

# Ohio Department of Transportation

## Prebid Questions

Project No. 050390

Sale Date - 7/20/2005

Question Submitted: 6/22/2005

Question Number: 1

1. Plan sheet 6 has contingency quantities set up for undercut and replacement of unsuitable soils. Shouldn't the 400 cy of embankment item really be borrow?  
2. Ref # 48 304 aggregate base has included 1050 cy in the general summary on plan sheet 34 for maintaining traffic berms per the notes on plan sheet 8. However on plan sheet 8 the quantity is listed as 1050 SY which should make the quantity 175 cy not 1050 cy.

Question Submitted: 7/11/2005

Question Number: 2

Plan sheet 75- Item 503 General note and diagram describe a temporary shoring system with tiebacks and the Tiebacks note describes a permanent tieback system. Are the tiebacks and/or shoring system to remain in place permanently or are they to be removed? Since actual site conditions cannot be fully assessed pre-bid and tests if required must be authorized by the Engineer, will ODOT consider specific bid times and/or quantities as method of measurement and payment for required components such as tiebacks and failure, creep performance and proof tests?

Reference #80 PCMS, APP – 36 sign months. Plan note sheet 9 indicates one sign is required. Is the bid quantity in error or does ODOT intend that more than (1) PCM is required?

Reference #93 – Embankment, APP requires granular material “for construction of the approach embankment...” What station limits does this apply to?

ODOT's Addendum 2 answer to the prebid question concerning Item 503 states no piling was used. Regarding plan note 3 sheet 82, can the contractor therefore assume there will be no conflicts with new piling and that field verification is not now required?

Question Submitted: 7/5/2005

Question Number: 3

On Sheet 75/118, Item 503 Cofferdams, Cribbs, & Sheeting,, there is a note in the first paragraph: Temporary sheeting shall be provided for protection of the existing pier footings should it be determined that the existing pier footings are not supported on piling. Since ODOT does not know if the existing piers are founded on piling, how is the contractor to know? It is not possible to tell from the existing structure plans. There are quantities set up for piling, but it looks like it was crossed out. In the summaries, it looks like some piling was driven, but it is not possible for the contractor to know in my opinion. Please clarify.

These tracks are very busy as indicated by the notes. 30 trains per day with two being passenger trains. What kind of working window can the contractor expect to have. Also on the cover sheet, it looks like maybe one of the tracks is AMTRAKS. Are we working with two railroad companies or just the one indicated in the proposal?

Question Submitted: 7/8/2005

Question Number: 4

Please review abutment reinforcing list for bridge 1339 on sheet 105 of 118. Marks A578 and A579 are missing weights on the material list.

**Thank you for pointing out this deficiency in the bidding documents. Because of the relatively small dollar amount of this error compared to the entire project, we will not delay the project to correct the error. Please prepare your bid based upon the information which is available in the bidding documents.**

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.