will be shown in existing plans, which are posted on the ODOT FTP site.<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SUM-91071/Reference%20Files/>**

**Question Submitted:** 8/3/2018 8:13:41 AM **Question Number - 0**

Please post existing structure drawings.

**Please see the following FTP site.<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SUM-91071/Reference%20Files/>**

**Project No. 181047**

**Sale Date - 8/23/2018**

D08-101382 - PR FY2019

**Question Submitted:** 8/8/2018 11:43:58 AM **Question Number - 0**

I would like to confirm that all bids for this job are due on 08/23/2018. Thank you

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/4/2018 11:43:45 AM **Question Number - 0**

Is this prevailing wages ?

**Question Submitted:** 8/3/2018 4:14:21 PM **Question Number - 0**

For Item one (201 clearing and grubbing), is there a square footage for this? If not there would be no way to estimate the cost. It could be 1/3 of an acre or 300 acres. Please advise.

**See forthcoming addendum. The clearing and grubbing item will be deleted from the plans as any clearing/grubbing necessary to remove specific trees and stumps is incidental to those items.**

**Project No. 183006**

**Sale Date - 8/30/2018**

**MAD-107109 - IR 70-08.62 Major Rehab**

**Question Submitted:** 8/17/2018 1:25:44 PM **Question Number - 0**

Per Addendum #5, the pavement build up for flexible pavement has been reduced by two inches, meanwhile the rigid pavement thickness remains unchanged. According to Section 14.4.1(D), the factor for such a change in pavement design thickness is a result of an improved subgrade resilient modulus due to global chemical stabilization. Consequently, the thinner pavement for the flexible option provides a bidding advantage for asphalt contractors only. Is it ODOT's intent to globally chemically stabilize the flexible pavement option and not the rigid pavement option? Furthermore, would ODOT consider allowing the DBT to design the pavement section?

**Question Submitted:** 8/17/2018 8:46:13 AM **Question Number - 0**

What is the thickness at the top of the reconstructed parapet? Should the thickness at the top of parapet remain as 1'-0" per the existing plans or would it be 8" per the BR-1-13 standard drawing?

**Question Submitted:** 8/16/2018 4:40:48 PM **Question Number - 0**

Per section 13 of the scope, all exit and entrance ramps are to be maintained with the same number of lanes during construction as pre-construction. The US-42 westbound exit is a single lane exit ramp with a long left turn lane. Will the department require the left turn lane to be maintained during construction or will a single lane be permitted? If a left turn lane is required during construction, what length is required?

**Question Submitted:** 8/16/2018 9:22:10 AM **Question Number - 0**

Scope section 13.1.1 states that the DBT shall take over maintenance responsibility of existing/proposed pavement and structures within the entire work limits for the life of the contract. Does this maintenance responsibility include snow removal? Are there any other maintenance responsibilities that ODOT would retain?

**The Ohio Department of Transportation will perform snow and ice removal as well as mowing during the life of the project.**

**Question Submitted:** 8/16/2018 9:02:34 AM **Question Number - 0**

The scope states that underdrain at the edge of pavement is to be a shallow pipe underdrain in fill sections and deep pipe underdrains in cut sections. If the existing profile is maintained, the proposed pavement will not be in a cut or fill section. Which underdrain type should be used? Please clarify what constitutes a cut and fill section.

**The existing plans should dictate where the deep pipe and shallow pipe underdrains should be provided.**

**Question Submitted:** 8/14/2018 2:54:40 PM **Question Number - 0**

13.6.7 Pavement Markings and Delineation requires removable tape to be used on new permanent surfaces. Will the department consider using Class III paint if the markings will be in their final location and will receive permanent markings within 30 days on the new permanent asphalt course?

**Yes, the Department would allow Class III paint markings in lieu of tape, if markings will be in their final location as noted in the prebid question. Please see forthcoming addendum.**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/14/2018 1:37:59 PM **Question Number - 0**

A previous prebid question was asked regarding the work zone egress warning system requirement in the scope. Can the department provide information about anticipated vendors of the WZEWS that are to be approved so that pricing information can be obtained and incorporated into the bid?

**ODOT does have a process for manufacturers to get on the approval list; see Supplement 1129, [http://www.dot.state.oh.us/Divisions/ConstructionMgt/Specification%20Files/1129\\_01202017\\_for\\_2016.pdf](http://www.dot.state.oh.us/Divisions/ConstructionMgt/Specification%20Files/1129_01202017_for_2016.pdf).**

**Question Submitted:** 8/13/2018 12:09:06 PM **Question Number - 0**

An existing overlay was placed on bridge no. MAD-70-1556L/R at some point between original construction '68 and rehab plans '99. Can ODOT provide these rehab drawings for the construction of this overlay?

**Additional rehab drawings are unavailable.**

**Question Submitted:** 8/10/2018 10:26:39 AM **Question Number - 0**

Per Scope Section 13.5 Work Zone Cross Over Lighting is required when applicable to the DBT's MOT plan. Will a Work Zone Cross Over Lighting System be required where ramps cross the median?

**Yes, a Work Zone Cross Over Lighting System will be required where ramps cross the median.**

**Question Submitted:** 8/10/2018 10:19:08 AM **Question Number - 0**

Section 13.5 references TEM note 642-59 for Work Zone Egress Warning System. There are currently no approved manufacturers for the WZEWS. Will this requirement be removed from the scope?

**The requirement will not be removed. It is anticipated that products may be approved by next year's construction season. The WZEWS will be required as soon as a manufacturer(s) is approved and product is available.**

**Question Submitted:** 8/10/2018 10:12:07 AM **Question Number - 0**

There is an inconsistency in the number of PCMS required for the project. Scope section 13.5 says "at least 2 for the duration of the project" and scope section 13.6.6 says "The DBT shall provide, install, and maintain at least four (4) Portable Changeable Message Signs (PCMS) on site for use during construction." Please clarify the number of PCMS needed.

**Scope Section 13.5 will be changed to read "At least 4 for the duration of the project.:" Please see forthcoming addendum.**

**Question Submitted:** 8/8/2018 4:19:08 PM **Question Number - 0**

Regarding Concrete for Bridge Structures, QC2 for 511 parapet transitions and 526 approach slabs, will the department require concrete with QC/QA? BDM states QC/QA shall be specified for the class of concrete when the total concrete quantity for that class exceeds 150 CY. Is this total for project, total for item number, or total for individual reference number? Clarify.

**QC/QA concrete shall be required for the parapet transitions and the approach slabs.**

**Question Submitted:** 8/8/2018 4:15:48 PM **Question Number - 0**

The 18" removal from the top of the existing bridge barriers does not make sense. Based on the measurements in the rehabilitation plans, 18" from the top of the barrier is 2" from the bottom of the dowel that was installed into the original barrier. This would either leave the existing dowels embedded only 2" into the original barrier or there will be holes in the original barrier from the dowels. Is this the intention of ODOT?

**The Department anticipates that the top 18" of the parapet (including the reinforcing steel & dowels) will be sawcut and entirely removed by the contractor. New dowels (which will be drilled into the remaining parapet) and new rebar will need to be set prior to concrete placement for the new top of parapet.**

**Question Submitted:** 8/8/2018 4:15:05 PM **Question Number - 0**

It appears that several miles of ditches parallel to EB and WB I 70 have silted in or scoured with vegetation, and have significant vegetation present. Will the contractor be responsible for removing the vegetation, regrading, and correcting scours in these areas? The limits of the fore mentioned work are not clearly specified.

**Contractor shall address scour issues only at the culvert locations. The longitudinal ditches are not intended to be regraded, due to the delicate nature of the watershed and Scenic River coordination.**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/8/2018 4:14:18 PM **Question Number - 0**

If a culvert has standing water and aquatic species present with cleanout work, replacement or lining work proposed in the described culvert, will any mitigation be required and if so, who will be responsible for the associated effort and cost?

**All culverts requiring work per the scope will be covered under the Water Way Permits. There should be no work occurring in areas where sensitive aquatic species occur.**

**Question Submitted:** 8/8/2018 4:12:57 PM **Question Number - 0**

In the SOW, 14.5 Drainage, Ditch Clean Out Work is listed. Several of the areas along the project have fence and vegetation in the areas where the cleanout may be required. In previous comments in Addendum #3, No fence will be removed or replaced. 10.5C states all vegetation will be left undisturbed... Can ODOT provide better clarification on the Ditch Clean Out Limits for the areas in which this work is required? Will fence removal and replacement be added for areas that have conflicts with existing fences?

**The scope says "This work involves the removal of accumulated sediment and debris. Excavation of sediment is to be removed down to the existing stream bed. This excavation is to occur along the existing centerline of the channel, from the existing invert of the pipe to the existing elevation of the flowline five (5) feet from the right-of-way line or channel easement as measured along the flowline. The intent of this work is to maintain flow and minimize impact to the waterway. This work includes cleaning pipes out within the limits of the ditch clean out work." There should be no need to remove existing fence based on the above definition of the clean out.**

**Question Submitted:** 8/8/2018 4:12:12 PM **Question Number - 0**

For Subgrade Compaction, Global Stabilization, and Proof Rolling, Item 14.4.1-A-ii (second paragraph) – Is the intent of the paragraph to collect soil samples at the frequency identified in Supplement 1120 and also collect soil samples identified by the borings as meeting the PI greater than 20%? Or is the intent of the paragraph to only collect soil samples identified by the borings as meeting the PI greater than 20%?

**The DBT shall meet all sampling provisions stated within Supplement 1120. In addition to the sampling provisions listed with Supplement 1120, the DBT shall obtain samples for mixture design testing within the area of borings with soils having a PI greater than 20% within a depth of 2 feet below the plan proposed top of subgrade elevation.**

**Question Submitted:** 8/7/2018 2:44:12 PM **Question Number - 0**

Bid item 3 - Storm Water Pollution Prevention Plan is an As Per Plan item but there is not an As Per Plan note. Can the Department please add the As Per Plan note or delete the As Per Plan designation?

**Attachment G1 in the bid document is the note for "Storm Water Pollution Prevention Plan, As Per Plan". This note contains information regarding the Big Darby permit as well as the SWPPP tracker to be used on the project.**

**Question Submitted:** 8/7/2018 2:35:19 PM **Question Number - 0**

Section 10.8.H of the scope states that the work limits are shown in Attachment Q and that the work & impacts shall not exceed those used for coordination. The work limits shown do not adequately illustrate the areas where work will take place. None of the ramps that are to be constructed are included, nor is there room to facilitate the installation of new storm water drainage system. The scope states that the DBT will be responsible for preparing documents for re-coordination and DBT will be responsible for the delay and additional costs. Therefore please consider extending the completion date to accommodate re-coordination that will be necessary to complete the work detailed in the scope of services.

**We are currently working to revise the disturbance limits to account for the ramp work and median drainage. Please see forthcoming addendum.**

**Question Submitted:** 8/6/2018 5:22:46 PM **Question Number - 0**

update the ebs file to incorporate a fixed unit price for the two bridge deck patching items (ref no. 18 & 21)

**Please see forthcoming addendum.**

**Question Submitted:** 8/6/2018 11:21:41 AM **Question Number - 0**

Will contractors be allowed to use the project Right of Way to dispose waste material and construction debris?

**Yes, so long as the disposal conforms with the bidding documents (e.g., not within a floodplain and/or not within 1000' of either the Big or Little Darby Creek), ODOT C&MS, and is approved in advance by the Project Engineer. Ensure disposed material does not interfere with existing drainage patterns. Due to future projects, disposal will not be allowed at the I-70/SR29 interchange area.**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/6/2018 10:24:52 AM **Question Number - 0**

Since the project falls within the Big Darby watershed, can you clarify that post-construction BMPs shall meet the groundwater recharge requirements in "Section A.6 Groundwater Recharge Requirements" of the OEPA General Permit OHC000005 and the mitigation methods outlined in "Section A.7 Groundwater Recharge Mitigation" of the OEPA General Permit OHC000005? Since the OEPA's General Permit OHC000005 includes additional requirements for projects located in the Big Darby Creek watershed, are bioretention cells or infiltration trenches the preferred method for providing the groundwater recharge requirements for this project? Does ODOT have any data on the infiltration rates of the existing soil in the area in order to verify the existing soils will meet the requirements needed to use infiltration trenches?

**The project will need to meet the conditions of the Big Darby watershed permit as far as providing temporary sediment controls. No ground water recharge or riparian setback mitigation will be required for this project since no NEW r/w is being acquired. Post construction BMP's (vegetated filter strips or vegetated biofilters) will be required to treat quality only, not quantity, as no NEW r/w is being acquired for the project as per ODOT's Memorandum of Understanding with the OEPA.**

**Question Submitted:** 8/6/2018 10:24:11 AM **Question Number - 0**

Section 10.2 of the Scope references the OEPA's NPDES permit requirements, but it only states that "This project will require the installation of post-construction BMP's as per the Location & Design Manual, Volume 2." Can you please clarify that in addition to the post-construction BMP requirements as per L&D Volume 2 and as stated in Section 1112.3 "Watershed Specific NOI Requirements" of L&D Volume 2, the project will also have to meet the requirements listed in the current OEPA NPDES General Permit (OHC000005), particularly Appendix A of the permit which details conditions specific to the Big Darby watershed?

**The project will need to meet the conditions of the Big Darby watershed permit as far as providing temporary sediment controls. No ground water recharge or riparian setback mitigation will be required for this project since no NEW r/w is being acquired. Post construction BMP's (vegetated filter strips or vegetated biofilters) will be required to treat quality only, not quantity, as no NEW r/w is being acquired for the project as per ODOT's Memorandum of Understanding with the OEPA.**

**Question Submitted:** 8/2/2018 10:30:58 AM **Question Number - 0**

Attachment K1 was recently uploaded to the ftp site and from evaluation of the document, there are 240 SY of pavement repairs identified. Will the DBT be responsible for repairs beyond this 240 SY prior to the interim completion date of 10/30/2018?

**Attachment K1 is provided as a reference document. The spreadsheet is a list of locations and quantities identified as needing repair; the rest of the quantity is contingency to be used as directed by the Project Engineer.**

**Question Submitted:** 8/1/2018 3:52:00 PM **Question Number - 0**

The same question regarding the full-depth pavement limits for the project has been asked twice and the department has provided different answers each time. The following question was asked; "Clarify the full depth pavement limits for I-70. Is the full depth pavement to start at SLM 8.62 or at the limits of the existing concrete pavement? Is any full depth pavement required east of the MAD-70-15.56 structure?". When asked on 7/17, the department answered that "Full depth pavement replacement starts at SLM 8.62 and ends at SLM 15.57". When the question was asked again on 7/30, the department answered that "At the west end of the project, full depth replacement for mainline I-70 will start at the existing pavement joint. Project also includes replacement of WB I-70 to US42 exit ramp and US42 entrance ramp to EB I-70 along the full lengths of each of these ramps. At the east end of the project, full depth pavement replacement stops at the MAD-70-15.56 L/R structures. Project includes bridge repairs/rehab at the MAD-70-15.56 L/R structures as per the bridge scope of work, and also includes replacement of all guardrail attached to these structures." The two answers provided are different, which one is correct??

**The second answer is correct and will soon be issued in an addendum: "At the west end of the project, full depth replacement for mainline I-70 will start at the existing pavement joint. Project also includes replacement of WB I-70 to US42 exit ramp and US42 entrance ramp to EB I-70 along the full lengths of each of these ramps. At the east end of the project, full depth pavement replacement stops at the MAD-70-15.56 L/R structures. Project includes bridge repairs/rehab at the MAD-70-15.56 L/R structures as per the bridge scope of work, and also includes replacement of all guardrail attached to these structures."**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 7/31/2018 7:09:10 AM **Question Number - 0**

Please clarify the requirements for the Environmental Compliance Specialist as shown in 10.9. Are these duties intended to be fulfilled by a single individual or multiple individuals from one firm? Are there any prequalification requirements associated with this position? Is the specialist required to be on the project site FULL-TIME during construction, or is it acceptable for the specialist to be employed on a PART-TIME basis and onsite as needed to perform the duties described in the note?

**The Department intends to remove the requirements for the DBT to engage an Environmental Consultant from Section 10.9 in an upcoming addendum. Through further consideration, this role will be assumed by ODOT. The DBT will be required to coordinate and provide project information, as requested, to ensure all Environmental Commitments and Governmental Approval requirements are properly administered and documented by the Department's Environmental Consultant.**

**Question Submitted:** 7/30/2018 5:14:20 PM **Question Number - 0**

Section 15.1, page 54 of the scope discusses the initial bridge deck patching for the Big Darby Creek. The scope states, "The Contractor's proposed phasing and phasing durations will assist the Engineer in determining the extent of the work." The phasing durations are established in the progress schedule. The proposal states that PN107 will be required, so will an interim schedule be required since the work must begin within 30 days of contract signing or is there another method that ODOT would use to establish durations for the proposed work?

**The interim completion date for initial roadway and bridge deck repairs is 10/30/18. DBT shall coordinate the initial repair schedule with the Project Engineer. Initial bridge deck patching may consist of asphalt patches, with permanent patching to occur later in the project. The second paragraph in Scope Section 15.1 will be deleted in a forthcoming addendum.**

**Question Submitted:** 7/30/2018 5:13:39 PM **Question Number - 0**

Addendum 2 revised the subgrade treatment to instruct the DBT to assume the entire project be stabilized utilizing global chemical stabilization. A table illustrates the procedure for action if the sulfate level falls within the three categories. The low level sulfate and high level sulfate are straightforward in the required action. The middle level results (3,000-7,000 ppm) states that chemical stabilization is permitted, but then the required action states that the DBT to consult with ODOT District 6 Geotechnical Engineer on subgrade treatment options and risks. Can the Department please clarify what "options and risks" would be considered since it was previously stated that the chemical stabilization would be permissible.

**Please see forthcoming addendum.**

**Question Submitted:** 7/30/2018 5:12:28 PM **Question Number - 0**

Section 13.1.1 of the scope requires the contractor to begin work on the pavement repairs 30 days after the contract is signed. Section 15.1 of the scope requires the contractor to begin work on the Big Darby Creek Bridge within 30 days of notice of commence. Following the plan submittal schedule for the MOT, section 13.2 states the Conceptual MOT plan must be submitted for approval 28 calendar days before stage 1 design. The CMOTP must be approved prior to beginning specific plans for individual MOT phases. Therefore if the Department awards the contract 7 days after the bid opening and supplies a contract 14 days later, the DBT would best case scenario submit an CMOTP 14 days later on October 4th. Assuming the Department uses their full review period, the estimated number of calendar days for full design from CMOTP to Construction Plans to be (28 + 14 + 14 = 56). This would push the available date to begin pavement repairs and bridge deck repairs to December 1, therefore surpassing the interim completion date of 10/30/18. Since it would be impossible for the DBT to establish MOT plans to meet the interim completion date, can the Department please provide the DBT with an MOT plan for the 2018 repairs?

**Only initial pavement repairs and "Initial Bridge Deck Patching" on FRA-70-1556 L/R will be required in the fall of 2018. A Conceptual Maintenance of Traffic (CMOT) plan is not required for repair work. Permitted lane closure hours are listed in Section 13.8.1 of the Scope. The DBT shall adhere to the applicable MT Standard Construction Drawings (SCD) to set up maintenance of traffic zones for repair locations.**

**Question Submitted:** 7/30/2018 10:27:55 AM **Question Number - 0**

Scope Section 6 establishes interim completion dates of 10/30/18 and 10/15/19. The Fall 2018 work is described as initial roadway and bridge deck repairs & MOT preparation. Can the Department please clarify what work is included in MOT preparation?

**The Department will allow shoulder or median work needed for later MOT phases as long as it does not require the shifting of the mainline or lane closures. Preliminary work such as pre-staging PCB in the median in the fall will not be allowed. See forthcoming addendum for additional "Unauthorized Lane Use Table" that will be applicable from 10/31/18 to 4/1/19.**



## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 7/30/2018 9:38:07 AM **Question Number - 0**

Clarify the full depth pavement limits for I-70. Is the full depth pavement to start at SLM 8.62 or at the limits of the existing concrete pavement? Is any full depth pavement required east of the MAD-70-15.56 structure?

**At the west end of the project, full depth replacement for mainline I-70 will start at the existing pavement joint. Project also includes replacement of WB I-70 to US42 exit ramp and US42 entrance ramp to EB I-70 along the full lengths of each of these ramps. At the east end of the project, full depth pavement replacement stops at the MAD-70-15.56 L/R structures. Project includes bridge repairs/rehab at the MAD-70-15.56 L/R structures as per the bridge scope of work, and also includes replacement of all guardrail attached to these structures.**

**Question Submitted:** 7/26/2018 10:06:59 AM **Question Number - 0**

Under section 13.1.1 Pavement Repairs it calls for repair using Item 251, Item 253 and/or Item 255. ODOT will pay for each location one time regardless of which repair type is selected for estimated total quantity of 5,000 SQ YD. Could ODOT breakdown the estimated 5,000 SQ YD quantity of each type of repair under Item 251, Item 253 and Item 255?

**This item is being revised to item 253 Pavement Repairs, As Per plan. The DBT is to perform this work as described in Section 13.1.1 of the Scope. It will be the DBT's responsibility to make repairs in accordance with this section and payment will be made from this single item. Sawcutting required to perform pavement repairs is to be considered incidental to the pavement repair work and is to be included in the bid price for repairs. Please see forthcoming addendum.**

**Question Submitted:** 7/26/2018 9:34:52 AM **Question Number - 0**

Questions regarding the latest typical sections provided by ODOT in attachment K-21)On the typical sections provided what is the 4' dimension for on the outer edges of the outer and median shoulder? If that is supposed to be graded shoulder width then it (4' + 10' = 14') doesn't meet the 15' criteria shown in L&D vol 1, figure 301-3.2)On page 1 of 2 on the Normal section – IR 70 typical section provided, what is the composition of the 2' wide strip adjacent to the median shoulder? If that is supposed to be 617 compacted aggregate then what are the materials underneath that layer? 3)On page 1 of 2 on the Underpass section – IR 70 typical section provided, the median shoulder is shown with a 6' width. Scope indicates we are to taper to meet existing widths at these locations. The existing widths are only 4'. Which width is correct?4)On page 2 of 2 on the Normal Section with Ramps – IR 70 typical section provided, what is the composition and thickness of the 4' wide strip adjacent to the outer shoulder? 5)On page 2 of 2 on the Normal Section with Ramps – IR 70 typical section provided, the outer shoulder width is shown as 10'. This doesn't meet the 8' width criteria shown in L&D vol 1, figure 503-2 and 503-3. What width are we to build.

**The typical section attachment will be removed from the project reference documents. The project treated (paved) width is to match current lane width and outside shoulder width. The inside treated shoulder width is to be 10' as per current design criteria. Ramp criteria is to be per applicable design standards. Please see forthcoming addendum.**

**Question Submitted:** 7/26/2018 9:32:07 AM **Question Number - 0**

Scope section 14.4.1 states that the DBT shall assume the entire project shall be stabilized using global stabilization. Section 14.3 shows a 11.5" thick layer of 302 in the flexible design which doesn't match the 9.5" thickness in the letter from David Miller dated March 13, 2018. Does the current scope accurately state the departments choice for flexible pavement design with the 11.5" thick layer of 302?

**Please see forthcoming addendum.**

**Question Submitted:** 7/24/2018 12:37:41 PM **Question Number - 0**

What traffic signal modification will be required with the project? The scope indicates that in conjunction with ODOT, modify existing traffic signal function at US42/SR29 to accommodate detoured traffic. Long term detours are not permitted per other portions of the scope. Will the DBT be required to modify existing signal functions for each short term detour?

**The Department will require DBT to coordinate all closures that may require signal adjustments with ODOT Project Engineer. The physical adjustments of signal timing to accommodate traffic adjustments would be performed by ODOT Traffic personnel.**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 7/24/2018 12:33:41 PM **Question Number - 0**

Scope section 13.10 states that temporary Spray Thermo pavement markings for asphalt pavement and epoxy pavement markings for concrete are to be used during the Winter Time limitations. However, scope section 13.6.7 states that removable tape shall be used on new permanent surfaces. Given the schedule and other MOT requirements for the project, it is likely that traffic will be running on a permanent surface during the 2019/2020 winter. If traffic is running on a new permanent surface during the winter, what type of pavement markings will be required?

**If the pavement type is concrete, then epoxy markings would be required. If the pavement type is asphalt and MOT will require additional shifting/pavement markings that would scar the pavement surface, traffic shall be run on the intermediate asphalt course and spray thermo markings would be required. The final asphalt surface course would have to be placed once no further traffic shifts are required and permanent pavement markings would have to be applied to the final asphalt surface course. Please see forthcoming addendum.**

**Question Submitted:** 7/24/2018 11:19:43 AM **Question Number - 0**

If we are not reconstructing the SR 29 ramps C & D (EB exit and entrance) deceleration/acceleration lanes/taper/shoulders, the mainline profile grade will likely need to be a graphical grade to allow the proposed mainline edge of traveled lane to meet the existing ramp elevation. Is a graphical grade acceptable for the mainline at this location?

**The intent is to reconstruct the acceleration and deceleration lanes up to the ramp gore along with the mainline work. Therefore the condition cited will not occur. Using graphical grade for mainline would not be acceptable in any case, but it could be acceptable for a ramp.**

**Question Submitted:** 7/24/2018 11:18:03 AM **Question Number - 0**

If we are not reconstructing the SR 29 ramps C & D (EB exit and entrance), are we to reconstruct the deceleration/acceleration lanes/taper/shoulders if the existing conditions meets current criteria?

**The intent is to reconstruct the acceleration and deceleration lanes up to the ramp gore along with the mainline work. The acceleration and deceleration lanes should comply with current ODOT Location and Design Manual standards.**

**Question Submitted:** 7/24/2018 11:15:13 AM **Question Number - 0**

As per Scope section 14.5, deep pipe underdrains are to be provided in cut sections. If deep pipe underdrains cannot be outlet to the shallow ditches in cut sections, can a shallow pipe underdrain be used instead or must a catch basin be provided to outlet the deep pipe underdrains?

**Deep pipe underdrains exist along project limits today per the old plans and the Department intends to replace those. Outlets should be available. ODOT will not ask the contractor to install a catch basin and/or additional storm sewer to chase to the outfall location. If an outlet is unavailable at the time of construction, ODOT will adjust the depth of the underdrains.**

**Question Submitted:** 7/24/2018 11:14:00 AM **Question Number - 0**

Can you confirm that no work is required for the 84" RCP culvert @ Sta. 567+12 and 96" RCP culvert @ Sta. 595+80 as these were not included in the revised drainage scope spreadsheet in Attachment G2 (dated 7-11-18)?

**No work is to be performed on these two culverts.**

**Question Submitted:** 7/24/2018 11:12:58 AM **Question Number - 0**

Scope section 6 state that the inside shoulder under bridges would be 6'. Section 14.4 states "At overhead bridges, match existing inside shoulder tapers and widths. Lane widths and outside shoulder widths to match existing. The existing inside shoulders are 4' wide with no tapers. Are we to build 4' wide shoulders here using 5:1 tapers on the approach end and 25:1 on departure to the standard 10' width?

**The inside shoulder width shall be 10' under the overhead structures; no taper would be required in this case, as this would match adjacent shoulder requirements. Match existing shoulder widths at mainline structures.**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 7/24/2018 10:12:25 AM **Question Number - 0**

Scope section 15.1 Design and Construction Requirements of Structures states that the DBTs are required to patch and repair unsound deteriorated concrete for the existing parapets according to CMS 519. It will be difficult for the DBTs to determine the required limits of patching and repair needed in their bids without sounding the parapets, which will not occur until during the construction phase by the Engineer. Additionally, additional deterioration is likely to occur between the time of any pre-bid estimates by the DBTs and the actual construction. Can the Department add some contingency bid items with estimated quantities to include for this work?

**Please see forthcoming addendum. Scope will be updated to eliminate parapet repair work on overhead bridges. On mainline bridges, the parapet work will consist of full replacement of the top 18" of deteriorated parapet. New pay items will be provided and this work will be paid on a linear footage basis.**

**Question Submitted:** 7/24/2018 9:12:05 AM **Question Number - 0**

Scope section 13.1.1 Pavement Repair section is unclear on what should be bid. Item 253 Pavment Repairs 5000 SY has been set up for use as directed by the engineer, but the scopes states that repairs will be 251, 253, or 255. How will work be paid if a 251 or 255 repair is performed?

**Please see forthcoming addendum. This item will be revised to Item 253 Pavement Repairs, As Per plan. The DBT is to perform this work as described in Section 13.1.1 of the Scope. It will be the DBT's responsibility to make repairs in accordance with this section and payment will be made from this single item.**

**Question Submitted:** 7/24/2018 9:10:55 AM **Question Number - 0**

Please provide Attachment K-1 indicating the anticipated pavement repair areas.

**Attachment K-1 will be added to the attachment FTP site and can be downloaded at <ftp://ftp.dot.state.oh.us/pub/Districts/D06/download/MAD-70-8.62/>.**

**Question Submitted:** 7/24/2018 9:10:16 AM **Question Number - 0**

What is the extent of guardrail replacement on the east end of the MAD-70-15.56 structure?

**All guardrail connecting to existing MAD-70-15.56 L/R structures shall be replaced with new rail meeting current standards. Please see forthcoming addendum.**

**Question Submitted:** 7/24/2018 9:09:21 AM **Question Number - 0**

Please clarify the flat sheet sign replacement requirements. Per section 16.2.A, flat sheet signs shall be replace and redesigned only if in conflict with proposed construction. The scope notes that elevation changes of roadway will likely change sign heights. Does a change in roadway elevation, thus sign height, require sign replacement and redesign?

**If existing sign size/location does not meet current ODOT design requirements after reconstruction is complete, then sign(s) will be required to be redesigned/replaced.**

**Question Submitted:** 7/24/2018 9:08:01 AM **Question Number - 0**

Please clarify the requirements for Item 617 aggregate berm as required by section 13.4.C.b. What is the required width and depth of the berm? Is the 617 aggregate berm required in addition to the bituminous aggregate base described in section 13.6.13?

**Per the Scope, MT101.90 is to be followed. Item 617 is to be placed at a 3:1 slope per the Optional Wedge Treatment. The 3:1 slope is to be obtained from the existing edge of paved shoulder. The aggregate berm is required in addition to the bituminous aggregate required in 13.6.13. Please see forthcoming addendum.**

**Question Submitted:** 7/24/2018 9:06:53 AM **Question Number - 0**

Section 12.9 of Addendum B states SUE Level B is required, but SUE is not listed in the prequalifications. Horizontal utility locations were provided in Attached F from the 87139 project. Will the DBT be required to obtain additional horizontal positions of utilities via Level B SUE for the entire project limits?

**ODOT Prequalifications for SUE are required. DBT shall obtain additional SUE information to meet Utility Coordination requirements as outlined in Scope.**

**Question Submitted:** 7/24/2018 9:05:52 AM **Question Number - 0**

Based on an answer to a previous prebid question, fence will not be replaced with this project; however, per 14.9 of Addendum B, fence is required to be replaced. Is fence replacement included with the project?

**No fence work is to be included with this project. Please see forthcoming addendum.**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 7/20/2018 9:47:24 AM **Question Number - 0**

Statements from Section 13.4 and Section 13.6.13 require clarification. Does ODOT intend that 2' of temporary pavement as per CMS 615.05 be provided beyond the edge of a traveled lane as stated within Section 13.4 or does ODOT require a 2' wide by 8" deep paved shoulder adjacent to the edge line as implied by Section 13.6.13?

**The aggregate berm is required in addition to the bituminous aggregate required in 13.6.13. Please see forthcoming addendum.**

**Question Submitted:** 7/17/2018 5:32:50 PM **Question Number - 0**

Section 13.6.7 requires the contractor to reapply pavement markings at least once per year or as needed. Will this "reapplication" be in addition to the spray thermo workzone markings required to be applied before winter shutdown?

**A reapplication of pavement markings will be required prior to Winter, this application shall be spray thermoplastic for asphalt pavement and epoxy for concrete pavement. Beyond the pre-winter application pavement markings will be evaluated by the Engineer according to the three performance parameters contained in Supplement 1047. Repair or replace when the numerical rating is seven or lower for durability, visual effectiveness and night visibility.**

**Question Submitted:** 7/17/2018 5:27:11 PM **Question Number - 0**

Section 13.10 of the scope states that the DBT to apply spray thermo for workzone pavement markings over the winter. Section 16.1 states that item 646 epoxy markings should be used for rigid pavement and item 644 thermoplastic markings should be used for flexible pavement. Therefore is it the intent of the Department to winter the project with spray thermo on either existing and/or new rigid pavement, when the permanent rigid pavement section requires a different material to be applied?

**Please see Addendum 2 for the most recent version of the Scope. The second paragraph in Section 13.10 addresses the type of pavement marking material that is to be used with respect to the pavement type during the winter."**

**Question Submitted:** 7/17/2018 5:16:46 PM **Question Number - 0**

Scope section 6, establishes interim completion dates of 10/30/18 and 10/15/19. The Fall 2018 work is described as initial roadway and bridge deck repairs & MOT preparation. Can the Department please clarify what work is included in MOT preparation?

**The MOT preparation work addressed in this section is defined as: 1. Install/Activate Queue Detection System as per Scope Section 13.6.10.2. Install/Activate Portable Changeable Message Signs (PCMS) as per Scope Section 13.6.6.3. Providing fresh pavement marking application for winter-over period as per Scope Section 16.6.7. Please see forthcoming addendum.**

**Question Submitted:** 7/17/2018 5:16:07 PM **Question Number - 0**

Per scope section 10.5.C, a pre-construction survey will determine the location of "stream and ditch" vegetation. If any tree over 2" diameter is removed, 10 tree seedlings are to be planted to replace it. Can the Department please supply the DBT with the pre-construction survey that identifies "stream and ditch" vegetation locations pre-bid so that we can account for any replacement costs?

**Regarding work in the vicinity of the bridges over the Little Darby Creek and Big Darby Creek, tree clearing shall be limited to those areas coordinated within the Ecological Survey Report (ESR), available in Attachment Q (reference scope Section 10.6). A pre-construction survey will not be required. Contractor shall minimize all activities to the greatest extent possible in an effort to keep vegetated areas intact at the Little Darby Creek and Big Darby Creek. Please see forthcoming addendum.**

**Question Submitted:** 7/17/2018 5:15:20 PM **Question Number - 0**

Per scope section 10.1, Waterway Permits, it states that the Department will initially obtain the environmental permits based on the original project "footprint". Can the Department please clarify where the DBT's can access the "footprint"?

**Refer to Attachment Q4 ESR (Ecological Survey Report), pages 16-23, Figures 3a-3h. The environmental study area is shown in these figures by the pink dashed lines. The orange dashed lines in these figures are the lines demarcating the area of the project footprint; the DBT shall keep work limits within the orange lines at all times to ensure that we are compliant with the Scenic River Coordination requirements.**

**Question Submitted:** 7/17/2018 4:32:50 PM **Question Number - 0**

What are the limits of the 6' inside shoulder under the overhead structures? Section 14.4 says to match the inside shoulder width and taper, but the existing shoulder width is a constant 4'. What is the required taper rate to match the narrower shoulders at the mainline structure and under the overhead structures?

**The inside shoulder width shall remain 10' under structures. Please see forthcoming addendum for scope changes.**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 7/17/2018 4:31:57 PM **Question Number - 0**

Please clarify the full depth pavement limits for I-70. Is the full depth pavement to start at SLM 8.62 or at the limits of the existing concrete pavement? Is any full depth pavement required east of the MAD-70-15.56 structure?

**Full depth pavement replacement starts at SLM 8.62 and ends at SLM 15.57.**

**Question Submitted:** 7/13/2018 8:02:10 AM **Question Number - 0**

As part of this project do we need to provide additional ITS equipment at the CCTV locations for communication conduit and cable per SCD ITS-10.11? The scope states that ODOT will be responsible for the wireless connections, but is it ODOT's intent to use the pull boxes and conduit from ITS 10.11 as a backup form of communication?

**Revised ITS attachments will be posted by addendum. The designer/contractor does need to provide conduit and pull boxes as shown on SCD ITS-10.11, except there won't be any communication conduit coming from separate sites into the 32" Traffic communication pull box. The 32" pull box shall still be installed and have conduits going between the ITS Cabinet and camera pole as shown on ITS-10.11. Therefore, all communication will be local and there won't be a backup form of communication coming underground during this project. ODOT will install the wireless radios locally at each camera site for communication. For power, there will need to be conduits for power coming into the 18" Electric pull box for power and everything as shown on ITS-10.11. The designer/contractor shall design/install all ITS camera sites per the TEM and all relevant ITS SCD's.**

**Question Submitted:** 7/11/2018 4:22:45 PM **Question Number - 0**

There does not appear to be any existing roadway or bridge drawings in Attachment A, Existing Plans starting at station 820+95 and heading to the east (near Big Darby Creek bridge). Please furnish these drawings.

**Please see the FTP site link below.**

**<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/MAD-107109/>**

**Question Submitted:** 7/11/2018 4:21:37 PM **Question Number - 0**

The pending addendum is going to include a substantial amount of information to the Industry. Can the addendum be provided far enough in advance of the Pre-Bid meeting to allow sufficient review by the Industry?

**It is expected that the addendum will be issued early next week; it would appear that the industry will have enough time for review of the addendum.**

**Question Submitted:** 7/11/2018 4:14:22 PM **Question Number - 0**

The existing approach guardrail end treatments are Type BS. The ODOT website requires lettings after June 30, 2018 to use MASH compliant end treatments. Those product approvals are currently listed as "pending" by ODOT. Please clarify the end treatment requirements of this Scope of Services.

**ODOT approved shop drawings are now listed on the "Approved Guardrail End Treatments" ODOT website.**

**Question Submitted:** 7/11/2018 11:26:04 AM **Question Number - 0**

Can we use the center line control and bench marks shown in the stage 3 plans that were provided for preliminary survey? Can you provide the vertical clearances for the existing overheads?

**Survey information shown in Attachment F can be used for Reference. The DBT is required to obtain necessary survey and mapping of roadway, drainage, ditches, profiles, etc., as needed for project completion. Vertical clearance information (to be field-verified by DBT) is as follows: •MAD-70-12.63: 16'-6" cardinal; 16'-9.5" non-cardinal•MAD-70-13.86: 16'-8.5" cardinal; 16'-9.5" non-cardinal**

# Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 7/3/2018 4:03:37 PM **Question Number - 0**

Will the Department provide clarification for the current revisions to the project Scope (Addenda 1), and give indication of potential major revisions in the next addenda (Addenda 2)?

**Yes. For clarification, the Department is providing a clarified PDF document showing the revisions intended to be made in Addenda 1. This is only for information but generally, the revisions shown for Addenda 1 "Redline" in the PDF will also be within Addenda 2 (upon posting). The For Information Only PDF for the intended Tracked Changed of Addenda 1 is here: <ftp://ftp.dot.state.oh.us/pub/Construction/MAD70/>**

**Use manuals current as of RFP release date. Use existing storage lengths on ramps. Design exception documents will be provided. Recycled pavement cannot be used for sound berm or 304. No fence replacement will be performed. No improvements for US42 Ramps A&D or SR29 Ramps C&D included. Chemical stabilization (assuming global cement stabilization with subgrade treatment risks addressed by the Addenda 2) & drainage items will be defined better. New approach slabs to be installed for mainline bridges only.**

**The pavement build up will be clarified in Addenda 2 and will specify an optional bid for Mainline Pavement of Flexible Pavement: (1.5" 442 Asphalt Concrete Surface Course, 12.5, Type A (446); 1.75" 442 Asphalt Concrete Intermediate Course, 19mm, Type A (446); 11.5" 302 Asphalt Concrete Base; 6" 304 Aggregate Base) or Rigid Pavement: 13.5" 452 Non-Reinforced Concrete Pavement, Class QC1 with QC/QA; 6" 304 Aggregate Base); Various ramps will be constructed of Rigid pavement.**

**Addenda 2 will be a complete reissuance of the Scope of Services, and a "redline" version with tracked changes from the Original, to Addenda 1, and Addenda 2 will be provided.**

**Question Submitted:** 6/26/2018 1:47:36 PM **Question Number - 0**

The drainage scope spreadsheet included in Attachment G did not include the following culverts: 60" RCP @ Sta. 531+40, 84" RCP @ Sta. 567+12, and 96" RCP @ Sta. 595+80. Is there any work required for these culverts?

**Work will be required at the 60" RCP @ Sta. 531+40. Culvert is to be replaced or lined, and rip rap slab is to be replaced. Please see forthcoming addendum.**

**Question Submitted:** 6/22/2018 8:26:22 AM **Question Number - 0**

If recycled concrete pavement is allowed to be used as 304 aggregate base, does recycled concrete has to meet all 304 specifications, or just 304 Gradation?

**Please see forthcoming addendum.**

**Question Submitted:** 6/22/2018 8:22:45 AM **Question Number - 0**

The Drainage Scope spreadsheet included in Attachment G has columns entitled "Proposed Work due to Culvert Rating" and "Required Treatment". Can you clarify that the Drainage Scope only requires the items listed under "Required Treatment" and the items listed under "Proposed Work due to Culvert Rating" are not required?

**Please see forthcoming addendum.**

**Question Submitted:** 6/22/2018 8:21:39 AM **Question Number - 0**

Will the existing approach slab need to be replaced at MAD 70-12.63 and MAD 70-13.86? Scope mentions repairs treat and seal "new" approach slabs and existing bridge deck with Item 512 Sealing of Concrete Surfaces (Non-Epoxy).

**Please see forthcoming addendum.**

**Question Submitted:** 6/22/2018 8:20:18 AM **Question Number - 0**

The earth berm described in scope section 8.2, pay item 203E98500 needs to be further described. With the base at 20' wide and the height at 10' we would be building a triangle shape with no rounding at the top and 1:1 side slopes. The earth and sod would quickly erode and the rounding at the top would occur naturally.

**Please see forthcoming addendum.**



## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 6/22/2018 8:18:47 AM **Question Number - 0**

The ODOT letter dated March 13, 2018 to Thom Slack from Craig Landefield with the subject line MAD-70-8.62 (PID 107109) Pavement Type Re-Analysis Approval states, "Because this pavement design includes the structural benefit of global chemical stabilization it is very important that the stabilization be performed as designed with no changes in construction". Does this mean the contractor is to perform global stabilization and not perform any testing to determine where sulfates might be higher?

**Please see forthcoming addendum.**

**Question Submitted:** 6/22/2018 8:15:24 AM **Question Number - 0**

Would a design exception be approved for reduced graded shoulder width on the mainline if the justification was simply the cost?

**Please see forthcoming addendum.**

**Question Submitted:** 6/22/2018 8:13:37 AM **Question Number - 0**

Is it required to design build the full graded shoulder width on the ramps per L&D vol 1, figures 301-3e & 303-1e or use the reduction for long guardrail post?

**Please see forthcoming addendum.**

**Question Submitted:** 6/22/2018 8:11:14 AM **Question Number - 0**

Will ODOT provide the traffic counts that are needed in order to calculate the required storage lengths at the various ramp terminal intersections or will the project simply match the existing storage lengths provided?

**Please see forthcoming addendum.**

**Question Submitted:** 6/22/2018 8:09:57 AM **Question Number - 0**

The Scope mentions design exceptions in an appendix. No appendix was provided for this.

**Please see forthcoming addendum.**

**Question Submitted:** 6/22/2018 8:08:09 AM **Question Number - 0**

Are any improvements planned for US 42 ramps A or D and for SR 29 ramps C or D? If the answer is yes, we would need record plans for current US 42 ramps B & C and for SR 29 ramps C or D.

**Please see forthcoming addendum.**

**Question Submitted:** 6/22/2018 8:04:52 AM **Question Number - 0**

Will there be any temporary r/w or work agreements to allow room for r/w fence replacement that is usually 1' inside existing r/w?

**Please see forthcoming addendum.**

**Question Submitted:** 6/19/2018 2:21:15 PM **Question Number - 0**

Scope Section 5 was changed in the Addendum 1 Word file but not in either PDF. Please clarify which document is correct.

**Please see forthcoming addendum.**

**Question Submitted:** 6/19/2018 2:20:24 PM **Question Number - 0**

Will the Department consider re-inserting the allowance of recycled pavement for use as 304 and as a sound mound into the project, as per the original Scope of Services?

**No, this work will not be included in the current Scope of Services.**

**Question Submitted:** 6/19/2018 2:16:48 PM **Question Number - 0**

In order to ensure that all scope modifications are adequately captured, will the Department release a new full version of the scope with all changes from the original proposal redlined?

**Please see forthcoming addendum.**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 6/19/2018 2:15:23 PM **Question Number - 0**

The Addendum 1 Word file removed the Scope Section 8.2 note about using recycled pavement as 304 base, in fact the Word file doesn't even indicate that this statement previously existed. This change is not indicated in either of the PDF files provided. Will a complete revised official scope be provided?

**Please see forthcoming addendum.**

**Question Submitted:** 6/19/2018 2:04:28 PM **Question Number - 0**

The Addendum 1 Word file removed the Scope Section 8.2 note about using recycled pavement to build a sound mound, in fact the Word file doesn't even indicate that this statement previously existed. This change is not indicated in either of the PDF files provided. Will a complete revised official scope be provided?

**Please see forthcoming addendum.**

**Question Submitted:** 6/19/2018 2:03:07 PM **Question Number - 0**

There are substantial changes made to Section 14.3 of the scope shown in the Word file provided with Addendum 1. These changes are not provided in either of the PDF files which only included select pages from the scope. Will a complete revised official scope be provided?

**Please see forthcoming addendum.**

**Question Submitted:** 6/19/2018 2:00:25 PM **Question Number - 0**

Please provide Attachment K-1 indicating the anticipated pavement repair areas.

**Information will be posted for bidders.**

**Question Submitted:** 6/19/2018 1:59:21 PM **Question Number - 0**

The typical sections provided in Attachment K-2 indicate an overlay project which contradict the pavement selection document in Attachment J-2. Please clarify the pavement requirements for the project.

**Please see forthcoming addendum.**

**Question Submitted:** 6/19/2018 1:55:54 PM **Question Number - 0**

Scope 8.1 states to use the current edition of manuals and guidelines including updates released on or before the award date. Please modify this to the date of the RFP release.

**Please see forthcoming addendum.**

**Project No. 184017**

**Sale Date - 8/23/2018**

TUS-96610 - US 36-17.24

**Question Submitted:** 8/17/2018 8:11:37 AM **Question Number - 0**

Plan sheet 78 references epoxy injection. Should there be a pay reference for this work? Or where should this work be included?

**Question Submitted:** 8/17/2018 8:04:43 AM **Question Number - 0**

In reference to Bid Item 141, Damage Assessment. Looking for the intent of what should be considered for this item? Is this intended to be an entire review of both structures looking for additional issues beyond what is already referenced under Bid Item 118?

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/13/2018 8:06:17 AM **Question Number - 0**

Revised plan sheet 96/11 & 97/111 show a 4" lighting conduit running thru the new parapet walls. There is not a bid item for 4" conduit in the proposal. Secondly, the same sheets show a structure junction box at each light pole pilaster. There is not a bid item in the proposal for junction boxes. The lighting plans, sheets 67 & 68/111 call for 241 lf of 2", 725.04 conduit under the deck slab and into the pilasters. How will the existing circuit be carried from the north end of the bridge to the south end without a continuous lighting conduit installed in the parapet walls. Please address these issues.

**The contractor has asked for clarification/verification of the lighting conduit bid items and plan labeling that references the same. The contractor has also mentioned that the structure junction boxes are not included in the bid proposal. An addendum will be processed to include a pay item for the structure junction boxes and a revised bid quantity for the 2" conduit. Additionally, revised plan sheets will be included in the addendum labeling the conduit on the structure as 2", and the conduit under Maple Grove Rd. as 3".**

**Question Submitted:** 7/20/2018 11:26:15 AM **Question Number - 0**

Plan pages 96 & 97 reference SCD HL-10.13 for the foundation bolt circle to be used for the light poles. Is that correct? HL-10.13 has foundations bolt circles for poles with transformer bases, but the A8B31.2 design does not have a transformer base. Please clarify what the bolt circle should be for these foundations or if it should be per the manufacturers design?

**The contractor has asked for clarification on the structure lighting foundation bolt circles. The required bolt circle shall be 15" with 1-1/4" diameter anchor bolts. A spacer plate will be used in the deck to secure the bolts to the bridge. The plan sheets will be modified via a forthcoming addendum to include the required details.**

**Project No. 187056**

**Sale Date - 8/23/2018**

BEL-103630 - US 250-07.40

**Question Submitted:** 8/17/2018 10:47:08 AM **Question Number - 0**

Soil borings B-001-0-16 and B-002-0-16 have been provided but no information has been provided for the indicated boring B-003-0-18. Please provide this final boring that is available.

**Question Submitted:** 8/13/2018 12:11:57 PM **Question Number - 0**

Can the Geotechnical Report be provided? They are currently not with the download of the plans or available on the ODOT FTP site

**No Geotechnical report was done for this project. The Boring logs were included in the information provided on the ODOT FTP Site (<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/BEL-103630/Reference%20Files/>) in the following directory: Design\Geotechnical**

**Project No. 188016**

**Sale Date - 8/23/2018**

GEA-107267 - SR 168-01.21 Slide

**Question Submitted:** 8/17/2018 1:05:40 PM **Question Number - 0**

In response to the reinforcing steel quantity clarification. Drilled shafts #1, 3, 5, 7 up to #33 are to be reinforced with either W12x26 or the reinforcing steel cage. All seventeen of these drilled shafts are only 10' long. The reinforcing steel quantity for these shafts based on the note on plan sheet 18 of 21 indicate these shafts are reinforced with a lap splice that is almost as long as the entire shaft. Please check/clarify the reinforcing steel quantity.

**Question Submitted:** 8/15/2018 8:41:04 AM **Question Number - 0**

Bid item #40 Epoxy Coated Reinforcing Steel has assumed 111 inches of lap for all drilled shafts per the note on plan sheet 19 of 21. With 17 drilled shafts being only 120 inches deep and the assumption of a 111 inch lap, the drilled shaft reinforcing steel quantity is greatly overstated in these particular shafts. Please clarify/correct the quantity.

**The 5, 7, and 12-foot piles are unreinforced plug piles (See note on Sheet 16 of 21). Since they are not reinforced they do not have lap (See Tables 1.0 and 1.1 on Sheet 18 of 21 for reinforcement requirements). The 5, 7, and 12-foot plug piles are paid for under separate items from the reinforced drilled shafts. Therefore, the reinforcing bar quantity is correct.**

## Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 8/14/2018 2:54:22 PM **Question Number - 0**

On page 16 of the plans Alternate 2 lists item 511 81300 panels as 7" x 42" x 81". The Proposal list the panels as 7" x 47" x 81". Please clarify which is the correct size.

**The correct Panel Size is 7" x 42" x 81".**

**Question Submitted:** 8/14/2018 11:33:13 AM **Question Number - 0**

Could the department confirm that both Alternates 1 & 2 can be bid/performed using the "2.0 DRILLED SHAFT SPECIFICATIONS" method and the "3.0 DESCRIPTION OF CFA PILES" method is at the option of the contractor?

**The Contractor has the option to construct the wall using the drilled shaft method or the continuous flight auger (CFA) cast method. Both methods are permitted by the design and plans. The installation method is at the discretion of the Contractor.**

**Question Submitted:** 8/1/2018 1:42:31 PM **Question Number - 0**

Please confirm that project 188016, PID 107267 Geauga County is being bid on the August 23, 2018 letting as stated on the proposal and EBS file.

**The project is being bid on August 23, 2018 as stated in the proposal and EBS file.**