

# Ohio Department of Transportation

## Prebid Questions

Project No. 060216

Sale Date - 5/17/2006

Question Submitted: 4/13/2006

Question Number: 1

There is no Norfolk Southern Railway information in the proposal book to use in securing Railroad Protective Insurance Quotes. Please provide all information including number of trains, both passenger and freight, per day and mph for each.

Question Submitted: 4/18/2006

Question Number: 2

There is no information provided in the proposal for the railroad protective insurance policy. Please provide this railroad and location specific information as soon as possible so that the potential bidders can obtain quotes for this insurance.

Question Submitted: 4/19/2006

Question Number: 3

1) There is no information regarding insurance limits for the Ref # 215 Premium on Railroads' protective public liability and property damage liability insurance. These are required to obtain a quote from our insurance company. Please furnish the limits?

2) There is no information regarding railroad flagmen and payment requirements for this project. Please furnish these?

3) There are no pay items for the railroad crossing, temporary signals and other railroad work shown on the supplemental site plan -1 sheet 1 of 4. Where will this work be paid? If these will be the responsibility of the contractor please furnish details of what will be required?

4) Under environmental commitments plan sheet 16/153 note 1, requires no tree cutting for trees suitable for roosting and brood-rearing of the Indiana bat between April 15 and September 15. Have all these trees been removed from the project?

5) Under environmental commitments note 6 states "The proposed right of way limits for the Fernwood Farm as reflected in the OES letter to the OSHPO dated May 28, 2004 shall be adhered to." We have not seen a copy of that letter in the plans. What will be required of the contractor to fulfill the requirements of this letter?

6) There is a note on sheet 10/153 under item special settlement platform, as per plan (for sanitary sewer monitoring). The note states "total settlement in excess of 0.04 feet shall require remediation to bring the sewer back up to its original elevation or repairs to the damaged conduit. Earthwork activities shall cease until the original sewer elevation has been attained, or repairs have been made." Whose responsibility is it to pay for remediating this situation?

7) There seems to be a problem with the requirements for settlements, phases of construction and the 30-day closure period for Oak Street. Sheet 17 of 153 calls for Oak Street to be maintained with a minimum of one lane of traffic in each direction at all times except for a period not to exceed 30 consecutive calendar days. The 30 consecutive calendar days shall be in the late spring and summer months when school is not in session. The temporary road must be constructed first on this project. If the project begins in June 06 the temporary road will not be complete until late August or September 06. The plans then call for constructing Illinois Avenue from station 120+50 to 122+50. When the fill is completed in this area there is a 2 to 4 month settlement time before construction can continue according to the notes on sheet 9 of 153. This puts you into the winter of 06-07. Paving of this section will be completed in the spring of 07. We cannot close down Oak Street until June 07 to do the tie in. This takes us until July 07; after the tie in on Oak Street is completed we are allowed to complete the fill from station 122+50 to 124+25 (over existing Oak Street), allowing 1 month for this work puts the schedule into August 2007. This area is also required to have a 4-month settlement period this puts the schedule into November 2007. After this settlement period we then can begin construction of the rear abutment, pier 1, and bridge superstructure, paving, curbs, sidewalk, signing, pavement markings, and removal of the temporary road prior to September 30, 2007. Can the closure periods, settlement periods or completion date be adjusted?

Question Submitted: 4/20/2006

Question Number: 4

In regards to the temporary road and temporary pavement items, the plans show it crossing the existing railroad tracks. Are there special requirements for temporary railroad crossings or are we to assume to run the temporary pavement across the tracks in between rails? Will the railroad handle installation and removal of their own ballast and surface materials between the tracks? No information on the plans is given regarding railroad requirements for this.

Question Submitted: 4/24/2006

Question Number: 5

Will temporary track shutdowns be permitted for erection over the railroad? What are the specific timeframes that the contractor will be allowed to perform erection?

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## Prebid Questions

Question Submitted: 4/24/2006

Question Number: 6

Unless otherwise clarified by addendum, we will assume that all railroad flagging for the entire project will be paid for by ODOT.

Question Submitted: 4/24/2006

Question Number: 7

Note 4 on sheet 109 states that undercutting will be allowed to increase the bearing capacity for the MSE wall. There is no way for the bidders to know what this could entail prior to the bid. Unless clarified by addendum, we will assume that any undercutting required will be paid for by force account. If the state wishes for it to be included in the bid, please specify the limits and depths of the undercut area.

Question Submitted: 4/24/2006

Question Number: 8

Ref. 90 "Junction Chamber, As Per Plan"...Plan sheet 90 makes reference to CB-1.3 for additional specifications and notes except that precast walls shall have a minimum thickness of 8". The standard drawing shows a bottom section separate from walls per one permissible construction joint. Plan sheet 90 shows no permissible construction joint. If the contractor chooses either precast or cast-in-place, will ODOT allow a construction joint where the base meets the wall section as to allow either separate pours or separate precast sections?

Question Submitted: 4/25/2006

Question Number: 9

Ref. 61- Railing, Pipe, As Per Plan  
What type of spacing of rail posts are required?

Question Submitted: 4/26/2006

Question Number: 10

The proposal for this project sets the date for completion of 9/30/07. Sheet 17 of the plans states "construction of all items of construction through Phase III No. 5 shall be completed by November 17, 2007" (after the completion date in the proposal). Phase III No. 6 & 7 are permitted to be completed after November 17, 2007. The plans do not call for an overall project completion date. Could you please clarify this discrepancy in dates?

Question Submitted: 4/27/2006

Question Number: 11

Addendum #2 changed the quantity of ref. 46 from 38 cy to 96 cy. From going through the plans, we can only account for 36 of the 96. Where are the remaining 60 cy located?

Question Submitted: 4/27/2006

Question Number: 12

1. Can you please provide us with information regarding the existing 72" sanitary sewer? In particular we would like to know the pipe type, class(if RCP), approximate year of installation, and condition. 2. After reviewing the pier details in relation to the 72" sanitary sewer on sheet 116 & 117, only the piles adjacent to the existing 72" sanitary sewers are to be prebored to 10' beneath the sanitary sewer. There are still other piles very close to the 72" sewer (#79) that are to be driven that vibrations may cause damage to the existing sewer. We are assuming that the owner will be responsible for damage to the existing sewer caused by vibrations for the pile driving. Will there be any vibration monitoring of the sanitary sewer? If so, who will provide the monitoring? Is there a peak particle velocity that the contractor needs to be concerned with while driving the piles?

Question Submitted: 4/27/2006

Question Number: 13

Per addendum #2, the railroad is responsible for all costs associated with temporary track crossings. Unless clarified otherwise by addendum, we will assume that this applies to crossings for both the temporary road and additional crossings for construction operations if required.

Question Submitted: 4/27/2006

Question Number: 14

Plan sheet 10 beneath discusses the settlement monitoring for the sanitary sewer and states: "Total settlement in excess of 0.04 feet shall require remediation to bring the sewer back up to its original elevation or repairs to the damaged conduit. Earthwork activities shall cease until the original sewer elevation has been attained or repairs have been made". There are obvious concerns that there is a high potential for this sewer to settle as shown on sheet 94 & 95. Construction loads and vibrations to this sewer will be necessary to construct this project. There is a pay item for monitoring the settlement (bid reference 20), and a pay item to inspect the sanitary sewer 3 times (bid reference 81). 1. Who is financially responsible for the remediation of the 72" sanitary sewer if it were to settle more than .04 feet? 2. Will the contractor be reimbursed for down time and standby time if the earthwork activities are ceased due to this settlement and remediation of the 72" sewer? 3. Are there any load restrictions imposed on the 72" sanitary sewer? 4. Will we have to setup a bypass pumping system in order to complete the inspections for the 72" sanitary sewer as noted on sheet 13? 5. If we must install a bypass pumping system to complete these inspections, can you please give us information regarding flows in order that we may calculate the cost to bypass this system 3 times? 6. How does the contractor get reimbursed for the bypass pumping system if it is required?

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## Prebid Questions

Question Submitted: 4/28/2006

Question Number: 15

There is no topsoil bid item on the project...was this omitted?

**Topsoil was not included in the project. This was not an omission.**

Question Submitted: 4/28/2006

Question Number: 16

The computed bearing pressures at the base of the wall approaches 4.4 ksf (far more than the 2 ksf specified on Sheet 109).

It is usually the responsibility of the Ohio DOT to determine the depth of undercut required to meet the bearing capacity requirements. MSE wall suppliers usually do not provide that information for Ohio DOT projects. Therefore, we request Ohio DOT to specify the minimum depth of undercut required to meet the computed bearing pressure of 4.4 ksf.

**Per the plans and the addendum, the contractor has the option to design the MSE wall and reinforced embankment for the 1 tsf allowable bearing pressure, or design an undercut to increase the allowable bearing pressure and reduce the reinforced embankment size.**

Question Submitted: 4/28/2006

Question Number: 17

Bid item 123 "Water Work, Misc.: Backflow Preventer Valve and Valve Chamber"...Plan sheet 98 calls out for a 10" backflow preventer with differential pressure valve. Is this the equivalent of a reduced pressure backflow preventer? Is there a specified manufacturer or equivalent recommended? There are no plan details beyond this plan sheet. Can ODOT please provide?

**The "backflow preventer with differential pressure valve" is the same as a "reduced pressure backflow preventer". Manufacturers have not been specified.**

Question Submitted: 5/1/2006

Question Number: 18

On the north end of the job, the cross sections show a 3' undercut and new pavement to be constructed up to station 139+00. Traffic is always running over this section either in the runaround or on the existing alignment. There are no provisions setup in the MOT plans to perform this work. How does ODOT plan to construct this pavement?

Question Submitted: 5/1/2006

Question Number: 19

1. How long does the railroad anticipate it will take to complete the temporary crossing. Have they provided ODOT with some kind of schedule for this work.

2. Is the existing railroad crossing to be removed. If so, who is responsible to remove the existing crossing and how will it be paid.

Question Submitted: 5/1/2006

Question Number: 20

Some of the old asphalt pavement is being replaced with undercuts (south end 119+00 to 120+75, north end from 134+50 - 139+00). There are no provisions for the payment of removal of old asphalt pavement and replacement of embankment in between these stations as well as on Oak Street. How are we to address this?

**Per the Specifications, there is no separate payment for asphalt removal. The asphalt removal is included with Item 203 Excavation or 204 Excavation of Subgrade per the standard specification. The replacement material is included with Item 204 Granular Material.**

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