



**OHIO TURNPIKE AND  
INFRASTRUCTURE COMMISSION**

**ADDENDUM NO. 6**  
**ISSUED: JUNE 6, 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 MAIN 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 12, 2024**

**ATTENTION OF BIDDERS IS DIRECTED TO:**

**ANSWERS TO QUESTIONS RECEIVED THROUGH 10:00 A.M. ON JUNE 6, 2024**

**MODIFICATIONS TO THE CONTRACT DOCUMENTS**

Revised Plan Sheets 9, 11, 12, 27, 65, 66, 67, 68, 69, 70, 71, 74, 102, 103, and 104 of 170

Revised Part 7 Contract, Section D – Page 43

Revised Special Provisions 103

**-AND-**

Revised Estimated Quantities Worksheet Reference No's 10, 17, 55, 56, 57, 59, 60, 61, 117, 117A thru  
117H, 117J, 149, 150, 150A, 150B, and 156A.

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

*Aimee W. Lane*

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Aimee W. Lane, Esq.  
Director of Contracts Administration

June 6, 2024  
Date

**ANSWERS TO QUESTIONS RECEIVED THROUGH 10:00 A.M. ON JUNE 6, 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 7<sup>th</sup>. 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 SP 103 has been revised and allows for an extended SR 88 closure period. In coordination with ODOT and Portage County, an unsigned local detour route along Anderson Road and portions of Nichols Road will be provided for ODOT's use during the winter months while SR 88 is closed, and traffic is detoured. A MOT note with additional requirements and pay items for maintenance and repair of the local detour route is provided on revised Maintenance of Traffic General Notes, sheet 9 of 170, and the General Summary, sheet 70 of 170. The revised plan sheets and the revised SP 103 have been included as part of this addendum. References 117A thru 117H and 117J have been added to the Estimated Quantities Worksheet and provided with this 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 With the adjusted closure period for S.R. 88, the plans have been revised to eliminate the shop painting requirements and include field painting for the intermediate and finish coats in accordance with SP 514A. The Structures General Notes sheet 103 of 170 has been revised, eliminating Item 514- Shop Painting and Field Touch-up of Structural Steel, As Per Plan note and the Structures Estimated Quantities, sheet 104 of 170, has been revised to include Items SP 514A for field painting. Revised plan sheets and the revised Estimated Quantities Worksheet have been provided with this 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 The contractor shall submit their MOT plan specific to their means and methods to remove the bridge. Closure of the inside (left) lanes is permitted during bridge demolition and proposed substructure construction. The contractor's MOT plan shall satisfy all OTIC standard drawings and the requirements of SP 614 and include all specifics prepared by an Ohio Registered Professional Engineer where not fully addressed by the standard drawings or as required by the Chief Engineer. Should temporary lane shifts be required for this demolition work, reconstruction of the affected outside shoulder in accordance with plan details shall be included as incidental to the contractor's demolition work.*

**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 Quantities for full depth inside shoulder restoration have been added to the plans. Revised plan sheets 69, 71 & 74 of 170 and the updated Estimated Quantities Worksheet have been included 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 Jacking and temporary support for bearing work shall be incidental to the bid cost of the bearing items. See applicable Special provisions and revision to plan note Item 516 – Refurbishing Bearing Device, As Per Plan on sheet 103 of 170.*

**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 Reference 156A- Item 516 – Armorless Preformed Joint Seal has been added to the plans. The revised General Summary sheet 104 of 170 and revised Estimated Quantities Worksheet have been included as part of this addendum.*

**Q#33 There is an existing overhead communication & electric line to the east of the SR-88 bridge. Notes on the plans indicate that this line is to be relocated. Can the relocation plan or proposed location be provided?**

*A#33 The utility pole and overhead utility line relocation schedule and plan on the easterly side of SR 88 has not been received from Ohio Edison/First Energy to date. Ohio Edison/First Energy was requested to relocate the existing utility poles and connected overhead lines crossing the Ohio Turnpike to a location as close as possible to the easterly Standard Highway Easement (SH) line of SR 88. With the project schedule now allowing closure of SR 88 as early as November 4, 2024, Ohio Edison/First Energy will*

*attempt to complete their relocation by November 2024, however it is possible that relocation of these lines may not be completed at that time. The contractor should plan their operations accordingly with the possibility of the existing easterly overhead lines being in place at the time of bridge removal.*

**Q#36 Please confirm the 50” portable concrete barrier specified in plan note 3 on page 27/170 can be 32” portable concrete barrier with glare screen. Does it need to include glare screen?**

*A#36 A 32-inch portable concrete barrier with glare shield is acceptable. Glare shield **must** be included.*

**Q#37 Please clarify the type of portable concrete barrier to close the crossovers during the winter shut down period.**

*A#37 Either a 50-inch portable barrier or a 32-inch concrete portable barrier with glare shield is acceptable.*

**Q#38 There appears to be a rounding issue with reference 85 and 87 in the “43-24-09 FOR HCSS” file that has carried thru to bid express. Please clarify.**

*A#38 Reference 85 Item 614 – Barrier Reflector, Type A has a quantity of 793 each.  
Reference 86 Item 614 – Barrier Reflector, Type B has a quantity of 361 each.  
Reference 87 Item 614 – Object Marker, One Way has a quantity of 784 each.*

**Q#39 Please provide the trench repair detail for the 12” Conduit, Type B on page 66 and 68.**

*A#39 The trench repair detail is provided in the Crossover Restoration Typical Section on Sheet 27 of 170.*

**Q#40 The 3<sup>RD</sup> paragraph of the “Pavement for Maintaining Traffic Class A, As Per Plan” note on page 12/170 contradicts with note 4 on page 66, 67, and 68 as well as note 8 on page 27. Wouldn’t it be better for everyone to itemize each component instead of lumping them into unrelated items or 614-Maintaining Traffic?**

*A#40 The pay item for temporary drainage in the crossover has been corrected to be included in Item 615 – Pavement for Maintaining Traffic, Class A, As Per Plan, Ref. No. 102, to be consistent with all past OTIC projects. Sheets 27, 65, 66, 67 and 68 of 170 have been revised.*

**Q#41 Currently plan notes state that inside and outside shoulders cannot be closed simultaneously. In order to open SR 88 to traffic by November 7<sup>th</sup>, please allow the contractor to work on the pier and abutments simultaneously utilizing inside and outside shoulders concurrently.**

*A#41 See Answer No. 16.*

**Q#42 Plans indicate that the overhead lines will be relocated by others. What is the date and location of the new lines to be installed?**

*A#42 See Answer No. 33.*

**Q#43 Per note 2 under “Method of Payment for Maintaining Traffic – Winter Shutdown” please provide the locations of the Existing Maintenance Crossovers that are to be closed and reopened on this project.**

*A#43 The note titled “Method of Payment for Maintaining Traffic – Winter Shutdown” on sheet 11 of 170 is in reference to the work required to close/reopen the MOT crossovers that will be constructed in Pre-Phase 1. The temporary closure of the MOT crossovers is required **before** the winter shutdown period and includes closure of the median barrier opening with portable concrete barrier, removal of temporary MOT markings, and restriping the pavement markings to restore to the original traffic configuration. The reopening of the crossovers refers to the work required to re-open the MOT crossover **after** the winter shut down period. To provide clarity, note 2 has been modified to replace “existing maintenance crossovers” with “the MOT crossovers”. The Lump Sum payment for this work is referenced on sheet 12 of 170 which has been modified to “Item Special – **MOT** Crossover to be Closed/Re-Opened”, Ref. No. 117. The revised estimated quantities worksheet is included with this addendum.*

**Q#44 With the project being delayed, will this affect the making of the June 17<sup>th</sup> Commission Meeting? If this project won’t be awarded at the June 17<sup>th</sup> meeting, this will delay the overall start of Pre-Phase 1 work by more than a month. Please consider delaying the 2024 Interim Substantial Completion until the same date of 2024 Interim Final Completion date of November 15, 2024.**

*A#44 The project will not be awarded at the June 17<sup>th</sup> Commission meeting. The 2024 Interim Substantial Completion date has been revised to November 15, 2024, and the 2024 Interim Final Completion date has been revised to November 22, 2024. A revised SP 103 has been provided with this addendum.*

**Q#45 Plan Page 136 has a note/call out that the “Existing Beam Pedestal to be Removed” at the abutment. Is there any requirement for surface preparation of the beam seat prior to placement new bearings?**

*A#45 See sheet 143 of 170 – Bearing Details, Note 7, for bridge seat surface requirements.*

**Q#46 Can the turnpike please clarify the material that is needed for item 103 – 615 Shoulder Reconstruction?**

*A#46 See plan note for Item 615 – Shoulder Reconstruction for Maintaining Traffic, Class A, As Per Plan on sheet 13 of 170. The Class A Flexible build-up per 615.05 is to be used on the mainline pavement.*

**Q#47 With no material specified in the as per plan note, per ODOT 615 spec, the contractor can place 11” of asphalt (301/type2/type1). Is this the turnpike’s intention of the item?**

*A#47 The Class A Flexible build-up per 615.05 is to be used on the mainline pavement.*

**Note: The Bid Opening Date has been extended from June 5, 2024, at 2:30 PM until June 12, 2024, at 2:30 PM.**

**END OF ADDENDUM NO. 6**