

Ohio Department of Transportation

Prebid Questions

Project No. 090134

Sale Date - 3/25/2009

Question Submitted: 1/16/2009

Question Number: 1

The typical sections shows the bottom of the Curb Type 6 at the same height as the bottom of the asphalt pavement. Since the pavement is 8.5" thick this would make the curb 14.5" tall. Typically Curb Type 6 is 18" tall. Is the Curb Type 6 to be 14.5" tall, or is the bottom of the curb to extend 3.5" below the asphalt pavement? If so, will 6" of be required under the curb thus requiring the cement treated base to be notched out 3.5"?

Question Submitted: 1/16/2009

Question Number: 2

Note: We are re-asking a question we asked on 2/27 due to a typo on our part: The typical sections show the bottom of the Curb Type 6 at the same height as the bottom of the asphalt pavement. Since the pavement is 8.5" thick this would make the curb 14.5" tall. Typically Curb Type 6 is 18" tall. Is the Curb Type 6 to be 14.5" tall, or is the bottom of the curb to extend 3.5" below the asphalt pavement? If so, will 6" of 304 be required under the curb thus requiring the cement treated base to be notched out 3.5"?

Question Submitted: 1/16/2009

Question Number: 3

It appears the CONCRETE MEDAIN quantity is incorrect. Please review.

Question Submitted: 1/16/2009

Question Number: 4

The quantity for concrete medain (item 120) was revised from 480 sy to 502.5 sy in addendum #3. We still can not come up with this quantity. On pages 87 to 91 the only medain appears to be the bull noses of the medain islands, these bull noses do not appear to add up to 480 sy. Please confirm the calculations shown on page 80.

Question Submitted: 1/16/2009

Question Number: 5

1. Profile sheet 194 show structure D27 outletting to a half-height headwall. Plan sheets 89 and 91 show D27 outletting into an existing structure. The quantities for pipe and headwall for D27 correspond with the profile sheet. How does ODOT intend to outlet this pipe run? 2. The concrete masonry on the two large culverts on sheets 208 and 209 seems to be included both in culvert items, ref #317 and ref #323, and in ref #66, Concrete Masonry. Please correct. 3. There is no quantity for structure D36 on sheet 74. Please correct. 4. The concrete masonry quantity shown for D193 is 1 CY. Please correct this quantity to .21 CY for 12" pipe. 5. Plan sheet 91 shows D28 as a CB #3. The quantities show the structure as a CB #3A. Which is correct?

Question Submitted: 1/17/2009

Question Number: 6

There are several pipe laterals that will need to be installed across traffic to maintain drainage. The pavement will have to be temporarily replaced over the trench in these areas. Will ODOT pay for this asphalt in temporary pavement item?

The cost is to be place in the pertinent pipe bid item. No additional money will be given for this asphalt

Question Submitted: 1/17/2009

Question Number: 7

Addendum #3 added bid items for utilizing existing drainage structures as replacements for proposed structures on this project. Besides setting the structure and installing the invert, what other costs should be included with these bid items? Will castings be provided as well?

Question Submitted: 1/17/2009

Question Number: 8

Addendum #3 deleted 4 ea Catch Basin, No. 3 with Sump and added 4 ea Catch Basin, No. 3A APP. Is this correct? Will the contractor be using CB 3A's in place of CB 3's for these 4 structures?

Question Submitted: 1/19/2009

Question Number: 9

The quantity of cement (796 tons) in item #33 appears to be inadequate for treatment of the area in item #35 (73,260 syd at 16" depth).

Question Submitted: 1/19/2009

Question Number: 10

We believe that the quantity for Item 524 – Drilled Shafts, 42" Diameter, Above Bedrock, As Per Plan is incorrect. We believe the correct quantity is to be 61 ft. Please verify.

The District respectfully disagrees. The quantity will remain 96'.

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Prebid Questions

Question Submitted: 1/19/2009

Question Number: 11

We have a questions regarding Bid Item 155, Water Work, Furnishing and Installing 66" Casing Pipe. First, Specification 1108 references the GCWW Standard Drawings. GCWW Std Drwg 105-2 details Highway and Railroad Casing Crossing. The graph on this drawing only covers 42" water mains for tunnel liner plate installations. What is the required thickness for 66" casing pipe in this application? Are glass reinforced casing spacers required in this application, as the notes on this drawing indicate for typical bore & jack installations?

Question Submitted: 1/19/2009

Question Number: 12

Addenda 4 removed all Portable Concrete Barrier and 1,665 SY of Pavement for Maintaining Traffic, Class A between Station 133+00 and 140+00. Addenda 4 further states that during Stage 1 "Traffic will be maintained on the existing pavement while the west portion of the roadway and culvert extension is completed. A minimum of one 10 FT lane in each direction, 1.5 FT outside shoulder and 1.5 FT distance between the edge line and drum shall be maintained at all times." Because of the difference between existing and proposed grades in this area there is not sufficient existing pavement to maintain traffic as described if the embankment is sloped at the phase line per SECTION A-A on Sheet 21/348? Is sheeting along the phase line or an alternate Maintenance of Traffic plan now required at this location? How is this work to be paid?

A portion of the fill on the East side of the road is already in place. The District believes that What is described in the addendum is correct and will work

Question Submitted: 1/19/2009

Question Number: 13

Under the General Notes section (sheet 212/348), the note for Item 524 – Drilled Shafts, 30" Diameter, Above Bedrock, As Per Plan, states that, "HP 12 x 53 Steel Reinforcement is included with Item 524 for payment." Sheet 222/348, has a note listed with the Contraction Joint Section that designates the Steel Reinforcement for the 30" diameter drilled shafts to be either HP 12 x 53 or HP 14 x 73 steel piles. The drilled shafts details chart on sheet 223/348 also shows the presence of both HP 12 x 53 and HP 14 x 73 steel piles for the 30" diameter drilled shafts. Please verify that Item 524 – Drilled Shafts, 30" Diameter, Above Bedrock, As Per Plan, should include payment for both the HP 12 x 53 and HP 14 x 73 steel piles. After verification, please also correct the note under the General Notes section (sheet 222/348) to read, "HP 12 x 53 and HP 14 x 73 Steel Reinforcement is included with Item 524 for payment."

Question Submitted: 1/19/2009

Question Number: 14

Under the General Notes section (sheet 212/348), the note for Item 524 – Drilled Shafts, 42" Diameter, Above Bedrock, As Per Plan, states that, "W 12 x 30 Steel Reinforcement is included with Item 524 for payment." Sheet 222/348, has a note listed with the Expansion Joint Section that designates the Steel Reinforcement for the 42" diameter drilled shafts to be 2 – W 14 x 34 steel piles. The drilled shafts details chart on sheet 223/348 also shows the presence of 2 – W 14 x 34 steel piles for each of the 42" diameter drilled shafts. Please clarify which type of steel reinforcement is to be included with Item 524 – Drilled Shafts, 42" Diameter, Above Bedrock, As Per Plan.

Question Submitted: 1/19/2009

Question Number: 15

Sheet 223/348 has a chart which details the steel reinforcement for Wall "M". The total steel quantity given in this chart is 43,851 lb. The Estimated Quantities chart on Sheet 211/348 gives a total of 39,561 lb for Item 509 – Epoxy Coated Reinforcing Steel. The note on sheet 213/348 states that Item 517 – Railing Misc.: Galvanized Steel Railing with Concrete Posts, is to include the quantity of steel reinforcement required for the concrete rail posts. Is the 4,290 lb difference between the chart on sheet 223 and the Estimated Quantities chart on sheet 211 the amount of steel required for the concrete rails posts?

Question Submitted: 1/19/2009

Question Number: 16

For Retaining Wall Q, the footing for the wall backs up against the Right of Way. There is no Cofferdams, Cribbs, and Sheeting item. Please advise as to how we are to construct the wall while not breaching the Right of Way.

There is 10' of Temp. R/W behind the wall per the plan.

Question Submitted: 1/19/2009

Question Number: 17

Addendum 3 states that Walls P and Q are to be Modular Block Walls. Are both of these walls gravity-type?

Question Submitted: 1/19/2009

Question Number: 18

Please provide a typical section view for Walls P and Q.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 1/19/2009

Question Number: 19

Addendum 3 states that Walls P and Q are to be paid for by square foot of wall. Wall P is stated to be 460 feet in length at a height of 4 feet. Similarly, Wall Q is stated to be 200 feet in length at a height of 8 feet. Is it the Department's intent for Wall P to maintain a constant height of 4 feet and Wall Q 8 feet? If the profiles of the cast in place walls in the plans are used, the stated quantities appear to be understated.

Question Submitted: 1/19/2009

Question Number: 20

Regarding reference # 276 and # 292. Can you clarify what type of sealer is being called for to be applied to the retaining walls? The proposal list "Non-Epoxy-As Per Plan", while various plan sheets list "Non-Epoxy" also, the "As Per Plan" note list shows using "Epoxy" with a color # 10324. Can you clarify what the department is wanting on this? The items of "Non-Epoxy" "Epoxy" "Epoxy-Urethane" differ greatly in regard to labor and material costs. Thank You

Question Submitted: 1/19/2009

Question Number: 21

Some of the guardrail Standard Drawings are not referenced in the table on page 1 of the plans. We suggest adding GR-3.1 (1/19/07), and GR-4.2 (1/19/07) be added to the list.

Question Submitted: 1/19/2009

Question Number: 22

The last note on Sheet 13/348 states that work cannot begin prior to December 1, 2009 unless approved by the ODOT Project Engineer. Can the contractor begin work on the project as the utilities are cleared according to the notes in the Proposal (Will the ODOT Project Engineer approve) prior to December 1, 2009?

Question Submitted: 1/19/2009

Question Number: 23

All questions pertain to CWW waterline installation, sheets 239 thru 283/348. 1) Please clarify whether any, or all, of the 42", 30" and 24" PCCP needs to be restrained. 2) Please clarify the testing requirements for the various watermain. Is the intent to test all of the pipe between the identified closure locations? Does the 8" ductile crossing at STA 201+00 +/- need to be tested? 3) There are numerous locations where an existing hydrant is being removed and relocated immediately adjacent. These locations also require the existing mainline tee to be dug up and replaced with a new tee. In order to install the new tees at all of these locations, the watermain will need to be valved off each time. Where possible, can the hydrants be relocated by extending the existing hydrant lead instead of replacing the tee and hydrant lead? 4) There are 2 each 8" meter pits and 1 each 6" meter pits (1 on SH 261 and 2 on SH 277) to set as part of this project. Please clarify whether the Contractor is responsible for purchasing the meters as part of this project. Please also clarify whether any tapping or meter fees are applicable from the City as well.

Question Submitted: 1/20/2009

Question Number: 24

There is an interim Completion Date on page 11 of the plans. Our understanding is this note would not be used anymore. Does this note still apply?

Question Submitted: 1/20/2009

Question Number: 25

Drawing sheet 241 shows a restoration detail for waterline installation. Is controlled density fill required for backfilling waterlines installed under pavement for this project?

Question Submitted: 1/20/2009

Question Number: 26

Bid references 212 and 213 are for Fiber Optic Interconnect Cable and Fiber Optic Splice Enclosures respectively. However there are no specifications in the plans describing the type of fiber optic cable and splice enclosure needed. Could you please provide these specifications?

Question Submitted: 1/20/2009

Question Number: 27

RE: Proposed Undercutting The cross section pages 132 & 133 depict proposed undercutting between Sta. 181+25 and Sta. 183+25. Separate bid items exist for the associated 703.16C Granular Material, Type C backfill (Ref 30) and the Geotextile Fabric Type D placement (Ref 32). Could you please create a new bid item for the undercut excavation? If not, where should we include the cost to perform this work?

Question Submitted: 1/20/2009

Question Number: 28

RE: Missing Cross Sections The plans do not include cross section sheets from Sta. 150+00 to Sta. 151+50 and from Sta. 164+00 to Sta. 166+50. Could these sheets be made available?

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Ohio Department of Transportation Prebid Questions

Question Submitted: 1/20/2009

Question Number: 29

RE: Subgrade Compaction and Cement StabilizationThe pavement calculation sub-summary (sheet 80) indicates both Ref 29 Subgrade Compaction and Ref 35 Cement Stabilization are to be performed in the same areas on Montgomery Road. Is it ODOT's intent to pay for work under both of these items in the same location? What work is to be included in these reference items? Is the contractor to include finegrading and compaction costs in the subgrade compaction item and only the mixing of the cement in cement stabilization item? Please Clarify.

Question Submitted: 1/20/2009

Question Number: 30

RE: Concrete Pavement RemovedIs the Ref 4 Concrete Pavement Removed along Montgomery Rd plain concrete or does it contain reinforcing steel. If the concrete is reinforced, what type of reinforcing does it contain; wire mesh, rebar matting, continuously reinforced...? It is important for the contractor to know this information because the cost of removal can vary widely depending on the answer.

Question Submitted: 1/20/2009

Question Number: 31

Per the plan note on page 10, we are requesting a copy of the map and field markings that identifies the specific trees that are potential roost for the Indiana Bat.

Question Submitted: 1/20/2009

Question Number: 32

On page 11, the plan note titled Curb, Type 6 (at driveways and parking lots) states 302 shall be placed beyond the limits of the new curb. Below that a quantity of 301 is moved to the summary. Which should go in this area 301 or 302?

Question Submitted: 1/20/2009

Question Number: 33

Addenda No. 1 revised the two culvert replacements to a renewal system for the existing as well extensions. Will the tie back wall still be required? Will ref no. 2 structure removed still be required?Addenda no. 1 revised plan sheet 209 shows the backfill with the LSM "x"ed out. Does this mean LSM backfill will not be requires at this location?

Question Submitted: 1/20/2009

Question Number: 34

On page 80 the pavement calculations show subgrade compaction in the same areas as cement stabilization. The typicals do not show subgrade compaction in these areas. Both pay items usually are not paid for at the same location. Is this correct to have a subgrade compaction item in the same location as cement stabilization?

Question Submitted: 1/20/2009

Question Number: 35

In regards to added references 506-509, which were added in addendum no. 3, how will any required modifications to the existing catch and manholes be paid for? Also, the addendum states only installation is required, does this mean the castings are there as well?

Question Submitted: 1/20/2009

Question Number: 36

Is the geotechnical test data and ODOT soil classifications available in relation to the preliminary test borings ?

Question Submitted: 1/20/2009

Question Number: 37

Retaining Walls P & Q were changed from having individual biditems to a single item for Structure Misc: Landscape Wall. Since the plan sheets detailing the wall were not changed, does the Department still intend for these to be constructed as cast in place reinforced walls as shown? Typically, Landscape Walls can be modular block walls. Please clarify exactly what is to be constructed, and also provide a note for the method of measurement and basis of payment.

Question Submitted: 1/20/2009

Question Number: 38

Please provide a detail depicting the manner in which the Department intends to have the Cincinnati Railing (Std. No. 2699) installed for Wall P. More specifically, where and how are the anchor posts to be installed?

Question Submitted: 1/20/2009

Question Number: 39

Addendum 3 states that the color and texture of the modular block walls will be approved prior to purchase. Both of these affect the price of the block units and should be provided prior to the bid. We will base our bid on using a flat faced grey block unless further clarification is made by addendum.

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Prebid Questions

Question Submitted: 1/20/2009

Question Number: 40

Drawing no. 280 of 348 shows the standard blocking details. These drawings are too small to be legible. Can they be upsized?

Question Submitted: 1/20/2009

Question Number: 41

Drawing 283 of 348 includes standard drawing 108-8C. Item E on this drawing states that the water meters must be purchased from the GCWW. What are the charges for the 6" and 8" meters?

The Contractor is responsible for contacting the GCWW to obtain any cost that they need to put together a competitive bid. Phone number is listed on sheet 10 of the plans.

Question Submitted: 1/21/2009

Question Number: 42

Addendum No. 3 added bid item 0406 Spread Spectrum Radio. The addendum specifies a specific brand radio for compatibility with project #0004-2006. Is there a required 2070L controller software required for compatibility with existing system? If so what is the software required? Are controllers to be provided with or without software?

Question Submitted: 1/21/2009

Question Number: 43

could the design files be made available for this project

Question Submitted: 1/21/2009

Question Number: 44

#1 - Why is ODOT selling this project now if you can't start until 12/1/2009? #2 - The MOT drawings do not include provisions for constructing the waterline. When is the waterline constructed? The temporary pavement needs redesigned to account for the waterline installation, not to mention the need for portable barrier, sheeting, etc.

Question Submitted: 1/21/2009

Question Number: 45

1. The quantity of 32" Portable Concrete Barrier total is not correct. The runs on pages 25 and 41 were not added in the summary. 2. The impact attenuators were not added as well. 3. There are several areas throughout the job that seem to violate the "Plan Insert Sheet for Drop offs in Work Zones (PIS #2010190)." For example at station 200+00 there is a difference of 3 feet in elevation and only barrels are shown. How does ODOT want to treat these areas?

Question Submitted: 1/21/2009

Question Number: 46

Due to Addendum #1, the MOT plans are no longer necessary as shown at the culvert on sheets 20-21. Please revise your quantities.

Question Submitted: 1/21/2009

Question Number: 47

Addendum 3(C) added the following Item and Note: Bid Item 0407 - 3 Each Signalization, Misc: Signalized Intersection Modification for Pedestrian Crossings ITEM 632 SIGNALIZATION, MISC: SIGNALIZED INTERSECTION MODIFICATION FOR PEDESTRIAN CROSSINGS This item of work shall cover any work and hardware necessary to complete signalized pedestrian crossings at the following intersections: 1. US22/SR3 @ Green Arbor Lane 2. US22/SR3 @ Townsley Drive 3. US22/SR3 @ Columbia Road What constitutes "complete pedestrian crossings"? Are there drawings available detailing the work to be completed? Are the pavement markings part of this bid item or are they covered elsewhere? Also, a number of Bid Items have been added per Addendum (1,3 & 4). Are these items shown on the plans and not carried over to the bid form or are they changes that do not appear on the original bid documents (plans)? If they are changes, where can we get revised drawings?

Answer: After review of the plans, specifications and addendums, no addendum is required and bid as scheduled. To answer the questions as required: 1. The addendum clearly states: "Aside from the standard installation of other work, such as crosswalk lines or pedestrian signal heads covered under separate pay items, this item shall include, but not limited to, the unlashng/relashing of a signal span, routing cable thru existing conduits containing cables, and furnishing any cabinet hardware and making connections in the cabinet so the pedestrian signal heads and pushbuttons operate as intended by the plan. This item shall also include the relocation of existing pole-mounted pedestrian signs and pushbuttons as shown on the future intersection drawings." 2. As stated in the addendum, signal plans showing the pay items with quantities to add the signalized pedestrian crossings at each of the three intersections will be provided at the pre-construction meeting. 3. In the addendum, the pavement marking quantities were revised accordingly. 4. Correct, added bid items are not shown in the plans - and not required by the addendum process. 5. As stated in the addendums, revised drawings will be provided at the pre-construction meeting.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 1/21/2009

Question Number: 48

In reference to walls N, P & Q Cribbing Sheeting and Bracing. Will we be allowed to cut off below grade and leave in place any temporary sheeting or piling?

This will need to be determined on a case by case basis by the Project Engineer. Odor will not have an issue as long as it doesn't effect other aspects of the project.

Question Submitted: 1/21/2009

Question Number: 49

Item 448 Asphalt Concrete Surface Course Type 1 (Driveways) has a bid total of 10 cy. This quantity is a contingency for parking area and miscellaneous curb repair. The total calculated quantity for Item 448 Asphalt Concrete Surface includes 102.8 cy of asphalt for driveways. Shouldn't the 102.8 cy be carried to the Driveway item?

Question Submitted: 1/21/2009

Question Number: 50

1. Please provide the soil boring information for this project as soon as possible.

See addendum #1.

Question Submitted: 1/21/2009

Question Number: 51

We submitted a question 2 weeks ago regarding Retaining Walls P&Q requesting more details as to what the Department wanted constructed at these locations. Why was this question not addressed in Addendum #1? Please answer the question by addendum early this week to allow the bidders time to prepare accurate estimates.

Question Submitted: 1/21/2009

Question Number: 52

The MOT plans show temporary barrier, temporary pavement, and sheeting for the 168" conduit on sheet 21 and the 128" x 83" Conduit on sheet 25. On sheet 95 & 195 at approximate station 153+25 reference D34 we are to install at 30" conduit 16' deep on a skew perpendicular to traffic. Will there be any additional temporary barrier, temporary pavement, or temporary sheeting required for this conduit? The same applies to Ref D32 Sheet 92 & 194 that is 12" diameter and 11' deep, and Ref D44 on sheet 95 & 196 that is 30" diameter and 9' deep. ODOT may consider boring at these three locations due to safety concerns.

There will be no additional concrete barrier, temporary pavement or temporary sheeting provided for the 30" conduit at station 153+25. The contractor may want to look at tunneling or boring. A drop manhole would also be something to look into.

Question Submitted: 1/21/2009

Question Number: 53

What items of work do you anticipate will be permitted to work on prior to 12/1/2009 date indicated on sheet 13?

As stated in past reply's the contractor can ask in writing to work before 12/1/09, but there is no guarantee it will be granted. It is not the intent of ODOT to keep the contractor from working, if work can be done prior to this date and the utility companies will not be delayed. The contractor will not be entitled to any delay claims or weather days for work prior to 12/1/09. Some items that may be able to be done prior to this date could be the waterline work that remains in the roadway, Culvert work, possibly some embankment work, Demolition of structures, ect.....

Question Submitted: 1/21/2009

Question Number: 54

The 42" Water Main on sheets 249 & 250 is in a substantial fill area and is listed beneath the City of Cincinnati specifications. Is there a specified fill height above the top of the 42" water main that will be required prior to the excavation of the water main? Would ODOT 603.05.B be applied in this situation?

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