Project No.  190471  
CUY-88348 - IR 90-24.10/24.63  
Sale Date - 11/7/2019

**Question Submitted:** 10/10/2019 7:48:34 AM  
**Question Number:** 0

Please provide the net weights, to include hardware, for all Retro Fit Moment Plates.

_The size of the moment plates has been provide on the plan. Net weight can be calculated based on the information provided on the plan._

**Question Submitted:** 10/10/2019 7:47:13 AM  
**Question Number:** 0

Please revise the pay item for all Retro Fit Moment Plates to per pound.

_The size of the moment plates has been provide on the plan. Net weight can be calculated based on the information provided on the plan._

**Question Submitted:** 9/30/2019 10:38:35 AM  
**Question Number:** 0

Request to add a Lump Sum Roads for Maintaining Traffic Item to section 0006.

_Lump Sum Roads for Maintaining Traffic will be added to the forthcoming revision._

**Question Submitted:** 9/20/2019 3:25:43 PM  
**Question Number:** 0

TEST

---

Project No.  190522  
ALL-88306 - SR 65 (Elm)/CR 509 (Pine)  
Sale Date - 10/24/2019

**Question Submitted:** 10/17/2019 1:44:16 PM  
**Question Number:** 0

Various roadway items on the General Summary sheet 13/90 refer to 'OFFICE CALCS'. Are the OFFICE CALCS available?

**Question Submitted:** 10/16/2019 2:28:13 PM  
**Question Number:** 0

Can the bikeway tunnel be temporarily closed during the setting of the beams? If it is determined that the tunnel needs shoring for the equipment loading can the bikeway tunnel be closed?

**Question Submitted:** 10/16/2019 2:13:24 PM  
**Question Number:** 0

Will ODOT extend the closure limit to at least 210 days? We believe that more time is needed.

**Question Submitted:** 10/16/2019 8:08:51 AM  
**Question Number:** 0

We have yet to see the asbestos report, this has potential to be a major item if asbestos is needed to be abated. Can ODOT please post the asbestos report so contractors can determine the extent of asbestos abatement required as this can take a little bit of time to figure out.

_Asbestos reports for each structure have been added to the FTP site today and are available for reference only. The reports can be found on the Office of Contract's FTP Site for "Other Information" for this project (ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/ALL-88306/REFERENCE%20FILES/). In a forthcoming addendum, additional notice will be provided indicating the availability of the requested asbestos reports for review._

**Question Submitted:** 10/2/2019 9:46:12 AM  
**Question Number:** 0

Will it be the contractor's responsibility to remove the 8” gas line and then the 22” or so casing line for the water line that are in between the beams on Pine Street, or will each utility remove their own lines? Secondary question to this, we are assuming that gas line and water line will be shut down and taken out of service prior to construction?

_The contractor will be responsible for the removal of the gas and water lines attached to the Pine Street bridge. The gas line and water line are inactive and will be confirmed shut off and ready for removal by the utility owners prior to construction. The lines are to be removed as part of the ITEM 202 – PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN on sheet 65/90. Bid according to plan documents; no plan change or addendum is needed._
Can ODOT please make the asbestos report available on the ftp site?

Asbestos reports for each structure will be available for reference only. They are currently being placed on the Office of Contract's FTP Site for "Other Information" for this project. In a forthcoming addendum, additional notice will be provided indicating the availability of the requested asbestos reports for review.

Will ODOT consider a 210 day closure on this structure. There is a lot of ornamental work at the end of the project there will be anywhere from 6 to 8 weeks to finish the texas railing. With the 150 day closure we don't think there is enough time to properly do all the approach finish work with the ornamental raling, please consider extending the closure time from 150 days to 210 days. The job is very tight and has lots of ornamental work causing this to take more time.

Currently, the closure duration is under review. Once an answer is available, ODOT District 1 will re-ask the question and provide a response at that time.

Does ODOT have any loading restrictions and requirements on the tunnel behind the intersection abutments. Cranes will be located in these areas and the cranes will be rather large with large loads.

ODOT will not provide crane load analysis/restrictions for the tunnel beyond the design load data shown on the existing plans. It is the responsibility of contractor to analyze the loading from the crane selected & position used to ensure that there is no damage to the tunnel. Existing plans for the bike have been placed on the Office of Contracts FTP Site for "Other Information" for this project. In a forthcoming addendum, additional notice will be provided indicating the existing plans are available for download for review and reference.

Will ODOT please consider giving a second 21 day closure for the intersection of Pine and Elm St. We need this time for the beam removal and erection. Both Bridges have a very large skew and a center span. On the Elm St. Structure those beams will weigh 60,000 lbs plus the weight of crane block and rigging. With the skew/ span arrangement and the presence of the tunnel at the one abutment very large cranes are needed. Additionally we have been informed from the precast beam supplier that they have de-commissioned their launch frame. All said this will require very large cranes with mega-wings. These cranes need a large foot print at both abutments, as well as assist cranes to assemble and disassemble. Time will be needed for all these activities as well as time to remove and set the beams. We need an additional 21 day closure for the beam removal and erection on this project will ODOT please look into this?

ODOT is revising the plans to allow for a second 21 day closure of the intersection of Pine and Elm St. An addendum containing a revised MOT plan note will be forthcoming. The revised MOT plan note will permit the second 21 day closure and provide conditions regarding the 21 day closure of the intersection of Pine and Elm St.

Quantities on page 4/19 only show bearings for the abutments. Page 16/19 references pier bearings? Is the dimension correct on page 9/19 that all beams will be raised 7 3/4”?

Quantities for Ref No. 41 and 42. Bridge deck quantity appears understated and abutment concrete quantity appears overstated. Where is the abutment diaphragm concrete to be included for payment?

Item 606, AS PER PLAN note on sheet 4 states that approved composite or polymer alternative blockouts are required. There are no approved alternative blockouts for item 606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1

The contractor shall use standard blockouts for the MGS bridge terminal assembly since there are currently no composite / polymer blockouts of the required size on the approved products list. The plan note will be revised to reflect this in an upcoming addendum.
**Project No. 190524**

**ATH-91732 - SR 685-00.00**

**Question Submitted:** 10/16/2019 10:08:31 AM  
**Question Number:** 0

The removal of markings only include the edge line and center line markings. Do the existing stop lines need to be removed as well? Please add the quantity if so.

*Please see added quantity in Addendum R1 and revised sheets.*

**Project No. 190528**

**CUY-96673 - IR 90-09.70 L&R Paint**

**Question Submitted:** 10/16/2019 10:06:59 AM  
**Question Number:** 0

The plans call for thermoplastic stop bars however thermoplastic is a difficult material to apply on a chip seal / fog seal surface due to the nature of the operation and surface. The bond of the material to the surface is also not as good as an asphalt surface. Please consider switching the material to paint.

*Please bid per plan.*

**Question Submitted:** 10/17/2019 3:21:03 PM  
**Question Number:** 0

Please provide details for the relocation of Norfolk Southern’s signal cable which is attached to the girders at four different locations. Since this is NS property, it would be assumed they will have input as to how it is to be done.

**Question Submitted:** 10/17/2019 1:59:06 PM  
**Question Number:** 0

Can we get more info for the Norfolk Southern RR in regards to their train schedule? Something similar as stated in the proposal for the RTA in regards to operating hours? The 2 weekend shutdown closures of the RTA is no help to us when we are still dealing with over 100 trains a day with Norfolk S. RR.

**Question Submitted:** 10/16/2019 2:09:22 PM  
**Question Number:** 0

Will the GCRTA allow additional weekend outages other than the two listed if requested in advance to expedite the work over the railroad?

*Bid the project based on the two weekend outages per plan note. If additional weekend outages are needed, the contractor should coordinate with GCRTA.*

**Question Submitted:** 10/16/2019 2:02:22 PM  
**Question Number:** 0

Does the minimum loading of 125 pounds / SF on the protective structure apply only over the rail lines or does it include parking lot as well?

*According to the plan note on sheet 3/8, the minimum loading of 125 lb/SF on the protective structure applies to both over the rail lines and over the parking lot.*

**Question Submitted:** 10/16/2019 1:45:31 PM  
**Question Number:** 0

What kind of access will be provided by the GCRTA in their parking lot under the structures as far as a staging area for equipment and trailers? Are areas going to be temporarily closed off during structure phasing?

**Question Submitted:** 10/16/2019 1:39:48 PM  
**Question Number:** 0

With the extreme amount of train activity (250 per day GCRTA, 120 per day Norfolk Southern) will continuous work be allowed once the Reference Number 4 Protective Structure has been installed or will production be interrupted every few minutes by train activity?

*** 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.***
Page 5 mentions the Maintenance of Traffic Scheme shall be devised by the Work Zone Traffic Supervisor. Please add a bid item for Work Zone Traffic Supervisor.

Traffic Supervisor will be included in the Lump Sum bid price for Item 614, Maintaining Traffic. The last paragraph for the Maintenance of Traffic Scheme note says "PAYMENT FOR ALL THE ITEMS REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THESE REQUIREMENTS IS INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC".

Why is ODOT placing the cost of the GCRTA flaggers on the Contractor? This was not done on the previous bridge painting project involving the GCRTA in this District. It is unknown how many flaggers will be required by GCRTA, most instances include two, some have three or more. Please bid the item by the hour instead of LS which is the way ODOT pays for its railroad flaggers.

The note for pay item of the flaggers for GCRTA rail protection is a standard note from GCRTA. Please refer to the Railroad Agreement with GCRTA Section 01 50 10 - Maintenance of Rail Traffic and Resumption of Revenue Service. Bid the item per plan note.

Will any weekend outages be provided by Norfolk Southern as are being provided by GCRTA?

The contractor will need to work with Norfolk Southern to schedule planned track outages. Please refer to the Railroad Agreement with Norfolk Southern.

The Norfolk Southern signal cable is attached to the structure and will need to be removed prior to painting. Why is the contractor responsible for relocating railroad property? Shouldn’t NS be doing the relocation work?

Please bid the project per plan note. The cost has been included in the pay item.

There are six railroad lines within the project limits. Which lines belong to which railroad company? Are all the lines active?

The six railroad lines belong to the following railroad company, from west to east: 1: NS Ind. Siding. 2 and 3: GCRTA Redline. 4 and 5: NS Chicago Line. 6: NS Ind. Siding. All lines are active.

How is the contractor to access the fenced in areas between piers 1 and 2? Will a bid item be added to repair the fence?

The contractor shall get a temporary right-of-entry agreement with GCRTA. Please refer to the General Notes on plan sheet 2/8 and the proposal for Railroad Agreement with GCRTA. The fenced area shall be accessed from the gated entrance. The fence shall not be removed or damaged during the construction. Any damage to the fence shall be repaired by the contractor at no cost to the State.

I am hoping you can help me or point me in the right direction. We are looking to bid the project listed above but I cannot find a couple documents in BidExpress. • Plan Holders List • Q&A's • Is a DBE required? How much? • Is a Mandatory Pre-Bid meeting required • Any Addendum's applicable?

Please provide existing structure plans

The existing structure plans can be found on the ftp site at ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/D12-96673/REFERENCE%20FILES/
### Project No. 190534
DEL-107780 - SR 745-00.85

**Question Submitted:** 10/17/2019 8:30:33 AM  
Page 2 of the plans refer to 20 intersections located throughout the project, but there does not appear to be any quantities or measurements associated with these extra areas. What is the intent in these locations?

**Question Submitted:** 10/17/2019 9:01:38 AM  
There is a Phase 2 commencement restriction in the Sequence of Construction on Sheet 11 of 186. Can the date that Phase 2 can start be provided?

**Question Submitted:** 10/10/2019 9:31:34 AM  
The office calcs listed on the FTP website appear to be for a Cuyahoga county project CUY-17/94/480. Can the department update this with the correct calculations.

**Question Submitted:** 10/7/2019 9:31:34 AM  
Please make the office calculations available as shown on the General Summary sheets.

**Question Submitted:** 10/3/2019 7:46:07 AM  
Can ODOT correct the unit of measure for the following striping ref # 142, 144, 151, 154, 155?

**Question Submitted:** 10/3/2019 7:56:44 AM  
Would ODOT considering lowering the percentage of work the Prime must perform?

### Project No. 190535
FRA-99885 - SR 104-07.57

**Question Submitted:** 10/17/2019 2:00:17 PM  
What limits are required for the railroads’ protective liability insurance?

**Question Submitted:** 10/16/2019 3:53:12 PM  
Please review the quantity for REF 6 - Center Line. It looks the quantity was doubled from HAN US 68 6.12 to 11.64 and HAR US 68 10.74 to 19.12 per plan sheets 4 & 5.

---

**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.
Page 9 – Traffic Control Summary – 614 items – HOC-664 15.20 to 15.90 (split 3) The 614 striping for this section of SR 664 is showing Work Zone Center Line Class 1 at 1.46 miles and Work Zone Center Line Class 3 at 1.46 miles. Total distance of this section is .73 miles long and it is getting milled and paved with 1 lift of 12.5MM Surface Course. Final striping on this section is a 644 Center Line. Please clarify, thank you. Ref. 39 – 644 Channelizing Line is showing (8”) and Ref. 55 - 614 Channelizing Line is showing (12”). Please clarify which width.

**Question Submitted:** 10/17/2019 8:53:16 AM  **Question Number - 0**
Will traffic be permitted to run on a milled surface?

**Question Submitted:** 10/17/2019 8:20:50 AM  **Question Number - 0**
Page 10 of the plans - The Asphalt Concrete Surface shows a depth of 1.5" in the description, but the quantities calculate to a depth of 2.0” Which is correct?

*The depth should be 1.5”. The quantity has been corrected in Addendum R1.*

**Question Submitted:** 10/15/2019 2:10:58 PM  **Question Number - 0**
Page 7 of the plans - there are no quantities provided for the driveways, mailboxes and intersections for the HOC-328 section. Please provide.

*The subsummary has been corrected in Addendum R1.*

**Project No.  190539**  **Sale Date - 10/24/2019**
LAW-100587 - SR 522-00.00

**Question Submitted:** 10/17/2019 10:22:47 AM  **Question Number - 0**
Per CMS 614.11.H.1 the Class II markings are only legal for 3 calendar days from the time of application. Due to the nature of the work it is not possible to place permanent markings within that time limit. Is it the departments intent to wave the spec for this project?

**Question Submitted:** 10/17/2019 9:26:33 AM  **Question Number - 0**
Will the existing stop lines need to be removed?

**Question Submitted:** 10/14/2019 1:44:46 PM  **Question Number - 0**
Will the department provide a Line Item for 614 Class I Work Zone Center Line?

*Use 614 Class II , Work Zone Center Line as stated in plans*

**Project No.  190541**  **Sale Date - 10/24/2019**
LOR-94420 - SR 303-11.05

**Question Submitted:** 10/11/2019 9:29:02 AM  **Question Number - 0**
Would a closure/detour around the traffic circle at 301 be permitted while work is being performed in it?

*A closure/detour around the traffic circle at 301 will not be permitted. No addendum required.*

**Question Submitted:** 10/7/2019 1:27:18 PM  **Question Number - 0**
What are the railroad liability insurance requirements for the CSX line in this project? What is the daily frequency of trains passing through?

*See special clauses in the proposal. No addendum required.*
<table>
<thead>
<tr>
<th>Question Submitted:</th>
<th>9/27/2019 8:20:14 AM</th>
<th>Question Number - 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Please consider adding PN 534 to this project.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Proposal note 534 will be added. An addendum is forthcoming.*

<table>
<thead>
<tr>
<th>Project No.</th>
<th>190542</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAR-107819 - US 23/SR 203-02.44/03.24</td>
<td></td>
</tr>
</tbody>
</table>

| Sale Date - 10/24/2019 |

<table>
<thead>
<tr>
<th>Question Submitted:</th>
<th>10/16/2019 3:06:53 PM</th>
<th>Question Number - 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Will ODOT add a reference number for Anti-Segregation Equipment for the US 23 mainline portion of this project?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Question Submitted:</th>
<th>9/20/2019 2:34:44 PM</th>
<th>Question Number - 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Test question</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project No.</th>
<th>190543</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAR-104955 - SR 309/SR 746-12.73/25.37/06.25</td>
<td></td>
</tr>
</tbody>
</table>

| Sale Date - 10/24/2019 |

<table>
<thead>
<tr>
<th>Question Submitted:</th>
<th>10/11/2019 2:00:21 PM</th>
<th>Question Number - 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Detour Plan for MAR-309.25.37 (page 5/23) is missing detour sign numbers</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Question Submitted:</th>
<th>10/14/2019 11:32:23 AM</th>
<th>Question Number - 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do the phase 1 repairs need to be maintained by flaggers per the pavement repair note on page 9 or will the contractor be permitted to setup a lane closure pushing traffic to either the shoulder parking area or suicide lane to allow a min of 1 lane of traffic in each direction?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Question Submitted:</th>
<th>10/14/2019 11:07:32 AM</th>
<th>Question Number - 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Will the department consider eliminating the intermediate lift on the phase 1 repair areas and allow the contractor to bring 301 base to the top since this will be such a small quantity allowing us to open roadway up to traffic more quickly?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Question Submitted:</th>
<th>10/14/2019 10:33:58 AM</th>
<th>Question Number - 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Can the department verify the 301 base quantity?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Question Submitted:</th>
<th>10/14/2019 10:32:21 AM</th>
<th>Question Number - 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Should the pavement repair in phase 1 be setup as a separate pay item?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Question Submitted:</th>
<th>10/7/2019 9:35:20 AM</th>
<th>Question Number - 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>For Bid Ref 62, the General Summary refers this support to See Sheet No 91A. The plan set does not include this page. Can Plan Page 91A be made available?Or can you provide the Pole Elevation View for this support?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Sheet 91A will be added in a forthcoming addendum.*

<table>
<thead>
<tr>
<th>Question Submitted:</th>
<th>10/2/2019 8:45:40 AM</th>
<th>Question Number - 0</th>
</tr>
</thead>
<tbody>
<tr>
<td>For the Traffic Signal Supports, Bid Ref 083 and 113 - 119, will Millerbernd's Millerbond paint system be an approved paint system to the specified powder coating. The Millerbond meets ODOT's SS-916, section 916.02 &amp; 916.03.B. The requested Millerbond paint system does not meet the specified 916.03.A and is therefore not allowed for use on this project.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*** 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:** 9/30/2019 1:15:07 PM  
**Question Number:** 0
Will Fuel Price Adjustment and Asphalt Binder Price Adjustment be added to the proposal?

Proposal Notes 520 & 534 will be added in a forthcoming addendum.

**Project No.** 190546  
OTT-99991 - SR 51-01.44 Brdg Rehab  
**Sale Date -** 10/24/2019

**Question Submitted:** 10/17/2019 9:09:10 PM  
**Question Number:** 0
Could the Department provide the voltage of the Village of Elmore electrical facilities that are to be relocated near the bridge on Frontier Communication’s Poles?

**Question Submitted:** 10/17/2019 5:11:04 PM  
**Question Number:** 0
The waterway permit on page 6 of 7 states “Construct the TAF, not including Items 502 and 503, to a water elevation at least 1.3 feet above the OHWM.” The OHWM elevation provided in the plans is 588.20. Adding the 1.3 feet to the OHWM produces a top of TAF elevation of 589.50. On sheet 85 of 137 of the contract plans in the profile view, there is a bold line extending from river bank to river bank with a leader stating TAF El. 592.50. Can the Department clarify which elevation the top of causeway is to be constructed?

**Question Submitted:** 10/17/2019 5:09:14 PM  
**Question Number:** 0
Plan sheet 7 says there are no trees or stumps specifically marked for removal within the limits of the project. There are many trees shown to be cleared in the plan and profile. Please clarify.

**Question Submitted:** 10/17/2019 4:19:35 PM  
**Question Number:** 0
Would the Department allow galvanized steel diaphragms be used in lieu of the cast in place diaphragms?

**Question Submitted:** 10/17/2019 10:32:36 AM  
**Question Number:** 0
two questions - 1 - slotted drain called out is not made per our vendor smallest is 12", if this is pertaining the slotted drain itself odot spec called out is 6" trapezoidal galv. grate. 2- ref# 84 backflow preventor points at the 12" pipe on plan page 31 flap gates are installed at a head wall, should this be a internal flap gate aka tideflex ? please confirm

**Question Submitted:** 10/16/2019 4:57:04 PM  
**Question Number:** 0
Please clarify demolition debris note stating demolition debris must be cleaned out of the waterway within 72 hours. Can clean concrete from bridge demolition remain in the waterway if intended to be used as TAF?

As per Waterway Permits Conditions Section 11, all temporary access fills must be constructed of suitable materials and must be encapsulated with clean, non-erodible, nontoxic dumped rock fill as specified in C&MS 703.19.B, which would allow the use of recycled portland cement concrete provided that reinforcing steel does not protrude more than 1" beyond the outside surface of the concrete pieces.

**Question Submitted:** 10/16/2019 4:46:40 PM  
**Question Number:** 0
Reference Special Provisions Section 3, in-stream work restrictions: please clarify if temporary fill is allowed to be in place between March 15th and June 30th if installed prior to March 15th?

Yes, as per Waterway Permits Conditions Section 3, fills placed within the stream (outside of the work restriction dates) can continue to be worked from during the work restriction dates, but cannot be expanded, removed, or otherwise modified (below ordinary high water) until once again outside of the work restriction dates.

**Question Submitted:** 10/16/2019 4:21:53 PM  
**Question Number:** 0
In regards to the line items 0104 and the legend on sheets 79,80,81 and 82, should the conduit along the bridge be 2°C 725.04? This question follows an earlier pre-bid question regarding the line items and the legend notes.

*** 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:** 10/16/2019 3:37:53 PM  
**Question Number:** 0

The bid line items 0105 call for the 3” C to be 725.051 but the plan sheets 79,80,81 and 82 show the 3” C to be 725.04. Please advise if the 3” C should be 725.04 instead of 725.051.

**Question Submitted:** 10/16/2019 3:35:30 PM  
**Question Number:** 0

The bid items call for line 0104 to be 2” Conduit 725.04 but the plan sheets pages 79,80,81 and 82 show the 2” Conduit as 725.051. Please advise if the 2” should be 725.051 instead of 725.04.

**Question Submitted:** 10/16/2019 11:11:00 AM  
**Question Number:** 0

Line 0167 Railing, Misc., Exterior Steel Railing is a pedestrian railing and is not a crash rated vehicular railing. The plans say that our steel shapes must conform to spec 707.10 and 711.01 which both require tube testing and Chary V Notch plate testing. Being that this is a pedestrian railing, testing of these shapes should not be required. Please confirm that testing of the steel shapes and members is not required.

Although the exterior steel railing is a pedestrian railing and not a crash-tested vehicular railing, it will be subject to dynamic loading (from traffic-induced vibration and usage by pedestrians) and low temperatures due to being used on a bridge. Testing of the steel shapes and members for toughness is required to ensure fatigue resiliency under these conditions. Please note that these are the same C&MS requirements specified in Standard Drawing BR-2-15 for the steel railing on the interior railing.

**Question Submitted:** 10/16/2019 10:59:42 AM  
**Question Number:** 0

Sheet 113 of 137 shows the pedestrian railing field erection joint detail. With cast-in-place anchors, the "slip-fit" splice shown cannot be achieved while bolting the railing posts in place. Please provide a means of erection that will allow for us to splice the rails as needed once the posts have been set in place anchored down.

The railing erection sequence and railing erection means and methods must take into account the slip-fit splices. We realize that it will not be possible to fully tighten the anchor rod nuts of one railing segment until the slip-fit splice of the adjoining segment has been made. However, if the anchor rod nuts of one railing segment are left loose, there will be enough play to make the slip-fit splice of the adjoining segment before lowering it onto the cast-in-place anchor rods. Please note that the number of slip-fit splice locations is up to the Contractor and fabricator based on means and methods. Note 5 on Sheet 112/137 only requires that the railing be fabricated in lengths of a minimum of three panels.

**Question Submitted:** 10/15/2019 4:19:36 PM  
**Question Number:** 0

Bid items 20, 21, 22, 25, and 26 have ODOT quantities which are given on plan sheet 17 without a subsummary breakdown. Preliminary quantity takeoff of cross-sectional sheets (with volumes shown) 36-55 for excavation and embankment do not match ODOT quantities. Please provide a subsummary breakdown of how all these items were derived.

The Item 203 excavation and embankment quantities are included on the cross section sheets. Item 204 excavation of subgrade, special benching, and Item 204 embankment, special benching were specified in areas that are receiving special benching, North of the bridge and near the intersection of Luckey. Item 203 granular material, type E, No. 57 stone was specified for the shear key as shown in by the hatch in the cross section sheets. A breakdown of how these quantities were derived will be provided in a file on the ftp site.

**Question Submitted:** 10/15/2019 4:19:00 PM  
**Question Number:** 0

Bid items 24- Excavation of Subgrade and 27- Granular Embankment: Plan cross-section sheets show cross-hatched existing pavement areas which are below proposed subgrade. Will removal and replacement of these existing pavement sections be paid under the two bid items 24 and 27?

Yes, removal of the existing pavement areas below the proposed subgrade will be paid for using bid items 24 and 27 excavation of subgrade, and granular embankment.

**Question Submitted:** 10/15/2019 4:13:31 PM  
**Question Number:** 0

The Luckey Ave. station 42+00 cross-section shown on sheet 55/137 appears to have substantially more excavation and embankment than called out in the cut – fill columns. Is this material to be excavated and reused as embankment? Please clarify.

The cut and fill volumes were rechecked. The cut and fill volumes in the cross section sheets reflect the quantities for item 203 excavation and embankment. The additional excavation was included in the quantity for item 204 excavation of subgrade, special benching and item 204 embankment, special benching.
Bid item 143- Water: 435 MG has been set up as plan quantity by the owner. Per plan sheet 12, all 435 MG are set up “as directed” for designated local detour route but no quantity has been set up for the project site. Could the Department please review and revise as needed?

A note will be added to plan sheet 8 for dust control on the project. The total quantity for Item 616 - Water will remain at 435 MGAL, 35 MGAL shall be assumed to be used for the designated local detour route and 400 MGAL shall be assumed to be used for dust control on the project.

Bid item 23- Subgrade Compaction: plan sheet 24 subsummary shows no subgrade compaction from 13+21.51 to 16+27. Plan sheet 5 cross sections indicate this is to be performed at these stations. Could the Department review and adjust quantity if required?

Plan sheets 17 & 24 will be revised in Addendum 1 to include subgrade compaction from stations 13+21.51 to 16+27. The subgrade compaction quantity will be 5,963 SY.

Please provide the earthwork subsummaries and/or office calcs for Excavation, Embankment, Granular Material Type E, and Special Benching.

Plan sheet 41- 12”B pipe location in both cross sections appears to be shown at the incorrect elevations (please refer to upstream elevation shown on plan sheet 42 station 12+00). Could the Department please provide corrected plan sheet 41 with proper 12”B pipe elevations?

Plan sheet 41 will be updated in Addendum 1 to show the correct elevations of the 12" Type B conduit in the cross sections.

On page 10, Regarding ODOT Providing All Detour Signing, Does That Also Include The Pedestrian Detour On Page 14.

The Department will provide the detour signing for SR 51. The Contractor will be responsible for providing, erecting & maintaining the pedestrian detour shown on plan sheet 14.

Can the Department make available the HEC RAS hydraulics file?

File has been posted to the ftp site.

What does the Impact Attenuator's attach to?

The Impact Attenuator attaches to the pavement/approach slabs as shown on Sheets 30 and 31 of 137. It is located at the ends of the Approach Railing shown on Sheet 71 of 137.

Plan sheet 10/137 says all work shall be completed on the project by 9/30/20. The proposal lists a completion date of 11/1/20. Please clarify.

The proposal is correct in that the completion date is 11/1/20. Plan sheet 10/137 will be revised in a forthcoming addendum to show a completion date of 11/1/20.

Page 85 of 137 shows the limits of the TAF. Also on this page the 6 wetland areas are shown. According to the Special Provisions Waterway Permits Conditions section 6, these wetland areas are to be demarcated to ensure avoidance. How is the TAF to be constructed with these constraints? Also, access to the proposed TAF is cutoff by these wetland areas.

The wetland areas (or portions thereof) within the construction limits are authorized to be impacted. The portions of wetlands A, B, E & F outside the construction limits are not authorized to be impacted. The Contractor shall demarcate wetlands A, B, E & F at the construction limits so as not to disturb any areas outside of the construction limits. Wetlands C and D do not need to be demarcated as the TAF limits encompass the entire area of these wetlands.

*** 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.
We are requesting the design of a construction joint between the normal outside edge of bridge deck and the overlook decks. This will allow placement of the bridge deck by standard means and methods. The pier diaphragms will also require a construction joint at the edge of deck with a design. Please refer to Plan Sheets 102 and 105 of 137.

An optional longitudinal construction joint is permissible in the deck at the normal outside edge of the deck, 29'-2" Lt. and 24'-2" Rt. These construction joints will be partially beneath the light pole pilasters, and the exposed portions shall be sealed with HMWM in accordance with C&MS 511.19. A construction joint continuing downward through the overlook diaphragm will not be permitted. Placing the overlook diaphragms per the plans, without construction joints, should not conflict with placement of the bridge deck by standard means and methods.

Will ODOT allow Stay-In-Place Forms for the bridge deck?

Stay-in-place forms shall not be used on this structure.

We have a question regarding the “Temporary Access Fill” as shown on Plan Sheet 85/137 and Special Provision – Waterway Permits Conditions Section 11. Sheet 85/137 shows the TAF completely across the river with a top elevation of 592.5 (OHWM EL = 588.20). Section 11 states several design items that have to be performed prior to installation of TAF. Does information for the TAF on Sheet 85/137 include requirements for design in Section 11?

Sheet 85/137 depicts the permissible maximum extents of the Temporary Access Fill (TAF), not a completed design. It is the Contractor’s responsibility to design cofferdams to maintain flow in accordance with the requirements of "Special Provision - Waterway Permits Conditions" and in accordance with C&MS 503.03, as modified by the general note on Sheet 86/137.

Can we get the as- builds or a link to the force account documents for the temporary wall construction?

The amount of precast outlets appear to be incorrect - (2) Appear to be allocated for Spring Drains and (2) appear to be needed for roadway under drains. Please advise.

Is ODOT paying for railroad flagger required for this project?

Please provide the allowable construction surcharge loads that can be placed on the grade above the existing temporary wall or advise if cranes and other heavy construction equipment be permitted adjacent to the wall?

What is to be installed in the space between the back of concrete lagging and the front of porous backfill?

Where is the pay item for the excavation required for the porous backfill behind the wall?
Ohio Department of Transportation - Prebid Questions

**Question Submitted:** 10/14/2019 4:19:42 PM  Question Number - 0
Can drawings for the existing temporary soldier pile and lagging wall installed in the center of the road be provided?

This work was originally performed with an emergency contract. There was one plan sheet created for the contractor's use to install the temporary wall. This document can be downloaded from the following ftp site:
ftp://ftp.dot.state.oh.us/pub/Districts/D09/P&E/Pridemore/PIK-CR50-1.95%20(PID%20103852)/.

**Question Submitted:** 10/14/2019 8:52:41 AM  Question Number - 0
per sheet 6, the contractor shall assume operation and maintenance of the signals from the first day of work until their removal. Will the contractor be responsible for paying the electric bill for these existing signals for the length of the project?

The Department will continue paying the electric bill for the duration of the project.

**Question Submitted:** 10/9/2019 12:47:47 PM  Question Number - 0
Please clarify the payment of ITEM 524, 30-48" Drilled Shafts Above Bedrock, As Per Plan. The general notes on sheet 28 contradict themselves. Is the payment from Existing Ground to Top of Rock or Top of Shaft to Top of Rock?

This question will be answered by addendum.

**Question Submitted:** 10/8/2019 11:15:25 AM  Question Number - 0
Please provide the Office Calculations for the 951 Lbs of Level UF steel.

The office calculations for this project can be downloaded from the following ftp site. The requested calculation is located on page 16 of the calculations. ftp://ftp.dot.state.oh.us/pub/Districts/D09/P&E/Pridemore/PIK-CR50-1.95%20(PID%20103852)/

**Project No. 190549**
Project Type - Culverts FY2020 (A)
Sale Date - 10/24/2019

**Question Submitted:** 10/14/2019 1:32:28 AM  Question Number - 0
Confirm quantity for CONCRETE MASONRY item. Bid quantity covers only 1 of the 2 headwalls on the plans.

Bid quantity will be doubled with forthcoming addendum.

**Question Submitted:** 10/14/2019 1:15:05 AM  Question Number - 0
Confirm quantity for RIPRAP, TYPE D at SR 503 location. General summary states 54 SY but appears to be roughly 8 SY.

The quantity is incorrect. See forthcoming addendum.

**Project No. 190551**
Project Type - US 35-12.58/15.41/19.86
Sale Date - 10/24/2019

**Question Submitted:** 10/14/2019 9:00:54 AM  Question Number - 0
I would also like clarification on the note on sheet 9/98 regarding the Preble County Fair. It would be tough to coordinate having all 3 structures open to 2-way traffic in early August.

**Question Submitted:** 10/14/2019 8:56:15 AM  Question Number - 0
I would like clarification on the sequence of construction detailed on sheet 9/98. My assumption is that the bridges are far enough apart that they can be done at the same time and don’t have to be in sequence. There won't be enough time to do them in sequence by interim completion date. Please clarify the sequence intent.

**Question Submitted:** 10/7/2019 3:53:20 PM  Question Number - 0
Please clarify the note on sheet 9/98 about the Preble Co. Fair and all lanes being open to traffic. It appears the 2020 fair dates are August 1st to August 8th. Does this note allow for the 1 lane two-way configuration, or does each bridge have to be completely open, either not started yet, or completed by this date?

*** 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.***
Can ODOT provide office calculations or more information as to how the 7,729 LF quantity for Reference 30 was derived? Based on the NBS-1-09 standard, each underdrain run gets stone and a precast outlet. The estimated number of runs of underdrain and length are needed in order to adequately bid this item.

The requested information will be posted as a reference file to the FTP Site at ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SUM-084657/REFERENCE%20FILES/

What size are the drilled shafts and what line item are they to be included under

Details for the foundations (drilled shafts, etc) are provided on Standard Drawing NBS-1-09. The Foundations (drilled shafts, etc) are paid for under ITEM SPEC - NOISE BARRIER. The reference to ITEM 524 shown in the plan is in error and will be removed with a future addendum.

Details requested are provided on Standard Drawing NBS-1-09

the full depth repair detail shows, sheet 39, the 304 agg base as directed by the engineer. is the contractor to include the removal and placement of the 304 within the item or will the contractor be paid under the excavation and 304 agg base items?

Any aggregate base work deemed necessary by the engineer for full depth pavement repairs is to be included in Item 255, Full Depth Pavement Removal and Rigid Replacement, Class QC1, As Per Plan as stated in the note on Sheet No. 39.

Item 656 is listed under the bid plans but there is not a line item in the proposal to bid that part of the job. Is this work supposed to be bid as a separate line item or should we include this price under another line item?

Addendum will be issued to address this question.
Please consider waiving the 50% requirement for work type percentage performed by prime. This contract will rely heavily on a specialty subcontractor.

Upon our site visit we noticed significant flow in the culvert. Which pay item are we to include flow control?

The Prebid Question is a duplicate question and was previously answered on the pay item to use for flow control or bypass.

Upon our site visit we noticed significant flow in the culvert. Which pay item are we to include flow control?

Per C&MS 503.3, Item 503 - Cofferdams and Excavation Bracing should be used to construct an enclosure within a water environment to allow for dewatering for the purpose of creating a dry work environment. Per Supplemental Specifications 833.05 Construction, Part B. Flow Bypassing. Prevent the accumulation and flow of water through the host pipe and liner until after the work is complete. Where required, bypass flows around the host pipe in accordance with the requirements of the special provisions of the contract. After the lining process begins, maintain the bypass flow until the lining process is complete; hence, Item 833 - Conduit Renewal Using Spray Applied Structural Liner can be used for bypassing or flow control. No addendum required.

Upon our site visit we noticed a large part of the invert is missing...Which pay item are we to include this repair in?

Per Supplemental Specifications 833, Section 833.05 Construction, Part D. Installation. ...“Patch holes and gaps in the host pipe with an approved hydraulic cement or the same cementitious or geopolymer based material to be used for the liner to provide a solid continuous surface on which to spray.” Item 833 - Conduit Renewal Using Spray Applied Structural Liner, 96” Round Conduit, As Per Plan shall be used to pay for this repair. No addendum required.

For the structural lining will the shotcrete application be allowed (man entry for the pipe)

Per Supplemental Specification 833, spray apply the cementitious or geopolymer material by centrifugally casting for conduits less than 120-inches in diameter. The conduit to be spray lined is 96-inches in diameter; hence, shotcrete or hand application will not be permitted. No addendum required.