

Ohio Department of Transportation

Prebid Questions

Project No. 101038

Sale Date - 4/1/2010

Question Submitted: 2/11/2010

Question Number: 1

It would appear the 42" parapet on the approach slab is paid for in reference 192 Class S Concrete, Superstructure based on concrete quantity and rebar not included in the table on sheet 101/115. Please verify if this is correct since it is typically incidental to the approach slab item.

(Revised Answer from Addenda #1 Answer) Yes, the entire SBR-99 railing (both on the approach slab and bridge deck) is paid for as Item 511 - Class S Concrete, Superstructure, and the reinforcing steel is itemized on page 102 and included in the quantity for Item 509 – Epoxy Coated Reinforcing Steel. So Item 526 – Reinforced Concrete Approach Slabs (T=15"), As Per Plan includes construction of the approach slab, sidewalk and associated steel reinforcing, but all 3 railings are paid for separately.

Question Submitted: 2/17/2010

Question Number: 2

Will precast headwalls be allowed to be used for Ref # 59 do to it being called out under a 511 specification, or is it the intent to have the headwalls cast-in-place?

Reference Item 59 has been revised to Item 602 Concrete Masonry in this addendum. Precast headwalls are allowed under Item 602

Question Submitted: 2/17/2010

Question Number: 3

Is there a detailed drawing of the headwall at ST 25+15.97 43.7' LT? Also since the headwalls are under the 511 specification, will there be a bid item setup for the resteel needed for the above mentioned headwall?

Listed on HW 1.1 Standard Drawing is the following note: DETAILS AND QUANTITIES: Are shown for circular sections only. When used with reinforced elliptical concrete pipe or corrugated metal pipe arches, it will be necessary to adjust dimensions and quantities to conform to those listed for the nearest size circular pipe. The dimensions established by vertical diameter shall apply to span. All calculated dimensions established by horizontal diameter shall be rounded to the nearest 1". The estimated quantity for the elliptical headwalls followed this requirement. Reference Item 59 has been revised to Item 602 Concrete Masonry in this addendum which includes the cost of the resteel.

Question Submitted: 2/19/2010

Question Number: 4

With this job needing to be phased to be built. Can the office calculations for the pavement quantities be furnished so that we can break down the areas and phasing?

Question Submitted: 2/25/2010

Question Number: 5

Per the typical sections on page 3 some of the Combination Curb and Gutter, Type 2 has a 4 ft wide gutter. This is a non-standard width. Shouldn't "As Per Plan" be added to the description of this pay item? Please clarify.

Reference Item 41 was revised to an "as per plan" item in addendum.

Question Submitted: 2/26/2010

Question Number: 6

Will ODOT make the office calculations available?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SEN-23111/>

Question Submitted: 3/1/2010

Question Number: 7

Please add the appropriate bid item for the ARRA signs.

The quantities were corrected for the ARRA signs. Addenda 1 also contained a revised note for the ARRA signs.

Question Submitted: 3/10/2010

Question Number: 8

Are the costs for excavation, backfill, and reinforcing steel to be included in Ref. No. 59 Class C Concrete, Headwall? This is listed as a 511 item.

This question was address with Addenda 1.

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Question Submitted: 3/10/2010

Question Number: 9

Sheets 76-77/115 in the MSE wall plans show existing gas lines running transverse through the MSE wall fill and penetrating the wall. Also, the gas line from station 31+80 to 32+90 is very close to the wall and looks as though it would be uncovered during wall excavation. Will this line be relocated prior to wall construction, and if not, will the gas company be responsible for protecting their utility?

The existing lateral gas line (north-south) shown on sheet 76 near Sta. 28+40 will be abandoned in place. It is a 4" plastic gas line. The parallel gas line on the north side will be relocated further to the north within a new utility easement. The lateral gas line shown on sheet 77 near Sta 34+35 will be relocated to a depth of 746.0 (maximum) below the road. They are starting the work on 3-15-10.

Question Submitted: 3/15/2010

Question Number: 10

Plan sheet 36/115 has a note in the bottom right hand corner with an asterik (*) reading: "INSTALLATION WILL BE GOVERNED BY SEPARATE AGREEMENT BETWEEN THE CITY OF FOSTORIA AND CSX TRANSPORTATION CONTRACT ADMINISTRATION." This note then refers to the three jack and bore locations under the railroad. Please provide a copy of this agreement.

All drainage, sanitary sewer, and watermain work on CSX Transportation property must be in accordance with CSX Transportation's Design and Construction Standard Specifications for Pipeline Occupancies, which can be found at: http://www.csx.com/share/general/csxp/docs/Pipeline_-_Design_&_Construction_Standards-REF24919.pdf

Question Submitted: 3/15/2010

Question Number: 11

Addendum #1 added changed the plan note for the ARRA sign, but no bid item was added. Please add a biditem for this work.

We will be adding the correct item to an addenda.

Question Submitted: 3/16/2010

Question Number: 12

Note C. on sheet 74/115 refers to a 300 day waiting period. Will the Department please provide more details relating to the waiting period? What station limits does this apply to? What work must be completed in order to initiate the start of the waiting period?

The details were covered in Addenda #2.

Question Submitted: 3/16/2010

Question Number: 13

The Field Office biditem is 21 months. Assuming a May 1, 2010 start, this would provide a February 1, 2012 completion date rather than the September 1, 2011 that is currently established. It appears that the Department's intent was to provide this amount of time to construct the project. Will the Department please extend the completion date to match the field office biditem?

See Addendum

Question Submitted: 3/16/2010

Question Number: 14

The pier excavation requires pavement removal. There is no quantity set up in the pavement removed bid item. Also, does the Department intend on having this repaved when pier construction is complete? What reference item(s) is this work to be paid under?

The pavement removal work is covered under Item 503 Unclassified excavation. A saw cut is required as shown on sheet 54. The project engineer will determine if any pavement restoration is needed based on the quantities on sheet 5 under the note Pavement Restoration.

Question Submitted: 3/16/2010

Question Number: 15

Addendum 1 changed the bridge concrete to QC/QA concrete but did not address Ref. 206 Railing (Concrete Parapet w/ Twin Steel Tube Rail). What concrete is to be used for this parapet and does SS898 apply?

Per CMS 517.03, Class S or HP concrete shall be furnished.

Question Submitted: 3/17/2010

Question Number: 16

On sheet 78/115 "A Section" and "B Section" each show the select granular backfill being placed to the bottom of the MSE wall excavation. Currently this project is under supplemental specification 840 dated 1/16/2009. 840.06 of the supplemental spec states under foundation preparation to place geotextile fabric on the foundation soil, then place 12 inches of granular material type C. 840.06 under select granular backfill placement also calls for SGB conforming to 703.17 (aggregate material for 304) for a height of at least 3 ft. above the bottom of the leveling pad. Is the material to be placed as shown on sheet 78, or as the supplemental spec states?

In addenda #2 Supplemental specification 840 was updated to 7/17/09. Theses specifications should be followed.

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Question Submitted: 3/17/2010

Question Number: 17

Sheet 78/115 shows an additional undercut detail for MSE wall #2. Per supplemental specification 840 dated 1/16/2009 if the foundation of the wall requires more than 12 in. of excavation, the corresponding foundation preparation item shall be an "As Per Plan" item that places the geotextile at the bottom of the excavation. Please revise bid item 178 accordingly.

See Addendum

Question Submitted: 3/17/2010

Question Number: 18

The as per plan note for Item 442 - Asphalt Concrete Intermediate Course, 19 mm TY A (446) (page 7) says the binder shall be pg76-22M for the intermediate course. With the surface course having a binder of pg70-22 is the pg76-22m liquid correct for the intermediate course or should the surface course binder be a pg76-22 liquid as well?

Question Submitted: 3/17/2010

Question Number: 19

The response to the Stay in Place Form question from 3/5/10 does not specifically state whether the Department will allow their use. Will the Department allow the use of Stay in Place forms?

The use of stay in place forms would be allowed. The contractor (P.E.) would be responsible for calculating the loading and changing the beam size (if necessary) if stay in place forms are to be used.

Question Submitted: 3/18/2010

Question Number: 20

The plan note on sheet 6 for Ref.56 Ditch Erosion Protection indicates an 8' wide Turf Reinforcing Mat creates confusion regarding what is actually being specified. Is it the intent to use Type B matting, or is it intended that we do not use Type B Ditch Erosion Portection matting, but instead use Turf Reinforcement Matting, which is a three dimensional matting that typically has its own bid item with a Type 1, 2, or 3 designation?

Provide Erosion Control Mat Type B in accordance with CMS 670.

Question Submitted: 3/19/2010

Question Number: 21

In regards to the use of Stay in Place Forms; shall the forms be designed so that the depth of the form corrugations are filled with concrete? If so will this concrete be paid for at its respective unit price?

The minimum deck and haunch thickness shown in the plans will need to be met. In addition, the resteel minimum coverage will need to be met. If any additional concrete quantity is added because of stay in place forms there will be no additional quantity paid.

Question Submitted: 3/19/2010

Question Number: 22

On sheet 9 under the Maintaining Traffic note it says to place temporary pavement marking similar to final traffic control plan prior to maintaining traffic on intermediate surface course. Please add the appropriate bid items for this work.

Question Submitted: 3/22/2010

Question Number: 23

Please review the revised bid items in Addendum #2. I do not believe the Department intended to replace Reference 137 Sign, Flat Sheet with the ARRA signs.

Question Submitted: 3/22/2010

Question Number: 24

When using the average end area method to calculate excavation and embankment quantities from the Jones Rd and Main St cross sections, significant errors were found on sheets 41,43,44,48,49,50,55,56,57&58. It seems as if the roadway section changed between cross sections or a curve equation was used in some locations. Please verify excavation and embankment quantities.

The cross sections were verified. Please bid as the bid shown. There are deductions for drives and retaining walls calculated in CAD so a strict end area calculation does not give the correct result.

Question Submitted: 3/23/2010

Question Number: 25

How is subgrade compaction and aggregate base for approach slabs to be paid? Currently there is no quantity set up for either.

The approach slabs are bearing on select granular backfill. Please see sheet 78, Section A.

Question Submitted: 3/24/2010

Question Number: 26

Ref. 90- Due to the large diameter required of the precast manhole base, will ODOT allow the contractor to substitute either a rectangular or square bottom section, as long as minimal storage volumes, wall thicknesses, and load capacities are met?

This question was answered in Addendum #3.

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Prebid Questions

Question Submitted: 3/25/2010

Question Number: 27

The Railroad Aerial Lines note on page 80/115 indicates that the aerial lines running parallel to the tracks will be relocated by the railroad. Where are these lines being relocated to and when will the relocation be finished?

It is our understanding the line will be buried. URS Greiner is acting as the construction manager for CSX Transportation. The contact is Steve VanSlyke at 513-419-3509.

Question Submitted: 3/29/2010

Question Number: 28

Reference 110 is for installing 1338' of 12" Waterline with Boltless Restrained Joints/Fittings. Typically, only pipe that is installed in a casing and the pipe associated with lowerings require boltless restrained joints. This project requires the entire 12" waterline to have boltless restrained joints and fittings. This requires that all pipes that come in/out of fittings have to be custom made. Does this project really require all 12" waterline and fittings to be boltless restrained? An additional bid item for 12" Waterline with Push-on Joints and Mechanical Joint Fittings should be added.

The City of Fostoria Standards support the plan design. Please bid as shown in the plans.

Question Submitted: 3/3/2010

Question Number: 29

Does the City of Fostoria or any other agency have standards or specifications that differ from ODOT specifications for the sanitary sewers and waterlines on this project?

The City of Fostoria is in acceptance with ODOT specifications and the design details and notes provided in the plans.

Question Submitted: 3/3/2010

Question Number: 30

General note sheet 5 lists trees to be removed and sheet 5 lists the Indiana Bat restriction of April 15. With a March 25 letting date, there is not sufficient time to award the contract and complete clearing by April 15. Please review this issue and advise.

The Indiana bat note was deleted from the plan. The ODOT District 2 Environmental Coordinator inspected the trees within the construction limits of the project and determined that there are no Indiana bat trees present on the site.

Question Submitted: 3/3/2010

Question Number: 31

Plan sheet 9 allows for a detour not to exceed 550 consecutive calendar days. Plan sheets 9 and 74 call for a 300 calendar day waiting period. Plan sheets 12-14 outline the phasing requirements. Proposal utility notes do not have all utilities relocated until April 16, 2010. Paving season is limited by weather limitations per 401.06. Based on the combination of these parameters, the September 1, 2011 completion date does not seem feasible. Please review your constraints and reconsider the completion date.

It appears reasonable that the embankment could be constructed by October 2010 to start the maximum waiting period of 300 days. There will be no significant waiting time to start bridge construction. We revised the project completion date to September 30, 2011 in this addenda to reflect a maximum closure time of Jones Road to 532 calendar days.

Question Submitted: 3/3/2010

Question Number: 32

Plan sheet 14 phase V reads: "After completion of the waiting period, complete paving and construction of the remainder of the project...". (1) If there is settlement, how will the settlement amount be filled in and paid for? (2) The last paragraph under Maintaining Traffic on sheet 9 states to maintain traffic on the intermediate surface course. Is this supposed to be intermediate course OR surface course?

Only the paving specified in phase I and II on Jones Road can be placed before the waiting period is over (Phase IV). Pavement items on the east approach (STA 31+80 to 37+30) cannot be placed until Phase V. Pavement items on the west approach from STA 26+00 to the bridge cannot be placed until Phase V. Payment is covered in CMS Section 230.09. The material under the 304 can be placed to re-establish the correct grade.

Question Submitted: 3/3/2010

Question Number: 33

Plan sheets 12-14 outline the phasing for the project. Plan sheet 14 phase IV and MSE wall general notes on plan sheet 74 call for up to a 10 month waiting period. What activity or item of work must be completed to begin the 300 calendar day waiting period? What activities can continue to be performed during the 300 calendar day waiting period? What activities cannot be performed during the 300 calendar day waiting period?

Item 203 embankment and Item 840 Select Granular backfill will need to be in place. Placement of these items also imply completion of other project items such as MSE wall and drains, based on the contractor's methods. The 4 settlement platforms will also be needed in order to verify completion of 90% consolidation. The bridge items except for the approach can continue to be constructed during the waiting period. Depending on the proprietary wall supplier's recommendations, the ITEM 840 quantities may be able to be completed. Work off of the embankments can continue, following the phasing schedule. The items in the embankment areas above the Item 203 embankment and Item 840 Select Granular backfill cannot be placed until the Project Engineer allows.

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Question Submitted: 3/3/2010

Question Number: 34

Plan sheet 14/115 shows the bridge being constructed in Phase 3 after the bridge embankment is complete but before the 300 day settlement period is completed in Phase 4. If settlement occurs as expected, there will be a gap between the abutment footing and embankment. Please address this issue.

Please see revised sheet 86. Section A shows a detail change for placement of filter fabric behind the abutment. The fabric will help keep material from migrating into the gap, should one occur. Item 518 Porous Backfill with Filter Fabric was revised to an as per plan item.

Question Submitted: 3/3/2010

Question Number: 35

There is a cleanout required for the sanitary sewer on page 59. What is the detail for a cleanout and how is the cleanout paid for?

See revised plan sheet 64 for a detail of the cleanout. Payment will be made based on method of measurement in CMS 603.14 for conduits placed on slopes steeper than 3:1, where applicable. Furnishing the plug, collar and other appurtenances shall be included in the unit bid price for the conduit.

Question Submitted: 3/31/2010

Question Number: 36

Referring to the In Stream Work Restriction note on sheet 4/72:1. Should this read Tuscarawas River instead of Ohio River?2. What is the OHWM elevation?3. Please clarify that this restriction is just for any work in the water such as placing dump rock and that drilled shaft construction may proceed even though the shaft bottoms may be below the OHWM elevation since we are not actually affecting the river by doing so.

Question Submitted: 3/31/2010

Question Number: 37

Please disregard the last question that we just sent in on this project. We mistakenly listed the wrong project number. I have re-sent the question under project 100180.Thanks

Question Submitted: 3/5/2010

Question Number: 38

Will stay-in-place bridge deck forms be allowed?

The concrete prestressed I-beams were not designed with the stay in place form dead load included. The contractor (P.E.) would be responsible for calculating the loading and changing the beam size (if necessary) if stay in place forms are to be used.

Question Submitted: 3/5/2010

Question Number: 39

Bid Item 43 "Inspection and Compaction Testing of Unbound Materials" is under Supplemental Specification 878. Is it the Department's intent for the contractor to perform all compaction testing listed under SS 878, or testing only for the select granular backfill for MSE walls (SS 840)? Please clarify.

Yes, it is the Department's intent to have the Contractor perform inspection, compaction testing and documentation for all items listed in Supplemental Specification 878, section 878.01.

Question Submitted: 3/5/2010

Question Number: 40

Could the current version of Supplemental Specification 840 dated 7/17/09 be used in lieu of SS840 dated 1/16/09 on this project?

Yes

Question Submitted: 3/5/2010

Question Number: 41

Are there any special railroad requirements for the drainage and structures being placed parallel to the tracks as can be seen on plan sheet 36? What are the excavation requirements for working adjacent to the railroad, on railroad property, to determine if sheeting or bracing is needed?

All drainage, sanitary sewer, and watermain work on CSX Transportation property must be in accordance with CSX Transportation's Design and Construction Standard Specifications for Pipeline Occupancies, which can be found at:http://www.csx.com/share/general/csxp/docs/Pipeline_-_Design_&_Construction_Standards-REF24919.pdf

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