

Ohio Department of Transportation

Prebid Questions

Project No. 090194

Sale Date - 4/15/2009

Question Submitted: 12/15/2008

Question Number: 1

There are a number of "Inlet Adjusted to Grade" in the median barrier wall on this project. The standard drawing RM 4.3 shows that 20ft of barrier is to be deducted from the quantity of the barrier wall at Item 604 Barrier Median Inlets. The quantity of "Concrete Barrier, Single Slope, Type B1, APP" was calculated through all of these inlets. Please clarify if, based off of this fact and the notes on page 18 (regarding the B1 barrier), that 20ft of barrier wall will NOT be deducted at the inlets and that this wall will be paid for in the "Concrete Barrier, Single Slope, Type B1, APP" item. If this is the case are we also to include the cost of a rebar cage as depicted on Std Drw I-2.4 in the barrier wall item for each inlet?

Question Submitted: 12/16/2008

Question Number: 2

The electrical plans show single 4" conduit in the median barrier wall. Is the cost of this raceway to be included in the "Concrete Barrier, Single Slope, Type B1, APP"?

Question Submitted: 12/16/2008

Question Number: 3

Per standard drawing RM 4.3 "Barrier Median Inlets" (20ft), "Light Pole Foundation or Pull Box" (4ft), "Overhead Sign Support Foundation" (10ft), and "Barrier Wall Assembly" (10ft) are to be deducted from the quantity of Median Barrier Wall. It does not appear any of these items were deducted from the "Concrete Barrier, Single Slope, Type B1, APP". Will deductions be made per std drw RM 4.3 necessitating contractors to include the cost of the barrier wall into the items above, or will the "Concrete Barrier, Single Slope, Type B1, APP" be paid through all of these items?

Question Submitted: 12/16/2008

Question Number: 4

Please clarify if the existing troughs are to be reused in the "Inlets Adjusted to Grade" in the median barrier. If the existing troughs are to be replaced please clarify how they are to be paid for. Thanks.

Question Submitted: 12/16/2008

Question Number: 5

The typical sections on page 6 show locations where the "Concrete Barrier, Single Slope, Type D (20" wide, 42" tall)" is to be installed. On these details the wall is shown having a haunch, like a bridge parapet would have. Is this how the Type D barrier is to be constructed or is it to be constructed per RM 4.5? If it is not standard Type D barrier please provide a detailed drawing with all dimensions shown. Thanks.

Question Submitted: 12/17/2008

Question Number: 6

On page 20 of the plans under the heading "ITEM 615-ROADS FOR MAINTAINING TRAFFIC, APP" the note reads, "The existing median barrier shall be replaced for construction of the north crossover. The existing median barrier will be replaced with item 622- Concrete Barrier Single Slope, Type B1....". It goes on to say, "Payment for the above described item shall be included with the Lump Sum price for item 615 roads for maintaining traffic, APP". It seems pretty clear this note is in regards to the barrier wall from 184+95 to 191+30. What's not noted is what else may be in this wall as far as inlets, lightpoles, conduit, ect. We can not find this information in the plans. Please direct us to where we can find this, or if it isn't in the plans, please give us a list of what else is in this section of wall. In addition, if there are inlets, lightpoles, ect. please clarify how the replacement of these additional items are to be paid for.

Question Submitted: 12/17/2008

Question Number: 7

Standard Drawings RM 4.3 (page 2 of 2) and RM 4.5 (page 2 of 2) have a note describing where "Reinforced End Anchorages" are to be used in Type B1 and Type D barrier. On page 1 of 2 of both of these standards there is a note stating "Payment for any reinforced end anchors, as shown on END ANCHORAGE details on sheet 2, will be made at the unit price bid per Each for Item 622 - Concrete Barrier End Anchor, Reinforced....". Based off of these 2 standards it appears that there should be several end anchorages in both the Type B1, APP barrier wall and the Type D barrier wall. However, there appears to be no pay items for either on this project. Please Clarify.

Question Submitted: 12/17/2008

Question Number: 8

There is 1589ft of Pressure Relief Joint Type A on this project. Standard Drawing BP 2.3 is referred to on the cover page of the plans. In this drawing there are details for a PRJ where the Approach slab is new and the pavement is new (page 1/3) and there are details for where the Approach slab is existing and the pavement is existing (page 2/3). There is no detail for the scenario we have on this project where the Approach slab is new and the pavement is existing. Please provide detailed information on the dimensions of the sleeper slabs that are to be installed on this project, as well as detailed information on how the existing concrete base is to be handled as far as removal and replacement dimensions (if required). Also, as part of this question please clarify how all the related excavation of the sleeper and any required concrete and asphalt pavement removal and replacement is to be paid for. Thanks.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 12/17/2008

Question Number: 9

Per Std Drawing RM 4.3 page 1 of 2 four feet of barrier wall is to be deducted at each Light Pole Foundation. The cost of this four feet of wall is to be included in the Light Pole Foundation Item. In these plans on page 332 there is a detail of the light pole foundation including the junction box. It appears that construction joints are 11ft apart at this lighpole foundation vs. the standard 4ft that is shown on Std. HL 20.13. Is 11ft of wall to be included in each median light pole foundation (with 11ft being deducted from the B1 barrier item), or will the standard 4ft be included with the other 7ft being paid as B1 barrier?

Question Submitted: 12/17/2008

Question Number: 10

On this project there are 5 each "Item 630 - Overhead Sign Support Modifications, As Per Plan" and there are 5 each "Item 630 - Rigid Overhead Sign Support Foundations". Each of these are in the same 5 locations. It appears that from the detail given in Addendum # 1 revised plan sheet # 18, that all (or a portion) of the existing foundation (and barrier wall) are salvaged at these locations. Please clarify, in detail, what is to remain of the existing foundations (and barrier wall). Also, if the existing foundation is to remain please let us know what the 5 each "Item 630 - Rigid Overhead Sign Support Foundations" are for. Thanks.

Question Submitted: 12/17/2008

Question Number: 11

In both addendum #'s 2 and 3 the revised plan sheet page 18 has changed the description of "ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, APP" to "ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, APP". However, this description does not appear to have been changed in the Proposal. If this wall is truly supposed to be Type C1 barrier, the plans do not provide the needed information (grades and proposed shoulder slopes) to calculate the height variation at the toes of this barrier wall. Is this wall to be Type B1 barrier with a fixed 57" height, or is it to be a Type C1 barrier with a varying height? If it is to be a variable height Type C1 barrier please provide the needed information to allow contractors to calculate the exact elevations at the toe of both sides of the barrier. Thanks.

Question Submitted: 12/18/2008

Question Number: 12

Would it be possible for ODOT to share the office calculations on ref 0043 - Pavement Planing Asphalt Concrete?

Question Submitted: 12/18/2008

Question Number: 13

The updated plan sheets in addendum 2 call out for a C1 median barrier wall, however no change has been made to the original bid item. What is the departments intent for the median barrier wall type B1 or C1.

Question Submitted: 12/18/2008

Question Number: 14

We have noticed that several pre-bid questions are dated for October/November 2008; it is our understanding that the current set of plans were not available to the public at that time. Do the questions and/or answers apply to this project?

Question Submitted: 12/18/2008

Question Number: 15

Reference 473 & 474 appears to be a duplication. It is unclear where the neoprene sheeting is to be placed. The only location I can find is to cover the vertical joint at the Left/Right backwall joint. If this is to be where it was intended to be used, then the quantity should approximate 40sf, not 783sf. Please clarify.

Question Submitted: 12/18/2008

Question Number: 16

There is no Unclassified Excavation item set up for Bridge 0348. Please add to the proposal.

Question Submitted: 12/18/2008

Question Number: 17

The current MOT plans require that the median barrier wall be constructed in phase 1C; this will require a concrete finisher to work in areas as small as 1 foot between the portable barrier wall and the newly constructed barrier wall adjacent to live bi-directional traffic. Would the department consider constructing the median barrier wall in a different phase to eliminate this safety hazard?

Question Submitted: 12/18/2008

Question Number: 18

Can CAD files be posted on-line?

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Ohio Department of Transportation Prebid Questions

Question Submitted: 12/18/2008

Question Number: 19

A.P.N. 130 states that weather days will only be granted after a specified number of days per month per the table. P.N. 125 states that weather days will be per 108.06 which does not require accounting for rain days for most of the summer construction season. Please advise which we are to incorporate into our bid.B.During Phase 1, is it the intent to have either 1)all 3 lanes open NB & SB and no ramp restrictions, or 2) have all work completed within the 120 days? There is a substantial amount of work that can be done during this phase outside of the 120 days that still satisfies #1 above.C.On page 21/504, the A+B table lists that all of phase 1 will be done between 6-15-09 and 10-12-09. There is a substantial amount of work that can be performed in phases 1a & 1b that will not require the taking of any lanes of traffic. Can this work be performed outside of these dates?D.The A+B phased duration/dates note in the second column on sheet 21/504 states that all of Phase 1 work is to be included, specifically in the 120 day duration. The note on sheet 19/504 states that the preliminary work under Phase 1 is to be done under the Permitted Lane Closure table. Can we perform the work associated with these preliminary phases outside of the 120 duration?E.Should the phase referred to in the second note, 3rd column, sheet 25/504 be phase 1c and not phase 2?F.Can the pavement for maintaining traffic for phase 2 be done outside of the 80 days if traffic is not impeded (other than the Permitted Lane Closure table requirements)?G.Referring to the "Holiday" note on sheet 22/504, it states that there is to be no work during holidays and events. Since traffic will be diverted into bi-directional, will we be allowed to work on the closed portion of the roadway & bridges during these required opening times?

Question Submitted: 12/19/2008

Question Number: 20

Would the department consider revising the current bridge painting restrictions to allow painting to begin once the necessary work for the structure is complete, If not we feel there is not enough time to complete the painting for phase 2.

Question Submitted: 12/19/2008

Question Number: 21

A flexible pavement is specified for the southern crossover, could a rigid pavement conforming to the 615 specification be used?

Question Submitted: 12/19/2008

Question Number: 22

Bridge FRA-315-0517 over Ackerman Rd has semi-integral abutments. There is no bid item for the abutment diaphragms. Are the diaphragms included in bid item 484 "QC/QA Concrete, Class QSC2, Superstructure (Deck)" for payment? If so, the quantity of 587 CY is substantially understated. Please revise in an addendum.

Question Submitted: 12/19/2008

Question Number: 23

Bid item 486 "QC/QA Concrete, Class QSC2, Superstructure (Parapet)" has a quantity of 69CY. The estimated quantity sheet on 485/504 shows a quantity of 149CY. Please verify the bid quantity is correct. Also, the general note on Sheet 483/504 under Item 898-QC/QA Concrete, Class QSC2, Superstructure (Approach Slab), APP says "The accepted quantities shall include: concrete, curbs, median barrier..." Is the median barrier incidental to the approach slabs as explained in the note? The quantity of 149CY indicates that all parapets, transitions and median barrier on the deck and approaches are included. Please verify the bid quantities.

Question Submitted: 12/22/2008

Question Number: 24

Item 39, Inlet adjusted to grade, is for median barrier inlets. Is it your intention that the inlets existing 20' long concrete barrier top be replaced with a new one?

Question Submitted: 12/22/2008

Question Number: 25

ODOT Project 194(09) FRA SR 315 – Page 76/504 Maintenance of Traffic General Summary - Can we have the quantity breakdown for the 615 Pavement for Maintaining Traffic Cls A, APP? Page 77/504 General Summary - Can we get a copy of the design engineer's office calculation?

Question Submitted: 12/22/2008

Question Number: 26

On 3/23/09 I submitted a question for reference #110 which calls for 8 each Sign Support Assembly, Bridge Mounted, Type 1. At the time, I could not access the bridge plans, and assumed the bridges over Lane Ave. and Ackerman Road were "square". Today, the website is working and I was able to look at the bridge plans. Both bridges are skewed. I now think the bid item should be 4 each Structure Mounted Sign support, TC-18.26.

Question Submitted: 12/22/2008

Question Number: 27

Please post the existing bridge plans.

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/FRA-24696/>

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Ohio Department of Transportation Prebid Questions

Question Submitted: 12/22/2008

Question Number: 28

In the proposal on Plan Sheet 77 Subgrade Compaction [1352 sy] and Aggregate Base [228 cy] refers to office calcs. In Addendum #2 information was provided to account for 178 sy of subgrade compaction and 30 cy of aggregate base. Where is balance of these quantities located? This information is required to accurately bid these items.

Question Submitted: 12/22/2008

Question Number: 29

Based on ODOT's answer to Question #65 in Addendum #7, even though the bid date has been delayed but the 2009 I/D start date has not been adjusted accordingly, will ODOT make an immediate award? This will permit the contractor to complete pre-phase work prior to start of 2009 I/D date.

The Department will take all necessary actions to award this project in a timely manner.

Question Submitted: 12/22/2008

Question Number: 30

There is a section of existing barrier on the north end of the project, from Station 177+00 to 184+95 which is to remain undisturbed. Within that section the plans show 3 ea light poles to be removed (including the foundation per the plan notes); and 3 ea new poles with 3 ea new foundations. Two questions -- are we supposed to cut into the existing jersey-style barrier to remove the foundation? Are we supposed to put back the foundation per the typical detail shown on sheet 332, which shows a 57" single slope barrier top? Since the barrier at the light pole foundations is 57" single slope, and the wall from 177+00 to the south and the wall from 184+95 to the north (for North X-over replacement) is also 57" single slope, we would suggest replacing all of this wall with 57" single slope barrier using the bid item for B1 Barrier.

Question Submitted: 12/22/2008

Question Number: 31

ODOT 194(09) FRA SR 315 – Please clarify the intent regarding the finish pavement type and elevations on the newly constructed shoulders. Does the 442 -12.5MM Asphalt Concrete Surface Course and the 442 - 19MM Asphalt Concrete Intermediate Course extend over the 615 - Temporary Pavement Cls A, APP shoulder paving? Do the new finish asphalt elevations match the current pavement elevations?

Question Submitted: 12/22/2008

Question Number: 32

Per Addendum #1, question #14, there should be a spreadsheet with a breakdown of pavement calculations attached to the addendum. Please verify that the spreadsheet was attached.

It has been added to the link and is now available.

Question Submitted: 12/22/2008

Question Number: 33

PN125 requires 'substantial completion' of a work segment in order to stop the charging of calendar days against the incentive/disincentive note. Unless clarified by addendum, we understand that 'substantial completion' means the opening of a portion of work to the required number of lanes during peak times. Lane closures per the tables on sheet 21 will still be allowed after the incentive/disincentive date for non-safety related items such as Sealing of Concrete surfaces and other peripheral activities and will not be subject to the disincentive.

Question Submitted: 12/22/2008

Question Number: 34

Based on our detailed prebid schedule, the project is not constructible in the timeframes allowed per the Incentive/Disincentive Note. We request that the maximum days be increased to 150 days for Segment 1 and 120 days for Segment 2. This allows each segment to be completed between the start dates listed on sheet 21 and the end of the construction season; otherwise the contractors will need to include a substantial amount of damages in their bids. Please respond to this concern via addendum.

Question Submitted: 12/22/2008

Question Number: 35

The 30 day closure allowed for the 315 NB Exit ramp to Lane Avenue in Phase 2 is not long enough to construct Bridge 0415 over Woody Hayes Drive. Since the 315 NB exit ramp to Medical Center Drive is open per sheet 66, can a longer duration closure be allowed to construct the bridge. The cure times on the structure concrete alone take more than half of the 30 day closure. Please respond to this concern via addendum.

Question Submitted: 12/22/2008

Question Number: 36

1. Phase 1B uses segments of the NB shoulder for MOT. Is it ODOT's intent to strengthen these areas under traffic Phase 1A construction? 2. Is the cross-over quantity included in the quantity for Reference 159, Pavement for Maintaining Traffic Class A APP? 3. Please clarify by addendum if the Start Dates provided in the A+B Bidding note on sheet 21 are the earliest date that the contractor can enter the phase of work covered by the Incentive/Disincentive note and that the actual date which starts the I/D period is dependent on the contractors actual work schedule and may be later than those shown on sheet 21.4. Please clarify by addendum that the cost for wedging with asphalt at the approach slabs is covered in Item 148, Asphalt Concrete for Maintaining Traffic.

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: 12/22/2008

Question Number: 37

Since the project sale date has been delayed by two weeks, the start date for the 2009 I/D duration should also be delayed by two weeks to allow the contractors the same amount of time for planning and pre-phase work. Please make this change by addendum.

Question Submitted: 12/22/2008

Question Number: 38

This question is a follow up to Q#59 answered in Addendum 5. The Department has stated that the I/D duration will begin on the dates given on plan sheet 21 regardless of the traffic pattern that the project is in. This is not fair to the contractor and should be reconsidered with the following example: If the contractor does not shift traffic from its permanent configuration until July 1, 2009 and still completes Phases 1B, 1C, & 1D by October 12, 2009, then the traveling public has benefitted by having an extra 16 days of non-restricted lanes. However, per the Department's answer in Addendum 5, the contractor receives no incentive because the Department has counted days from June 15th to June 30 against the I/D duration even though traffic was not impacted. A more fair method would be to allow the contractor to start the I/D date any time after June 15th, so long as he completes by October 12th. We request that this issue be addressed by addendum.

Question Submitted: 12/22/2008

Question Number: 39

Bid Item 329 "QC/QA Concrete, Class QSC2, Superstructure (Parapet)" seems overstated by 17 CY which is 50 FT of median barrier wall on the approaches. The note on sheet 429/504 states, "Approach slab median barrier shall be paid per the unit bid price item 898, superstructure (Approach Slab) APP." Please verify the median barrier on the approach slabs is not included in the parapet bid item quantity or revise in an addendum.

Question Submitted: 12/22/2008

Question Number: 40

On Structure # FRA-315-0278, can ODOT clarify the quantities of Ref. # 272 and Ref. # 273. On the estimated quantities for Ref. # 272 it shows 3121 sy of non-epoxy sealing on the structure, while Ref. # 273 shows 449 sy of epoxy-urethane sealing for the abutments only. Plan Page 383 shows non-epoxy sealer on the outside parapets while the median barrier is to receive epoxy-urethane sealer. Plan Page 384 shows the same, whereas Plan Page 385 shows both the median barrier as well as the outside parapets receiving epoxy-urethane. Will the department verify that on this structure the parapet walls and the median are to receive only the non-epoxy sealer and the abutments are to receive only epoxy-urethane sealer? If there is epoxy-urethane sealer to be applied on the parapet walls, can the department reference where the quantity is shown at. Is the quantity of epoxy-urethane under the abutment to cover more than just the abutments? Thank you

As shown on the plans, the replaced portions of the median (inside) barriers and the abutment surface limits are to be sealed with epoxy-urethane, as well as the replaced portion of the outside straight faced barrier at Hinge 3. See sheets 16/54 & 19/54 for abutment sealing and sheets 28-30/54 for median barrier sealing and sheet 37/54 for Hinge 3 barrier sealing. As shown on the plans, the non-epoxy sealer is to be used on both outside barriers, full lengths of existing Type 1 barrier. See sheets 28-30/54. The above descriptions are not necessarily all inclusive. All areas shown on the plans are to be sealed as shown. Also, the EQ sheet (8/54) shows the breakdown of epoxy-urethane sealer (357 SY on abutments & 92 SY on superstructure, 449 total). FYI--the use of epoxy-urethane on the barrier portions of the superstructure and the abutments is intended to match the existing sealing color (GN sheet 5/54).

Question Submitted: 12/22/2008

Question Number: 41

Reference number 110 calls for 8 each Sign Support Assembly, Bridge Mounted, Type 1. I think the bid item should be 4 each Structure Mounted Sign Support, TC-18.24. Please advise what is required.

Question Submitted: 12/23/2008

Question Number: 42

1. Could the existing structure plans be made available on the internet?

Question Submitted: 12/23/2008

Question Number: 43

1. Plan Sheet 21 of 504 states that this project is an A + B Bidding with Multiple Sections Contract. The Proposal Note 125 is not referenced on the front sheet of the plans or anywhere else that we could see. The proposal does not mention A + B Bidding. There is not a bid item for the B Bidding portion in the proposal. Please advise the contractors if this project is an A + B Bidding with Multiple Sections Contract and include bid items for the B portion of the proposal in an addendum.

Question Submitted: 12/23/2008

Question Number: 44

1. It appears that several Bid items and plan sheets for bridge FRA-315-2.40 will need to be revised due to the existing abutments for the bridge being semi-intergal. The plan sheets show the abutments being backwalls with slider plate expansion joints and rocker bearings. I would assume that their has been another project in the past that revied the abutments.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 12/23/2008

Question Number: 45

1. Currently all of the Epoxy coated Reinforcing steel bid items for the bridges include quantities for rebar in the railings as well as the bridge parapets and barriers. All rebar for the railings, parapets and barriers is listed under the Railing portion of the bar lists. Usually only the rebar in item 517 Railing is listed under railings and is incidental to the 517 railings. Is all of the rebar going to be paid for under the Epoxy Coated Reinforcing Steel bid items? If not please provide identify which bars are going to be paid for under the Epoxy coated Reinforcing steel bid items and which bars are incidental to the 517 Railings.

Question Submitted: 12/23/2008

Question Number: 46

1. We believe that the bid quantity for bid item 289 Reset Bearings should be 66 ea. Plan quantity shows 64 ea. Please advise in an addendum.

Question Submitted: 12/23/2008

Question Number: 47

Is it ODOT'S intent to disassemble the hinges to remove the pack rust for Bid item 280 Structural Steel, Misc.: Removal of Pack Rust Between Hinges and Web?

Question Submitted: 12/23/2008

Question Number: 48

1. Are there existing pressure relief joints at the approach slabs for all the bridges that will have to be removed to install the new Pressure Relief Joint Type A's? If so Are there sleeper slabs? If so please provide a drawing or give the contractors the dimensions of the sleeper slabs that will be removed.

Question Submitted: 12/23/2008

Question Number: 49

When will addendum 1 be out addressing the first 15 prebid questions? Some of these questions have a major impact as to how the project is bid. The more time the contractors have to address addendum changes the more competitive bids ODOT will get and the less likely the bids will be delayed.

Question Submitted: 12/23/2008

Question Number: 50

Extrusheet Signs S-31, S-34, S-50, S-53, and S-54 per plan sheets 284 and 286 show attachment with a Sign Support Assembly, Pole Mount. Should these attachments be per item 630 Sign Attachment Assmebly?

Question Submitted: 12/23/2008

Question Number: 51

Ref.#53 - Connector Kit, Type 2, quantity of 389 seems to be duplicated, as Ref.#95 - Poles to be Wired, under the City of Cols. specs requires a connector kit, only a different type and only 1 per 480 volt luminaire. Ref.# 54 - Connector Kit, Type 2, APP - Should this be a splice kit. What is the need for a connector kit at a location where the luminaire is being removed (sign luminaire in this case) Ref.#68 - No.4 AWG, 5000 volt distribution cable - The quantity should be doubled unless the description is changed to two conductor and unit to circuit feet. Ref.#69 - No.2 AWG, 5000 volt distribution cable - Same as Ref.#68 above.

Question Submitted: 12/24/2008

Question Number: 52

The plan quantity for Bid item 340 appears to be substantially understated.

Question Submitted: 12/24/2008

Question Number: 53

Bid items 406 and 446 Railing Faced appear to be low by the length of the median barrier faced. Please advise in an addendum

Question Submitted: 12/24/2008

Question Number: 54

On all the bridges that have railing faced bid items the Basis of Payment General Note for that bid item states that Epoxy Injection and inspection Platforms are to be included. What is the scope of the Epoxy injection and Inspection Platforms?

Question Submitted: 12/29/2008

Question Number: 55

The bid quantity for bid item 327 appears to be substantially understated.

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Ohio Department of Transportation Prebid Questions

Question Submitted: 12/29/2008

Question Number: 56

Please clarify what establishes meeting the interim Incentive / Disincentive dates. 1. Does the surface asphalt and permanent striping need installed. What extent of bridge painting needs to be completed for either I/D date?

Question Submitted: 12/29/2008

Question Number: 57

Will stay in place metal decking be allowed for the bridge deck forms?

Question Submitted: 12/29/2008

Question Number: 58

Bid item 444 Refurbish & Reset Bearings should be deleted since the abutments are Semi Intergal and it is a one span bridge.

Question Submitted: 12/29/2008

Question Number: 59

Bid item 445 should be deleted since there is no jacking to be performed on that bridge.

Question Submitted: 12/29/2008

Question Number: 60

Please provide a subsummary to show where the work zone raised pavement markers, as per plan, are to be placed.

Question Submitted: 12/29/2008

Question Number: 61

When will the new plan sheets for bridge FRA-315-0432 (315 over Lane Ave) be available?

Question Submitted: 12/30/2008

Question Number: 62

As a follow up to our previous question, please provide us a subsummary in order to accurately bid the work zone raised pavement markers, as per plan. There is a substantial price difference between the 614 and 621 wzrpm's. Based on ODOT average unit prices the difference is \$4.50 versus \$17.00 per wzrpm. Please provide the quantity of wzrpm's in each phase in order to determine whether or not they are 614's or 621's or please create a bid item for 614 rpm's and 621 rpm's. The quantity seems overstated, please verify both quantities. Also, the plan insert sheets provided in addendum #3 discusses resurfacing of the transition areas, where will this be paid?

Question Submitted: 12/30/2008

Question Number: 63

For example on sheet 57/504 it calls out new guide signs (670 East, Neil Ave, Airport..., Goodale St, Grandview...) just for a specific maintenance of traffic phase. Can the existing signs be ground mounted and overlaid to match what is shown on the plans or are brand new signs required throughout?

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