

Ohio Department of Transportation

Prebid Questions

Project No. 080185

Sale Date - 3/26/2008

Question Submitted: 12/10/2007

Question Number: 1

Once the Railroad accepts the contractor's work per the note on page 22/369 how long will they require to complete their work and allow the contractor to begin stage two.

Question Submitted: 12/18/2007

Question Number: 2

Can the department make available at the FTP site existing drawings for the Railroad Bridge, Pedestrian Tunnel, Railroad Culvert and SR 82 Culvert.

Question Submitted: 12/18/2007

Question Number: 3

In regards to culvert extension (SUM-82-0424): Plan sheets 45 and 48 show phases 2 and 3 which include extension of the culvert. The way the phasing is indicated shows the culvert being extended by first building the southern-most portion in phase 2 with the final tie-in (between phase 2 work and existing culvert) to be performed in phase 3. However, plan sheet 279 shows the culvert sections being built in opposite order (phases 2A and 3A are shown on that plan sheet) with the tie-in to the existing section being built first and the southern-most extension being built last. The two different areas of the plans indicate conflicting phasing for this part of the project. Please clarify which of the two phasing scenarios is correct and which should be revised in an addendum.

Question Submitted: 12/6/2007

Question Number: 4

1) Sheet 27/369, Stage 1 New Bridge Construction, the plan note calls for railroad embankment and bridge construction to be complete by October 15, 2008. Structural steel delivery isn't expected until third quarter 2008. Is it the intent to have the entire bridge complete by October 15 or can certain activities be performed beyond this date? Are there liquidated damages if the 10/15/08 completion date is not met? 2) Will Air Cooled Blast Furnace Slag be acceptable for use in Item 204 Granular Embankment APP? 3) Sheet 23/369 Sub-Ballast, CS-6 Measurement & Payment, is the contractor expected to include material testing in this bid item? Plan note reads, material testing by commission's testing lab to be included in unit price bid for Sub-Ballast. 4) Sheet 22/369 When is the railroad company expected to complete their work for the new rail alignment and removal of the existing tracks/ballast? This completion date determines when bridge removal & roadway phases 6 thru 8 can start. What happens if the contractor is delayed from starting if the railroad misses their completion date?

Question Submitted: 2/20/2008

Question Number: 5

The As Per Plan notes for Controller, Misc.; Preemption on Page 247A of 369 indicates that if any vehicle is not compatible with the proposed system then that vehicle should be supplied with the required preemption equipment. However, there is no indication as to how many vehicles the City owns. Will there be an addendum issued to indicate how many vehicles belong to the City and could potentially need new equipment?

Question Submitted: 2/20/2008

Question Number: 6

It appears that the quantity of 400 Object Markers, One-Way for guardrail delineation listed on page 30 were inadvertently added to the Barrier Reflector Item, Reference Number 232.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 2/20/2008

Question Number: 7

1. There are an extensive number of trees that need to be cleared along the proposed railroad embankment work area. These trees need to be cut down prior to the Indiana Bat date restriction. Will these trees be cut down prior to the award of this project to keep the project on schedule? 2. What type of fill material is to be placed behind the railroad bridge abutments and under the proposed railroad bridge abutment footers? Is this quantity included with the roadway embankment item or is it included with the structure unclassified excavation item? Spec section 503.08 states backfill behind abutments shall be 203 granular material type B under approach slabs. There are no approach slabs on this structure. 3. Will sheeting be required where the proposed railroad embankment ties into the existing railroad fill? Benches will be required during the embankment operation that will infringe into the zone of influence of the railroad track bed. If sheeting is required, is it to be left in place? Will a new bid item be set up for this sheeting? 4. Will railroad flaggers be paid by the State during the construction of the railroad embankment? 5. Please provide the detailed calculations for the 304-aggregate base quantity. 6. The utility note on page 45 of the proposal states the disposition of utility relocations will be added at a later date. This information is needed prior to bidding the work. When will we be receiving this information? 7. D.O.E.S requires a 2 year maintenance bond for the sanitary sewer work, are we to include in our bid? 8. The existing sanitary sewers / sanitary manholes that are to be abandoned in place, to be filled with what type of material, sand or grout? 9. If the existing sanitary manholes that are adjusted to grade or reconstructed to grade do not have a chimney seal, will a new chimney seal be required? 10. Are dog-house type manholes allowed for SA-1, 2 & 5? 11. The existing fire hydrants that are removed and not re-installed in the same location, can a cut in tee be used for the new hydrant branch or will a tap sleeve valve and box be required? 12. Are we to include a spool piece to put the main back together? 13. The existing storm sewers / storm manholes that are to be abandoned in place, to be filled with what type of material, sand or grout? 14. Are there any plans of the existing Railroad Bridge over Rt. 82 available for review prior to the bid date? 15. On plan page 291 of 369 there are several utility lines marked with a triangular symbol that is 1/2 shaded. However there is no designation on the legend portion of this drawing to indicate what this symbol means. There is no symbol shown for "Indicates to be relocated (by others)" within the legend. Do the 1/2 filled triangular symbols apply to this line of the legend? If not what does this symbol mean? 16. It appears that the sequence of construction for the proposed box culvert that passes under SR 82 as shown on drawings 279 through 284 of 369 does not match the general phasing of the project as shown on the MOT drawings. Is the correct sequence for this structure to construct the south end first (general project phase 2) & then construct the center portion during general phase 3? 17. Plan sheet 191/369 shows an area in the middle of the page that states "5' limits for concrete repair". Under what bid item is this repair paid? 18. Plan sheet 183/369 shows a cross section for drive DV-9. In this detail it shows that the repair of the existing asphalt driveway is to be repaired using asphalt repair bid items. Plan sheet 191/369 shows both a 5' limit for concrete repair down station from the drive and an asphalt repair up station from the drive. Where does the 5' concrete repair end? At the property line?

Question Submitted: 2/20/2008

Question Number: 8

Plans & Notes call for 36" x .375" casing for the sanitary sewer bore under railroad. Norfolk & Southern specs call for a .532" wall casing for a 36" bore, is there a conflict with the difference in thickness? Is there a crossing agreement with N/S railroad?

Question Submitted: 2/21/2008

Question Number: 9

There is a plan note on sheet #30 which shows 400 each object markers to delineate the guardrail, however, the MOT summary on sheet 32 has listed this item as barrier reflectors. Please clarify.

Question Submitted: 2/21/2008

Question Number: 10

Will the department make available the office calcs as referenced in the general summary of the plans.

<http://www.dot.state.oh.us/contract/ftp/attach/SUM-23261/>

Question Submitted: 2/21/2008

Question Number: 11

Please provide the existing structure drawings for SUM-82-0424, SUM-82-0417 AND N.S. CLEVELAND LINE MP RD-103.80

<http://www.dot.state.oh.us/contract/ftp/attach/SUM-23261/>

Question Submitted: 2/25/2008

Question Number: 12

Ref. 223- "Planting, Misc.: Landscaping Restoration": This lump sum item is described on plan sheet 20 for restoring disturbed landscaping mounds on parcel 24 (approximate stationing 240+50L to 242+50L). Cross sections do not show any mounds along or outside limits of construction. Furthermore, grading to match new outside of sidewalks to existing grade goes beyond proposed ROW limits. Does the note mean that the contractor is to restore these new slopes beyond standard erosion bid items or does it mean to restore disturbed landscaping beyond final limits of construction? Given that this project is bidding during the winter, there is no way beyond visual inventory of above-ground shrubs to quantify what needs to be completed (i.e. planted bulbs). Please clarify in an addendum exactly what this bid item is to cover. Would it be possible to make this bid item an allowance item similar to that of erosion control allowance or eliminate it altogether?

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 2/25/2008

Question Number: 13

1) Sheet 22/369, Railroad Maintenance of Traffic and Construction Phasing, please clarify the work to be performed during stage 2. The plan note reads, Stage 2 includes all proposed work to be performed east of the proposed westbound main track and the second stage of the proposed bridge construction, including demolition of the existing bridge. Other than the bridge removal, what items of work must be performed according to this plan note?

Stage 2 is the demolition of the existing RR bridge to allow the widening of SR-82 and final grading along that side of the RR. The note in question on Sheet 22/369 deals more with which work is ODOT's contractor and which is Norfolk-Southern (sub-ballast and below vs. ballast and above). The Sequence of Construction – NS Railroad Bridge note on Sheet 27/369 is more descriptive.

Question Submitted: 2/26/2008

Question Number: 14

in reading the utility relocation notes that were part of addendum number 3 it appears that Ohio Edison will be relocating the power lines to the north of route 82 at the location of the new railroad bridge. The description of the new relocated lines appears to place them almost directly above the new pier #2 which will be completed prior to the relocation. However due to the location of the existing railroad embankment behind the north abutment which cannot be removed until the new railroad bridge is in service some of the sheetpiling required to build new pier #2 must remain in place until the new bridge is in service. With the relocated power lines now running above pier #2 it will be impossible to remove some of the cofferdam sheetpiling placed to construct pier #2 when the old railroad bed no longer must be supported. Will the Department consider establishing a unit price for sheetpiling left in place as compensation for the sheeting that cannot be removed & will have to remain in place?

Question Submitted: 2/26/2008

Question Number: 15

1) "Trench for base widening" page 28, states that "the base widening...will be completed to a depth of 3 inches below the existing pavement by the end of the work day." As it is impractical to remove pavement, undercut, proof roll, refill, grade, place base, fine grade, set baskets and forms, and pour base concrete in one day, will the department allow the use of and pay for Portable Concrete Barrier to protect the motoring public from the widening excavations?2) Phases 2 and 3 require Portable Concrete Barrier along the length of the full depth/width pavement replacement. Will the Department require and pay for the same protection in Phases 4, 5, 6, and 7, where the travelled lanes are immediately adjacent to the required excavations?3) Are the "Restrictions" called out on page 27 only to be placed on the contractor if "an alternate Maintenance of Traffic method is selected?4) The temporary storm facilities called for in addendum #3 are under the new pavement. The note calls for removal after the new storm sewer is complete (in phase 4 and 6. Are we to remove new pavement to remove the temporary pipe? Can these be relocated to keep them out of the phase 2 pavement?

Question Submitted: 2/26/2008

Question Number: 16

Will the Department consider the use of stay-in-place metal decking on the Railroad Bridge?

Due to concerns about inspection, the Department and Norfolk Southern will not allow the use of stay-in-place decking on the Railroad Bridge.

Question Submitted: 2/27/2008

Question Number: 17

Bid Reference # 215, Controller Item Misc.: Preemption Phase Selector and the alternate for this item, B/R # 220 are each listed in the proposal as requiring a quantity of eight (8). However, only two (2) new intersections are being constructed on this project each of which would require one (1) phase selector for a total of two (2) on the project. Are these proposal quantities correct or will an addendum be issued to change each of these bid references to a quantity of two (2)?

Question Submitted: 2/27/2008

Question Number: 18

The battery specification found on page 248 of 369 pertaining to bid reference 211, Uninterrupted Power Supply (UPS), 1000 watt, appears to be an older ODOT specification no longer in use. It is our understanding that "approved equal" specified in note # 1 of the battery system after the 105 Ahr specification is no longer acceptable to ODOT and that the current specification requires 105 Ahr batteries (no substitutes or approved equals) as was specified in the ODOT annual contract ITB 004-08. Will an addendum be issued removing the approved equal from this battery system note.

Question Submitted: 2/27/2008

Question Number: 19

We are being told by steel fabricators that the structural steel for the railroad bridge will not be delivered until October or possibly as late as November. The bridge will not be completed by the required interim completion date of October 15th. Weather limitations would push the field touch up painting into the spring of 2009. Please adjust the interim completion in an addendum for the RR bridge to accommodate steel delivery schedules.

The October 15, 2008 interim completion date was removed and the overall completion date for the project was adjusted in Addendum 4.

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Prebid Questions

Question Submitted: 2/27/2008

Question Number: 20

Ref. 25- Settlement Platform: Plan sheet 26 shows the table for settlement platform schedule. The estimated time shown for primary settlement for 90% primary consolidation is 3 months for 3" settlement. The plan note on the same sheet in the first paragraph refers to "...readings shall be taken weekly during construction and during any specified waiting period". Is there a waiting period of 3 months or is there no waiting period? If there is settlement, how will the contractor be paid to replace the settlement? Will it be paid under sub-ballast or embankment?

The 3 months shown in the settlement platform schedule table on Sheet 26 is an estimated period of settlement time not a specific waiting period. The end of settlement is governed by the criteria established in the "Settlement/Preloading Notes" provided in Addendum 4. If settlement does occur, the replacement material will be paid for as embankment.

Question Submitted: 2/27/2008

Question Number: 21

Ref. 28- Subgrade Compaction, As Per Plan: Plan note on sheet 22 indicates 24" worth of total subgrade compaction below finished subgrade prior to placement of upper 12" of embankment. Plan sheet 80 breaks the quantity into two separate situations, one being the top 24" (as already indicated), and the other being the undercutting of the existing ground at the bottom of the railroad embankment. Given that the undercut at the bottom will be also getting geogrid and granular embankment prior to installing drainage blanket embankment and wick drains, will we be required to recompact 24" of the already-ready undercut area, and what type of material would be needed to go in the 24" depth if the item is performed under the specification noted on plan sheet 22 since those notes refer to placement of 2- 12" layers of embankment? Should there be any subgrade compaction pay item for the undercut area in the first place and if so, to what depth? It appears that there are two different situations called for under the same bid item. Ref. 21- Wick Drains: the detail on plan sheet 26 shows the wick drains being installed through the undercut area which includes geogrid. Wick drain installation will cause tearing of the already-placed geogrid. Will this defeat the purpose of installing the geogrid in the first place?

Question Submitted: 2/27/2008

Question Number: 22

Drawing no 202 under the notes for 36" casing pipe it states the the contractor is responsible for payments to the agency or utility relative to the furnishing of watchmen and/or supervision. If this note is actually going to be enforced please provide cost information such as hourly rates so we can determine the dollar impact. Also, will the watchmen/supervisor be at the site full time, part time or only during critical activities?

Question Submitted: 2/28/2008

Question Number: 23

In reference to the bridge deck for the project and specification 511, will grooving the bridge deck be required? With ballast being installed on top of the deck is grooving necessary?

Question Submitted: 2/28/2008

Question Number: 24

Ref 295 reinforcing weight on page 290 of 369 is shown as 7411 lbs which includes the railing weight of 1270 lbs. The railing note says include railing weight with item 517. please clarify.

Question Submitted: 2/28/2008

Question Number: 25

1) Sheet 293/369, there is a plan note that requires a construction clearance of 8 feet horizontally from the center of active tracks at all times. The Railroad cross sections between stations 5491+00 thru 5503+00 and again between 5514+50 thru 5523+00, show a 2:1 excavated slope that will daylight out 12" from the edge of existing ballast, encroaching into the 8' clearance. This will also happen in some areas during stage 2 excavation after the track relocation is completed. Is it the intent to include sheeting in these areas even though none is shown. The bridge and culvert work that require sheeting are clearly defined on the plans. If so will a bid item need added or is it to be included in reference item 250?

Question Submitted: 2/28/2008

Question Number: 26

Would you please clarify the quantity of Line Item #215 AA1 Preemption Phase Selector. The schedule shows a quantity of (8), and the plans show a quantity of (2) for two intersections. Thank you.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 2/28/2008

Question Number: 27

Plan sheet 205 shows the new 12" sanitary sewer installation from manhole SA-1 to existing manhole SJ-14. The sanitary line, which will be installed in phase 2, appears to be directly in conflict with the existing traffic signal pole and/or control box. Plan sheets 42 and 43 show temporary signalization for phase 2 work. From what is shown, it appears that the temporary signal does not involve relocation of the signal pole and/or control box. Has this potential conflict been addressed? If not, will the entire signal need to be relocated or should the sanitary sewer be realigned and/or redesigned to avoid such a conflict? Please answer in an addendum.

THE EXISTING SIGNAL POLE NOTED AS CONFLICTING IS NOT IN PLACE DURING PHASE 2. SEE PHASE 2 SEQUENCE OF CONSTRUCTION NOTES ON SHEET 22. PLEASE NOTE THAT NORTH BEDFORD & VALLEY VIEW ARE CLOSED IN PHASE 2 AND THEREFORE NO TEMPORARY SIGNALS IN PHASE 2.

Question Submitted: 2/28/2008

Question Number: 28

Ref. 306- The three-sided culvert on SR 82 is to be built in two phases. The final phase is to tie in the first section (constructed on the south side of SR 82) to the existing culvert. Ultimately there will be one final tie-in to make to the existing culvert. No detail is shown in regards to the final closure, given that some allowable tolerance for fitting in needs to be considered. Please provide details in an addendum since the contractor is setting precast units to an existing structure, whether it be with grout, a closure pour, etc.

Upon completion of Phase 2 of the proposed work, the contractor shall field verify the measurements of the proposed work to be completed in Phase 3. At the proposed joint where the new box section butts up to the existing box structure to remain, a shear key type joint, as described in the note on sheet 280/369 shall be used in the leg portions of the precast box sections. Any gap that is created at this proposed butt joint of the new and existing box sections shall be filled with a non-shrink grout with a minimum nominal thickness of 1", prior to placement of the waterproofing as shown in the plans.

Question Submitted: 2/28/2008

Question Number: 29

Ref. 260: Structural Steel Members, L-6: Due to girder designs and mill restrictions with the plate order, a shop welded splice will need to be added in both the top and bottom flange of the center girders (pier #1 to pier #2). Indicate the location of an acceptable splice. (Preferably at 1/3 to 1/2 point)

IF THE FABRICATOR CHOOSES TO INSTALL A SHOP SPLICE, THE SPLICE SHOULD BE PLACED AT THE 1/3 SPAN POINT. ALSO NOTE THE SPLICE WORK SHOULD BE PERFORMED AT NO COST TO THE STATE.

Question Submitted: 2/28/2008

Question Number: 30

Ref. 77- 12" Conduit, Type F, 706.02- Reinforced concrete pipe is not allowed for use as a Type F conduit per CMS 603.02. Since this bid item is not classified as an "as per plan" item, should reinforced concrete be allowed? Ref. 74- 10" Conduit, Type C, 706.02- Reinforced concrete is typically not sold in sizes under 12". Would it be possible to drop the requirement for reinforced concrete pipe for this bid item? Please answer both questions in an addendum.

Question Submitted: 2/28/2008

Question Number: 31

1.) On sheet 26 of 369 the plan note # 3 at the bottom right corner calls for Item 203 Embankment As Per Plan to be a Sand Blanket and the contractor is to ensure the drainage. Please provide more detail on what type of sand is required at this location. In Addendum # 3, the Utility Notes under Ohio Edison- Warner Cable & Windstream Communications indicate they will require 120 days and 90 days respectively. These relocations will hinder the starting of Phases 1 thru 4. Can the Department be more specific as to when either will start their work so that the contractor can formulate their start dates since this will affect embankment placements where there is a 3 month waiting period at the railroad.

Question Submitted: 2/29/2008

Question Number: 32

For Line Item 0127 under Water Work what are the sizes of the Water Services and their meters. I called Cleveland Water Department and they have no information in their Charge Letter for this work.

**RESPONSE: THE SIZES OF THE WATER SERVICES ARE AS FOLLOWS: W-14 IS 1.5"
W-17 IS 1" W-22 IS 1" THIS INFORMATION IS ALSO LISTED ON PLAN SHEETS 218, 219 AND 220
RESPECTIVELY.**

Question Submitted: 2/29/2008

Question Number: 33

Plan sheet 296 - Note concerning Item 524 Drilled Shafts states that sections of sanitary sewer has to be removed to install drilled shafts. The elevation of the bottom of the sewer is about 972. The note says not to disturb soil below elevation 978. How can this be done?

The intent of the note is for the contractor not to disturb the soil below the existing sanitary sewer.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 3/1/2008

Question Number: 34

On Page 305 of 369, Steel Rocker Bearing Details. The Rocker plate thickness is missing. This is needed to determine heights of vertical plates welded to top of rocker plate. What is the required thickness of the rocker plate.

The dimension requested is normally shown as dimension "D" on standard drawing RB-1-55. That dimension for these rockers is as follows; SPAN 1 & 3 ROCKERS: 2 1/2" SPAN 2 ROCKERS: 3 1/4"

Question Submitted: 3/3/2008

Question Number: 35

Addendum 4 addressed plugging of abandoned sanitary sewer pipes with Class C Concrete. The plan note on sheet 201 does state that "abandoned pipes shall be plugged with Class C Concrete", but is it the intent to fill all 744' of existing sanitary sewer with Class C Concrete? If so, this is not a cost-effective or practical way of performing the item. It makes sense to use Class C Concrete for plugs at the ends of the pipe as well as backfilling of manholes, but does not make a bit of sense in using it for filling the abandoned pipes. Please verify what is to be used for this item due to the cost and constructability.

Question Submitted: 3/4/2008

Question Number: 36

During installation of new sewer line by-pass pumping of existing sewer line will be necessary, with that being said is there any flow data on the existing line? Thank You

The Department does not have any flow data for the existing sanitary sewer line. The sanitary sewer line is owned by the Summit County Department of Environmental Services. The contractor should contact that agency for this information.

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