

Ohio Department of Transportation

Prebid Questions

Project No. 080581

Sale Date - 11/5/2008

Question Submitted: 10/23/2008

Question Number: 1

There is a problem with the box beam design for ODOT project 080581. Pages 1419 / 1519 and 1420 / 1519 details 1/2" strands located up the sides of the beam. Page 1422 / 1519 details the 2 3/8" post tensioning duct. It appears the post tensioning duct work will interfere with the strand pattern. We have been informed in the past that strand interference is not acceptable for the integrity of the beam. I feel this will need a complete re-design so the beams can be manufactured without the duct work interfering with the strand

Thank you for pointing out the conflict between the stands and the post-tensioning ducts. Any conflict between the strands and post tensioning ducts will be adjusted during the shop drawing process as per the Traverse Post-Tensioning of Beams note on sheet 1410. The Department will provide guidance for making the adjustments. No changes will occur in the beams sizes, amount of strands, amount of concrete and reinforcing steel. Bid the estimated quantities as shown.

Question Submitted: 10/23/2008

Question Number: 2

Addendum 8 had a revised drawing 1271A. Can you list which piling by number require sleeves? Do the battered piling require sleeves?

A1) As per the note "No Pile Sleeves Are necessary Under the Rear Abutment" on sheet 1271A. The piles under the forward approach slab footer, forward abutment and forward approach slab footer require sleeves. A2) Yes. See note above.

Question Submitted: 10/24/2008

Question Number: 3

On addendum # 3 ref 803 was added at a quantity of 1,2960 lf. does the barrier have 2-4" 725.05 conduits one to be included in the price of the barrier, or does this ref 803 quantity include the 4 " conduit for the barrier

The median barrier has one (1) conduit. The quantity of 12,960 Ft. of Item 625 4" conduit - 725.05 is provided for this conduit.

Question Submitted: 10/24/2008

Question Number: 4

On sheet 1275 & 1295 of 1519 note 5 says to use Ohio Turnpike standard dwgs for expansion joints. On sheet 1316 of 1519 note 6 says the same thing. We have contacted Ohio Turnpike to get the standard drawings and they said to contact ODOT. Can you post the drawings for us to view?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SUM-24507/>

Question Submitted: 10/24/2008

Question Number: 5

A note on page 957 of the plans references Type G sheeting for all signs. The current standard for yellow signs is Type J sheeting-fluorescent yellow. Is the plan note correct?

Per TEM 220-6, Type G, H or J shall be used for background sheeting. TEM 220-7 calls for the use of fluorescent yellow-green on certain warning signs. The OMUTCD calls for either yellow or fluorescent yellow-green for warning signs. District 4 does not have a standard regarding fluorescent yellow signs. Bid as shown.

Question Submitted: 10/24/2008

Question Number: 6

Please advise a status to the answer of Question #42 dated 10/8/08 regarding Class S w/ shrinkage compensating cement. I have not seen the answer posted or in an addendum.

Question Submitted: 10/24/2008

Question Number: 7

Addendum 5 contained two answered questions regarding interim completion dates in particular to the ramp O-O bridge and NB SR 8 bridge over the turnpike that should be re-evaluated. The interim completion dates on plan sheet 103 call for all phase 1 and phase 2 work as described in the sequence of construction note completed and traffic placed in phase 3 traffic pattern, utilizing the SB bypass by October 15, 2009. Plan sheets 182 through 189 show phase 2 and its various subphases being constructed concurrently with phase 3 and its various subphases. These m.o.t. drawings contradict your revised note (per addendum 5) on plan sheet 103 regarding the interim completion date. If the intent is to complete all phase 1 and 2 work before starting phase 3 work, then these m.o.t. plans appear to be incorrect and need to be revised. These two prebid questions in addendum 5 regarding the ramp O-O bridge and NB SR 8 bridge interim completion dates were answered with "ODOT believes that both interim completion dates are achievable with the settlement periods". In both cases, the time required to build the structure after the completion of the settlement periods would in turn require the contractor to construct and complete abutment fills during December of 2008, which would subject the placed fills to possible wet and frozen conditions. We disagree with ODOT's responses and ask that this be revisited and revised interim completion dates be granted in an addendum.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/24/2008

Question Number: 8

For Type A and type B conduit, is structural backfill required for the entire run of the conduit or only for the portion that fall below existing or proposed pavement?

The entire run of the conduit.

Question Submitted: 10/24/2008

Question Number: 9

Plan sheets 54 and 55 show typical existing OTC ramp pavement sections. The typical ramp pavement shown on the plan is 10" thick reinforced concrete pavement with 3" thick bituminous shoulders. Existing conditions per site visit show that pavement and shoulders have been overlaid with asphalt. Please provide revised pavement section information since removals are paid for by the square yard and not by the cubic yard.

Question Submitted: 10/24/2008

Question Number: 10

Do the contraction, construction, and longitudinal joints in the 11" non-reinforced concrete pavement get sealed? We are asking due to the fact that the section on sealing contraction, construction, and longitudinal joints have been removed from the 2008 spec book (which this job is under). However, the standards listed in these plans for BP 2.1 and BP 2.2 are dated 7/16/04. These standards show the joints being sealed. The more current BP 2.1 and 2.2 dated 7/18/08 do not show joints being sealed. Please clarify.

Question Submitted: 10/24/2008

Question Number: 11

There are 4 runs of barrier shown on the Turnpike (Ref B1-B4 on pages 803-804). They are summarized under the quantity for Item 6600 - "Concrete Barrier, Single Slope, Type D". This is an ODOT item shown on Standard Drawing RM 4.5. Please clarify if these 4 walls are to be built to ODOT Standards, or to the OTC "Concrete Barrier at Obstructions" Standards which was included in these plans on pages 919-921. Also, for both Item 6500 - "Concrete Barrier, Single Slope, Type C1" and Item 6600 - "Concrete Barrier, Single Slope, Type D", will these items be paid through the End Anchor Reinforced Types D & Type C1 or will the 15ft of End Anchor be deducted from the barrier quantity?

A1) Use ODOT Standards as per previously directed by OTCA2) As per ODOT Standard Construction Drawings RM-4.3 and RM-4.5, there is no deduction in the pay length of the concrete barrier for the End Anchorage.

Question Submitted: 10/24/2008

Question Number: 12

Plan sheet 56 shows typical existing Boston Mills Road section as flexible pavement and bituminous base over granular base. The geotechnical plans show Boston Mills Road as asphalt over concrete base in 5 of the 8 soil profiles on sheet 22/27. The estimated quantities list all areas as "asphalt pavement removed" for the entire Boston Mills Road. Please verify quantities with the geotechnical report for "pavement removed" and "asphalt pavement removed" bid items.

Question Submitted: 10/24/2008

Question Number: 13

1. How is the asphalt shoulder replacement paid for on the turnpike where the relocated 36" pipe goes as shown on plan sheet 804? Can the existing pipe be plugged and filled with lsm in lieu of removal?

Question Submitted: 10/24/2008

Question Number: 14

Sheet 104, note 10 says that we are to provide asphalt wedges whenever there are pavement elevation differences (into and out of bridge decks and zones). The last paragraph in that column says that anything not itemized separately in the plans is to be included in the lump sum. ODOT does have a quantity for Asphalt Concrete for MOT but they call it out for access to properties. Please verify how the asphalt wedges are to be paid?

This was not itemized separately, it is considered incidental to item 614 - Maintaining Traffic.

Question Submitted: 10/24/2008

Question Number: 15

Sheet 108 states "A qualified flagger shall be employed where the contractor's equipment must merge with the traffic stream."

Sheet 111, item (G) states "A qualified flagger shall be employed where the contractor's equipment and vehicles, as well as material delivery and haul vehicles, merge into, exit from or cross turnpike mainline or interchange traffic..." The sheet 108 note is for general MOT, while the sheet 111 note is for turnpike MOT. There will be a significant amount of material and dirt hauling vehicles on SR 8, ramps, and side roads pavements. Will the contractor have to employ a flagger for this?

Yes, a flagger will be required for equipment that will merge with traffic. This note is standard note that has been in use for more than 2 years

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/26/2008

Question Number: 16

The power services for the lighting on this project according to the plan notes the quantity doesn't match are there 6 power services complete. The plans call for the 6 power services according to the circuitry ,then call for future how much are they to be completed for future use. or do some get built for future with gear only with no wire.

The lighting general summary calls for two power services to be installed. Four of the six power services are for future use. The contractor needs to follow the subsummary to determine which of the six power services to install.

Question Submitted: 10/27/2008

Question Number: 17

Ref 576-Sheet 1363 of 1519 shows incorrect reinforcing weights for S602 & the overall length & weight of S609 are incorrect. Ref 622-Sheet 1390 of 1519 quantity of S513 should be 12 which changes weight also. Please verify.

Question Submitted: 10/27/2008

Question Number: 18

Plan sheet 103 gives interim completion date of October 15, 2009 for completion of all phase 1 and phase 2 work, with traffic placed in the phase 3 pattern. The southern portion of the ramp O-O bridge and associated embankment is part of phase 2 work per your notes on that same sheet. The ramp O-O structure embankments have a waiting period of 6 months at the abutments. Given that this is a preceding event to the complete abutment and superstructure construction, we feel that there is not enough time to complete this bridge for completion by the October 15, 2009 interim completion date. Please review this requirement, and respond by addendum.

Question Submitted: 10/27/2008

Question Number: 19

Note 11 on sheet 347 states that "Following removal of 621 RPMs resurfacing of the transition shall be performed." When referring to the office calculations, however, the limits for resurfacing of existing pavement end at the project limits and do not cover the transition areas. Please add these additional quantities to the appropriate asphalt bid items.

Question Submitted: 10/27/2008

Question Number: 20

Plan sheet 103 states that October 15, 2009 is the interim completion date for finishing all phase 1 and phase 2 work. Phases 2D and 2E are for reconstruction of Northbound SR 8 bridge over the Ohio turnpike. Plan sheet 1262 calls for a four month settlement period on embankments prior to beginning abutment construction. Given that the bridge must be rebuilt in 2 phases with the waiting period, will ODOT review the interim completion date and answer in an addendum?

Question Submitted: 10/27/2008

Question Number: 21

Standard Drawing TC 21.40 shows how deflector stile barrier is handled with a 36" sign foundation. Is this how a 36" dia. light tower foundation (for future light towers) is to be handled in the Concrete Barrier, Single Slope, Type C1? If so, will 10ft be deducted from the Type C1 barrier at each location? Will there be a transition in the Type C1 barrier at these light tower foundations? If so, how long should these transitions be and how wide should they be when they reach the light tower foundation?

Question Submitted: 10/27/2008

Question Number: 22

These questions were not answered in addendum #4: From 10/9/08 - 4. Sheet 216 has a note that states the temporary drives under note 3 are to be incidental to the Maintaining Traffic, Lump Sum; however, sheet 106 includes quantities for maintaining traffic to properties. Will the temporary drives be paid for under the appropriate items or will they be incidental to the lump sum?

From 10/9/08 - 5. Sheet 108 states, "A qualified flagger shall be employed where the contractor's equipment must merge with the traffic stream." The turnpike notes on sheet 111 are very clear though that all equipment and vehicles (including dump trucks) require a flagger. Since these are two different notes from two different agencies, please verify the scope of "equipment" of the sheet 108 note. From 10/16/08 - Note 11 on sheet 347 states that "Following removal of 621 RPMs resurfacing of the transition shall be performed." When referring to the office calculations, however, the limits for resurfacing of existing pavement end at the project limits and do not cover the transition areas. Please add these additional quantities to the appropriate asphalt bid items. Please answer in an addendum.

1) Answer on this website 2) Answer on this website. 3) See addendum #5.

Question Submitted: 10/27/2008

Question Number: 23

1) Question Number 4 of the prebid questions states "slipforming is permitted for ODOT and OTC Parapets." However, there are still plan notes on Sheets 1263, 1306, etc. titled "Parapet Forms" that require the use of forms. If slipforming is allowed, we believe this note should be eliminated via an Addendum. 2) There are other prebid questions that have not been answered that we believe are valid such as Questions Numbers 3, 6, 18 and others. Can these questions be answered in an Addendum?

1) If the contractor chooses to slipform, then the notes do not apply. This will be clarified in addendum 7. 2) Question #3 parts 1, 2 and 3 were answered in addendum #4. Parts 4 & 5 are answered on this web page. Question #6 was answered in addendum #4.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/28/2008

Question Number: 24

Plan sheets 190,191,193,194,201, and 202 show phase line sheeting for culvert installations. One note on the sidebar says to cut off and leave in place with the following note saying to remove after applicable phase. This seems to be a conflicting note. Please clarify.

Question Submitted: 10/28/2008

Question Number: 25

1: Will ODOT provide the well logs for the water wells scheduled to be closed. WR-26,WR-28,WR-30,WR-31, as per plan drawings. 2: There is no indication how ODOT will require Contractor to manage potentially impacted soil associated with the tank removal. Please provide direction. 3: The plans mention managing potentially impacted water at the BP Station; however, there is no mention of tank removal or soil management. Any excavation that breaches the tank pit or the pipe trench will require a B.U.S.T.R. permit. Please clarify how the Underground Storage Tank system at the BP station is to be managed. 4: Please provide an inventory of septic tanks to be removed including volume of capacity, dimensions, and material of construction for each tank.

1.) No. Existing water well logs are available through the Ohio Department of Natural Resources, Division of Water. 2.) The concentration of contaminants in the soil at the former BP gas station site (233 East Boston Mills Road), Starfire Express (260 East Boston Mills Rd.) and Marathon (238 Hines Hill Road) is below detection limits. Therefore, a petroleum contaminated materials plan note to manage soil at these former gas stations are not considered necessary for the project. 3.) In September 2007, BP Oil closed/removed the UST system (all underground storage tanks, dispenser islands and associated piping) at the former BP gas station site, 233 East Boston Mills Road. 4.) Please contact Summit County Board of Health for this information.

Question Submitted: 10/28/2008

Question Number: 26

1. The plan note on page 111/1519 requires a 24 hour a day, 7 day per week zone person when any traffic control devices are in place. Is the zone person required when only a shoulder is being closed? 2. Can ODOT add a approach slab removal item at structure Sum-8-1447 since the other structures have an item for the removal? 3. Does Reference 22 Valve Box removed include the removal of the Valve also? 4. Structures 1463 R, 1463 L, 1464 all have structural expansion joints as per O.T.C drawings. There is no size noted anywhere in the plans or the O.T.C standard drawings. What size joints are required for these bridges?

1.) The note for zone person has been revised from the 24 hr/7 day requirement in Addenda No. 4. The shoulder zone would be covered as any other zone per the new note, just not 24/7. 3.) No. This item is just the removal of the Valve Box. The valve will be abandoned with the water main. 4.) The abutment strip seal joint size is 3" as per O.T.C. Std. Dwg on all three structures questioned.

Question Submitted: 10/28/2008

Question Number: 27

The note under Concrete Parapet With Sleeper Slab And Roadway Pavement Constraints on plan sheet 1259 of 1519 states that the contractor must wait an estimated 9 months prior to constructing the Parapet & Roadway pavement. The settlement platform schedule on plan sheet 101 of 1519 states that the anticipated settlement for Ramp JJ SPR10 = 3.7 months, SPR11 = 3 months, & SPR16 = 3 months. Please clarify the settlement time in this area?

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/28/2008

Question Number: 28

1) Bridge SUM-8-1493. Plan sheets 1394, 1395, 1403 indicate a 24" dia pile sleeve for 12" dia abutment piles behind the MSE walls. Plan note 3 on page 1403 calls for a 24" dia pile sleeve and bentonite slurry to fill the void. Supplemental Spec 840 dated 4-18-08 allows for other diameter pile sleeves and other materials to fill the void. Is ODOT mandating 24" dia sleeves and bentonite slurry or will Sup Spec 840 requirements govern? 2) Bridge Sum-8-1436. Plan sheets 1367, 1368, 1369, 1373 indicate a 24" dia pile sleeve for 12" dia abutment piles behind the MSE walls. (Same question as Item 1 above)? 3) Bridge Sum-8-1447. Plan sheets 1339, 1340, 1345 indicate a 24" dia pile sleeve for a 14" dia forward abutment piles behind the MSE wall. (Same question as Item 1 above)? 4) Bridge Sum-8-1447. The following questions are related to the turnpike specifications for painting. Plan sheet 1329/general notes/Field painting structural steel, intermediate and finish coat, As per plan: A) Note 3 under coverage/continuity/& stripe coating states "after the epoxy intermediate coat has been applied, the contractor shall apply an additional coat of the epoxy intermediate coat to the bottom flange and half way up the web of all girders located over turnpike roadways and shoulders. This coat shall be brush applied only." Since the bridge is not over any "turnpike roadways and shoulders," does note 3 apply at all? B) If it applies, it indicates a second coat is required on "all girders" located over OTC roadways & shoulders. Since we're only painting the "fascia girders," would not the second coat apply only to the fascia girders? C) Does the containment design notes 1 thru 4 apply to a bridge that is not over Turnpike roadways and shoulders? 5) Bridge SUM-8-1464Z (ramp ZZ) The following questions are related to the turnpike specifications for painting. Plan sheet 1306/General note field painting structural steel, intermediate & finish coats per plan: If it applies, it indicates a second coat is required on "all girders" located over OTC roadways & shoulders. Since we're only painting the "fascia girders," would not the second coat apply only to the fascia girders? 6) Bridges SUM-8-1463L/R (SR-8 SB/NB) The following questions apply to the turnpike paint specs: Plan sheet 1285 (LT) and 1263 (RT): If it applies, it indicates a second coat is required on "all girders" located over OTC roadways & shoulders. Since we're only painting the "fascia girders," would not the second coat apply only to the fascia girders? 7) This question relates to maintenance of traffic on NB/SB SR-8. There are three structures that require erecting steel overhead of NB/SB SR-8. Bridges 1436 (Boston Mills), 1493 (Hines Hill) and 1447 (Ramp 00). We cannot find a note that addresses how or when to "stop traffic" or "detour traffic" to erect steel. The lane closure notes don't apply to this application. Please advise.

1.) Supplemental Spec 840 will govern. 2.) Supplemental Spec 840 will govern. 3.) Supplemental Spec 840 will govern. 4C.) The containment note does apply. 5.) Correct, the second coat applies only to the fascia girders. 6.) On these two structures, all exposed steel surfaces of all beams and diaphragms are being painted, not just the fascia beams. Therefore, the note does apply for these two bridges. 7.) See sheet 349, Short Duration Closure of Multi-Lane Divided Highway detail.

Question Submitted: 10/29/2008

Question Number: 29

These questions are related to the roadway median barrier: 1) Based on the note "REINFORCED END ANCHORAGES" on page 2/2 of RM-4.3 Dated 1-19-07, there would appear to be locations where a Reinforced End Anchorage would be required in the "Concrete Barrier, Single Slope, Type C1". However, we can only find an item for Type D end anchors. 2) Is any 4" raceway to be included incidentally in the cost of item # 65 - "Concrete Barrier, Single Slope, Type C1"? Pay Item # 255 appears to be intended for the raceway in the Type C1 barrier. 3) Typically Type C1 barrier has a 12" wide top. How wide is the barrier top at the proposed "future" light tower locations in the median of SR 8 (we can not find a plan detail or a standard drawing that shows this)?

2.) This issue was addressed in a previous prebid question (Miller Cable Co. 10/10/08 Question # 4). Refer to Addendum No. 33.) Refer to added Sheet No. 1247A from addendum No. 3.

Question Submitted: 10/29/2008

Question Number: 30

Reference number 311 calls for 9 each Sign Support Assembly, Barrier Mounted. There are no details in the plans, and I can't find any standard drawing that covers this item. What will be required?

Question Submitted: 10/29/2008

Question Number: 31

Standard Drawing TC 21.40 shows how deflector stile barrier is handled 36" sign foundation. Is this how a 36" dia. light tower foundations (for the future light towers) to be handled in the Concrete Barrier, Single Slope, Type C1? If so, will 10ft be deducted from the Type C1 barrier at each location? Will there be a transition in the Type C1 barrier at these light tower foundations? If so, how long should these transitions be and how wide should they be when they reach the light tower foundation?

Please see Sheet 1247A & B (Median Light Tower Foundation Detail) which was provided in Addendum #3.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/29/2008

Question Number: 32

Addendum 1 added 6" sanitary lateral on Hines Hill Road at approximate station 32+50, shown on revised plan sheets 781 and 903. Please provide information on depth of new lateral as installation will be completed over existing 10" sanitary line. What is minimal distance of clearance between old and new? Is contractor connecting to existing lateral or will new lateral be capped for connection by others?

AS NOTED ON REVISED SHEET 903 AS PART OF ADDENDUM #1, THE LOCATION/DEPTH/SLOPE OF THE NEW LATERAL SHALL BE FIELD ADJUSTED TO MATCH THE EXISTING SANITARY SERVICE EXITING MOONBEAM'S BUILDING. THE CONTRACTOR SHALL FIELD VERIFY EXISTING LATERAL LOCATION AND DEPTH PRIOR TO CONSTRUCTION OF THE NEW LATERAL. THE NEW LATERAL DEPTH IS ESTIMATED TO BE APPROXIMATELY 10'-12' BELOW EXISTING GRADE. THERE IS NO MINIMUM VERTICAL DISTANCE BETWEEN THE EXISTING 10" SEWER TRUNK AND THE NEW SANITARY LATERAL AS THE EXISTING TRUNK WILL BE ABANDONED AS PART OF THIS PROJECT. THE CONTRACTOR SHALL CONNECT THE EXISTING LATERAL TO THE NEW LATERAL TO PROVIDE SANITARY SERVICE TO THE PROPERTY. IF ADDITIONAL 6" LATERAL CONDUIT IS NEEDED BEYOND THAT SHOWN ON REVISED SHEET 903, THE CONTRACTOR SHALL PERFORM THE ADDITIONAL CONDUIT UNDER THE QUANTITY PROVIDED IN THE GENERAL NOTES ON SHEET 94.

Question Submitted: 10/29/2008

Question Number: 33

Plan sheet 103 has a note with requirement of interim completion date of October 15, 2010. In case contractor does not have phase 4 (surface asphalt) completed by that time, does ODOT have work zone pavement markings and RPM's included in bid item quantities to cover this or is contractor required to provide at no cost to state?

Question Submitted: 10/29/2008

Question Number: 34

615- Pavement for Maintaining Traffic- with the current work being performed on SB SR 8 and NB SR 8 inside shoulder, will this item's quantity be revised to show what has been performed by others? 202- Miscellaneous removal items- given that the parcels along Boston Mills Road have been already demolished (in particular, west of SR 8), there are several items for which removals have been completed- will these be revised?

1.) The shoulder shown in the MOT plans as "improved shoulder pavement by others" was completed with the recent maintenance overlay project done by ODOT. Any other temporary pavement shown in the plans is the responsibility of the contractor. 2.) Thank you for bringing this to your attention. At this time, an addendum will not be issued for this.

Question Submitted: 10/29/2008

Question Number: 35

1) Will slip-forming of parapets be allowed? 2) There is no section modulus for the sheeting on the 1447 bridge. Please supply as in the other bridges. 3) The bar splice in the deck as shown on sheet 1355 will not work. The projection of the re-steel as shown interferes with the parapet on the existing bridge. Please modify the bar listing and add the requirement for mechanical couplers.

1.) Slipforming is permitted for ODOT & OTC parapets. 2.) Bridge sheet 8/37 (overall sheet 1334) lists the sheeting as PZ27 with a Yield Strength of 50 ksi or equal. Because it says "or equal", that should be sufficient enough because the section modulus of sheet piling is easily accessible. As long as the shoring is equivalent or greater than the section modulus of PZ27, the shoring will work.

Question Submitted: 10/29/2008

Question Number: 36

Please clarify the following in regards to the 442 asphalt surface course 12.5 mm Type B (446) with supplement 1059 Warranty, Reference 185 and 186. Reference 185 pertains to mainline SR8. How is the Contractor supposed to warranty this work for 3 years when we are overlaying the existing mainline of SR8? 40% of this item will be resurfacing existing pavement that the Contractor cannot guaranty. Please review this warranty requirement. Reference 186 as per plan note modifies 1059 from a 3 year warranty to a 7 year warranty. This reference pertains specifically to 9 ramp areas. Several of these ramps tie into or is adjacent to new concrete ramps or tie into asphalt pavement areas with a 3 year warranty. Why is ODOT specifying a 7 year warranty for Reference 186?

1.) The contractor is only responsible for his placement of his asphalt pavement. The resurfacing is to be warranted. This as per the direction of Central Office - Pavement Design Section.

Question Submitted: 10/30/2008

Question Number: 37

Ref. 216- Bit item is for 6" Hydrant Connection. Cross-sections on plan sheet 774 shows a 12" waterline, which on the plan sheet 754 profile is shown as 6" water. Please verify that cross-sections are in error and that line is 6" and not 12".

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Ohio Department of Transportation Prebid Questions

Question Submitted: 10/30/2008

Question Number: 38

Please clarify the purpose of bid item 687 for 1 each bearing on bridge 1493. Is this intended to pay for a bearing used in destructive testing?

The bid ref. #687 for 1 each elastomeric bearing w/o load plate is to support the cantilevered diaphragm at the forward abutment as shown on sheet 5/17. It is located 10'-11" from the CL of girder G1 bearing toward the cantilevered deck edge.

Question Submitted: 10/30/2008

Question Number: 39

Regarding sanitary sewer items: 1. Plan sheet 94 refers us to Summit County DOES standard detail #18 for conduit items. Standard drawing 18 on plan sheet 912 refers to "standard drawing #17 for types of backfills. However, there is no standard drawing #17 to describe what materials are required for what depths of granular backfill. Please provide standard drawing #17 in an addendum. 2. DOES standard detail #24 on plan sheet 913 makes reference to ODOT 310.02A granular backfill. Given that the #310 specification no longer exists and that the standard drawing is dated from 1986, please provide the type of granular backfill required for sanitary pipe in an addendum.

Question Submitted: 10/30/2008

Question Number: 40

The bridge decks for the turnpike portion of this project specify Class S w/shrinkage compensating cement, (Type K cement). Would alternatives be considered based on the availability and cost constraints of this product? This product is manufactured in California and shipped to Pennsylvania. Many factors could disrupt supply lines with a product this far away. Cost is also of major concern which could triple the price of normal concrete. Alternatives on the market would be a shrinkage compensating admixture, or consider a different mix all together. Previous turnpike projects have switched to modern High Performance mix designs such as the Turnpike Bridge over the Cuyahoga Valley in Summit County.

Please bid as shown (Class S Concrete w/Type K cement).

Question Submitted: 10/30/2008

Question Number: 41

Will slipform construction of the parapets be allowed?

Slipforming is permitted for ODOT and OTC parapets.

Question Submitted: 10/30/2008

Question Number: 42

Sheet 1410 has extensive notes for the post tensioning of the box beams. The ODOT type 54 approved contractors are not post tensioning specialty companies but rather large prime bridge contractors. Can this work be performed by a contractor not having the type 54 qualifications if it is performed under the direction of the manufacturer's representative (i.e. VSL or DSI) who has the qualifications outlined in the note?

-There is in fact a prequalified sub for work type 54 (VSTRUCTURAL, LLC) -VSL or DSI may apply for prequalification for work type 54. AND-Work may be performed by a contractor without a work type in the following 3 instances. 1) See page 10, 2nd

Question Submitted: 10/30/2008

Question Number: 43

Bridge Nos. 1464Z and 1447 have Grade 50W steel specified for the structural steel. The bearing details indicate Grade 50 (not 50W) steel for the load plates and pedestals. Please clarify which grade of steel to use for the bearings. Use of Grade 50W would eliminate the need for field painting load plates.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/30/2008

Question Number: 44

1. Sheet 102 states that, "The contractor shall not be permitted to close Hines Hill Rd completely until the SUM-8-15.63 project has been completed and normal traffic patterns have been restored within the limits of that project." For bidding purposes, what is the anticipated date that this will occur? 2. Under the Ohio Turnpike notes on sheet 111, the notes state, "The contractor shall designate a zone person, other than the superintendent, to be responsible for the maintenance of traffic...The zone person shall supervise the set-up and removal of the traffic control devices as well as the maintenance, on a continual basis (twenty-four (24) hours per day, seven (7) days per week), while they are in place." The zone on the Ohio Turnpike will be needed for the bridge work over the Turnpike in all phases of the job. This will result in a huge cost to the project to supervise a very minor work zone. Can the 24/7 requirements be removed and inspections be performed per the Worksite Traffic Supervisor requirements and/or having a zone person only when work is actually being performed? 3. Sheet 162 states that, "During the winter season the temporary concrete barrier shall be removed." Due to the phasing requirements for the SUM-8-1463L&R, winter work may be necessary. Can this requirement be revised to allow portable concrete barrier on the Turnpike at the SUM-8-1463L&R bridges over the winter? 4. Sheet 216 has a note that states the temporary drives under note 3 are to be incidental to the Maintaining Traffic, Lump Sum; however, sheet 106 includes quantities for maintaining traffic to properties. Will the temporary drives be paid for under the appropriate items or will they be incidental to the lump sum? 5. Sheet 108 states, "A qualified flagger shall be employed where the contractor's equipment must merge with the traffic stream." The turnpike notes on sheet 111 are very clear though that all equipment and vehicles (including dump trucks) require a flagger. Since these are two different notes from two different agencies, please verify the scope of "equipment" of the sheet 108 note.

4.) Yes, it will be incidental to the Lump Sum. 5.) The note for the Ohio Turnpike specifies what equipment needs flaggers. The ODOT note specifies equipment in general and any equipment as defined in 101.03 of the CMS shall have a flagger when merging into the traffic stream.

Question Submitted: 10/30/2008

Question Number: 45

1) Addenda 2 added a bid item for Granular Embankment APP but did not delete the original bid item for Granular Material Type B? Isn't the new bid item to be used in lieu of the original?

Yes, Bid Item 0040 will be deleted in Addendum #3.

Question Submitted: 10/31/2008

Question Number: 46

1. Is there a well log and drilling report available for the gas well that is being plugged? 2. The subgrade improvement schedule on plan sheet 99 includes several locations which are in cuts (namely the median of sr8, frontage road, ramps ss, qq, rr). These areas refer to typical sections on sheet 100 that only show areas in fill. Is the intent to do these areas too? Will subgrade compaction be paid for these areas too?

1) No. ODOT does not have this information. ODNR may have this information. 2) YES. THE SUBGRADE IMPROVEMENT SCHEDULE ON SHEET 99 INDICATES THE LIMITS OF SUBGRADE STABILIZATION ARE GLOBAL AND REGARDLESS OF WHETHER IN CUT OR FILL. THE INTENT OF TYPICALS ON SHEET 100 WAS TO PICTORALLY CLARIFY THAT CEMENT STABILIZATION IS NOT NEEDED WHERE UNDERCUTTING/BENCHING IS REQUIRED. 3) YES. SUBGRADE COMPACTION IS INCLUDED IN THE OFFICE CALCS that has been provided.

Question Submitted: 10/31/2008

Question Number: 47

1. The ramp JJ MSE wall has a bid item (#450) for wall excavation and the cross sections for ramp JJ (sheets 546-550) also include this excavation. Where will the excavation be paid for? 2. For the MSE walls at Hines Hill, the wall excavation limits behind the wall as shown on plan sheets 1401, 1402 are 6-10' greater than what is shown in the typical section (sheet 1403). Is that correct? Because that is a significant amount of premium material. 3. MSE wall notes 2 & 3 on plan sheet 1403 contradict SS840. The last sentence of note 2 and the last 2 sentences of note 3 should be deleted. 4. On all MSE walls on this project except at Hines Hill, why is the layback embankment behind the select granular embankment to the roadway quantity limit a premium embankment (paid as embankment app ie granular type b) and not just 203 embankment (dirt)?

Question Submitted: 10/31/2008

Question Number: 48

Question 1: Sheet 108A has a note covering "Temporary Sheet Piling for Culvert Construction". The note states "the alternate method shall be submitted for review and approval per CMS 501.05"; CMS 501.05 states "Department acceptance is not required". Will the Department's approval be required or will the double PE stamp as per the CMS 501.05 be accepted? Question 2: Sheet 1414 shows a 1" thick erection strip at the abutment bearing of the box beams. Are the width and length of this erection strip as well as the material requirements shown in the plans or in the standards? (This is pay reference number 750)

Question Submitted: 10/31/2008

Question Number: 49

SS840 allows the use of drainage pipe with an attached filter fabric in lieu of porous backfill with the Select Granular Backfill. The plan drawings still show porous backfill. Will this project follow SS840, thereby allowing the elimination of the porous backfill?

The project will follow SS840. Reading 840.03F, it states that the contractor has the option to use either porous backfill or a drainage pipe w/ filter fabric.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 10/31/2008

Question Number: 50

With the current asphalt placing index at approximately 230% higher than September 2007, we would like to request that ODOT add an alternate to this project for concrete pavement in lieu of asphalt pavement. This requested concrete alternate could be utilized for all new full depth asphalt areas including; all ramps, Hines Hill Road, Service Road, Boston Mills Road, Chittenden Road and Frontage Road. This type of alternate was added on a recent ODOT project in Clinton County (080507). Also, WVDOT has been implementing these alternates to their bidding with great success. Not only would ODOT save on the payable asphalt index increase but also on the future maintenance and upkeep costs of these new roadways.

The District respectfully declines. The decision on pavement was by way of the ODOT Pavement Selection Process.

Question Submitted: 10/31/2008

Question Number: 51

Ref. 156- "Inspection Well, As Per Plan" Out of the 28 existing monitoring wells, at least 10 need to be raised a minimum of 5', with the remainder being adjusted in a minor way. Would it make sense to create two bid items for this reference since two distinctly different types of work?

The District does not see a need to separate this pay item into two, based on the depth of adjusting the existing monitoring wells.

Question Submitted: 10/31/2008

Question Number: 52

8" and 10" sanitary sewer items run in part under proposed temporary Hines Hill road. The temporary road will be removed when project is over. The temporary road in most part will be in a fill section over the existing grade. Where the proposed sanitary runs under the proposed temporary pavement, will the contractor be responsible for granular backfill to either the lower elevation of the proposed temporary pavement subgrade and/or existing ground, or will the contractor be allowed to backfill the trench with compacted 203 embankment material?

All work will need to conform (Summit Co. D.O.E.S) to the general notes that are described on Sheet No. 94 .

Question Submitted: 10/31/2008

Question Number: 53

Note 2 on sheet 1403 states that the undercut excavation is incidental to the Foundation Preparation. However the quantities for Wall Excavation appear to include the undercut. Please verify where the undercut is quantified and how it is to be paid for.

District concurred with the question to remove (Addendum No.2) the last sentence of Note 2 on sheet 1403 that states the cost for excavating the undercut shall be included with Item 840 – Foundation Preparation. So, it is not included with Foundation Preparation. The excavation for the undercut is included with Item 840 – Wall Excavation, which is a separate item for both MSE Wall No. 1 and MSE Wall No. 2. For this Hines Hill bridge, this quantity is on the Estimated Quantities sheet 1393. For wall No. 1, the quantity is 1945 CY, and for wall No. 2, the quantity is 3240 CY.

Question Submitted: 10/31/2008

Question Number: 54

1) The proposal calls for Granular Material Type B to backfill planned undercuts. The detail on sheet 98/1519 shows only Type B required in the top 3". The balance could be either B,C or D. Will the department require the contractor to furnish C or D material if Type B doesn't work? If so can a bid item be added for for C & D? 2) Please clarify the method of measurement for select granular backfill. Will the pay quantity be based on the limits shown in the ODOT plans or will final pay quantities be determined from the approved MSE wall supplier plans as noted on the MSE wall quantities table, sheet 1260? The MSE wall payment limit note on sheet 1259 states no change to the unit bid price but does not address changes to SGB quantities as a result of longer strap lengths.

Question Submitted: 10/31/2008

Question Number: 55

There was a previously submitted question in regards to the 32" Round Pullboxes on this project. The depth of the box is still in question because the answer to the question prior was that the drawing to refer to is HL 30.11. This is the standard 24" and 18" Square Pullbox. This does not help us in regards to a 32" Round structure. Please provide a detail for this pullbox or clarify the previous statement in further detail.

Question Submitted: 11/2/2008

Question Number: 56

The "MSE Wall Payment Limits" note on sheet 1259 contradicts the Method of Measurement in SS840, which is currently being used on numerous other silimar projects. Please revise the note to make payment per SS840.

Question Submitted: 11/3/2008

Question Number: 57

This request is regarding MSE along Ramp JJ shown on Sheets 1252 to 1260 of the contract drawings. As per Note No. 4 on Sheet 1253 the allowable bearing pressure is 3.1 ksf. As per the topmost note on the middle column of Sheet 1259, the allowable bearing capacity varies from 3.1 to 5.0 ksf along the length of the wall. Please clarify the intent of the designer regarding allowable bearing capacity for MSE wall along Ramp JJ.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 11/3/2008

Question Number: 58

1) We have heard that the village of Boston Heights has recently passed a clearing, mining and soil stockpiling ordinance as a result of the current SR 8 project. Can this ordinance be made available to bidders so we are aware of the village requirements for borrow/waste site approval.

It is the responsibility of the contractor to research and secure all necessary permits, ordinances, etc.

Question Submitted: 11/3/2008

Question Number: 59

1.The Work Zone Traffic Signals (ref.393) are detailed in plan pages 204-213. Plan page 210 details Signal Pole #1 as a Design 9 and plan page 211 shows it as a Design 8. Do you want a Design 8 or a Design 9? Is it acceptable to use guyed wood poles in lieu of the steel strain poles specified?2.Is it acceptable to use used signal equipment and poles for the Work Zone Traffic Signals (ref.393)?3.The as per plan note for the Light Tower Foundation (ref.247) states that the "...projection shall be included in the total depth of the foundation". That would make sense for the foundations outside the median. The cross sections for the median barrier high mast foundations (plan pages 1238-1246) show the 30' measured to grade with the wall as an extra height. Which is correct? In past bids the median barrier high mast foundations have been bid as a MEDIAN LIGHT TOWER FOUNDATION with a detail of how it is to be built. The barrier details do not show how this is to be built. Is a transition needed?

4.The lighting sub-summary shows Conduit, 4", 725.04 (ref.255) installed between the median foundations and median junction boxes. Since there is no trench shown with this item, we assume the intent is to put it in the median barrier. It is not shown in the barrier details. Do you want it installed in the barrier? Do you need to add trench? Do you want 725.04 conduit?5.In the median barrier details, two (2) "Turn Around Areas" are detailed (sta. 366+00 and 423+00). How is the conduit (see question 4) to be run through these "Turn Around Areas"? There is an Ohio Turnpike detail of a Maintenance Crossover (plan page 939) in the plans. Do you want it built like that? The detail of a Maintenance Crossover (plan page 939) calls out for 725.05 Schedule 80 conduits to be trenched in. Do you want to add trench in these areas? What type of conduit do you want installed?6.On the subject of Ohio Turnpike details, plan page 921 shows two (2) Multicell Innerducts installed in the barrier. Is this to be installed somewhere? There is no bid item for any multicell conduit. If it is to be installed, please add a bid item and specification on the conduit.7.The specified Ohio Turnpike Luminaires HOLOPHANE MONGOOSE No. G400HP00LWR (ref. 258) detailed on plan page 1212 are not found on the ODOT QPL/Certified Supplier list of approved materials. Do these items need to be on the QPL/Certified Supplier Approved List to incorporate them into the project since they are specified in the plans? Is an "or equal" luminaire (AMERICAN ELECTRIC "INTERSTATE II") also acceptable, or is this a proprietary specification?8.Plan page 944 details 632, POWER SERVICE AS PER PLAN. There is no bid item for this.9.Plan page 944 also details 632, SIGNALIZATION, MISC.: POWER SUPPLY FOR TRAFFIC SIGNALS (ref.381). This item pays for coordinating the new power supply for the traffic signals. The locations of which are not known. Since trench, conduit and wire will be needed for this item of work could separate pay items be set up to pay for them? Or would it be fair to say that the distance required to obtain power would be not more than seventy five feet (75') away?

1.The pole provided should meet the requirements of a Design 9 pole. Steel poles were specified due to the length of time the temporary signals are expected to be in place, the span lengths that were required and not wanting to disturb the large amount of traffic passing beneath them if there was a pole failure. Wood poles would be acceptable as long as they meet the design requirements of a design 9 pole. 2. Used equipment would be acceptable provided that it meets CMS Item 614.10 and the functional requirements of the temporary design.6. The median crossover details (sheets 838 and 839) provide note #3 which states that 4" electrical raceway is to be used instead of 4" innerduct system.7. No

Question Submitted: 11/3/2008

Question Number: 60

Please post the geotech report recommendations and conclusions.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SUM-24507/Geotech/>

Question Submitted: 11/3/2008

Question Number: 61

Please post all existing bridge plans.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SUM-24507/>

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 11/3/2008

Question Number: 62

1. Can the office calculations for the pavement items including subgrade and barrier items be given ?2. Is the subgrade compaction quantity overstated because of the use of the cement stabilized subgrade ?

The Office Calculations submitted contain barrier quantities and the subgrade compaction quantities for all subgrade under the pavement. Some additional barrier quantities are located in the Estimated Quantities and Calculations as they are located off the pavement (in front of MSE walls, etc.). Some additional subgrade compaction quantities are provided in the General Notes for the unsuitable soils being undercut. Subgrade compaction quantities are located in the Office Calculations (compaction of subgrade under the pavement) and the General Notes (compaction of the areas being undercut due to unsuitable soils). General Notes sheet 99 contains the quantity of 206 – Test Rolling for the areas of cement stabilization

Question Submitted: 11/3/2008

Question Number: 63

The general summary shows alot of office calcs for various bid items, will ODOT make these available?

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/SUM-24507/>

Question Submitted: 11/3/2008

Question Number: 64

Ref 286 20 Ea Pull Box, Misc.:32"Round Concrete Pull BOx.Plan Sheet 957 refers to 32" Round Concrete Pull Box having a round shape, but it makes no comment on the depth of the pull box. Has the engineer a depth requirement for the depth of the box or will a depth of 32" be acceptable.

See addendum #3.

Question Submitted: 11/3/2008

Question Number: 65

Addendum No. 1 refers to the ODOT internet address on the cover page to get copies of the revised 4A notes, 401 and 404 permits. They are not yet available on that page. When will they be available ?

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