

Ohio Department of Transportation

Prebid Questions

Project No. 090017

Sale Date - 1/28/2009

Question Submitted: 2/24/2009

Question Number: 1

The new EBS file provided for this project does not reflect the changes outlined in addendum #2. Please revise or replace the EBS file to reflect these changes correctly.

Question Submitted: 2/24/2009

Question Number: 2

Addendum #2 changed the SEQUENCE OF CONSTRUCTION (SR 2 MAINLINE) for Phase 2 & 3 from the original plan (sht 13/40) of performing partial and full depths repairs BEFORE mainline milling to perform the repairs AFTER mainline milling. Assuming if the general lane restrictions as detailed on sheet 12 still apply (which states basically both lanes in each direction have to be open daily from Oak Point Rd to the east end of project), how is the contractor able to perform Item 255, Full Depth Pavement Removal and Rigid Replacement, Class MS during a 10 to 12 hr lane closure? Under Class MS, open the rigid replacement to traffic 24 hours after concrete is placed provided that test beams have passed. Even if FS concrete is specified, I don't see how concrete can be remove, drill dowel bars, pour concrete, wait on a 4 hour cure and then place +/-6.5" of 19mm asphalt over the concrete patch up to the milled surface and open lane to traffic in a 10 to 12 hr period. Could ODOT change Item 255 to Item 252 Full Depth Rigid Pavement Removal and Flexible Replacement? Also, under the pavement planning note (sht 10/40), it only allows traffic to travel on a planed surface for 2 calendar days. Since addendum #2 changed the sequence to perform the pavement repairs and full depths repairs after mainline milling, could additional days be added for traffic to travel on the planed surface due to the number of pavement repairs for this project? Or could the sequence of construction go back to original plan to perform pavement repairs and full depth repairs (flexible replacement) before mainline pavement planing? Thank You

A: In addendum no. 3 we changed the class MS to class FS concrete. The plans also mention these repairs are expected on the ramps. We will not consider changing these repairs to Item 252. A: Addendum no. 3 revised the plan note including increasing the number of days.

Question Submitted: 2/24/2009

Question Number: 3

Maintenance of traffic notes on pg. 12 of the plans indicate that the section from the Oak Point Ramps east to the end of the project has hour restrictions associated with lane closures. The notes also indicate that traffic cannot run on the chip seal. Since cure time for the chip seal can vary anywhere from 4 hrs.(minimum) to 24hrs and up, how is the contractor supposed to chip seal & pave in the same shift?

Question Submitted: 2/24/2009

Question Number: 4

Addendum #2 changed qty. & depths of various milling items, the 1.75" milling for the shoulder upgrades is listed on revised plan sheet 21 as 1.5" milling. Will this activity be paid for under the 1.5" milling item or does the 1.75" milling item need to be revised to reflect this quantity? Addendum #2 changed the sequence of operations for this project. Will the general lane closure notes located on pg. 12 of the plans still apply? Please answer by addendum so all bidding contractors are aware of the intent of the plans and since pre-bid questions are not considered part of the contract documents.

Question Submitted: 2/24/2009

Question Number: 5

Addendum #2 changed the sequence of operations and the pavement repair will now be done AFTER the milling. Since the repair was originally figured to be done BEFORE the milling shouldn't the quantity be reduced by 1.5" over the mainline repair areas to accommodate the milling depth.

No, they are estimated quantities and depths.

Question Submitted: 2/24/2009

Question Number: 6

In previous ODOT project plans with a 422 single chip seal item, there has been a 48 hour cure time before placement of the asphaltic overlay can proceed. Is the cure time a concern in the restricted closure areas due to the fact that traffic is not allowed to travel on the chipped surface? If the cure time is not observed in this project, the intermediate course will possibly be installed on a product with an inadequate cure time, due to the necessity of reopening lanes per the plans.

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 Number: 7

1) It appears on the typical sections (sht 6/40) that the pavement planing width is 27' (0.5' into median shoulder, 24' mainline and 2.5' into outside shoulder), but on the Pavement & Shoulder Data (sht 21 of 40) there are quantities (pavement planing and 19mm) to mill/fill the entire 4' median shoulder plus the 27' typical section width which would then make the total pavement / shoulder milling width at 31' wide. Is the intent to mill 30.5' wide (4' median shoulder, 24' mainline and 2.5' into outside shoulder)? Also, it appears that the 4' median shoulder gets milled at 1.75" depth (according to sht 21/40). Is 1.75" milling depth correct as compared to 1.50" required milling depth on mainline?2) Will item 255, Full Depth Pavement Removal and Rigid Replacement, Class MS be performed before or after pavement planing?3) Regarding the MOT note for Structure LOR-2-0742R&L:(sht 30/40), is the intent to replace all 3 decks within 59 consecutive hours or does each bridge deck gets 59 hours each to complete?

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