

Ohio Department of Transportation Prebid Questions

Project No. 040517

Sale Date - 10/6/2004

Question Submitted: 10/5/2004

Question Number: 1

There is a 3 year paving warrantee on this project.

1. Will a maintenance bond be required if awarded?
2. If so, on what part of the bid/contract will be using the maintenance bond? I need to be able to calculate a cost for the maintenance bond

I am the surety bond representative for Erie Blacktop and I need this information.

Thank you,
Mary

Question Submitted: 9/13/2004

Question Number: 2

We would like to suggest that bid item 34(full depth remov. & repl., class ms, app.) be clarified. The note on sheet 20 of the plan calls for 2 types of patches(1 for continously reinforced conc. pavt and 1 for rein. conc. pavt.). The patch length will vary from 8-12'. Patches 10' and under does not require mesh/reinforcement or tie bars/hookbolts, and patches over 10' in length require reinforcement and tiebars, ODOT(in our opinion) would be better of specifying a stardard 6' - 10' patch quantity and a non-standard 10' - and above quantity. At bid time how should the contractor estimate the quantity and production for such an item(include/not include : mesh/tiebars, etc.) Would ODOT rethink this bid item and issue a more specific note. Such as 50% of the patches will be less than 10'. This could be a claim waiting to happen.

Thank you for your time and consideration.

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Question Submitted: 9/17/2004

Question Number: 3

Ref. 34 calls for removal and replacement of existing concrete pavements. The plans show existing concrete pavement depths of 8", 9" and 15". Would ODOT be willing to setup a separate item for the 15" deep patches due to the depth as compared to the remainder of the pavements?

Question Submitted: 9/27/2004

Question Number: 4

In regards the the full depth removal and replacement bid item, what is to happen at/with the concrete shoulders. The existing shoulders are tied to the mainline pavement. If the shoulders are to be left in place will the contractor be paid for the cut to separate the shoulder from the mainline pavement, or is that incidental to the removal.

During the removal and replacement of the existing concrete barrier wall is portabel concrete barrier wall required?

Thank you for your time and consideration.

Question Submitted: 9/28/2004

Question Number: 5

The plan notes for the Full Depth Removal and Replacement, Class MS, APP calls for #5 rebar 6.25" on center to be installed in the CRCP Pavement. Is the intend to start and the longitudinal joint and install every 6.25", or to follow BP 2.5 and begin the dowels @ 2' from the longitudinal joint.

Thank you for your time and consideration.

The plan note is clear that the full depth removal and replacement, class MS, As Per Plan calls for #5 rebar 6.25" on center to be installed in the continually reinforced concrete pavement. This means starting 6.25" from the longitudinal joint. We had good results doing this on a previous SR2 rehabilitation project.

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: 9/29/2004

Question Number: 6

In regards to the Single Slope Barrier Wall, Type D, will a reinforced end anchorage be required in the last 15' of each run of barrier wall?

Yes, a reinforced End Anchorage will be required in the last 15' of each run of Type D barrier wall (trailing end). Everything is detailed and explained in standard drawing RM-4.5. This standard drawing states "At barrier ends not requiring End Sections, construct a reinforced End Anchorage as Shown on Sheet 2. See sheet 2 for additional notes". Since the trailing end of the concrete barrier does not require an End Section based on the plan quantities and the standard drawing, then a reinforced End Anchorage is required for the last 15' of each run of barrier wall. As shown in the standard drawing, the End Anchorage is included with payment of item 622 Concrete Barrier, Single Slope, Type D.

Question Submitted: 9/7/2004

Question Number: 7

We request the requirement to perform 50% of the work on this project be reduced to 40%.

Also, we request the DBE % on this project be reduced from 8% to 5%.

Department respectfully declines to lower the work type and DBE Goal percentages for this project.

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