

# Ohio Department of Transportation Prebid Questions

Project No. 091119

Sale Date - 10/9/2009

Question Submitted: 10/5/2009

Question Number: 1

Please extend the completion date of this project into the 2011 construction season. With the daily construction time restrictions both GCRTA and NS put on projects in this corridor, these overhead bridge replacement historically take approximately 16 months minimum to complete. With a current bid date of 10/9/09 and the current completion date of 10/15/10 this would only allow maybe 11 calendar months of construction of which only 7 months are within the actual construction season. This is not enough time to complete this project. Please consider extending the completion date until 8/31/11.

Question Submitted: 10/6/2009

Question Number: 2

On plan page 29/61 it indicates the existing clearance between W.B. GCRTA and existing pier 2 is 6'-10". What is the minimum clearance GCRTA will allow this to be further reduced too to permit installation and utilization of the protective structure?

**Per the table on sheet 29/61 and the note on sheet 33/61, the Temporary Construction Clearance for GRTA, is 7'-6" Horizontally from the center of the tracks. The existing clearance at Exist. Pier 2 is substandard and should not be further reduced unless prior approval is received by the GCRTA.**

Question Submitted: 9/29/2009

Question Number: 3

This project had project number 091111 that was to bid several weeks ago, the project was delayed and given the new project number of 091119. Several questions were posted for project 091111. 1.) Do contractors need to resubmit every question we sent in for that project under this new project number? 1.) Three addendums were issued for the old project, it appears that not all the changes from these addendums were made in the new project documents. 3.) Answers were given in these addendums to questions that were asked. Will these addendum answers be incorporated into this new project? 4.) A question was asked under the old project number with regards to who pays for the GCRTA flaggers. The last sentence on the proposal note located on page 2 of the "special clauses note" for the GCRTA states that the contractor shall pay for the flagger. Addendum number 3 of the original project states that ODOT will pay for all flagger cost, please clarify as this can be a very costly item.

Question Submitted: 9/29/2009

Question Number: 4

Drawing 55 of 61 Wire Mesh Detail shows expanded metal attached to the 1" pickets of the ornamental fence. A note calls the expanded metal "Intercrimped wire mesh". which is correct?

**The 1" intercrimped WIRE MESH.**

Question Submitted: 9/29/2009

Question Number: 5

Who is the manufacturer of the expanded metal bracket?

Question Submitted: 9/30/2009

Question Number: 6

A few quantities did not transfer from the new plan to the proposal. Ref. 3 Walk Removed - Plan 548 SF Proposal 963 SF, Ref. 8 Excavation - Plan 17 CY Proposal 24 CY, Ref 9. Embankment - Plan 50 CY Propoal 13 CY. Could the Department please clarify?

Question Submitted: 9/30/2009

Question Number: 7

1)The excavation and embankment plan quantities for item 203 are 24 and 13 cy, respectively. Using average end area method and the given cross-sectional areas on sheets 10 - 11, the exc/emb quantities are calculated to be 17 and 61 cy, respectively. Please clarify the quantities for item 203.2)Biditem 24 calls for type 706.08 Vitrified Clay Pipe. Will ODOT allow for type 706.02 Reinforced Concrete Pipe instead?

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# Ohio Department of Transportation Prebid Questions

Project No. 091111

Sale Date - 9/16/2009

Question Submitted: 8/14/2009

Question Number: 1

Could the existing structure drawings be made available online?

Question Submitted: 8/14/2009

Question Number: 2

Could the existing structure drawings be made available online?

Question Submitted: 8/19/2009

Question Number: 3

The asbestos abatement plan note on sheet 32/61 shows the survey performed at the project location identified possible asbestos containing materials in the transformer owned by CPP. Since the pole is to be relocated by others, will the contractor be responsible for providing a NESHAP certified individual while they relocate this pole? This item is lump sum while the work to be performed is unknown to the contractor at bid time. How is the item supposed to be bid without knowledge of the work to be done? The contractor requests removal of the asbestos abatement bid item for this project and this work to be done under force account, if required.

Question Submitted: 8/19/2009

Question Number: 4

The asbestos abatement plan note on sheet 32/61 shows the survey performed at the project location identified possible asbestos containing materials in the transformer owned by CPP. Since the pole is to be relocated by others, will the contractor be responsible for providing a NESHAP certified individual while they relocate this pole? This item is lump sum while the work to be performed is unknown to the contractor at bid time. How is the item supposed to be bid without knowledge of the work to be done? The contractor requests removal of the asbestos abatement bid item for this project and this work to be done under force account, if required.

Question Submitted: 8/19/2009

Question Number: 5

The proposal lists Norfolk Southern Railroad traffic data as 20 freight trains per day at 40 mph max. Plan sheet 29/61 shows 10 trains per day at 50 mph max. Also, the temporary horizontal construction clearance is 13' for NS on sheet 33/61 and 12' on sheet 33A/61. Please clarify these discrepancies.

Question Submitted: 8/19/2009

Question Number: 6

The proposal lists Norfolk Southern Railroad traffic data as 20 freight trains per day at 40 mph max. Plan sheet 29/61 shows 10 trains per day at 50 mph max. Also, the temporary horizontal construction clearance is 13' for NS on sheet 33/61 and 12' on sheet 33A/61. Please clarify these discrepancies.

Question Submitted: 8/24/2009

Question Number: 7

Sheet 54/61 shows 2" electrical conduit per CMS 625 included for payment with item 511- Class HP Concrete, Bridge Deck (Parapet). What is this for? Where does it terminate?

**The conduit is for future use and terminates with the parapet.**

Question Submitted: 8/24/2009

Question Number: 8

Sheet 54/61 shows 2" electrical conduit per CMS 625 included for payment with item 511- Class HP Concrete, Bridge Deck (Parapet). What is this for? Where does it terminate?

**The conduit is for future use and terminates with the parapet.**

Question Submitted: 8/24/2009

Question Number: 9

Will the existing structure drawings be put online or must they be obtained from the City of Cleveland?

**<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/CUY-7004/>**

Question Submitted: 8/24/2009

Question Number: 10

Will the existing structure drawings be put online or must they be obtained from the City of Cleveland?

**<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/CUY-7004/>**

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 8/25/2009

Question Number: 11

A note on Sht 49/61 states that "Except for bolts, lock washers, and nuts which are cadmium plated, entire assembly, including shims, is to be hot dipped galvanized." Are the C4x7.25, 3/4" plate, WT 5x24.5, and 3/8" plate clamp considered part of the entire assembly?

Question Submitted: 8/25/2009

Question Number: 12

A note on Sht 49/61 states that "Except for bolts, lock washers, and nuts which are cadmium plated, entire assembly, including shims, is to be hot dipped galvanized." Are the C4x7.25, 3/4" plate, WT 5x24.5, and 3/8" plate clamp considered part of the entire assembly?

Question Submitted: 8/25/2009

Question Number: 13

On Sht 51/61 Section A-A calls out 7/8" threaded rod that attaches the roll guide supports to the L5x5x1/2", in Section C-C the threaded rod is shown as 3/4" in diameter. What is the correct size of the threaded rod?

Question Submitted: 8/25/2009

Question Number: 14

On Sht 51/61 Section A-A calls out 7/8" threaded rod that attaches the roll guide supports to the L5x5x1/2", in Section C-C the threaded rod is shown as 3/4" in diameter. What is the correct size of the threaded rod?

Question Submitted: 8/25/2009

Question Number: 15

Who is to provide the threaded rod that attaches the 8" gas line roll guide supports to the intermediate crossframes? Is this rod to be galvanized?

Question Submitted: 8/25/2009

Question Number: 16

Who is to provide the threaded rod that attaches the 8" gas line roll guide supports to the intermediate crossframes? Is this rod to be galvanized?

Question Submitted: 8/25/2009

Question Number: 17

The dimensions provided on the beam splice details on Sht 47/61 do not agree with the dimensions given in the table on the same sheet. The flange splice plate is shown to be 3'-0" in length, but is detailed out having a 2-1/4" edge distance then 6 equal spaces at a pitch of 3-1/2" which would make the plate length 51". The number of flange bolts is shown in the table as 40, this does not agree with the number of spaces show in the web splice detail. Please clarify the correct splice plate dimensions and quantity of bolts.

Question Submitted: 8/25/2009

Question Number: 18

The dimensions provided on the beam splice details on Sht 47/61 do not agree with the dimensions given in the table on the same sheet. The flange splice plate is shown to be 3'-0" in length, but is detailed out having a 2-1/4" edge distance then 6 equal spaces at a pitch of 3-1/2" which would make the plate length 51". The number of flange bolts is shown in the table as 40, this does not agree with the number of spaces show in the web splice detail. Please clarify the correct splice plate dimensions and quantity of bolts.

Question Submitted: 8/25/2009

Question Number: 19

The dimensions provided on the beam splice details on Sht 47/61 do not agree with the dimensions given in the table on the same sheet. The web splice plate is shown to be 18-1/4" in height, but is detailed out having a 2-1/4" edge distance then 8 spaces at 3-3/8" which would make the plate height 31-1/2". The number of web bolts is shown in the table as 40, this does not agree with the number of spaces show in the web splice detail. Please clarify the correct splice plate dimensions and quantity of bolts.

Question Submitted: 8/25/2009

Question Number: 20

The dimensions provided on the beam splice details on Sht 47/61 do not agree with the dimensions given in the table on the same sheet. The web splice plate is shown to be 18-1/4" in height, but is detailed out having a 2-1/4" edge distance then 8 spaces at 3-3/8" which would make the plate height 31-1/2". The number of web bolts is shown in the table as 40, this does not agree with the number of spaces show in the web splice detail. Please clarify the correct splice plate dimensions and quantity of bolts.

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# Ohio Department of Transportation

## Prebid Questions

Question Submitted: 8/25/2009

Question Number: 21

Water main work:do we need to install a 6" bypass water line to maintain service prior to demolition or can the main be shut down and back feed thru the existing lines, if it can be shut down do we need to install the new vales prior to the shut down.

With-in the shut down area will any connections be affected and require bypass.

**Per meeting with Cleveland Water Department (CWD) on 2-12-09, a temporary bypass is NOT required.According to CWD the existing 6" main on the bridge is currently off and plugged at Wakefield Ave and no connections will be affected.**

Question Submitted: 8/25/2009

Question Number: 22

Water main work:do we need to install a 6" bypass water line to maintain service prior to demolition or can the main be shut down and back feed thru the existing lines, if it can be shut down do we need to install the new vales prior to the shut down.

With-in the shut down area will any connections be affected and require bypass.

**Per meeting with Cleveland Water Department (CWD) on 2-12-09, a temporary bypass is NOT required.According to CWD the existing 6" main on the bridge is currently off and plugged at Wakefield Ave and no connections will be affected.**

Question Submitted: 8/27/2009

Question Number: 23

The link posted to obtain the existing bridge drawings is not working.Please correct it.

**It's fixed.**

Question Submitted: 8/27/2009

Question Number: 24

The link posted to obtain the existing bridge drawings is not working.Please correct it.

**It's fixed.**

Question Submitted: 8/28/2009

Question Number: 25

1) Sheet 9/61 references 107.46 and 307.49 sq. ft. of Walk Removed for reference numbers R-16 and R-17, respectively. These references do not appear on Sheet 8/61. Could ODOT please clarify the location of these reference numbers?2) The excavation and embankment plan quantities for item 203 are 24 and 13 cy, respectively. Using average end area method and the given cross-sectional areas on sheets 10 - 11, the exc/emb quantities are calculated to be 17 and 61 cy, respectively. Also, the "volume" column on sheets 10-11 states that the quantities are in "sq. yd." Please clarify the quantities and units for item 203.

Question Submitted: 8/28/2009

Question Number: 26

1) Sheet 9/61 references 107.46 and 307.49 sq. ft. of Walk Removed for reference numbers R-16 and R-17, respectively. These references do not appear on Sheet 8/61. Could ODOT please clarify the location of these reference numbers?2) The excavation and embankment plan quantities for item 203 are 24 and 13 cy, respectively. Using average end area method and the given cross-sectional areas on sheets 10 - 11, the exc/emb quantities are calculated to be 17 and 61 cy, respectively. Also, the "volume" column on sheets 10-11 states that the quantities are in "sq. yd." Please clarify the quantities and units for item 203.

Question Submitted: 8/28/2009

Question Number: 27

Ref. 48- Waterline, 8"x6" Reducer: plan quantity is 1 each. However plan sheet 13 shows a reducer at both stations 2+80 and 5+06. Please verify if plan quantity of 1 is correct or should be changed by addendum.

Question Submitted: 8/28/2009

Question Number: 28

Ref. 48- Waterline, 8"x6" Reducer: plan quantity is 1 each. However plan sheet 13 shows a reducer at both stations 2+80 and 5+06. Please verify if plan quantity of 1 is correct or should be changed by addendum.

Question Submitted: 8/31/2009

Question Number: 29

What is the depth of each of the 6" runs of pipe for Biditem 5: Pipe Removed? The depths are not shown in the profile or cross-sections.

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 8/31/2009

Question Number: 30

What is the depth of each of the 6" runs of pipe for Biditem 5: Pipe Removed? The depths are not shown in the profile or cross-sections.

Question Submitted: 9/1/2009

Question Number: 31

Can the drawings of the existing structure be made available online? Thanks.

Question Submitted: 9/1/2009

Question Number: 32

Can the drawings of the existing structure be made available online? Thanks.

Question Submitted: 9/1/2009

Question Number: 33

Must the backfill material at the piers be CMS 304 material as specified in the Item 503 Unclassified Excavation general note, or does this apply to the abutments only?

Question Submitted: 9/1/2009

Question Number: 34

Must the backfill material at the piers be CMS 304 material as specified in the Item 503 Unclassified Excavation general note, or does this apply to the abutments only?

Question Submitted: 9/11/2009

Question Number: 35

Biditem 24 calls for type 706.08 Vitrified Clay Pipe. Will ODOT allow for type 706.02 Reinforced Concrete Pipe instead?

**No, City of Cleveland standards require vitrified clay pipe to be used for pipe diameter less than 18 inches.**

Question Submitted: 9/14/2009

Question Number: 36

Addendum number 3 answers a question pertaining to who is responsible for paying for GCRTA flaggers. The answer states that "all flagging and associated railroad work is paid for by the State, and not the contractor". The answer continues to state that contractors should review the Special Clauses for additional information in working with the railroad and the requirements for flagging. After further review of the Special Clauses notes, section 7 paragraph 3 is very specific that the Contactor shall provide and pay for GCRTA certified flaggers. This review of the Special Clauses seems to contradict your response in Addendum 3. Please clarify if this paragraph in the Special Clauses is to be deleted.

Question Submitted: 9/14/2009

Question Number: 37

Addendum # 3 states all flagging and associated railroad work is paid for by the state. Under Special Clauses in the proposal for Greater Cleveland Regional Transit Authority note 7 it states The Contractor shall provide and pay for GCRTA certified flaggers. Please clarify if all flagging is paid for by the state or not?

Question Submitted: 9/14/2009

Question Number: 38

We would like ODOT to reconsider the use of Stay-in-place forms on this project. Pages 49 and 51, Section A-A, show the waterline and the gas line respectively. The gap between the line and bottom of the deck is 3.75" for the waterline and 2.375" for the gas line. These two lines have to be set before the deck is pour. There is not an efficient form system that would work with those limitations other than SIP forms.

**Stay in place forms will not be allowed.**

Question Submitted: 9/8/2009

Question Number: 39

Are Stay-in-Place forms allowed on this project?

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## Ohio Department of Transportation Prebid Questions

Question Submitted: 9/8/2009

Question Number: 40

Plan page 33/61 note 7 under "Requirements and Restrictions by GCRTA" indicates the contractor is to provide the flaggers for GCRTA. Since the contractor has little control over whether GCRTA track time is granted and the duration of the track time it is impossible to predict the number of flagger hours needed on the project. Please consider establishing a bid item for "GCRTA FLAGGERS" with the unit of "hour". This would provide fair compensation for the GCRTA flagger expense, which would be similar to how ODOT handles LEO's

Question Submitted: 9/9/2009

Question Number: 41

The alternate bid item for ornamental fence calls for Monumental Iron Works as the manufacturer. Monumental Iron Works will not perform any custom fabricating as will be needed to complete this item. I suggest using Ameristar Fence Products material and coating the wire mesh separately and mechanically fastening it to the fence. This will give you a far better performance from the coating. If the wire mesh panels are welded to the panel prior to coating it will result in areas between the wire mesh panel and the fence panels with no coatings. Feel free to call me.

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