

Ohio Department of Transportation

Prebid Questions

Project No. 070058

Sale Date - 1/31/2007

Question Submitted: 1/23/2007

Question Number: 1

Bid Item #3, Crack Sealing, Type II or Type III, is to be measured and paid for by the Square Yard. Section 423 of the CMS states that the Basis of Payment for this Item is per Pound. There are no plan notes or Supplemental Specs indicated that provide any information for converting pounds to square yard or square yard to pounds. Please provide additional information so the bidders can quantify the materials required to perform this item.

It is the contractor's responsibility to determine the amount of material needed to crack seal the specified SY of pavement shown in the plans. The method of sealing the cracks shall be per Section 423 of the CMS. This SY item has been used for the last several years in this district and has been successfully bid by contractors.

Question Submitted: 1/23/2007

Question Number: 2

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Question Submitted: 1/25/2007

Question Number: 3

Regarding the question asked about the unit of measure in square yards for the Crack Sealing: CMS 423.09 states "The Department will measure Crack Sealing...by the number of pounds of hot applied sealant in place, completed, and accepted." If an area (such as the first listed on plan sheet 17 of 25) is 5250 ft in length, with an average width of 60 ft (35,000 sq yds) and has minimum cracking (requiring a few pounds of hot applied sealant), does ODOT pay for that entire area of square yards?

Yes. It is the contractor's responsibility to assess each section of roadway to determine how many pounds of hot applied sealant will be needed to seal all cracks within that SY area. Some sections will be heavily cracked and will require a large amount of material. Conversely, some sections may be lightly cracked and will require much less material. However, both SY areas will be paid for per your unit bid price regardless of how much material you use. The contractor's unit bid price should take into account the variances in application rate per SY throughout the entire job.

Question Submitted: 1/25/2007

Question Number: 4

Regarding the question asked about the unit of measure in square yards for the Crack Sealing: CMS 423.09 states "The Department will measure Crack Sealing...by the number of pounds of hot applied sealant in place, completed, and accepted." If an area (such as the first listed on plan sheet 17 of 25) is 5250 ft in length, with an average width of 60 ft (35,000 sq yds) and has minimum cracking (requiring a few pounds of hot applied sealant), does ODOT pay for that entire area of square yards?

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Question Submitted: 1/26/2007

Question Number: 5

1) The quantity of Partial Depth Repairs set up for this job equals approx one-third of one percent of the total square yardage of the entire project. Although plan sheet 2 of 25 states that ninety percent of the partial repairs will occur on IR 90 and Rt 2, how does the contractor price the repairs without knowing approximately how many square yards will be available or required in any one night? 2) Will the Project Engineer determine the repair areas prior to the Crack Sealing, so that both operations can happen under one traffic zone? Or is the contractor to assume that they will be (2) separate operations, thereby requiring (2) Maintenance of Traffic Operations?

The intent of noting that 90 percent of the repairs will occur on IR90/SR2 was meant to give the contractor an idea as to the approximate amount of repairs anticipated for this section as compared to the other sections. The IR90/SR2 section is the most deteriorated and it is anticipated that it will use the majority of the repair quantity. This may be taken into account for mobilization purposes. As the notes state on sheet 2 of 25, there are 1000 SY of Partial Depth Pavement Repair, As Per Plan A and 4000 SY of Partial Depth Pavement Repair, As Per Plan B available to make repairs. Repair quantity per night will be determined by or based upon existing conditions as well as length of lane closures. The quantities provided are not intended to repair every joint or every pavement defect. The quantities provided are intended to be used to repair areas of the pavement or joints in the worst condition. Exact locations will be as directed by the Engineer.

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

Question Submitted: 1/26/2007

Question Number: 6

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The intent of noting that 90 percent of the repairs will occur on IR90/SR2 was meant to give the contractor an idea as to the approximate amount of repairs anticipated for this section as compared to the other sections. The IR90/SR2 section is the most deteriorated and it is anticipated that it will use the majority of the repair quantity. This may be taken into account for mobilization purposes. As the notes state on sheet 2 of 25, there are 1000 SY of Partial Depth Pavement Repair, As Per Plan A and 4000 SY of Partial Depth Pavement Repair, As Per Plan B available to make repairs. Repair quantity per night will be determined by or based upon existing conditions as well as length of lane closures. The quantities provided are not intended to repair every joint or every pavement defect. The quantities provided are intended to be used to repair areas of the pavement or joints in the worst condition. Exact locations will be as directed by the Engineer.

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