

Ohio Department of Transportation Prebid Questions

Project No. 090070

Sale Date - 2/4/2009

Question Submitted: 2/16/2009

Question Number: 1

Based off of the detail (left center) of page 1/2 of STD DRWG RM-4.5 it appears that the Item 622- Concrete Barrier Single Slope Type D is paid through the 15ft End Anchorage. In other words, the pay item for Concrete Barrier End Anchor Reinforced Type D is for the cost of the Footer, Rebar, Etc. and does not need to include the cost of the actual barrier wall itself. Note: Based on the quantity sheets page 22 and 23 it would appear that the length of the Type D barrier is carried through the end anchor, but we still would appreciate a clarification. Thanks.

Answer: The contractor is correct. The Item 622 - Concrete Barrier, Single Slope, Type D is paid through the 15 ft. of the Item 622 - Concrete Barrier End Anchor, Reinforced, Type D. The each item for the Item 622 - Concrete Barrier End Anchor, Reinforced, Type D, pays for the footer, rebar and etc.

Question Submitted: 2/16/2009

Question Number: 2

1) Please reference plan page 49B / 54, shown between each removed and replaced sensor is a 1" conduit (drawn as a solid line it seems to be new not existing) is this a new conduit or existing to be reused? Is new conduit required and how is it paid and installed? 2) Plan page 49C / 54, same question as above, conduit at sensor is it new or existing? 3) Plan page 49D / 54, (A) two new pull boxes are being installed, are there two existing pull boxes to be removed? (B) 1320 feet of 1" conduit in trench is being installed from a new pull box to what looks like existing conduit, is this correct? IS the new conduit coupled to an existing conduit? (C) In the conduit described in part (B)(above) the new cable being installed, is this to be spliced to the existing sensor and where is the splice to be located?

A1) For the 2 sensors in the pavement (at the bottom of sheet 49B), the solid line is for the sensor cable wire, which will connect the sensor to the existing pull box, where the splice will occur, utilizing the existing conduit. For the sensor on the bridge (the in the middle of the sheet in the I-271 North lane), the solid line is for the sensor cable wire, which will connect the bridge sensor to the existing junction box in existing conduit attached to the bridge members. A2) For the sensor in the pavement, the solid line is for the sensor cable wire, which will connect the sensor to the existing pull box, where the splice will occur, utilizing the existing conduit. A3) A) The existing pull boxes have been removed as part of a previous construction project. B) The 1320' of 1" conduit will run from the proposed pull box at the gore of IR-77 NB and ramp South to the existing junction box under the IR-77 bridge. This line should be solid from the proposed pull box to the existing junction box. C) The splice should take place in the existing junction box.

Question Submitted: 2/16/2009

Question Number: 3

Are we to assume that there will not be any 255 Repairs in the 2 middle lanes since there is no additional time set up for cure time in the Permitted Lane Closure section?

Question Submitted: 2/16/2009

Question Number: 4

Plan page 49A states model numbers for the Special Misc: Roadway Mounted Sensor to conform with, but does not mention who the manufacturer of these items is? The same is true for the sensor cable item on the same page. Who is the manufacturer of the items being specified?

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.