

Ohio Department of Transportation

Prebid Questions

Project No. 101011

Sale Date - 2/25/2010

Question Submitted: 1/19/2010

Question Number: 1

We are a level Uf fabricator, on this project it says there are Level 3 items but I am unable to find them. Are they the temporary structures listed on 62? If not can we still build these items as a Level UF fabricator? Thank you.

See the forthcoming addendum.

Question Submitted: 1/20/2010

Question Number: 2

1) Please delete the "TESTING OF CONSTRUCTION MATERIALS" note on page 47/65. I am assuming ODOT will be handling the testing in accordance with normal ODOT administration of the project. 2) There are numerous instances in the structure general notes that refer to the "EXPENSE OF THE CITY, SUBMIT TO THE CITY AND APPROVAL OF THE CITY. Please confirm all instances indicating City involvement should be converted to ODOT involvement. 3) Please provide clarifications and/or details of what is required to comply with item #9 "CONSTRUCTION BARRIER" under the CSX "SPECIAL REQUIREMENTS" plan page 48/65. It is unclear where this construction barrier is to attach, and to extend 10' above the sidewalk elevation will require substantial anchoring and support. Also clarify what constitutes a construction barrier (orange construction fence?)

See forthcoming addendum.

Question Submitted: 1/21/2010

Question Number: 3

Please make the existing structure drawings available on-line.

There are no existing plans. The district will post online a bridge inspection report from 2006 and a physical inspection rating report from 1986/1987 online at <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/CUY-81829/>

Question Submitted: 1/22/2010

Question Number: 4

The reinforcing bar list for the end diaphragms shown on sheet 63/65 is incorrect. The weights seem to be too high. Please revise.

See forthcoming addendum.

Question Submitted: 1/22/2010

Question Number: 5

Approach slab sidewalk reinforcing list on sheet 63/65 is incorrect. Weights too high. Please revise.

See forthcoming addendum.

Question Submitted: 1/22/2010

Question Number: 6

Is Norfolk-Southern going to require Railroad Protective Liability Insurance for boring under their tracks? If so, please provide the requirements along with the number of trains per day per track.

Insurance: Each tenant/licensee shall be required to obtain, at its sole cost and expense, various types of insurance coverage with various limits. These insurance coverages must be of a form and be underwritten by insurance companies that meet with the NS' approval. In addition, the tenant/licensee may be required to pay NS a risk-financing fee in certain instances. The types of insurance typically required by NS include: Commercial General Liability Insurance, Automobile Liability Insurance, Worker's Compensation Insurance, Railroad Protective Liability Insurance (during construction or maintenance only). Norfolk Southern generally requires a policy of Commercial General Liability Insurance with a combined single limit of not less than \$2,000,000 per occurrence for injury to or death of persons and damage to or loss or destruction of property. Specific insurance requirements will be provided to you in the agreement covering your request when it is approved by the Railroad. "I would review the Permit itself, which as per the last line of the paragraph above indicates, "Specific insurance requirements will be provided to you in the agreement covering your request when it is approved by the Railroad". 65 trains per day @ 40mph. The City of Cleveland is the permit holder. Please contact Jim Deidrick at 216-664-2312.

Question Submitted: 1/26/2010

Question Number: 7

Language of the Proposal regarding railroad protective insurance is limited to CSX. Plan Sheet 22/65 discusses and details jacking and boring two 20" lines under the Norfolk Southern facilities. Same sheet shows requirements to meet all of the NFS NSCE-8 provisions. Most assuredly, a railroad protective policy will be required by Norfolk. Please include the pertinent information regarding limits, number and kinds of trains, etc as is shown in the Proposal for CSX and please state where the costs of said policy are to be included in the EBS.

See forthcoming addendum.

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Question Submitted: 1/27/2010

Question Number: 8

Note of Plan Sheet 6/65 requires the "restoration of areas to their original condition according to Item 203" (Note 6) Is the intent to replace material excavated per Plan Sheets 17,18/65 or simply to remove the temporary access drive road metal? If the original contours are to be re-established, excavated material must be stored in some place to permit restoration "to their original condition".

Refer to boxed note for the temporary road on sheet 16/65 which states "SLOPE SHALL BE RESTORED AND SEEDED". The intent for the restoration of the temporary access road is to restore the slope to the original grade.

Question Submitted: 1/27/2010

Question Number: 9

Please provide clarification: The AT&T 4A notes indicate: Following installation of the demolition shield by the Highway Contractor, AT&T is allotted 3 weeks to abate the existing duct system in the south sidewalk and move the cables to a temporary support system to permit structure demolition. The duration permitted for the base bid protective shield as indicated on plan page 47/65 is 4 weeks. Our experience with the amount of track time CSX provides on this section of track, 4 weeks will not come close to be enough time to demolish the superstructure, especially if 3 weeks are given to AT&T. Please revise the amount of time CSX can permit the height restriction of the base bid protection shield or eliminate this bid option

See forthcoming addendum.

Question Submitted: 1/28/2010

Question Number: 10

Has an asbestos or lead survey been performed on the existing structure?

An asbestos survey has been completed. No asbestos detected. A lead survey was not performed.

Question Submitted: 1/28/2010

Question Number: 11

Please check the quantity for Ref #63 – Class C Concrete, Abutment, APP (Misc. New Construction) it seems to be understated.

See forthcoming addendum.

Question Submitted: 1/28/2010

Question Number: 12

Please check the quantity for Ref #65 – Class HP Concrete, Bridge Deck (Parapet), APP it seems to be overstated.

See forthcoming addendum.

Question Submitted: 1/28/2010

Question Number: 13

Please check the quantity for Ref #67 - Class HP Concrete, Sidewalk, APP seems to be overstated.

See forthcoming addendum.

Question Submitted: 1/28/2010

Question Number: 14

Is Ref #66 – Class HP Concrete, Superstructure intended for the end diaphragm concrete? If yes, is this quantity overstated as well?

Quantity is correct.

Question Submitted: 1/28/2010

Question Number: 15

Page 45/65 indicates Soil Borings B-1 & B-2; can these boring be made available?

See forthcoming addendum.

Question Submitted: 2/1/2010

Question Number: 16

In our opinion, Reference 91 cannot be performed due to the lack of existing vertical clearance of 21'-8" which is less than the minimum 22'-0" required above the CSX tracks. A shield under the existing structure cannot be installed as required in the Structure General Notes on Sheet 47/65. Recommend deleting this item and making Ref 92 the base bid item (no alternate).

The note in the third column on sheet 47/65 under Base bid: Protection Shield allows a 20'-10" min. clearance for a 4 week period of time. The 22' clearance is allowable for the temporary protection shield (pending approval of CSX) after the restricted 4 week period for the construction of the new structure.

Question Submitted: 2/12/2010

Question Number: 17

What is the intention of Line Item #49 – Special – Sheeting Left in Place? A quantity of 100 MBF seems high for a project of this size.

See forthcoming addendum.

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Question Submitted: 2/12/2010

Question Number: 18

On Pg. 48/65, Note 6, Construction Procedures, Part C: States that the contractor shall observe the terms and rules of the CSXT Safe Way Manual and Criteria for Overhead Bridges. Can you please make this information available for review?

This information is available at <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/CUY-81829/>

Question Submitted: 2/12/2010

Question Number: 19

Is it the intent to backfill all 603 and 608 Items with City of Cleveland LSM that are to be installed under the pavement, as noted on Pg. 5/65 under Pavement Restoration for Pipe Installations?

Yes. All trenches within pavement in the City of Cleveland are to be backfilled with LSM.

Question Submitted: 2/12/2010

Question Number: 20

On Pages 56 & 57/65, details 3 each intermediate diaphragms and water main support locations. The Water Work Support Location Plan on Pg. 41/65 shows 7 each water main support locations. These additional water main supports are not detailed or quantified in the plans. Please clarify this discrepancy.

See forthcoming addendum.

Question Submitted: 2/18/2010

Question Number: 21

Is Bid Item #68 – Class HP Concrete, Testing necessary? This item has not been used on recent projects.

See forthcoming addendum.

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