

# Ohio Department of Transportation

## Prebid Questions

Project No. 060372

Sale Date - 8/30/2006

Question Submitted:

Question Number: 1

Can 840 be added by addendum and the bid sheets revised as needed. This in my mind amounts to deleting MSE bid option A, B and C and replacing with 840 style price line.

**Upon further review the District would like to bid the MSE walls as is. No addenda will be required.**

Question Submitted:

Question Number: 2

This project calls for 20 Cuyahoga County No. 3C catch basins ( 6 w/ sump and traps ), 1 No. 6 catch basin, and 13 No. 2 - 2A catch basins as per plan. The plans give no details or notes as to the as per plans, where are the details?

**The "as per plan" reference for the catch basins is to a note on sheet 15/347 and titled "Bedding and Backfill for Item 603- Conduits, As Per Plan and Item 604- Structures, As Per Plan". Otherwise, the details are in accordance with the applicable Standard Drawing from the Cuyahoga County Engineer's Office or Ohio Department of Transportation.**

Question Submitted:

Question Number: 3

Can 840 be added by addendum and the bid sheets revised as needed. This in my mind amounts to deleting MSE bid option A, B and C and replacing with 840 style price line.

**Upon further review the District would like to bid the MSE walls as is. No addenda will be required.**

Question Submitted:

Question Number: 4

This project calls for 20 Cuyahoga County No. 3C catch basins ( 6 w/ sump and traps ), 1 No. 6 catch basin, and 13 No. 2 - 2A catch basins as per plan. The plans give no details or notes as to the as per plans, where are the details?

**The "as per plan" reference for the catch basins is to a note on sheet 15/347 and titled "Bedding and Backfill for Item 603- Conduits, As Per Plan and Item 604- Structures, As Per Plan". Otherwise, the details are in accordance with the applicable Standard Drawing from the Cuyahoga County Engineer's Office or Ohio Department of Transportation.**

Question Submitted: 6/29/2006

Question Number: 5

Plan sheet 163/347 shows the detail for the soil reinforcement straps for the MSE wall section. How are the MSE wall section straps to be extended to the required lengths where the 66" casing pipes are located for the drilled shafts for the forward abutment?

**Refer to MSE wall installation sequence notes #3 and #4 on sheet 159/347. Consult the MSE wall manufacturers / designers for strap layout and connection details that avoid the drilled shafts and casing pipe.**

Question Submitted: 6/30/2006

Question Number: 6

Can the existing bridge plans be put on the website ?

**Existing plans can be viewed at the ODOT District 12 Office and at <ftp://ftp.dot.state.oh.us/pub/Contracts/plans/060372/>**

Question Submitted: 7/12/2006

Question Number: 7

General note regarding Portable Conc Barrier removal on plan sheet 13/347 states that PCB is to be delivered to City of Cleveland. Where will the PCB need to be delivered to?

**The PCB should be delivered to the City of Cleveland, Department of Bridges and Docks on Central Avenue**

Question Submitted: 7/14/2006

Question Number: 8

- 1.The drilled shaft app note on plan sh 185 states that the concrete should be qc3 but the special provision notes on plan sh 5/139 states it should be qc1. please clarify.
- 2.Does the anti-graffiti coating that goes on the face of the precast lagging wall along the all purpose trail get applied to the concrete panels only or the concrete panels and the steel beams?
- 3.Ref # 232 aggregate base app with the mse wall items, what it is it for? Is it the select granular backfill?
- 4.It appears that the quantity summary for unclassified excavation for the bridge abutments includes the excavation of the slope in front of the rear abutment. can you verify that?

**A1. Resolved in addendum 2. A2 The anti-graffiti coating will be applied to all exposed surfaces of the shared use path retaining walls, and will include both the concrete panel face and the exposed steel beams flanges. A3. Yes, the select granular embankment for hte MSE wall will be either CMS 304 aggregate base or CMS 703.11 structure backfill type 2, an shall not contain any slag. A4. The excavation quantity includes excavation in front of the rear abutment.**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 7/31/2006

Question Number: 9

1. The existing plans for the bridge show 2 sets of Railroad tracks & ties. Do the tracks & ties still exist on the bridge?

**The railroad tracks and ties still exist in the existing deck.**

Question Submitted: 7/31/2006

Question Number: 10

No proposal note given for the pavement design, i.e. light, medium, heavy, in regards to the asphalt pavements. Please clarify

**PN417 will be added by addenda. Addenda to follow.**

Question Submitted: 8/10/2006

Question Number: 11

1. The paragraph "Cooperation between Contractors on plan sheet 11/347 states that other Contractors will be working on projects adjacent to this project. What are the anticipated other contracts?

2. The contractor is responsible to protect the existing historic bridge from the construction activities of the new bridge. The existing Historic Bridge is obviously not in good shape. With all the expected work going on around it and the nature of ground vibrations during construction the remaining existing parapet walls and other portions of the bridge will most likely deteriorate to the point of falling apart during the period of time that this project is under construction. Any deterioration of this nature should not be the fault of the contractor and therefore not be the contractors responsibility to repair. Please clarify ODOT'S position on the contractors liability regarding the historic bridge.

3. Special provision for the Precast Arch ribs plan sheet 14/139 does not clearly show surface finish tolerances etc. Dimensions are unclear. please provide an addendum plan sheet.

**A1. Cleveland Metroparks Zoo may have contractor(s) performing additional work on/around the Northern Trek Access Path to be constructed as part of the project. Additionally, the Cleveland Metroparks Zoo intends to have contractor(s) perform restorative work to their grounds beneath and/or adjacent to the bridge (over and above the work required by the State's Contractor as part of the contract plans) after bridge reconstruction activities are completed, or upon significant completion of activities. A2. The Cleveland Metroparks has stated that they intend to remove the deteriorated parapets prior to construction. The Contractor shall protect the structure in place. A3. The fabrication tolerance diagram for precast arch ribs will be resubmitted by addenda for clarification.**

Question Submitted: 8/10/2006

Question Number: 12

1. SP QC/QA Concrete, Section .06 defines LOT size as the lesser of one day placement or 50 cubic yards, in contrast to SS 898. Should the SS 898 definition be used instead? 2. SP QC/QA Concrete, Section .06 requires field cured test cylinders or maturity testing to determine "when forms may be removed". This verbage was deleted from SS 898 Section 898.12 in the July 21, 2006 version now in use on this project. Should the reference to form removal in SP QC/QA Concrete be deleted?

Similarly, in 898.12, since Table 511.17-1 does not apply, are field cured test cylinders or maturity testing required for all structure concrete to document 85% of f'c, or is this waived with the passing of any time period? 3. SP QC/QA Concrete, Section .07 Concrete Mix Designs says "Compression and permeability testing shall use the same curing methods and time as proposed to construct the structural members." This is in conflict with the requirements in SS 898 and the referenced ACI 301, Section 4, both of which follow rigid standard curing methods and times. Should SS 898 and ACI 301 requirements be followed? 4. SP QC/QA Concrete, Section .04 prohibits the use of fly ash in all mixes and both requires and limits the use of ground granulated blast furnace slag except in QSC3 mixes. These materials are important in meeting the maximum temperature and maximum temperature differential requirements of SP Mass Concrete. Can they be used as needed for mass concrete applications? Also, is this section as worded intended to require the use of slag cement in all mixes? 5. SP Mass Concrete, Section .05 requires a demonstration of the implementation of the Thermal Control Plan in lieu of documented success on previous projects. Can you describe the minimum requirements of this demonstration? Will it require a test placement? 6. SS 898 (7-21-06), Section 898.05 Concrete Mix Design says "The Certified Laboratory shall mix the trial batch ---", or "An ACI Grade I Technician may perform batching ---". Also, a single batch can be prepared instead of three per ACI 301. Can the single trial batch be produced by the proposed concrete batch plant, as verified by the Certified Laboratory?

**1. SP QC/QA Concrete, Section .06 will be revised per addenda. Lot definition will be in accordance to Supplemental Specification 898. 2. SP QC/QA Concrete, Section .06 will be revised per addenda. Supplemental Specification 898 will apply to testing requirements for form removal, falsework removal, erection loads, etc. Strength testing is required: no waivers will be granted for passing of time. Additional sampling, testing, and strength requirements will be added for Arch Closure Pours and Pier Thrust Blocks, which are to be subjected to post-tensioning forces. 3. Special Provision QC/QA Concrete, Section .07 will be modified by addenda, removing modifications to curing methods of Supplemental Specification 898 mix design requirements. 4. Special Provision QC/QA Concrete Section .04 will be modified by addenda, removing the prohibition of fly ash and specific proportions of ground granulated blast furnace slag. Use of fly ash and ground granulated blast furnace slag shall be in accordance with Supplemental Specification 898. 5. A proposed demonstration shall include a test placement. The details of the demonstration shall be submitted to the Engineer for approval as part of the Thermal Control Plan. 6. Yes**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 8/10/2006

Question Number: 13

CAN WE PLEASE GET A COPY OF ADDENDUM #2 & #3

Question Submitted: 8/10/2006

Question Number: 14

Ref. 19- Engineered Fill (Lightweight Fill)

Quantity for item seems to be overstated...Please review cross-sections on sheets 101E and 101F. The calculations to derive volumes are too high by a factor of 2 between stations 33+50 through 34+50. Can ODOT please revisit calculations and revise quantity in an addendum?

**Quantities will be revised by addenda.**

Question Submitted: 8/10/2006

Question Number: 15

Does ODOT, the City or the Metroparks have drawings of the existing metal tunnels? If so please furnish them in an addendum.

**Our IT department will be sending the files to post on the web. No addenda required.**

Question Submitted: 8/10/2006

Question Number: 16

1.The special provisions for the QC/QA concrete page 6 section.04 does not allow fly ash in the mixes. However almost half of the QC/QA concrete is also mass concrete which has temperature requirements as well. Typically fly ash is used in mass concrete mixes as it is the most cost effective way to control the heat of hydration. Will ODOT consider allowing fly ash in the mass concrete mixes?

**Special Provision QC/QA Concrete Section .04 will be modified by addenda, removing the prohibition of fly ash. Use of fly ash shall be in accordance with Supplemental Specification 898**

Question Submitted: 8/10/2006

Question Number: 17

Ref. 19- Engineered Fill (Lightweight Fill). The specifications and notes on plan sheet 92A call for a specified type of material and application. Earlier this year on project 216(06), another type of material and application was specified (pre-molded block lightweight fill). Will ODOT consider this type of material and/or application for this project as an alternate to the one specified?

**No, bid as specified in the plans.**

Question Submitted: 8/10/2006

Question Number: 18

Are there any existing plans of the Historic Bridge? If So can the be put on an FTP site?

**<ftp://ftp.dot.state.oh.us/pub/Contracts/Plans/060372/>**

Question Submitted: 8/11/2006

Question Number: 19

We request at least another week delay to the bid date for this project. Given the other work that bids this same week, the complexity of this Fulton Road project, and our current workload we will not be able to put our best bid together in the time given. Thank you.

**After careful consideration the District would like the sale date of August 25, 2006 to remain.**

Question Submitted: 8/11/2006

Question Number: 20

Is the contractor permitted to work and/or place material in Big Creek in order to facilitate construction of the bridge?

**The project was determined to meet the criteria for Nationwide Permits #3 & #33. The permits are being added by addendum. The conditions of the permits that apply to this question are: Nationwide Permits #33, Temporary Construction Access & Dewatering. This allows temporary structures, including cofferdams necessary for construction activities or access fills or dewatering of construction sites. Temporary is defined as less than one year in duration. Fill must be of materials, and placed in a manner, that will not be eroded by expected high flows. Temporary fill and dredged materials must be entirely removed to upland areas following completion of the construction activity. Affected areas must be restored to pre-project conditions. Nationwide Permit #3, Maintenance. Efforts shall be made to keep construction debris from entering the waterway. Any debris entering the water shall be removed immediately or within 1 week of entering the water and removed to an upland site. However, in the plans (page 18), the County requires that debris from Demolition be removed with 72-hours of entering the stream channel.**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 8/11/2006

Question Number: 21

In regard to 42" waterline work: Plan sheet 98 shows locations of new 42" waterline appurtenances as well as removal of existing 42" items. Plan sheet 102 shows details of both the removals and installations. The removal details show new fittings and manholes to be installed where the old are removed which in our opinion is a conflict. What exactly is to be installed between stations 33+26.81 and 33+69.19 after the old items are removed?  
Please clarify in an addendum.

**The items to be removed between Sta. 33+26 and Sta. 33+69 are the existing 42" valve and two (2) existing anchorage manholes as noted on the detail. the removals are also noted by quantity balloons W-1, W-2 and W-3. The noted anchorage manholes in this detail are existing and are to be removed as noted in the detail. Per the detail, a new section of 42" watermain is to be installed in the area that the three noted items are removed. The detail indicates what items are needed to make this reconnection. The cost of the reconnection is covered in the specification for the removals.**

Question Submitted: 8/15/2006

Question Number: 22

Reference #222 Controller Act., SS Digital, Microprocessor:

The general notes on plan page 137/347 it restricts the manufacturer of the controller to one company, as well as, refers to a system master. The wiring diagrams show these two controllers to be interconnected to Denison Ave. which is an Internal Timed Based system that is not interconnected or have an on-street master. Why does the plans limit the manufacturer of the controller to one when it is a I.T.B. coordination system? Will there be an addendum released opening up the specifications to allow competitive bidding?

**The traffic signal controller shall be Eagle as specified in the plans. This is based upon the City's requirements and allows for future plans to interconnect with signals north of the project site.**

Question Submitted: 8/15/2006

Question Number: 23

On page 84/141, Arch Strut Details, there is noted "Formed void in precast concrete strut facing," but there is no depth noted for the "void." Our thought is that the intent is to create a "keyed" effect with the closure pour, but there is nothing to confirm this thought. Please clarify.

**As indicated on page 84/141: In Section ST-2/77, the formed void is specified in the precast concrete strut facing. The intent of the formed void is weight reduction. In the Arch Strut Elevation detail, the precast concrete strut facing is dimensioned at 13'-0". The cast-in-place pour back section is solid.**

Question Submitted: 8/17/2006

Question Number: 24

Sheet 191/347 notes steel plates beneath the asphalt overlay. Are these plates continuous for both the width between the barriers and length of the bridge?

**The 4'x8'x 3/4" plates noted in the plans are continuous between the barriers but the plates are not continuous along length of bridge. There is a line of plates located above and parallel to the expansion joints above piers 2 through 8.**

Question Submitted: 8/17/2006

Question Number: 25

The plan notes for item# 222, Controller Item, Misc.: Controller Actuated 8 Phase Solid State Digital Microprocessor, as detailed on page 137 of 347 restrict the controller and software to be limited to a single manufacture, Eagle Signal. There is no justification for this proprietary restriction.

We are requesting this specification be changed to allow controllers from either Eagle Signal or Econolite Control Products, both of which are used throughout the city, including several systems in and around this project location.

Also, the project requires interconnect cable to be installed between the 2 intersection controllers, however, a master controller has not been included with the project to make use of this interconnect cable. Is a Master controller to be supplied on this project?

**The traffic signal general notes state that the controller must be compatible with the Cleveland Closed Loop systems based upon the City's requirements and allows for future plans to interconnect with signals north of the project site. The Cleveland system runs Marc" Closed Loop which uses Eagle controllers . This is the reason that the controller was restricted to a single manufacturer. With regards to the master controller question, the notes state that the controllers will be set to time based coordination until the signals are connected to the system master (future City plans) which is located elsewhere in the system; therefore a master controller will not be required at this location.**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 8/21/2006

Question Number: 26

1. According to sheet 191/347 and specification 202, item 202 – Structure Removed, over 20 Foot Span includes removing the arch pier footings and any excavation necessary for this removal. However, the detail on sheet 192/347 seems to indicate that much of this removal is part of item 503 – Unclassified Excavation, as per plan. The quantity for Arch Span excavation given in the table on sheet 190/347 also seems to indicate that the Unclassified Excavation item includes quantity for excavating and removing the existing arch span pier footings. Where should the excavation necessary for item 202 be included? If it is to be included in Structure Removed, over 20 Foot Span, do the quantities for item 503 – Unclassified Excavation, as per plan need to be revised?

2. Sheet 204/347 and sheet 207/347 call out perforated CPP and non-perforated CPP. No items exist for the payment of these. Where should their cost be included?

Question Submitted: 8/21/2006

Question Number: 27

Note #2 on sheet 163 conflicts with the requirements for the select granular backfill in the special provisions. Please clarify.

The unit weight of #120 lbs/ft<sup>3</sup> and internal friction angle of 34° listed in the special provisions for MSE select granular fill are to be used for design purposes. Unless clarified by addendum, we will assume that these are minimums for actual construction as they have been on previous projects. It would be impossible to find a material that hit both of these requirements if they were for construction as well as design.

Question Submitted: 8/21/2006

Question Number: 28

This question is regarding the MSE wall shown on Sheets 159 through 166 of the contract drawings. On those sheets, information on the allowable bearing capacity at the base of the wall was not available. Please provide us with the allowable bearing capacity for the MSE wall. The actual bearing pressure at the base of the wall approaches 5.0 ksf at the tallest portion of the wall.

Question Submitted: 8/22/2006

Question Number: 29

Note 7 on plan sheet 177B/347 states that epoxy rebar will be paid for under 509. Currently there is no 509 bid item under the Shared Use Path retaining Wall group of bid items. Typically this cost is incidental to the precast concrete. Please clarify.

Question Submitted: 8/23/2006

Question Number: 30

1. Bid item 17 states that there is only 3250 lf of Portable conc barrier on the bridge to be removed. There is actually 2 times that. Does the city want all of the barrier or just 3250 lf?

2. Will the city unload the barrier at the point of delivery or will the contractor have to unload it for the city?

**A1) Approximately 3250 lf of portable concrete barrier is to be removed and delivered to the City of Cleveland. Refer to plan sheet 191/347, which details the location of the barrier to be removed and delivered to the City and the location of additional barrier to be removed as part of Item 202 - Structure Removed. Over 20 Foot Span, As Per Plan. A2) The Contractor shall unload the barrier.**

Question Submitted: 8/23/2006

Question Number: 31

Addendum 2 describes the relocation of the ticket booth, detail is given for the electrical work to be done but not the telephone. The addendum addresses installing a 2" conduit for telephone, but what cable is to be installed? Is the cable copper or fiber optic? Will the telephone company do the installation? Will ODOT handle the phone company cost as they would for a power service?

Typically light poles installed on a bridge structure have a separate line item for anchor bolts, The plans don't have an item for anchor bolts, please add one.

Bid Item 146, Sports Field Lighting, 1) The existing fields are built with pull boxes at each light pole, does the Department want pull boxes at the poles on the new installation? 2) The consultant lists three approved manufacture in the plans for the sports lighting poles / luminaires. All three manufactures are refusing to provide pricing to the electrical contractor until the night proceeding the bid. This last hour pricing they say is to protect their price. This allows no time to submit a cost to the prime contractors. Because the consultant picked these suppliers can the consultant contact these suppliers and impress upon them the importance of submitting a timely quotation? Without a quotation and bill of material it is impossible to determine labor costs and bid.

**A1) Fiber optic is not required. The Contractor shall install cable providing for one phone line and one data connection between the designated feed location to the relocated ticket booth. A2) Anchor bolts are included with the lightpoles for payment. Refer to general notes sheet 142/347 for additional information. A3) Pull boxes are not mandatory if the specification can be met otherwise. A4) The Dept does not interfere with the business dealings of contractors and their vendors.**

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 8/24/2006

Question Number: 32

Are Stay-in-place metal deck forms allowed to be used on this project?

**No.**

Question Submitted: 8/4/2006

Question Number: 33

1. the zoo's perimeter fence at the northern trek entrance will have to be removed and replaced in order to do the excavation and grading in that area. the row drawings show that it is not to be disturbed. how will this be paid for?  
2. plan sheet 15 has established as directed quantities for 24" and 36" pipe. i can not find any pipe that size on the plans where this could be used. what is the intent of these bid items?

Question Submitted: 8/4/2006

Question Number: 34

At the prebid meeting there was a statement made that the contractor will be required to rough grade & seed the areas within the construction limits. Replacement of trees, shrubbery, split rail fences & plants will be done by the Zoo at a later date.

How is the contractor to replace the numerous walkways that pass under the bridge within the zoo boundaries? Some are asphalt pavement & some are made of pavers. Is the contractor to salvage & relay the pavers or can these areas be replaced with asphalt walkways? The pavers on the historic Bridge have been disturbed by utility work. Is there any contractor responsibility for repairing the pavement on this bridge if no further damage is done to them during the bridge reconstruction?

It would be helpful if some notes were added that explain exactly what the contractor is responsible for & what the Zoo is going to do later within the construction limits inside the Zoo perimeter fence.

Question Submitted: 8/7/2006

Question Number: 35

We respectfully request a two week postponement of the bid date on Project 060372 Cuyahoga-Fulton Road Bridge. This is an extremely complex project involving demolition, precast erection, post-tensioning, difficult shoring and temporary supports, caissons, and access considerations. More time is needed to properly engineer all of these items. Our subcontractors, suppliers and engineering firms are requesting additional time. A postponement will result in more responsive and competitive bids for ODOT. In addition, another major project also bids on August 23- project 060349. Many GC's will be attempting to bid both of these projects. Please consider a postponement to 060372.

Question Submitted: 8/7/2006

Question Number: 36

In regards to the Waterway Permits, is there an EPA permit for the project? If so, will it be provided prior to the bid date?

**In regard to the pre bid question related to waterway permits for the project: The subject project received a NWP #3 and 33 authorization from the US Army Corps of Engineers (USACE). Typically, NWPs come with an Ohio EPA precertification of the 401 Water Quality Certification (their permit), unless the USACE specifically states in their letter that the applicant must obtain an individual 401 WQC for the project. For this project, the USACE did not require that the applicant go get a project specific Individual 401 WQC. So the OEPA 401 WQC was precertified on the NWPs 3/33 for this project. This is why for OEPA permit (on the special provisions title sheet) it states N/A, because a project specific individual 401 WQC was not required. If it was, it would have its own date and ID number inserted there instead of N/A. So, in a nutshell, there is nothing additional required or that needs to be obtained for OEPA permits.**

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