

# Ohio Department of Transportation

## Prebid Questions

Project No. 060114

Sale Date - 3/15/2006

Question Submitted: 2/16/2006

Question Number: 1

Are the borings available for the noise walls (Borings noted as "NSA" on the noise barrier location plans)?

Question Submitted: 2/20/2006

Question Number: 2

Please provide the existing plans on the web site for the following structures:

1. FRA-270-2486 L/R, IR-270 over Worthington-Galena Road
2. FRA-71-2778, SR 710 (Schrock Road) over IR-71
3. FRA-270-2515, Box Culvert at Station 979+51.41

Question Submitted: 2/22/2006

Question Number: 3

Drawing no. 534 has a detail for doweling the existing box culvert. How does the new precast fit up to the existing with these dowels in place?

Question Submitted: 2/23/2006

Question Number: 4

It appears that pavement replacement quantities have not been included for the new Median sign foundation areas on I-71 & I-270. Please include in an addendum.

Question Submitted: 2/23/2006

Question Number: 5

Pier #3 for Bridge No FRA-270-2583A Ramp P over 71 is located in the existing I-71 Median. There are no pay items to replace the existing shoulder pavement after the pier is constructed. Please add asphalt pavement & 304 Aggregate Base replacement quantities by an addendum.

Question Submitted: 2/25/2006

Question Number: 6

Unless clarified by addendum, we assume that integral post and panel caps will be acceptable for use on the noisewall in lieu of the detail shown on sheet 823. This is common practice on almost every other noisewall project in the state of Ohio.

Question Submitted: 2/25/2006

Question Number: 7

Biditem 368 for additional noisewall foundations and posts is set up to be paid by the 'each.' It is unfair to the contractor to put the risk on us for the actual depths of the foundations. Please provide an estimated depth of the additional foundations that we should assume for bidding purposes.

Question Submitted: 2/25/2006

Question Number: 8

A note on sheet 810 states that the calculated noisewall area is based on 12" incremental panel heights, however the calculations based on the elevations shown on the noise barrier profile sheets work out to half foot increments in most cases. It appears that the plan quantities have rounded these heights up to the nearest even foot. Unless clarified by addendum, we will assume that the actual pay quantity will be based on the elevations shown on the profile sheets with wall heights rounded up to the nearest even foot increment and that no deduct will be made from plan quantities for wall that extends above or below the elevations shown due solely to the fact that the panels are made in even 12" increments.

Question Submitted: 2/25/2006

Question Number: 9

The note on sheet 810 requires 36" noisewall shafts when 12"x20" posts are required. The only way for the contractor to know if this post size is required is by following the tables given on sheet 821, however the designer has apparently already done this because the exact drilled shaft depths for each post location have been given on sheets 824-825. If the contractors are required to go back and duplicate all this work for each post location, the results will surely be different from what the designer came up with because the borings may be interpreted differently by each party. In order to minimize conflicts, please provide the post size for each location based on the area of the chart that the designer used to calculate the drilled shaft depths. If this is not done, we will base our bid on our interpretation of the soil borings and assume that any changes during shop drawing review will be paid for by change order.

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 2/27/2006

Question Number: 10

Shouldn't there be an item (622 end section, RM4.6) for the guard rail hook-ups, sheet 412, on the single slope D (2ea.). Also there should be a 10' deduction @ each sign, paid with sign foundation, on the Type B-1 Jersey. According to the stationing, most are 90'. 2-40' transitions and the 10' sign foundation.

Question Submitted: 2/27/2006

Question Number: 11

The plans do not specify the type of concrete for the Cast in Place concrete facing for the Soil Nail wall. We assume that it should be QSC1. Please confirm.

Question Submitted: 2/27/2006

Question Number: 12

1. Soil Nail Wall shotcrete note on plan sheet 747/846 states that shotcrete is 6" thick. Plan sections on sheet 758 & 759/846 shows 4" thick. We assume you want 4". Please clarify in an addendum.

Question Submitted: 2/27/2006

Question Number: 13

Sheet 817 which lists the approved noisewall suppliers for this project was last revised on 2/18/05 per the note on the bottom of the page. Unless clarified by addendum, we will assume that any current ODOT approved noisewall suppliers will be acceptable for this project rather than only the two listed on sheet 817 since this list was last updated over a year ago.

Question Submitted: 2/27/2006

Question Number: 14

The note on sheet 811 and detail C-C on sheet 820 require an aggregate drainage system under the noisewall. However, detail C-C shows embedded panels used with this system and the notes on the noise barrier location plans state to hold the bottom of the wall 3"-6" above ground line to allow for drainage. If the wall is to be held above the ground line to allow for drainage, then the aggregate drains are not needed. Please clarify how the bottom of the wall is to be constructed.

Question Submitted: 2/27/2006

Question Number: 15

There is no bid item for the extension of the existing 34" x 53" elliptical pipe located under the existing 8'x8' concrete box culvert (Bridge No. FRA 270-2515). See plan sheet 760/846. Please add a bid item for it.

Question Submitted: 2/28/2006

Question Number: 16

There is a conduit attached to the North side of the parapet on Bridge No. FRA-270-2486. There is no mention in the Utility note as to what this is or what will happen to it during demolition. Will you want new conduit in the new parapet? Please clarify.

Question Submitted: 2/28/2006

Question Number: 17

Sign summary sheet 675/846 shows a quantity for 36/Lf. of ground mounted sign support, W8 X 18. This is confirmed on sign detail sheet 674A/846 sign 12-S. However this quantity never makes it to the general summary or to the bid items. Will there be an addendum adding this pay item.

Question Submitted: 2/28/2006

Question Number: 18

On the plan sheets it shows existing light towers so... should the single-slope A-1 be bid as S/S B-1 to include the placement for raceway. RM 4.3 standards for S/S A-1 does not include raceway. Isn't the existing wall on this project S/S B-1?

Question Submitted: 2/28/2006

Question Number: 19

Detail quantities on sheet 154 calls for 243' of 15" conduit type F however on the plan & profile view on pages 412 & 413 calls out for 243' of 21" conduit type C, which is correct? General summary does not call for any 21" pipe.

Question Submitted: 3/1/2006

Question Number: 20

On sheet 766 of 846, Widened Culvert Details, the note in the Elevation View that calls for neoprene sheeting 3'-0" wide centered about joints (top slab and vertical joints) does not indicate where this material is to be paid. We assume that it is included with Class C Concrete, Above Footing, As Per Plan. Please clarify.

Question Submitted: 3/2/2006

Question Number: 21

Concerning question #7 of addendum #1 dated 03/01/06, the actual take off quantity from the drawings for item 0364 is 29034 sf. The pay item quantity is 30600 sf. If you are paying the 30600 sf when actually there is only 29034 sf, isn't this contrary to your answer. Which amount would you be paying?

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 3/2/2006

Question Number: 22

Are the soil borings logs for the noise walls on Ramp N and I-270 (designated N1011-\*\*) listed on sheet 842 available for review?

Question Submitted: 3/3/2006

Question Number: 23

Will ODOT permit the contractors to use the infields at I-270 and Cleveland Ave for borrow and/or wasting dirt for this project?

Question Submitted: 3/3/2006

Question Number: 24

Is the conduit that is mentioned in question #15 on Addendum No. 2 part of the Traffic Surveillance system and exposed to the \$500 / day liquidated damages mentioned in Addendum No. 2 under Traffic Surveillance?

Question Submitted: 3/3/2006

Question Number: 25

Will ODOT allow the contractors to use the infields at I-270 and USR 23 to temporarily borrow and waste dirt for this project?

Question Submitted: 3/3/2006

Question Number: 26

Are there any calculations or quantities available for Temporary Pavement Type B?

It will be difficult at best to accurately quantify this item without more details regarding station limits, taper lengths, pavement widths, etc.

Since there is a pay item for Temporary Pavement, Type A should there not also be a separate item for Type B Pavement as well?

Question Submitted: 3/3/2006

Question Number: 27

According to plan sheet 55/846 it states that the contractor is only allowed to close one lane of traffic on I-270 and I-71 during the allotted time stated in the plans. The installation of the work zone markings for the Transition Area Delineation will require the closing of multiple lanes of traffic in order not to have the motorist driving over conflicting markings. Will the contractor be allowed to close multiple lanes on I-270 and I-71 during the scheduled work times?

Question Submitted: 3/3/2006

Question Number: 28

There are several locations throughout the project that require the use of Item 615 Temporary Pavement Type B for maintenance of traffic. For example see plan sheets 76, 78, 80, etc. There is no pay item in the proposal to cover the Temporary Pavement Type B, which appears to amount to several thousand square yards.

Please issue an addendum to add a pay item for Item 615 Temporary Pavement Type B including area calculations.

Unless an item is added by addendum, we assume that the Temporary Pavement Type B cost is not to be included in the bid.

**See Addendum**

Question Submitted: 3/6/2006

Question Number: 29

1. The plans allow us to close 1 lane according to the chart on sheet 55/846. During the resurfacing of I-270 and I-71, we will need to close multiple lanes. Can we assume that this chart will apply to multiple lane closures as well?

2. Sheet 55 also states that all lanes are to be open to traffic 2 hours prior to through 1 hour after events at Germain Amphitheater with expected attendance exceeding 5000 patrons. We will not be able to do any nightwork on nights which this occurs, and we have no way of knowing how many times this will happen. Because this will impact scheduling for the job, we will assume 10 of these occurrences. Please advise if otherwise.

Question Submitted: 3/6/2006

Question Number: 30

Referring to drawing 766/846, what thickness is the neoprene sheeting?

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 3/9/2006

Question Number: 31

1) In reference to Biditem 223, Transition Area Delineation - 14,020 lf, how is this item to be paid? This is listed as a 614 item, but there is nothing in the spec book regarding this item. In addition, the plans have no notes regarding this item, other than the drawing shown on page 56A and 56B. Specifically, what is the method of measurement for this item? Is it to be paid by the lane-ft/phase, or some other method?

2) In reference to the planing and re-surfacing of the driving lanes on I270 and I71, the plans do not dictate a time frame for the milled/planed surface to be paved. Can we assume that traffic will be allowed to run on the milled surface?

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