OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 4
ISSUED: MAY 30, 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: 2:30 P.M.(EASTERN TIME) ~~MAY 24, 30~~ JUNE ~~4,~~ 5, 2024

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 11:00 A.M. ON MAY 30, 2024

MODIFICATIONS TO THE CONTRACT DOCUMENTS

M.P. 199.5 Geotechnical Report

-AND-

Pages 182 to 188 of the 1996 Rehabilitation Plans for M.P. 199.5

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

May 30, 2024
Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 11:00 A.M. ON MAY 30, 2024:

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#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#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.

Q#25 The existing plans for the SR88 structure do indicate if the strands were grouted after post-tensioning. Please confirm the strands were grouted.

A#25 The existing tendon ducts were required to be grouted after post-tensioning.

Q#26 What are the painting requirements for moment plate retrofits on the MP 202.8 Bridge over Bryant Rd? Is the material to come out prime painted from the shop? Will the contractor be required to apply intermediate and finish coat in the field? Will any surface preparation be required of the existing steel?

A#26 The steel plates required for Item 513 – Structural Steel, Misc: Moment Plate Retrofit shall be prime coated in the shop per CMS 513.2. The cost of applying the prime coat in the shop is incidental to Item 513. The intermediate and finish coat for the plates shall be field applied. Existing steel surface preparation shall be performed and paid for under Item SP 514A – Surface Preparation of Existing Steel, System OZEU.

Q#27 Are pages 182 to 188 of 219 of the 1996 Rehabilitation Plans available?

A#27 Pages 182 thru 188 of 219 of the 1996 Rehabilitation Plans have been provided as part of this addendum.

Q#28 Please clarify if the steel is to be shop primed and the bolts are to be galvanized for the moment plate retrofits under ref no 179.

A#28 See Answer No. 26 for painting requirements. See note on Beam Details, Sheet 146 of 170, for bolt requirements.

Q#29 How will asphalt restoration be paid for at the inside shoulders of the MP 199.5 Bridge after the demolition and reconstruction of median pier? Please set up bid items for pavement restoration of this area.

A#29 To be answered in a future addendum.

Q#30 Please provide soil borings at the abutments for the Bridge 199.5 SR-88 over the Ohio Turnpike.

A#30 The Geotechnical Report, including soil borings, has been provided as part of this addendum.

Q#31 Please setup a bid item for Jacking and Temporary Support for both the MP 202.8 & MP 203.7 bridges

A#31 To be answered in a future addendum.

Q#32 Structure MP 199.5 has a Type C Installation but there is no corresponding Armorless Preformed Joint Seal. Please add a pay item.

A#32 To be answered in a future addendum.

Note: The Bid Opening Date has been extended from June 4, 2024, at 2:30 PM until June 5, 2024, at 2:30 PM.

END OF ADDENDUM NO. 4