

Ohio Department of Transportation

Prebid Questions

Project No. 100180

Sale Date - 4/8/2010

Question Submitted: 3/16/2010

Question Number: 1

1) In order to properly evaluate any temporary shoring required can the soil borings be posted on the ftp site? None were included in the plans, but their locations are called out. 2) Plan notes call for any unavoidable cutting of Indiana Bat trees be performed between September 15 & April 15, based on the current letting date this cannot happen. Will ODOT consider removing any trees impacted by the Indiana Bat be performed by others now, so as not to affect our start date.

Answer 1):The soil borings are already posted on the ftp site listed in the SOILS INFORMATION note on sheet 4. Answer 2):Indiana bat trees have already been removed by a tree cutting contract as noted in the CLEARING AND GRUBBING note on sheet 4.

Question Submitted: 3/22/2010

Question Number: 2

1) Please see sheet 60/72, section A/B, is filter fabric required around all sides of the porous backfill, or just between the lagging? 2) Can MOT phases 1-3 be combined as long as the contractor maintains the intent of the original plan, i.e. utilization of temp pavement, PCB placement, signals, lighting, etc and have a longer work zone than currently shown?

A1) The filter fabric is required around all sides of the porous backfill. A2) No. The work zone lengths are at the maximum allowed. This is due to the traffic data and the signal timing for the work zones.

Question Submitted: 3/23/2010

Question Number: 3

Is there a reason the drilling on this project is under the 507 Bearing Piles specification and not the 524 Drilled Shafts specification?

Question Submitted: 3/25/2010

Question Number: 4

1. Do all stumps that are left behind from the clearing need to be removed completely that are outside the limits of excavation?

Remove stumps per CMS 201.03 within the project work limits.

Question Submitted: 3/25/2010

Question Number: 5

How is the unreinforced concrete pad below the precast panels shown on sheet 60/72 paid?

It is paid for under Item 511 - Class C Concrete Footing as shown on sheet 53/72 in the plan.

Question Submitted: 3/25/2010

Question Number: 6

The plan note on sheet 5/72 requires that the Pavement for Maintaining Traffic, Class A, APP be "rigid" pavement. Can flexible pavement be used in lieu of the rigid pavement?

No

Question Submitted: 3/30/2010

Question Number: 7

Please add/adjust the appropriate bid items for temporary striping once Phase 1 is complete to stripe the roadway for 2-way traffic and once again when Phase 2 is complete.

An addendum is forthcoming to address this prebid question.

Question Submitted: 3/30/2010

Question Number: 8

Is protection of the work zone signal poles required on the north side of the roadway for Phases 1-3? If so, please add the necessary quantity of portable concrete barrier and attenuators.

An addendum is forthcoming to address this prebid question.

Question Submitted: 3/30/2010

Question Number: 9

Due to the close proximity of the river where can the contractor pump the water out of the drilled shafts if water is encountered?

This action would be covered under the NPDES storm water permit.

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Prebid Questions

Question Submitted: 3/30/2010

Question Number: 10

1. Are the piles to be coated? (galvanized, coal-tar epoxy, etc.)2. Shouldn't the piles be bid under Item 524 instead of Item 507?3. Under Item 615, Pavement for Maint. Traffic, Type A; are dowel cages required at each expansion and contraction joint per page 473?4. Are reports from a P.E. required for the Railroad Company for work near the pier; shoring plan, drilled shaft impact, etc.?

1. No. See CMS 507.2. No.3. Construct Pavement for Maintaining Traffic per CMS 615 and as per plan notes.4. All work done on railroad property will be in accordance with the executed railroad agreement and special clauses. For specific questions relating to what exactly the railroad may require, please contact Kasey O'Connor at Wheeling and Lake Erie Railroad (email: koconnor@wlerwy.com, phone: 330-767-7279).

Question Submitted: 3/31/2010

Question Number: 11

Look for the soil borings logs that are shown on pages 21-25

Question Submitted: 3/31/2010

Question Number: 12

Can the existing plans for the pipe pile wall please be scanned and put on the ftp site?

There are no existing plans for the pipe pile wall. The existing plans mentioned in the note on sheet 4 deal only with the original construction and/or the rehabilitation of this roadway. They can be inspected at the District 11 office.

Question Submitted: 3/31/2010

Question Number: 13

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.

A1) YesA2) The Ordinary High Water Mark elevation 882.00 as shown on sheets 39 through 47.A3) This restriction is just for any work in the water.

Question Submitted: 4/1/2010

Question Number: 14

On drawing #53 of 72, it shows that epoxy rebar is required. On other projects with ODOT lagging there was a choice of epoxy rebar or black un-coated rebar with a corrosive inhibitor concrete admixture such as CNI or equal. Will this option be acceptable on this project?

No. Epoxy coated rebar is required as stated in the plan.

Question Submitted: 4/5/2010

Question Number: 15

Cofferdams, Cribbs, and Sheeting are required to be designed by an Ohio P.E. Rock is visible in the ditchline where the temporary pavement for maintaining traffic will be placed. Therefore, we would assume the rock elevation raises from the rock elevation in the plans at the pile centerline towards the ditch. To maintain one lane of traffic, a bench will be required between the shoring at the centerline and the pile centerline. If a 12' wide bench is utilized so an excavator can be used to excavate material, place lagging and granular backfill; it appears that driven sheetpile will not work for shoring as rock will be encountered prior to the reaching the design embedment for temporary shoring. This leaves either a tied-back wall or drilled shoring along the centerline for a temporary shoring design. From piles P5 to P84, less than 4' of soil exists above the top of rock elevation at the pile centerline. The lagging between Piles P5 and P68 bear on the top of rock. For the temporary shoring, if the design height is 11', approximately 6' of soil exists below the excavation line which isn't even close for a temporary design embedment. If the rock elevation raises toward the ditch, it is possible that no embedment could be attained for driven piling. I would assume that ODOT doesn't intend for the Contractor to have to place drilled shafts or a wall with tiebacks for temporary shoring along the centerline. Would ODOT accept another method of shoring and/or excavation to install 15' deep lagging so long as the 24" wide granular backfill is placed behind the lagging and one lane of traffic is maintained? This would require a different section than what is shown on sheet 60/72 in the plans. Please advise.

ODOT would accept any method that is designed by an Ohio P.E. and safely maintains one lane of traffic for each maintenance of traffic phase. Bid as per the note on sheet 53/72 for Cofferdams, Cribbs, and Sheeting, As Per Plan. The detail on sheet 60/72 is just an example of a possible solution.

Question Submitted: 4/5/2010

Question Number: 16

Would ODOT consider allowing the Contractor to use Drainage Panels behind the Concrete Lagging instead of wrapped 24" wide porous backfill? If not, can the wrapped 24" porous backfill width be reduced to the width between the back flange of the pile and the back face of the concrete lagging, which is a minimum of approximately 19"? This would significantly reduce the cost of this project by almost eliminating the Temporary Shoring and Unclassified Excavation items relevant to installing the lagging to a depth of 15'.

No. Bid the project as per the plan details and notes.

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Question Submitted: 4/6/2010

Question Number: 17

After reviewing the Geotechnical Report and assuming the rock elevation raises linearly between adjacent bore holes shown in the report, the rock elevation at the centerline of the roadway will prevent a driven-pile temporary shoring wall from being used. From our review, only about 200 feet of the slip could be shored with conventional driven sheetpile, the balance would need temporary shoring of drilled shafts or a tied-back wall. Is it ODOT's intent to have the Contractor install a temporary shoring wall as such? Would ODOT consider the use of drainage panels behind the lagging similar to what is used in top-down excavation retaining walls or decreasing the wrapped porous backfill width to the dimension between the back face of lagging and back flange of the soldier pile? This would eliminate most of the problem with the temporary shoring and a substantial unclassified excavation volume/cost.

It is ODOT's intent to maintain one lane of traffic through the three phases of construction. If this requires shoring of any sort, bid as per the note on sheet 53/72 for Cofferdams, Cribbs, and Sheeting, As Per Plan.

Question Submitted: 4/6/2010

Question Number: 18

Please verify the Completion Date of 11-15-2010. Steel will not be available until mid-May and this is a 3-phase job with a duration that appears to be much longer than 7 months. Thanks.

The completion date is correct.

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