

Ohio Department of Transportation Prebid Questions

Project No. 040327

Sale Date - 6/9/2004

Question Submitted: 5/11/2004

Question Number: 1

The answer to questions 1 in addendum 1 states the building ruins are not to be disturbed. The ruins consist of an old building without a roof and is in a very unstable condition, the southwest retaining wall can not be constructed if these ruins are not removed by the owner prior to the demolition of this wall. Will the owner be removing these ruins prior to the construction of this wall?

We acknowledge that the building ruins are near the proposed retaining wall, however we believe that the retaining wall can still be constructed.

Question Submitted: 5/11/2004

Question Number: 2

Note 1 on plan sheet 58/85 indicates that the haunch concrete is incidental to the deck concrete pay quantity. Please include this material in the pay item as on past projects.

Question Submitted: 5/17/2004

Question Number: 3

The last paragraph in the center column of page 34/85 states the design for the railroad shoring shall be based on Cooper's E-80 live load. Note 1 on sheet 38/85 and note 2 on sheet 39/85 state a loading of Cooper E-80 with diesel impact. What the correct loading surcharge for design purposes?

Question Submitted: 5/18/2004

Question Number: 4

Please review and modify the Maintaining Traffic note on sheet 6/85, this structure is currently closed and signs are in place for the detour.

The bid item for a historic plaque as detailed on sheets 34/85 and 34A/85 needs to be reviewed. The manufactures listed have informed me that the plaque size shown on sheet 34A will not support the letter sizes detailed on sheet 34 along with the dimensions shown on sheet 34A. The manufactures are suggesting a plaque size of 30" x 50".

Question Submitted: 5/19/2004

Question Number: 5

On page 86 of the proposal, it would appear that the contractor has to provide a Railroad Protective Liability insurance policy for and on behalf of CSX Transportation, Inc. And, on page 87, it would appear that the Named Insured on the Railroad Protective Liability insurance policy shall read: Pennsylvania Lines, LLC and Norfolk Southern Railway Company.

1. Since CSX and Norfolk & Southern are two different railway companies, does the contractor have to provide a policy for each railroad?
2. If only one policy is required, who should be listed as the Named Insured?

The district has reviewed your questions and has determined the bidding documents are correct. Please prepare your bid based upon what is shown in the bidding documents.

Question Submitted: 5/26/2004

Question Number: 6

1. Sheet 5/85 states that all disturbed river sediments shall be completely controlled, contained and containerized.

Can a temporary cofferdam be constructed below the truss span in the Mahoning River in order to catch the truss span during demolition and avoid dropping the truss directly in the river. Any sediments disturbed during cofferdam removal would be treated according to the above plan note.

2. Sheet 33/85 Item 202-Portions of Structure Removed.

This section directs that hoe-rams not be used for structure demolition. Massive amounts of concrete are to be removed from both abutments which are incorporated into the new structure. Massive amounts of concrete are also removed from the existing piers which are not incorporated into the new structure. Can hoe-rams be used for pier demolition and for abutment demolition within 2' of concrete which is to remain.

Thank you for considering these questions. I am sorry for the lateness of this prebid question but I was waiting hoping that this may have been addressed in Addenda No. 4 which came out this morning.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 5/26/2004

Question Number: 7

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Question Submitted: 5/26/2004

Question Number: 8

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#1. The environmental plan note on sheet 5 discusses the use of cofferdams in the stream. The note limits them to clean non-erodible material. We believe that since the plan note discuss what material can be used to construct them, that it is reasonable for the bidders to assume they can be utilized. We do not believe any revisions to the plans are necessary. #2. The use of hoe-rams is specifically prohibited at least twice in the bridge notes for portions of structures removed. It is very clear that this is not allowed on the abutments. Although the existing (2) piers are not being salvaged, one is in the vicinity of the R/R. We do not believe that any cost savings would be realized by allowing limited use of hoe-rams out in the River. We do not recommend any changes to the plans.

Question Submitted: 5/26/2004

Question Number: 9

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Ohio Department of Transportation Prebid Questions

Question Submitted: 5/7/2004

Question Number: 10

There seems to be some discrepancies with regards to the sheeting that is required to protect the railroad tracks.

On page 34/85, paragraph 3 of the Excavation within railroad property section states that four copies are required for submittal while note 1 on sheet 38/85 states three are required. Also, paragraph 3 states 50 days are required for review while note 1 on sheet 38/85 state 30 days are required. Which time frame is correct?

Paragraph 4 on of this same section on page 34/85 states that soldier piles and lagging will be considered only when its use is specifically approved by the chief engineer bridges and structures. Is this the railroad chief engineer? Also, sheets 38/85 and 39/85 shows a design for this lagging wall. What is to be designed by the contractor if it is already shown on the plans?

Note 1 on sheet 38/85 states the contractor is responsible for the design and installation of the soldier pile shoring. Are we to design a different shoring system than the one shown on sheet 39/85?

Question Submitted: 5/7/2004

Question Number: 11

There is a note on plan sheet 13/85 that states that the "Old Building Ruins" is "to be removed". Who removes this part of the building? If by the contractor, under what item is it paid? Also, if removed by the contractor is builders risk insurance required?

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