

Ohio Department of Transportation

Prebid Questions

Project No. 070449

Sale Date - 10/12/2007

Question Submitted: 9/10/2007

Question Number: 1

1) For the Vermilion River bridge, sheets 55 and 56 show the 6' undercut from station 965+70 to 967+61.37. Sheet 134 section C-C shows the undercut extending beyond the abutement face of the MSE wall, and refers you to note 1 that states the roadway cross sections define the limits of the undercut, however there are no cross sections that accurately show any undercut in front of the MSE wall. Will the 6' undercut be required in front of the MSE wall at both bridge abutements per the 965+70 to 967+61.37 limits or can we stop at the abutement face of each MSE wall? 2) Can addenda 1 be put on the website, currently it cannot be viewed. 3) If borrow/waste sites are determined on-site, will Davis Bacon Wages be required to be paid to hauling subcontractors? 4) If the proprietary MSE wall supplier requires reinforcing straps longer than the MSE wall pay limits to design for internal stability, will the select granular backfill quantity be adjusted for actual strap lengths. 5) Can the ordinary high water mark elevation be provided?

Question Submitted: 9/10/2007

Question Number: 2

The bid quantity for Ref No 120, Select Granular backfill is 1,845 cy. The quantity on the Estimated Quantity Sheet 111/185 for this item is 7,845 cy. It looks as if someone made a mistake in carrying the quantity to the bid documents as the quantity is close to the 7,845 cy not the 1,845 cy. We bring this to your attention as this is a \$200,000.00 error in the bid.

Question Submitted: 9/11/2007

Question Number: 3

There are a number of railroad ties laying around the site. How are these to be disposed of? If we are to dispose of them, how are we to be paid?

Question Submitted: 9/11/2007

Question Number: 4

The Plan Sheet 110 calls for a 5 month settlement period after MSE wall construction is complete before piling can be driven on the bridge structures. With the project bidding on the 26th of September and 30 days for the award and contract signing, no work will be completed this fall. There is 250,000 cy of dirt to be moved along with the MSE wall to be constructed. This will take a minimum of 3 months to complete starting May 1, 2008. The settlement period would begin August 1, 2008 and not be completed until January 1, 2009. The contract Completion date is October 15, 2008 and we have not even started the bridge yet. The contract completion date needs to be moved to September 1, 2009.

Question Submitted: 9/12/2007

Question Number: 5

Is it to be assumed that the material removed under item #11 is NOT suitable for use under item 12? Otherwise is item #11 material unsuitable and should be disposed of?

Question Submitted: 9/12/2007

Question Number: 6

Could you please check items 57 thru 61. The proposal calls for just 707.01 but the plans call for several options under 707.01.

Question Submitted: 9/12/2007

Question Number: 7

On plan sheet #23 I noticed no quantity allowed for Subgrade Compaction at the Driveways. Is this work required at the Driveways prior to Aggregate Base?

Question Submitted: 9/12/2007

Question Number: 8

Addendum #4 eliminated the item for pavement removal. How are the areas (Old Route 250) shown on plan sheet 33, 35 37 and 39 which are not included in the roadway x-sections that require pavement removal to be paid for? Also the pavement removal between the railroad tracks, which CSX is required to remove and stockpile for contractor disposal, is this work incidental to other operations?

Question Submitted: 9/12/2007

Question Number: 9

1. I can not find a detail for the Exfiltration Trench covered by item #45 and referenced by supplemental specification #835. Please provide. 2. After reviewing the plans I can find no provisions for MOT stone. Does ODOT plan on adding an item for Traffic Compacted Surface, Type A or B, specification #410?

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Question Submitted: 9/13/2007

Question Number: 10

Plan sheet 31, Ref # R6, shows 4 septic tanks, Bid item #9 - Septic Tank Removal lists a bid quantity of 1 each. Which quantity is correct?

Question Submitted: 9/13/2007

Question Number: 11

Addendum #4 answers some of the prebid questions. The answer to Question 2 says that the quantity of embankment is revised in this addendum but no quantity is included. Is there a revised quantity for embankment?

The answer to Question 2 was incorrect. The original embankment quantity was correct and was not changed.

Question Submitted: 9/13/2007

Question Number: 12

Ref.2 Pavement Removed-Was the volume of pavement removed deducted from the excavation quantity? If so, what quantity is used?

Question Submitted: 9/14/2007

Question Number: 13

Ref. 168- Maintaining Traffic:Plan sheets 10 through 12B describe detour routing, maintenance of traffic plans and notes, dropoffs, and barricading. However, nowhere is there a note specifically stating who performs the detour signing shown on sheet 10. Please clarify whether the contractor or ODOT is to perform detour signing.

Question Submitted: 9/17/2007

Question Number: 14

Ref. 92, 129: Settlement PlatformsPlan notes for these items make reference to obtaining readings from the settlement platforms as required by the plans or as directed by the engineer.What frequency during embankment construction and during the waiting period is required for the readings?

Question Submitted: 9/17/2007

Question Number: 15

Ref. 2- Pavement RemovedAll of the pavement to be removed consists of asphalt over granular base. Pavement removed by specification 202.05 is for removal of asphalt over concrete and/or brick base. Should the pavement removed item in this bid be paid for as excavation instead of pavement removal? Please clarify.

Normally, pavement removed over granular base is paid for as excavation. However, because the base under all the pavement to be removed is all the same material, the bid item can be expressed in square yards and can be bid accurately as currently described.

Question Submitted: 9/17/2007

Question Number: 16

Ref. 17: Geotextile FabricThere is no detail on the plans showing if this is to be placed at the bottom of undercut excavation (prior to granular material) or if it is to be placed at subgrade level (prior to 304 stone). Please clarify.

The geotextile fabric shall be installed at the bottom of the undercut excavation, prior to the installation of the granular material. This is shown on Sheets 26/59, 27/59, 55/59 and 56/59.

Question Submitted: 9/18/2007

Question Number: 17

Ref. 91 Embankment 16,630 cyRef. 128 Embankment 29,132 cyNo source of quantity breakdown is given in the structure or roadway plans. Please provide station by station volumes so we can verify quantity takeoff given the size of the work.

A1) This quantity shows up on Sheet 111 and includes the quantities revised when the plans were revised for the new MSE wall specifications. A2) This shows up on Sheet 141, and was revised the same time as above. A3) The quantity breakdown can be found in the electronic files (HUR-250-1841 Quantities.xls and HUR-250-1830 Quantities.xls) at the following link: <ftp://ftp.dot.state.oh.us/pub/Districts/D03/23109/>

Question Submitted: 9/18/2007

Question Number: 18

Project sale date is September 26, 2007. Completion date is October 15, 2008. On plan sheet 139, there is language under "Pile Driving Constraints" that refers to a waiting period of up to 5 months before installing abutment piles. Given the sale date and waiting period, the completion date appears to be unrealistic.Can ODOT please revise the completion date based on these conditions?

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 9/18/2007

Question Number: 19

1. The Pile Driving Constraints notes on sheets 110 & 139 require that the approach embankments behind the abutments be constructed up to subgrade elevation for a minimum distance of 200 feet prior to excavating for the abutment footings. Constructing the embankment (i.e. the MSE wall) up to roadway subgrade prior to constructing the abutment will require some of the MSE wall anchor straps be removed in order to excavate for the abutment footings. Note that the abutments are anchored to the select granular backfill, as well. Is the intent of the notes to construct the embankment up to the abutment footing subgrade or to the roadway subgrade? Please clarify. 2. What is the intent of having two cofferdam pay items, RN 130 - Cofferdams, Cribbs & Sheeting and RN 131 - Cofferdams, Cribbs & Sheeting, As Per Plan, for Br. No. HUR-250-1841? Please advise.

A1) The intent of Pile Driving Constraints embankment construction note is to construct as much of the approach embankment as possible before the placement of the abutment. However, the presence of the MSE walls, select granular embankment, and reinforcing straps limits the height of construction directly behind the abutment. The note was not intended to indicate the excavation of select granular embankment or the reinforcing straps, as this would impair the integrity of the MSE walls. To clarify, within the MSE wall select granular embankment limits, the contractor is to construct the MSE walls and approach embankment up to the bottom of abutment footing. Outside of the MSE wall limits, the contractor is to construct the approach embankment up to the roadway subgrade using a 1.5:1 slope from the edge of the MSE wall limits as necessary. Further, once the abutment reinforcing straps have been installed, the select granular embankment, reinforcing straps and MSE panels within the MSE wall embankments limits can be constructed as much as possible using a 1.5:1 slope starting 12'-0" from the back of the abutment footing. The remaining MSE wall items can then be constructed as construction of the abutment and diaphragm allow. No addendum required. A2) The Cofferdams, Cribbs and Sheeting, As Per Plan pay item was included to pay specifically for the temporary sheeting required to protect the railroad in front of the MSE walls as stated in the plans (which now incorporates both the rear and forward abutments). The normal Cofferdams, Cribbs and Sheeting pay item was included in case the contractor determined and that any further temporary shoring was required for construction purposes. No addendum required.

Question Submitted: 9/18/2007

Question Number: 20

The note entitled "Pile Driving Constraints" on plan sheets 110 & 139 call for a 5 wait of approximately 5 months from the completion of the MSE walls before installing piles. The proposal shows the completion date for the project as 10/15/2008. With the waiting period and winter months, this completion date is at least off by 12 months. Please review.

The schedule has been adjusted by Addendum #2.

Question Submitted: 9/18/2007

Question Number: 21

Can ODOT please make a "soft" copy of the geotechnical engineer's soils report available on their website.

No, the Geotechnical Report prepared for this project is available for viewing at the ODOT District 3 office at 906 Clark Street, Ashland Ohio during normal business hours.

Question Submitted: 9/19/2007

Question Number: 22

Can ODOT please provide a copy of the geotechnical engineer's soils report.

The Geotechnical Report prepared for this project is available for viewing at the ODOT District 3 office at 906 Clark Street, Ashland Ohio during normal business hours.

Question Submitted: 9/19/2007

Question Number: 23

1. The proposal does not call out any specific type of pipe for Ref. Nos. 53 & 58, while the subsummary on sheet 19 states that the type of pipe is 706.02. Should the contract state the material as 706.02? 2. Ref. No. 57 15" Conduit, Type A's cross section on sheet 49 seems to indicate an 18" pipe. Please clarify which is correct.

A1) Reference No. 53--the subsummary is correct; The pipe is a 12" conduit, Type B, 706.02 with joints per 706.11. This is required because it is in the area of an MSE wall. Reference No. 58--the subsummary is correct; The pipe needs to be concrete due to the cover height above the pipe. A2) Reference No. 57 is correct--Type A, 15". See Culvert Detail, Sheets 98 and 99. No addendum is required.

Question Submitted: 9/19/2007

Question Number: 24

1. The completion date of October 2008 seems unrealistic due to the project's constraints. There will not be enough time this year to complete much earthwork, so the settlement periods will most likely begin sometime in the late Spring or early Summer of '08. The settlement period is 5 months. This will conflict with the maintenance of traffic notes on sheet 12; which only permit USR 250 to be closed during the local school's summer break. Please clarify these constraints with the proposed completion date. 2. The MSE Wall's drawings show the leveling pad's profile on a curve. Should this be changed to show steps in the leveling pad along with the proper elevations for them?

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Ohio Department of Transportation Prebid Questions

Question Submitted: 9/19/2007

Question Number: 25

Will the use of 'Stay-in-Place' forms be permitted for use on the bridge deck?

The District will not permit the use of "Stay-in-Place" forms.

Question Submitted: 9/19/2007

Question Number: 26

Could the Department make the cadd/microstation electronic files available online prior to the bid date?

Question Submitted: 9/20/2007

Question Number: 27

It appears that Dust control water, Item 616 was left out.

Item 616 appears on Sheet 12/185--MOT General Notes, Sheet 15/185--General Summary and in the Proposal, Line 90 under Maintenance of Traffic.

Question Submitted: 9/6/2007

Question Number: 28

1. Will the state consider the use of foundry sand in the construction of the embankment or the MSE walls? 2. The settlement platform notes on pages 28/59 and 57/59 of the structure drawings requires a final reading one-month prior to the finalizing of the project. One month prior to the finalizing of the project, traffic will be on the new alignment. Is the intent to have the settlement platforms located two feet from the edge of traffic? If so, how is the pavement to be repaired? 3. Would the state consider surveying centerline in the field to allow a better view of the proposed work? 4. Page 26/59 and 56/59 of the structure drawings is requiring the use of a 'Select Granular Backfill, Type C' material. Please provide clarification as to what specification this material is to meet.

Question Submitted: 9/7/2007

Question Number: 29

1. Can the existing structure located over the Vermillion River be used for transporting embankment to the project site? 2. Please provide calculations on the structure quantities for the embankment (reference #'s 91 & 128), foundation preparation (reference #'s 119 & 157), and select granular embankment (reference #'s 120 & 158). 3. The MSE walls details shown on pages 26/59, 27/59, 55/59 and 56/59 are requiring the use of four different backfill items. Please clarify how these items are to be paid and where to include the cost of each.

Question Submitted: 9/7/2007

Question Number: 30

The plan note on page 33/59, 'Structure Excavation and Shoring' allows for a 1.5H:1V slope to start 12' from CL of CSX RR Tracks at 1.5' below the top of rail. Based on the proposed construction, it appears the required six foot undercut will be within this influence zone at the rear abutment. Please clarify. The existing stone retaining walls near structure 1841, located on the north end of the proposed structure, appear to be very close to the new construction. Please provide existing drawings to confirm no conflicts will occur.

Question Submitted: 9/7/2007

Question Number: 31

1. Can we steel plate Route 250 and cross with scrapers? 2. Can they construct a temp bridge to cross the Vermillion River?

Question Submitted: 9/7/2007

Question Number: 32

1) A pre-bid question was answered that the limit of the undercut to be performed is defined by the limits of embankment to be constructed. If that is the case, will shoring, similar to the forward abutment, be required at the CSX railroad bridge rear abutment, as the undercut will extend 17' in front of the MSE wall. See plan sheet 138 where this occurs. 2) Can the temporary shoring at the forward abutment of the CSX railroad bridge be cut off at grade and left in place or is it required to remove the shoring wall in its entirety?

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