

Ohio Department of Transportation Prebid Questions

Project No. 070136

Sale Date - 3/7/2007

Question Submitted: 1/1/2007

Question Number: 1

1. What type of catch basin is located at sta 188+34.47 LT? 2. What are the edge requirements? Should underdrains be perforated or non-perforated and does the trench need wrapped with fabric or does the pipe get a sock?

A1. Per the survey it is 2'X2' box. A2. See the Dept of Administration website (www.das.ohio.gov/eod/mbesearch/edgeindex.asp). A3. Per 707.31 the underdrains should be perforated and the trench need wrapped with fabric.

Question Submitted: 2/13/2007

Question Number: 2

ODOT did not answer my question. Am I correct in my equation that the actual bottom of subgrade at Sta 181+00 is 579.29, or is the 2' undercut a contingency item. If items 5 & 6 in the typical section are not contingency items than the + sec. are misleading. What happens to the gas, sewer, and water lines that are above the actual subgrade?

The equation is correct. The 2' undercutting is not a contingency item. The existing water and sewer are below that depth. If the gas lines were relocated at the proper depth of three feet, this should amount to very minimum interference with the contractor's roadway construction. The utility note and the final construction plans describe the location of utilities crossing the roadway and those above the surface. Relocation plans are available in the utilities office at District 2.

Question Submitted: 2/26/2007

Question Number: 3

1. The existing 24" sanitary located along the centerline of SR 19 appears to be in conflict with the 24" under cut in several locations. Is the existing sanitary to remain in place? 2. The Typical Section "C" on sheet 5 of 86 lists the following existing pavement section: A=4" +/- Asphalt, B=4" Brick, C=10" Macadam Base, D=10" Concrete Base. Is it Macadam Base or Concrete Base? 3. ODOT needs to supply the following information for the Railroad Protective Insurance: Number of passenger and freight trains per day, the speed of trains, Slow down order, Limits of Liability, etc. 4. Are we to assume ODOT will set the detours? 5. Plan and Profile Sheet 22 of 86 shows an underground telephone utility from Sta. 179+00 ~ Sta. 183+00, 15' LT. The Utility Note section of the proposal does not mention an underground telephone utility in this area. Is this existing utility to remain in place or be relocated?

1) The existing is to remain. Conflict will be minimal. 2) Concrete Base 3) see addendum #1 4) The underground telephone utility will remain in place.

Question Submitted: 2/28/2007

Question Number: 4

With regards to wheel chair ramps... Like for project 070136, there is a plan quantity for 4" walk for 12,511 SF. There is a plan quantity for 70 curb ramps. When contractor is getting paid for sidewalk, how much of the square footage of the ramp, should the contractor be paid for? Should the contractor get paid for the area of the ramp minus the truncated domes? Does the "per each" item of the curb ramp include the extra concrete and the truncated domes?

The sidewalk quantities include all sidewalk constructed for the ramps. The ramp quantity "each" includes truncated domes, grading, forming and finishing.

Question Submitted: 2/28/2007

Question Number: 5

1) On sheet 9 of 86 regarding DETOURS, is ODOT responsible for installing, maintaining and removing detours? 2) On sheet 9 of 86 regarding COMPLETION TIMES, could additional time be considered in addition to 35 days for sections 2 & 3? Sections 2 (+/-2500 LF) & 3 (+/-2000 LF) are roughly twice the length then Section 1 (+/-800 LF) to construct. 3) On sheet 9 of 86 regarding COMPLETION DATES, could the proposed sections be constructed in any order such as constructing section 3 first? 4) Could the surface course be placed after ALL 3 sections are completed? 5) Could other work be performed in sections 2 & 3 providing that traffic is controlled by flaggers if section 1 is closed or vice versa? 6) With the scope of work intended for this project, it will be difficult to meet the ITEM 614 MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS) note. Would ODOT consider deleting the note requiring "ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC" during designated holidays and leave the "NO WORK SHALL BE PERFORMED" note in the plans? 7) The typical sections "A-D" show 39.25" of new material to be placed in the roadway. The new profile grade roughly follows the existing grades. It appears between stations +/-185+00 to 195+00 the existing 24" Sant line will be in conflict when excavating / replacing 3.0' of material takes place. Please review. Thank You

1. yes, ODOT will be responsible for the detours; 2. We considered 35 days for the construction of the longer sections.; 3. Yes; 4. Yes, the surface course shall be placed after all sections are completed.; 5. Yes, in accordance with Item 614; 6. No, we understand it will be difficult. Bid accordingly; 7. We reviewed the location of the 24" sanitary and believe it to be below the elevation the depth required.

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: 2/7/2007

Question Number: 6

From typical section on pg. 4 new pavement thickness is 3.27'. Using + sec. 181+00 as a typical finish grade is 582.56' subtract 3.27' makes subgrade elev. 579.29. + sec. shows subgrade at 581.3 +/- . Am I correct in my equation.

The cross sections show the bottom of Item 304. The 2' undercut is calculated on sheet 12.

Question Submitted: 3/1/2007

Question Number: 7

Where can I find a list of EDGE subcontractors and suppliers?

Question Submitted: 3/2/2007

Question Number: 8

On sheet 7 of 86, Item 609, Curb, Type 6, as per plan, States the concrete shall be class FS. Question, Why is class FS being used in curb and not in drive aprons?

The FS curb is only used at the SR 163 intersection. ODOT wants to limit the traffic impact on SR 163. The only work that would effect traffic on SR 163 is the curb work. No drive approaches are located on SR 163 so we did not call out FS concrete for any other work.

Question Submitted: 3/6/2007

Question Number: 9

For Driveways Item # 452, are baskets and tie bars necessary?

Per the std dwg BP-4.1 and the CMS, they are not required.

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