

**QUESTIONS RECEIVED FOR THE
SUM-CR29-2.34 GRAHAM ROAD RESURFACING PROJECT**

Is there fabric within the existing pavement composition? If so, would you be able to provide the depth at which the fabric is located?

The existing typical sections on previous Graham Road plans do not have a fabric within the existing pavement composition.

The proposal quantity for REF #23 3" +/- Pavement Planing, Asphalt Concrete, APP does not match the quantity setup on the general summary. Is the quantity on the proposal correct?

The proposed quantity for Item No. 23 page 8-11 is 41,753 SY and is the quantity that is to be bid.

There is conflicting wording in the specifications with regards to the casting adjustments. Under one section, it states that the contractor shall use riser rings to adjust the castings, in another section it states to complete the adjustments per ODOT 611.10D, which requires excavation and concrete. Can you please clarify if the contractor is to use riser rings?

Basically this is a mill and fill job with most manholes and valve boxes currently meeting the existing surface. Manholes and valve boxes that need to be raised can be raised by adding the appropriate size riser rings (miscellaneous metals pay item). Worn out and broken riser rings will also be replaced with new riser rings. However, storm manholes or sanitary manholes that are sloped incorrectly or do not provide a smooth ride and are not able to be adjusted by riser rings will be adjusted to grade per ODOT 611.10D.1. Valve boxes not able to be raised by riser rings will be Adjusted to Grade following ODOT 638.18.

A small estimated quantity for Storm Manhole Adjusted to Grade APP, Sanitary Manhole Adjusted to Grade APP, and Valve Box Adjusted to Grade are included as bid items to be used as Directed by the Engineer.

On 8-5 of the bid documents, there is a note stating, "Payment bond in the amount of the subcontractor's bid must accompany the signing of the contract." General performance and payment bonds cover the entire project- is this note requiring additional bonds for each individual subcontractor? If so, this is not a typical requirement and will add cost to the project.

Only a Performance Bond from the prime contractor to the City of Stow will be required to be submitted with the signed contract.

Will the City provide a standard or minimum repair width for both the 251 and 253 repairs?

The width of the Partial and Full Depth repairs will be marked out in paint by the project engineer. The minimum width will be 2 ft.

I am curious as to the actual intent of the location at the West end of the project where concrete exists. It appears that a 3 +/-" mill is called for that location and then the interlayer paving mat. There is no intermediate or surface course asphalt included to pave this area back in. Also, there is concern of encountering rebar at this depth. Can you clarify what is wanted/expected in this area?

The intent is to improve ride ability. Prior to milling the City will verify by a certified testing company if the concrete has wire mesh. Per BP-1.1 the required depth for mesh is 2 ½ inches from the concrete surface. If it is encountered at 2 ½ inches then milling depth will be adjusted to 2 inches. The asphalt intermediate and surface course over this concrete will be placed at the CY unit bid price for Asphalt Concrete Intermediate Course Type 2 and Asphalt Concrete Surface Course Type 1.