

Ohio Department of Transportation Prebid Questions

Project No. 070241

Sale Date - 5/23/2007

Question Submitted: 4/12/2007

Question Number: 1

Are the electronic files available for this contract, and who do we contact to get them?

<http://www.dot.state.oh.us/contract/dgn.htm>

Question Submitted: 5/10/2007

Question Number: 2

There is a cantilever sign structure, OH-2, shown on page 113. There is no bid item for this structure. The bid quantities for items 75 through 78 appear to be correct only if the cantilever sign structure mentioned above is included. Is that the intention? Sign structure OH-4 shown on page 113 has a DMS sign being relocated to a different location on the structure. Additional walkway, etc. will be required. There is no bid item for this work. Is the cost to be included in another bid item? Reference No. 80, Sign attachment assemblies, calls for 1 each. I think the quantity should be greater than one.

Question Submitted: 5/11/2007

Question Number: 3

Is the Artimus sign to be out of service only during the time of moving it? Also, is painting of the structure to be done while the Artimus sign is in place at its new location?

1) Yes. 2) Yes.

Question Submitted: 5/11/2007

Question Number: 4

Addendum #6 deleted all of the new sign structures from being painted which would be done by the structure fabricator in plant. This leaves one existing structure to be painted. It seems that the work is type 26 work not type 42 work. Please clarify or respond

The Office of Estimating believes that the work type assigned is appropriate.

Question Submitted: 5/11/2007

Question Number: 5

Addendum #1, page 7 paragraph 1 makes reference to (5) camera locations. Bid reference #124 and #125 are for (4) CCTV camera and installation. Which quantity is correct? Addendum #1, page 6 lists NTCIP specifications. I do not believe the current ARTIMIS system is NTCIP compliant. Is the NTCIP specification to be adhered to for this project? Thank you for your consideration....

A1: The quantity of 4 cameras and installation are correct. The 5 locations refers to 5 locations at each camera (4) that the videotape ensuring the performance of the camera in night conditions is met. It is stated in that same paragraph, "The CONTRACTOR shall make a videotape that verifies the CCTV camera performance during night conditions at five CCTV camera locations. The selected five locations shall be approved by the Department before making the videotape. This field demonstration test shall be performed and the results approved by the Department before the camera selection is finalized." A2: NTCIP should be adhered to.

Question Submitted: 5/15/2007

Question Number: 6

Bid reference #124 and #125 appear to be for the same item. Page 3 of Addendum 1, paragraph 3 states that the "CCTV installation includes camera, controller, software, conduit and connectors, cabinet, pole, lowering unit, foundation, workpads and operating software." Is reference #124 for the camera only, and the remainder of the installation to be covered under #125? Question regarding Page 10 of Addendum 1, Lowering Tool Specifications: Is the contractor to provide one drill per CCTV INSTALLATION, or is ODOT supplying the drill? The description is unclear. Please clarify.

Question Submitted: 5/15/2007

Question Number: 7

Hi again. So I've been educated on the need to download the addenda and not just quickly print out the .pdf that comes up when you click the icon. Still, it would be helpful if the .pdf had included the plan sheets as well as legible text. Sorry for the irritation of my confusion.

Question Submitted: 5/15/2007

Question Number: 8

Ref No 6 indicates the painting items (Ref Nos 75-78) are intended for Sign OH-4 only. This paint spec is for painting new sign supports in the shop, however this structure is existing in the field. We assume that if this paint item is performed it will be for use on the truss extension which will be newly galvanized. If the existing truss in the field gets painted, the surface prep would likely be completely different from what is specified in the plans. There is a tremendous amount of surface area on the long overhead truss section, as well as traffic control to consider. If the intent is to actually paint the OH-4 truss and end frames, it will be necessary to add an item for surface prep of existing support sections, and indicate whether the existing galvanize coating will be painted, or if the galvanize coating will need to be removed, which will be very expensive to perform under traffic conditions. Also please check, but it seems Ref 204 and 206 are the same item.

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: 5/16/2007

Question Number: 9

Revised sheet #130 show 6-18" Junction Boxes and 1-Barrier Junction Box. Since there is a plan quantity set up for trench and conduit, it appears that these should be 18" concrete pullboxes, Not junction boxes.

They are to be junction boxes as stated in the plans.

Question Submitted: 5/21/2007

Question Number: 10

Item 127 - Ramp Meter Controller Software, page 121 of 133. The section under Local Metering Capabilities, section B, Metering Modes requires "Demand Capacity Control". Please define/clarify how the controller is to operate under this mode.

Demand-Capacity Control is defined as follows: The demand-capacity algorithm attempts to prevent the demand downstream of the entrance ramp from exceeding capacity. The current demand is measured using vehicle detectors placed upstream of the entrance ramp. The metering rate is determined by subtracting the current upstream demand from the maximum downstream capacity. For example, assume downstream capacity is 7200 vehicles per hour (vph). If the upstream vehicle detectors record a demand of 6500 vehicles per hour, then the meter will release vehicles at the rate of 700 per hour. In times of unusually high or low demand, the minimum metering rate is often set to 240 vehicles per hour and the maximum metering rate is often set at 900 vph. Releasing fewer than 240 vehicles per hour usually leads to excessive delays and the vehicles will often become impatient and proceed through a red light. On the other hand, releasing over 900 vehicles an hour leads to a cycle time of less than four seconds, and it is difficult for vehicles to keep up with the signal.

Question Submitted: 5/4/2007

Question Number: 11

At station 951+94 the Type A inlet and End Section at end of Type A conflict. Wouldn't an end anchor be better than a 30' End Section? Type D inlet and section conflict at end of type D Station 962+50. Would it be permissible to construct Type B single slope in place of the Type A?

Question Submitted: 5/7/2007

Question Number: 12

Page 19 of the plans, the first paragraph states "Mill rumble strips on I-74 using item 254 pavement planing, asphalt concrete". I do not see an item for 254 pavement planing. Could you please add an item for the pavement planing.

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