Ohio Department of Transportation
Prebid Questions

Project No. 060004 **Sale Date - 2/8/2006**

Question Submitted: 1/10/2006 *Question Number:* 1

Bid Item 46 609 Conc. Median 310 SY

On sheets 56 and 65, the quantity for the median at Ramp J / K is counted twice. The total bid quantity should be reduced to 210 SY.

Question Submitted: 1/11/2006 *Question Number:* 2

In addendum #2 it states the interim completion for part 2 is 6-1-08 and the interim completion for part 3 is 7-1-09. The project has a final completion of 10-31-08. Shouldn't the dates be 6-1-07 and 7-1-08?

Per addendum #2, the final completion date is Aug 15, 2009.

Question Submitted: 1/11/2006 *Question Number:* 3

On Part 2 plan sheet 129 it shows steps going in. What bid item are they to be paid for under?

Question Submitted: 1/17/2006 *Question Number:* 4

Parts 1,2 and 3 all have bid items for cofferdams, cribs and sheeting. Each item is described in the general notes which states that these items are for protection of existing water lines where shown on the plans. we cannot find these locations. Please indiciate by station where shoring is to be installed so we can bid these items.

Question Submitted: 1/17/2006 *Question Number:* 5

Because of the large number of drums on this job and the large volume of traffic, could a bid item be added for replacement drums? Also, could an item be added for replacement signs?

Question Submitted: 1/18/2006 *Question Number:* 6

There needs to be a bid item for Concrete Barrier End Sections, As per RM 4.6 2/3.

This will reduce the quantity for Bid item 47 622 Concrete Barrier, Single Slope, Type A-1 to 313 FT.

Question Submitted: 1/18/2006 *Question Number:* 7

Bid reference #214, #546, #897 – Signalization, Misc. Rack Mounted Radio, As Per Plan

The as per plan note places the burden of a site survey upon the contractor.

It also requires that the contractor determine the number and location of repeaters required.

This seems an unfair burden to place upon the contractor and it is unreasonable to expect the contractor to spend significant resources prior to bidding the project to determine the radio type and necessary repeaters.

Since the radio manufacturer is unnamed, the contractor may have to bear the cost of several site surveys (prior to bidding)until a functional system is determined.

Can the repeaters be pulled from this item and bid as contingency items?

Can a separate pay item be set up for the cost of each site survey?

Can the consultant complete the radio design prior to the project bidding?

Thank you for your consideration,

Question Submitted: 1/18/2006 *Question Number:* 8

Please make the existing bridge plans for Montgomery Rd over I-275 available for download on the ODOT website.

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Question Submitted: 1/18/2006 *Question Number:* 9

There needs to be a bid item for Concrete Barrier End Sections, As per RM 4.6 2/3. 2 Each.

This will reduce the quantity for Bid item 47 622 Concrete Barrier, Single Slope, Type A-1 to 313 FT.

Question Submitted: 1/18/2006 *Question Number:* 10

Bid reference #186, 515, 866 Removal Misc.: Interconnect Cable.

There is no information regarding the removal of interconnect. What type of interconnect is to be removed, and at what locations?

Question Submitted: 1/19/2006 *Question Number:* 11

Part 2, bid items 330 and 639 appear to be the same work. Which should we bid?

Question Submitted: 1/21/2006 *Question Number:* 12

It appears that the limits of payment for biditems 630 and 631 (drilled shafts for Wall 'E') only include the portion of the shafts and piling that are located below the bottom of wall elevation. In order to construct this wall, the shafts will have to be drilled from existing ground which will increase the overall length of the pay items. Additionally, since the piles are included for payment with the drilled shafts, the length 'L' above the top of shaft elevation given on sheet E13 is not being paid for. Please clarify how the extra drilled shaft and pile length will be paid for.

Question Submitted: 1/23/2006 *Question Number:* 13

per Addendum #3

Item 1011, Controller Unit, Type 2070L, with cabinet Type 336, AS Per Plan. The plan note for this item requires "the contractor shall provide the Eagle Marc NX controller software..." This is a proprietary call-out. This project does not meet the guidelines for a proprietary call-out and therefore needs to be removed.

Question Submitted: 1/23/2006 *Question Number:* 14

The software issue has been addressed for the controllers in Addendum #3. However, the software issue has not been addressed for the 2 master items, B/R 551 & B/R 901. Will the state provide the software for the master controllers?

Question Submitted: 1/23/2006 *Question Number:* 15

The controller items (B/R 217, 549, 550 and 900) to be supplied on this project are specified to be Type 2070. According to the 2005 CMS, software is to be provided with the controllers unless otherwise specified in the plans. There were no plan notes in the project for the controller items, therefore it is the responsibility of the contractor to include software. Is this correct? Or will the State furnish software for the controllers and Masters that are to be supplied on this project?

Please see addendum no. 3

Question Submitted: 1/24/2006 *Question Number:* 16

Addendum #2 set an interim completion date for all items of work in Part 1 as October 31, 2006. In order to meet the interim completion date, Stage 1 structural steel for Montgomery Rd over I-275 will need to be delivered in mid-May. Indications from the structural steel suppliers are that the Stage 1 girders will not be available until late-July to mid-August. This is beyond the contractor's control. We will assume that the interim completion date will be adjusted to accommodate the difference between mid-May and the actual Stage 1 steel delivery dates with no penalty to the contractor.

We recommend that the interim completion date for the structure be revised to May 1, 2007 or completely move the structure work to the 2007 construction season.

Question Submitted: 1/24/2006 *Question Number:* 17

We would request consideration be given to providing additional time to prepare bid estimates do to the number and the degree of changes.

The District has reviewed your request and respectfully declines.

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Question Submitted: 1/25/2006 *Question Number:* 18

There was a question in addendum no. 3 concerning trenches crossing existing pavement. The answer directed the contractors to drawing sheets 247,227 and 396. The pavement detail on these drawings show cdf backfill. Is it ODOT's intent to use cdf backfill at trench crossing locations in lieu of standard ODOT granular requirements?

No, The intent is to use the standard ODOT granular requirements for trench crossings. If there is an issue with MOT and time constraints then CDF backfill may be required on certain pipe installations (intersections, etc.). The detail on sheets 247,227 and 396 are the detail for the new water pipes only, not storm sewers.

Question Submitted: 1/25/2006 *Question Number:* 19

Addendum #4 deleted Item 633 Controller Unit 2070L with Addendum #4 deleted Item 633 Controller Unit 2070L with Cabinet Type 336, As Per Plan and added alternate items 1028, 1029 and 1030. With the alternate items, we are to supply Eagle Marc NX Controller software with the entire cabinet assembly. With the State furnishing the software on the state maintained cabinets, why are there alternate items to furnish those cabinets with software?

To allow for open and competitive bidding on ALL controllers and with the State furnishing software for State maintained intersections, it would be best if there were a separate bid item just to furnish the software. As part of the pay item for the software, the State should then install the software on the controller like they will on their controllers.

This will allow for open and competitive bidding on all the major items without making ALL 14 controller proprietary!

Question Submitted: 1/25/2006 *Question Number:* 20

WE SENT A QUESTION EARLY TODAY QUESTIONING THE USE OF CDF BACKFILL FOR STORM DRAIN CROSSINGS. SIMCE WE HAVE NOT HAD A REPLY WE WILL ASSUME FOR BIDDING PURPOSES THAT THE CDF BACKFILL REQUIREMENT WILL APPLY TO WATERLINE3 CROSSINGS ONLY.

Question Submitted: 1/26/2006 *Question Number:* 21

We are concerned about the Incentive Provisions for Parts 1,2 & 3 of this project. As asked and answered at the Pre-bid Meeting, the Incentive Dates were "drop dead" dates, ie - if the contractor is late by even 1 day, Zero incentive is awarded. I explained that it makes the incentive a very risky reward, since effort and money could be spent and no incentive awarded. The addedums revising the incentive process are not clear about how the process is to work. As revised, the contractor must declare his intention to seek the incentives by certain dates. It is not clear, however, whether if the work required is not entirely completed by incentive date, 1.) the incentive is awarded and then offset by earlier application of liquidated damages - or, 2.) not awarded, and the contractor suffers the additional cost of liquidated damages from an earlier date. If the latter, I cannot understand the reasoning of burdening the contractor with additional damages for attempting to meet the early incentive date. If it truly is a "drop dead" date, let's go back to letting the contractor make his own decision (without the need for a formal declaration) about whether to try for the incentive - without the additional burden of earlier damages. Then the contractor either makes the date or he doesn't. If the incentive will be awarded regardless, the declaration of intent and earlier imposition of liquidated damages makes sense. Please clarify.

In order to receive the incentives for part 1,2,and 3 the contractor must submit a letter declaring that they will be going for the incentive. This letter is just to let ODOT know your intent. The Lump Sum Incentive date for each part is A DROP DEAD DATE. NO PARTIAL PAYMENT WILL BE GIVEN. If the contractor declares that they are going for the incentive and does not make the given incentive date, they WILL NOT be assessed Liquidated damages for not meeting this date. They will be assessed damages for not meeting the Interim Completion dates, but this has nothing to do with the incentive.

Question Submitted: 1/31/2006 *Question Number:* 22

In trying to apply Addendum No. 7 for ODOT 4(06), The EBS file does not match what the addendum says in the following biditems:

1009—quantity does not match what the addendum says
1011—item ext. no. does not match what the addendum says
1028—item description and item ext. no. does not match addendum
1029— item description and item ext. no. does not match addendum
175-185— item description and item ext. no. do not match addendum

please advise on what is correct, the addendum or the EBS file 08feb004.

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Question Submitted: 1/4/2006 *Question Number:* 23

Can the ODOT R/W, the Infields at the I-275 and 22/3 in particular be used to borrow and then later waste material?

This would reduce cost and trucking congestion.

Question Submitted: 1/4/2006 *Question Number:* 24

Ref #'s 258, 586, 599, 629, & 951 all have the same basic function as ref # 985.
985 is division 607 which all the other ref. #'s would be better suited in place of 517.
517 is for Bridge Mount applications which none of them are.
Please advise if a change in divisions will be made.

Question Submitted: 1/4/2006 *Question Number:* 25

Part-1 plans give no information regarding the thickness of the Concrete Base or Asphalt Overlay for the Pavement Removed Item. Also, no thickness is given for the asphalt for the Pavement Removed Asphalt item. Is any information available?

Part-2 plans state on Sht. 10 that the Concrete Base is 5”-8” thick with an Asphalt Overlay of 9”-12” thick for the Pavement Removed item. But, no thickness is given for the asphalt for the Pavement Removed Asphalt item. Is any more accurate information available for the Pavement Removed item, or any information available for the Pavement Removed Asphalt item?

Part-3 Boring R-14 shows 9” Asphalt and 8” Concrete, Boring R-20 shows 16” Asphalt and Boring R-31 shows 12” Asphalt and 5” Concrete. Is any more accurate information available for the Pavement Removed and Pavement Removed Asphalt items?

The cost for these removal items will vary substantially for the range of thicknesses given.

Question Submitted: 1/5/2006 *Question Number:* 26

PART 1, DRAWINGS 28 AND 36 ARE MISSING FROM OUR SET. DO THEY EXIST?
STATIONS 32+/- TO 45+/- HAVE DEEP STORM SEWERS AND WATERLINES TO BE INSTALLED IN THE EXISTING PAVEMENT. THEIR LOCATIONS WILL CAUSE MAJOR TRAFFIC PROBLEMS. THE M.O.T. DRAWINGS DO NOT ADDRESS THIS WORK. THERE IS NO PAVEMENT REPLACEMENT DETAIL.

BID ITEM 652, STRUCTURE REMOVED. WE CANNOT IDENTIFY WHICH STRUCTURES ARE REMOVED UNDER THIS ITEM.

PART 2, SHEET 19, STA. 76+/-. THE EXISTING 84" CONDUIT NEEDS EXTENDED TO INSTALL THE TEMPORARY ROAD. HOW WILL THIS WORK BE PAID FOR? WHAT HAPPENS TO THE CREEK FLOW BETWEEN STAGES 1B AND 2?

Question Submitted: 1/6/2006 *Question Number:* 27

PART 2. THE 42"AND 30" WATER LINES. THE WATER LINE PLAN SHEETS HAVE THESE LINES AT A DIFFERENT LOCATION THAN THE PLAN CROSS SECTIONS FROM STA. 65+50TO 82+00. FROM STA. 82+00 TO 90+00 THE 30" LINE HAS THE SAME PROBLEM. WHICH LOCATION IS CORRECT?

Question Submitted: 1/9/2006 *Question Number:* 28

Part 3. The 43x68 conduit at sta. 17+/- and the 6x4 conduit at sta. 139+/-, what happens to the stream flow between stages 1a/1b and 2a?
At the following locations the storm sewer installed in stage 1a/1b will not function till completed in stage 2a. Is this situation ok with odot?
stations 87+15,92+60,97+00,112+65,126+65,139+10,143+15,146+10,147+50 and 149+40.

The flow of these streams must be maintained during construction. It is the contractors responsibility to determine the method.

Question Submitted: 12/16/2005 *Question Number:* 29

In the proposal, there are two bid items ref nos 996, Providing electronic instrumentation & ref 997, technical assistance. We cannot find details concerning these items. Could you tell us where & what they are.

See PN 623 (in the Proposal.) Providing Electronic Instrumentation - this is providing GPS equipment. Technical Assistance - this is instruction to the Project Engineer in using the GPS equipment.

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Question Submitted: 12/20/2005 *Question Number:* 30

Two questions about curb ramps on plan parts 2 & 3:

1) The note regarding curb ramps on page 12 of plan part 2 and page 18 on plan part 3 states, "See plan insert sheet- "Curb ramps with truncated domes" for curb ramp details". Where in the plans can we find these details?

2) Per the Spec Book page 446 the item for curb ramps is typically paid by the each, and this item is only the extra finishing cost. Then the sidewalk item (by the square foot) it paid thru the curb ramp area. On most ODOT jobs then there is a plan note adding the truncated domes to the ramp item. However, on this project on page 12 plan part 2 and page 18 plan part 3 the note says, "The unit bid price for item 608-Curb Ramp, APP shall include all labor, materials, equipment and truncated domes to complete the work." This being the case how do we detemine from the plans what part of the walk is consitered Curb Ramp, APP (paid by the each) and what is considered 5" Concrete Walk (paid by the sf)? ie how do we determine the exact limits and dimentions of the curb ramps?

(1) Plan insert sheets were not included in the plan. These will be added to an addendum. In the meanwhile they can be found on the ODOT web page under "Design Reference Resource Center". Then go under Plan insert sheets, then Roadway, then Curb Ramps with Truncated domes. (2) Bid this as you would on a normal project per Spec Book Page 446. Bid the Sidewalk (by Square Foot) thru the Curb Ramp and then bid Item 608-Curb Ramp, APP as only the additional work to put in the Truncated dome and the extra work for forming the Ramp. This shall be the standard for all three parts.

Question Submitted: 12/21/2005 *Question Number:* 31

Typical sections on Plan Parts 1 and 3 show 6 inches of reveal on the Curb Type 6 and show the bottom of the curb flush with the bottom of the asphalt. For Mainline US 22 on Plan Part 1 this would result in a Curb Type 6 that is 14" tall. In Plan Part 3 the Curb Type 6 would be 14-1/2" tall. Plan Part 2 shows the curb notched down into the 6" of 304 but gives no dimention. Is it the owners intent to eliminate this costly extra grading operation by making the height of the Curb Type 6 equal to the thickness of the abutting asphalt plus 6" of reveal, as it is shown in Plan Parts 1 and 3?

The intent of the owner is to construct the Type 6 Curb as per Standard Drawing BP-5.1 Dated 7/28/00 in all three parts. The Type 6 Curb shall be a standard 18" with 6" exposed. In most area's this will fall into the 304 Aggregate Base. The aggregate base may have to be built in two lifts in order to get the compaction under the Type 6 curb and also 6" outside the curb which is required per the standard drawing.

Question Submitted: 12/7/2005 *Question Number:* 32

1) On part 1, 2 & 3 the 446 surface course(9.5 mm) is called out to be installed at depth of 1.25". It is our recommendation that the surface course be installed at 1.5".

2)On part 1, the typical section for 304(ballon 24)indicates that the 304 is a varible depth averaging 10" depth. The typical section is not drawn that way. The typical section is drawn at a uniform thickness. If the 304 is to be varible thickness, what does the detail look like?

Answer 1: Your suggestion has been review and the Dept respectfully declines to change the depth. Answer 2: The typical is shown correctly. The thickness will vary along the project. The intent is to match the elevation of the bottom of the existing 304. Some areas will require 9" of 304 and some will require 11" of 304 for an average of 10" for estimating purposes. The typical will not be a wedge section that your thinking about, it will be uniform but will vary along the job.

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Question Submitted: 2/3/2006 *Question Number:* 33

060004 Ham

0897 Misc Rack mounted Radio – Specification note "THE FOLLOWING SHALL BE THE MINIMUM REQUIREMENTS FOR A RACK MOUNTED RADIO / WIRELESS INTERCONNECT PACKAGE: " ON PAGE 185 OF 266 OF THE PLAN.

The plan note appears to describe a specific product. We would request that an alternate product(s) be considered which provide wireless interconnect functionality in the form factor specified. The product we propose to offer is a rack mounted Frequency Hopping Spread Spectrum license-free 902 – 928 MHz FCC Type 15 approved radio compatible with the 2070 controller and SEPAC software specified for the project. Software is included with remote programming, remote diagnostics and a spectrum analyzer.

"Shall operate in the license free, spread spectrum bank (902-928)Utilizing frequency hopping technology
Shall utilize 139 user selectable channels, with 62 available hopping sequences (2 shall be non overlapping)"
Proposed: uses 128 channels in the 900 ISM band. The figure of 139 must be a typo. There are 26MHz of spectrum and the channels are 200 kHz each (5 channels per MHz). This allows for 130 channels. The product we propose skips the lowest and highest channels at the band edge, as they may be prone to interference. We provide 16 pairs of non-overlapping hopping patterns. We provide more than 63 hopping patterns in total.

"Shall have an RS 232 interface capable of 1200 BPS to 115.2 KBPS with an 8 or 9 bit format or 1200 BOS BELL 202 FSK (2 or 4 wire)."
- The product we propose will do 1200 to 115.2 kbps and 8 or 7 bit data and None, Odd or Even parity and 1 or 2 stop bits, which is typical.

"Shall have DE9F connector for RS 232 port and RJ22 for FSK"
- The product we propose uses an RJ 14 for FSK.

" Shall have an operating temperature of –40 to +80 degrees C"
- The product we propose is designed to operate in the NEMA range of –34 to +74.

"Shall have a radio sleep mode with a maximum current draw of <IUA"
-The product we propose has a sleep mode of 8 mA. (Sleep mode would not apply to an AC powered Traffic Control System)

"Shall be programmable for RF output levels of 1mw, 10mw, 100mw or 1 watt)
-The product we propose is Programmable in 1 dB steps from 100 mW (20 dBm) to 1000mW (30 dBm) This provides better utility to maximize legal ERP (radiated) power than the larger increment steps.

"Shall have RP TNC-F antenna connector"
-The product we propose uses normal polarity RF connectors. Adapters or reverse polarity connectors are not required.

"Shall have RSSI signal strength LEDS"
-The product we propose has one signal LED to indicate RSSI. The diagnostic software that is included with the product provides complete RSSI signal strength indication while directly connected or remotely connected over the air without disrupting the system.

We would request that the alternate product proposed be approved for use on the project.

The note that the contractor is referencing lists minimum requirements and is not describing a specific product as he suggests. These are minimum requirements and any product that meets these minimum requirements is acceptable.

Question Submitted: 2/6/2006 *Question Number:* 34

Your addendem says items 175 - 185 are 645 Your EBS file
Says 646. What Should I Quote?