

Ohio Department of Transportation Prebid Questions

Project No. 070431

Sale Date - 9/12/2007

Question Submitted: 9/10/2007

Question Number: 1

On Plan Sheet 22 of 64, you have outlined "Additional Work On Alexis Road". For the asphalt paving and pavement repair items, please indicate if these are located in one lane and one location, or if in multiple lanes and locations. If the latter, it will make a big impact on production and maintenance of traffic issues. Thanks

The locations for the work are in multiple lanes and locations.

Question Submitted: 9/4/2007

Question Number: 2

Plan Note Page 21- ITEM 255 FULL DEPTH PAVEMENT REMOVED AND RIGID REPLACEMENT. Also Specification 255.01 - DESCRIPTION: "Furnishing and placing dowels, tie bars, joint sealer and mesh where Specified". Is it proper to assume that since there are no "Dowels, Tie bars, Joint sealer and Mesh" specified in the plans, that the Rigid Pavement Pavement Replaced is as Specified - "CONCRETE CLASS MS" without any other hardware or joint sealer (therefore, Plain Concrete Pavement)?

Build Item 255 per Standard Drawing BP-2.5 and Payment for Item 255 per CMS 255.10.

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. 070192

Sale Date - 4/18/2007

Question Submitted:

Question Number: 1

In the ODOT Roadway Standard Construction Drawings, BP-2.5 (Rigid Replacement), there are two different sections for concrete patching. 1. Section - Type Y & T; 2. Section - Type YU & TU

The answer is use section Y & T

Question Submitted:

Question Number: 2

1. Once the asphalt is planed off, what is the thickness of existing concrete base? 2. I see that all the Asphalt work is going to take place during the night-time hours, When would the full depth concrete patching take place? Are they also limited to the hours of 8:00 PM to 8:00 AM? If traffic is to be able to use the lanes each day, it seems to limit the production of concrete patches that could be placed at night. Depending on the production, the full depth replacements could take from 70 to 90 evenings if the road has to be opened daily to traffic. The Calendar days to complete is 60. 3. The plans say length and duration of lane closures and restrictions shall be at the approval of the engineer. What typical length and duration might be expected. 4. Is there a patch log? just trying to determine how much mesh & dowel bars would be required.

Question Submitted: 10/1/2007

Question Number: 3

1) How is the 3 1/4" drop off between lanes handled when the contractor needs to open all lanes @ 8 a.m.? 2) Uncured concrete curb will be exposed to traffic. 3) In order to have traffic back in a lane by 8 a.m. the FS concrete repair will need to be poured by midnight to allow for cure, AND to allow enough time to place the additional depth of asphalt. The asphalt is needed to get back to the elevation of the milled surface. 4) With the above scenario, productivity will be severely limited. We expect approximately 80 sy of 255 Removal and Replacement could be completed per night. A 60 day calendar-day limit could not be met. 5) Also, with a 3 day limit for driving on a milled surface, there could be less than 1000 linear feet of lane to pave, based on the previously mentioned productions. 6) If we need to place asphalt on top of the concrete repairs, how will it be paid and what type of asphalt should be used? 7) The typ section shows 3 1/4" Wearing Course Removed, APP, which indicates that it should include removal of the asphalt courses and scarification of the concrete base. But in some areas the typicals show more the 3 1/4" of existing asphalt to be removed. (See Typical "A" - 5" +/- existing asphalt.) Are we to remove the remaining 1.75" or stop at 3 1/4"?

A1) The Dept will not dictate the contractor's means and methods. However there are various ways such as: A) use two or more milling machines to ensure full width completion of milling each night. Transverse joint at end of work zone would have to be transitioned to meet the existing surface at rate specified in Std Drawing BP-3.1. B) Allow tapered longitudinal wedge between lanes at specified taper rate. Means and methods are to be determined by the contractor. A2) The Dept will not dictate the contractor's means and methods. However there are various ways such as: The contractor can block out one foot in front of poured curb with 42" grabber cones. A3) Concrete joints are to be poured up to match existing milled surface. Bottom of concrete patch to match bottom of existing adjacent concrete pavement. A4) This was already addressed by addendum #2. A5) was addressed in addendum #2. A6) addressed in item 3 above. A7) Mill 3 1/4" asphalt only or mill to top of existing concrete pavement for 3 1/4" or less thickness.

Question Submitted: 4/11/2007

Question Number: 4

#1. On Plan Sheet 23 there is a note stating that " no planed surfaces shall be open to the public for more than 3 days". There is also a note indicating that no lane closures will be allowed between 8 AM and 8 PM. This tells me that all work will need to be done at nite. Next, consider the large quantity of 255 Full Depth Removal and Rigid Replacement, for which the asphalt must be milled off. If we can only have 3 days to put the intermediate course back on, this means that we will need to divide each of the 5 lanes into several smaller sections so that the concrete removal & replacement can be done within the 2 remaining days allowed. First, this will require many mobilizations for milling, concrete repairs and asphalt intermediate course. Secondly, the areas to mill and pave will be very small, making the work very expensive. Further, considering how slow this scenario will be, 60 days is not enough to complete the project. #2. I did not see a concrete thickness specified for 255 Full Depth Removal & Replacement. Please clarify if I'm overlooking something.

Question Submitted: 4/13/2007

Question Number: 5

255 Full Depth Removal & Replacement, Is an over-cut into the adjacent lane allowed? 609 Curb, Type 6, are they attached back to the existing pavement with lane tie?

A1) Overcutting must be kept at a minimum. A2) Type 6 curb, as per plan is not being tied back into the existing pavement.

Question Submitted: 4/9/2007

Question Number: 6

After reviewing plans and proposal I was wondering if there is any temporary lane arrows, and if there will be temporary stop line? As of right now in the proposal there is none of these set up. Thanks- Bill Sheets

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