

Ohio Department of Transportation

Prebid Questions

Project No. 050112

Sale Date - 2/23/2005

Question Submitted: 2/10/2005

Question Number: 1

Q) THE SDC OVERLAY WORK ON THIS PROJECT IS SETUP UNDER THE 847 SPECIFICATION (HAND CHIPPING). IS THIS THE DEPARTMENTS INTENT? NEARLY 100% OF OVERLAY PROJECTS IN THE LAST SEVERAL YEARS HAVE BEEN PERFORMED UNDER THE 848 HYDRODEMOLITION SECIFICATION. PLEASE VERIFY.

SS 847 is required for this project.

Question Submitted: 2/14/2005

Question Number: 2

Is the lump sum item for radio interconnect to include all the intersections listed in the chart under the vehicular signal head item with US 33 & Ford St. being the mater? Or, is it just to provide a radio for the US 33 & Ford St. intersection only?

On plan sheet 26/292 (General Note Sheet) it is stated that the Radio Interconnect Equipment is to be installed at the U.S. 33 & Ford St. Intersection. This is the only location for this equipment to be installed.

Question Submitted: 2/15/2005

Question Number: 3

On Ref #96 Combination Curb and Gutter, Type 2 and Ref #98 Curb, Type 6, As Per Plan. Are the proposed items to go in the same location as the existing? Also what are the proposed elevations for Ref #96 and #98?

Ref# 79 Pavement Repair, As Per Plan on sheet 29 of the plans. The portion of repair set up for SLM 16.47 to SLM 19.38 is in a Pavement Planing area (Sheet 12 of Plans). Is the Pavement Repair, As Per Plan to occur before the planing operation or after the planing operation (prior to paving)?

What is the depth of Pavement Planing, Asphalt Concrete for the following areas: *SLM 16.47 to SLM 19.38 *Station 387+50 to 405+61.54(Mill to Concrete?) & 0+00 to 58+00 *Station 120+18.40 to 302+00.

Will ODOT be doing all of the inspection or will the City of Lancaster be involved?

Question Submitted: 2/15/2005

Question Number: 4

1) When will the Lancaster Bypass be completed?

2) Per the plan note page 32/292 Inlet/Manhole/Catch Basin Reconstructed to Grade the contractor is to field inspect each structure to determine what work is to be required. Specifically, there are a number of 2/2A inlets that the tops are completely deteriorated. Will we be responsible for replacing them with new inlet tops?

Question Submitted: 2/16/2005

Question Number: 5

1) Is any or all of the bridge work to be included with the MOT notes and liquidated damages as described on sheet 36/292?

2) Sheet 279/292 shows the existing and proposed bearings for structure Fai-33-2236 L/R. The existing abutment bearings as shown in the drawings are not representative of the actual bearings as per field verification. In the field there are multiple shims under each bearing adding approximately 2" of height to the bearings making them 3.5" to 4" thick. Replacing the existing thicker bearing system with the thinner proposed bearings of 2 1/8" will lower the beams by +/- 2". The note on the same sheet adding 20 ea 1/8" elastomeric bearing pads will not make up the 2" difference. The existing beam seats have the same elevations as the proposed beam seats in the elevation tables on sheets 268,269,271 & 272 so this will not make up the difference. Is the intent of the designer to lower the deck at the abutments or thicken the deck haunch to compensate for the difference? If the haunch is to be made thicker will the new expansion joints adjust enough for the difference.

3) Same sheet 279/292 shows removing the existing anchor bars and replacing with the same size anchor bars in the same location as the existing anchor bars. In the field the top of the anchor bars can't be seen because of the added shims. Assuming that the existing anchor bars are in place, is it acceptable to extend or replace the top of the anchor bars rather than demo and replace beam seat concrete just to replace as kind anchors?

A1) The notes provide on sheet 36 shows the structure work being included with the MOT and Liquidated Damages. A2) 2) The new buildup including new bearing pads are correct and elevations listed in the plans. A3) We want the existing anchor bars removed and new anchor bars placed in the abutment.

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: 2/18/2005

Question Number: 6

In the existing typical paving sections it is impossible to determine the pavement buildup in the shoulder area. Can this shoulder be used to maintain traffic during the phase construction in 2006? The existing shoulder condition at the beginning of the 2006 can not be determined at this time, and the Contractor Designed MOT item does not require bidders to include contingencies for pavement repair, strengthening and/or rehabilitation. Please clarify how the project will pay for possible failure of the pavement in this area.

The shoulders may be used for the maintenance of traffic. The Contractor will be responsible for the pavement repair, strengthening and/or rehabilitation of the shoulders and will be paid for under the Lump Sum Bid for Item 614 Maintaining Traffic. Payment for all required items for the maintenance of traffic as noted on sheet 34/292 shall be included for payment under Item 614 Maintaining Traffic, As Per Plan Lump. The General Note on plan sheet 25, Construction Plan, refers to designated plans for former construction projects that are available for additional information of the existing conditions. As stated in the note, this information is available at the District 5 Office or at the Office of Administrator of Contract Sales in Columbus, Ohio.

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