OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 3
ISSUED: MAY 24, 2024

PROJECT NO. 43-24-09

BRIDGE REPLACEMENT & BRIDGE DECK REHABILITATION STATE ROUTE 88 OVER OHIO TURNPIKE M.P 199.5 OHIO TURNPIKE OVER BRYANT ROAD (TR 236) M.P. 202.8 OHIO TURNPIKE OVER NORTH MAN STREET (CR 229) M.P. 203.7 PORTAGE COUNTY, OHIO

ISSUED MAY 3, 2024

OPENING DATE: 2:~~00~~ 30 P.M.(EASTERN TIME) ~~MAY~~ JUNE ~~24~~, ~~30~~ 4, 2024

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 11:15 A.M. ON MAY 24, 2024

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Asbestos Surveys for Structures

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

Aimee W. Lane /kjg

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

May 24, 2024
Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 11:15 A.M. ON MAY 24, 2024:

Q#15 Please provide the asbestos survey for the 3 structures.

A#15 Asbestos Surveys for each structure have been provided with this addendum.

Q#16 We have adjusted our schedule to utilize the additional time allocated to S.R. 88 overpass in Addendum #2 and are still not able to complete the replacement in prior to November 7th. With the current MOT both abutments will have to be complete prior to beginning work on the pier which is extending our schedule. Furthermore, shoring will have to be installed prior to the excavation of the MSE wall. These activities coupled with cure times and the specified 21 day air dry prior to weatherproofing make it impractical to complete the project in the allotted time. Please consider allowing the demolition work to commence over the winter.

A#16 To be answered in a future addendum.

Q#17 Given the post tensioned concrete and carrying girders infringe upon the left travel lane and the splice locations of the new steel, will OTIC consider a left lane closure for the duration of the demolition and steel erection?

A#17 OTIC will allow a left lane closure for the duration of the demolition and steel erection.

Q#18 In addendum #1, two pre-bid questions were asked about Structural Steel Members, Level 4 receiving a three-coat shop applied paint system and field touch up and changing this to shop applied prime coat and setting up bid items for Field Painting. The response stated that in order to meet the schedule requirements and restricted access to the turnpike in 2026 it will remain a shop applied three-coat system. A shop applied three-coat system will have damage from structural erection, falsework, and deck forming. With all of this damage to the shop applied it is quite possible that the contractor will still be on the turnpike in 2026 repairing all the damage and this could quite possibly take longer than field applications. Please reconsider the shop applied three coat paint system.

A#18 To be answered in a future addendum.

Q#19 The demolition of the post tensioned crossbeam is directly over top the inside lanes of traffic. This demolition might require shore towers or special demolition methods to remove the post-tensioned strands. In order to maintain safe conditions during demolition please allow the contractor to close the inside lanes of traffic as needed for demolition at the contractor's expense.

A#19 OTIC will allow a left lane closure for the duration of the demolition. Portable barrier shall be used to protect temporary shoring towers placed within the mainline pavement and shoulder area.

Q#20 Is the Shoulder Reconstruction for Maintaining Traffic, Class A, APP to remain in place at the end of the project? If not, what is to be placed at the end of the project?

A#20 The material can remain in place at the end of the project.

Q#21 Can the Shoulder Reconstruction for Maintaining Traffic, Class A, APP be placed as rigid concrete pavement as per 615.05? If so, can this concrete pavement be left in place at the end of the project?

A#21 Contractor to use flexible pavement buildup for shoulder reconstruction as SNAP restoration is required upon completion of the project. The material can remain in place at the end of the project.

Q#22 Due to the holiday weekend, some vendors are struggling to get quotes together because of vacation and the holiday. In order for the commission to get better pricing, please consider delaying this project to the week of 6/3/24.

A#22 The Bid Opening Date has been extended from May 30, 2024, at 2:00 PM until June 4, 2024, at 2:30 PM.

Q#23 Is ref no 119 for Granular Material, Type C necessary or is this material to be included in ref no 124 Foundation Preparation per SS840?

A#23 Ref. No. 124 Foundation Preparation includes furnishing and placing 1 foot of Granular Material, Type C. Ref. No. 119 shall be considered a contingency quantity for use as directed by the Commission.

Q#24 Regarding the MOT for the MP 199.5 SR-88 bridge, plan notes on page 9/170 indicate shoulder closures needed for the bridge work. The bridge demolition and reconstruction will likely require a permanent single lane closure both directions, and potential lane shift onto shoulders to demo the integral diaphragm. Phased MOT drawings, including shoulder build-up to maintain traffic, will need to be produced by an engineering firm. Please confirm OTIC would like the Contractor to include all MOT phase drawings for this bridge.

A#24 To be answered in a future addendum.

Note: The Bid Opening Date has been extended from May 30, 2024, at 2:00 PM until June 4, 2024, at 2:30 PM.

END OF ADDENDUM NO. 3