OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 3
ISSUED: DECEMBER 3, 2021

PROJECT NO. 43-22-05

BRIDGE DECK REPLACEMENT AND BRIDGE REPLACEMENT EAST EDGERTON ROAD OVER OHIO TURNPIKE M.P. 169.6, STATE ROUTE OVER OHIO TURNPIKE M.P. 172.9 CUYAHOGA & SUMMIT COUNTIES, OHIO

OPENING DATE: 2:00 P.M. (EASTERN TIME), DECEMBER 8, 2021

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. ON DECEMBER 3, 2021

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Plan Sheets: 5, 28, 29, and 30 of 76
-AND-
Bid Schedule of Items and Estimated Quantities Worksheet
Reference Nos.: 8, 10, 17, 19, 52, 141, 142, and 143
-AND-
Item 203 Quantity Calculations (For Reference Only)

Issued by the Ohio Turnpike and Infrastructure Commission through Aimee W. Lane, Esq., General Counsel.

Aimee W. Lane

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

December 3, 2021
Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. ON DECEMBER 3, 2021:

Q#37 Bid Item 88- Embankment, As Per Plan: please provide calculations and/or breakdown of this quantity per location.

A#37 The calculations for Item 203 – Embankment, As Per Plan is included as part of this addendum.

Q#38 There are existing D walls on OTIC mainline on the outside shoulders below M.P. 172.9 Bridge that are not shown in the plans. Plans show proposed guardrail to be installed, but there are no provisions and/or pay items for removal of existing D walls, removal of existing curbs, shoulder pavement repairs, and maintenance of traffic protection required to perform the work. Addendum 1 shows providing portable barrier to protect new median barrier construction per OTIC TCR-1, TCR-2, and TCR-14. Would the outside shoulders not require the same maintenance of traffic protection?

A#38 The quantities for Reference Numbers 8 and 10 have been increased and Reference Number 141, Item 606 – Guardrail, Type MGS, Using Long Steel Posts, Reference Number 142, Item 202 – Curb Removed, and Reference Number 143, Item SP 627 – Stone Shoulder Protection (T=3")(With Guardrail) have been added to address work at the outside shoulders. Plan details for treatment of the outside shoulder have been added to Plan Sheet 28 of 76. Quantity revisions are reflected in updated Plan Sheets 5, 29 and 30 of 76. The revised plan sheets as well as an updated Estimated Quantities Worksheet are included in the addendum.

Q#39 There is no SP304 quantity set up for beneath curb and gutter from station 13+50 to 14+20 typical on sheet 28. Please review and revise bid quantities as needed.

A#39 The quantity for Reference Number 52, Item SP 304 Aggregate Base has been increased to account for the limits questioned. Plan Sheet 5 and 30 of 76 as well as the Estimated Quantities Worksheet have been revised and are included in this addendum.

Q#41 Addendum 1 prebid question 3 answer refers to OTIC AS-1 standard drawing which calls for SP 304 to be incidental to approach slab bid items. However, the approach slab bid items are ODOT 526 for which the stone base is paid for separately. Please review and revise bid quantities and/or item number as needed.

A#41 The SP 304 that is incidental to the approach slab bid item applies only at MP 169.6. For the MP 172.9 location, ODOT Item 526 does not include the aggregate base and therefor is paid for separately. Plan Sheets 5 and 30 of 76 as well as the Estimated Quantities Worksheet have been revised and are included in this addendum.

Q#44 Regarding subgrade compaction and SP 304 aggregate base at SR 21 bridge, no quantities have been included under the approach slab areas. ODOT SCD AS-1-15 does not include provisions for incidental subgrade compaction & 304 aggregate. Please verify plan quantities for SR 21.

A#44 See the response to Q#41.

Q#50 Plan sheet 37 states to existing concrete barrier along the mainline shoulders, in front of piers 1 & 3. Quantity for the 'Concrete Barrier Removed' item only includes the median 202'. How is this to be paid?

A#50 The quantities for Reference Number 8, Item 202 – Concrete Barrier Removed has been updated to include the removal of the barrier on the outside shoulders. Plan Sheets 5 and 29 of 76 as well as the Estimated Quantities Worksheet have been revised and are included in this addendum.

Q#54 Existing plans for the structure MP 172.9 1985 rehabilitation project are missing several sheets. Please provide sheets 2,17 and 24-27 of 27.

A#54 The requested sheets are unavailable in the Commission's records and thus cannot be provided.

Q#55 Please revise the portions of structure notes for the demolition of MP 172.9 to align with traditional methods for the complete demolition of a structure. Notes state to remove concrete using pneumatic (air) hammers or sawing. Typically this work is performed with a large hydraulic hoe ram. Also, the note stating not to drop any removed material on the ground conflicts with the fact that portions of the pier (footings and base of piers and abutments) are already in contact with the ground. Adhering to these two notes will add a significant amount of cost to the contractor's bid.

A#55 Portions of the structure not to remain are not required to be removed by pneumatic hammers or sawing and are left to the contractor's means. If a portion of the structure is already in contact with the ground then it will not "drop" to the ground and thus meets the intent of this note.

Q#56 Addendum # 1 response to PBQ #23 did not address the issue stated. Shop painting and field touchup generally takes longer and costs more than applying primer in the shop and intermediate and finish in the field. The allowed timeframe to construct the bridge is already going to be a challenge. Please revisit the painting issue.

A#56 It is the Commission's desire to have all steel shop painted and touched up in the field.

Q#57 Structural Steel erection/detailing/splicing will likely require a complete shutdown of the Ohio Turnpike. When will permitted closures be allowed and will the turnpike provide services through Law Enforcement Officers to set up, run, and monitor these closures (rolling road blocks).

A#57 Special Provision SP 614 states "Rolling Road Blocks may only be utilized between the hours of 12:00 AM and 5:00 AM or as otherwise approved by the Chief Engineer." Typically, Rolling Road Blocks are permitted only where there is no shading in the Permitted Lane Closure charts included in the bid documents, but must be approved by the Chief Engineer. The Commission and the State Highway Patrol will assist the contractor in coordinating, executing and monitoring the rolling road blocks on the mainline only.

Q#58 Regarding A#43 in addendum 2 and calculation that were provided for SP 304 aggregate base quantities at Edgerton bridge, the calculations are using stationing for the proposed guardrail and not the stationing for the resurfacing limits. Please correct plan quantity for Edgerton.

A#58 SP 304 aggregate base quantities and calculations have been revised to stationing for the resurfacing limits. Quantity revisions are reflected in updated Plan Sheet 5 of 76. The revised plan sheets as well as an updated Estimated Quantities Worksheet are included in the addendum.

Q#59 Structural Steel beam erection/detailing/splicing will likely require a complete shutdown of SR 21. When will permitted closures be allowed and will the turnpike provide services through Law Enforcement Officers to set up, run, and monitor these closures (rolling road blocks)?

A#59 The Commission and the State Highway Patrol will assist the contractor in coordinating, executing and monitoring the rolling road blocks on the mainline only. If the contractor's means and methods requires a shutdown of SR 21, the contractor would be responsible for coordinating and running any closures of that roadway.

END OF ADDENDUM NO. 3