

Ohio Department of Transportation

Prebid Questions

Project No. 060093

Sale Date - 3/8/2006

Question Submitted: 1/30/2006

Question Number: 1

Under the Maintenance of Traffic General Notes on Plan Sheet 15/375 it states under TRENCH FOR WIDENING/OVERNIGHT TRENCH CLOSING that "THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 5 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY".

On Plan Sheet 16/375, in the Right Column under ESTIMATED QUANTITIES, a quantity of 2,300 CY of ITEM 617 COMPACTED AGGREGATE TYPE-A is set up to cover areas where DROPOFFS are over 5 inches. The sketch provided on Plan Sheet 16/375 along with this quantity shows the Item 617 material being placed after the concrete base and asphalt have been placed to protect the DROPOFF between the Phases.

In some areas, the elevation for the proposed pavement is over 2 feet lower than the existing pavement making the cut to subgrade over 3 feet in elevation. In order to build the job according to the detail on Plan Sheet 166/375, we would have to excavate over 3 feet of material, compact the subgrade, place concrete base, cure concrete base, place 2 courses of asphalt, and then backup with 617 Compacted Aggregate to protect the dropoff on a daily basis. This is impossible. The alternative would be to place and remove 617 Compacted Aggregate after each of the above operations. This too is impossible since the 617 Compacted Aggregate cannot be placed on the concrete base until it has cured for 5 to 7 days.

In addition to the constructability issues, we also believe that using 617 Compacted Aggregate according to the detail shown will result in additional liability to the contractor and ODOT and a serious safety risk to the traveling public, ODOT personnel, and construction workers on the project. With a 3 foot elevation difference, 617 Aggregate placed at a 3:1 will probably not prevent a vehicle from flipping if a vehicle's tire should run off of the edge of pavement.

Concrete barrier should be required in lieu of compacted aggregate. This will result in a constructable project and provide a safer environment for motorists, ODOT personnel, and construction workers.

There should be quantity added to the proposal for Portable Concrete Barrier and 617 Compacted Aggregate quantity should be adjusted for maintaining traffic at driveways, etc.

Question Submitted: 2/1/2006

Question Number: 2

There is a note in the middle of plan page 319 stating that Item 625-conduit, 2", 725.05 (ref #148) is 2 conductor.

It appears this note instead should state that Item 625-No.4awg, 5000 volt distribution cable (ref #147) is 2 conductor.

Question Submitted: 2/10/2006

Question Number: 3

The curb ramps are per City of Columbus specs. There is a significant amount of curb on the back side of many of the curb ramps. The City of Columbus typically has a separate pay item for this curb. How do you intend to pay for it?

Question Submitted: 2/10/2006

Question Number: 4

Shouldn't BP-2.2 be included in the list of Standard Construction Drawings on Sheet 1?

Question Submitted: 2/10/2006

Question Number: 5

This is an attempt to clarify my earlier email. Since this project is in the City of Columbus, and many of the details are in conformance with City of Columbus specs rather than ODOT specs, and BP-2.2 is not shown on sheet 1, it could easily be assumed that dowel bars are not required.

There is a note on sheet 13 of the plan titled ITEM 305 - 8" CONCRETE BASE, AS PER PLAN which states that BP-2.2 is to be used with the exception of using a 20' joint spacing. It also states that dowel bars are also to be placed between the outside travel lane and the 4' bike lane. I hope this clarifies the issue.

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 2/13/2006

Question Number: 6

1. We noticed that there are no contingencies established for undercutting unsuitable material and replacing with fabrics/geogrids and stone. This is very unusual for a project of this nature. How will the contractor be compensated for unsuitable material that is encountered? We are recommending that ODOT establish contingency quantities for undercuts.

2. In ODOT 638.04.C ODOT recommends furnishing cover of 5 feet unless otherwise shown on the plans over water mains. In City of Columbus 801.08 Columbus recommends a minimum of 4 feet of cover from the existing ground, or top of the existing or preposed curb grade to the top of the water line, whichever is deeper. From these two specifications we are concluding that there should be at least 4 feet of cover over water mains. The cross sections for the following stations indicate that there will not be 4 feet of cover over the existing 24" water main:

STA	STA	L(FT)
14+75	19+25	450
21+00	22+25	125
23+25	26+75	350
28+25	30+25	200
36+75	38+75	200
43+75	58+00	1425
59+75	72+75	1300
82+25	82+75	50
Total		4100 feet

ODOT has established bid reference 110 to relocate 300 feet of 24" ductile or prestressed water main. We are very concerned that this will not be enough. The existing water main in some of the stations mentioned above is at or near the proposed subgrade. This can present problems with construction loads and underdrain installation. Further, if the subgrade needs to be undercut as mentioned above in item 1, a large amount of the stations mentioned above would be at or near subgrade. We are requesting that you review the cross sections in these areas and examine how the construction will impact the existing 24" water main. It would seem a shame to construct a new road and have problems with this water main in the future.

1) This plan was designed for the City of Columbus and they chose to not provide additional quantities for unsuitable material. 2) A meeting was held with the City of Columbus on September 4, 2003 and at that time they made the decision to leave the 24" water line in place and not lower it. There are notes concerning working in the vicinity of the water line on sheet 14 of the plan.

Question Submitted: 2/13/2006

Question Number: 7

Plan changes were made since this project was 307-05 clarifying that the lighting conduit installed on this project was to be concrete encased per Columbus specs. (pages 313 & 315)

Now in Addendum 2 Q#10 we are instructed to bid the lighting items per ODOT specs. No concrete encased conduit ODOT items are being bid.

There's 14,800 lf of this conduit. (ref.148)

Is the lighting conduit concrete-encased or not?

Question Submitted: 2/14/2006

Question Number: 8

The specifications for the LEDs detailed in ITEMS 632 Vehicular Signal Head (LED) 3, 4, 5 section 12" lens 1 way as per Plan describes the Product Brand in the respective alternate bid item. The base and alternate items in effect are one in the same. Are ODOT supplemental 872 approved LEDs acceptable for the base bid items?

Question Submitted: 2/15/2006

Question Number: 9

Addendum #3 delayed the bid date from February 15, 2006 to March 8, 2006. The scheduled completion date of 7/31/07 was extremely tight. Since the bid date has been delayed 3 weeks, we request the completion date be extended accordingly.

Question Submitted: 2/17/2006

Question Number: 10

For reference # 273 , Special - Flashing Arrow Board, the quantity called out is 2 Each. Is the bid item for 2 Arrow Boards for the duration of the project or should the bid item be on a weekly basis per each?

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Ohio Department of Transportation

Prebid Questions

Question Submitted: 2/17/2006

Question Number: 11

Concerning the Traffic Control items as per City of Columbus specifications, should reference # 161, Street Name Sign Support, No. 3 Post, be NPS 4" pipe support item?

Question Submitted: 2/2/2006

Question Number: 12

Regarding the completion date for this project:

Previous Project 050307

Bid Date: 5/25/05

Completion Date: 6/30/07

Duration: 25 months

Current Project 060093

Bid Date: 2/15/06

Completion Date: 7/31/07

Duration: 17.5 months

The project has not changed in scope. Why has duration been

reduced 7.5 months? With phasing this is basically a two season project. The completion date should be extended to 11/30/07.

Question Submitted: 2/3/2006

Question Number: 13

The substitution of precast headwalls and wingwalls in lieu of cast-in-place walls as shown for bid item 0320 is allowed per ODOT CMS 2005. If the contractor elects to use precast walls, would the contractor still be compensated the full pay item quantity for the cast-in-place design and the full pay item for reinforcement steel as they would be under the 602 pay item as was previously allowed on ODOT project 060015 MAD-CR7?

Question Submitted: 2/7/2006

Question Number: 14

Bid item no. 0328 is incorrectly labeled. The Design B option as per the plans is a CON/SPAN three-sided "arch" topped culvert per ODOT 706.052, not a three-sided "flat" top culvert. Design A is the flat-top option, Design B is the arch-top option. Can the wording of bid item no. 0328 be corrected to "arch-top three-sided culvert"?

Question Submitted: 2/8/2006

Question Number: 15

Are the weights for pay item 305 & 319 correct?

They do not match the reinforcing steel list on sheet 295 of 375.

Question Submitted: 2/8/2006

Question Number: 16

The 8 inch waterline on sheets 84,87,88,90 and 91 show potential conflicts with existing telephone and catalpa? lines. The utility notes do not give offset locations defining exactly where the relocations of existing utilities are located. Will the utility lines shown to conflict with the 8" waterline be relocated to locations that will not hinder waterline installation rates?

Drawing no 26 shows two options for maintaining drainage under the temporary pavement. Option no 1 is only feasible if the conflicting existing utilities are moved. The utility notes in the proposal do not provide any time frames as to when utilities will be moved. Please provide dates for utility relocations. In lieu of any additional information we will bid assuming conflicting utilities will be moved prior to work in this area and any other areas as per our schedule.

Question Submitted: 2/8/2006

Question Number: 17

Bid item 110, 24" dip or prestress concrete pipe is a contingency item for lowering or raising water lines to clear storm sewers or grade conflicts. A lowering can be done using 10 to 20 feet of pipe, but requiring 4 bends and 2 sleeves. The cost will vary significantly depending on fitting requirements. Can this item be more definitive by stating the number of fittings expected in the 300 foot bid quantity, or reduce the bid footage to reflect one typical lowering or raising?

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Ohio Department of Transportation

Prebid Questions

Project No. 050307

Sale Date - 6/8/2005

Question Submitted: 5/17/2005

Question Number: 1

For the 305 Concrete Base (Ref # 87) does only the 5 vehicle lanes on Norton (two 12' lanes and three 11' lanes) get dowel baskets in the Transverse Joints, or does the two 4' bike lanes get baskets as well?

Question Submitted: 5/17/2005

Question Number: 2

The pavement joint detail on pages 268-283 shows the transverse contraction joint spacing at 20' c/c for the 8" Concrete Base. The note on page 13 of the plans says, "...the maximum spacing between contraction joints shall, in all cases, be in accordance with the Standard Construction Drawing BP-2.2 and the Specifications.", BP-2.2 shows the maximum transverse contraction joint spacing on 305 base is 15' c/c. Should 20' spacing or 15' spacing be used?

Question Submitted: 5/17/2005

Question Number: 3

There is a plan note on page 12 stating that where existing sidewalk is removed and replaced it is to be built per City of Columbus Standard 2300A. Is it the owners intent to go with C.O.C Standard 2300A only where old walk is removed and replaced, or is all sidewalk on this project to be per Columbus' Standards and Specifications?

Question Submitted: 5/17/2005

Question Number: 4

THE 8 INCH WATER LINE ON SHEETS 84,87,88,90 AND 91 SHOW POTENTIAL CONFLICTS WITH EXISTING TELEPHONE AND CATALPA? LINES. THE UTILITY NOTES DO NOT GIVE OFFSET LOCATIONS DEFINING EXACTLY WHERE THE RELOCATIONS OF EXISTING UTILITIES ARE LOCATED. WILL THE UTILITY LINES SHOWN TO CONFLICT WITH THE 8" WATER LINE BE RELOCATED TO LOCATIONS THAT WILL NOT HINDER WATERLINE INSTALLATION RATES?

BID ITEMS 73 THRU 77 ARE AS PER PLAN. THE AS PER PLAN NOTE REQUIRES COLUMBUS FRAMES AND GRATES BE PLACED ON ODOT BASINS. MOST OF THESE COLUMBUS CASTINGS WILL NOT FIT ON ODOT BASINS. UNLESS ADVISED OTHERWISE, WE WILL BID FITTING THE CASTINGS AS BEST WE CAN WITHOUT MODIFYING STANDARD ODOT CATCH BASINS.

DRAWING NO 26 SHOWS TWO OPTIONS FOR MAINTAINING DRAINAGE UNDER THE TEMPORARY PAVEMENT. OPTION NO 1 IS ONLY FEASIBLE IF THE CONFLICTING EXISTING UTILITIES ARE MOVED. THE UTILITY NOTES IN THE PROPOSAL DO NOT PROVIDE ANY TIME FRAMES AS TO WHEN UTILITIES WILL BE MOVED. PLEASE PROVIDE DATES FOR UTILITY RELOCATIONS. IN LIEU OF ANY ADDITIONAL INFORMATION WE WILL BID ASSUMING CONFLICTING UTILITIES WILL BE MOVED PRIOR TO WORK IN THIS AREA AS PER OUR SCHEDULE.

Question Submitted: 5/17/2005

Question Number: 5

The phase line for removal of the existing structure is 3.5' away from traffic per sheet 19/375. Is temporary sheeting required at the phase line to keep from undermining the existing abutment backfill? If a shoring system is required, where is it to be paid for? In order to remove the existing abutments to elevation 869.00 per sheet 288, we will have an 17' excavation. This will require an expensive shoring system with tiebacks. We suggest allowing the contractor to close the roadway for a period of time to remove the existing bridge and install the new box culvert.

Question Submitted: 5/17/2005

Question Number: 6

1. Please provide plans for the existing slab bridge that is being replaced by the box culvert over Scioto Big Run.
2. Sheet 288 has a note for Unclassified Excavation, APP that states all backfill material behind the abutments shall be Type B Granular. Please clarify whether this is to include backfill behind the culvert wingwalls and precast structure since these are not 'abutments'.

Question Submitted: 5/25/2005

Question Number: 7

(1) How is the 6" curb required at the back of curb ramps to be paid? For example, 19 LF of 6" curb shown in NORTHWEST CURB RAMP DETAIL on Sheet 260.

(2) Was Std Dwg BP-2.2 intentionally left off of sheet 1?

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Ohio Department of Transportation Prebid Questions

Question Submitted: 5/5/2005

Question Number: 8

Under the Maintenance of Traffic General Notes on Plan Sheet 15/375 it states under TRENCH FOR WIDENING/OVERNIGHT TRENCH CLOSING that "THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THEN 5 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY". On plan sheet 16/375, in the right column under ESTIMATED QUANTITIES, a quantity of 2,300 CY of ITEM 617 COMPACTED AGGREGATE TYPE-A is set up to cover areas where DROPOFFS are over 5 inches. The sketch provided along with this quantity shows the Item 617 material being placed after the concrete base and asphalt have been placed to protect the DROPOFF between the Phases.

It does not seem feasible to construct the pavement, on a daily basis, to the state shown in the sketch on Plan Sheet 16, and then protect the drop-off with Item 617 as shown. In some areas, the elevation for the proposed pavement is more than 2 feet lower than the existing pavement, making the cut to subgrade as much as 3 feet deep. In order to build the job according to this detail, we would have to excavate 2 to 3 feet of material, compact the subgrade, pave concrete base, cure concrete base, pave asphalt, and the place 617 aggregate all in one day to protect the drop-off.

It seems that Concrete Barrier would work better for drop-off protection along the phase line, using the 617 aggregate at drives and sideroads.

In addition to these constructability issues, we also believe that using 617 Compacted Aggregate according to the detail shown will result in a serious safety risk to the construction workers, inspectors, and to the traveling public. With a 2 foot elevation difference, 617 Aggregate placed at a 3:1 slope will probably not prevent a vehicle from flipping if a vehicle's tire should run off of the edge of pavement.

Should there be an item added to the proposal for Portable Concrete Barrier?

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

Project No. 050182

Sale Date - 3/23/2005

Question Submitted: 2/18/2005

Question Number: 1

There is a plan note on page 12 stating that where existing sidewalk is removed and replaced it is to be built per City of Columbus Standard 2300A. Is it the owners intent to go with C.O.C. Standard 2300A only where old walk is removed and replaced, or is all sidewalk on this project to be per Columbus' Standards and Specifications?

Question Submitted: 2/18/2005

Question Number: 2

The pavement joint detail on pages 268-283 shows the transverse contraction joint spacing at 20' c/c for the 8" Concrete Base. The note on page 13 of the plans says, "...the maximum spacing between contraction joints shall, in all cases, be in accordance with the Standard Construction Drawing BP-2.2 and the Specifications.", BP-2.2 shows the maximum transverse contraction joint spacing on 305 base is 15' c/c. Should 20' spacing or 15' spacing be used?

Question Submitted: 2/18/2005

Question Number: 3

There is a plan note on page 12 stating that where existing sidewalk is removed and replaced it is to be built per City of Columbus Standard 2300A. Is it the owners intent to go with C.O.C. Standard 2300A only where old walk is removed and replaced, or is all sidewalk on this project to be per Columbus' Standards and Specifications?

Question Submitted: 2/18/2005

Question Number: 4

The pavement joint detail on pages 268-283 shows the transverse contraction joint spacing at 20' c/c for the 8" Concrete Base. The note on page 13 of the plans says, "...the maximum spacing between contraction joints shall, in all cases, be in accordance with the Standard Construction Drawing BP-2.2 and the Specifications.", BP-2.2 shows the maximum transverse contraction joint spacing on 305 base is 15' c/c. Should 20' spacing or 15' spacing be used?

Question Submitted: 3/11/2005

Question Number: 5

Regarding the street lighting, ref#144-conduit 2", ref#146 and #147- trench, is all of this conduit supposed to be concrete encased?

Plan sheet 319 converts unit descriptions from quantities based on Columbus MIS specifications to quantities using common ODOT items for bidding.

MIS specifications require concrete encasement. Several notes refer to "conduit in open areas" that may be backfilled with spoils in lieu of concrete (plan sheets 313 & 315). What areas, if any, of the project will ODOT deem residential?

Also, is ref#143 one or two conductor?

Question Submitted: 3/11/2005

Question Number: 6

THE 8 INCH WATER LINE ON SHEETS 84,87,88,90, AND 91 SHOW POTENTIAL CONFLICTS WITH EXISTING TELEPHONE AND CATALPA? LINES. THE UTILITY NOTES DO NOT GIVE OFFSET LOCATIONS DEFINING EXACTLY WHERE THE RELOCATIONS OF EXISTING UTILITIES ARE LOCATED. WILL THE UTILITY LINES SHOWN TO CONFLICT WITH THE 8" WATER LINE BE RELOCATED TO LOCATIONS THAT WILL NOT HINDER INSTALLATION RATES?

Question Submitted: 3/15/2005

Question Number: 7

The typical sections specify 3" of 301 Bituminous Aggregate Base (in 2 Lifts) at various sections on the project. It appears Item 301 Bituminous Aggregate Base was omitted from the General Summary and the Proposal. Is this correct?

Question Submitted: 3/2/2005

Question Number: 8

On plan sheets 297 thru 312 it shows 47 locations where an arrow symbol, the word LANE, and a bicycle symbol are to be placed on the roadway/bikeway. There is no bid item for these items. Also it shows the word BIKE and ONLY at one location, there are no bid items for these either. Please clarify.

Thanks

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Ohio Department of Transportation Prebid Questions

Question Submitted: 3/3/2005

Question Number: 9

Under the Maintenance of Traffic General Notes on Plan Sheet 15/375 it states under TRENCH FOR WIDENING/OVERNIGHT TRENCH CLOSING that "THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 5 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY".

On Plan Sheet 16/375, in the Right Column under ESTIMATED QUANTITIES, a quantity of 2,300 CY of ITEM 617 COMPACTED AGGREGATE TYPE-A is set up to cover areas where DROPOFFS are over 5 inches. The sketch provided along with this quantity shows the Item 617 material being placed after the Concrete Base and Asphalt have been placed to protect the DROPOFF between the Phases.

It does not seem feasible to construct the pavement, on a daily basis, to the state shown in the sketch on Plan Sheet 16, and then protect the drop-off with Item 617 as shown. In some areas, the elevation for the proposed pavement is over 2 feet lower than the existing pavement making the cut to subgrade as much as 3 feet in elevation. In order to build the job according to this detail, we would have to excavate 2 to 3 feet of material, compact the subgrade, pave concrete base, cure concrete base, pave asphalt, then backup with 617 aggregate to protect the drop-off all in one day.

It seems that Concrete Barrier would work better for drop-off protection along the phase line with the provided Item 617 material used to maintain drives, etc.

In addition to the constructability issues, we also believe that using 617 Compacted Aggregate according to the detail shown will result in a serious safety risk to the traveling public and to the construction workers on the project. With a 2 foot elevation difference, 617 Aggregate placed at a 3:1 will probably not prevent a vehicle from flipping if a vehicle's tire should run off of the edge of pavement.

Should there be an item added to the proposal for Portable Concrete Barrier?

Question Submitted: 3/4/2005

Question Number: 10

Please provide plans of the existing slab bridge that is being replaced by the box culvert over Scioto Big Run.

Question Submitted: 3/4/2005

Question Number: 11

1. Sheet 288 has a note for Unclassified Excavation, APP that states all backfill material behind the abutments shall be Type B Granular. Please clarify whether this is to include backfill behind the culvert wingwalls and precast structure since these are not 'abutments'.

2. Design 'A' for the box culvert has a biditem for the Class C Headwalls, but there is no biditem for these in the Design 'B' section. Please add a biditem for this work in Design 'B.'

Question Submitted: 3/7/2005

Question Number: 12

For the 305 Concrete Base (Ref #87) does only the 5 vehicle lanes on Norton (two 12' lanes and three 11' lanes) get dowel baskets in the Transverse Joints, or does the two 4' bike lanes get baskets as well?

Question Submitted: 3/8/2005

Question Number: 13

DRAWING NO. 26 SHOWS TWO OPTIONS FOR MAINTAINING DRAINAGE UNDER THE TEMPORARY PAVEMENT. OPTION NO 1 IS ONLY FEASIBLE IF THE CONFLICTING EXISTING UTILITIES ARE MOVED. THE UTILITY NOTES IN THE PROPOSAL DO NOT PROVIDE ANY TIME FRAMES AS TO WHEN UTILITIES WILL BE MOVED. PLEASE PROVIDE DATES FOR UTILITY RELOCATIONS.

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Ohio Department of Transportation

Prebid Questions

Project No. 050050

Sale Date - 1/26/2005

Question Submitted: 1/17/2005

Question Number: 1

Regarding the street lighting, plan sheet 319 converts unit descriptions from quantities based on Columbus specifications to quantities using common ODOT item descriptions for bidding.

Am I correct to interpret that all lighting conduits are supposed to be concrete encased? Several notes refer to "conduit in open areas" that may be backfilled with spoils in lieu of concrete encasement in residential areas only. (i.e. sheets 313 & 315) What areas, if any, of this project does ODOT deem residential? Also, is Ref. #143 one or two conductor?

Question Submitted: 1/3/2005

Question Number: 2

Under the Maintenance of Traffic General Notes on Sht. 15/375 it states under TRENCH FOR WIDENING/OVERNIGHT TRENCH CLOSING that "THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 5 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY".

On Sht. 16/375 in the Right Column under ESTIMATED QUANTITIES an estimated quantity of 2,300 CY of ITEM 617 COMPACTED AGGREGATE TYPE-A is set up to cover areas where DROPOFFS are over 5 inches. The sketch provided along with this quantity shows the Item 617 material being placed after the Concrete Base and Asphalt have been placed to protect the DROPOFF between the Phases.

It does not seem feasible to construct the pavement to the state shown in the sketch on Sht. 16 on a daily basis and protect the DROPOFF with Item 617 as shown at the end of each day, (I.E. Excavation, Subgrade, Concrete Base Placement and Asphalt Placement are completed daily).

Also, in some areas the Elevation for the Proposed pavement is over 2 feet lower than the Existing pavement making the DROPOFF much greater.

It seems that Concrete Barrier would work better for DROPOFF protection along the Phase line and that the provided Item 617 material would be used to maintain drives etc.

The PCB would be very difficult to install with all of the access points (drives), therefore the quantity of Item 617 was provided.

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