

Ohio Department of Transportation Prebid Questions

Project No. 070078

Sale Date - 3/28/2007

Question Submitted:

Question Number: 1

Can design file electronic file be posted online?

Available at <ftp://ftp.dot.state.oh.us/Pub/Contracts/Plans/070078/>

Question Submitted: 1/29/2007

Question Number: 2

1.ON SHEET 1032/1260 INCLUDES AN EXCAVATION QUANTITY OF 16243 CUBIC YARDS FROM STATION 68+00.00 TO STATION 71+25.00. THIS APPEARS TO BE IN ERROR. 2.ON SHEET 38/1260 GUIDELINES ITEM 3 EXISTING US 127 TRAFFIC (TWO-WAY AT ALL TIMES) SHALL BE MAINTAINED BY USE OF A TEMPORARY RUN-AROUND AS DETAILED ON SHEETS 61-63. ON SHEET 61 THE TEMPORARY PAVEMENT STARTS INSIDE THE FULL DEPTH REPLACEMENT AREA AND ON PAGE 63 THE TEMPORARY PAVEMENT TIE BACK IN THE THE FULL DEPTH REPAACEMENT AREA. AND ON PAGE 37B/1260 THE INSTRUCTION FOR THE RAILCROSS INDICATE THAT USR 127 WOULD NEED TO BE CLOSED FOR INSTALLATION. WITH THE TEMPORARY ROAD INSIDE THE WORK LIMIT THIS SEEMS TO BE IN CONFLICT WITH THE MAINTAINENCE OF TRAFFIC NOTES.

Question Submitted: 1/30/2007

Question Number: 3

1. PAGE 1038/1260 ITEM 601 CHANNEL PROTECTION, MISC.. ROCK RIFFLE. PARAGRAPH 4 NO WATER SHALL BE RELEASED INTO THE NEW CHANNEL UNTIL THE ENTIRE SITE IS STABILIZED AND INSPECTED/APPROVED BY ODOT STREAM SPECIALIST. THE DRAINAGE AREA FOR STEVENS DITCH IS 1.81 SQUARE MILES OR 1158.4 ACRES.ODOT OUTLET PIPE IS A 96 RCP WITH CAPACITY OF 540 CUBIC FEET PER SECOND. WITH NO AREA FOR A DIVERSION CHANNEL HOW IS THE CONTRACTOR TO CONTOL THIS WATER.

Question Submitted: 1/30/2007

Question Number: 4

1 THE NOTE ON PAGE 37B/1260, ITEM 202 GRADE CROSSING REMOVAL THE CONTRACTOR IS TO REMOVE THE PAVEMENT AND TREATED SHOULDERS TO A DEPTH OF ONE FEET WITH IN THE RAILROADS RIGHT-OF-WAY. THE RAILROADS RIGHT-OF-WAY LIMITS ARE NOT SHOWN ON THE DRAWING. WHAT ARE THESE LIMITS?2.REFERENCEE 47 THRU 51 SPECIAL RAIL ITEM MISC. PAID FOR BY LUMP SUM. THE EXISING ROADWAY WIDTH AT THE CROSSINGS ARE CR 133 - 16 FEET,CR-232 20 FEET, CR 115 19 FEET, CR 143- 18 FEET AND USR 127 - 30 FEET IS THIS THE WIDTH FOR INSTALLING THE NEW CROSSING OR IS THE CONTRACTOR GOING THE BE REQUIRED TO INSTALL A CROSSING EQUAL TO ROADWAY WIDTH + ? = CROSSING WIDTH PLEASE RESPOND.

Question Submitted: 2/20/2007

Question Number: 5

REF NO 302, QC/QA CONCRETE, CLASS QSC1, PIER ABOVE FOOTING SHOWS A QUANTITY OF 47 CY. I CALCULATE 30 CY IN THE PIER STEMS AND 67 CY IN THE CAP FOR A TOTAL OF APRPOX 107 CY FOR THIS ITEM.ALSO ON SHEET 1048 THEY CALL OUT CLASS QSC2 "SUBSTRUCTURE" (DECK ARCH AND DECK DIAPHRAM). SHOULD THIS BE "SUPERSTRUCTURE"?REF NO 299, QC/QA CONCRETE, CLASS QSC2 SUPERSTRUCTURE (DECK) CALLS FOR A PLAN QUANTITY OF 598 CY. I CAN ONLY ACCOUNT FOR 505 CY.

Question Submitted: 2/22/2007

Question Number: 6

At the pre-bid meeting today, there was discussion thatlandlocked parcels on Project 070110 would be sold atauction February 27, 2007. Since these parcels have alreadybeen appraised, the successful bidder should have the firstright of refusal to purchase these parcels. If thecontractor chooses not to purchase, then ODOT could auction off any landlocked parcels that the contractor did notpurchase. This will eliminate any advantages that may begained by a contractor from the auction process.On Project 070078 there are also several landlocked parcels.Could these parcels be made available the same way -successful bidder would have the first right of refusal topurchase and then ODOT could auction any remaining unsold parcels. This process would benefit both ODOT and the successfulbidder and also permit adjoining land owners to purchaseunsold parcels at a reasonable price without going througha bidding war.

Question Submitted: 2/23/2007

Question Number: 7

Will ODOT consider modifying specification section 108.01- Subletting of the Contract - Change to "Perform work amounting to not less than 30 percent of the Contract Price with its own organization"?

The Department respectfully declines to reduce the percentage of work type performed.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 2/26/2007

Question Number: 8

Addendum 1 has added prebore holes to sections 13 & 14. This is for PAU-24-1348, M&W Railroad structure. There are already prebore hole items for these structures, Ref No.'s 312 & 343. I think that all that was intended was to change the quantities for these items. Also in Addendum 1, you talk about the reasons for the prebore holes was to extend the pile encasement pipes below the MSE walls fill. I can find no place in the plans which require the encasement pipes to be extended into the prebore holes. Since 507.11 does not require encasement pipes, how is this pipe paid for? Since the encasement pipe diameter is to be 6" greater than the pile diagonal dimension (19.8") the encasement pipe diameter will be minimum of 25.8". This means we will be using a 30" diameter pipe. Since the prebore hole must be 2" smaller or 6" maximum larger than the diagonal dimension (19.8") we can use a 24" diameter prebore hole. It is possible to install the prebore hole through the 30" casing pipe. Please clarify exactly what you are requiring for these items and how it is to be paid for? If you do require the encasement pipes to extend into the prebore holes, we are going to have a very hard time backfilling around the corrugations of the encasement pipe.

Question Submitted: 2/26/2007

Question Number: 9

1. Typical sections for US24 show a 4 foot inside shoulder, 24 foot travel lanes, and 10 foot shoulder. Should the contractor elect to construct the 4 foot shoulder with the 24 foot mainline (for a total of 28 feet), would a longitudinal joint be required at the line between the inside shoulder and the mainline? Tiebars? Sawed and sealed? The lane width would be 16 feet. 2. On the joint detail sheets of the plans at the bridge structures, E is noted as the joint between the 12.5" PCCP and the bridge approaches. E is an expansion joint per Std BP 2.2 without dowel bars. The bridge plans show a pressure relief joint at these locations. Std BP 2.3. Please clarify what is required at the PCCP pavement and bridge approach interface. 3. The pavement joint detail sheets do not show an Expansion Joint (doweled or not doweled) at the gore between the mainline and ramp pavements. Should an expansion joint (doweled or not doweled) be placed here per Std sheet BP 6.1.4. Concrete Pavement With Warranty. 884.04 Concrete Mix Design and Construction. "The concrete mix design used in the concrete pavement will meet, as a minimum the requirements of 499, Class C and any other material requirements of 451 and 452". Does this mean that the requirements for the warranty pavement fall under the requirements of Table 499.03-2 or 499.03-3 with the option of using Option 1 499.04-1 table, Option 2 499.04-2 table, or Option 3 499.04-3 table?

Question Submitted: 2/28/2007

Question Number: 10

MAINTENANCE OF TRAFFIC TO CONSTRUCT THE USR424 AND USR 24 INTERCHANGE AND THE STEVENS DITCH MITIGATION PLAN. PHASE I OF THE WORK CONSIST OF CONSTRUCTION OF RELOCATED 424 AND RAMP C AND D. 1. EROSION CONTROL BMP 14 DAYS, CLEARING AND GRUBBING 21 DAYS, EXCAVATION AND EMBANKMENT 54 DAYS, LIME STABILIZATION 14 DAYS, UNDERDRAINS AND SUBBASE 7 DAYS, ASPHALT - CONCRETE PAVEMENT 28 DAYS, FINISHING AND SEEDING 7 DAYS, MOT (BARRIER WALL, SIGN TEMP TRAFFIC LIGHT PAVEMENT MARKINGS) 14 DAYS. THIS WILL EQUATE TO A DECEMBER 1 2007 COMPLETION DATE FOR PHASE 1. PHASE 2 EXCAVATION AND EMBANKMENT 100 DAYS, PHASE 2 SETTLEMENT PERIOD 60 DAYS CONSTRUCTION OF BRIDGES 98 DAYS. PHASE 2 COMPLETION DATE OF JUNE 1 2009. PHASE 3 PAVEMENT REMOVAL 3 DAYS, EXCAVATION EMBANKMENT 40, PHASE 3 SETTLEMENT PERIOD 60 DAYS, LIME STABILIZATION 10 DAYS, UNDERDRAINS AND SUBBASE 7 DAYS, CONCRETE PAVEMENT 14 DAYS FINISHING SIGNS PAVEMENT MARKINGS 14 DAYS. PHASE 3 COMPLETION DATE OF OCTOBER 1 2009. BASED ON THE ABOVE SCHEDULE FOR CONSTRUCTION OF THE INTERCHANGE THE COMPLETION OF THE STEVEN DITCH MITIGATION WOULD BE MAY OF 2010 OR ONE YEAR LATE. IN ORDER TO COMPLETE THE SEVENS DITCH MITIGATION ON SCHEDULE. THE TRAFFIC ON EXISTING USR24 NEEDS TO BE VACATED BY AUGUST, 1 2008 TO MEET THE SEPTEMBER 1 TO NOVEMBER 1 REQUIREMENT FOR PLANTING OF TREES AND THE APRIL 1 TO MAY 31 FOR SEEDING AND MULCHING. ON PAGE 1037/1260 THE STREAM MITIGATION COMPLETION DATE OF MAY 31, 2009 IS NOT SUBJECT TO ANY EXTENSION.

Question Submitted: 2/8/2007

Question Number: 11

Please clarify approach slab information throughout the plans. Typical sections in the roadway and approach slab sections for US 24 & 127 on plan sheets 17 thru 20 & sheet 25 indicate a 25 lf length for all slabs with a T-17" in the item 526 description. A 25 lf length with a T-17" thickness is not standard, but all the approach bid items are APP, so that would explain. However, the bridge drawings show different information. USR 127 slabs are detailed as 30 lf long and T-15" on sheet 1063/1260. M&W RR & Krouse Rd slabs are detailed as 30 lf slab on sheets 1089 & 1115. CSX RR slabs are detailed as special 28 to 30 lf slabs on sheet 1145. If slab lengths change please check roadway & approach slab pavement quantities. The STA to STA information in the roadway sections detail a 25 lf slabs.

Question Submitted: 2/8/2007

Question Number: 12

Two Questions: M&W RR bridge has a plan note on sheet 1076, Item 507 Steel Points APP. A bid item needs set up for both Lt & Rt structures for steel pile points if they are wanted; 60ea per bridge. Krouse Rd bridge has a note on sheet 1097 for Dynamic Load Test. It appears that a restrrike on the dynamic tested pile is desired, if so set up a restrrike bid item. please clarify.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 2/8/2007

Question Number: 13

M&W RR BRIDGE Lt & Rt: Ref No. 312 & 343 Prebore Holes has 720 lf for each bid item. There are no plan notes for this item. Is it safe to assume that each pile will have a prebored hole? If so each bridge has 720 lf set up / by 60 piles = 12 lf of prebore / pile. Sizing of the prebored hole as per 507.11B states the hole diameter to be 6" less or 2" more than the diagonal Pile dimension. The 14x73 pile without a tip has a 20" diagonal dimension + 2" = 22" max diameter prebore hole. MSE wall Supplemental spec 840.03K sizes the pile sleeve material at 6" plus the diagonal pile dimension. In this case the "minimum" outside diameter of the pipe sleeve using industry standard sized pipe would be 20" pile diagonal + 6" 840.03K spec + pipe wall thickness of (2.5")x2 walls = 31" +/- . This could be as high as 36" if the next larger size standard pipe has to be used. If my assumption are correct up to this point here are two more questions. The prebore spec 507.11 in this case allows a max diameter hole of 22" but the pile sleeve going into the prebore needs to be min of 31" maybe 36". Should the prebore be a larger diameter or not place pile sleeves in prebore? The prebore spec uses granular backfill in holes. The MSE wall SS used bentonite slurry. The bottom of the pile sleeve if placed in the hole is above the bottom of the prebore by 4'. Which backfill material should be used granular, bentonite or both? KRUOSE RD BRIDGE LT & Rt: Ref No. 374 & 406 same questions for this structure but with different pile size, quantities and elevations.

Question Submitted: 3/1/2007

Question Number: 14

Are contraction baskets required in the shoulder joints of the 884 Portland Cement concrete pavement?

Question Submitted: 3/13/2007

Question Number: 15

Please clarify the method of measurement for the following MSE wall items: Wall Excavation, Select Granular Backfill, Foundation Preparation, Embankment, and Granular Material Type B. According to the MSE Wall sections provided in the bridge plans, the final quantities for these items will be dependent on the design strap lengths of the MSE Wall supplier. Will ODOT adjust the pay quantities for these items based on actual installed or will they be based on the ODOT provided plans? If the quantities are adjusted, will ODOT also make an adjustment in the roadway embankment behind the MSE Wall pay limits to account for variations in the strap/mesh length?

The method of measurement will follow SS840.08. As for if the strap length changes due to the wall suppliers design and differs from the assumed dimensions in the plans ODOT will take this into consideration for the payment of the MSE wall materials and pay for the adjustments accordingly for both the MSE wall quantities and the roadway embankment quantities.

Question Submitted: 3/14/2007

Question Number: 16

There are two culverts, C-27 (pg 812) & C-34A (pg 822), that have quantities for "Bored or Jacked". The quantities for the pipe and the casing are the same linear feet. This will cause a problem for installing the headwalls on the pipe at both ends of each culvert. Shouldn't the casing be shortened by 6' or more linear feet to have room to install the headwall on the pipe? On the same subject, if we are allowed to dig within 15' of centerline of the tracks, couldn't we just bore 50' of casing for a comfortable distance from the tracks? The remaining pipe can be installed as a normal pipe operation.

Question Submitted: 3/15/2007

Question Number: 17

The prebid meeting minutes are in audio form. Please put minutes on in written form also.

The transcript is posted under project 070110 look under the heading attendees.

Question Submitted: 3/16/2007

Question Number: 18

Addendum #3 gives the sheets that show the bottom elevations for the pile sleeves in the MSE Walls in two of the bridges. Where can the elevations be found for bridges 1611 and 0306L/R?

For the PAU-127-1611 see sheet 1071 and for DEF-24-0306 L&R see sheets 1151 & 1152

Question Submitted: 3/16/2007

Question Number: 19

1. In Addendum #2, the answer to prebid question #6 states that traffic will transition directly from Phase I to Phase III maintenance of traffic and the work performed in Phase III shall include work needed to complete the SR 424 interchange and that previously scheduled for Phase II. Due to the proximity of the 132" culvert under existing SR 424 and the forward abutment MSE wall, bridge construction may not be possible in phase I. This would then require the completion of bridge construction to take place in phase III with full US 24 traffic underneath. Can existing SR 424 traffic be allowed to use realigned SR 424 with access to existing US 24 at the west end tee intersection prior the phase III MOT?2. Addendum #2, the answer to prebid meeting question #2 states the time limit for phase III of the project is 150 days. The 150 day closure period would end in mid-February, 2009 due to the constraints on the adjacent project bridge construction. This answer directly contradicts the answer given in prebid question #6. Please review.

Answered in an addendum

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Ohio Department of Transportation Prebid Questions

Question Submitted: 3/16/2007

Question Number: 20

1. The approved noisewall supplier list on sheet 863 does not appear to be the most current per other recent projects that we have seen. Please review this list and revise accordingly. 2. The noisewall Basis of Payment on sheet 862 states that seeding, fertilizing, and mulching of the noisewalls is included for payment with the walls. Since this wall is part of a much larger project with separate pay items for the permanent erosion control, we request that this portion of the note be eliminated and that these items be paid for with the established bid items. This has been done on several recently bid projects. 3. The noisewall Method of Measurement on sheet 862 states that the barrier below ground line will not be measured for payment. This is inconsistent with other recent ODOT projects and also inconsistent with the calculated pay quantities shown on sheet 860. Please delete this portion of the note.

1. The supplier list is the most current list for reflective noise barrier suppliers. Recent projects bid for this contractor were for absorptive noise barriers. The two lists have differences. 2. The basis of payment will remain as stated in the plans. 3. The current note is correct. Bottom of wall to top of wall refers to the bottom of the actual barrier and is not limited to the portion of the barrier above the ground level.

Question Submitted: 3/19/2007

Question Number: 21

IN ADDENDUM 2, STEVEN DITCH IS TO BE TEMPORARY DIVERTED. HOW IS THE EXCAVATION, TEMPORARY EROSION AND SEEDING PAID FOR?

The payment for the excavation to divert the Stevens Ditch is considered incidental to the work to relocate Stevens Ditch and as for the erosion control items they are included in the Item 832 Erosion Control. No addendum should be required.

Question Submitted: 3/19/2007

Question Number: 22

1. The basis of payment on sheet 1047 for Item 511 - Concrete, Misc: Forming of Rough Cut Stone Finish Using Formliners, MSE Wall states that this work will be included in one of four retaining wall options. These options do not exist in this bid, please revise the note. 2. Per sheet 1047, the MSE walls on bridge 1611 are sealed with non-epoxy sealer. We can not find any notes that require the panel concrete to be integrally colored. Please clarify or specify where the color requirement is located. If the panels are to be integrally colored, is it for all bridge locations or just bridge 1611?

Answered an addendum

Question Submitted: 3/2/2007

Question Number: 23

1. On sheet 1058 of 1260, note 3 states that "cast-in-place concrete arch shall be included with Item 898-QC/QA Concrete, class QSC2, superstructure (Deck) for payment. However Ref# 305, Item 898-QC/QA Concrete, Misc.: Class QSC2, Substructure (Deck Arch and Deck Diaphragm), APP calls for the same. Please clarify. 2. There are several locations where pipe crossings, culverts, or removals are being performed outside the limits of new pavement, specifically CR 115, CR 143, CR 232 @ CR 123. No asphalt quantities have been set up to patch the existing pavement. Please review and address. 3. Grade crossing specifications are included on plan sheet 37B of 1260 for the asphalt and concrete pavement sections. These specifications do not address the necessary pavement replacement after the crossing is installed. The limits of pavement on the calculation sheets 108-111 stop short of the crossing. Please review.

Question Submitted: 3/20/2007

Question Number: 24

The depth of the underdrains as shown on the typical sections is not clear. Is all 4" Base Pipe Underdrain 18" deep? Is the 6" Shallow Underdrain 30" deep? If some of the 6" Underdrain depth varies between 18" and 30", where is it 18" and where is it 30"?

Question Submitted: 3/21/2007

Question Number: 25

Per the Chemically Stabilized Subgrade Specification 206, Item 206.07 Method of Measurement: When the contractor uses quick lime, the following equation is used to calculate the equivalent amount of hydrated lime incorporated in the completed and accepted work: $EHL = QL \times 1.32$. Just to clarify, should the contractor choose to use quicklime, all quicklime delivered would be paid at 1.32 times the total quantity delivered?

As explained in the C&MS manual (section 206.07 Method of Measurement) - The contractor is paid for the number of tons of lime incorporated in the complete and accepted work at the unit price bid for the lime. If the contractor elects to use quicklime instead of hydrated lime, a different amount of quick lime is required to complete the work, so the tons of " quick lime equivalent in hydrated lime (EHL)" is calculated by multiplying the tons of quick lime (QL) utilized by a factor of 1.32. The EHL is then paid at the unit price bid for the lime.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 3/21/2007

Question Number: 26

The note on plan sheet 1013/1260 under "Wetland Seeding Period" stating that if grading operations are completed between June 2 - March 29 the wetland area will be seeded with item 659 class 7 temporary seeding implies that there should be a bid item for it and there is not. Please clarify how this seeding is to be paid for.

As stated in the "Landscaping" portion of the Wetland Mitigation General Notes on sheet 1013, under the "Site Preparation" general note : "... the Wetland Areas (Item 659: Seeding and Mulching Misc., Wetland Seed Mixture) shall be conducted between April 1 and June 1. ... the contractor and project engineer shall coordinate the project construction in order to comply with this schedule." The additional seeding general notes under the "Landscaping" portion of the Wetland Mitigation General Notes on sheet 1013 specify the materials and methods the contractor is to follow to meet the seeding requirements of the plans. The mention of Item 659 Class 7 Temporary Seeding is included to provided direction to the contractor as to the type of temporary seeding required if the contractor fails to meet the specified schedule. All items related to seeding the Wetland area, including site preparation, placing topsoil, fertilizer, temporary seeding and mulching, etc... are included in Item 659: Seeding and Mulching Misc., Wetland Seed Mixture.

Question Submitted: 3/21/2007

Question Number: 27

Proposal Item 146 Concrete Median should it be square yards and not square foot? general summary has square foot but subsummary page 85 has square yard.

Question Submitted: 3/21/2007

Question Number: 28

Will the contractor be allowed to stamp the rumble strips into the wet concrete.

Question Submitted: 3/21/2007

Question Number: 29

Please confirm whether the prior tree removal contract (Project 060508) was performed to construction limits, or to Right of Way limits.

The plans designated tree removal from Right-of-Way line to Right-of-Way line.

Question Submitted: 3/23/2007

Question Number: 30

We still have a couple of outstanding questions on this project which were submitted on 3/16/07 and have not been answered. Will there be another addendum?

Question Submitted: 3/5/2007

Question Number: 31

ON PAGE 45 OF 1260 MAINTENANCE OF TRAFFIC SCHEMATIC COUNTY ROUTES 115, 143 AND 29, PART WIDTH CONSTRUCTION WITH MINIMAL CLOSURE TIMES. EXISTING CR 115 PAVEMENT IS 18 FEET WIDE AND THE NEW PROFILE CHANGES PROFILE GRADE FROM +2 FEET TO A MINUS 1 FOOT. EXISTING CR 143 HAS AN EXISTING PAVEMNT WIDTH OF 16 FEET AND THE NEW PROFILE CHANGE IN GRADE IS +2.4 FEET. BOTH OF THESE ROADS REQUIRE CLOSURES TO CONSTUCT RAIL CROSSINGS. WHY ARE THESE ROADS BEING CONSTUCTED UNDER PART WIDTH CONSTRUCTION. SINCE NO TEMP ROADS OR PAVEMENT HAS BEEN PROVIDED.

Question Submitted: 3/6/2007

Question Number: 32

1. BRIDGES PAU-24-1348 L&R , DEF-24-0168 L&R , DEF-24-0306 L&R DO NOT LIST STEEL PILE POINTS, ARE THEY NEEDED?2. IN ADDENDUMS 1&2 THERE WERE SEVERAL ITEMS ADDED THEN DELETED,RIGHT NOW THERE ARE NO DYNAMIC LOAD TEST OR RESTRIKING FOR STRUCTURES PAU-24-1348 R&L AND NO DYNAMIC LOAD TEST,PREBORED HOLES OR RESTRIKING FOR STRUCTURES DEF-24-0306 L&R IS THIS CORRECT?

Question Submitted: 3/6/2007

Question Number: 33

The description in the proposal and bridge quantity block for reference 276, Forming Of Ashlar Stone Finish Using Form Liners, doesn't match with the bridge plan note and detailed drawings for a Rough Cut Stone Finish. What is the intent, the ashlar stone look or the rough cut stone look?In this plan note on sheet 1047/1260, 511-concrete, misc: Forming of Rough Cut Stone Finish Using Formliners,in the Bases of Payment section, it is stated the work shall include "all concrete material". Does this include all of the concrete on the piers and abutments for this structure or just the 2.5" thickness that the formliner adds?

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Ohio Department of Transportation Prebid Questions

Question Submitted: 3/8/2007

Question Number: 34

On sheets 1013/1260 and 1038/1260 you have listed a Wetland Seed Mix and a Streambank Seed Mix. After further review of these mixes you have them as having the same components. And yet on the bid form you have them listed w/quantities and being used in two different areas. Please advise. What depth of hardwood mulch are you requiring for this project in the landscape beds? On Sheet 1034/1260 it is unclear to what seed mix goes where. Can this be clarified? It is my understanding from the seed suppliers that the ODOT Class 6 mix has a very high rate/1000 SF of forbs thus making the mix very expensive. This mix has also been brought to ODOT's attention from project 070133 bidding 3/16/07. I also noticed the Wetland Seed Mix was spec'd on the 070133 project with a seed rate of 30lbs/acre and on this project at 38lbs/acre. Please advise. Please also note, as with the 133 project the seed mixes have again been spec'd by percentages. After having discussions with seed suppliers they prefer that seed mixes be spec'd by pounds, making it clearer to what you/ODOT are requiring each mix to be comprised of.

Question Submitted: 3/9/2007

Question Number: 35

This question concerns the wetland and streambank seed mixtures. We understand that the seed is to be planted at 38lbs./acre but we are not clear on whether that means 38lbs. each of the graminoids, forbs, and cover grasses for a total of 114lbs./acre or is that a total of 38lbs. for all 3 of the types of plants. If it is a total of 38lbs./acre for all 3 classes of plants then how much of the 38lbs./acre should each class of plants comprise? The planting key calls for 100% graminoids, 100% forbs, and 100% cover grasses.

Question Submitted: 3/9/2007

Question Number: 36

page 863 of 1260 lists all of the approved reflective noise wall suppliers but Mack Industries is not listed. It is my understanding that Mack is approved for both reflective and absorptive noise wall?

The supplier Mack Industries is not an approved supplier of the reflective noise walls

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