

Ohio Department of Transportation

Prebid Questions

Project No. 070471

Sale Date - 10/24/2007

Question Submitted: 10/9/2007

Question Number: 1

On page 8 and 9 of 22, the Department shows quantities for intersections both planed and un-planed: Could the Department provide which intersections along with quantity breakdowns for each that will be planed or left un-planed and will only receive surface? Would the Department consider changing from the 424 Type B asphalt shown in the plans for use in the intersections to a 446 Type 1 Surface for ease of handwork that is always required for the completion of intersections? Could the Department provide a better breakdown of quantities for the Ramp work listed on pages 8 and 9 of 22?

Question Submitted: 10/9/2007

Question Number: 2

Concerning addendum #3 a change in traffic control notes for bridge work. This note reads except for repairs on structures 22.14r and 22.14L. Please clarify (except) do you have more time on these structures? If this note applies to these bridges do you have 10 days per lane or 10 days per bridge? 10 days per bridge 5 days per lane does not allow time to do this work when you need 6 days of cure? Will Hydrodemolition be allowed? Will some of the water cure time be waived per the fast track overlay notes?

Question Submitted: 10/9/2007

Question Number: 3

Ref No's 41 & 49 set up 26sy to patch the decks using 519 (type C). Ref No's 44 & 52 call out a total of 1185sf of 843 patching using trowable mortar, of which 1090sf is set aside for "deck" patching (this is 92% of the total quantity). Where on the deck is the 519 being used, and where is the 843? Are these items in conflict.

Question Submitted: 10/9/2007

Question Number: 4

Item # 1 of the MOT General Notes calls for a minimum of 1 each 11' lane to be open to traffic during construction, but item #4 states no lane restrictions during non working hours, and item #9 requires that all markings removed during construction be replaced at the end of each day. Is it the intent of the department to have all of the lanes open at the end of each days work, or will we be allowed to maintain 1 lane closures 24/7 during the working period.

Question Submitted: 10/9/2007

Question Number: 5

1. The typical sections show that we are to place a 1 1/4" Type 1 intermediate course. There is enough Type 1 intermediate quantity set up to place a 1 3/4" lift. What thickness of Type 1 intermediate should we use. If the 1 1/4" lift is correct, there is 4621 cy to much Type 1 set up in the job.

Question Submitted: 10/9/2007

Question Number: 6

1. Based on the typical sections, the profile of the road is being raised 3/4". There is no compacted aggregate set up to build up shoulder to new profile height. 2. ODOT has set up a #424 fine grade polymer wearing surface on this 4-lane divided highway. Historically the wearing surface of choice was Type 1H with slag.

Question Submitted: 10/9/2007

Question Number: 7

1. Based on the plans, it appears that the profile of the road is going to be raised by 3/4". There is 1 1/4" pavement planing and 2" new HMA. Should there be 617 compacted aggregate set up to bring shoulder up to new profile elevation. 2. Based on past projects adjacent to this, the wearing surface of choice for this State Route seemed to be a Type 1-H with slag. The wearing coarse designed for this project is a 3/4" #424 fine grade polymer. Is this the right wearing surface???

Question Submitted: 10/9/2007

Question Number: 8

for item 255 full depth repairs a type TU or YU joint is specified. According to bp 2.5 a notched cut of 6"x6" needs to be made under the existing pavement and the thickness of the concrete will be the same for the length of the repair. Will the excavation for the extra thickness to be removed paid for under excavation? The typical in the plans shows 12" of concrete to be replaced, if you add the 6" for the notch this will become 18", is that the intent for this item or is the intention to place 6" of 301 on 12" concrete?, if so the quantity of 301 is too low.

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.