

Ohio Department of Transportation

Prebid Questions

Project No. 090115

Sale Date - 3/11/2009

Question Submitted: 1/23/2009

Question Number: 1

The reinforcing fabric is not clearly defined in specifications and plans on placement location. If it is the intent to put on surface course, manufacture recommends 1.5" of surface course and plans indicate 1.25". If mesh is to be placed half on new 301 and half on milled surface then an adhesion test is specified by manufacture and it is our opinion from other projects that the mesh will not stick to a milled surface and will not pass adhesion test. Manufacture recommends placement of mesh on leveling course and on an even surface. Where should mesh be placed?

Question Submitted: 1/23/2009

Question Number: 2

Is it the Department intent to perform excavation and pavement replacement thru intersections? If so, may these intersections be closed to traffic?

Excavation will be performed as per Typical 4 and 5 and at the limits stated on Pavement Data Sheet 12/68. As per MOT note on sheet 6/68 two - way traffic shall be maintained at all time except for 21 days detour as noted on sheet 34/68.

Question Submitted: 1/23/2009

Question Number: 3

It is unclear where the reinforcing mesh is to be placed. Cross sections appear to show fabric installed on milled surface prior to chip seal. Plan note pg 5/68 states fabric to be installed on top of intermediate course. Fabric manufacture recommends minimum of 1.5" asphalt surface course on top of fabric. This project is get 1.25" of asphalt surface. This creates conflicting conditions, where is the fabric to be installed?

Please see the 2nd paragraph of note " ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5 MM, TYPE A (448), AS PER PLAN on sheet 5/68. The reinforcing mesh is to be placed over 0.5" scratch course (placed on top of the planed surface). There will be about 2.5" asphalt cover over the mesh after intermediate and surface courses are placed.

Question Submitted: 1/23/2009

Question Number: 4

After a field review of this project, I question constructability means & methods of this project. If excavation limit extends 18" past existing edge of pavement this will put you into existing ditch along most of this project. Is it the department's intent to excavate into the ditch? Will embankment material be used to fill in the ditch to provide an additional 18" area to backup the roadway and place 617 berm? Or, is it the department intent to relocate ditch? There are also 200+ mailboxes currently located along the ditch line. These mailboxes will all need to be relocated into the ditch to construct excavation and embankments. Is it the department's intent to place these mailboxes into the ditch and place new embankment to create a mailbox approach in the ditch? Should this be a pay item or is this work incidental to excavation and embankment? In addition to this, the existing roadway is approximately 22' wide. Excavation trench covers 5' of existing roadway leaving 17'. Construction equipment will require a minimum of 10'. These will leave 7' of roadway to maintain traffic on a state route. Traffic cannot be safely maintained on 7' of roadway. Is it the department's intent to maintain traffic on 7' of roadway or can the road be closed and traffic safely detoured around while construction work is taking place?

Question Submitted: 1/23/2009

Question Number: 5

In response to your answer regarding where the reinforcing fabric is to be placed, the department states to "Please see the 2nd paragraph of note " ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5 MM, TYPE A (448), AS PER PLAN on sheet 5/68. The reinforcing mesh is to be placed over 0.5" scratch course". If you continue to read that paragraph it gives limits of SLM 4.26 to 4.36 and SLM 4.40 to 6.01. That leaves you with 5.35 miles on each side that does have a pay quantity for the scratch course or is the fabric to be installed in a different manner? Please advise per an addendum with how this additional area is to be installed.

Question Submitted: 1/23/2009

Question Number: 6

Bid items 112 and 113 Edge line and Center line Type 2. There is no longer Type 2 paint. This bid items need to be changed to type 1.

Question Submitted: 1/24/2009

Question Number: 7

Bid Item #6- Pipe Removed , 24" And Under, As Per Plan: note on plan sheet 33 appears to be contradictory. The first sentence indicates that the pipe is to be abandoned in place. The third sentence talks about plugging or sealing pipes before preceeding with backfilling operations. Does the pipe get removed and the trench backfilled or does the pipe remain in place with plugged and sealed ends? Please clarify in an addendum.

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: 1/26/2009

Question Number: 8

Ref. 96- 12" Inserting Valve and Valve Box, APP: Plan sheet 51 calls for this to be inserted at station 118+62. Plan sheet 52 shows it being inserted at station 116+65. Please verify in an addendum which is the correct location.

Question Submitted: 1/26/2009

Question Number: 9

Will the department accept the PaveGrid FG200 as an equal to grid specified on Page 5 under Item Special?

Yes, it will be accepted as long as it meets or exceeds the requirement as noted in the note on sheet 5/68.

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