

Ohio Department of Transportation

Prebid Questions

Project No. 050023

Sale Date - 1/12/2005

Question Submitted: 1/5/2005

Question Number: 1

Plan page 10/83 "Permitted Lane Closure" indicates daily limitations on the MT-95.40 traffic maintenance plan. Per item 3 on that page the MT-95.40 standard is to be utilized for abutment refacing. The MT-95.40 standard utilizes barrier and is designed as a multi-day zone. I don't believe it should be included in this "Permitted Lane Closure" note. Please clarify.

The contractor was expected to remove the existing guardrail to improve work space and he would need to protect the work drop off as well. This protection would not require the closure of the lane. It was expected that the additional lane closure and the installation of MT-95.40 would occur when extra room is needed and barrier protection would stay in the shoulder to protect the drop-off.

Question Submitted: 1/5/2005

Question Number: 2

1) The plan cover page "project description" indicates that part of the project is to painting the existing structural steel. There is not any bid items for this work. Is the existing structural steel going to be painted on these structures.

2) The 4A notes indicate SBC has 30 working days to relocate their conduits on the Grant St bridge. This equates to 42 calendar days. Eventhough, some activities can be done concurrent a 60 calendar day detour on Grant St is not adequate.

A: 1. The bid items are correct there will be no painting of the structural steel. A: 2. The 4a note is correct. The contractor will need to tightly coordinate its work with SBC's.

Question Submitted: 1/5/2005

Question Number: 3

1. Plan sheet 10 note 3. of the maintaining traffic notes states that I-76 traffic will be maintained per MT-95.40 for the abutment refacing work. MT-95.40 is a single lane closure using barrier wall which is necessary to have access to safely perform the refacing work and we assume can be left in place until it is complete. This zone cannot be moved in/out nightly. Note 2. on the same plan sheet allows only nightly lane closures, which conflicts with MT-95.40
Please clarify what will be allowed for maintaining traffic for the refacing work.

The contractor was expected to remove the existing guardrail to improve work space and he would need to protect the work drop off as well. This protection would not require the closure of the lane. It was expected that the lane closure and the installation of MT-95.40 would occur when extra room was needed and barrier protection would stay in the shoulder to protect the drop-off.

Question Submitted: 12/23/2004

Question Number: 4

Please provide clarification on the following conflicting plan notes:

1) Plan page 8/83 has a construction noise restriction from 9:00pm to 7:00am. Plan page 10/83 indicates lanes closures on I.R. 76 are only permitted 8 pm to 7 am weekdays and 7 pm to 11 am weekends. Please remove the noise restriction note.

2) Per the plan note on page 11/83 the maximum detour for bridge closures is 60 days. Per a plan note on 34/83 "if needed" the proposed beam repair plan is to be submitted in writing to the director at least twenty days before performing the repair work. Please remove this twenty day delay period.

Question Submitted: 12/30/2004

Question Number: 5

Do the curb ramps, bid item 14 have truncated domes? There is no mention of them in the plans.

This is a retrofit item for the truncated domes only. That is why there is only 8 square feet per ramp.

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.