

# Ohio Department of Transportation - Prebid Questions

Project No. 110510

Sale Date - 9/29/2011

CUY-22212 - SR-17-8.38 (BROOKPARK ROAD)

*Question Submitted:* 9/22/2011 10:38:17 AM

Quantity of materials for asbestos abatement? On your NESHAP form you list 3,186 LF to be abated. On page 6/56 of your specs you listed quantities that are significantly less than 3,186. Please advise what is the proper quantities to abate. Secondly, where are these materials located? Per a site visit, the materials were not visible.

**The numbers in the plans are correct. Material is located as stated on the list on page 6/56.**

*Question Submitted:* 9/22/2011 8:57:13 AM

Ref # 7 quantity is understated - should be 132 FT. Ref # 8 quantity is overstated - should be 124 FT. due to summary table errors on plan sheet 19 of 56 lines 23R & 24R.

Ref #10 quantity should be 5 each.

Ref #81 quantity should be approximately 350 FT based on the dimensions given on drawing 11 & 12 of 56. Ref #22 quantity appears to be overstated - should be about 677 FT & ref #23 quantity appears to be understated - should be about 851 FT based on the pavement typical sections.

Ref #105 quantity is understated - should be about 180 CY (see previous question). Ref #106 quantity appears to be understated - our takeoff = 353 CY.

Please review these items & adjust the quantities as needed. Thank you.

**See forthcoming addendum.**

*Question Submitted:* 9/22/2011 7:56:23 AM

The existing plans for the original arch (circa 1920) are posted online, and the rehab of the rigid frame extension (circa 1962) are online, but the plans for the rigid frame extension that took place between 1920 and 1962 are not. Are these plans available and can they be posted online?

**Plans are not available.**

*Question Submitted:* 9/20/2011 1:33:13 PM

Ref. 105 - Class HP Concrete, Bridge Deck, APP, plan quantity is 124cy. Our takeoff is around 157 cy for the deck and sidewalks, plus an additional 23 cy for the approach slab sidewalks (per plan note at bottom of sheet 34). Please verify the quantity for this reference and that the approach slab sidewalk concrete should be included.

**See forthcoming addendum.**

*Question Submitted:* 9/20/2011 1:27:30 PM

Plan sheet 43 of 56 has a note that the cost associated with the curb armor is to be included with Class HP Concrete Superstructure for payment, but the General Notes on sheet 33 of 56 states this is to be paid under Item 513 - Structural Steel Members Level UF. Please clarify where is this cost is to be included.

**Cost shall be included with Item 513-Structural Steel Members Level UF**

*Question Submitted:* 9/19/2011 8:11:24 AM

We received addendum #2 and found that the changes made to Ref No. 39 should have been made to Ref No. 38. As it stands now, there are two items for 6" Conduit, Type F and no item for 12" Conduit, Type B.

**See forthcoming addendum.**

*Question Submitted:* 9/16/2011 2:48:13 PM

The relocation of Poles 30346 and 30345 (see previous question) put them right in line of the temporary shoring as shown on sheet 32A of 56, which shows the shoring walls at 45.5' left and 46.5 left respectively, which puts Pole 30346 in line with the wall and pole 30345 inside the wall.

**Revised Temporary shoring plans will be submitted to the successful Bidder/Contractor at the pre-construction meeting.**

## Ohio Department of Transportation - Prebid Questions

Question Submitted:

9/16/2011 9:13:48 AM

What is the disposition of the existing utility poles at approximately Sta. 444+08, 35' left, and Sta. 445+30, 35' left? They are within the new sidewalk and will be in the excavation for the new abutments. There is also 2 other poles offset to the north of these that are not shown in the plans that may be in line with the temporary sheeting.

**Utility poles will be relocated by respective owner as shown**

**Pole # 30346 at station 444+0,7 36.5'left shall be relocated to station 443+96 45'left**

**Pole # 30345 at station 445+32, 35' left shall be relocated to station 445+40, 45' left.**

**Pole # 30348 at station 442+11, 36.5' left shall be relocated to station 442+17, 42' left**

**Pole # 30347 station 443+10, 36.5' left shall be relocated to 443+00, 41' left**

**Pole # 303444 station 446+12, 36' left shall be relocated to station 446+17 41.5' left**

**Pole # 30343 station 447+59, 35' left shall be relocated to 447+50, 40.5' left**

**Pole#224232 station 443+14.5, 31'right shall be relocated to station 443+15, 41.5' left**

**Cable television (CATV) will require one weeks notice by the highway contractor for mobilization and one week to complete transfer.**

**ATT Telephone will require one weeks notice by the highway contractor for mobilization after completion by CATV and one week to complete transfer.**

**All stations and offsets are approximate. Plans are on file in District 12 utilities office for pole relocations and proposed electrical duct system.**

**Utility poles will be relocated by respective owner as shown**

**Pole # 30346 at station 444+0,7 36.5'left shall be relocated to station 443+96 45'left**

**Pole # 30345 at station 445+32, 35' left shall be relocated to station 445+40, 45' left.**

**Pole # 30348 at station 442+11, 36.5' left shall be relocated to station 442+17, 42' left**

**Pole # 30347 station 443+10, 36.5' left shall be relocated to 443+00, 41' left**

**Pole # 303444 station 446+12, 36' left shall be relocated to station 446+17 41.5' left**

**Pole # 30343 station 447+59, 35' left shall be relocated to 447+50, 40.5' left**

**Pole#224232 station 443+14.5, 31'right shall be relocated to station 443+15, 41.5' left**

## Ohio Department of Transportation - Prebid Questions

**Cable television (CATV) will require one weeks notice by the highway contractor for mobilization and one week to complete transfer.**

**ATT Telephone will require one weeks notice by the highway contractor for mobilization after completion by CATV and one week to complete transfer.**

**All stations and offsets are approximate. Plans are on file in District 12 utilities office for pole relocations and proposed electrical duct system.**

*Question Submitted:* 9/16/2011 8:49:05 AM

Are the original structure plans from the 1920s available, and if so could they be posted online?

**<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/CUY-22212/>**

*Question Submitted:* 9/15/2011 4:16:28 PM

Bid reference 71, reuse of strain pole, requires relocating two poles to new foundations. The pole designs are not specified and needed to be specified to include the proper anchor bolts for these poles. What design strain poles are being reused?

**Plans for the existing signal installation are not available. The contractor will need to carefully note what anchor bolts are used in the existing foundations before he tears them out to make sure he replaces them in kind in the new foundation.**

*Question Submitted:* 9/15/2011 2:34:33 PM

Please provide a scope of work for bid item number 70- REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM, DETECTOR LOOP

**Part of the existing loops will be removed with the pavement work on Big Creek Parkway and the opposite Big Creek Parkway. The item is intended to cover the removal of the remainder of the detector loops (3). They are to be replaced with item 632 Detector Loops carried from the note on Sheet 6.**

*Question Submitted:* 9/12/2011 5:11:12 PM

Is the perforated underdrain next to the pressure relief joint included in the PRJ?

**See forthcoming addendum.**

*Question Submitted:* 9/12/2011 1:47:34 PM

The calculation sheet 19 and the bid form indicate a type 6 curb quantity of 523 L.F. Is there a type 6 curb on this project? Doesn't the 305 concrete pavement have a 2B curb?

**See forthcoming addendum.**

*Question Submitted:* 9/12/2011 9:27:40 AM

According to the typical sections, the percent of cross-slope for the pavement is 0.016. The typical sections apparently indicate a change in slope, one foot away from face of curb. What is the percent of grade of that slope?

**Carry the same slope (0.016) across the entire pavement.**

*Question Submitted:* 9/12/2011 8:27:13 AM

Reference Number 51 is a 9-inch ODOT 305 concrete pavement. The typical sections on sheet 3 indicate that the concrete thickness is 13 inches. Which is correct?

**13-inch**

*Question Submitted:* 9/9/2011 4:51:57 PM

In order to perform Bid item number 71, "REUSE OF STRAIN POLE" the existing intersection (messenger cable, signal cable & signal heads) will have to be removed and then reinstalled, how is this work to be paid? The existing messenger and signal cable will be too short to reuse, how is this material to be paid?

**See forthcoming addendum.**

## Ohio Department of Transportation - Prebid Questions

*Question Submitted:*

9/8/2011 9:33:29 AM

This question is for project 11-0510 that is not listed on the project list.

Are plans of the existing structure to be removed on this project available & if so would the Department post them on the web site for this project?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/CUY-22212/>

*Question Submitted:*

9/8/2011 9:24:37 AM

Project 110510 is not listed as a project on the question list. Can this project number be added to the list so we can ask a question specific to that project?

**Added.**

# Ohio Department of Transportation

## Prebid Questions

Project No. 080523

Sale Date - 10/8/2008

Question Submitted: 11/10/2008

Question Number: 1

Reference no. 84 Concrete Barrier 32", as per plan. The as per plan page 31A informs bidders that this is a "Bridge Mounted Portable Concrete Barrier". This particular reference number is to install the barrier along the roadway surface not on a bridge deck. MOT sheet 12 estimated quantity table description states Portable Concrete 1 ft Wide Barrier 23" anchored, as per plan. Please confirm that 1) Bidders are to utilize the barrier detailed on page 31A ? 2) How many anchors are required per segment?

**A1) Yes A2) See plan sheet 31**

Question Submitted: 11/10/2008

Question Number: 2

Following is verbatim from Ken Webster of the Transportation Research Center. "I received your message, and reviewed the addendum. The addendum is vague in that it doesn't clearly define the concrete foundation or specifically state a simulated bridge deck is not required. The addendum appears to focus on a minor detail regarding asphalt roofing material placed between the base of the barrier and concrete surface. I'm not sure what the following statement means: "no special concrete is needed". It could mean a simulated bridge deck is not required, but that would be a risky interpretation. Can you obtain further clarification from ODOT?" Perk prefers to use the Transportation Research Center Inc for the crash test as it is an Ohio firm, is closer than other research centers which affects the costs of delivery of barrier sections, etc.

**The Addendum, states: "To simulate a bridge deck,(the deck is concrete),just anchor the barrier into concrete,no other provision is needed. The asphalt roofing material is for water proofing, and does not need to be simulated in the Test, just place the barrier on concrete and anchor it to the concrete.(No Special concrete is needed) We believe this to be sufficiently clear.**

Question Submitted: 11/10/2008

Question Number: 3

Are we replacing the existing watermain or are we just exposing it. It seems from past experience that when you take the cover off of an old main it tends to blow apart. If it is the intent of the project to replace the main is there a reference number for this item or are you going to issue an additional reference number in the future?

**A: The intent is not to replace the existing watermain.**

Question Submitted: 11/10/2008

Question Number: 4

We are receiving a number of questions concerning the temporary barrier testing from multiple testing agencies on the qualified agencies list provided. The following is a sample of the questions being asked: 1. I need to confirm that the testing to be quoted is for the NCHRP Report 350: Recommended Procedures for the Safety Performance Evaluation of Highway Features. All other questions are based on NCHRP 350 testing. 2. There are different NCHRP 350 tests, at level 3, depending on what you are testing for. For these tests there are also different impact points depending on what you are testing for. a. Test level 3 for longitudinal barriers has three possible tests for testing the barriers alone. One of the tests is not usually performed and is not included below. All are at 100 km/h. i. Test 3-10 is for an 820C test vehicle (a small passenger car) – to evaluate length of need and occupant risk. ii. Test 3-11 is for 2000P test vehicle (a ¾ ton pickup truck) – to evaluate length of need for containing and redirecting a pickup truck.

b. There are also tests 3-20 and 3-21 for testing transitions between barriers. These are with the same vehicles, but the installation must include the transition. 3. What kind of a deck needs to be simulated for these barriers? The drawing says it is for a bridge deck situation. We need to know exactly what we need to simulate for the quote. If there is a possibility of different types of road surfaces we need to know all of them. Also, in the drawing there is a statement about adding rolled asphalt roofing material below the PCB if necessary for friction purposes. Is this a situation that may be necessary to test?

Question Submitted: 11/10/2008

Question Number: 5

The crash test required by addendum is costly. Two tests, two vehicles lost in test, construction of bridges on site of the testing center that simulate the construction in which the 1 foot barrier will be used are required. Serious costs. This was learned in conversation with Ken Webster of the Transportation Research Center Inc, East Liberty, Ohio. Costs of the tests plus the vehicles is over \$55,000.00 without consideration of the costs of pre-cast, delivery of pre-cast. The tests according to the AASHTO guidelines requires the simulation of construction in which the barrier will be used. This means that the Center must hire a contractor to construct abutments, set a pre-cast, construct a deck, et al. Does ODOT know the seriousness of these costs?

Question Submitted: 11/10/2008

Question Number: 6

Addendum No.4 informed bidders not to install the North side curb until Stage 3 construction. Please advise as to how ODOT wishes to install a Type 2-B Curb that is integral with the 13" Concrete Base Pavement, after the concrete base pavement has been installed.

All prospective bidders, subcontractors, suppliers, materialmen and all others who have an interest in these prebid questions and answers are advised that these items are being provided for informational purposes only and are not part of the bidding documents. If a question warrants a clarification, the Department will issue an addenda addressing the request for clarification to all plan holders. If the Department believes that the bidding documents adequately address the request, the contractor will be advised accordingly.

## Ohio Department of Transportation Prebid Questions

Question Submitted: 11/10/2008

Question Number: 7

Addendum No.1 revised the curb to a Type 2-B integral curb. After the North side of the Bridge and Pavement is constructed in phase 2, Temporary Pavement is constructed on the North side to switch to Phase 3 configuration. How is traffic going to travel over this new integral 2-B Curb and Temporary pavement that joins one another with a drop off, while in the phase 3 traffic configuration?

Question Submitted: 11/10/2008

Question Number: 8

On plan sheet 31, under the Stage 1 Construction Note, Item 6 indicates that a temporary chain link fence is needed. Under what item should the cost of the temporary fence be included?

Question Submitted: 11/10/2008

Question Number: 9

On the intersection of Big Creek Parkway & Brookpark Road there are 3 loop detectors that seem as if they will be damaged in the scope of work. You do not have a pay item to replace them, also the 2 strain poles on the north side of the project. 1 on the northeast corner & 1 on the northwest corner seem like they will be in the middle of the new sidewalk & curbs. Please advise.

Question Submitted: 11/11/2008

Question Number: 10

Typical Sections show three Longitudinal Joints. But in Stage one construction the new concrete base pavement will have a Longitudinal Joint five foot off center line. Please clarify Longitudinal Joint locations.

Question Submitted: 11/11/2008

Question Number: 11

Please provide the asbestos survey report from HzW Environmental Consultants, Inc. The amount of asbestos containing materials located on the underside of bridge, indicated on page 6/56, is incredible for a bridge that is 46' long. Please clarify.

Question Submitted: 11/11/2008

Question Number: 12

Ref.72 refers to a mini drum. What is a mini drum as I have been unable to find specifications or NCHRP 350 approval on ODOT's website, OMUTCD, MUTCD and various drum manufacturers? Please Advise.

Question Submitted: 11/11/2008

Question Number: 13

Proposal Utility Note for Cleveland Electric Illuminating states eight weeks to complete the underground relocation. When is this relocation work scheduled to be completed? Will this work be completed prior to the contractors mobilization on site? Can ODOT post the relocation plans on line?

**CEI will complete relocation by January 1, 2009. Relocation plans can be found at: <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/CUY-22212/>**

Question Submitted: 11/11/2008

Question Number: 14

1. Who is the owner of the existing sanitary sewer? 2. Will there be a line item for by-pass pumping? 3. What is the peak flow of the sanitary sewer?

**Answer: Cuyahoga County Sanitary Engineer. Answer: No there will not be. It is incidental to work. Answer: Information about the flow is not available.**

Question Submitted: 11/11/2008

Question Number: 15

The PCB note on page 6/56 indicates the 1' wide PCB shall meet crash test level 3 as a minimum. Page 31A provides the specific and exact design for the barrier. What happens if barrier produced per this specified design provided in the plans, doesn't meet the minimum crash test requirement? Due to the large expense of the crash testing can a separate bid item be established for the crash testing rather than including the cost in the per foot unit pricing of the PCB?

Question Submitted: 11/11/2008

Question Number: 16

1. What are the trench backfill requirements, under and above the concrete encasement, for the elliptical sewer that crosses Big Creek.

**Backfill the remainder per Item 603.**

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 11/12/2008

Question Number: 17

Proposal Utility Note for Cleveland Electric Illuminating states eight weeks to complete the underground relocation. When is this relocation work scheduled to be completed? Will this work be completed prior to the contractors mobilization on site? Can ODOT post the relocation plans on line?

Question Submitted: 11/12/2008

Question Number: 18

Ref 48: Calculation was done for cubic yards and bid item is for square yards, should the 886 be like 2450?

Question Submitted: 11/12/2008

Question Number: 19

Please post the existing bridge drawings.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/CUY-22212/>

Question Submitted: 11/12/2008

Question Number: 20

Bid item 54 Curb and Gutter, Type 2, should be Curb Type 2-B instead.

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