

Ohio Department of Transportation Prebid Questions

Project No. 063000

Sale Date - 9/6/2006

Question Submitted: 6/12/2006

Question Number: 1

Questions for ODOT Project 063000, Design Build Noise Wall Cuyahoga – 71-11.88

- 1) The Noise Barrier Foundation table, page 9 of the scope of services is blurry and unreadable can a clearer copy be provided?
- 2) Page seven (7) of the scope of services states, "The DBT shall perform an independent lateral load analysis of the drilled shaft foundations in accordance with the requirements listed in the current AASHTO Standard Specification and the ODOT Bridge Design Manual to determine the required drilled shaft lengths." How many of the lateral load tests will the DBT be required to perform, one for the job, one per wall, or one for every different soil type? Will foundations used for testing be permitted to be used as permanent drilled shafts?
- 3) The scope of services section 6D Foundations, paragraph 1 Design states, "take borings to determine noise barrier foundations shall be taken along the proposed barrier alignment, or as close as practical. Spacing of the borings shall be no greater than 200 feet." The barrier alignment drawings show what appears to be some soil borings taken along the proposed barrier alignment. There are between one and three borings per wall section. Please furnish these borings to the bidding contractors, so we can determine what soil types and standard penetration test values are shown by these borings?
- 3) Are the existing borings referenced in question 3 to be the bid design basis for this project, and representative of the soils expected on this project?
- 4) The scope of services section 6D Foundations, paragraph 2 Construction in Weak Soils states, "in areas where poor soil conditions exist that were not shown as such in the borings, an extra 3 feet of foundation depth shall be added." Where will this additional depth be paid?

Soil borings are in the process of being obtained and reports will be provided to all bidders. The prebid meeting is being moved to August 10, 2006 so we can include this information in the scope of services. The report will be issued as an addendum when the information becomes available. Questions 2,3 and 3 will all be NA once they have the soil boring report. Question #1 - A noise barrier foundation table is supplied in the scope of services, appendix 2. With this table and the soil boring report, the foundations can be designed. Question #4 - Deeper foundations would be paid for under Item 606E10810 Special - Noise Barrier Misc.: Foundation Extension.

Question Submitted: 8/24/2006

Question Number: 2

1. Is a transition to 5' tall required at both ends of each wall? It appears that some areas will not require this step down. For example, the calculations in the scope of services for wall NB1 show that there is 128 lf of transition. If 12' panels are used, then 128 lf does not work out evenly. It appears that the 128 lf would be 8 steps of 16' which would only work for the starting end of wall NB1 leaving no transition on the trailing end of the wall. Page 5 of the scope states that a cast in place transition may be used to slope from a tall panel to 5' tall. Is this to be accomplished within 12'? We would recommend in these areas to terminate the wall at the full height without constructing the cast in place transitions since the transitions cannot be constructed with the sound-absorptive material.
2. There is an error in the scope of services for calculating the wall area of NB1. From station 24+04.78 to 24+82.05 the offsets and stations work out to be a length of 77.5', not 60' as stated in the scope of services. We have not checked the other walls yet, but this could make a big difference in the bids if we are to base our estimates on the area given in the plans as stated in the pre-bid meeting.

Question Submitted: 8/24/2006

Question Number: 3

1. Sheet 11 of the scope of services states that the offsets in the barrier tables are from baseline surveys shown in the Noise Barrier Location Plans. Where can these plans be found? The only information that has been provided showing the wall locations is the Noise Barrier Analysis sheets 2-11 in Appendix A. These do not provide the actual alignment of the baselines so there is no way for us to determine the actual location of the walls in reference to the roadway.
2. Please furnish station equations to relate the baselines referred to in section 6F of the scope of services to the existing plan sets provided on the internet.

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: 8/24/2006

Question Number: 4

1. The scope of services page 3 requires that the contractors consultant must be named. How is this to be accomplished since this is an electronic bid?
2. Please explain the reasoning behind limiting the panels to a maximum of 16' spacing. The cost of the project may be considerably lower with the typical 24' max spacing.
3. The lengths of wall sections given in section 6F of the scope of services do not work out to even 16' spacings. Please clarify how the department would like the DBT to handle situations where the station and offset for a step fall within the middle of a bay.
4. Per the pre-bid meeting tapes, ODOT answered the question regarding the area (square feet) given in the scope of services as being the correct area to use for bidding. Unless clarified by addendum, we will assume that the total wall area listed in section 6F of the scope of services is what is to be included in the bid and that any additional wall area required will be paid for by change order.
5. No top of wall elevations are provided in the scope of services. Please clarify if the height of wall controls or if the calculated top elevation controls. Given the short timeframe to prepare bids for this project and the fact that no stipend is provided for the bidders, it is not feasible for each DBT to verify existing ground elevations prior to the bid. Unless clarified by addendum, we will assume that the wall heights given are correct and if additional wall area is needed due to existing ground elevations it will be paid for by change order.
6. Addendum #2 states that the bottom of the wall panels shall be embedded a minimum of 6 inches below the finished ground line. Will this create a surface drainage problem in any locations and if so how does the department want the DBT to handle this situation?

Question Submitted: 8/25/2006

Question Number: 5

1. Can the lane closure restrictions posted on the D12 website be revised to allow for single lane closures during more typical work hours? Much of this project will need to be constructed from the existing shoulders which will require lane restrictions. Per the website, we will not be able to start our workday on NB until 9am and we will have to finish working on SB by 2pm. This severely limits the amount of work that can be performed in a day which will drive up the cost and lengthen the schedule.
2. Unless clarified by addendum, we will assume that there are no restrictions on night time work.
3. Please consider revising the completion date to the end of 2007 from the current date of 9/15/07. Due to the length of time required for survey, design, shop drawing preparation and review, and material fabrication, it is unlikely that material will be available for erection in time to complete by the current date.

Question Submitted: 8/25/2006

Question Number: 6

In which document furnished with the SOS/Proposal is one that describes the location of the baseline from which the offsets were established. See SOS Pages 12 through 20. Baseline offsets are shown but there does not appear to be a drawing that shows the location of the baseline. This information is necessary in the review to satisfy the requirements of SOS Page 10, Article 2. Safety Barrier.

Question Submitted: 8/28/2006

Question Number: 7

Article 6A, SOS Page 5 states that eleven walls are to be constructed. Only ten (10) are listed in SOS pages 12 through 25. Attachment 1 does show eleven (11) walls. Also a step-down pattern is discussed in Article 6A which does not seem to have been carried to the details of SOS Pages 12 through 25.

Question Submitted: 8/30/2006

Question Number: 8

Unless clarified by addendum, we will assume that integral post and panel caps are allowed for use on this project.

See addendum 3 for the cap details. It shows non-integral post and panel caps the district desires for the panel and posts. To clarify, payment for the caps shall be included in the panel and post items.

Question Submitted: 8/31/2006

Question Number: 9

This is a different form of the former question regarding the number of walls to be constructed. Will NB7 be constructed under this project? It is not listed in the SOS nor are there soil borings for that location. The SOS states that eleven (11) walls are to be constructed but only ten (10) are listed in the details.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 8/31/2006

Question Number: 10

Addendum #3 provided a plan sheet for precast post and panel caps. There were no written comments stating that these must be used. It will be much less expensive and quicker to allow integral post and panel caps typical of most noisewall projects currently being constructed by ODOT. Please clarify if separate caps are mandatory.

Question Submitted: 8/31/2006

Question Number: 11

One of the previous answers on the website states that the noise barrier foundation table has been included in the scope of services, appendix 2. We cannot find this in the appendix and the table given on sheet 9 of the scope of services is not legible. Please provide a clearer copy.

**We have copied the below foundation table to the following web address:
[ftp://ftp.dot.state.oh.us/pub/contracts/plans/063000/foundation table.tif](ftp://ftp.dot.state.oh.us/pub/contracts/plans/063000/foundation%20table.tif)**

Question Submitted: 8/31/2006

Question Number: 12

Will ODOT project both horizontal and vertical control points to the successful DBT?

Horizontal and vertical control points will be provided to the successful bidder.

Question Submitted: 8/31/2006

Question Number: 13

Unless clarified by addendum, we assume that no existing guardrail needs to be replaced by new guardrail on this project.

The scope of this project does not include guardrail replacement. THE DEPT RESCINDS THIS ANSWER. IT IS NOT CORRECT. PLEASE SEE OTHER QUESTIONS ON GUARDRAIL FOR CORRECT ANSWER.

Question Submitted: 8/31/2006

Question Number: 14

After a site review, there are several walls constructed along ramps which need to be built from the existing pavement. It will be impossible to maintain traffic on some of these ramps during construction due to the width of our equipment. Please provide the hours that the ramps may be closed during wall construction.

The allowable lane closures on ramps are the same as the mainline. See the latest revision of the schedule of through lanes maintained, located at www.dot.state.oh.us/dist12/workzone/laneclo.htm

Question Submitted: 8/31/2006

Question Number: 15

Addendum #3 provided a plan sheet for precast post and panel caps. There were no written comments stating that these must be used. It will be much less expensive and quicker to allow integral post and panel caps typical of most noisewall projects currently being constructed by ODOT. Please clarify if separate caps are mandatory.

Question Submitted: 9/1/2006

Question Number: 16

We are unsure of what we are to include in our estimate for the first 2 items listed on page 10 of the scope of services.

Item #1 guardrail - this item lists 7 locations where the existing guardrail is to be modified or new guardrail with appropriate end treatments is to be installed. It further states that a quantity of 1,100 lf of type 5 guardrail is to be used for estimating purposes.

Item #2 Safety Barrier - this item lists the criteria for the need to install concrete barrier or guardrail in front of new soundwalls.

From our inspection of the site & review of the drawings it appears that much more than 1,100 lf of new guardrail will be needed to protect new soundwalls that are within 30' of the edge of a traveled lane. We are assuming that the ramps adjacent to many of the new walls count as traveled lanes. If the ramps do not count then the 1,100lf may be sufficient.

Given the above, we ask:

1. Do the ramps adjacent to new soundwalls count as traveled lanes when designing for guardrails?
2. Are we to include only 1,100 lf of guardrail in our estimate to cover all possible design locations for guardrail on this project? If yes will a change order be written for the difference in final quantity from the 1,100 lf specified? If no what stations does the 1,100 lf of guardrail cover at each of the 7 areas listed so we can calculate the difference we believe will be required under item 2 above?

We were in error on a previous prebid concerning guardrail. We stated that guardrail was not part of this scope. but guardrail is part of the scope. We apologize for any inconvenience this may have caused. A1) Yes. A2) Include only the 1100 LF of guardrail in your estimate. This is an estimate provided for bidding purposes. The guardrail lengths will need to be designed. The final quantity difference will be covered by a change order.

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.