

Ohio Department of Transportation

Prebid Questions

Project No. 091116

Sale Date - 11/6/2009

Question Submitted: 10/1/2009

Question Number: 1

Plan sheet 6/67 Remove Existing CSX/CIND Track The specification states: "Any materials that the CIND Railroad Identifies for Salvage, the contractor will haul to a site within 10 miles of the project site and unload and stack material where directed by the engineer." So the question is: what are the specific items in specific quantities that the CIND wants for salvage so that we may estimate the cost of hauling materials to their site?

CIND will salvage the Rail, and OTM (includes Tie Plates, Joint Bars, Rail Anchors, etc). All other associated items (Ties and Ballast) and their removal will be the responsibility of the Contractor.

Question Submitted: 10/1/2009

Question Number: 2

Plan sheet 6/67 Remove Existing CSX/CIND Track The specification states: "Materials discarded by the railroads...are to be disposed of in a licensed landfill approved by ODOT." Is that referring only to crossties and/or materials that the contractor does not wish to retain as salvage?

Track related materials, including ballast are included in this item. This is due to the fact that the ballast and track materials may become contaminated and landfill disposal must meet environmental commitments for disposal. Salvage items are the responsibility of the contractor.

Question Submitted: 10/1/2009

Question Number: 3

Plan sheet 6/67 - CIND Track, New 115# Rail, Wood Ties) Will the CIND accept New I.Q. Rail, or even #1 Relay on this project?b) Is relay material acceptable for the following items: Tie Plates, Joint Bars, Rail Anchors, or Crossties?

a) No. Only new rail is acceptable for this project.b) No. Only new materials are acceptable for this project.

Question Submitted: 10/1/2009

Question Number: 4

Plan sheet 6/67 - CSX Track, New 136# Rail, Wood Ties) Will CSX unload the rail at the project site?b) Will CSX unload the crossties, plates, anchors, spikes, welds, etc. at the project site?c) What lengths of rail will CSX provide?d) In addition to ballast, are there any track materials in this item that the contractor is to furnish?

(a) CSX to furnish and deliver CWR rail via a rail train. Contractor is to be prepared to assist in unloading the rail. i.e., provide man power and equipment to pull/hold rail as the train moves away.(b) Contractor is to unload all furnished materials.(c) CSX will furnish CWR rail, maximum length of 1,440 LF ribbons.(d) CSX to furnish all materials except for ballast, subballast, and grade construction items.

Question Submitted: 10/1/2009

Question Number: 5

Plan sheet 6/67 - CIND Welds and CIND Active Track Tie-In Given that the existing CIND rail is 105 and 127 Dudley with bolted joints, are there any welds required in the CIND track? If so, how many?

Per the project Addendum, 115# CWR is required for all CIND work. The required 115# CWR track will be 80' lengths and will be Thermite Welded at all joints (approx. 66 Welds required).

Question Submitted: 10/1/2009

Question Number: 6

Plan sheet 7/67 - Temporary Crossings Is the "temporary" crossing to be removed at any time as one of the contractors responsibilities in this project?

Rail America/CIND and CSX field representatives will be onsite during construction that involves active track. The contractor will need to coordinate with both entities regarding removal of the temporary crossing. The removal of the Temporary crossing is intended to be at the end phase of the project, or at which time the temporary crossing is no longer needed. The removal of the CIND Crossing Surfacing Panels will be the responsibility of the Contractor, and be retained by CIND at the time of removal. The CSX Crossing is tentatively categorized as temporary, in order to help expedite construction. However, if CSX determines the location to be of use for future maintenance needs, the crossing will remain in place. However, the Contractor should bid with the assumption the crossing will be removed after construction.

Question Submitted: 10/1/2009

Question Number: 7

Plan sheet 15/67 Is the optional perforated pipe required in this project under the CSX Temporary crossing? If so, is CSX providing this?

Perforated pipe is not needed and contractor is not required to furnish.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/1/2009

Question Number: 8

Plan sheet 19/67 Are the following items labeled as "optional" a requirement under the CIND Temporary crossing? a) Signal conduit b) Drain Pipe c) Geotextile fabric d) 6" of asphalt under crossing

All items a through d (Signal Conduit, drain pipe, geotextile fabric and 6" asphalt under the crossing are required. This is the standard installation for Concrete Crossing Surfacing Panels to ensure stability and avoid damage caused by subsurface instability.

Question Submitted: 10/1/2009

Question Number: 9

Plan sheet 20/67 Are the pandrol plates with e-clips shown on the plan required in this project where the temporary crossing is to be placed?

Pandrol plates with e-clips are required as this is the standard installation for CIND works.

Question Submitted: 10/1/2009

Question Number: 10

Plan sheet 25/67 Please specify the size and spacing of crossties required on the CIND tracks in this project.

The size of the standard CIND wood crossties shall be as 6"x8"x8.5 ft. Standard spacing for the CIND crossties will be 20" center to center of ties.

Question Submitted: 10/12/2009

Question Number: 11

Plan sheet 6/67 - CIND Track, New 115# Rail, Wood Ties: Regarding the crossties, what is the exact specification? Are these to be Grade 5's, Grade 4's, 7" Grade Ties (80/20 mix), or 7" Industrial Grades? What is the End Plating requirement for these crossties? What is the Creosote requirement for ties?

CIND standard wood ties shall be new industrial grade with dimensions of 6"x8"x8.5 ft. The contractor shall assume all CIND crossties are end plated. The creosote requirement for the cross ties shall meet the American Wood Protection Association standard for industrial grade wood ties.

Question Submitted: 10/12/2009

Question Number: 12

Please identify the depth of ballast required on CIND standard track in this specific project.

As shown on Sheet 3 (typical section), the ballast depth is 12 inches under the tie at the centerline of CIND MAIN track. As stated in NOTE 2 on Sheet 3, "Additional depth (3" and varies) to be made up in ballast material".

Question Submitted: 10/12/2009

Question Number: 13

Regarding CSX trackwork items, are there any rail welds in the contractor's scope of work? If so, is weld testing to be included in the contractor's responsibilities?

As stated on Plan Sheet 32, "COMMENTS FOR STAGE 1", left column, last paragraph: "CSX TO PERFORM ALL CSX TRACK WELDS".

Question Submitted: 10/12/2009

Question Number: 14

The plans- sheet 6/67 - make reference to CSX Specifications from the MWI manual - such as for ballast in spec MWI 301-3. The project specs refer to the latest CSX MWI which many may not have. When approaching CSX directly, Dave Fette of CSX responded: "CSXT does not provide copies of its entire MWI manual to anyone outside of CSXT. However ODOT can request the appropriate sections of the manual that apply to their project and CSXT will furnish those sections to ODOT." Please obtain the CSX MWI Manual and provide specifications for: Ballast MWI 301-3 Surfacing MWI 1103-02 All other sections referred to as "see also" in the section of plan 6/67 labeled "CSX & CIND Standard Specifications"

CSX MWI 301-03 Ballast Specification (6 SHEETS – latest version) was provided as a Special Provision with the original plans. CSX MWI 1103-03 Surfacing Policy (8 SHEETS – latest version) was provided as a Special Provision with the original plans. 703-06 Rail Anchoring Policy (10 SHEETS – latest version) was provided as a Special Provision with the original plans. 1101-04 Continuous Welded Rail Projects (8 SHEETS – latest version) was provided as a Special Provision with the original plans. 1125-01 Installation and Thermal Adjustment of CWR (10 SHEETS – latest version) was provided as a Special Provision with the original plans. The 3 following documents were provided as Special Provisions with the original plans. • CSX-TRACK CONSTRUCTION • CSX-GENERAL CONDITIONS FOR CONTRACTORS WORKING ON CSXT R/W • CSX-ROADBED CONSTRUCTION AS SPECIAL PROVISIONS TO THE PLANS

Question Submitted: 10/15/2009

Question Number: 15

Plan quantity for MH #5 is 1. The plans indicate D5RR and D65 are both to be constructed over the existing 6' brick sewer. Which pay item do we get paid for constructing one of the MH#5? Is it incidental to the abandonment of the MH?

Manhole D65 is to be installed in the existing 7.5 ft diameter brick sewer. Manhole D5RR is to be installed in the existing 6 ft. diameter brick sewer. Both manholes are to be MH-5 as indicated in the project plans. A revised bid quantity for MH-5 is being provided in the addendum to provide payment for D65 and D5RR.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/19/2009

Question Number: 16

Pay item 4 - Location of underground storage tanks and size are not depicted on the plans. Can you identify the location and size of tanks to be removed?

The environmental work to date has not revealed the presence of underground storage tanks within the project limits. However, due to the significant historical usage of the site, the presence of underground storage tank(s) cannot be ruled out. The contractor shall prepare the bid assuming tank removal will consist of a 2,000 gallon tank, requiring 10 CY of removal per tank. Removal and disposal of the tank and soil shall be as outlined in the contract documents.

Question Submitted: 10/19/2009

Question Number: 17

Pay items 15,16, and 17 - Can the contractor assume that these materials will only be removed if encountered to construct the proposed work and no materials will be removed below proposed subgrade/undercuts? If these materials are to be removed beyond typical cross section view, will an embankment item be needed to replace the removed soils?

The contractor shall prepare the bid price for work involving non-regulated materials, work involving solid waste, work involving hazardous waste and work involving petroleum contaminated soils, assuming the contractor will remove the materials to the plan excavation lines. Additional embankment, if deemed necessary, will be paid by with actual cost of force account or using contract bid unit prices. If the quantity of regulated materials exceeds those outlined in the plans, payment will be addressed per CMS 109.05.

Question Submitted: 10/20/2009

Question Number: 18

Plan page 3/67 "typical section" reflects 12" of ballast(key codes=1) to be installed. Under which pay item/bid item will this work get paid for?

Payment for the ballast is included in Item 900 Special - Rail Item, Misc: CSX Track, New 136# rail, wood ties and Item 900 Special Rail Item, Misc: CIND Track, 115# CWR. See project plan notes on Sheet 6 of 67.

Question Submitted: 10/20/2009

Question Number: 19

CSX Standard specifications attached to the plans state that CSXT will furnish and the contractor will be responsible for assisting the unloading in the right of way. Where will this track be unloaded? Can the contractor assume it will be unloaded to the South of the existing tracks? Please designate an area that CSX will want to unload their materials.

The contractor is responsible to coordinate unloading of the track directly with CSX. The Department will not designate an unloading area.

Question Submitted: 10/20/2009

Question Number: 20

What material will be required for pay item 10 - Granular Material Type E (Subballast)? Will ODOT specifications satisfy CSX requirements? Page 8 of CSX Roadbed construction gradation does not reflect the same gradation as Type E (ODOT) material. Please clarify what material is to be utilized for all parties involved.

See Addendum No. 2

Question Submitted: 10/20/2009

Question Number: 21

Plan sheet 4/67 states that a flagger will be required when any work is within the right of way of the railroad. Who is responsible for the cost of the flagger? If the contractor is responsible for the costs, will ODOT consider a pay item paid by the hour for their services? If hourly pay item is not considered, please clarify if 1 or 2 flagman will be required by the railroad companies.

All flaggers will be paid by the Department under direct contract with the respective railroads. The contractor is expected to coordinate all work activities with each respective railroad to determine the need for one or more flaggers. Work may be such that only one railroad flagger is required or work may require a flagger from both railroad entities.

Question Submitted: 10/20/2009

Question Number: 22

Plan sheet 7/67 shows the concrete collars and concrete base approximately 1/2 the depth of existing 6' brick sewer. The Standard drawings on plan sheets 27 and 28 of 67 show the concrete base to be below the 6' brick sewer. Will the contractor be required to excavate below the existing brick sewer or install per drawing on page 7/67 ?

The concrete collars and concrete base for the manhole within the existing 6 ft. brick sewer shall be installed as outlined in the plan notes on Sheet 7 of 67. Utilize the MSD standard drawings presented on Sheets 27 and 28 for material and steel placement information as detailed in the plan notes on sheet 7 of 67.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/21/2009

Question Number: 23

1.) With regards to the CSX line over of CSX #1 and CSX #2, does the CSX furnish the required ballast or is it the contractor's responsibility? 2.) REF: Page 37, Stage 6 - Comments for Stage 6 do not stipulate the limits of CINDWALL line over. Is this an oversight? Please verify the contractor is to perform the line over. 3.) Please provide the following material specifications for CIND tracks: RAIL - Jointed or Welded, New or Relay If jointed - Lengths of rail If welded - Is thermite welding acceptable JOINT BARS - New or Relay Size and type TIE PLATES - New or Relay Size and type Punching pattern CROSSTIES - Size and treating specification Required end treatment if applicable Spacing requirements SPIKES - Spiking Pattern Tangent track and/or curve track ANCHORS - New or relay Type Applicable pattern for this project BALLAST - Applicable specifications Type (i.e. limestone, dolomite, traprock, granite4.) Is this project "Buy American"? 5.) Existing CIND tracks are jointed. Referencing notes on Page 6, Contractor is responsible for CIND welds on this projects. Are they required? If so, how many welds are there and where are they to be installed? 6.) Page 6, Item 900 - The item states materials discarded by the railroads are to be disposed of in a licensed landfill approved by ODOT. Typically rail and other metal track materials become contractor salvage as scrap. Does the rail and OTM need to go to a landfill or is the intent the railroad crossties and switch ties?

1.) Answer: The contractor shall furnish ballast for the CSX line as outlined in plan note on sheet 6 of 67 for Item 900: Special - Rail Item, MISC: CSX Track, New 136# Rail, Wood Ties. 2.) Answer: Please see Addendum #1 regarding the Line Over information for the CIND line. 3.) Answer: CIND Specifications added to the project by Addendum. 4.) Answer: All materials for the project shall follow ODOT Construction and Materials Specification guidelines with respect to purchase. For iron and steel products please refer to CMS 106.5. 5.) Answer: Please see Addendum #1. 6.) Answer: CIND will salvage the rail, and OTM (includes tie plates, joint bars, rail anchors, etc) All other associated items (ties and ballast) and their removal will be the responsibility of the Contractor. Please refer to the plan note on Sheet 6 of 67, Item 900: Special - Rail Item, MISC: Remove Existing CSX/CIND Track. It is the contractor's responsibility to evaluate any items for disposal or salvage.

Question Submitted: 10/21/2009

Question Number: 24

Plan sheet 4/57 under SSHSP states that District 8 has copies of the environmental studies for the contaminated soils. Can ODOT provide these reports in PDF format prior to bid?

The available environmental documents have been placed on the server located at \\ctrfs100\d08\$\Addenda\HAM-84126.

Question Submitted: 10/21/2009

Question Number: 25

Q1: Plan sheet 4/67 states that the liner plates are incidental to the construction for Manhole D5RR and further noted on sheet 7/67. The temporary liner plates are then to be removed after the construction. Can the contractor leave the liner plates installed at the contractor's expense and not remove after constructing the manhole? Q2: Will liner plates be required and incidental to the construction of MH D65? Q3: Pay item 44 - 72" Tunnel liner plates is a contingency quantity, therefore if the contractor elects to leave the liner plates installed, we would not get paid under this pay item.

Answer 1: All liner plates installed as part of the manhole construction shall be removed. ANSWER 2: YES FOR MANHOLE D5RR, THE COST OF LINER PLATES, 18" COLLAR, INSTALLATION AND REMOVAL TO BE INCLUDED IN THE PAY ITEM FOR MANHOLE D5RR. FOR MANHOLE D65, THE COST OF LINER PLATES, 18" COLLAR, INSTALLATION AND REMOVAL TO BE INCLUDED IN THE PAY ITEM FOR MANHOLE D65. ANSWER 3: Pay item 44: The contingency item detailed on sheet 8 -- CONDUIT, MISC.: 72" TUNNEL LINER PLATE STRUCTURE, AS PER PLAN -- is to be considered for a separate application from the manhole installation and pay items on sheet 7 -- ABANDONMENT AND MANHOLE INSTALLATION ON A BRICK SEWER. The sheet 8 'CONDUIT, MISC.: 72" TUNNEL LINER PLATE STRUCTURE, AS PER PLAN', if used, would be permanently installed in the brick sewer for conditions as described on sheet 8, left column, last paragraph: CONTINGENCY: A CONTINGENCY QUANTITY OF THIS ITEM HAS BEEN ESTABLISHED IN THE GENERAL SUMMARY TO BE USED, AS DIRECTED BY THE ENGINEER, IN LOCATIONS WHERE PROJECT WORK HAS CAUSED DAMAGE TO THE EXISTING 72" BRICK SEWER. Should the application of this pay item be determined to be used by the engineer, the contractor would be paid for the materials and work included in the pay item as described in the PAYMENT paragraph, by the linear foot of tunnel liner plate installed.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/21/2009

Question Number: 26

Is there any additional information available regarding the UST's removed under Ref. 4? Size of tanks, material stored, etc? Please review the elevation of CB D64 shown on sheet 49 of the plans. The grate ele is given at 488.20 but it is drawn at ele 491.00+/- . Please confirm the grate elevation. Plan sheet 48 indicates 100' of 30" Conduit, Type B entering MH D63 from the northwest. This quantity of pipe is not included in the drainage sub-summary or in the proposal. If this pipe is part of the project, please add to the proposal and supply the drainage details. Plan sheet 48 indicates a stub of 12" Conduit, Type C entering MH D63 from the north. This quantity of pipe is not included in the drainage sub-summary. If this pipe is part of the project, please revise the quantity and supply the drainage details. Regarding Ref. 10 Granular Material Type E (Subballast)- The sub-ballast gradation given in CSXT MWI 301-03 Specifications for Prepared Railroad Ballast and in CSXT Engineering Dept. Standard Specs. for Roadbed Construction is not consistent with ODOT 204 Granular Material Type E. Please clarify what gradation of material is required for use as subballast.

See Addendum No. 2

Question Submitted: 10/22/2009

Question Number: 27

For the CIND track, the answer to a previously-asked question states that new 115#RE rail in 80' lengths is required. Is new prime 115#RE rail required or is Industrial Quality (IQ) rail allowed?

Track for the CIND line shall be new prime 115# RE, freight rail stock. No substitutions for this rail is permissible.

Question Submitted: 10/22/2009

Question Number: 28

Please clarify what size tie is required for the CIND track. Are 6"x8" Industrial Grade or 6"x8" Grade 3 ties required?

CIND standard wood ties shall be new industrial grade ties with dimensions of 6"x8"x8.5 ft.

Question Submitted: 10/22/2009

Question Number: 29

Sheet 6/67 shows the temporary crossings (4 total) to be 12' long, each. However, Sheet 15/67 indicates that the CSX crossings will be furnished in increments of 8'-1/2" and Sheet 20/67 indicates the same for the CIND temporary crossing. Please confirm that we will be installing 16'-3" long crossings on each of the four tracks and that the overall traveling road width for the temporary road will be 12'. Also, are we correct in assuming that the temporary crossings will be located outside the limits of the new track we are building or not?

Sheet 7 of 67 illustrates the temporary crossing for the CIND and CSX lines. The temporary crossing shall be a minimum of 12 ft. wide. The contractor is to utilize the CSX and CIND Standard drawings to provide at least the plan temporary crossing width. One temporary crossing is proposed for this project. The location of the temporary crossing is illustrated on plan sheets 39, 41, 43 and 45.

Question Submitted: 10/26/2009

Question Number: 30

The typicals on page 3 show the 4' undercut area as the excavation of subgrade. The typicals also show granular material Type B being placed in 3' of the 4' undercut. The calculations on page 38 show more granular material type B than excavation of subgrade at each station. So more material is being put into the undercut than what was excavated. Is the excavation of subgrade quantity correct?

See revised quantities in Addendum #2.

Question Submitted: 10/26/2009

Question Number: 31

Neither the prebid question-answers nor addendum 1 has yet provided a specification for CIND ballast. Is ODOT #4 limestone acceptable, or will ODOT provide a specification for the ballast to be installed in the CIND tracks?

See Addendum No.2

Question Submitted: 10/27/2009

Question Number: 32

1.) Addendum 1, under Sheet 6 heading references adding "CIND STANDARD DRAWING ES7030.1. Please advise from where this standard drawing can be obtained. 2.) Per Addendum 1, Track Stationing was changed. With respect to Stages 5 and 6, the east and west ends of the CIND tracks now include approximately 500' each of newly constructed track, not line over. Are there time constraints for this work? No data is given about how the CIND is going to operate trains while this construction takes place. Please provide detail.

CIND Standard drawing has been removed from this project in Addendum #3.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/27/2009

Question Number: 33

Will RailAmerica Track Construction Specifications be provided or not? Previous reference was made to them being included in the addendum but we do not see that any were included. Specifically we need to know what type of ballast material is acceptable (traprock or locally quarried ODOT-approved stone), its size (assuming #4 at this time) and specifications for the Pandrol plates, clips and what type of lag screws will be required.

The CIND ballast specifications were provided in Addendum #2. See revised sheet 6 of 67. CIND ballast shall be New Grade 3 granite ballast meeting or exceeding AREMA requirements. Specifications for the pandrol plates, clips and lag screws were provided in Addendum #2.

Question Submitted: 10/27/2009

Question Number: 34

A question was asked on 10/21 regarding posting a copy of the environmental study on the contaminated soils. The question was answered that the available environmental documents have been placed on the server located at \\ctrfs100\d08\$\Addenda\HAM-84126. Please clarify how to access this information on ODOT's server or provide a link similar to the ones provided in the addendums.

The environmental documents were placed on the ODOT internal server located at \\ctrfs100\d08\$\Addenda\HAM-84126. These documents are required to be moved to the public Contracts server such that all contractors can obtain the files.

Question Submitted: 10/30/2009

Question Number: 35

On the CIND Tracks, Is Pandrol Plating and OTM only required in the Temporary crossing? On the CIND Tracks, please provide us with the AREMA Plan number for the Tie plates to be used on this project for the 115# RE Rail.

Answer 1: Yes Answer 2: Standard tie plates shall be a Double Shoulder 115#, 13" Tie Plate. Tie plates for tangent and curve section of the track shall be CWR - 7-1/2" x 13" or 14" minimum as required in the CIND Rail Maintenance and Installation special provision provided in Addendum #2.

Question Submitted: 10/30/2009

Question Number: 36

1.) Reviewing the CIND Standard Drawings added per Addendum #2, no standard tie plate is included, only specialty tie plates. The specifications do not indicate the type of tie plate to be used. Is it the intent of the project to use Pandrol plates and e-clips or other specialty tie plates?

Standard tie plates shall be a Double Shoulder 115#, 13" Tie Plate. Tie plates for tangent and curve section of the track shall be CWR - 7-1/2" x 13" or 14" minimum as required in the CIND Rail Maintenance and Installation special provision provided in Addendum #2.

Question Submitted: 10/8/2009

Question Number: 37

The plans (sheet 6/67) make reference to CIND specifications and standards for Ballast, Surfacing, Welding, and Tie-In prequalifications. However, these specific details, etc. are not provided in the plans. CIND/Rail America has declined to make such details available when directly approached and has suggested that ODOT provide them. Please provide all referenced CIND specifications and standards, especially ballast.

CIND specifications and standards will be added to the contract documents by addendum.

Question Submitted: 11/1/2009

Question Number: 38

Item #44 is a contingency item for 72" Tunnel Liner. Is access to the sewer (ie access shaft construction) going to be paid on a time and material basis? There isn't any way to assess how much work will be required without knowing where the sewer failure will occur and this could be a very expensive item considering the railroad zone of influence.

Item #44 will be paid as indicated in the project plans. Access to the sewer is available at the existing or proposed sewer manholes. The contractor is to continuously videotape the 72" sewer as work progresses to evaluate damage to the existing brick sewer. See pay item #45 of the proposal and sheet 7 of 67. The Engineer will determine the areas, if any, where the tunnel liner plates will be required.

Question Submitted: 11/3/2009

Question Number: 39

On page 13 of 26 on the list of pre-bid questions, there is an answer to a question that alludes to an addendum #3 coming out that will eliminate one of the CIND standard drawings. Is there a planned addendum #3 that is yet to come out today? Please advise.

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