

# Ohio Department of Transportation

## Prebid Questions

Project No. 080609

Sale Date - 11/5/2008

Question Submitted: 10/1/2008

Question Number: 1

QUESTION: Page 29 of the proposal refers to replacement of the first paragraph of 255.10. The new note refers to "removing subbase for undercut replacement" being included in the payment of Item 255. Please clarify that that does not refer to existing subbase failures. It appears that the note may be referring to a Type YU or Type TU joint repair shown in Standard Drawing BP-2.5. That would involve removal of subbase material to complete that style of repair.

Question Submitted: 10/1/2008

Question Number: 2

Is the contractor to assume that all pavement joint repairs are to be completed as per SCD BP-2.5 Type T and Type Y joints?

Question Submitted: 10/1/2008

Question Number: 3

(1) plan cover sheet Standard Construction Drawings lists the following: BP-2.2 dated 07/21/08, website drawing is dated 07/18/08; BP-2.5 dated 07/21/08, website drawing is dated 07/18/08; BP-6.1 dated 03/10/08, website drawing is dated 07/28/00. Please correct the plan cover sheet to reflect the website Standard Construction Drawing dates listed or update the website to the dates shown on the plan cover sheet. We want to be sure we are using the correct Standard Drawings. Please clarify which Standard Drawings are correct.(2) Proposal page 28, PN 463 reads "RRCM mix design that will achieve a flexural strength of 400 psi in not less than 4 hours and not more than 6 hours". Is a correct interpretation of this statement to say the joint may not be open to traffic any earlier than 4 hours (minimum) but in no more than 6 hours (maximum)? If the RRCM mix design reaches a flexural strength of 400 psi in less than 4 hours, can it be opened to traffic? This issue is critical in the Wood/Lucas County sections that has restricted work hours at night. (3) Plan sheet 26 MOT plan note on Hen-6/24 Closures reads "14 calendar days are allowed for the completion of mainline joints on US 6/US 24". What is so critical about completing all of this work in 14 calendar days? Would ODOT consider revising to 14 calendar days EB (1 week per lane) and 14 calendar days WB (1 week per lane) for a total of 28 calendar days? This revision would accomplish the same intent, only interrupting traffic in 1 direction for a maximum of 2 weeks.

Question Submitted: 10/1/2008

Question Number: 4

QUESTION: Since the closing of one lane in the eastbound lanes has no effect on the westbound lanes, and vice versa, does the 14 calendar days limit for the completion of the mainline joints on US 6/US 24 apply per direction? In other words, can the contractor have 14 days for the eastbound work and then another 14 days for the westbound work? It will influence the contract bid price if both directions must be completed concurrently.

Question Submitted: 10/1/2008

Question Number: 5

QUESTION: Sheet 26 of the plans states in column two that "All locations north of Wales Road in WOO-75 and LUC-75 shall be done first". Does this note only apply to the I-75 work?

Question Submitted: 10/1/2008

Question Number: 6

QUESTION: Is it really necessary to have the note stating that "Only one ramp can be closed at a time for the Henry County section"? How does closing a westbound exit ramp at station 615+00 have any effect on the eastbound traffic at station 860+00 near an entrance ramp?

Question Submitted: 10/1/2008

Question Number: 7

Is the contractor responsible for daily on site testing including maturity layout and monitoring of the concrete or will ODOT perform the work with equipment provided by the contractor?

**It is the contractor's responsibility.**

Question Submitted: 10/1/2008

Question Number: 8

During the pavement removal operation, if any surface and/or lower layers of asphalt are damaged due to excavation (pinning and pulling), what is an acceptable method for repair? How will this be paid?

**"There is no one acceptable method available due to the different cross section. Per 255.10 The Department will not pay for additional work to repair damage caused by pavement sawing or pavement removal."**

Question Submitted: 10/1/2008

Question Number: 9

Since the concrete is coming to the surface on the Full Depth Pavement Repairs, will the joint sealing specification change or will it be performed per BP 2.5?

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: 10/1/2008

Question Number: 10

On pages 24 & 25/27 the typical sections appear to show concrete coming to the surface, and the notes state bring the concrete to the level of the existing pavement. Will there be asphalt required on any patches on this project?

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