

# Ohio Department of Transportation

## Prebid Questions

Project No. 080214

Sale Date - 3/26/2008

Question Submitted: 2/21/2008

Question Number: 1

The work type percentage performed by the Prime is set at 50%. Due to the limited number of bidders able to achieve this percentage due to the makeup of the work, will ODOT reduce this percentage to 30%?

Question Submitted: 3/13/2008

Question Number: 2

ODOT's website, "Addenda Summary" is showing Project 080214, Number of Addenda, 1. If you click on the project number for a link to the addenda, "No Documents Found" appears. Has an addendum been issued for this project? Thank You.

Question Submitted: 3/17/2008

Question Number: 3

Question Number 1. - Will the detours on page 7 of 46 of the plans be done by ODOT? If not what signs are needed and at what locations? Question Number 2. - Addendum Number 1 under the "Revise the Plan Sheets as Follows" section states "Phase 2 - Sta 574+00 to .... The current schedule for Def-24-7.96 project indicates removing bi-directional traffic from the WB lanes between 10-01-08 and 10-15-08 and maintaining bi-directional traffic on the EB lanes." Assuming that the WB lane is available on 10-15-08 and the pavement from Sta 575+35.58 to 588+00 is to be constructed part width construction after traffic is returned to normal pattern on DEF-24-7.96 (see note on page 6 of 46) and the completion date on Project 080214 is 10/31/08, there is not enough time to do the work in the WB lanes from 575+35.58 to 588+00. The construction in this area requires pavement removal, excavation, lime stabilization, fine grading, underdrains, aggregate base, asphalt, pavement marking and rumble strips. The pavement removal and excavation will take one day, the lime stabilization will take seven days (including cure time), the fine grading and underdrains will take one day, the aggregate base will take one day, the asphalt paving will take two days and the pavement marking and rumble strips will take one day. This is 13 days and then traffic will have to be switched and the same thing done on the other side. These 13 days are work days and there will be two weekends in each part. The completion date should be June 30, 2009, which would give enough time to do this work and place the surface pavement with less construction joints over the entire project. There will be temporary pavement markings on the finish surface if the surface is finished before all the other construction is complete. The next to last sentence in the Addendum Revision note states "The bidirectional traffic in the EB lanes is scheduled to end between 10-27-08 and 11-15-08. If the plan note on page 6 of 47 is to be followed the part width construction can not start until after these dates.

Question Submitted: 3/18/2008

Question Number: 4

Please check your website: [Question Submitted: 3/18/2008](http://www.dot.state.oh.us/CONTRACT/ftp/attach/DEF-82497/The drawing file directory is there and the pavement calculation Excel sheet, but no drawing files. Thank you.</a></p></div><div data-bbox=)

Question Number: 5

The project completion date is defined as October 31, 2008. Addendum #1 revised the plan note on sheet 6 of 46 for phase 2 to "Phase 2 - Work between stations 574+50.2 and 588+00 WB and between 635+15.00 and 640+50.00 EB and WB shall not begin until Phase 1 EB land reconstruction between stations 684+04.54 and 635+15.00 EB and Phase 2 WB lane reconstruction between stations 588+00 and 635+15 is completed at least through the intermediate course of asphalt and traffic from the DEF-24-7.96 project is no longer bi-directional or is being maintained bi-directionally in the EB lanes. The current schedule for the DEF-24-7.96 project indicates removing bi-directional traffic from the WB lanes between 10-01-08 and 10-15-08 and maintaining bi-directional traffic on the EB Lanes. The bi-directional traffic in the EB Lanes is scheduled to end between 10-27-08 and 11-15-08 with all lanes opening to traffic. Please note stipulation 5 on sheet 8 of 46 requiring the coordination of all maintenance of traffic operations with the contractors on adjacent projects" Bottom line is we cannot begin tie-in work until after the 10-27-08 to 11-15-08 time frame identified above, beside the fact our contract completion date is 10-31-2008, this is not the best time of the year to perform weather sensitive work. Please review the contract completion date with this scheduled work in mind.

**Answer 1: These materials are property of the contractor on Def-24-7.96 and paid under that contract. The use of any MOT materials from the Def-24-7.96 project on this project shall be the result of a separate agreement between the contractor on this project and the contractor on Def-24-7.96. Any materials used from the Def-24-7.96 project on this project shall meet all requirements of the Ohio Manual of Uniform Traffic Control Devices for Streets and Highways, current addition and the specifications and proposal for this project. As stated on sheet 8, the contractor on this project shall coordinate MOT efforts with the contractor on Def-24-7.96 to establish and maintain a safe, efficient flow of traffic from one project to the next. All costs associated with any such operations shall be included in the Lump Sum price bid for Item 614 Maintaining Traffic As Per Plan.**

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: 3/20/2008

Question Number: 6

Will the PCB, impact attenuators, Etc used for maintaining bilateral zone in the WB lanes by the contractor for Def-24-7.96 be able to be utilized for this project also ? Will the same equipment supplied by the contractor for DEF- 24-7.96 be able to be moved and utilized by this contract for Phase 2 ? If not who will remove and reset if required the PCB installed by the contractor for Def-24-7.96 to allow Phase 2 construction on this project to proceed? Addendum #1 incorrectly gives a station of 684+04.54 several times. This should be corrected to say 584+04.54. There is not enough time to complete the project given the current schedule of the Def-24-7.96 project. Parts of the project can't even start until after the completion date has passed. Also weather conditions at that time of year may not be conducive to superpave mixes. Will an extension of the completion date be granted ?

**Below are responses to the Pre-Bid Questions. No addendum is required.**

Question Submitted: 3/5/2008

Question Number: 7

Question #1: Could the description of the work under each Phase be defined with more detail? For example: Does each phase include placement of the surface course, rumble strips, permanent striping, and RPM's; knowing that temporary striping and PCB will be directing traffic into patterns differing from the final traffic scheme? Question #2: What work is intended for the area from station 635+15 to 640+50? Question #3: How can the Phase #3 work (shown in the plans as second Phase 2 on sheet #6) be completed from station 574+54 to 588+00 when this is in an area that is presently under bidirectional traffic? In order for all of the Phase #1 work to be completed, this WBL bidirectional traffic scheme must be present (specifically the work in the EBL from station 584+04.54 to 588+00). Question #4: Plan sheet 9 addresses Work Zone Impact Attenuators that are to be included in Item 614 Maintaining Traffic, as per plan. Considering the possibility of damage to these devices, can a bid item be added for replacement attenuators? An answer stating that these shall be included in the lump sum bid for 614 Maintaining Traffic, as per plan won't solve the issue, since it is not possible to estimate how many of these will require replacement during the life of the project. Question #5: Plan sheet 6 note reads "Existing crossover from DEF-24-7.96 to be utilized during construction and removed as a part of this project." Is the contractor from DEF-24-7.96 responsible for maintaining the existing crossover pavement and lighting during the life of this project? Question #6: Plan sheet 6 note states that the existing crossover from DEF-24-7.96 is to be removed as a part of this project. Is the contractor from DEF-24-7.96 responsible for removing the lighting at the completion of this project? Question #7: Plan sheet 7 calls for Item 614, Work Zone Crossover Lighting System, 2 each. This existing crossover from DEF-24-7.96 has a lighting system in place. The new crossover to be built as shown on plan sheet 10 will require a new crossover lighting system. Please clarify why this quantity is 2 each and not 1 each. Question #8: Can the "Office Calculations" referred to in the far left column on sheet 12 be made available to the bidders? Question #9: On what date may the successful bidder on this contract assume control of the western crossover at station 588+00? Question #10: Can the cross section electronic files be made available to the bidders?

**Questions 1: Will the PCB, impact attenuators, Etc used for maintaining bilateral zone in the WB lanes by the contractor for Def-24-7.96 be able to be utilized for this project also ?**

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