

Ohio Department of Transportation

Prebid Questions

Project No. 090496

Sale Date - 12/17/2009

Question Submitted: 10/27/2009

Question Number: 1

In the bidding documents listing this project shows a bid date of 12/2/2009. However, the proposal document shows a bid date of 12/9/2009. Which is correct?

The proposal lists the correct sale date of 12/09/09.

Question Submitted: 10/29/2009

Question Number: 2

Can the Office Calculations be made available?

<ftp://ftp.dot.state.oh.us/pub/contracts/attach/MOT-77245/>

Question Submitted: 10/30/2009

Question Number: 3

Can the existing drawings be made available electronically?

The Existing Plans for the above subject project can be located on the District 7 Shared Drive at \Existing Plans\MOT-77245\MOT-75-11.90

Question Submitted: 11/10/2009

Question Number: 4

Could the current version of Supplemental Specification 840 dated 7/17/09 be used in lieu of SS840 dated 4/18/08 on this project?

Yes, see revision in addendum 2.

Question Submitted: 11/10/2009

Question Number: 5

RE: Embankment, APP. The general note on p. 38 lists a quantity of 16,216 cy for Embankment APP, but the bid quantity is only 15,756 cy. Please clarify.

Revised sheets will be submitted with addendum 3 to correct the quantity to 17,999 CY.

Question Submitted: 11/11/2009

Question Number: 6

What is the intended use for Bid item 711,456 cy of Aggregate Base?

The intent was to include the replaced material in the excavation pay item. Revisions will be made to sheets 1266 and 1268/1520 and quantities in addendum 3.

Question Submitted: 11/11/2009

Question Number: 7

For the temporary widening of Bridge No.'s MOT-75-1122 (I-75 Over Stewart St), MOT-75-1151 (I-75 Over Abandoned RR), MOT-75-1164 (I-75 Over Albany St), MOT-75-1188 (I-75 Over Washington St, NS & CSXT RR), and MOT-75-1208 (I-75 Over Edwin C Moses Blvd) the department has permitted the use of stay-in-place forms for the forming of the deck. Bridge No. MOT-75-1109 (I-75 Over Cincinnati St) currently does not have a note permitting the use of stay-in-place forms. Will the department allow the use of stay-in-place forms for the temporary widening of this bridge?

See replacement sheet 706 in addendum 3. We have added a note to allow the contractor the option to use stay-in-place forms for all temporarily widened existing bridge decks. The contractor may also leave timber deck forms in place until the temporary deck is removed. On structure MOT-75-1109, the beams placed for the temporary widening will also be used for the permanent structure. Therefore, the contractor shall grind smooth any welds used for placement of the stay-in-place forms. No cut grooves, burn holes or ground surfaces below the original top flange surface will be accepted, and no sharp point will be accepted above the flange surface.

Question Submitted: 11/11/2009

Question Number: 8

Upon review of the Lump Sum Minus Incentive Contract Table contained in Adden 1, it is noted that the completion date for Stage 2 work is listed as October 31, 2010, the same date as listed for Stage 1 completion. Since the plans indicate that Stage 2 work is anticipated to be completed in the second construction season, should this not be a date somewhere at the end of the 2011 construction season?

The date for Phase 2 is October 31, 2011. See addendum number 2.

Question Submitted: 11/12/2009

Question Number: 9

There is no bid item for unclassified excavation for the replacement of bridge 75-1109 Lt/Rt over Cincinnati St. This should occur after Ref 546. There is clearly excavation for the abutment widenings & new piers on this structure. Please add a bid item for this work. A Quantity of 1 lump Sum would work.

The bid item was omitted and has been added in addendum 2. Also see revision to plan sheet 945/1520.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 11/12/2009

Question Number: 10

In Stage 1, Phases 6, 7 and 8, the plan notes describe a mill and fill of the existing median pavement after removal of the median barrier wall. Removing the existing New Jersey style median barrier wall with footer will leave a void that will require a pavement buildup. Please provide a typical section for this pavement buildup as well as clarify where the pavement buildup and the mill and fill for these Phases are to be paid? Also, the typical sections do not give widths for the limits of this work. It appears the widths of the median removal change in each Phase. Can the widths for each phase be made available? Page 117 shows median removal from 240+25 to 246+25, but no plan notes are provided. This location is not listed in the Sequence of Construction Notes on Page 59. Is it the Department's intent to perform median removal work at this location? If so, please provide plan notes. Please clarify where the asphalt wedging shown on Pages 87, 137, and 187 is to be paid?

Payment of pavement and buildup are covered under Item 615, Pavement for Maintaining Traffic, Class A. The width of median removal will include removing the median and reducing the cross slope of the pavement, therefore the work required for median removal will be from inside shoulder to inside shoulder.

Question Submitted: 11/12/2009

Question Number: 11

Could the full Soils Report please be provided for this project?

Question Submitted: 11/12/2009

Question Number: 12

Bid Item 334 Pavement for Maintaining Traffic, Class A has a plan quantity of 9020 sy. Page 49 states that the 9020 sy has been set up as a contingency "for use as directed by the engineer for the maintenance of traffic and other incidental construction items not specifically detailed in the plan. Therefore, has the quantity of temporary pavement shown to be built in Stage 1 MOT drawings not been carried to the summary or does the note verbiage need revised? Also, can the Department provide the pavement calculations for the temporary pavement shown in the Stage 1 MOT drawings?

Revised sheets will be submitted with addendum 3 along with a revised quantity for bid item 334, which is now 11,497 CY. The note for Item 615 Pavement for Maintaining Traffic, Class A, As Per Plan will also be clarified.

Question Submitted: 11/13/2009

Question Number: 13

RE: PROPOSED BENCHING. In areas where benching has been specifically dimensioned on the cross-sections it seems that the quantity of benching has been included for payment as part of the excavation bid item. However, no quantity for re-compaction of fill material back into the benched slopes has been included for payment in the embankment bid item. Please adjust the embankment bid item quantity to include the embankment required in the areas of proposed benching shown on the cross-sections.

Question Submitted: 11/13/2009

Question Number: 14

Upon review of the Utility Note dated July 10, 2009 contained in the Contract Proposal, several questions arise. In general, the document is very general stating utilities will be relocated as shown on the plans and will be performed in coordination with the construction activities. These notes are so generic, we can only assume from them that all the necessary relocations have been considered and the relocation work will be completed prior to the commencement of the affected construction so as to not delay the Work. If this is not to be assumed, please provide more specific notes, such as specific locations for relocation and dates this work will be completed, via Addendum.

The Utility Note has been updated in addendum 2.

Question Submitted: 11/13/2009

Question Number: 15

This question is regarding Bridge No. MOT-75-1199. As per Sheet No. 1268 (6/27), the precast concrete arch will be designed and supplied as per pay item 603 (Conduit, Type A, Precast Reinforced Concrete Arch Sections, As per plan). Techspan supplied by The Reinforced Earth Company is an Ohio DOT approved Precast Reinforced Concrete Arch Section that meets the requirements of Item 603. This was confirmed by Ohio DOT in previous lettings with the stipulation that modifications to the quantities for headwall concrete and reinforcing steel, waterproofing, sealing, etc. will be incidental to the arch system (see addendum on projects 098015 or original 090003 bid). The notes provided on Sheet 1266 (4/27) under the title Item 603, Type A, Precast Reinforced Concrete Arch Sections, indicating that precast concrete arch units and precast or CIP headwall details will be included in the shop drawings prepared by Contech appears to suggest that Contech is the only approved supplier for Item 603. Therefore, we request Ohio DOT to clarify that all pre-approved arch systems are permitted for this project.

ODOT will accept other arch systems that meet the requirements specified in the plans.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 11/16/2009

Question Number: 16

RE: TEMPORARY SLEEPER SLAB REMOVAL. The maintenance of traffic typical section for Stage 2 Phase 1, Sheet 121, indicates southbound permanent roadway pavement placed over top of the temporary sleeper slabs. The MOT typical section for Stage 3 Phase 5, Sheet 209, shows northbound roadway construction to within some distance of the southbound temporary sleeper slab. The MOT typical section for Stage 3 Phase 6, sheet 215, does not depict the temporary sleeper slab at all, but shows construction of the final median barrier wall on top of a completed pavement section. Will ODOT require the removal of the temporary sleeper slabs or is it ODOT's intent to allow the sleeper slabs to remain? If removed, in what phase should the removal occur? Please clarify.

Yes, removal of temporary sleeper slab is required. This will be removed in Stage 3 Phase 6. The following revised sheets will be included in addendum 4: Sheets 119-121/1520 has been revised to show Item 615, Pavement for Maintaining Traffic, Class A to be placed over the temporary sleeper slab; Sheet 49/1520 has been revised to show a new total of 15181 SQ YD Item 615 Pavement for Maintaining Traffic, Class A; The sleeper slab on Sheet 142/1520, 155/1520, 165/1520, 173/1520, 181/1520, 190/1520, 198/1520, 611/1520 has been removed; Sheet 602 - Item 509-25000 changed from 29974 LB to 21027 LB and Item 511-34450 changed from 236 CY to 165 CY.; Sheet 611 - The Sleeper Slab was removed from the Plan; Sheet 622C - This sheet is removed; Sheet 622E - The reinforcement list for the sleeper slab along temporary wall 8 is removed.

Question Submitted: 11/16/2009

Question Number: 17

The following questions pertain to the Retaining Walls. Q1. All aesthetic surface treatment quantities coincide with the MSE wall quantities except for Wall 11. Should the quantity for Wall 11 be 7,047 SF? Q2. The Foundation Prep, APP quantity for wall 1B seems understated. Foundation Prep, APP for wall 7 seems overstated. Please verify these are correct. Q3. What are the limits for the unclassified excavation for CIP Wall 3? Does the quantity include the undercut for 304 granular backfill?

Revised quantities will be included in addendum 3 on sheet 560: (a) The aesthetic wall treatment for Wall 11 should be 7047 SF.; (b) The foundation prep, APP for wall 1B should be 628 SY and for wall 7 should be 421 SY.; (c) The temporary shoring is the same as the lateral limits of the excavation. This quantity includes the undercut for Item 304 Granular Backfill. See note added to sheet 570 in addendum 3.

Question Submitted: 11/16/2009

Question Number: 18

Would trench drain systems already listed on the ODOT Qualified Products List, be accepted as an equal to the slotted drain specified for this project? Polymer concrete systems can be made to conform to any requested slope, and also in a range of widths to match any capacity of the slotted drain.

Yes, we will accept this. The contractor is responsible to ensure the capacity matches that of the 15" slotted drain shown in the plans [reference sheets 224 and 238].

Question Submitted: 11/16/2009

Question Number: 19

Could all of the electronic files for the earthwork be made available. (cross section .dgn, geopak files, ect.)

<ftp://ftp.dot.state.oh.us/pub/contracts/attach/MOT-77245>

Question Submitted: 11/16/2009

Question Number: 20

The retaining wall plan sheets give a design for Soldier Pile and Lagging Walls with Tiebacks to be bid under items 365 and 384 Retaining Wall, Misc. Temporary Shoring using Driven Soldier Piles and Lagging with Tieback Anchors. Does the contractor have the option to design their own excavation protection system per CMS 501.05?

We will allow alternate designs for the temporary soldier pile and lagging retaining walls per CMS 501.05.

Question Submitted: 11/16/2009

Question Number: 21

In regards to the "Sequence of Construction" shown on pages 58 to 61 of the plans, please clarify the following points: - Stage 1, Phase 8 - there is work shown on the plan sheet between stations 241+00 to 246+00, but no notes coincide with this work. Is it to be done in this phase? If so, please provide corresponding plan notes to clarify scope. - Stage 2, Phase 1 - Should Temp Wall 11 also be in Critical Construction for that phase? - Stage 2, Phase 3b - Depicts Perm MSE Walls 8A, 8C, 9A, 10A and 11 are critical to phase 5? Do not believe this is accurate. However, believe partial wall 2 should be added. - Stage 3, Phase 2 - Believe that Permanent Wall 5 should be added to Construction Critical to Phase 4.

Answer: a) Replacement sheets will be submitted with addendum 4: A note was added to address work - sheet 117/1520; b) Temporary Wall 11 is Critical Construction for Phase 5. See replacement sheet 59/1520; c) Permanent Walls 8A, 8C, 9A, 10A, and 11 were moved to Construction Critical to Phase 5 under Traffic Phase 4 from Traffic Phase 3B. Permanent Wall 2 was added to Construction Critical to Phase 6 under Traffic Phase 3B. See replacement sheet 60/1520; d) Permanent Wall 5 was added to the Construction Critical to Phase 4. See replacement sheet 60/1520.

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 11/17/2009

Question Number: 22

1. The potential use of incidental LSM Concrete to backfill an excavation undercut as stated in Item 203 Unclassified Excavation, As Per Plan note on plan sheet 1266/1520 puts an unfair risk on the contractors to purchase LSM Concrete incidental to Unclassified Excavation. We believe that a bid item should be setup for LSM Concrete. Please add a bid item for LSM Concrete in an addendum.

See sheet revisions for 1266 and 1268/1520 and quantity revisions in addendum 3 – Item 613 Low Strength Mortar Backfill was added and Item 304 Aggregate Base was deleted.

Question Submitted: 11/17/2009

Question Number: 23

Per the Plan Note on Sheet 42/1520, STORM DRAINS CONDUIT SHALL BE 706.02 UNLESS OTHERWISE SPECIFIED. Please confirm whether Ref. Nos. 78, 79, 81, 82, 83, 84, 87, 92, 94, 96 and 99 require 706.02 Reinforced Concrete Pipe.

This note will be deleted in addendum 4.

Question Submitted: 11/17/2009

Question Number: 24

Does the Select Granular Backfill used for temporary wire wall applications need to meet all of the same gradation and chemical requirements set forth in SS840? Since these walls are short term use, there should be no concern with reinforcement degradation. Also, do the metal components of the temporary wire walls need to be galvanized since they are short term use?

The contractor may submit this alternate design per the note "Alternate Designs" on sheet 602/1520.

Question Submitted: 11/17/2009

Question Number: 25

For Ref. No. 2 PAVEMENT REMOVED, please provide information on the Type of Reinforcement in the 8" Concrete base.

Reinforced concrete pavement refers to steel reinforcements including wire mesh or deformed bars.

Question Submitted: 11/17/2009

Question Number: 26

The pay limits of Item 203, Granular Embankment as defined on sheet 1266 overlap with required Select Granular Backfill areas for walls 9A, 9B, and Temp Wall 13. What material will be required in these overlapping areas and where will this material be paid for? It appears that a portion of this quantity is double counted with the Select Granular Backfill quantity.

The Proposed Permanent Walls 9A and 9B Select Granular Backfill will be required in the areas that overlap the Wall 9 reinforcement zone. This volume of Select Granular Backfill has been subtracted from the 203, granular embankment quantity for the structure MOT-75-1199 in addendum 3. A volume for the Temporary Wall 13 has not been subtracted from the 203, granular embankment quantity, since the limits and type of temporary shoring will be ultimately determined by the contractor.

Question Submitted: 11/17/2009

Question Number: 27

Please clarify the intent of the MOT plan note, "Traffic shifts are not allowed during the winter" listed at the end of both Stage 1 and Stage 2 Sequence of Construction Notes (pages 59 and 60). We interpret this to mean the Department does not want traffic switched to a new location over the "winter" (defined as Dec 15 to April 1 on pg 58). Due to the tight time constraints of the project, would the Department allow a shift in traffic earlier than April 1st if weather allowed? Typically, the weather is favorable enough in southeast Ohio to allow traffic switches in early March if not earlier.

Weather permitting, the Construction Engineer may allow traffic to shift prior to April 1. However, the CPM schedule must show traffic switches occurring outside the winter exclusion period (December 15 to April 1).

Question Submitted: 11/18/2009

Question Number: 28

Where should we include payment for the horizontal extension of the expansion joint on bridge MOT-75-1188? The note on Sht 796 states that this work shall be paid under Ref 488, but the notes on Sht 859 state that the angle should be paid under the Deck Concrete and Approach Slab Items.

The extension of the sliding plate expansion joints at the hinges are paid for as referenced in the general notes on sheet 796. The existing sliding plate expansion joints between the abutments and approach slabs are not being extended. Angles are being anchored to the ends of the approach slab and deck as detailed on sheet 859, and are paid for as referenced on that sheet.

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 11/18/2009

Question Number: 29

It is typical for a Contractor-designed temporary sheeting/shoring system to be acceptable to the owner in lieu of what is shown on the drawings. Will this be allowed? The Special Provisions for Temporary Shoring require the use of a load cell for testing, along with filter fabric and a trumpet - these are usually required for permanent construction only. As this construction is temporary, are these items required?

Answer1: ODOT will allow alternate designs for TEMPORARY sheeting/shoring systems pursuant to the requirements of CMS 501.05. Answer2: ODOT will allow alternate designs for TEMPORARY sheeting/shoring systems pursuant to the requirements of CMS 501.05. Answer1: ODOT will allow alternate designs for TEMPORARY sheeting/shoring systems pursuant to the requirements of CMS 501.05. Answer2: ODOT will allow alternate designs for TEMPORARY sheeting/shoring systems pursuant to the requirements of CMS 501.05.

Question Submitted: 11/18/2009

Question Number: 30

The typical MSE wall sections on sheet s 589-590 show a 3' lift of 304 Select Granular material. The most current MSE Supplemental Spec 840 (7/17/09) does not require this material to be 304. Can this material requirement be eliminated?

The 304 material requirements in the plans can be eliminated, as long as SS840 requirements are met for the select granular material.

Question Submitted: 11/18/2009

Question Number: 31

The typical MSE wall sections on sheets 589-590 show soil reinforcement lengths to be determined by the wall supplier. If the design requires longer or shorter straps than shown in the plan sheets, will the pay limits be adjusted accordingly?

The minimum soil reinforcement lengths and corresponding estimated quantities for select granular backfill (SGB) are shown on the plans. These are based on external stability requirements for the MSE walls. The Department will measure the actual quantity of SGB according to SS 840. The actual quantity may vary from the plan estimate due to normal differences between plan and actual quantities or possible plan errors. However the Department will not increase the quantity of SGB solely because the MSE wall supplier provides soil reinforcement longer than the length shown in the plans. Note that SS 840.04.B.12 requires the contractor to submit with the MSE wall working drawings the revised quantity of SGB based on the length of soil reinforcement used by the MSE wall supplier in their design.

Question Submitted: 11/18/2009

Question Number: 32

The quantity of Portable Concrete Barrier, 32", Bridge Mounted, APP seems understated. There are two locations that are not included in the summary: Stage 1 - runs over Albany St bridge and over the Abandoned RR. Please correct the quantity and reduce the Portable Concrete Barrier, 32", APP.

See revised sheet 107/1520 in addendum 2, two locations were added. This added 260 additional feet of Portable Concrete Barrier, 32", Bridge Mounted, APP, which changes the Grand Total to 3912' (to be in addendum 4).

Question Submitted: 11/18/2009

Question Number: 33

The existing plans for Bridge No.'s MOT-75-1189 (I-75 Over Washington St & RR's) and MOT-75-1208 (I-75 Over Edwin C Moses Blvd & Fifth St) show the presence of angle bulb gutter at the median and exterior barrier. The exterior and median barrier shown in these plans is NOT the barrier that currently exists on these bridges. Is the angle bulb gutter still present at these bridges?

Existing plans (MOT-75-10.44 from 1982 and MOT-25-10.41 from 1963) indicate that the bulb angles have been removed, not just paved over with a concrete wearing surface. The possibility remains, however, that the supports for the original bulb angle may still be present in the deck.

Question Submitted: 11/18/2009

Question Number: 34

Several of the bridges to be reconstructed on this project have had improvements made to them. Are there any existing plans which reflect the changes made to each bridge from their original designs to current conditions? If so, could the department please make these drawings available online?

All of the plans which the District has are already posted to the project ftp site.

Question Submitted: 11/18/2009

Question Number: 35

RE: Cross-Section Quantities. No excavation or embankment quantities have been included in the Roadway sub-summary (p.236), and no cut or fill volumes have been provided on the cross-sections sheets for Stewart Street, Galloway Street, or Alley No. 1, yet the cross-sections depict grading work at these locations. Please provide the excavation and embankment volumes for these locations.

Revised sheets are being submitted with Addendum 3.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 11/19/2009

Question Number: 36

On plan sheet 929 in the general notes section for Bridge No.'s MOT-75-1226 L&R (I-75 Over Great Miami River) there are several paragraphs that permit the use of stay-in-place forms for the forming of the proposed widened decks. One of the parameters of the stay-in-place form option is that the forms shall not be used within four feet all expansion joints. Detail A, on sheet 935, shows a C10x15.3 channel that is to be embedded in the outer portion of each slab. This detail also shows a 1/2" open joint between the Left and Right bridges. Does this joint constitute an expansion joint? If so, should the option to use stay-in-place forms be removed? Please review and advise accordingly.

The 1/2" joint between the decks is provided for concrete expansion. However this joint is not called out as an expansion joint in the plans and should not be considered an expansion joint as referenced in the general note. The referenced expansion joint is only between the abutments and deck for the portion of this structure being worked on.

Question Submitted: 11/19/2009

Question Number: 37

The Temporary MSE Wall Lump Sum bid item 383 includes foundation preparation per the notes on plan sheet 602/1520. Is the geotextile fabric and 12" of Granular Type C per SS840 required since these have a temporary application?

The contractor may submit this alternate design per the note "Alternate Designs" on sheet 602/1520.

Question Submitted: 11/19/2009

Question Number: 38

1. Bid item 843 Form Liner 1362 sf appears to be understated by a factor of 9 or 10. The quantity appears to be enough for only 1 pier and there are 10 ea piers to build. 2. Aesthetic treatment note on plan sheet 1414/1520 states that formliner is to be applied to all pier surfaces above ground level. Does ODOT want formliner on the ends of the pier wall and cap? If so what are the dimensional details for it?

A1) The quantity Item 530-13000 (Bid Item 843) will be corrected to be 12,259 SF in addendum 3. A2) The note on sheet 1414 reads "Formliner to be applied to all pier surfaces above ground level as shown in the elevation." The Elevation View directly to the left of this note shows the formliner limits. There will be no formliner on the ends of the pier wall and cap.

Question Submitted: 11/2/2009

Question Number: 39

Would the department consider reducing the control to 40%?

No

Question Submitted: 11/20/2009

Question Number: 40

The temporary widening plans for Bridge MOT-75-1208 show 2 different types of intermediate crossframes, Type 1 and Type 3, but no notes to explain where the different styles should be used or if the contractor has the option to use either type. Please clarify where each type shall be used or if it is at the contractors option.

The contractor has the option of using either the Type 1 or Type 3 cross frames, except at girder bend points where Type 3 cross frames are required as detailed in the upper left hand corner of sheet 898.

Question Submitted: 11/20/2009

Question Number: 41

There is a discrepancy in the connection angle shown for the pier temporary widenings on Bridges 1122, 1151, and 1164. The Pier Elevation calls out a larger angle, L8x8x3/8 or L10x8x3/8, then it is called out as a L6x6x3/8 in all of the other details, including the detail of the angle itself. Which section is correct?

The angles should be 6"x6"x3/8" for all the structures in question. This will be corrected in addendum 3.

Question Submitted: 11/20/2009

Question Number: 42

Can an alternate beam be used in place of the HP 10X24's and HP 12X53's if it meets or exceeds the section modulus?

No

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.

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Question Submitted: 11/22/2009

Question Number: 43

Sheet 604 depicts a 2' lay length of the individual sheet piles. This is not a typical industry standard width of sheeting. This sheet also does not provide top and bottom elevations at all wall locations. Given this, will the Department pay for the measured square feet of sheeting actually installed to perform this function since the widths and elevations will vary along the length of the wall depending on the type of sheet piling that the contractor elects to use?

On Sheet 604 where ever the term "Minimum Pile Tip Elevation" is used it should be revised to read "Pile Tip Elevation". The wall Profiles on sheet 604 are not intended to give a sheet pile section width. The width of the sheet pile sections will vary upon the type of sheeting selected by the contractor, which shall meet the minimum section modulus. The pile tip elevation for sheeting sections will vary based on lay length (the lay length of the pile has nothing to do with the tip elevation). and shall be determined by the contractor based on the wall length and depth geometry provided in the wall Profiles. I would just delete this last sentence in its entirety. Per the CMS (504), the sheeting should be driven to the tip elevations shown in the plans and will be paid for by measuring the number of square feet in the plane of the face of the sheeting, completed and accepted in place. The area of driven sheet pile past the tip elevation due to the lay length (the lay length of the pile has nothing to do with the tip elevation). of the sheeting will be included in the pay area. Replace the last sentence with "The variation due to the lay length of the sheeting selected by the Contractor will be included in the pay area." The elevation views on sheet 604 are not intended to give a sheet pile section width. The section modulus of the sheeting selected by the contractor must meet the minimum provided in the notes. The elevations do provide the minimum pile tip elevation that the sheeting must be driven to as well as the existing ground elevation which needs to be shored along the entire length of wall. Refer to CMS (504) which states that the sheeting should be driven to the tip elevations shown in the plans and will be paid for by measuring the number of square feet in the plane of the face of the sheeting, completed and accepted in place.

Question Submitted: 11/23/2009

Question Number: 44

Please clarify that Select Granular Backfill Inspection and Compaction Testing is not required for the Temporary MSE Wall SGB outside of the permanent MSE wall zones.

The Select Granular Backfill Inspection and Compaction Testing is required for the Temporary MSE walls per the plans, sheet 602/1520 ("Unless noted otherwise herein, all requirements for the temporary MSE walls shall be as specified for the permanent MSE retaining walls."); however, the contractor may submit an alternate design per the note "Alternate Designs" on sheet 602/1520.

Question Submitted: 11/23/2009

Question Number: 45

We previously asked if an alternate beam can be used in place of the HP10x24's and HP12x53's if it meets or exceeds the section modulus. Specifically can a wide flange beam be used as an alternate?

No

Question Submitted: 11/24/2009

Question Number: 46

On page 667 of the plans, under Item 625 – Power Service it states that the "...Contractor shall maintain all street circuits, including power bills for the entirety of the project, with the responsibility turned over to the City of Dayton only when the entire project has been completed and accepted in full by ODOT." To accurately cost this item, please provide a cost history of the power bills for these street circuits, so this cost can be incorporated into the bids.

It is the contractor's responsibility to contact the utility owner to obtain the cost history.

Question Submitted: 11/24/2009

Question Number: 47

Are the following bridges required to receive a shop coat of primer paint?
MOT-75-1189W Sec 0026/Line 0694 Bridge No. MOT-75-1193 Sec 0024/Line 0640 Bridge No.
Sec 0029/Line 0766 Bridge No. MOT-75-1180

Sec 0030/Line 0796 Bridge No. MOT-35-1516

These structures do require a prime coat applied in the shop. These structures do require a prime coat applied in the shop.

Question Submitted: 11/24/2009

Question Number: 48

In the note for Portable Changeable Message Signs, APP on sheet 48 it says the probable locations are shown on sheets 91A, 92B, 110A, 126, 132, 135A. It appears that this is incorrect. Please correct.

It should say that the probable PCMS locations and work limits for the detour locations are shown on sheets 133, 138 and 153.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 11/24/2009

Question Number: 49

The following discrepancies have been found: 1- Subsummary Sta. 286+80 to 288+21 = 141 Lf Quantity of Barrier type B = 281 Lf Quantity of Barrier type D = 45 Lf Quantity of Barrier type D APP = 20 Lf Plan page 267 shows barrier type D and the balloon KK references barrier type B. Please clarify the type and quantity of barrier for this location. 2- Subsummary Sta. 282+81 to 284+70 = 189 Lf Quantity of Barrier type B = 138 Lf Quantity of Barrier type D = 50 Lf Plan page 428 shows 189 Lf of Barrier type B. Please clarify the type and quantity of barrier for this location. 3- Subsummary Sta. 273+19 to 277+22 = 249 Lf Quantity of Ref 53 Barrier Type D APP = 249 Lf Quantity of Ref 54 Barrier Type D APP = 249 Lf Plan page 506 shows Barrier type B1 APP B from Sta. 273+19 to 274+60 and Barrier type C1 APP B from Sta. 276+14 to 277+22. Plan page 265 shows balloon HH as Barrier type B1 APP B from Sta. 276+14 to 277+22. Please clarify the type and quantity of barrier wall for this location. If barrier type D APP is required, what is to be done between the backs of barrier wall? 4- Subsummary 284+55 to 292+27.86 = 772.86 Lf Quantity of Ref 45, Barrier type B = 28 Lf Quantity of Ref 52, Barrier type D = 725 Lf Quantity of Ref 53, Barrier type D APP = 20 Lf Plan page 508 shows Barrier type D APP, Sta. 287+15 to 288+05, 80 Lf. Please clarify the type and quantity of Barrier for this location. It appears that the plans did not deduct for lights, signs, inlets, and pull boxes on any barrier wall items. Please adjust quantities accordingly. There are no pay items setup for end anchors or end transitions. Are end anchors required? If so, will a separate bid item for each barrier type be provided? Please provide a separate bid item for each type of end transition that is required.

Quantity corrections will be made in addendum 4.

Question Submitted: 11/25/2009

Question Number: 50

Ref # 369 Foundation Preparation APP questions 1. The plan note on sheet 558 states that the additional excavation and granular material are to be included in this item but the note just above it for wall excavation refers to the typical sections on sheets 589 and 590 which show the excavation limits to the bottom of granular. Please clarify in which item the additional excavation is paid for. 2. I cannot find any top of leveling pad elevations which are needed to calculate the additional thickness of granular material required for this item. 3. Summary sheet 560 shows Wall 7 having foundation prep app but the plan elevation on sheet 576 shows just the typical 1' of granular material. 4. Summary sheet 560 shows Wall 8D having just foundation prep but the plan elevation on sheet 580 gives an elevation of 733 which appears to be greater than 1'.

a) The Item 840-21000 Wall Excavation (Sheet 560) includes excavation for the wall down to 12' below the bottom of the leveling pad. The Item 840-22001 Foundation Preparation, As Per Plan (Sheet 560) shall include any additional excavation necessary as shown in the plans per the note on sheet 558/1520. b) The Wall Elevations provide the proposed ground line. The Wall Elevations and Sections provided the minimum depth from the proposed ground line to the top of leveling pad. c) The Wall 7 on Sheet 560 should have Foundation Preparation not Foundation Preparation, As Per Plan. Revised quantities will be included in addendum 4. d) The Wall 8D should have Foundation Preparation, As Per Plan not Foundation Preparation. Revised quantities will be included in addendum 4.

Question Submitted: 11/25/2009

Question Number: 51

Barrier Wall Questions 1. Shouldn't the B1 App and C1 App also include the 3" lighting conduit? 2. What type of wall is required at the north end of the job from sta 297+00 to the bridge

a) It's not necessary to include 3" lighting conduit in the item description as it is described in the APP note as well as shown in the detail sheets (504-508); b) As shown on the typical sections, the wall is permanent barrier.

Question Submitted: 11/25/2009

Question Number: 52

There are no bid items for end anchors or end sections in any of the concrete barrier items. There are no deductions from the barrier quantities for inlets, signs, light foundations, or pullboxes. There is no pay item for Barrier B-1, APP at sign OH-14 at STA 287+60. There is no pay item for Barrier B-1, APP-B sheet 506. There is no pay item for Barrier C-1, APP-B sheet 506.

Pay items for end anchors and end sections will be included in addendum 4.

Question Submitted: 11/25/2009

Question Number: 53

Follow up from the Pre-Bid meeting, there was some discussion held about the plan note listed on page 59 of 1520 under the Construction Stage 2, Traffic Phase 1 section about the 6 month completion time frame, as well as the notes listed on page 61 of 1520 under Construction Stage 3 – Traffic Phase 5. As stated, discussion was held about this time frame being changed due to the fact that this time frame is a very tall order even for the largest of contractors. The Texas Turn Around will already be in place and the traveling public will already be accustomed to this turn around in this area. The aggressive time table is a very large order and borders on the impossible. Limiting Construction Stage 2 – Traffic Phase 1 and Construction Stage 3 – Traffic Phase 5 to only 6 months also creates undue burden on the work force. Will the department please consider taking out the 6 month time table as requested by the contractors attending the pre-bid meeting and ask for the work to be completed during Construction Stage 2 and Stage 3 seasons respectfully and not in a 6 month period? Thanks for your consideration.

We will allow 9 month durations for Stage 2, Phase 1 and Stage 3, Phase 5 instead of the 6 month durations shown in the Interim Completion Dates and Disincentives table on sheet 45/1520.

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 11/25/2009

Question Number: 54

Page 45 of the plans, under 614 maintaining traffic, it states "no work shall be performed and all existing lanes must be open to traffic 3 hours prior, during, and 3 hours after the following designated special events" Does this mean any work that requires a lane closure, or does all work on the job need to stop during these events, regardless if there is a lane closure required or not?

All existing lanes and shoulders must be open to traffic 3 hours prior to, during, and 3 hours after designated special events. Work which does not impact existing lanes and shoulders may be performed during the designated special event periods.

Question Submitted: 11/25/2009

Question Number: 55

Under Reference No. 878, the structural removal for MOT-75-11.64 over Albany St., there are no notes or details as to the removal limits of the abutments and piers as there are on other structures. Looking at the existing plans, it shows the pier 2 footer at elevation 726.5 which is roughly 14 feet deep and located adjacent to a 60" storm sewer. Can this pier be removed to 1 foot below grade or does it have to be completely removed.

The pier 2 for existing structure MOT-75-1164 can be removed to 1' below the grade per CMS 202.03.

Question Submitted: 11/25/2009

Question Number: 56

This question is regarding the allowable bearing capacities for MSE walls. Sheet 558 provides allowable bearing capacities for the MSE walls. The provided allowable bearing capacity is not sufficient for the following walls: Wall 8B has an allowable bearing capacity = 6000 PSF; actual bearing pressure at a strip length of 75% of Wall Height (as required by Sheets 589 and 590) is 6.7 KSF. Similarly, Wall 8D has an allowable = 5000 PSF; actual at 0.75H strip lengths is 6.3 KSF. In the case of Wall 10B has an allowable = 3500 PSF; actual at 0.75H strip lengths is 6.7 KSF. Please provide an increased bearing capacity for Walls 8B, 8D and 10B.

The allowable bearing pressures for walls 8B, 8D and 10B will be revised in addendum 4 to be 7000psi (sheet 558/1520).

Question Submitted: 11/25/2009

Question Number: 57

We request clarification of the BRIDGE SUPERSTRUCTURE LOADINGS given on sheet 558 (or 3 of 59). They do not agree with the back wall loadings given in the bridge plans. In the case of Wall 10A, the table on sheet 558 (3 of 59) gives bridge superstructure loadings minus earth pressures = 2.41 KLF (NB) and 1.90 KLF (SB). But the note on the bridge plans for Bridge No. MOT-75-1208, sheet 1402 (23 of 81), gives bridge loading of 0.54 KLF for both NB and SB. There appears to be a significant difference. Please confirm the loads that should be used to design the mechanical anchor strips attached to the backwalls of Bridge No. MOT-75-1208. Should we use the loads provided on Sheet 558 or the loads provided on Sheet 1402.

The Loads on Sheet 558 should be used to design the mechanical anchor strips. The note on Sheet 1402 will be revised in addendum 4 to match the loads on sheet 558.

Question Submitted: 11/25/2009

Question Number: 58

Will Ohio DOT allow the use of Techspan (ODOT approved product for Item 603, Conduit, Type A) for Bridge No. MOT-75-1199 over CSXT Railroad?

ODOT will accept other arch systems that meet the requirements specified in the plans.

Question Submitted: 11/27/2009

Question Number: 59

1. Addendum #2 included notes about The Greater Dayton Regional Transit Authority removing existing facilities over several streets within the project. However the note did not include the lines that exist at W. 5th Street under bridge 1208. Will the existing lines at this location be removed or will they remain? 2. There are large areas of asphalt pavement under bridge 1208. What is to be done with the asphalt areas to the north & south of the new MSE abutments that will be buried under MSE fill or general embankment? What is to be done with the area between W. 5th St & Edwin Moses Blvd under bridge 1208 that is currently asphalt pavement. Much of this area will be disturbed with existing pier removal & new pier construction. We see no notes that call for the asphalt to be replaced in kind or with other surfacing.

Answer1: The RTA Lines along Fifth St. will be maintained during Construction. This is called out on the Site Plan Sheets 1381 and 1383. Answer2: There will be no asphalt to remove to the south of the south MSE wall. Sheet 473 will be revised in addendum 4 to show the asphalt removal on the north side of the north MSE wall & change Ref No. 0002 Pavement Removed to 69923 SQ YD. A note will be added to sheet 1387 for replacement of the asphalt under Item 503 Unclassified Excavation.

Question Submitted: 11/3/2009

Question Number: 60

What is the complete link to get to the District 7 shared drive to view the existing bridge plans for this project?

<ftp://ftp.dot.state.oh.us/pub/contracts/attach/MOT-77245>

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 11/3/2009

Question Number: 61

Can the Pavement Calculations be made available?

<ftp://ftp.dot.state.oh.us/pub/contracts/attach/MOT-77245/>

Question Submitted: 11/3/2009

Question Number: 62

Page 50 states that existing rumble strips shall be milled and filled with asphalt, paid under "Pvmt for maintaining traffic class A, APP" however, there is no reference for this APP temporary pavement. Please clarify which reference the rumble strip patching is to be paid under and what quantity to use.

Payment is included with Item 614 Maintenance of Traffic, As Per Plan. See revision to sheet 50/1520 above.

Question Submitted: 11/3/2009

Question Number: 63

What does reference #0130 Pavement Repair consist of? Is there a typical section or note regarding the depth and type of asphalt required?

Answer: See City of Dayton Standard Construction Drawing 3-45 located on sheet 633G for build up of repairs on local streets. The Pavement Repair quantities for the Ramps on Sheet 234/1520 were a typo and have been removed.

Question Submitted: 11/3/2009

Question Number: 64

The Pavement Planing and Wearing Course Removal items seem to be the same locations (pg.257 and 269, and pg.471 and 473). Should one of these be deleted? Also, where is the additional 270 SY said to be on page 49 according to the general summary?

Answer: Yes, Item 254 Pavement Planing and Item 202 Wearing Course Removal referred to the same locations, therefore Item 202 Wearing Course Removed has been deleted in Section B above and removed from sheets 222, 471 and 473. The quantity of 270 SY is located on sheet 49/1520 in the ninth paragraph under Item 614-Work Zone Raised Pavement Marker, As Per Plan, however this quantity has been revised to 9858 SY. This quantity has been revised to include planing the transition area between the southern Edwin C. Moses Bridge and the full depth pavement at STA. 235+00.

Question Submitted: 11/30/2009

Question Number: 65

Ref 353 Concrete Retaining Wall (Wall No 3), is this wall to have some Type of formliner (Aesthetic Surface Treatment) similar to the MSE walls. Page 560 of 1520 show no Aesthetic Surface Treatment for this wall in the summary sheet, but on page 567, 568 & 569 of 1520 mention Aesthetic Details for this walls shown on page 593 of 1520. If yes, how is it to be paid for? Please Advise Thank You.

A quantity of 2123 SF of Item 530 Form Liner will be added in addendum 4.

Question Submitted: 11/30/2009

Question Number: 66

The detail of the existing field splice, on sheet 1307/1520, indicates the new splice plates will match the existing splice plates. Please confirm, that no field drilling or reaming will be needed on any of the structures with similar plan details, to complete the splices.

RE: structures MOT-75-1175, MOT-75-1180, and MOT-35-1516N. The existing splice bolt locations are approximate and shall be field verified by the contractor, per existing structure general notes on sheets 1291, 1324, and 1352. The dimensions locating the existing splice bolt locations will be revised in addendum 4 to have a "±" added to them to indicate the approximation (Sheets 1307, 1335, 1365). The splices were designed to minimize any need for field drilling or reaming, but it cannot be guaranteed that it will not be necessary. The contractor should bid the erection of the structural steel appropriately.

Question Submitted: 11/30/2009

Question Number: 67

This question is regarding the aesthetic details for MSE walls shown on Sheets 593, 595, 596 and 597 of the contract drawings. As per sheet 593, Walls 6A, 8B, 8D and 10B shall receive Wall Pattern J-J. This information does not agree with what is provided on Sheets 595, 596 and 597. As per Sheet 595, wall 6A shall receive Wall Pattern D-D. As per Sheet 596, walls 8B and 8D shall receive Wall Pattern D-D. As per Sheet 597, wall 10B shall receive Wall Pattern D-D. What is required for Walls 6A, 8B, 8D and 10B, Wall Pattern J-J or Wall Pattern D-D?

The pattern required for walls 6A, 8B, 8D and 10B is J-J. Revised sheet(s) will be included with addendum 4.

Question Submitted: 11/30/2009

Question Number: 68

We have found a couple plan quantity errors. Ref 706 - Class QSC2 Decks - stated 656 cyds - should be approx 1044 cyds; ref 708 Class QSC2 parapets - stated 124 cyds - should be 88 cyds.

Quantity corrections will be made in addendum 4.

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 11/30/2009

Question Number: 69

On sheet 50 it calls out 2 temporary overhead sign supports located on sheet 84 and 211. It appears there are 2 more temporary supports one on sheet 166 station 273+00 and sheet 198 station 253+50. Please confirm.

With regards to additional temporary supports, they will not be needed. We were showing permanent signs on the M.O.T. plans that are no longer being used, this revision will be in addendum 4.

Question Submitted: 11/6/2009

Question Number: 70

On plan sheets 593 and 594 architectural finish details show panel widths of 10'. Will 9' wide panels be allowed for use on this project? If 9' wide panels are allowed, would the pattern be changed to reduce the block widths by about 10% to maintain joint alignment?

The use of 9' wide panels will not be allowed.

Question Submitted: 12/1/2009

Question Number: 71

RE: EMBANKMENT, APP. It seems that the quantity for bid item 26, Embankment, APP may have already been included in the cross-sections for bid item 25, Embankment. Please clarify.

The following revisions were in addendum 3: Bid item 26 Embankment, APP was adjusted to account for quantities in the retaining wall areas that fall outside of the retaining wall pay limits. Bid item 25, Embankment was adjusted to account for placing the embankment back after being excavated as part of the benching.

Question Submitted: 12/1/2009

Question Number: 72

Regarding MSE walls: Preliminary design shows that the allowable bearing pressures of 5000 psf and 3500 psf, at walls 8D and 10B, respectively, cannot be achieved with any length of soil reinforcement. Does ODOT intend on making soil improvements to increase the allowable pressures at these locations? Also, please verify if Walls 8C and 9A are to receive the architectural formliner surface. These walls were not included in the formliner details.

Answer1: The allowable bearing pressures for walls 8B, 8D and 10B will be revised in addendum 4 to be 7000psi (sheet 558/1520). Answer2: Walls 8C and 9A will not receive architectural form liners.

Question Submitted: 12/1/2009

Question Number: 73

Ref# 217 is calling for 16 Ea. 32" RND Pullboxes, there is a detail shown on plan sheet 652, however the detail does not give a required depth to the box. In the past in this district we have had several depths on the boxes, can you please provide a required depth. Ref# 218 is calling for 11 Ea Surveillance covers, do these covers have a logo plate requirement or will they be blank

The depth of the pull box is 32". The logo plates are to be left blank.

Question Submitted: 12/1/2009

Question Number: 74

In response to ODOT's answer of the following: Q: In the note for Portable Changeable Message Signs, APP on sheet 48 it says the probable locations are shown on sheets 91A, 92B, 110A, 126, 132, 135A. It appears that this is incorrect. Please correct. Question Submitted: 11/24/2009 A: It should say that the probable PCMS locations and work limits for the detour locations are shown on sheets 133, 138 and 153. Are the message boards only required for the detours and none on the mainline? If so should the quantity be reduced to reflect this?

The plans indicate that the message boards are needed for detours only, but the other sign-months in the quantity are for use as directed by the engineer over the course of the project, as reflected in the note. This gives the engineer some latitude when dealing with not only I-75 but possible use to assist when we have the turnaround working and local detours.

Question Submitted: 12/1/2009

Question Number: 75

Could you please confirm that the intent of the (PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN) that only the part of the existing structure that conflicts with the new construction needs to be removed and the balance may remain in accordance to ODOT C&MS 202.03

Item 202 Portions of Structure Removed, Over 20 Foot Span, As Per Plan is included in many of the structure plans. In general, the Structure General Notes explain specifically what is to be included for payment with this item. Where the plans are not specific, the portion of the existing substructure units shall be removed to eliminate conflict with new construction and otherwise meet the requirements of CMS 202.03.

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 12/10/2009

Question Number: 76

There was a previous Prebid Question concerning the plan note on page 667 ITEM 625-POWER SERVICE."The contractor shall maintain all street circuits, including power bills, for the entirety of the project..."This note is too vague to determine actual costs to the contract for the work. To properly determine what the costs are we need the following information:1. Exactly what circuits are involved? This note could have contractor maintain and pay for any circuit that is anywhere near the project.2. How many lights are on each circuit?3. Account numbers so that DP&L can determine actual costs on each circuit. Otherwise DP&L has no way of giving us prices. It could be that this note is only meant to cover the circuits on City streets (not highways) that are directly associated with new power services erected under this contract. If that is the intention, could you please clarify the note as such? If so clarified, the plans would then be clear as to the remaining information requested above.

Contractor is to maintain and pay power bills for all new or modified circuits, during construction. Lights on each circuit are detailed in the plans. Circuit power cost can be reasonably estimated using DP&Ls rate plan and the circuit power information as provided in the drawings.

Question Submitted: 12/10/2009

Question Number: 77

In response to a previous prebid question, we are to determine the requirements of DP&L in regards to the power service equipment required, and bid accordingly. DP&L requires the use of a disconnect switch ahead of the meter, but does not require this disconnect switch to be NEMA 4X (stainless steel). Are we to provide stainless steel enclosures for this additional switch?

Note will be added in addendum 7, stating "THE CONTRACTOR IS RESPONSIBLE TO OBTAIN THE RESPONSIBLE UTILITY OWNER'S SPECIFICATIONS AS IT RELATES TO AN ACCEPTED POWER SERVICE. IN ADDITION TO THE ITEMS INCLUDED UNDER ITEM 625, "POWER SERVICE", THE CONTRACTOR WILL BE RESPONSIBLE TO SUPPLY AND INSTALL ALL APPURTENANCES REQUIRED BY THE POWER COMPANY, INCLUDING BUT NOT LIMITED TO A SECOND DISCONNECT SWITCH" The switch and any enclosures must meet the minimum requirements for DP&L and ODOT.

Question Submitted: 12/10/2009

Question Number: 78

The contingency amount on driven and furnished piling was reduced from 25% of the length to 10% via addendum number 4. The number of contingency steel pile points, which is at 50% of the total number of piles, was not reduced. Addendum number 5 added another contingency item for pile splices, again at 50% of the total piles. The number of contingency points and splices seems too large and adds a disproportional amount of extra cost to the project. Please reduce the number of pile splices and pile points by a similar percentage

These are contingency amounts that were estimated. The quantities will remain the same.

Question Submitted: 12/10/2009

Question Number: 79

For the Overhead sign support (Temporary), type, APP, at station 249+00, is the removal and replacement (90 ft) of the median wall to be included in that item in order for the truss to be anchored?

Removal and replacement of the median wall and tapers as required in RM 4.4 shall be included under payment for Item 630, Overhead Sign Support (Temporary), Type, As Per Plan per the note on sheet 50/1520.

Question Submitted: 12/11/2009

Question Number: 80

Addendum 6 revised the quantity for Bid item 545 to 400 SY. Is it ODOT'S intent to make the Approach Slab Removal for the Temporary Widening portion incidental to Structure removal? If not it should be added to the quantity for bid item 545.

The quantity for Approach Slab Removal will be increased in addendum 7 to include the temporary widening portion.

Question Submitted: 12/14/2009

Question Number: 81

The Select Granular Backfill for Temporary MSE Walls (Bid Item 383) will offset quantity of Embankment (Bid Item 25). Please verify that this overlap will be paid for in Embankment (Bid Item 25) and not result in a quantity underrun.

The embankment quantity (Ref 25) includes all embankments up to the face of the temporary MSE walls (Ref 383). Alternately stated, the volume of embankment was not reduced for the volume of select granular backfill material needed for temporary MSE wall. Any additional cost of select granular embankment, other materials, or labor necessary to construct the temporary MSE walls shall be included in the ref 383 Item 610-60000 Special – Retaining Wall Misc.: Temporary MSE Walls.

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 12/2/2009

Question Number: 82

In regards to the MSE walls, the Foundation Prep APP note on page 558 states payment includes excavation. The MSE wall sections on page 589 and 590 show the excavation limits at the bottom of the foundation prep. Is the MSE wall excavation pay item (ref 367) calculated to excavation limits, which is shown at the bottom of the foundation prep? Should the foundation prep APP pay item include excavation?

The Item 840-21000 Wall Excavation (Sheet 560) (Bid Item 367) includes excavation for the wall down to 12' below the bottom of the leveling pad. The Item 840-22001 Foundation Preparation, As Per Plan (Sheet 560) (Bid Item 369) shall include any additional excavation necessary as shown in the plans.

Question Submitted: 12/2/2009

Question Number: 83

All of the detour sheets have certain Stages and Phases associated with them. None of them address the Stage 1 temporary widening over the side roads and there are no notes for lane closures on the side roads. Will the detours for Stage 2 and 3 apply for Stage 1?

Yes, the detours utilized in Stages 2 and 3 can be applied to the same cross streets in Stage 1 when work on the bridges is actively being pursued as determined by the engineer.

Question Submitted: 12/2/2009

Question Number: 84

1) Addendum #2 added reference # 1000, 35 CY of Concrete Misc: Removal of Inlet Depressions. The plan detail calls for quick setting concrete mortar, Type 2, 705.21. Will the contractor be allowed to use class FS concrete in lieu of the 705.21 material? 2) There does not appear to be a pay item for the pier concrete on bridge MOT-75-1177, can a bid item be added? 3) There does not appear to be pay items for the removal of the existing approach slabs at all existing bridges, can bid items be added? 4) There is asphalt pavement under the existing bridge in the island between Edwin Moses Blvd and Fifth Street. During construction this area will be disturbed by pier construction. What restoration will be required in this area? If the area will require asphalt paving, there does not appear to be a pay item for this work, can a bid item be added? 5) Addendum #3 states that traffic shall be placed in maintenance of traffic stage 2 phase 1 pattern as shown on sheets 119 through 124 by October 31, 2010. This shuts down Ramps B6/B8. Maintenance of traffic plan sheet 45/1520 shows the maximum time this ramp can be closed is 6 months. The six month period would be November 2010 thru March 2011. It would be impossible to construct this work during the winter time frame. Can the 6 month closure requirement be deleted?

Answer1: Yes. Answer2: The bid reference 0604, Item 898-20000 currently includes 119 CY of concrete for the abutments and 49 CY of concrete for the piers (Total = 168CY). Answer3: This has been corrected in addendum 6. The removal of the existing approach slabs shall be paid for under Item 202 Structure Removed Over 20 Foot Span, As Per Plan. Answer4: There will be no asphalt to remove to the south of the south MSE wall. Sheet 473 will be revised in addendum 4 to show the asphalt removal on the north side of the north MSE wall & change Ref No. 0002 Pavement Removed to 69923 SQ YD. A note will be added to sheet 1387 for replacement of the asphalt under Item 503 Unclassified Excavation. Answer5: We will allow 9 month durations for Stage 2, Phase 1 and Stage 3, Phase 5 instead of the 6 month durations shown in the Interim Completion Dates and Disincentives table on sheet 45/1520. This change was made in addendum 6.

Question Submitted: 12/2/2009

Question Number: 85

1. Bid item 639 Sealing of concrete surfaces appears to be overstated by a factor of 9-10 times. Please adjust the quantity in an addendum. 2. Bid item 645 Bid quantity appears to be overstated x 2 times. Please adjust the quantity in an addendum. 3. Bid item 706 bid quantity appears to be understated by a substantial amount. Possibly forgot to include the abutment diaphragms in the bid quantity. Please adjust the quantity in an addendum.

1. Ref 639, Item 512-10101 will be revised to 472 SY (Sheet 1149) in the next addendum. 2. Ref 645, Item 516-11211 will be revised to 118 LF (Sheet 1149) in the next addendum. 3. Ref 706, Item 898-10211 was revised in the last addendum to 1008 CY (Sheet 1217).

Question Submitted: 12/2/2009

Question Number: 86

1. The Bid quantity for Bid item 656 QCQA Concrete, Class QSC2, Superstructure (Approach slab) appears to be overstated by 34%. Please revise the bid quantity in an addendum.

Ref 656, Item 898-10709 will be revised to 294 SY (Sheet 1149) in the next addendum.

Question Submitted: 12/3/2009

Question Number: 87

We have not seen a bid item for approach slab removal on any of the structures with a couple exceptions for small areas during Stage I widening. Frequently each structure to be removed has a separate item "Approach slab removed". None of the descriptions for the major bridges to be removed includes approach slabs under the "portion of structures removed" plan notes. On bridge 1208 plan page 1118/1520 the approach slabs are shaded for removal but there is no bid item for this work & they are not included under the removal note. Where is approach slab removal to be paid for on this project?

Approach slab removal will be corrected in addendum 6.

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 12/3/2009

Question Number: 88

Please confirm that 4-inch 707.31 perforated tubing can be used for 6" Shallow Pipe Underdrains and 6" Base Pipe Underdrains on this project?

Yes, according to the Item 605 spec it is allowed.

Question Submitted: 12/3/2009

Question Number: 89

In the pre-bid meeting, it was discussed that the "Texas turnaround" constructed in Stage 1 of the project on the south end of the project at Edwin C Moses was to be left in place at the conclusion of the project. However, there is nothing in the current contract documents that confirms this. Please clarify the Department's intent via Addendum.

The prebid meeting addendum (#5) has been submitted and will be issued to the contractor's soon. Addendum 4 will be issued soon, and we are working on addendum 6 which should be sent to contractor's by the end of the day Friday.

Question Submitted: 12/3/2009

Question Number: 90

Is the detour shown on sheet 153 for Stage 2 Phase 4 apply to Stage 3 Phase 2 and bridge painting?

No. We will eliminate this detour in the next addendum. The contractor shall maintain one lane of traffic in each direction on US 35 during construction and bridge painting for structures MOT-75-1177 SB (Stage 2 Phase 4) and MOT-75-1177 NB (Stage 3 Phase 2). Brief 15 minute closures will be allowed upon approval of the project engineer.

Question Submitted: 12/3/2009

Question Number: 91

There is a growing concern amongst contractors that the State of Ohio is going to start requiring sales tax on Temporary Road Materials such as deck extensions, road widenings and other temporary materials used in the construction of projects for the State of Ohio. It would be our interpretation that items that are to be consumed in the construction of the project such as Temporary MSE Wall, Temporary Shoring, 832 Items, Asphalt Pavement, Aggregate Base, Piling etc., would carry the tax exempt status in accordance with the Sales and Use Tax Contractor's Exemption Certificate, under the Real Property under a construction contract with the United States government, its agencies, the state of Ohio, or an Ohio Political subdivision since they are to be consumed in the project. Is this the Department's interpretation as well?

No comment at this time.

Question Submitted: 12/3/2009

Question Number: 92

To Whom It May Concern, Concerning the above referenced project I have a question regarding the trench drain. In Addendum #3, page 4 references "The contractor may use any trench drain system listed on the ODOT Qualified Products List, however, the contractor will be responsible to ensure the capacity matches that of the 15" slotted drain shown in the plans [reference sheets 224 and 238]. ACO Polymer Products TraffikDrain is on the ODOT Qualified Products list and we would like to supply trench drain for this project, however, we would like to ensure that our product matches that of a 15" as stated above. The TraffikDrain can reach 5.45 cfs on our deepest channel with a 12" Horizontal outlet. Is there a cfs that can be supplied or a manufacturer of this 15" so that we may compare and run an analysis. Should there be any questions regarding our product, please feel free to contact me. Information pertaining to the 15" slot drain would be greatly appreciated. Best regards,

Krystel McCaskey

5.45 cfs exceeds the flow for all the slotted drains on the project, so if the product can obtain the cfs as stated it should be acceptable as an alternative.

Question Submitted: 12/3/2009

Question Number: 93

At the pre-bid meeting there was a discussion about adding a bid item for pile splicing since the project plans specified the pile lengths that was required by design. But piling quantities were increase by 25 Percent to cover over runs of this bid item. How is the contractor to decide what lengths of piling that's to be purchased? Is ODOT going to pay force account for every splice that needed when the pile goes beyond the plan design length? Thank You

The Contractor is to order the pile based on the "order length" indicated in the General Notes for each structure. The Contractor will be responsible for all splices that are required for him to furnish each pile to this order length. Should the depth of the driven pile exceed this order length, the Contractor will be compensated for these splices by utilizing Item 507, Piling, Misc.: Pile Splice: that was added by Addenda 4.

Question Submitted: 12/3/2009

Question Number: 94

I did not see an line item for Rpm's. If you do put it in please designate whether they are asphalt or concrete just as you do for rumble strips and many other items. Thank You

There are no plans for use of RPM's on this project.

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.

Ohio Department of Transportation

Prebid Questions

Question Submitted: 12/3/2009

Question Number: 95

Ref. Nos. 645 & 698 Item 516 Structural Expansion Joint Including Elastomeric Strip Seal, as per plan Bridges MOT-75-1189W & MOT-75-1193. On plan sheets 1180/1520 & 1256/1520 there is a detail showing the elastomeric strip seal shop vulcanized at an angle to the joint and then field vulcanized to continue the seal for the balance of the joint. First of all, vulcanizing is a heat process similar to heating the elastomeric bearing to the sole plate. It is done with heat and pressure. In talking with the elastomeric strip seal suppliers this will not work in the shop or the field. Yes they have done it but it tears apart very easily. It cannot be done in the field. The only way to put this together would be the old fashion way of glueing it in the field. This should probably be addressed at some point in time. I suppose this isn't a question but just a record so when the time comes up for some one to make these the problem was recognized prior to bid time.

The contractor shall splice in conformance to the manufacturer's recommendations.

Question Submitted: 12/3/2009

Question Number: 96

Please review plan page 667 LUMINAIRE MISC. LUMINAIRE, UNDERPASS, DECORATIVE, BY TYPE. The plan note states in addition to the requirements of ODOT's construction materials specifications, luminaires for underpass lighting, decorative shall be as follows in four types: The requirements of ODOT's construction materials specification 2008 for underpass (725.11 F.) require the material be listed on the QPL listing of materials management for underpass lighting. The section (725.11 F.) does not have a decorative section, nor specifications for pulse-start metal halide lamp and ballast (725.11 B. and C.). Does this mean that the four type of luminaires underpass decorative do not need to be on the materials management qualified products listing? Will providing submittals from the manufacturers listed be acceptable? Please review and advise.

QPL requirements for this item will be removed in the next addendum.

Question Submitted: 12/4/2009

Question Number: 97

1). We are unable to find a pay item covering the underpass lighting junction boxes. Please add this pay item. 2). The junction box size shown in the plans, 6" x 6" (normally 6" deep) is insufficient to handle two 2" conduits when embedded within the wall. One of the conduits will be too close to the wall face, and both conduits will conflict with wall rebar. 3). Are we to use junction boxes behind the surface mount fixtures? This would put the splice behind the fixture. If this is the desired method, we recommend using a junction box sized to the approximate dimensions of the wall mount fixture, at least 10 inches deep to avoid the problems detailed above. 4). We were unable to find a pay item covering the removal of the existing traffic signal intersection at Stewart and I75. Please add this pay item.

Answer1: This will be corrected in addendum 7. Answer2: Due to the depth of the MSE wall, conduits will be required to bend into the junction box from the rear. The conduit may be run behind the MSE wall, then curve into each junction box. 6"x6"x6" junction boxes should provide enough space to allow three conduits to enter the rear of the junction box and with a maximum wire size in these junction boxes of No. 8 AWG, there is enough free area and space for these conductors in a box of that size. As no junction boxes in the underpasses have more than three conduits entering the box, this size should be sufficient for all underpass junction boxes. The conduit may be run behind the MSE wall, then curve into each junction box. Answer3: Yes, junction boxes are to be behind the surface mount fixtures. Conduits will enter each junction box from the rear, with one conduit in and one conduit out per circuit. Junction boxes for fixtures do not have an indicated size on the plans and are to be sized in compliance with the fixture manufacturer's requirements for mounting and as required for installation. Answer4: The bid line item will be added in the next addendum.

Question Submitted: 12/4/2009

Question Number: 98

RE: EMBANKMENT, APP. The locations for bid item 26, Embankment, APP and bid item 25 Embankment appear to overlap each other, therefore, in certain areas; the same quantities are included in both bid items. It is our understanding that payment under bid item 26 Embankment, APP is for the additional compaction effort and time associated with placing the embankment in 6 inch lifts, and that payment under bid item 25 is for the embankment material actually placed and compacted as indicated on the in the cross-sections. Unless clarified by an addendum, we will assume that the contractor will be paid under both bid items.

Refer to addendum 4 for the corrections on these items.

Question Submitted: 12/4/2009

Question Number: 99

Ref. 424, 444, 464, 488, 510 Class S Concrete, Bridge Deck, as per plan this item includes the expansion angles per EXJ-6-06. Are these metalized? Does this include the elastomeric strip seal?

The Ref. 424, 444, 464, 482 (not 488), and 510 do include the expansion angles and plates per EXJ-6-06. This is referenced in sheets 741, 762, 782, 859, and 874. The expansion angles do not need to be metalized since they are temporary. There is no elastomeric strip seal required or intended in the plans for temporary widening. The reference to EXJ-6-06 is for the angle anchorage details as called out on sheets 741, 762, 782, 859, 877.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 12/7/2009

Question Number: 100

1. Is it ODOT'S intent to assume that the contractors will cover the incidental cost of purchasing piling in five foot increments if the bid quantity of the furnish item does not calculate out to be an increment of five feet for each pile?

The Contractor is to include in his unit prices for the appropriate piling references, all costs required to furnish or drive the piling as indicated by the contract documents. Pile required in excess of the furnish quantities established in the plan summaries will be paid pursuant to C&MS 104.02.D.2.

Question Submitted: 12/7/2009

Question Number: 101

Bid Ref. 273 calls for a 6' x 6" x 12" Junction Box and Bid Ref. 274 calls for a 8' x 8" x 7" Junction Box. Should the 6' and 8' dimension be in inches instead of feet or does the Department really want 6' and 8' long Junction Boxes?

Bid Ref. 273 should be 1 EACH of a 12" x 12" x 6" Junction Box and Bid Ref. 274 should be 3 EACH of a 8" x 8" x 7" Junction Box as shown on Subsummary Sheet 666/1520. This correction will be made in the next addendum.

Question Submitted: 12/8/2009

Question Number: 102

The plan quantity for Reference 545 – Approach Slab Removed, seems to be significantly understated. Please review and revise.

This bid item will be revised in the next addendum to 400 SY.

Question Submitted: 12/8/2009

Question Number: 103

Reference #s 37, 38 are listed in the proposal as (60 mph, 3") - please clarify the 3" hazard width designation. Reference # 39 is listed in the proposal as (60 mph, 5") - please clarify the 5" hazard width designation. Please clarify the correct hazard widths for each attenuator unit? There are two attenuator units shown on sheet 436. There is only one attenuator from sheet 436 carried to the subsummary on page 235. Should there be another reference # with the appropriate unit description or an increase in one of the Ref # unit quantities? Thank You

With respect to the hazard width, there was an error in the proposal. The General Summary plan sheet 222/1520 shows these items correctly and they will be corrected in the next addendum. There are two attenuators shown on sheet 436 as stated, with one being called out on the subsummary under sheet 436 and the other out on sheet 423. No increase in attenuator quantity is necessary.

Question Submitted: 12/8/2009

Question Number: 104

A question was asked on 12/1/09 seeking clarification if MSE Walls 8C & 9A required architectural form liners. The answer was "Walls 8C and 9A will not receive architectural form liners." However, the Retaining Wall Estimated Quantities on Sheet 560 of 1520 and the quantity in the Proposal for the item AESTHETIC SURFACE TREATMENT still indicates all walls are required to have this treatment. (Through Addendum 5) Please clarify.

The Ref 375, Item 840-26050 will be revised to 102,160 SF in the next addendum. The walls 8C and 9A do not have aesthetic treatment.

Question Submitted: 12/8/2009

Question Number: 105

RE: FUEL PRICE ADJUSTMENT ITEMS. The project proposal contains PN520 Fuel Price Adjustment, intended to minimize risk to the contractor due to fuel price fluctuations that may occur. However PN520 does not include item 840 for Select Granular Backfill which will represent a significant item of work on this project. Please include item 840 for Select Granular Backfill in the list of items that are eligible for fuel adjustments for this project.

The next addendum will include a revised PN 520 which will include adjustment eligibility for Items 840 and 888.

Question Submitted: 12/8/2009

Question Number: 106

In regards to the "Non Work Period for Multi-Year Contracts" note added to the project in Addendum 4, please clarify the verbiage in the last paragraph. It is our assumption, a Change Order, modifying the final completion and any interim completion dates, will only be written if there is some schedule growth, even after mitigation efforts have been illustrated, that pushes the project beyond the contract dates in association with an identified project delay(s). If this assumption is incorrect, please clarify by addendum.

Delays will be submitted and analyzed as required by PN 107 Section G throughout the contract. The Department will process change orders for warranted time extensions. As stated in the "Non Work Period for Multi-Year Contracts" note the Contractor will then run an update after mitigation attempts have been made through the month of November with a data date of November 30th. A change order will then be written to pull back the final completion date and any interim completion dates (lump sum minus incentive dates) by the number of days mitigated as shown by this schedule update.

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.

Ohio Department of Transportation Prebid Questions

Question Submitted: 12/9/2009

Question Number: 107

Reference is made to page 7/1520 (typical section) balloon 16 Item 442 - 1 1/2" asphalt concrete intermediate course, 19mm, type A (446), as per plan. Because 19mm has a top size aggregate of 1", most projects are bid with a lift thickness of 1 3/4" or have been adjusted by Change Order to 1 3/4" prior to placement. Please review and advise.

Although 1 3/4" is standard, this project will be built with 1 1/2" as per the plan.

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.