

Ohio Department of Transportation

Prebid Questions

Project No. 040555

Sale Date - 12/8/2004

Question Submitted: 11/10/2004

Question Number: 1

Biditem 524 95100 Drilled Shafts, Misc.: Pile Integrity Tests.....

Is Pile Integrity Testing the same as CSL Testing? If so, how many tubes per shaft are required?

Question Submitted: 11/16/2004

Question Number: 2

Clearing and Grubbing

Is there any additional clearing on this project beyond the number of trees listed in the plan notes on plan sheet 29/1245?

Is the clearing for the CSX Railroad work to be included in Item 1 – Clearing and Grubbing or is this cost incidental to other items?

Is the clearing for the Wetland Mitigation work to be included in Item 1 – Clearing and Grubbing or is this cost incidental to other items?

Maintenance of Traffic Plans

It has come to our attention that there may be two different sets of plans containing different “shading” on the Maintenance of Traffic sheets to better depict the phases of construction. If this is true, do all contractors have these revised plan sheets?

Proposed Phase II Ramp C Completion

Plan note 2 on plan sheet 38/1245 states that Ramp C (by others) will be open to traffic by May of 2005. During the pre-bid meeting, it was stated that this date would be revised. What date should our bid be based on for Ramp C opening?

Railroad Ballast

The notes under Materials on sheet 857 of 1245 state that “The contractor shall truck ballast from Toledo, Ohio to the project site.” The notes on sheet 858 under Rail Item Misc.: Ballast for Mainline and Temporary Track state that “this item shall consist of placing and compacting ballast...” with no mention of having to truck the material. Further, under the note Rail Item Misc.: Subballast for Mainline Track and Temporary Track, it states that “CSXT shall have ballast supplier truck the ballast to project site.” Please clarify who is responsible for the cost of transporting the ballast from Toledo to the project site.

Railroad Materials

The notes under Materials on sheet 857 state that “CSXT shall sell ODOT all track material required for the construction of the temporary and mainline tracks....including rail, cross ties, ballast and other track material.” The notes under Rail Item Misc.: Construct Temporary and Mainline Tracks on sheet 858 state that this work “shall include furnishing and placing the ties, plates, spikes, and other track materials, along with CSXT supplied 141RE rail...” Unless further clarified, we will assume that CSXT will supply all material at no cost to the contractor.

Question Submitted: 11/16/2004

Question Number: 3

1. Sheet 1034/1245 shows mechanical connectors in the deck to connect the 50” median barrier. These are listed to be “Included with item 511 for payment” however there is no Item 511 on this structure. Should the mechanical connectors be paid for the Epoxy Rebar or with the 898 QC/QA Concrete?

2. Sheet 726/1245 gives anchor bolt size requirements for steel noisewall posts, however there are no sizes specified for the concrete noise barrier posts required by this project. What size bolts should be used?

Question Submitted: 11/17/2004

Question Number: 4

1. The contractors were told at the pre-bid meeting that existing bridge plans for the CSX Railroad and I-70 over I-75 would be made available to them for bidding. Please provide these as soon as possible.

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Question Submitted: 11/17/2004

Question Number: 5

The note for Materials on Sheet 857/1245 states that all materials sold to ODOT for the construction of the temporary runaround track and temporary bridge shall become the property of ODOT upon completion of the project. Sheet 858 has a note that states that the contractor shall dispose of the track designated for removal. Will ODOT be assuming ownership of the temporary track materials including track, ties, and ballast or is the contractor responsible for disposal of them?

Question Submitted: 11/17/2004

Question Number: 6

It has come to our attention that ODOT has been reviewing the current specifications for MSE Wall Select Granular backfill on certain projects. Will the department consider changing the specifications on this project or will the current special provision be enforced?

Current specification should be enforced.

Question Submitted: 11/22/2004

Question Number: 7

DRAWING 768 LISTS STEEL CASING REQUIREMENTS. PLEASE CHECK THE WALL THICKNESS REQUIREMENTS.

Question Submitted: 11/22/2004

Question Number: 8

We request control for this project be reduced to 40%. This will allow for prime bidders.

Question Submitted: 11/22/2004

Question Number: 9

1. How will the track materials furnished by ODOT or CSXT be delivered to the jobsite; by truck or rail?
2. Will welded rail, jointed rail or a combination of both be used for this project? If welded rail is furnished, what lengths will the rails be?
3. Is ODOT furnishing all necessary timber bridge materials for the temporary bridge including ties and walkway timbers and the associated hardware?
4. Where will track materials including rail, joint bars, tie plates, rail anchors, spikes, track bolts, cross ties, bridge ties, thermite weld kits and bridge railing and walkway hardware be delivered to?
5. Whose property do the track materials in the existing CSX tracks become once they are removed?

Question Submitted: 11/23/2004

Question Number: 10

"Hidden" back on sheet 799 is a note that says "CONCRETE BARRIER TRANSITIONS SHALL BE AS PER THE DETAIL FOR SIGN SUPPORTS GIVEN IN RM-4.4M." RM-4.4M calls for reinforcing steel at these locations. Is this your intention?

Question Submitted: 11/23/2004

Question Number: 11

"Hidden" back on sheet 799 is a note that says "CONCRETE BARRIER TRANSITIONS SHALL BE AS PER THE DETAIL FOR SIGN SUPPORTS GIVEN IN RM-4.4M." RM-4.4M calls for reinforcing steel at these locations. Is this your intention?

Question Submitted: 11/23/2004

Question Number: 12

Retaining Wall, Misc: Tieback Anchors, Creep Tests, Performance Tests, Proof Tests, Failure Tests, page 6, Section 4.4 specifies a 32 mm grade 150 bar anchor. This anchor is also shown on sheet 702 of 1245.

1. Is it acceptable to use strand anchors that meet the load requirements of the anchor schedules for the SPL walls?
2. Is it acceptable to use smaller diameter bars or lower grade bars that meet the load requirements of the anchor schedules for the SPL walls?

Question Submitted: 11/24/2004

Question Number: 13

The precast soundwall specifications do not indicate if all reinforcing is to be epoxy coated. If epoxy coated reinforcing is required could an ODOT approved corrosion inhibiting additive be used in instead of the epoxy coated reinforcing.

Please prepare your bid in accordance with specification starting on sheet 719/1248 of the plan.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 11/24/2004

Question Number: 14

Is there a coating requirement for the Soldier Piles?

There is no coating requirement for the Soldier Piles.

Question Submitted: 11/24/2004

Question Number: 15

The Special Provisions for the Tiebacks references a galvanized trumpet but the anchor details on sheet 702 of 1245 do not show one. Is a trumpet required?

See sheet 702/1245 of the plan.

Question Submitted: 11/24/2004

Question Number: 16

Concerning the Railroad Protective Liability Insurance:
Insurance Policy \$\$\$ Values in the Proposal (page 116) conflict with the information as shown on plan sheet 857 under the heading of Insurance.

Per Occurance: Proposal-> \$2 mil // Plans-> \$ 5 mil
Aggregate: Proposal-> \$6 mil annual // Plans->\$10 mil total

Please advise as to which ODOT will require.

As per CMS 105.04, when there is a conflict within the bidding documents, the proposal has precedence over the plans.

Question Submitted: 11/29/2004

Question Number: 17

There is a conflict between limits for Railroad Protective Liability Insurance in the proposal (page 116) and the plans (sheet 857). We assume that proposal requirements will govern unless directed otherwise by addendum.

In the proposal there is a section on Dispute Review Board.
This requirement represents a substantial cost. Please confirm that ODOT will require a DRB. If the DRB is required, we request that ODOT establish a bid item for this cost?

A1) As per CMS 105.04, when there is a conflict within the bidding documents, the proposal has precedence over the plans. A2) The Item Master does not have a bid item for the Dispute Review Board. Payment is made per PN 108: Dispute Review Board which states payment will be made by an "actual cost of force account change order."

Question Submitted: 11/30/2004

Question Number: 18

Items 248, 249, & 250 – Topsoil, As Per Plan

1General Note #1 on plan sheet 831/1245 (page 10 of the landscaping plans) refers you to the Plan Special Provisions for details regarding Item 659 Topsoil. On page 6 of 11 of the Special Provision, note #5 states that all topsoil is to be obtained from off-site sources that meet the listed gradation, pH, and organic percentages.

Will ODOT consider the use of topsoil obtained from onsite if it meets the specified criteria listed in the special provisions?

2The infield grading plans depict the proposed finished grades to be at approximately the same elevation as the existing grades. Unless clarified by an addendum, we assume that any excavation required to make room for topsoil will be paid for at the unit price for roadway excavation.

Re: Infield Landscaping Plans

1The infield landscaping plan will take significant time at the end of the project to complete. In order to take advantage of the fall seeding period in 2008, would ODOT consider making the final completion date of 8/31/2008 an interim completion date for substantial completion excluding infield landscaping, with a final completion date of 11/1/08 for the infield landscaping?

Question Submitted: 11/30/2004

Question Number: 19

Are there any coating requirements for the SPL walls and temporary shoring walls structural steel piles?

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Ohio Department of Transportation Prebid Questions

Question Submitted: 12/1/2004

Question Number: 20

1. As revised per Addendum #2, we agree that in order to obtain the 8/31/08 completion date, Part 2B – Step 1 (WB 70 over 75 Bridge) must be built from 6/06 thru 10/06.

However, your Part 1E (Median 70 over 75 Bridge) is shown to occur between 5/06 and 8/06. These phases cannot overlap, and Part 1E cannot wait until Ramp 'C' opens unless the completion date is adjusted to the summer of 2009.

Unless otherwise advised, we will assume that Part 1E may occur prior to new Ramp 'C' opening. In this situation, the traffic pattern for NB 75 with existing Ramps 'C' and 'E' open will be identical to the traffic pattern for SB 75 with existing ramps 'A' and 'G' open.

2. The interim completion date shown on sheet 34 for the CSXT Permanent Bridge and Track Construction is May 31, 2006. This note lists Stage 2, Part 2-A, Steps 1 and 2 as requirements to meet the interim completion date, however Step 2 as shown on sheet 40 is the removal of the temporary railroad bridge. Unless otherwise advised we will assume that the demolition of the temporary CSXT bridge does not need to be completed to meet the May 31, 2006 interim completion date because the description is "CSXT Permanent Bridge and Track Construction."

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