

Ohio Department of Transportation

Prebid Questions

Project No. 101040

Sale Date - 4/15/2010

Question Submitted:

Question Number: 1

Where are the existing plans located?

The existing plans are available at <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/LUC-23995/>

Question Submitted: 2/11/2010

Question Number: 2

Will existing bridge plans be available soon???

Question Submitted: 2/18/2010

Question Number: 3

The plans from the internet, and the cd have black background and white lines. Are plans available with a white background and black lines?

When the tif files are opened using windows picture and fax viewer the tifs come in with a black lines and a white background. Some viewers such as Microsoft office document imaging revers this to white lines and black background.

Question Submitted: 2/22/2010

Question Number: 4

The general note on sheet 9 of 229 under the heading: Item 603 Conduit, indicates the bedding for polyvinyl chloride pipe shall be as specified in section 603.04 of the Const. Mater. Specs. Section 603.04 does not reference bedding or bedding types. Please clarify the intent of this note.

This note was used back with 2002 spec's. 603.04 for the 2002 spec's was referring to bedding. This note is removed from the project per addenda.

Question Submitted: 2/22/2010

Question Number: 5

The main outlet for the drainage on the project is located in the median on I-280. In order to maintain positive drainage thru the course of the project, standard construction procedures require drainage work begin at the outlet. That said, in order to maintain positive drainage for stages 2 and 3, it will require that the drainage crossings thru the South Bound ON Ramp and North Bound off Ramp for access to I-280, be constructed prior to Stage 4. This will require the areas mentioned above to be closed prior to Stage 4. Will another closure be allowed or does the department have something else in mind for the construction of the drainage outlets?

The ramp closures will be addressed in an upcoming addendum.

Question Submitted: 2/22/2010

Question Number: 6

Can galvanized steel diaphragms per PSID-1-99 be used?

The end and pier diaphragms must be cast in place. The intermediate diaphragms may be either cast in place or galvanized steel. This is called out on sheet 8/8 of PSID-1-99. The detail shows concrete but the contractor has the option.

Question Submitted: 2/22/2010

Question Number: 7

The existing bridge abutments sit in front of the proposed MSE walls. The MSE wall excavation item shows excavation in front of the MSE wall on a 1:1 slope but stops at a given height. This does not account for the bulk of the excavation between the existing abutment walls and the proposed MSE walls. How will the contractor be paid for the excavation between the proposed MSE walls and the existing abutment walls?

For the excavation between the proposed MSE walls and the existing abutment walls see I-280 xsection sheets

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Question Submitted: 2/23/2010

Question Number: 8

Sheet 9 of 229, under the heading Undercutting and Replacement, indicates that undercuts deeper than 2 feet the replacement material shall be gran. material type C for the top 2 feet and gran. material type d choked with granular material type B below 2 feet. Will the Type D granular material as per plan and the Type C granular material items be paid on a per ton basis as opposed to the average end area method due to the soft soils involved and the nature of the request for the type D granular as per plan item? If so, what will the conversion from Cubic Yards to tons for each type of material be? Also, for estimating purposes, how much type B granular material (total CY) or at what thickness is ODOT expecting the material to be placed at in order to choke off the Type D granular material? How will the Type D granular as per plan item be paid when there are two different materials being placed? For instance, when 15,000 CY of TY d are placed and then another 5,000 CY of Type B granular are placed to choke off the TY D granular, will a total of 20,000 CY be paid for?

A: The granular material, Type B,C and D will be calculated and paid for as Cubic Yards. We have separated the Type B granular material used to choke off the Type D granular material and the Type D granular material into their own items per addendum.

Question Submitted: 2/23/2010

Question Number: 9

Plan sheet #41 thru 43 - General Summary has a column named "OFFICE". I hereby request a copy of these OFFICE Calculation.

The office calculations are available at <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/LUC-23995/>

Question Submitted: 2/23/2010

Question Number: 10

Will the department please provide a copy of the City of Oregon Specifications for Water Mains as mentioned on sheet 138 of 229?

The City of Oregon Specifications for Water Mains can be found on their website at: <http://www.oregonohio.org/images/stories/docs/engineering/watermainspecs.pdf>

Question Submitted: 2/26/2010

Question Number: 11

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

This prebid question will be addressed in an upcoming addendum.

Question Submitted: 2/26/2010

Question Number: 12

After a review of the proposed drainage to be installed in the median of I-280, the following questions are of concern: The location of the 30" TY B and 36" Ty B conduit as seen on sheet 126 are within a couple feet of the edge of the RT side of the existing 20' median. In order to install this conduit, our equipment will have to straddle the pipe which requires 5 to 6 feet on both sides of the conduit, as well as a 1 foot buffer zone, another 2 feet for the 32" PCB, and an additional 2 foot buffer zone between the 32" PCB and traffic. This will push existing northbound I-280 traffic further to the right side then called for to construct the piers of the Wheeling St. structure (see sheets 16 and 39 of the MOT plans). Also, the edge of the new Manhole to be set @ Sta. 115+12 is at the edge of the exist. 20' median as well. Please review and address these concerns as they may require a larger pavement section to be replaced as well as some changes to the Maintenance of Traffic in order to safely install the conduit as currently designed.

This prebid question will be addressed in an upcoming addendum.

Question Submitted: 2/9/2010

Question Number: 13

This question is regarding Wheeling Street Bridge MSE Wall. There is a pay item Aesthetic Surface Treatment (Line No. 307). But the contract drawings do not indicate what type of Aesthetic Surface Treatment is required. Please indicate the form liner type required for this job.

Question Submitted: 3/1/2010

Question Number: 14

Are the detours shown on sheets 18 and 19 to be set by Contractor or ODOT forces?

If the detour is for a State/interstate route ODOT will set the detour. For local roads the detour shall be set by the contractor.

Question Submitted: 3/1/2010

Question Number: 15

The Pavement Calculations posted to the ftp site are for ODOT Project 09-207 SR 2 Yondota and Teachout Intersections. Please post the correct pavement calculations.

The office calculations have been copied to <ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/LUC-23995/> The files are called "Office Calcs 00.pdf" & "Office Calcs 01.pdf"

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Question Submitted: 3/11/2010

Question Number: 16

The temporary pavement described on sheet 11/229 and shown on sheet 16/229, is not included in the quantity of Temporary Pavement. With this temporary pavement remaining in place, what type of asphalt should be installed?

Question Submitted: 3/11/2010

Question Number: 17

Would it be possible to provide the electronic files for the project?

<ftp://ftp.dot.state.oh.us/pub/contracts/Attach/LUC-23995/>

Question Submitted: 3/11/2010

Question Number: 18

1. Please consider closing Dearborn, Munding and the NB and SB ON/OFF ramps for the construction of the MSE walls. There is currently not enough room to excavate for the MSE Walls or install the granular material due to the existing configuration.

2. Even with the closure of the ramps, the contractor may still need to use an existing lane on I-280 to get trucks in and out of the work area described. Will this be allowed?

This prebid question will be addressed in an upcoming addendum.

Question Submitted: 3/11/2010

Question Number: 19

Line Item #273 - Building Demolished, Parcel No. 129, 1 Story Frame Garage, the Garage has already been removed, all that is left is the slab. Will this item be deleted or is it to cover the removal of the Garage Slab? At all of the Building Demolished locations, how will the removal of the concrete driveways, sidewalks, etc... outside of the building be paid for?

Building demolished parcel No 129 shall remain in the plans for the removal of the slab. The removal of concrete driveways and sidewalks are bubbled on the plan and profile sheet carried to the corresponding item subsummary sheets.

Question Submitted: 3/11/2010

Question Number: 20

The I280 median and shoulder repair 19mm and 12.5mm asphalt quantities in the office cals, seem to be in error. The quantities do not match the areas shown in the typical sections.

This prebid question will be addressed in an upcoming addendum.

Question Submitted: 3/11/2010

Question Number: 21

On Reference 96 and 97 call for Underdrain W/Fabric wrap. Will underdrain w/sock be able to be used for these items, or is it the intention for the trench be wrapped in Type A fabric?

Bid as per C & MS 603.3 reference 96 and 97 which call for Underdrain W/Fabric wrap.

Question Submitted: 3/11/2010

Question Number: 22

With some of the drainage having to be built half at a time will the manufacture joint system (bell and spigot) work for these connections or will a masonry collars be required?

The bell and spigot should work fine.

Question Submitted: 3/12/2010

Question Number: 23

1) How are the local detours on sheets 18 & 19 to be paid? 2) There is a quantity of 426 cy on sheet 10 set up as earthwork for maintaining traffic to be included in the Item 614 lump sum maintaining traffic item. Where is the associated compaction and aggregate base for the pavement for maintaining traffic to be paid? Could ODOT set up an item 615 Roads for Maintaining Traffic bid item to cover all of the roadway work associated with the construction of the temporary pavement?

See forthcoming addendum.

Question Submitted: 3/15/2010

Question Number: 24

Plan sheet 57, ref. D-1 calls for 129' of conduit. Plan sheet 57 as well as cross sections on sheet 78 shows 33", type B. Subsummary sheet 44 and proposal show this as being 30", type B. Please clarify in an addendum as to which is the correct size of pipe for this run.

Prebid question will be addressed in an upcoming addenda.

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Prebid Questions

Question Submitted: 3/15/2010

Question Number: 25

Ref. No. 283 Maintaining Traffic, Misc: Temporary Sheet Pile has a plan note (Sht. 10/229) reading; " None of the materials shall be ordered by the contractor until authorized by Engineer". The bid quantity is 35,000 Sf of sheetpiling (2640LF) which is a large amount requiring a minimum lead time of 6 Weeks after authorization by engineer. This could delay the project waiting for delivery to proceed with undercutting. Also performing the temporary sheet piling work with a quantity of 35,000SF is a large dollar item. Can ODOT make a determination to perform or delete this item prior to bid date?

No. The sheet pile and undercutting quantities are based upon soil borings and GB1. This is the best estimate for the treatment needed to construct the roadway. The field conditions at the time of construction however may be different . Once the first side of the road is closed, a few spots will be selected to dig test pits. This will give ODOT and the contractor a better indication of what we will be doing in those area and if any adjustments need to be made.

Question Submitted: 3/15/2010

Question Number: 26

When may the contractor install a single lane closure on I-280 mainline?

Question Submitted: 3/16/2010

Question Number: 27

Two questions regarding the barrier replacement in the median of IR 280:1) Per the details on page 126/229 the concrete median barrier gets removed and replaced from Sta. 112+80 to Sta. 118+80. However, the pavement only gets replaced from Sta. 115+00 to 117+00. What does the 400 ft of new Concrete Barrier Type B sit on where the asphalt isn't being replaced? 2) Based on the MOT plans page 33/229 there is PCB protecting the work area in the median of IR 280 on both sides from Sta. 114+50 to Sta. 117+00. This is not enough wall to protect the blunt ends of the removed median barrier walls which are located at Sta. 112+80 (exposed to SB traffic) and at 118+80 (exposed to NB traffic). This zone (as shown) is also not long enough to perform the barrier removal and replacement in the area from 112+80 to 114+50 and from 117+00 to 118+80. For the protection of the traveling public and the safety of the workers please extend this zone to fully protect the work area.

This prebid question will be addressed in an upcoming addendum.

Question Submitted: 3/16/2010

Question Number: 28

The quantity for Granular Material, Type C (20400 cy) is derived by taking the square footage and multiplying it by 2 feet. However, some of that square footage is only 1 foot deep. Therefore, the plan quantity is overstated and likewise the plan quantity of Gran. Material, Type D, APP is understated. Please revise the quantities of both in an addendum.

This prebid question will be addressed in an upcoming addendum.

Question Submitted: 3/16/2010

Question Number: 29

Reference 283 - Temporary Sheet Piling has a quantity of 35,000 sf, which calculates to a 13' sheet length. Has ODOT performed the calculations to verify that a 13' sheet length will be appropriate, and if so will that be made available to the contractor? If the contractors engineer determines that a length greater than 13' is required, or field conditions require longer lengths will the contractor be paid for the actual length provided based on our calculations/field conditions? It seems that a better way to handle this is to make the unit of measure for this item LF instead of SF and leave the development of the sheeting plan the responsibility of the contractor.

The 13 feet is a estimated length. ODOT has not performed calculations for the Temporary Sheet Piling. Per the note on page 10 the preparation of the temporary sheet piling plans will be the responsibility of the contractor. If the required length is greater then 13' the square feet quantity will help insure that the contractor will be paid for the actual length provided based on the calculations/field conditions.

Question Submitted: 3/16/2010

Question Number: 30

For Bid Item 2, Pavement Removed: Is any of the existing concrete pavement reinforced? If so, where is the reinforcing steel located?

The existing information that ODOT has for Wheeling Street is limited to the ramps and 600' on each side of the center of the wheeling/I-280 bridge. Our information shows all the concrete in those areas are reinforced concrete pavement. We have no information on whether or not the concrete beyond those limits are reinforced.

Question Submitted: 3/17/2010

Question Number: 31

Could ODOT please provide a detail of the existing concrete barrier to be removed on I-280 from stations 115+82 - 118-80? The quantity of concrete removed could vary greatly depending on if there is an existing footer to be removed or not.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/LUC-23995/>

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Prebid Questions

Question Submitted: 3/17/2010

Question Number: 32

Ref. 58- 4" Conduit, Type B: ODOT'S plan quantity is way off. Please verify calculations on plan subsummaries and revise in an addendum.

This prebid will be answered in an upcoming addendum.

Question Submitted: 3/17/2010

Question Number: 33

Throughout the project, there are proposed drainage crossovers which go through undercut areas that will be backfilled with granular embankment. Will ODOT allow all granular embankment materials that are set up as pay items on the project to be used for bedding and backfill when these crossovers go through undercut areas?

No. The type D material especially would be problematic. The type B is ok.

Question Submitted: 3/17/2010

Question Number: 34

The typical MSE wall section on sheet 142/229 shows 3' of 304 Select Granular Backfill. The most current MSE Supplemental Spec 840 (7/17/09) does not require this material to be 304. Can this material requirement be eliminated?

Question Submitted: 3/17/2010

Question Number: 35

Plan sheet 11 in the construction sequencing notes under stage 1 states that contractor is to install the proposed storm line along the west side of Wheeling. The majority of the drainage is on the east side of Wheeling. Should this note read "east side"? Does all drainage on the west side of Wheeling need to be in place prior to beginning work on the bridge or can work on the bridge begin once the bore under SB IR-280 is complete? In order to properly drain the NB storm sewer between Pickle and IR-280, a crossover must be constructed under the IR-280 on-ramp. Can this ramp be shut down for construction of the crossover? Also, no quantity for pavement restoration has been called out- will restoration of this ramp if built this way be paid for under asphalt for maintaining traffic? Please clarify all of this in an addendum as this has an effect on the overall schedule of the project.

Question Submitted: 3/18/2010

Question Number: 36

How is traffic on Wheeling Street to be maintained in the Winter of 2010/2011 (non-construction season)? Can the barrier wall remain in the Stage 2 configuration over the winter or must it be removed? Is there any additional temporary striping that must be placed for the winter traffic configuration? Please address in an addendum.

Depending on what phase the contractor is in when the non-construction the barrier wall might be required to stay. Reference should be made to sheet 17 of the plans (drop offs in work zones) as to requirement of when the barrier will need to be removed.

Question Submitted: 3/18/2010

Question Number: 37

Ref. Nos. 165 and 166 Overhead Sign Supports as well as Ref. No. 169 Flat Sheet Type J are all listed as 'as per plan'. We have been unable to locate any notes for any of these items to indicate the purpose of the 'as per plan' designation. Please advise if there is a note indicating the intention of the 'as per plan' designation.

The as per plan sign supports are as per plan based on the overhead sign details on Sheets 168, 169, 170. The Flat Sheet Type J are all listed as 'as per plan' based on the requirement for them being Type J.

Question Submitted: 3/18/2010

Question Number: 38

Bid Item #98- Exfiltration Trench, Type A: ODOT plan quantity is understated. Please recalculate quantities and revise in an addendum.

Question Submitted: 3/18/2010

Question Number: 39

In the subgrade compaction item, there is no quantity included for any drives or the approach slabs. Under which item is the SGC of the drives and approach slabs to be included? Also, there is no 304 aggregate base quantity set up for the approach slabs. Where is the 304 for the approach slabs to be included? Please address in an addendum.

This prebid question will be addressed in an upcoming addendum.

Question Submitted: 3/18/2010

Question Number: 40

How is traffic to be maintained on Wheeling Street during the stage 4 ramp construction and during the stage 5 surface course placement? There is no additional temporary striping set up to be placed on the intermediate course during that time. If the intent is to maintain traffic in its final configuration while constructing the ramps and placing the surface course, please add temporary striping quantities so that the Wheeling Street traffic can be maintained as such.

Stage 4 is to be completed along with the bridge closure outline in stage 3. Wheeling street will be closed to through traffic north of Pickle and South of Navarre. Traffic can be maintained using the striping put down during phase 3 for the placement of the surface course.

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Prebid Questions

Question Submitted: 3/18/2010

Question Number: 41

After receiving addendum 3, we tried to download amendment into EBS, but EBS is showing an error statement "Amendment File Out of Order", possibly since there are amendment files 1 and 3, but no file for amendment 2. Please correct and update the EBS file so we can download revisions from EBS into our bid.

The file is now out on the ODOT web site for download.

Question Submitted: 3/18/2010

Question Number: 42

Ref. 122- 16" DIP Waterline: There are 3 locations on the plans where the existing waterline is to be lowered. The plan cross-sections continually refer to the existing waterline as a 16" prestressed concrete waterline. No detail is provided as far as how to connect ductile iron pipe to prestressed concrete pipe. Please provide details and explanations in an addendum.

The plans say that special adapters will be required for connecting the ductile iron pipe to the existing prestressed concrete pipe. The connection may vary depending on the manufacture.

Question Submitted: 3/18/2010

Question Number: 43

If aggregate material is required for access for the residential and business drives will it be paid under Ref # 274?

If aggregate material is required for access to the residential and business drives it shall be paid for under the lump sum contract price for 614, maintaining traffic.

Question Submitted: 3/18/2010

Question Number: 44

Ref. 131- Valve Manhole: will the contractor be allowed to install a precast manhole instead of the block-wall structure per Oregon standard drawings?

Contractor shall follow Oregon standard for waterline construction.

Question Submitted: 3/18/2010

Question Number: 45

Is it ODOT'S intention to pay for the total height of sheet piling required or just the exposed face of sheet piling for Bid item 283 Maintenance of Traffic Misc temporary Sheet Piling - 35,000 sf ?

It is ODOT's intention to pay for the total area of sheet piling required in square feet.

Question Submitted: 3/19/2010

Question Number: 46

Is deck sidewalk concrete quantity intended to be included with reference 336, QC/QA Concrete, Class QSC2, Superstructure, for payment? If so, it appears that the quantity of 740 cy is low by the deck sidewalk quantity. Please revise the bid quantity in an addendum.

The quantity in the plans appears to be correct. It includes: Sidewalks, Deck, Beam Haunches, Pier Diaphragms, & Semi-Integral Abutment Cap

Question Submitted: 3/19/2010

Question Number: 47

Ref. 342- Item #103E06000- "Premium for Contract Performance Bond, Payment Bond and Maintenance Bond": since there are no warranty items (pavements, structures), please define what items and durations are required for the maintenance bond portion (above the typical one year period) of the bid item. Normal ODOT bond item is #103E05000.

Ref. 336 is a warranty item.

Question Submitted: 3/19/2010

Question Number: 48

This question is in reference to Bid Reference Numbers 240-266, Signal Support Structures. This project shows that ODOT's 2008 Specifications shall be used for the project. The signal support structures references an old drawing #TC-81.20, dated 1-16-04 which would also infer the structures are to be designed with AASHTO 1994 designs. Since this project specifies ODOT's 2008 specification, should the signal supports be designed to TC-81.21 Ohio designs and 2001 AASHTO specifications? Thank you

This prebid question will be addressed in an upcoming addendum.

Question Submitted: 3/19/2010

Question Number: 49

Bid Ref items 0249-0257 indicates on plan page 173/229, that they shall be Union Metal or Approved equal. Bid Ref Items 0258-0266 indicates on plan page 173/229, that they shall be Holophane or Approved equal. In both cases Valmont has been an approved supplier to the City of Oregon in the past. Will Valmont be considered as an approved equal for both of these options?

Valmont will be considered as an approved equal

Question Submitted: 3/2/2010

Question Number: 50

Will the Pavement for Maintaining Traffic Class A to be used on I-280 remain permanently (see sheet 16 of 229 top detail)? If it does not remain permanent, what is to be done?

The Pavement for Maintaining Traffic Class A to be used on I-280 can remain permanently.

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Prebid Questions

Question Submitted: 3/22/2010

Question Number: 51

Several prebid questions have still yet to be answered. Given it is near noon on Monday (within 72 hours of bid time) and no addendum has been issued in response to unanswered questions, please delay the project.

Question Submitted: 3/22/2010

Question Number: 52

1. There are no bid items for 2",3",4" conduit in bridge. Detail shown on sheet 198. 2. there is no information on requirements for TESCO power pedestal as noted in plan notes on sheet 172 for ref 214. there is no information on foundation size required also. 3. There is no bid item for structure jct. box for detail shown on sheet 200. 4. There is no description on type of wire required for ref 218, 219, and 220: size & number of conductors.

This prebid question will be addressed in an upcoming addendum.

Question Submitted: 3/22/2010

Question Number: 53

Are the trees removed for the Indiana Brown or are they still on site.

There is no Indiana bat tree cutting restriction for this project.

Question Submitted: 3/24/2010

Question Number: 54

Ref. 112- 16" DIP CL 5, PO Jts & FTGS: It looks like plan quantity is different than bid quantity. Please verify plan subsummaries and revise in an addendum.

This will be addressed in an upcoming addendum.

Question Submitted: 3/24/2010

Question Number: 55

AN ADDITIONAL 1396 SY OF PAVEMENT FOR MAINTAINING TRAFFIC WAS ADDED PER ADDENDUM #4 (REVISED MOT SHEET 3/30). THIS QUANTITY IN THE MOT SUMMARY REFERRED TO MOT SHEET 2/30. HOWEVER, THERE IS NO TEMPORARY PAVEMENT QUANTITY ON REVISED MOT SHEET 2/30. WHERE IS THIS ADDITIONAL 1396 SY OF TEMPORARY PAVEMENT INTENDED TO BE PLACED?

This pavement is to account for the pavement for MOT shown on sheet 16.

Question Submitted: 3/24/2010

Question Number: 56

Addendum #4 was recently issued and has allowed the contractor to close the SB I-280 off ramp and the left lane of the NB I-280 on ramp for 30 days to construct the MSE wall. Revised sheet 11, under Stage 3, indicates that this closure shall occur within the first 30 days of the bridge closure. Please revise the 30 day to a minimum of 60 work days as the existing structure must first be removed to gain access to the existing embankment to be removed. Then over 15,000 CY of Excavation must be done prior to the foundation prep, driving the piles, the placement of over 20,000 ton of aggregate as well as the placement of the MSE wall panels, and construction of the abutment footers in an area as big as a postage stamp with restricted access and traffic immediately adjacent to the work zone. A prebid question issued on 3/11/2010 @ 11:27 am asked if access to I-280 from the adjacent work areas of the MSE walls would be allowed. This is needed as it is unsafe to try to run an over the road truck up the 1:1 backslope of the MSE wall to access Wheeling St. or the ramps. See the cross section on sheet 189 for a better idea of the situation I am pointing out. At some point access on to I-280 will be needed as the ramp/partial ramp closures granted are not enough room to construct the MSE wall designed.

This question will be addressed in an upcoming addendum.

Question Submitted: 3/24/2010

Question Number: 57

Addendum 4 revised plan sheet 11/229, first column note on stage 4 refers to bridge closure during months 6 and 7. Please verify total length of Wheeling St. closure for bridge construction and any constraints on early or late date. We could not find this information in the revised plan sheets.

Revised plans sheet 11-Wheeling St. stage 3 - last sentence of 2nd paragraph states "Maximum closure time for Wheeling St. bridge over I-280 shall be 7 Months."

Question Submitted: 3/24/2010

Question Number: 58

Addendum #4 recently addressed the installation of drainage in the I-280 median and has added another Traffic zone and setup to accommodate construction of this outlet. The addendum failed to address a portion of a question asked on 2/26/2010 at 3:47pm, which indicated that the trench required to install the outlet would take out part of the I-280 NB passing lane. How is the replacement of this pavement to be accounted for?

It appears that there will be enough room between the proposed pier and the existing pavement to construct the pipe without getting into the NB passing lane.

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Prebid Questions

Question Submitted: 3/24/2010

Question Number: 59

Addendum 4 increased field office to 24 months. Is completion date still 11/1/2011 or has it changed?

The completion date is still 11/1/2011.

Question Submitted: 3/25/2010

Question Number: 60

On the revised MOT sheets for Stage 2 per Addendum #4 (Sheets 23/229-27/229), the Wheeling St bridge is shown to be closed. However, a note on revised sheet 11/229 states that the Wheeling St bridge cannot be closed for more than 7 months, beginning in Stage 3. Therefore, the bridge must remain open in Stage 2, a condition that violates the Stage 2 MOT plan sheets. Please revise these sheets and advise how traffic is to be maintained on Wheeling St during Phase 2.

The revised stage 2 plans do not show the bridge as being closed.

Question Submitted: 3/25/2010

Question Number: 61

On revised MOT sheet 13/229 (Addendum #4), the quantity of 32" Portable Concrete Barrier carried to the general summary is 6030 lf. However, the sum of the column on that page of the general summary is only 5170 lf. Where is the additional 860 lf called for in the plans to be placed?

This question will be addressed in an upcoming addendum.

Question Submitted: 3/25/2010

Question Number: 62

Addendum #4, EBS file, added Line Item #408 - Building Demolished, Parcel No. 129, 1 Story Frame Garage, this is the Garage covered by Line Item #273, which is has already been removed. All that remains is the concrete slab covered by Line Item No. 273. Please clarify.

The garage referenced in item 408 is the other garage located on parcel 129. The garage behind 1057 Wheeling was not originally shown to be removed. The city did purchase the remnant parcel and this garage is to removed as part of this project. This change is shown on revised sheet 58.

Question Submitted: 3/26/2010

Question Number: 63

The typical section on sheet 6/229 shows the existing shoulders and 3' of new pavement on the outside edge of the I-280 shoulders. The typical section on sheet 16/229 shows 4' of temporary pavement on the I-280 shoulders, adjacent to the 12' driving lane. Will the permanent I-280 outside shoulders be made up of 3 different pavement sections?

That is correct. Bid as shown in the plans.

Question Submitted: 3/3/2010

Question Number: 64

In regard to maintenance of traffic: Plan sheet 11, stage 4 calls for rebuilding of Dearborn, Munding, and IR-280 on/off ramps with a maximum of 60 days closure. Wheeling Street will be rebuilt stages 2-3a, with the exception of stations 47+70 through 54+75. The bridge over IR-280 will also be built under closure from stations 49+50 through 52+65. At what stage is the contractor to rebuild Wheeling Street between stations 47+70 to 49+50 and from 52+65 to 54+75? Is each on/off ramp in stage 4 to be rebuilt concurrently with each stage of Wheeling Street or is stage 4 to be built by itself after stages 2-3a with Wheeling detoured along with the ramps? Please clarify in an addendum given that there are specified jointing plans for the intersections.

This prebid question will be addressed in an upcoming addendum.

Question Submitted: 3/4/2010

Question Number: 65

Bid Item 0283 Temporary Sheet Piling - 35,000 SF calls for sheeting to be placed on centerline Construction of Wheeling St. from Sta. 14+61 to Sta. 41+00. According to plan quantity the sheeting will be 13 feet deep. On Wheeling St X-Sections from Sta 35+00 to Sta 41+00 the existing 16" waterline is on the centerline of construction or very near. How should the sheeting layout to be addressed in the areas where it is in close proximity of the waterline, allowing support the existing pavement and protect the waterline?

This prebid question will be addressed in an upcoming addendum.

Question Submitted: 3/5/2010

Question Number: 66

Our question involves the protection of traffic on the I-280 On Ramp and the I-280 Off Ramp at Wheeling St; and NB/SB Wheeling St traffic at the bridge site over I-280. The excavation for the MSE Wall at both abutments is +30' deep with only Typ. III Barricades separating traffic from the excavation. The limits of the excavation is in very close proximity to the ramp traffic leaving a very limited if any work area and very little buffer for traffic. Could the I-280 Ramps be closed for the MSE Wall construction creating a much safer work site?

This prebid question will be addressed in an upcoming addendum.

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: 3/8/2010

Question Number: 67

Line 0039 - 608E21200 - TEMPORARY ASPHALT CONCRETE WALK4000 SF SHEET 15 HAS STA. 54+00 TO STA. 64+31 - 4' WALK BUT I DO NOT SEE ANY DETAIL SECTION FOR THIS WALK. WHAT THICKNESS + TYPE + ANY STONE BASE? THANK YOU

This prebid question will be addressed in an upcoming addendum.

Question Submitted: 4/14/2010

Question Number: 68

This question was posted under 1069-10 and was meant for 1040-10 (Wheeling Street). Addendum 8 was issued Tuesday afternoon, which addressed changes in the reinforcing steel quantity. Amendments 2 and 3, which both appeared on EBS in conjunction with this addendum, not only addressed the change in reinforcing steel quantity, but also changed the quantity and unit of the temporary sheet piling bid item (previously ref. 282) from 35000 square feet to 2639 feet. There were four prebid questions asked between March 4 and March 18 in regard to this item. This item was changed Tuesday afternoon without any plan change or explanation in an addendum, as the contractor currently is led to believe that this item will be paid for by the square foot of piling installed (per the prebid question asked and answered on 3/16/2010). ODOT further stated in the pre-bid answer that undercutting depths would be based on field conditions at the time of construction, and that the depth of sheeting required would be based upon digging test pits once the first side of the road was closed. Since the item was paid by the square foot, a pre-bid design and an assumption of risk by the contractor for a sheeting depth was not necessary. By changing the bid item to a linear foot pay item, the contractor is now required to design the wall pre-bid with only 1 day notice prior to the bid. This is a significant change and should be explained in an addendum and the plan notes on Sheet 10/229 should be revised.

Bid the temporary sheet piling per Addendum No. 9 .

Question Submitted: 4/7/2010

Question Number: 69

Addendum #3 revised Ref 25 Granular Material, Type D As Per Plan 13,480 CY to 2 bid items as follows: Ref 25 Granular Material Type D (deleted As Per Plan) 8,380 CY and Ref 400 Granular Material, Type B 5,100 CY. The explanation in Addendum #3 was that there would be 2 pay items. Ref 25 Granular Material Type D was the larger aggregate to be placed and then choked with Ref 400 Granular Material Type B. Then in Addendum #4 with no explanation, Ref 25 description changed back to Granular Material, Type D As Per Plan and the quantity was increased to 14,261 CY. However, Ref 400 Granular Material Type B remains. Please explain the quantity change and how Ref 25 & 400 are intended to be used and paid for.

This question will be answered in an upcoming addendum

Question Submitted: 4/8/2010

Question Number: 70

The reinforcement schedule on plan sheet 202 indicates a total weight of pier rebar that is not the same as the total weight of pier rebar listed in the bridge item summary on page 190A. The proposal quantity is the same as the quantity on page 190A, however, the quantities listed in the schedule on page 202 add to the total listed on that page. Which quantity is correct?

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.