

Ohio Department of Transportation

Prebid Questions

Project No. 070086

Sale Date - 2/28/2007

Question Submitted: 2/20/2007

Question Number: 1

Proposal Line Item 17 impact attenuator refers to 62 mph and 24" width. Plan Sheet 3 Item 606 is captioned QS6905Y (69" width, 56 mph design speed) but the note re payment refers to 62 mph, width 24 inches. Plan Sheet 4 General Summary, refers to the Attenuator as 62 mph, 24" width, with a note to see Sheet 59. Sheet 59 shows a 5 bay, 69" width QuadGuard. The manufacturers Design Manual Chart for a 5 bay unit is 56 mph; 62 mph is a 6 bay unit. Notes on sheet 59 also refer to 55 (56) mph and QS6905Y which is 5 bay. Please clarify: is the unit to be 24" width or 69" width and is design speed to be 56 mph (5 bay) or 62 mph (6 bay)

Question Submitted: 2/20/2007

Question Number: 2

Bridge 0318 depicts segmental removal and reconstruction methods for the rear abutment. Are these methods mandatory, or are we free to modify the plans and remove/reconstruct the abutment by other means. Is this a post-bid value engineering issue?

Question Submitted: 2/22/2007

Question Number: 3

Q1) GENERAL SUMMARY ON SHEET 4 & 4A AND SHEET 19 HAVE ITEMS SET UP FOR PAVEMENT REMOVED, BASE REMOVED, EXCAVATION, EMBANKMENT, AND 615 PAVEMENT FOR MOT, APP. THESE ITEMS ARE SET UP FOR WORK AT THE PARKING LOT ACCESS RELOCATION. ARE SOME OF THESE ITEMS OVERLAPPING THE SAME WORK? OTHER THAN THE AREA DEPICTED ON SHEET 18 FOR TEMPORARY PAVEMENT, THE PLANS DON'T SHOW ANY OTHER AREAS BEING DISTURBED. PLEASE REVIEW. Q2) GENERAL SUMMARY ON SHEET 4 AND SHEET 19 SHOW 1225 CY FOR 8" AGGREGATE BASE BEING UTILIZED AT THE PARKING LOT ACCESS RELOCATION. WE CANNOT ARRIVE AT THIS QUANTITY FOR THE AREA SHOW SHEET 18 AND 19. PLEASE VERIFY THIS QUANTITY IS CORRECT. GENERAL SUMMARY ON SHEET 4 SHOWS NO QUANTITY FOR THE PROPOSED 6" AGGREGATE BASE UNDER THE PROPOSED APPROACH SLABS. PLEASE REVIEW. THANKS.

Question Submitted: 2/22/2007

Question Number: 4

Q) DUE TO THE LARGE PORTION OF PAINTING ON THIS PROJECT, WOULD THE STATE CONSIDER REDUCING THE PERCENT SELF-PERFORMED BY THE PRIME CONTRACTOR TO 30%? THANKS.

Question Submitted: 2/22/2007

Question Number: 5

We cant seem to understand the need for the temp support at pier 6. The note states that is it to protect the motoring public on the deck and crews under the deck in case the bearings yield. Can you please clarify this?

The purpose of the Temporary Passive Shoring is stated on sheet 42 of 60.

Question Submitted: 2/27/2007

Question Number: 6

Sheet 18/60 note 2 states that the contractor shall employ a person to manually operate the temp parking at all times. By this we assume you mean open the gate in the morning and close the gate at the end of our shift. If you want someone checking keycards for the entire day please clarify.

The contractor's assumption is correct. The intent of the note is to open the gate in the morning and to close the gate at the end of the shift.

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.