

Ohio Department of Transportation Prebid Questions

Project No. 080106

Sale Date - 2/15/2008

Question Submitted: 1/29/2008

Question Number: 1

Curb Removal at Curb Ramps is typically paid for per LF. Is this the case in this project or is it incidental to the curb ramps? When we replace curb outside of the curb ramp limits, how is it paid? There is no item.

Question Submitted: 1/29/2008

Question Number: 2

Does the grounding and bonding note on plan sheet 8/169 apply to existing intersections modified only with pre-emption equipment and wiring? If it does, this note will add significant cost to the pre-emption work, and raise additional questions not addressed by the plans, standards or specs. For example, How are we to install new grounding bushings on existing conduit without cutting or removing existing wiring? We have no knowledge of any grounding bushing that would allow the existing wiring to stay intact. In addition, the existing pullboxes do not have the accommodations for grounding shown in HL-30.11. How are these to be bonded? Thank You!

Question Submitted: 1/29/2008

Question Number: 3

Does the grounding and bonding note on plan sheet 8/169 apply to existing intersections modified only with pre-emption equipment and wiring? If it does, this note will add significant costs to the pre-emption work, and additional questions not addressed by plans, standards, or specs. For example, How are we to install new grounding bushings on existing conduit without cutting existing wiring? We have no knowledge of any grounding bushings that would allow the existing wiring to stay intact. In addition, the existing concrete pullboxes do not have the accommodations for grounding shown in HL-30.11. How are these to be bonded. Without direction to the contrary, we will apply this note to all new construction and not to the existing intersection modifications.

Question Submitted: 1/29/2008

Question Number: 4

Preemption bid references 91, 92, 93, 94, & 95 specify preemption equipment which employs "stroboscopic light detection techniques". Per the guidelines established in section 120-4 of the ODOT Traffic Engineering Manual, this specification is considered proprietary and requires fifty percent of an agency's signalized intersections to operate with a single type of equipment prior to bid. It would appear that this requirement has not been met for the City of Euclid's intersections to specify light based preemption. Additionally, it is our understanding that through a previous agreement between ODOT, NOACA, and FHWA, all state and federally funded intersections in Cuyahoga County are to be specified as sound based preemption, due to the majority of signalized intersections in Cuyahoga County operating with this single type of equipment and the multitude of mutual aid agreements between agencies. Therefore, we are requesting that an addendum be issued to change the preemption specification to sound based pre-emption.

Question Submitted: 1/30/2008

Question Number: 5

Addendum #1 changes the Controller Item Preemption System specification. How does a specification for preemption equipment which employs "stroboscopic light detection techniques" considered to be proprietary and a specification for preemption equipment which employs "sound techniques" not considered to be proprietary?

By NOACA policy, all preemption equipment in Cuyahoga County is to be sound based. The alternate bid gives the City of Euclid the choice between sound and light

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.