

# Ohio Department of Transportation

## Prebid Questions

Project No. 060088

Sale Date - 2/17/2006

Question Submitted: 1/27/2006

Question Number: 1

General Summary plan sheet No. 40 - 43 list "\*\*\*\*" along the top header between pages 49 and 51. The last item of the pavement section on sheet 43 indicates "\*\*\*\* PAVEMENT CALCULATIONS PROVIDED SEPARATELY". Will ODOT provide these calculations and or summary sheets for the missing pavement items?

**There are no missing pavement items in the plan. The three asterisks "\*\*\*\*" simply state the pavement calculations sheets are not in the plan set nor are they required.**

Question Submitted: 2/13/2006

Question Number: 2

In reference to the Item Special - Work involving hazardous waste: 1. How/what method is the engineer going to perform to determine delineation of contaminated soils to be excavated within the specified limits?  
2. What analytical levels are going to be required to determine which soils are suitable for re-use and which soils will be disposed?  
3. Will ODOT predetermine the extent of contamination or will sampling be ongoing throughout project excavations within the specified limits? Is ODOT only disposing of contaminated soils within plan lines or beyond plan lines?

Question Submitted: 2/13/2006

Question Number: 3

Can you explain what the differences are between the original item and the alternate item for Lines 0222 through lines 0246 (Pavement markings and controller units).

**See Addendum No. 3 for reference items 0225 through 0246. As for reference items 0222 through 0224, Ref #0222 AA1 Controller Unit, Type TS/A2, With Cabinet, Type TS1, as per plan is for the base bid. Ref#0223 AA2 Controller Unit, Type TS/A2, With Cabinet, Type TS1, as per plan - Alternate Bid 1, is for an Automatic Signal/Eagle Signal as detailed in the note on sheet 174 and Ref#0223 AA2 Controller Unit, Type TS/A2, With Cabinet, Type TS1, as per plan - Alternate Bid 2, is for an Econolite Corporation as detailed in the note on sheet 174**

Question Submitted: 2/15/2006

Question Number: 4

Items 222, 223 & 224, Controller Unit, type TS2/A2 with Cabinet Type TS1, As Per Plan are defined on page 174 of 248 to be generic controllers, without interconnect functions or requirements. Items 223 is an alternate for an Eagle controller and Item 224 is an alternate for an Econolite controller. The controllers that are to be installed on another project along Steel Yard Commons Drive are interconnected and coordinated with an Econolite Closed Loop System. Interconnect cable is to be installed along Steel Yard Commons up to the new controller that is to be installed at Quigley Road & Steel Yard Commons Dr.

My questions are:

- 1.) Are the controllers supplied on this project to be interconnected and coordinated with the proposed controllers along Steel Yard Commons Dr? The interconnect cable is already installed at Steel Yard Commons Dr & Quigley Rd
- 2.) Are the controllers supplied on this project to be Closed Loop Systems Ready?
- 3.) If the answers to questions 1 & 2 are yes, then the controllers supplied on this project must match those of the system along Steel Yard Commons Dr and must be Econolite and be Systems Ready. Items 222 & 223 would then be deleted from the bid.
- 4.) Interconnect cable would also need to be installed along Quigley Road from Steel Yard Commons Drive to Clark Avenue.

**The proposed traffic signals on Steelyard Commons Dr. are private signals owned and maintained by the developer. The signals on Quigley Road will be owned and maintained by the City of Cleveland. There are no current plans or agreements to interconnect the Steelyard Commons and Quigley Road signals. Please bid the Quigley Road signals as shown in the plans and proposal, as independent signals.**

Question Submitted: 2/15/2006

Question Number: 5

What is the actual engineer's estimate for this project?

Question Submitted: 2/16/2006

Question Number: 6

The first paragraph of the Portable Changeable Message Board note calls for 4 boards for the duration of the time specified in this note. The last line of that note states 6 months. Shouldn't that be 4 boards for 24 months?

**Thank you for pointing out the inconsistency between the plan note and the Proposal. Because there is not time to correct this without delaying the project and because the value of this item relative to the entire project is relatively small, the Department will not delay this project in order to issue an addendum. Please bid the item as it is described in the Proposal.**

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: 2/9/2006

Question Number: 7

I have a question with the section of the Quigley Road project involving the pavement markings and there alternates, ref #225 through ref #246. The original items and their alternate item seem to be the same as one another. If you can specify the difference between the two I would appreciate it. Thanks

Question Submitted: 2/9/2006

Question Number: 8

Will the relocation of the existing 20" gas line along West 14th street need to take place during the allowable 45 day closure? If so, they are allowed 8 weeks to complete their work which would push us past the 45 days allowable closure and into liquidated damages.

Question Submitted: 2/9/2006

Question Number: 9

Will the Quigley Rd. northern slope, between sta. 14+00 to 24+00, need to be adjusted as part of the type A emergency contract? Is the current northern slope as detailed in the plan cross sections?

**If your question refers to the existing northern fill slope constructed by the developer, any excess material will be removed and incorporated into the emergency contract. Do not assume that there will be any excess material along the northern side of the proposed roadway that can be recovered and utilized as Item 203-Embankment.**

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