

Ohio Department of Transportation

Prebid Questions

Project No. 078007

Sale Date - 6/1/2007

Question Submitted: 5/17/2007

Question Number: 1

The index of sheets on the title sheet lists a sheet no. 28A and 30A and our plans sets do not include these two sheets and they do not appear to be available online. The bid item for asbestos pipe removed refers to a plan note on sheet 28A, can these plan sheets be made available?

Question Submitted: 5/17/2007

Question Number: 2

Plan sheets 28A and 30A were not included in our set of Bid Plans. Nor are these sheets on ODOT's website. Please provide.

Question Submitted: 5/25/2007

Question Number: 3

The construction phasing as outlined on sheet #29, states that work shall begin immediately on the slope failure on existing SR 86, at the same time we are to begin construction on the new roadway from Sta 43+30 to 56+50. These two work areas have considerable clearing and grubbing and the plan note on sheet #24 refers to the Indiana Bat and all clearing & grubbing must be performed before April 15th or after Sept. 15th. Please clarify.

All potential Indiana Bat trees in the slope failure area along existing SR 86 between Station 20+75 to Station 23+50 and the relocated section of SR 86 between Station 43+30 to Station 56+50 were identified and cut down prior to April 15. Therefore, the contractor can immediately begin all clearing and grubbing operations in these work areas.

Question Submitted: 5/25/2007

Question Number: 4

1.the manhole reconstruct to grade app detail on sheet 220 is confusing. is the intent to build a new manhole per the standard drawing or is it showing that is what the existing manhole is and the top and casting have to be reconstructed to avoid the curb line?2.roads for maintaining traffic includes 4454 cy of excavation for the temporary pavement at the sr 86/84 intersection as shown on plan sheet 30a and xsections sheets 80,81. why is this not paid for under the excavation item as it part of the final roadway section?

A1) The question pertains to Item 604- Manhole Reconstructed to Grade, as per plan which is to be used to reconstruct existing sanitary manholes that are located in the new curb line. In the 2005 Construction and Material Specifications, under 604.03, letter 'A' Reconstruction to Grade, Item 2, it states to " Remove the existing walls of manholes down to the spring line or below as necessary" and Item 4 states to reconstruct the structure to the new grade. The detail and the 'as per plan' are only provided to show that the casting must be located outside of the new curb line.A2) The excavation required to construct the temporary road tie-in at SR 84 is paid for under Item 615 - Roads for Maintaining Traffic. Additional excavation needed to construct the final road is paid for under Item 203 - Excavation. This method is in accordance with ODOT standard procedures.

Question Submitted: 5/29/2007

Question Number: 5

1) Per the MOT notes on sheet 29 we are to maintain one lane of traffic in each direction from Sta 10+00 - Sta 43+00 during construction of the realignment at the southern end of SR 86. The area at the slope failure is already reduced to one lane northbound only. Please clarify how we are to maintain one lane in each direction during embankment construction.2) For the embankment construction from Sta 25+25 - Sta 27+50 we must wait 30 days after the initial 10 feet of embankment. Embankment construction in this same area from Sta 25+25 - Sta 26+50 also requires 60 days after reaching subgrade elevation. Is it ODOT's intent to overlap the settlement criteria for this stationing?

Answer to question no. 1: A note on plan sheet 29 states that one lane in the northbound direction on SR 86 is open and shall be maintained during the embankment construction to fix the slope failure area. Therefore, the contractor is only required to maintain one lane of traffic on SR 86 in the northbound direction in the slope failure area until the embankment is placed and the existing closed southbound lane is re-opened. Then one lane of traffic in each direction is to be maintained through this area. Answer to question 2: The 30 day waiting period after the initial 10' embankment is placed is required to develop the strength of the underlying soils. The 60 day waiting period is to monitor settlement. Both waiting periods are needed.

Question Submitted: 5/30/2007

Question Number: 6

there is substantial dewatering and cofferdam work needed at the bridge for the abutment footers and for the rip-rap cutoff wall. there is not a pay item for either of them. Also, there were 2 structure borings taken (S-1 & S-2) but neither given in the plans. These are critical in determining the costs for the shale excavation and the dewatering. please provide.

In the Construction and Material Specifications, under 503.10 Basis of Payment, it states "If Cofferdams, Cribbs, and Sheet piling is not included in the Contract, the Department will pay for cofferdams, cribbs, and sheet piling under the unit price for excavation." Therefore, for this project, payment for these items are to be included in the 503 excavation item. Structure borings S-1 and S-2 are shown on sheet 2/7 and 3/7 of the Soil Plans.

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.