OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 3
ISSUED: AUGUST 10, 2023

PROJECT NO. 43-24-06

BRIDGE DECK REPLACEMENT AND REHABILITATION OHIO TURNPIKE OVER STATE ROUTE 99 M.P. 111.2, STATE ROUTE 13 OVER OHIO TURNPIKE M.P. 119.3 ERIE COUNTY, OHIO

ISSUED JULY 17, 2023

OPENING DATE: 2:00 P.M. (EASTERN TIME) AUGUST ~~7~~ 9, 16, 2023

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. ON AUGUST 10, 2023

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Special Provisions: SP 103 and SP 400S

-AND-

Plan Sheets: 2, 3, 7, 9, 15, 51, 70 and 70A of 88

-AND-

Bid Schedule of Items and Estimated Quantities Worksheet
Reference Nos.: 16, 25, 27, 28, and 46A

Issued by the Ohio Turnpike and Infrastructure Commission through Aimee W. Lane, Esq., Director of Contracts Administration.

Aimee W. Lane

Aimee W. Lane, Esq.,
Director of Contracts Administration

August 10, 2023
Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. ON AUGUST 10, 2023:

Q#14 Section B in SP 103 requires the baseline schedule to be submitted and accepted prior to the Contractor performing work. Addendum 1 is allowing phase 1 work to begin in late September 2023 with phase 2 starting in April 2024. Please allow a short term schedule approval for phase 1 followed up with a submittal of the remainder of the schedule for phases 2, 3 and 4. Start of work on phase 2 not to begin until the approval of the schedule.

A#14 Due to the modified SP 103 – Construction Phasing and Time of Completion, provided in this addendum, a baseline schedule will be required to be submitted and accepted prior to the commencement of work in 2024 and 2025.

Q#15 Due to the duration of phases 2 and 3, the work detailed in phase 4 on plan sheet 7 needs to be completed in the spring of 2025. Due to temperature restrictions, the asphalt work to restore the crossovers, surface course of asphalt at the mainline structures approaches, final striping and SNAPs will not be able to be complete in late fall of 2024. Please allow all of phase 4 to be complete in spring of 2025. This would be similar to the winter shutdown period in 2023-2024 issued in addendum 1.

A#15 SP 103 has been modified to encompass all work in 2024 & 2025 and is included with this addendum.

Q#16 Sheet 70 of 88 states "Contractor to remove and replace diaphragms (as needed) to facilitate beam replacement. Include with item 513 for payment." Please provide details on how the commission wants the existing diaphragms connected to the new beam segments as well as reconnected to the existing beams since there are no details in the plans.

A#16 Plan sheet 70 - Framing Plan has been updated and a new plan sheet 70A - Steel Details showing diaphragm connection details are provided and included with this addendum.

Q#18 The project includes Special Provision 400 – Asphalt Concrete Surfacing in which Section 400.3.I – 'Tolerance of the Finished Surface' references SP 400S. Is SP 400S applicable to this project? If it is applicable, please include SP 400S with the Special Provisions.

A#18 SP 400S and updated Roadway General Notes Sheet 2, has been included with this addendum.

Q#19 Could the Commission please clarify which items pertaining to the median temporary pavement/drainage sections and median restoration sections are to be paid for under 614 Maintaining Traffic, and which items are to be paid under separate contract items?

A#19 The separate items included in the General Summary are:

- *ITEM 202 CONCRETE BARRIER REMOVED – 940 FT*
- *ITEM SP 302 BITUMINOUS AGGREGATE BASE, PG64-22 – 67 CU YD*
- *ITEM SP 304 AGGREGATE BASE, AS PER PLAN – 28 CU YD*
- *ITEM SP 304 GRANULAR EMBANKMENT – 21 CU YD*

All other items are covered under ITEM 614 - MAINTAINING TRAFFIC.

Q#22 Can the requirement of a 36" walkway required in SP 527 please be waived? A standard bridge overhang jack with extender gives a distance from the edge of jack to face of handrail of approximately 66.25". This will give a nominal 31" width at Rt 99 and 24" at Rt 13 from edge of deck to face of rail.

A#22 The requirements of SP 527 will not be waived.

Q#23 Maintenance of Traffic General Notes Sheet 9, Pavement Repairs states 'Contractor shall follow ODOT CMS for Item 255, except that placement of the dowel bars are not required for short-term repairs.' Is the contractor to assume that all repairs under Item 255 are considered "short term repairs" or will this be at the direction of the engineer?

A#23 Pavement repairs will be at the direction of the Chief Engineer or his representative.

Q#24 The existing pavement build-up on Sheet 5 indicates 3.25" Asphalt Pavement + 12" Concrete Pavement + 6" Aggregate Base (+/-). Please confirm Item 255 - Full Depth Pavement Repairs and Rigid Replacements do not require removal of aggregate base. Please also confirm pavement can be replaced as full depth concrete and does not require asphalt placement in the top portion of the repairs.

A#24 Pavement repairs will be as directed by the Engineer and should replace damaged areas to match the existing section. SP 404 and SP 304 have been referenced in the plan note titled "Pavement Repairs" on Sheet 9 and included with this addendum.

Q#25 On Page 15 of 88 Note 1 states that the "Cost of the removal, tack coat and placement of variable depth temporary pavement to be included in the lump sum bid for Item SP 614, Maintaining Traffic"; however, there are bid items set up for Item #16 – Pavement Planing, Asphalt Concrete and Item #25 – Asphalt Concrete Surface Course, using crushed stone, PG64-22. These bid items appear to include this temporary pavement scope of work. Verify if these bid items are to be used for this Phase 1 cross-over work. Provide clarification when these bid items are to be used and how they have been calculated. If item #25 is not intended to be used

for the variable depth temporary pavement in phase 1 consider setting up an item for this asphalt as the contractor has no way to accurately estimate the variable depth pavement to create this crossover.

A#25 The General Summary has been corrected and quantities already paid for under Item 614 Maintaining Traffic have been removed and provided with this addendum. Variable depth asphalt concrete surface course must be used to reconstruct the existing shoulder at a maximum slope of 2% with a minimum thickness of 1.5" per the details on sheet 15.

Q#26 On Page 15 of 88 in the "Median Restoration Typical Section – Phase 4" it only shows that the Phase 1 temporary pavement build up be removed. It shows the built up temporary pavement being milled down to existing grade and shows no new asphalt being placed in this section other than at the conduit section. Is the intent to leave a milled profile section in the shoulders? If not, is the pavement to be milled down to allow for an asphalt surface course and how will this work be paid?

A#26 The Median restoration Typical Section-Phase 4 detail on Sheet 15 has been corrected and provided with this addendum. Payment for removal and replacement of temporary pavement is included in the lump sum bid price for SP 614-Maintaining Traffic as per Note 7 on Sheet 15.

Q#27 Does the existing median concrete barrier sit on a concrete footer? If so, will it be required to be replaced in kind the length of the crossovers in Phase 4 or will it be allowed to sit on the milled pavement surface?

A#27 See Note 2 on plan sheet 15.

Q#28 Is it required to completely remove the existing inlet at station 262+00 with a temporary precast structure and casting and then replace the precast inlet with new precast and castings or is the intent to reconstruct the structure for the temporary crossover and in phase 4 replace the casting and inlet barrier wall top? Please clarify what is required of this inlet.

A#28 See revised plan sheet 51 provided with this addendum.

Q#29 The answer to pre-bid question 10 in addendum 1 states the duration for phases 2 and 3 to be four months. This is not feasible to complete these phases. Please provide your schedule so bidders can understand how these phases can be competed in 4 months. Six to seven months are needed to complete these phases. Please take into consideration weather days need to be included with the submitted baseline schedule.

A#29 See Answer #15.

Q#30 Verify the Concrete Barrier Removed quantity of 940 feet as the drawings state the removal will be 1,280'.

A#30 There is a break in the existing barrier within the station limits of removal where there is a maintenance crossover with portable barrier removed under Item 614 Maintaining Traffic.

Q#31 Plan Page 70/88 Note 7 says Contractor to remove and replace diaphragms as needed. Are the diaphragms being reused or are they to be replaced? There doesn't appear to be enough pounds in 513 quantity to replace.

A#31 See Answer #16. The intent is to reuse existing diaphragms.

Q#32 As a follow up to a previously asked question regarding SP 400 and SP 400S: If SP 400S is required on this project, does it pertain to both MP 111.2 and MP 119.3 structures?

A#32 See Answer #18. SP 400S applies to both structures.

Q#33 When the slotted drain is removed in phase 4, how will the full depth pavement restoration be paid? Will the contractor be paid under bid items #20, #22, & #23 or will these items only be paid under the areas of 12" Type B 707.33 conduit? Please clarify.

A#33 Full depth pavement restoration is paid under items #20, #22 & #23.

END OF ADDENDUM NO. 3