

Ohio Department of Transportation

Prebid Questions

Project No. 050353

Sale Date - 6/29/2005

Question Submitted: 6/17/2005

Question Number: 1

PART 1

Plan page 12/191 maintaining traffic notes for MAH-680-6.28 (Ramp BX) indicate winter limitations November 15 to April 1. This note also indicates maximum detour is 227 consecutive days. The time between April 1, 2006 and the project completion date of October 31, 2006 only allows for 213 consecutive days of construction. Please clarify.

PART 2

Plan page 10/107 center column indicates Shirley Rd Bridge cannot be closed concurrently with MAH-680-8.18. What is the status and schedule for MAH-680-8.18.

Question Submitted: 6/20/2005

Question Number: 2

In the maintenance of traffic for Steel St. There is no detail for traffic control to perform the Concrete Base, Curb and Walks in the intersections. Will there be any lane closures?

Question Submitted: 6/20/2005

Question Number: 3

Addendum's #1 & 3 do not direct whether they are in addition to the existing 3 page Utility Note in the proposal or are a complete replacement. Please clarify.

Plan pgs 16/191 (Note 6) and 92/191 Ohio Edison notes - state contractor must contact the utility a minimum of 4 weeks prior. The Addendum #3 Utility Note states 10 days notice is required and also that the Contractor's schedule will serve as mandatory notification. Please clarify required notification periods.

Addendum #3 Gibson Street Ohio Edison Note refers to "minimum clearances: What will be the minimum clearance height?

Plan pg 10/191 Paving Under Guardrail Note paragraph 6 states "Each successful bidder must be licensed by the Ohio Department of Agriculture as a commercial applicator....." It certainly cannot be ODOT's intent that every General Contractor bidding the project be licensed for this non controlling item of work. Please consider rewording this note.

Clearing and Grubbing includes Herbicidal Spraying per plan note on pg. 9/191. Does this apply to all bridges and all types of slopes? Shouldn't appropriate 201 bid items be designated, as per plan, so all bidders would be duly informed?

Question Submitted: 6/20/2005

Question Number: 4

Part 1 Maintenance of traffic plan on page 19/191 and 20/191 provides details and quantities to move 680 traffic over to allow room for the center pier construction for the Steel St bridge. This detail is also needed for pier work on the other 4 bridges on this project. If this is the intent please extend maintenance of traffic quantities to cover these other 4 bridges. This is especially critical on pier 2 of the Ramp BX bridge and pier 3 of the Wayne\Pyatt bridge which only have 4' berms. Please provide clarification

Question Submitted: 6/21/2005

Question Number: 5

The residential driveway at the southwest corner of the Shirley Road bridge structure lays up against the existing and new wingwall to be constructed. In order to maintain this driveway some type of excavation shoring will be required. Will ODOT consider adding a bid item for Cofferdams, Cribbs and Sheeting for this work?

Question Submitted: 6/21/2005

Question Number: 6

PLAN PAGE 40/191 INDICATES THE INSTALLATION OF 194' OF CONCRETE BARRIER TRANSITION. HOW IS THE REMOVAL OF THE EXISTING BARRIER IN THIS AREA PAID?

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.

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Question Submitted: 6/22/2005

Question Number: 7

Comment #1:

Regarding the question on 680 MOT for bridge pier work. The plans in part 2 do not have any MOT for 680 at all. Only contingency quantities are provided. We therefore must assume that whatever lane restrictions are required by the contractor to construct the proposed substructure will be provided for in lieu of certain lane restrictions that have been implied. The possibility exists that lanes in each direction will have to be taken under PCB over a period of time to perform the work, i.e. jacking and pier cap extensions. No provisions have been properly made in the plans for pier work other than Steel St.

Comment #2:

FYI, the EBS file from ODOT does not contain the correct item that was added per Add #4. Item 500 is not in the ammendment file. It is my opinion that that another addendum should go out and the project be delayed per the 72 hour rule for addendum notices.

Q1) Lane restrictions are explicitly stated in column #1, sheet 11; The contractor may take lanes for MOT accordingly. The plans provide contingency MOT quantities for construction either with or without lane restrictions. Whether the contractor needs to take lanes to construct the pier cap depends on his means and methods. Q2) The project has been delayed in order to correct the problem.

Question Submitted: 6/22/2005

Question Number: 8

In addendum #4 Ref #0500 is shown as an added bid item. I have downloaded the EBS & Ammendment 1 files and the added bid item is not there. Please clarify.

Question Submitted: 6/4/2005

Question Number: 9

WE WANTED TO BRING TO YOUR ATTENTION IN CASE THERE IS AN OVERSIGHT IN THE PROPOSAL ITEM DESCRIPTIONS. ARE YOU AWARE THAT PART 1 & PART 2 HAVE DIFFERING CONCRETE REQUIREMENTS? PART 1 INCLUDES QC/QA CONCRETE WHILE PART 2 REQUIRES HP CONCRETE FOR THE STRUCTURAL CONCRETE ITEMS.

THANK YOU.

The District is aware of this. This will not be changed.