

Ohio Department of Transportation Prebid Questions

Project No. 070002

Sale Date - 1/24/2007

Question Submitted: 1/4/2007

Question Number: 1

For reference number 224, Special - Patching Concrete Structure, Misc.: Concrete Barrier, 5,000 SF is specified to be repaired per 519 patching. On page 30 of the plans there is a summary of estimated quantity but no detail of the location. Where are these areas? Are there details on them?

The areas of the existing concrete barrier to be patched will be as designated by the engineer. There are no details of the areas to be patched.

Question Submitted: 1/4/2007

Question Number: 2

Ref. 221 and 222- Portable Concrete Barrier items- There is a bid item for bridge mounted portable concrete barrier. Since no bridge deck work is to be performed, will there be a requirement for bolting down sections? Also, since there is no deck repair work, is it even necessary to have a bid item for bridge mounted portable concrete barrier?

There will not be a requirement for bolting down sections of portable concrete barrier on the bridges. Please bid these reference items accordingly.

Question Submitted: 1/4/2007

Question Number: 3

Ref. 217- Pavement for Maintaining Traffic, Class A- One of the locations for this work is on Airport Freeway (877 square yards worth). All of the other locations for this item are on ramps where that are to be completely reconstructed. This particular location does not get reconstructed, but gets milled, repaired, and resurfaced. Does the 877 sq worth of this item need to be removed prior to resurfacing or does it stay in place?

In this particular location (Airport Freeway), the item in question is being used for MOT purposes in order to allow lighting work in the median. This item will stay in place in this location.

Question Submitted: 1/5/2007

Question Number: 4

Plan sheets 48-53 show phasing of mainline and ramp resurfacing. Plan details require that a 2' wide wedge be installed between phases. In several places, there is also a note telling the contractor to "remove wedge prior to placing abutting course". Will the asphalt that is installed and then removed be paid for under the applicable intermediate and/or surface course bid item, or will it be paid for under ref. 210- Asphalt Concrete for Maintaining Traffic?

Question Submitted: 1/5/2007

Question Number: 5

Ref. 214- Portable Changeable Message Sign, As Per Plan specifies 2 units for 20 months on plan sheet 38. The Detour Signing item (Ref. 203), where shown on plan sheets 71, 77, and 81 shows a PCMS placed prior to and/or during the closures. Will these PCMS units be paid under Ref. 214 or are they considered incidental to Ref. 203?

The PCMS units shown on the detour plans (sheets 71, 77, and 81) shall be paid for under reference line number 0214, Portable Changeable Message Sign, As Per Plan. All other signing shown on the detour plans shall be included in the lump sum bid for Detour Signing (reference line number 0203).

Question Submitted: 1/5/2007

Question Number: 6

Note 11 on Plan Page 361 states that the removal of existing median barrier and shoulder is included in Bid Ref. 111 MEDIAN LIGHT POLE FOUNDATION, 8' DEEP, AS PER PLAN and Bid Ref. 128 BARRIER JUNCTION BOX, AS PER PLAN. It also states that the contractor is responsible for placing the Schedule 40 PVC in the foundation. What about the Schedule 40 PVC outside of the new foundations? Since the existing barrier does not have any 4" PVC in it how will you pull the cable between the above poles? We do not believe the removal and replacement (with conduit) of 979 feet of median barrier is to be included in Bid Ref. 111 and Bid Ref. 128. What bid item removes and reinstalls the median barrier? What bid item installs the raceway to pull cable to the new poles? What bid item installs the shoulder that is removed?

Existing plans indicate that there is a 4" raceway within the median barrier at the location of the proposed work. Per notes on sheet 361, the unit price bid for Item 625 Median Light Pole Foundation, 8' Deep, As Per Plan, and Item 625 Barrier Junction Box, As Per Plan shall include the cost of removal and reinstallation of the median barrier and the shoulder pavement.

Question Submitted: 1/5/2007

Question Number: 7

Between Partial Depth and Full Depth joint repair there is enough quantity to repair or replace approximately 85% of all joints on this project. This work must be completed in short term closures with limited hours. Under short term closures reducing traffic to one lane there is very little time to complete a small quantity, if any, full depth repairs. This will cause many delays in completing this project on schedule. Is it ODOT's intent to repair all these joints?

The areas to be repaired by Partial Depth Pavement Repair and Full Depth Rigid Pavement Removal and Rigid Replacement will be as determined by the engineer. It is ODOT's intent to repair failing joints.

All prospective bidders, subcontractors, suppliers, materialmen and all others who have an interest in these prebid questions and answers are advised that these items are being provided for informational purposes only and are not part of the bidding documents. If a question warrants a clarification, the Department will issue an addenda addressing the request for clarification to all plan holders. If the Department believes that the bidding documents adequately address the request, the contractor will be advised accordingly.

Ohio Department of Transportation Prebid Questions

Question Submitted: 1/6/2007

Question Number: 8

Plan note on sheet 38A requires placement of Ref 211 linear delineation on barrier with curvature of 3 degrees or greater. The bid quantity of 34500 ft appears to be greatly exaggerated. Was this intended to be 345 lin ft or maybe 3450 lin ft?

The quantity for this item has been reviewed and verified.

Question Submitted: 1/6/2007

Question Number: 9

Plan note on sheet 38A requires placement of Ref 211 linear delineation on barrier with curvature of 3 degrees or greater. The bid quantity of 34500 ft appears to be greatly exaggerated. Was this intended to be 345 lin ft or maybe 3450 lin ft? Or is it intended to go on straight barrier also?

Question Submitted: 1/9/2007

Question Number: 10

1) Ref 217 is for 7897 sq yds of Pavement for Maintaining Traffic, Class A. However, there is no item for Roads for Maintaining Traffic. Will this Item be added in a future addendum? 2) An answer to a previous Pre-Bid question stated that Ref 222, Portable Concrete Barrier, 32", Bridge Mounted, would not require this PCB to be bolted down. Will the quantities for Ref 222 be combined with the quantities for Ref 221? Or, will Ref 222 be eliminated in its entirety?

Question Submitted: 1/9/2007

Question Number: 11

1) Ref 217 is for 7897 sq yds of Pavement for Maintaining Traffic, Class A. However, there is no item for Roads for Maintaining Traffic. Will this Item be added in a future addendum? 2) An answer to a previous Pre-Bid question stated that Ref 222, Portable Concrete Barrier, 32", Bridge Mounted, would not require this PCB to be bolted down. Will the quantities for Ref 222 be combined with the quantities for Ref 221? Or, will Ref 222 be eliminated in its entirety?

Question Submitted: 12/12/2006

Question Number: 12

Due to the large amount of Subcontractor work on this project (ie concrete, guardrail, electrical, and signs). We would respectfully request the Department to lower the 50% controlling requirement to 35%.

Thank you in advance for your consideration of this request.

Question Submitted: 12/12/2006

Question Number: 13

This question is in regard to Item 251 Partial Depth Repair, As per plan "A" & "B".

Sheet 31 of 379 states that:

As per plan "A" is for Transverse repairs
As per plan "B" is for Longitudinal repairs

Sheet 239 of 379 states that:

As per plan "A" is for Longitudinal repairs
As per plan "B" is for Transverse repairs

Which is correct?

Question Submitted: 12/19/2006

Question Number: 14

Due to the size of this project and the amount of work to be subcontracted, will the Department please consider lowering the requirements of 108.01 from 50% to 40%?

Question Submitted: 12/21/2006

Question Number: 15

Ref. 72- Full Depth Pavement Sawing- The office calculations show 2096' worth of sawing that correspond to ramps that are to have pavement removed. After looking at the typical sections of existing ramps, the sawing bubble (#25) was not shown anywhere on the typical. Are we to assume that the 2096' worth of sawing is for one longitudinal sawcut of the existing pavement where it gets removed in 2 phases?

Question Submitted: 12/29/2006

Question Number: 16

Item 197; Controller Unit, Type TS2/A1 with cabinet Type TS2 is to replace an existing controller that is part of an existing close loop interconnect system along Grayton Road from Brookpark Road to Puritas Ave. The specifications do not require the new controller assembly to be systems ready or to be included in the existing system. The existing system is an Econolite closed loop system and uses a wireless spread spectrum radio interconnect. Is the new controller to be compatible with the existing system? Are we to include a new wireless spread spectrum radio interconnect system that is compatible with the existing system? Also, please confirm the controller is required to be Type TS2/A1 with cabinet type TS2. All the controllers in the existing system are Type TS2/A2 with Cabinet type TS1.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 12/5/2006

Question Number: 17

Are the calculations listed as office calcs on the general summary sheet 85 of the plans available to the contractors.

see ftp://ftp.dot.state.oh.us/Pub/Contracts/Plans/070002/pid12999_final_office_calculations.pdf

Question Submitted: 12/5/2006

Question Number: 18

There is 7,558 sf of new overhead extrusheet being installed on existing overhead structures, but there are no new sign attachments being called for. The existing sign attachments are being removed and disposed of. Could you have the district check and see if they want new attachments or not.

Thanks

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