

OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 3

PROJECT NO. 39-15-01

PROJECT NO. 39-15-01 (PART A)
RIGHT TWO (2) LANES AND SHOULDER RECONSTRUCTION
MILEPOST 144.10 TO MILEPOST 149.24
LORAIN COUNTY, OHIO TURNPIKE COMMISSION

PROJECT NO. 39-15-01 (PART B)
BRIDGE SUBSTRUCTURE REPAIRS
OHIO TURNPIKE OVER SR-57 MILEPOST 145.1
OHIO TURNPIKE OVER SR-301 (ABBE ROAD) MILEPOST 147.3
OHIO TURNPIKE OVER US-20 MILEPOST 148.0
OHIO TURNPIKE RAMP OVER OHIO TURNPIKE MILEPOST 151.8
LORAIN CONTY, OHIO

OPENING DATE: 2:00 P.M. (E.S.T), DECEMBER 23, 2014

ALL BIDS MUST BE ELECTRONICALLY SUBMITTED

ATTENTION OF BIDDERS IS DIRECTED TO:

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Project No. 39-15-01A - Sheets 1, 8, 17, 19, 20, 22, 172, 173, 177, 178, 179, 180, 183, 185, 186,
187, 204, 205, 211, 212, 218, 219, 342, 343, 344, 345, 346, 347, 348, 349, 358,
359, 361, 366, 374, 375, 387, 390, 400, 403, Plan Insert Sheets 1 and 3 of 405
Project No. 39-15-01B - Sheets 3, 8, 9, 10, 14, 15, 19, 20, 23, 24 and 25 of 26
OTIC Standard Drawings AS-1, AS-2, AS-3, AS-4 and AS-5.

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. DECEMBER 18, 2014

Issued by the Ohio Turnpike and Infrastructure Commission on December 18, 2014. Issuance authorized by Robin Carlin, Interim Executive Director, and Tommie Jo Marsilio, Director, Contracts Administration and Compliance.


Robin Carlin
Date 12/18/14


Tommie Jo Marsilio
Date 12/18/14

**OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
ADDENDUM NO. 3
PROJECT NO. 39-15-01**

**MODIFICATIONS VIA ADDENDUM NO. 3 TO THE CONTRACT DOCUMENTS FOR
CONTRACT NO. 39-15-01**

Modifications to the Plan Drawings

Additions and deletions on Plan Drawings are indicated with a cloud and revision triangle thus:



The following plan sheet has been updated and the new plan sheet should be substituted for:

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M., DECEMBER 18, 2014

Q#15 Plan page 385 of 405 Note 14 concerning temporary access states this work will be paid under Item Temporary Access. We cannot find the bid item for this work. Also, Permitted construction Restrictions page 22 of 405 concerning the same structure. Will we be able to access this structure in the second year for falsework and any full depth repairs.

A#15 "Via Addendum No. 3, the quantity "Item Special – Temporary Access, Lump" has been added to the Estimated Quantities on Sheet 387 of 405. A new Bid Ref. No. 240A, Item Special – Temporary Access, Lump has been added to Bid Express. The "Permitted Construction Restrictions" note on Sheet 22 of 405 has been modified.

Q&A #16 & #17 *These Questions and Answers were addressed on a prior Addendum*

Q#18 Sheet 400/405 Repair Schematic D shows "expansion joint repair per SP533F including parapet armor repair, typical outside and inside." However Special Provision SP 533F is only calls for compression seal replacement, but no parapet armor replacement. Should SP 533F include parapet armor replacement? If so, please revise SP 533F to include this, and provide additional details for SP 533F parapet armor replacement, as there are currently none in the plans.

A#18 Repair Schematic D applies only to the abutment joints on the US-20 bridge at M.P. 148.0. These locations do not require parapet armor repair or replacement. Via Addendum No. 3, the "Repair Schematic – C" callout on Sheet 400 of 405 has been modified to read "Repair per SP533F" and the "Repair Schematic – D" callout on Sheet 400 of 405 has been modified to read "Expansion Joint Repair per SP533F from end to end of existing compression seal."

Q#19 The following are drainage issues on the plan and profile sheets: Sheet 211/405, Ref. DC-39 shows a 66" CMP pipe outlet with a flared end section, but has no corresponding quantity for pipe or flared end section in the drainage subsummary. Is this work to be performed? If so, under what bid item(s)?

A#19 Via Addendum No. 3, the line work on Sheet 211 of 405 has been revised to show no work on the existing 66" CMP.

Q#20 Sheet 211/405, Ref. DC-38 & DC-39 show ditch cleanouts which extend off of the Turnpike R.O.W. Will the Turnpike grant special access for these drainage items? If so, please revise the plans to show this. If not, please non-perform this work.

A#20 Via Addendum No. 3, the line work on Sheet 211 of 405 has been revised to not include work off Commission Property.

Q#21 Sheet 183/405 drainage subsummary shows an 8' long 48" RCP conduit with a precast flared end section on sheet 211/405, Ref. DR-51. On plan sheet 211, Ref. DR-51, no pipe or outlet is shown for this callout. Please revise the plan sheet to show this outlet or revise the sub-summary and eliminate the outlet.

A#21 Via Addendum No. 3, Sheet 211 of 405 has been revised to show approximate location of an existing 48" pipe that outlets into the roadway ditch. The location is approximate and the work is to be performed as directed by the Chief Engineer.

Q#22 Sheet 218/405, Ref. DR-52 shows an 8' long 48" RCP conduit with precast flared end section that extends off of the Turnpike R.O.W. Will the Turnpike grant special access for this drainage item? If so, please revise the plans to show this. If not, please non-perform this work.

A#22 Via Addendum No. 3, Sheet 218 of 405 has been revised to show the proposed work on the existing 48" mainline culvert. The quantity "Item 202 – Headwall Removed, 1 Each" has been added to the Estimated Quantities on Sheet 177 of 405. A new Bid Ref. No. 47A, Item 202 – Headwall Removed, 1 Each has been added to Bid Express. The Work does not extend off the Commission Property.

Q#23 Sheet 22/405 states that "when accessing the Norfolk Southern bridge substructure, the contractor only has access in the first year. It is the Contractor's responsibility to finish all associated substructure work in the first calendar year of the project." Does this note mean that no access to the substructure will be granted after 2015? In order to remove false decking and complete full depth deck repairs on the westbound side in 2016, please provide access and a temporary easement to the Norfolk Southern substructure until the final completion date.

A#23 Norfolk Southern and OTIC have an agreement to provide access on Norfolk Southern's property for both Construction Seasons. A separate access agreement has been negotiated with the property owner located in the southwest quadrant between the Ohio Turnpike and Norfolk Southern. The "Permitted Construction Access" Note on Sheet 22 of 405 has been modified to read "The Contractor will be permitted access to the Temporary Easement through the life of the Project or until September 15, 2016, whichever is less. The Contractor shall schedule his/her work to minimize the use of this temporary easement". Plan Insert Sheet 3 provides further clarification of the Agreement and is provided with this Addendum.

Q#24 Please address the following issues regarding median catch basin adjust to grade (ATG) quantities in the plans, based on the summary shown on sheet 184/405. STA. 605+69 and STA. 607+00 on sheet 198 are called out in summary but the locations are shown differently on the plans and there is no call out for ATG.

A#24 The general note "Item 604 – Catch Basin Adjustments, Grates and Castings, As Per Plan" on Sheet 17 of 405 clearly describes the work to be performed. The Quantities are correct with the anticipated number of catch basins to be repaired. The locations listed on Sheet 184 of 405 are close or approximate, even if they are not shown individually on the Plans.

Q#25 STA. 730+98 on sheet 208 there is a catch basin in the summary but there is not a catch basin shown in the plans in that location.

A#25 See response A#24.

Q#26 STA 831+00 on sheet 217 there is quantity in the summary but there is no catch basin called out in the plan .

A#26 See response A#24.

Q#27 STA 832+50 on sheet 217 there is a catch basin called out as ATG in the plans but no quantity In the summary.

A#27 See response A#24.

Q#28 STA. 842+00 and STA. 844+00 on sheet 218 there are catch basins called out as ATG in plans but no quantity in the summary.

A#28 See response A#24.

Q#29 STA. 850+49 on sheet 219 there is quantity in the summary but there is nothing called out in the plans

A#29 See response A#24.

Q#30 STA. 851+54 on sheet 219 there is quantity in the summary but there is nothing called out in the plans

A#30 See response A#24.

Q#31 Sheet 349 Scope - A. MAINLINE OHIO TURNPIKE OVER LAKE AVENUE M.P 144.4 Paragraph 3 states "AS DIRECTED BY THE ENGINEER, PERFORM FULL DEPTH CONCRETE REPAIR AT THE ABUTMENT SLABS. THIS WORK SHALL BE PERFORMED AND PAID USING SP848 FULL-DEPTH REPAIR TO CORRECT DEEPLY SPALLED ENDS OF THE ABUTMENT SLABS WHICH ARE NOT PRACTICAL TO REPAIR USING ITEM SPECIAL – PATCHING BRIDGE DECKS, TYPE B" No bid quantities are setup for this structure under SP848. Please clarify where to put this cost or add an additional bid item.

A#31 Via Addendum No. 3, notes A.3, B.5 and C.3 on Sheet 349 of 405 have been revised to clarify that the work shall be performed and paid using "Item SP519 - Patching Concrete Structures". The contingency quantity for Item SP519 – Patching Concrete Structures has also been increased for two of the three structures. The quantities on Sheets 358 and 366 of 405 have been revised and carried to Bid Express.

Q#32 Ref. 16, Excavation Including Embankment, As Per Plan- The bid quantity for this item is 34,397.175 CY, but the quantity in the general summary on sheet 177/405 is 32,826 cy. Which quantity is correct? If the bid quantity is correct, please adjust corresponding plan sheets to reflect this change.

A#32 Via Addendum No. 3, Bid Ref. #16 on Bid Express has been changed to 32,826 CY.

Q#33 Ref. 18, Rock Excavation, As Per Plan- Please confirm the plan quantity for this item and state how the corresponding embankment associated with the rock excavation is to be paid for.

A#33 Via Addendum No. 3, the General Note "Item 203 – Rock Excavation, As Per Plan" on Sheet 17 of 405 has been revised to add the following Pay Item: "Item 204 – Embankment, As Per Plan, 625 CY". The Requirements for Item 204 – Embankment, As Per Plan are described in the General Note "High Sulfate Subgrade Soils" on Sheet 19 of 405. This Quantity change has been carried to the General Summary on Sheet 177 of 405 and the Bid Express.

Q#34 The Slope Repair detail insert bottom left has the following note- Benching Undercut and Replacement: If unsuitable material and/or unsuitable soil is encountered at the bottom of the slope repair bench cut, undercut the unsuitable material a depth of 1.5 feet below the bottom of the bench cut and replace with 203 Granular Material, Type C. How is the excavation for this corresponding granular material to be paid for?

A#34 Via Addendum No. 3, the Note "Benching Undercut and Replacement" on Plan Insert Sheet 1 has been revised to add the following Pay Item: "Item 203 – Excavation, 170 CY". This Quantity change has been carried to the General Summary on Sheet 177 of 405 and the Bid Express.

Q#35 PLANS SHEETS 342-348, APPROACH SLAB DETAILS, NOTES STATE THAT REMOVAL OF EXISTING APPROACH SLAB IS INCLUDED UNDER 202 APPROACH SLAB REMOVAL. NO BID ITEM HAS BEEN PROVIDED. PLEASE CLARIFY

A#35 Via Addendum No. 3, the notes on Sheets 342-348 of 405 have been revised to read "Removal of the existing Approach Slab is included under Item 202 - Pavement removed". The pavement calculations already include the quantities for the approach slab removals.

Q#36 QUANTITIES FOR REF NO 234 & 235, 848 OVERLAY & HYDRO ITEM, DO NOT MATCH PLAN SHEET 387 ESTIMATED QUANTITIES. PLAN SHEET QUANTITIES SEEM TO BE CORRECT. PLEASE CLARIFY.

A#36 See response to A#7 of Addendum No. 1, dated December 11, 2014.

Q#37 The following questions are related to Ref. 64, Ditch Cleanout and Sheet 20/405 note and associated table: The Ditch Cleanout note states that additional clearing of storm pipes or structures, and resetting the pipe or headwalls shall be considered incidental to the ditch cleanout item. Ref. No. 95 - Pipe Cleanout, 15" to 36" already exists on this project. Please add pipe cleanout quantities for 15"-36" pipes to Ref. 95 which are currently incidental to Ditch Cleanout. Please also consider adding a separate item for re-setting outlet structures per each and another separate item for pipe cleanout, >36" by the foot, as these items are unrelated to 209.04 ditch cleanout.

A#37 Via Addendum No. 3, the General Note "Item 209 – Ditch Cleanout" on Sheet 20 of 405 has been revised to read: "~~For storm sewer pipes or structures adjacent to the ditches, additional clearing of those items and resetting the pipe or headwalls shall be done as directed by the chief engineer and considered incidental to the Ditch Cleanout.~~ This Item shall also consist of the replacement of ditch checks that may have been installed by the

Contractor per the Storm Water Pollution Plan prior to performance of ditch cleanout work". Other items in the table on Sheet 20 of 405 have been revised.

Q#38 The Ditch Cleanout note states that payment for ditch cleanout will be at the unit price per foot for ditch cleanout and shall include all materials, tools, equipment and labor to complete "the work". The table lists many "deficiencies" beyond the 209.04 scope of work or even the drainage cleanouts and structure re-setting. Many of these "deficiencies" appear to be corrected in other bid items, and some are un-related to any other items in the contract scope of work. Please confirm that all deficiencies listed outside the stated scope of work for the ditch cleanout item are to be paid for in other, relevant bid items, *or by force account*.

A#38 See response A#37.

Q#39 Sheet 19/405 shows undercut replacement quantities for stabilization over shallow culverts. The item 204 excavation quantity is 178 cy and the corresponding granular embankment quantity is 6560 tons. These quantities do not appear to correlate. Please clarify the correct quantity for both items as well as the corresponding sy area for subgrade compaction, geogrid, and geotextile fabric.

A#39 Via Addendum No. 3, the General Note "Item 206 – Chemically Stabilized Subgrade, As Per Plan" on Sheet 19 of 405 has been revised. The Quantity changes have been carried to the General Summary on Sheet 177 of 405 and to Bid Express.

Q#40 Please clarify page SP228 Of The Special Provisions: SP848 Paragraph B.3 States: "The Contractor shall remove all concrete, both sound and unsound, from the scarified surface to a minimum of one inch below the top mat of reinforcing steel by using hydrodemolition, not scarification." Please clarify the reference point that the 1" dimension is measured from. (i.e. Top of top mat, or between bars, or bottom of top mat).

A#40 The top mat of reinforcing steel includes a longitudinal bar and transverse bar. Both of these bars constitute the top mat. Concrete shall be removed to a minimum of 1-inch below the top mat, measured from the bottom of the top mat.

Q#41 Ref. Nos. 233 & 234 show bid form quantities of 1,414 sy, but the structure summary quantity on sheet 387/405 shows a total of 2,532 sy. Please clarify the correct quantity and revise all applicable bid documents.

A#41 See response to A#7 of Addendum No. 1, dated December 11, 2014.

Q#42 Bottom-Center Of Sheet 390/405 ITEM SP 533 – CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT – REMOVAL DETAIL Plan note states: “ CONCRETE REMOVAL SHALL BE INCLUDED WITH SP202; NEW CONCRETE SHALL BE INCLUDED WITH ITEM SP848 FOR PAYMENT”. Detail depicts what appears to be an outside parapet. Please clarify if the Median Parapet demo and new concrete as per sheet 404/405 is required for these joints. If so, please clarify what Bid Item # is to be used for pricing parapet concrete, as multiple bid items have the SP848 Special Provision.

A#42 Via Addendum No. 3, Sheets 390 and 403 of 405 have been revised to address minimum limits of parapet demolition and new concrete related to Item SP533. Unless noted otherwise in the plans, the expansion joint repair at the Norfolk Southern Bridge, MP 147.9 shall be in accordance with the Expansion Joint Schedule and related details on Sheets 400 thru 405 of 405. The new parapet concrete shall be paid under Item SP511A – Class S Concrete, Barriers and Parapets, Using Type I Cement. The new deck and abutment slab concrete shall be paid under item SP848 – Full-Depth Repair.

Q#43 REF 237 HAND CHIPPING (9 SY) and REF 239 FULL DEPTH REPAIR (34 CY) appear to be contradictive with respect to qty. Please adjust the bid quantities to similar proportions.

A#43 The quantities are Correct. The apparent disproportion is due to much of the full depth repair quantity being removed and paid for under Item SP202 - Portions of Structures Removed.

Q#44 Phase 1 MOT notes on pg. 22 indicate that the eastbound inside shoulder and third lane bridge deck overlay is to be done at MP 147.9. Barrier wall will be required to complete this work at this time. If the contractor sets barrier wall to complete this work it will require the shifting of the outside lane of traffic onto the outside shoulder. Will the contractor be compensated for SNAP mill & fill and other MOT items that will need to be done at this location in order to shift the traffic around the barrier wall to complete the work?

A#44 Portable Barrier Wall is required to perform this work as per OTIC Standard Drawings and paid as part of SP 614 – Maintaining Traffic. No SNAP Mill/ Fill will be required. The Phase Construction Joint is to be located so that it works with MOT phasing to maintain two lanes of traffic in each direction. The deck overlay at MP 147.9, eastbound left shoulder and left lane may be implemented only after eastbound traffic has the contra-flow lane in Service, thereby maintaining only one lane of traffic on the eastbound side of the roadway and the other lane in Contraflow on the westbound side. This would allow the deck overlay to be performed without moving traffic onto the outside shoulders. Portable barrier wall can be installed per OTIC Standard Drawings and paid as part of SP 614 to begin performance of the left shoulder and left lane deck overlay. At the completion of the deck overlay and associated barrier wall removal, full implementation of Phase 2 can be accomplished.

Q#45 Can Pre-Phase 1 and Phase 1 be done concurrently?

A#45 Yes, Pre-Phase 1 work is anticipated to run concurrently with Phase 1 work.

Q#46 Plan note on pg. 8 calls for trackless tack coat between lifts of SP302, is this material considered incidental or will it be paid for under the contract bid items for trackless tack.?

A#46 Via Addendum No. 3, Note 6 on Sheet 8 of 405 has been revised and the quantities for "Item Special – Trackless Tack for Intermediate Course (0.06 Gal/S.Y.)" on Sheet 185 of 405 have been revised to include quantities for the Trackless Tack Coat between the SP302 lifts. The Quantity changes have been carried to the General Summary on Sheet 179 of 405 and the Bid Express

Q#47 Plan Insert page for Slope Repair coded note #12 in the sequence of operations indicate that 2,500 CY of Limestone sand is carried to the General summary, no bid item exists for this material. Please add this item to the bid form.

A#47 Via Addendum No. 3, Item Special – Limestone Sand, 2500 CY has been carried to Sheet 177 of 405. A new Bid Ref. No. 47B, Item Special – Limestone Sand, 2500 CU. YD. has been added to Bid Express.

Q#48 Item 203, Excavation Including Embankment, APP 1, Sheet 17/405: For the excavation and embankment work described in this note, 10,000 sy of seeding and mulching was added for this work. Will the 4" of topsoil required for this seeding be paid for in the topsoil item? If so, please adjust the quantity for the topsoil bid item accordingly.

A#48 Via Addendum No. 3, the General Note "Item 203 – Excavation including Embankment, As Per Plan 1" on Sheet 17 of 405 has been revised to include the removal of 4" of topsoil, the stockpiling of topsoil and the placement of 4" of topsoil. The topsoil may be stockpiled on the existing foreslope of the mainline roadway during the excavation process.

Q#49 Concrete weatherproofing detail A & detail B on Sheet 388/405 are part of the plan set for the Norfolk Southern Railroad. Please clarify if this detail is to be used for all structures.

A#49 Yes, the Typical Transverse Section Sheets for each bridge have a cross-reference note to see Detail A & B on Sheet 388 of 405 for limits of weatherproofing of median and fascia parapets. As further clarification, the lower portion of the parapet traffic face, not

shown to be weatherproofed, is treated as part of the 2'-0" wide strip of sealing performed under separate Item SP516B - Sealing of Construction Joints.

Q#50 On the CSX Bridge (MP144.6) there are 12ea Elastomeric Expansion Bearings that are to be repositioned. Ref #153, the corresponding contingency item used to pay for any elastomeric bearings that do not properly return to their undeformed shape only has quantity of 7ea. Ref #163 has a quantity of 11ea, but Sht 359/405 calls out only 6ea bearings (Bearing # 36-38 and 55-57) to be replaced. Please clarify the quantities of both items.

A#50 Via Addendum No. 3, Item SP516G "Replace Expansion Bearing Device" quantity has been revised from 7 to 12 Each on Sheet 358 of 405. Bid Ref. No. 163 "Item Special - Replace Existing Fixed Steel Bearing at Pier" quantity has been revised from 11 to 6 Each. The Quantity changes have been carried to Bid Express.

Q#51 On the NS Bridge (MP147.9) regarding Note #2 on Sht 390/405, can the OTC provide an estimated quantity or more information be on what would deem trimming the beam ends necessary to help better understand the number of beams that may require trimming?

A#51 Until the existing joint is removed and the beam ends are exposed, it is impossible to determine the number of beams to be trimmed or extent of the beam trimming required to provide the adequate clearance of the beam ends to the backwall. During the removal process, the number of beams to be trimmed and extent of the beam trimming, if any, will be determined by the Engineer. At this point, we have no indication that any trimming is or is not required. For the purpose of bidding this Project the Contractor should plan to trim each beam.

Q#52 Concerning concrete needed at the expansion joint locations on structure MP 147.9 Page 390 of 405. The plan states that this concrete is to be paid per item sp 848 (variable thickness) material only. Is this correct? The quantity for item SP 848 Full Depth Repair appears to include this area. If this is to be paid under Variable Thickness Material only how will the labor be paid to form these areas.

A#52 See response A#42.

Q#53 Ref # 148 – Field Painting of Existing Bearings has a quantity of 75ea. There are 60ea bearings called out on Sht 359/405 that are to be painted, there are an additional 20ea bearings on the same sheet that are called out to be repositioned or replaced under Ref #161, #163, & #164. Can you clarify which bearings, if not all, are to be painted and which of these bearings are included for payment in Ref #148 and which are to be incidental?

A#53 Via Addendum No. 3, "Item SP514A - Field Painting of Existing Bearing" quantity has been revised from 75 to 60 Each on Sheet 358 of 405. The Quantity changes have been carried to Bid Express. General Notes on Sheet 359 of 405 have been revised to indicate where painting is considered incidental to other Items of Work.

Q#54 The quantity for Ref #311 is 56 ea, there are 26ea called out on Sht 8/26 but the quantity table on the bottom of the page shows 28 ea. There are an additional 28 ea called out on Sht 10/26. Is there supposed to be a contingency quantity of 2 ea associated with this item or is there an error in the quantity shown?

A#54 Via Addendum No. 3, the quantity of Item 516 – Bearing Retrofit has been revised from 28 to 26 on Sheet 8 of 26. The Quantity changes have been carried to the General Summary on Sheet 3 of 26 and to Bid Express.

Q#55 Ref. No. 94: Remove/Replace Livestock Gates, 2 ea, shown on Sheet 219, Sta. 858+25 LT, Ref. DR-56- This bid item is Item SPECIAL, however no such item exists in the special provisions. Please provide specifications and data for existing cattle gates to be removed and specifications for the new gates to be replaced.

A#55 Via Addendum No. 3, "Item Special – Remove/Replace Livestock Gates, 2 Each" has been removed from the Bidding Documents. Bid Ref. No. 94 has been changed to an unrelated Item.

Q#56 Ref. No. 296: Pavement for Maintaining Traffic (Crossovers): The plan quantity of 4,800 sy appears to be overstated for this item given the paved areas shown on sheets 162-173/405. Please confirm.

*A#56 The quantity has been re-checked and the quantity provided is correct. An approximate calculation check for this work includes the left shoulder for approximately 675' for both crossovers $((32' \times 675') / 9) * 2 = 4800 SY$.*

Q#57 The trench drain on Sheets 173-174/405 will not drain into the catch basin at Sta. 894+00, because the flow is from east to west, and the tie-in catch basin shown is east of the trench drain (upstream). Please re-do the conduit, type B such that it drains into the closest median catch basin downstream of the trench drain.

A#57 Via Addendum No. 3, Note 3 on Sheets 172 and 173 of 405 has been revised to state that the slotted drain shall be per ODOT Standard Construction Drawing DM-1.3 "except the depth of the opening shall be variable to allow positive drainage (6" Min. Depth)." On Sheets 172 and 173 of 405, the starting invert as described in the flag callout is 730.03 and the ending invert at the existing inlet as described in the flag callout is 726.35. Therefore, the Plan sheet properly shows positive drainage into the basin. Spot elevations callouts are surface elevations. The pavement surface drains to the west but

the slotted drain drains to the east to the closest basin. Bid this Item as shown in the Bidding Documents. Note number 5 has been renumbered to be number 4.

Q#58 Because of the quantity issues with the crossovers and the incidental drainage items, it is difficult to bid the crossover item with a variable bid quantity. This difficulty is further compounded because the quantities of incidental drainage items are also variable. Please consider paying for the installation and removal of the trench drain and associated conduit in separate pay items.

A#58 There are only two crossovers in the Construction Documents. Item should be bid as specified.

Q#59 Can the commission clarify how items SP516H and SP516K will be paid for the Abbe Rd bridge? There are two bearings at each pier location which share a common masonry plate. It is not clear, by the plan notes or the quantities, whether the contractor is to rehabilitate/rebuild both bearings at each location.

A#59 While there are two bearings at each pier, the notes on Sheets 14 and 15 of 26 clearly identify which of the bearings are to be rehabilitated. These notes indicate the beam lines for the fixed bearing at Pier 1 and the Span 2 bearings at Pier 2.

Q#60 REF. NO. 179 – THE ITEM NO. SHOULD BE REVISED TO SP533H AND THE EXPANSION JOINT SCHEDULE ON SHEET 400 OF 405 NEEDS TO REFLECT THIS CORRECTION ALSO. PLEASE CLARIFY

A#60 Via Addendum No. 3, the Item has been revised to SP533H on Sheet 366 of 405 and the Expansion Joint Schedule on Sheet 400 of 405 has been revised.

Q#61 SOME PRE-BID QUESTIONS IN ADDENDUM 1 WERE TO BE ANSWERED IN THE FORTHCOMING ADDENDUM 2 AND WERE NOT PROVIDED. PLEASE CLARIFY

A#61 All Questions have been answered via this Addendum.

Q#62 SHEET 390 OF 405, PROPOSED CONSTRUCTION DETAIL (MIDDLE OF PAGE) STATES 'CONCRETE SHALL BE INCLUDED FOR PAYMENT WITH ITEM SP848 CL S CONC OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY'. THIS NOTE SHOULD READ 'CONCRETE SHALL BE INCLUDED FOR PAYMENT WITH ITEM SP848 FULL DEPTH REPAIR' , WHICH PROPERLY REFLECTS THE PLAN QUANTITY. PLEASE CLARIFY

A#62 *Via Addendum No. 3, the Proposed Construction Details Callout on Sheet 390 of 405 has been modified. The quantities for these Items are correct on Sheet 387 of 405. The error was in the callout in the detail on Sheet 390 of 405.*

Q#63 Q#31 WAS ASKED IN ADDENDUM NO. 1. THE SAME NOTE NOT ONLY APPEARS IN SECT A, NOTE 3 (LAKE AVE), BUT ALSO IN SECT B, NOTE 5 (CSX RR) AND SECT C, NOTE 3 (SR 57). NO BID ITEMS INCLUDED FOR THESE STRUCTURES AS WELL.

A#63 *See response A#31.*

Q#64 The plan and profile sheets 204-205/405 indicate an existing maintenance crossover at Sta 687+00 that will require temporary closure and re-opening. There is no existing crossover at this location.

A#64 *Via Addendum No. 3, the Work associated with the maintenance crossover has been removed from Sheets 177, 180, 204 and 205 of 405. The following Quantities have been removed from the Guardrail / Barrier Subsummary for GR-39 on Sheet 180 of 405: Item 622 – Portable Concrete Barrier 32", As Per Plan, Item SP536 – Concrete Weatherproofing, Barriers and Parapets and Item SP626 – Barrier Reflector, Type B. The Quantity changes have been carried to the General Summary on Sheet 177 of 405 and to Bid Express*

Q#65 Ready Mix Concrete suppliers for the project are unable to quote the Type K cement required for the structure work. What are our options if the K cement is unavailable?

A#65 *The Commission has verified that Item 511A – Class S Concrete, Using Shrinkage Compensating Cement is available locally by two different Concrete suppliers.*

General Comments by the Engineer of Record:

The following revisions are included in this Addendum but were not associated with a specific Bidder's question. The Bidder should familiarize themselves with all revisions to the Construction Documents.

1. *The total thickness of Item 302 – Asphalt Concrete Base, PG 64-22 (ITEM LEGEND No. 3) has been changed from 12 ½" to 13" as shown on Sheet 8 of 405". Due to this change, the following Items also changed:*
 - a. *The thickness of Item 302 – Asphalt Concrete Base, PG 64-22 (ITEM LEGEND No. 6) has been changed from 6 ¼" to 6 ½" as shown on Sheet 8 of 405.*
 - b. *The thickness of Item 304 – 10 ½" Aggregate Base (Shoulder) (ITEM LEGEND No 19) has been changed from 10 ½" to 11" as shown on Sheet 8 of 405.*

- c. *The depth of Item Special – Saw Cut Joint (ITEM LEGEND No. 21) has been changed from 9 ½” to 9 ¾” as shown on Sheet 8 of 405.*
 - d. *Item 203 – Excavation quantity has been changed on Sheets 185 thru 187 of 405 to account for the thicker pavement sections and therefore deeper excavations.*
 - e. *All Quantities related to the General Comment No. 1 above have been modified on Sheets 185 thru 187 of 405 and the quantity changes have been carried to the General Summary Sheets and to Bid Express.*
2. *Regarding Answer No. 37, Item 601 – Rock Channel Protection, Type A with filter, 50 CU YD has been added to the Construction Documents on Sheet 20 and 219 of 405. The Quantity change has been carried to the General Summary on Sheet 178 of 405. This new Item replaces the existing Bid Ref. No. 94 with the new Item 601 – Rock Channel Projection, Type A with Filter, 50 CU YD in Bid Express.*
 3. *Regarding Answer No. 37, DR-57 has been added on Sheet 183 and 212 of 405. The Reference No. 89 quantity is changed to 6 Each on Bid Express.*
 4. *The removal limits for SP519 – Patching Concrete Structures have been updated to reflect the current conditions based on a November 2014 field visit and are reflected on the revised 39-15-01B Plan Sheets 9, 10, 14, 15, 19, 20, 23, 24 and 25 of 26.*
 5. *Via Addendum No. 3, the OTIC Standard Drawings AS-1, AS-2, AS-3, AS-4 and AS-5 have been reissued with the correct issue date.*

Addendum No. 3 to Contract 39-15-01 is hereby acknowledged:

(Firm Name)

(Signature)

(Printed Name)

Date: _____

PROJECT NO. 39-15-01 BID FORM

Updated through Addendum No. 3

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
39-15-01 PART A - ROADWAY (Ref. Nos. 1 - 47, 47A & 47B)						
1	201	CLEARING AND GRUBBING	1	LUMP		
2	201	TREE REMOVED, 18" SIZE	402	EACH		
3	201	TREE REMOVED, 18" SIZE, ASH	150	EACH		
4	201	TREE REMOVED, 30" SIZE	33	EACH		
5	201	TREE REMOVED, 36" SIZE	11	EACH		
6	202	CATCH BASIN OR INLET REMOVED, AS PER PLAN	50	EACH		
7	202	FENCE REMOVED	54,885	FT		
8	202	PIPE REMOVED	2,434	FT		
9	202	GUARDRAIL REMOVED	29,836	FT		
10	202	GUARDRAIL REMOVED FOR SALVAGE, AS PER PLAN	2,088	FT		
11	202	CURB REMOVED	10,313	FT		
12	202	CONCRETE BARRIER REMOVED	1,614	FT		
13	202	PAVEMENT REMOVED	208,831	SQ YD		
14	203	EXCAVATION	49,531 52,317	CU YD		
15	203	EMBANKMENT	3,503	CU YD		
16	203	EXCAVATION INCLUDING EMBANKMENT, AS PER PLAN	34,397 32,826	CU YD		
17	203	EXCAVATION INCLUDING EMBANKMENT, AS PER PLAN 1	1,700	CU YD		
18	203	ROCK EXCAVATION, AS PER PLAN	625	CU YD		
19	203	BORROW	14,024	CU YD		
20	203	GRANULAR MATERIAL, TYPE C	170	CU YD		
21	203	GRANULAR EMBANKMENT, AS PER PLAN (NO. 8 AGGREGATE)	70	CU YD		
22	204	EXCAVATION	178	CU YD		
23	204	TYPE D GEOTEXTILE, 712.09	227 267	SQ YD		
24	204	SUBGRADE COMPACTION	3,373 3,413	SQ YD		
25	204	EXCAVATION OF SUBGRADE, 18" DEEP, AS PER PLAN	1,150	CU YD		
26	204	SUBGRADE COMPACTION, AS PER PLAN	2,300	SQ YD		
27	204	EMBANKMENT, AS PER PLAN	1,150 1,775	CU YD		
28	SP526	CLASS C CONCRETE, APPROACH SLAB, USING TYPE I CEMENT (T=12"), AS PER PLAN	3,068	SQ YD		
29	SP536	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS	1,677 1,466	SQ YD		
30	606*	GUARDRAIL, TYPE MGS, USING LONG STEEL POSTS	28,820	FT		
31	606*	ANCHOR ASSEMBLY, TYPE T, USING LONG STEEL POSTS	17	EACH		
32	606*	BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING LONG STEEL POSTS	8	EACH		
33	606*	BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING LONG STEEL POSTS, AS PER PLAN	14	EACH		
34	606*	BRIDGE TERMINAL ASSEMBLY, TYPE 2, USING LONG STEEL POSTS	19	EACH		
35	606E*	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN	20	EACH		
36	607	FENCE TYPE 47, AS PER PLAN	7,901	FT		
37	607	FENCE TYPE CLT, AS PER PLAN	46,984	FT		

PROJECT NO. 39-15-01 BID FORM

Updated through Addendum No. 3

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
39-15-01 PART A - ROADWAY (Ref. Nos. 1 - 47, 47A & 47B)						
38	607	GATE,TYPE CLT	2	EACH		
39	609	ASPHALT CONCRETE CURB, TYPE 1, PG64-22	9,862	FT		
40	609	CURB, TYPE 4-C	657	FT		
41	622	PORTABLE CONCRETE BARRIER 32", AS PER PLAN	608- 456	FT		
42	622	CONCRETE BARRIER, TYPE B-50, AS PER PLAN	403	FT		
43	622	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN (42")	604	FT		
44	SP626	BARRIER REFLECTOR, TYPE A	340	EACH		
45	SP626	BARRIER REFLECTOR, TYPE B	40 35	EACH		
46	861	GEOGRID FOR SUBGRADE STABILIZATION, AS PER PLAN, TENSAR TRIAX 160 GEOGRID	227 267	SQ YD		
47	SPECIAL	FENCELINE SEEDING AND MULCHING	54,885	FT		
47A	202	HEADWALL REMOVED	1	EACH		
47B	SPECIAL	LIMESTONE SAND	2,500	CU YD		
TOTAL - 39-15-01 PART A - ROADWAY						

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
39-15-01 PART A - EROSION CONTROL (Ref. Nos. 48 - 63)						
48	SP113	SWP3 MANAGEMENT	1	LUMP		
49	207	PERIMETER FILTER FABRIC FENCE	4,390	FT		
50	207	FILTER FABRIC DITCH CHECK	2,490	FT		
51	207	INLET PROTECTION	125	FT		
52	207	ROCK CHANNEL PROTECTION, TYPE D, WITHOUT FILTER	10	CU YD		
53	659	SOIL ANALYSIS TEST	10	EACH		
54	659	TOPSOIL	13,841	CU YD		
55	659	SEEDING AND MULCHING	134,771	SQ YD		
56	659	REPAIR SEEDING AND MULCHING	5,271	SQ YD		
57	659	INTER-SEEDING	5,271	SQ YD		
58	659	COMMERCIAL FERTILIZER	14.23	TON		
59	659	LIME	21.79	ACRE		
60	659	WATER	620	M GAL		
61	671	EROSION CONTROL MAT, TYPE B	22,650	SQ YD		
62	690	GEOTEXTILE FABRIC, 712.09, TYPE A	710	SQ YD		
63	832*	EROSION CONTROL	1	LUMP		
TOTAL - 39-15-01 PART A - EROSION CONTROL						

PROJECT NO. 39-15-01 BID FORM

Updated through Addendum No. 3

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
39-15-01 PART A - DRAINAGE (Ref. Nos. 64 - 96)						
64	209	DITCH CLEANOUT	20,540	FT		
65	601	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	41	CU YD		
66	603	CONDUIT, TYPE E, 707.33 (PERFORATED)	300	FT		
67	603	CONDUIT, TYPE F, 707.33	80	FT		
68	603	6" CONDUIT, TYPE F, 707.41 NON-PERFORATED ASTM D3034 (SDR 35) 707.42 OR 707.33	3,330	FT		
69	603	12" CONDUIT, TYPE F, 707.33	2,145	FT		
70	603	15" CONDUIT, TYPE F, 707.33	192	FT		
71	603	18" CONDUIT, TYPE F, 707.33	19	FT		
72	603	24" CONDUIT, TYPE F, 707.33	8	FT		
73	603	48" CONDUIT, TYPE C, 706.02	16	FT		
74	604	CATCH BASIN ADJUSTED TO GRADE, 4" OR LESS, AS PER PLAN	42	EACH		
75	604	CATCH BASIN ADJUSTED TO GRADE, 4" TO 12", AS PER PLAN	43	EACH		
76	604	CATCH BASIN ADJUSTED TO GRADE, GREATER THAN 12", AS PER PLAN	16	EACH		
77	604	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	28	EACH		
78	604	CATCH BASIN GRATE AND CASTING, AS PER PLAN	14	EACH		
79	604	PRECAST REINFORCED CONCRETE OUTLET	55	EACH		
80	SP604	CATCH BASIN, NO. CB-1	49	EACH		
81	605	ROCK CUT UNDERDRAINS, AS PER PLAN	68	CU YD		
82	SP605	AGGREGATE DRAIN, AS PER PLAN	144	FT		
83	SP605	TYPE 1 AGGREGATE DRAIN, WITH WRAP, AS PER PLAN	200	FT		
84	SP605	TYPE 2 AGGREGATE DRAIN, WITH WRAP, AS PER PLAN	200	FT		
85	SP605	6" BASE PIPE UNDERDRAIN, WITH FABRIC WRAP (18")	49,133	FT		
86	SP605	6" SHALLOW PIPE U.D., WITH FABRIC WRAP (24")	38,030	FT		
87	SP605	6" SHALLOW PIPE U.D., WITH FABRIC WRAP (30")	38,393	FT		
88	SP605	6" UNCLASSIFIED PIPE UNDERDRAIN, WITH FABRIC WRAP	1,154	FT		
89	SPECIAL	12" PRECAST CONCRETE END SECTION	44	EACH		
90	SPECIAL	15" PRECAST CONCRETE END SECTION	5	EACH		
91	SPECIAL	18" PRECAST CONCRETE END SECTION	2	EACH		
92	SPECIAL	24" PRECAST CONCRETE END SECTION	1	EACH		
93	SPECIAL	48" PRECAST CONCRETE END SECTION	2	EACH		
94	SPECIAL	REMOVE/REPLACE LIVESTOCK GATES	2	EACH		
	601	ROCK CHANNEL PROTECTION, TYPE A WITH FILTER	50	CU YD		
95	SPECIAL	PIPE CLEANOUT, 15" TO 36"	500	FT		
96	SPECIAL	SECURING MANHOLE LID	25	EACH		
TOTAL - 39-15-01 PART A - DRAINAGE						

PROJECT NO. 39-15-01 BID FORM

Updated through Addendum No. 3

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
39-15-01 PART A - PAVEMENT (Ref. Nos. 97 - 122)						
97	206*	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP, AS PER PLAN	217,534	SQ YD		
98	206*	CEMENT	6,800	TON		
99	206*	CURING COAT	13,050	GAL		
100	206*	TEST ROLLING	110	HOUR		
101	251	PARTIAL DEPTH PAVEMENT REPAIR	300	SQ YD		
102	252	FULL DEPTH PAVEMENT SAWING	53,690	FT		
103	254	PAVEMENT PLANING, ASPHALT CONCRETE (T=5")	7,096	SQ YD		
104	254	PAVEMENT PLANING, ASPHALT CONCRETE (T=2")	120,279	SQ YD		
105	254	PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE DEPTH)	8,115	SQ YD		
106	255	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT	600	SQ YD		
107	SP302	ASPHALT CONCRETE BASE, PG64-22	66,027 68,200	CU YD		
108	SP304	GRANULAR MATERIAL	6,560 178	TON CU YD		
109	SP304	AGGREGATE BASE	26,531	CU YD		
110	SP304	AGGREGATE BASE (SHOULDER)	15,899 16,656	CU YD		
111	SP402	ASPHALT CONC. BASE COURSE OR RECYCLED ASPHALT CONC. BASE COURSE, PG64-22	2,739	CU YD		
112	SP402	ASPHALT CONC. BASE COURSE OR RECYCLED ASPHALT CONC. BASE COURSE, PG70-22 (FR)	7,942	CU YD		
113	SP404	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22	6,030	CU YD		
114	SP404	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR)	9,808	CU YD		
115	SP404A	JOINT SEALER	51,090	FT		
116	617	SHOULDER PREPARATION, AS PER PLAN	16,431	SQ YD		
117	617	COMPACTED AGGREGATE	615	CU YD		
118	SP627	STONE SHOULDER PROTECTION	1,433	TON		
119	SPECIAL	TRACKLESS TACK FOR INTERMEDIATE COURSE	13,183 21,921	GALLON		
120	SPECIAL	TRACKLESS TACK	25,500	GALLON		
121	SPECIAL	SONIC NAP ALERT PATTERN (SNAP)	18.47	MILE		
122	SPECIAL	SAW CUT JOINT (9.5"±)(9.75"±)	51,090	FT		
TOTAL - 39-15-01 PART A - PAVEMENT						

PROJECT NO. 39-15-01 BID FORM

Updated through Addendum No. 3

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
39-15-01 PART A - BRIDGE - CSX RAILROAD MP 144.5 (Ref. Nos. 142 - 166)						
142	SP202	PORTIONS OF STRUCTURE REMOVED	1	LUMP		
143	SP509	EPOXY COATED REINFORCING STEEL, AS PER PLAN	100	POUND		
144	509	EPOXY COATED REINFORCING STEEL	830	POUND		
145	510	DOWEL HOLES, WITH NONSHRINK, NONMETALLIC GROUT	52	EACH		
146	SP511A	CLASS S CONCRETE, BARRIERS AND PARAPETS, USING TYPE I CEMENT	5	CU. YD.		
147	513	WELDED STUD SHEAR CONNECTORS, AS PER PLAN	10	EACH		
148	SP514A	FIELD PAINTING OF EXISTING BEARINGS, SYSTEM OZEU	75- 60	EACH		
149	SP511A	CLASS S CONCRETE, SUPERSTRUCTURE DECK SLAB, USING SHRINKAGE COMPENSATING CEMENT	26	CU. YD.		
150	SP511A	CLASS S CONCRETE, ABUTMENT SLABS, USING SHRINKAGE COMPENSATING CEMENT	7	CU. YD.		
151	SP516A	CRACK REPAIR USING EPOXY INJECTION	120	FT		
152	SP516B	SEALING OF CONSTRUCTION JOINTS	1,988	FT		
153	SP516G	REPLACE EXPANSION BEARING DEVICE	7- 12	EACH		
154	SP519	PATCHING CONCRETE STRUCTURES	45- 90	SQ. FT.		
155	SP527	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	1	LUMP		
156	SP533F	REPLACEMENT OF COMPRESSION SEAL WITH CONTINUOUS ELASTOMER SEAL	74	FT		
157	SP533G	REPLACEMENT OF STRIP SEAL WITH CONTINUOUS ELASTOMER SEAL	99	FT		
158	SP533H	CONTINUOUS ELASTOMER SEAL IN STRUCTURAL STEEL JOINT	327	FT		
159	SP536	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS	523	SQ. YD.		
160	SP536	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS AND APPROACH SLABS	2,376	SQ. YD.		
161	SPECIAL	REPOSITION ELASTOMERIC EXPANSION BEARING	12	EACH		
162	SPECIAL	REBUILD GROUT SETTING BED BENEATH BEARING MASONRY PLATE	5	EACH		
163	SPECIAL	REPLACE EXISTING FIXED STEEL BEARING AT PIER	44- 6	EACH		
164	SPECIAL	REPLACE EXISTING ELASTOMERIC FIXED BEARING	2	EACH		
165	SPECIAL	PATCHING CONCRETE BRIDGE DECKS, TYPE B	14	SQ. YD.		
166	SPECIAL	REPLACEMENT OF PARAPET REINFORCING STEEL	256	FT		
TOTAL - 39-15-01 PART A - BRIDGE - CSX RAILROAD MP 144.5						

PROJECT NO. 39-15-01 BID FORM

Updated through Addendum No. 3

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
39-15-01 PART A - BRIDGE - S.R. 57 MP 145.1 (Ref. Nos. 167 - 183)						
167	SP202	PORTIONS OF STRUCTURE REMOVED	1	LUMP		
168	SP509	EPOXY COATED REINFORCING STEEL, AS PER PLAN	100	POUND		
169	509	EPOXY COATED REINFORCING STEEL	828	POUND		
170	510	DOWEL HOLES, WITH NONSHRINK, NONMETALLIC GROUT	44	EACH		
171	SP511A	CLASS S CONCRETE, BARRIERS AND PARAPETS, USING TYPE I CEMENT	7	CU. YD.		
172	SP511A	CLASS S CONCRETE, SUPERSTRUCTURE DECK SLAB, USING SHRINKAGE COMPENSATING CEMENT	46	CU. YD.		
173	SP511A	CLASS S CONCRETE, ABUTMENT SLABS, USING SHRINKAGE COMPENSATING CEMENT	13	CU. YD.		
174	513	WELDED STUD SHEAR CONNECTORS, AS PER PLAN	10	EACH		
175	SP516B	SEALING OF CONSTRUCTION JOINTS	2,792	FT		
176	SP519	PATCHING CONCRETE STRUCTURES	49 69	SQ. FT.		
177	SP527	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	1	LUMP		
178	SP533	CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT	299	FT		
179	SP533H	CONTINUOUS ELASTOMER SEAL IN STRUCTURAL STEEL JOINT	299	FT		
180	SP536	CONCRETE WEATHERPROOFING, PARAPETS AND BARRIERS	588	SQ. YD.		
181	SP536	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS AND APPROACH SLABS	3,364	SQ. YD.		
182	SPECIAL	PATCHING CONCRETE BRIDGE DECKS, TYPE B	6	SQ. YD.		
183	SPECIAL	REPLACEMENT OF PARAPET REINFORCING STEEL	172	FT		
TOTAL - 39-15-01 PART A - BRIDGE - S.R. 57 MP 145.1						

PROJECT NO. 39-15-01 BID FORM

Updated through Addendum No. 3

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
39-15-01 PART A - BRIDGE - NS RAILROAD MP 147.3 (Ref. Nos. 221 - 240 & 240A)						
221	SP202	PORTIONS OF STRUCTURE REMOVED	1	LUMP		
222	SP509	EPOXY COATED REINFORCING STEEL, AS PER PLAN	100	POUND		
223	509	EPOXY COATED REINFORCING STEEL	824	POUND		
224	510	DOWEL HOLES, WITH NONSHRINK, NONMETALLIC GROUT	44	EACH		
225	SP511A	CLASS S CONCRETE, BARRIERS AND PARAPETS, USING TYPE I CEMENT	5	CU. YD.		
226	513	WELDED STUD SHEAR CONNECTORS, AS PER PLAN	10	EACH		
227	SP516A	CRACK REPAIR USING EPOXY INJECTION	50	FT		
228	SP516B	SEALING OF CONSTRUCTION JOINTS	1,922	FT		
229	SP519	PATCHING CONCRETE STRUCTURES	50	SQ. FT.		
230	SP527	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	1	LUMP		
231	SP533	CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT	355	FT		
232	SP536	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS	582	SQ. YD.		
233	SP536	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS AND APPROACH SLABS	2,931	SQ. YD.		
234	SP848	CLASS S CONCRETE OVERLAY USING HYDRODEMOLITION	1,414 2,532	SQ. YD.		
235	SP848	SURFACE PREPARATION USING HYDRODEMOLITION	1,414 2,532	SQ. YD.		
236	SP848	CLASS S CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY	49	CU. YD.		
237	SP848	HAND CHIPPING	9	SQ. YD.		
238	SP848	TEST SLAB	1	LUMP		
239	SP848	FULL-DEPTH REPAIR	34	CU. YD.		
240	SPECIAL	REPLACEMENT OF PARAPET REINFORCING STEEL	358	FT		
240A	SPECIAL	TEMPORARY ACCESS	1	LUMP		
TOTAL - 39-15-01 PART A - BRIDGE - NS RAILROAD MP 147.3						

PROJECT NO. 39-15-01 BID FORM

Updated through Addendum No. 3

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
39-15-01 PART B - BRIDGES (MP 145.1 , MP 147.3, MP 148.0, MP 151.8) (Ref. Nos. 306 - 315)						
306	SP 509	EPOXY COATED REINFORCING STEEL, GRADE 60	400	POUND		
307	SP 516A	CRACK REPAIR USING EPOXY INJECTION	188	FT		
308	SP 516H	REHABILITATION OF FIXED BEARING ASSEMBLY	2	EACH		
309	SP 516K	REBUILD EXPANSION BEARING DEVICE	10	EACH		
310	SP 516M	RESET EXISTING ROCKER BEARING	19	EACH		
311	516	BEARING RETROFIT	56 54	EACH		
312	516	JACKING AND TEMPORARY SUPPORT	1	LUMP		
313	SP 519	PATCHING CONCRETE STRUCTURES	2,684 2,948	SQ. FT.		
314	SP 519C	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	101	SQ. FT.		
315	SP 536	CONCRETE WEATHERPROOFING, SUBSTRUCTURE	3,884	SQ. YD.		
TOTAL - 39-15-01 PART B - BRIDGES (MP 145.1 , MP 147.3, MP 148.0, MP151.8)						

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
39-15-01 PART A AND PART B - GENERAL (Ref. Nos. 316 - 322)						
316	IB, ART.6	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND	1	LUMP		
317	SP614	MAINTAINING TRAFFIC	1	LUMP		
318	SP619	FIELD OFFICE	1	LUMP		
319	SP623	CONSTRUCTION LAYOUT SURVEY	1	LUMP		
320	624	MOBILIZATION	1	LUMP		
321	SP827B SP119	RAILROAD PROTECTIVE LIABILITY INSURANCE - NS	1	LUMP		
322	SP827D SP119	RAILROAD PROTECTIVE LIABILITY INSURANCE - CSX	1	LUMP		
TOTAL - 39-15-01 PART A AND PART B - GENERAL						

PROJECT 39-15-01 PART A AND PART B - TOTAL BASE BID (REF. NO. 1 THRU REF. NO. 322)					
(Sum in words)					DOLLARS

NOTE: Bidders must complete information requested on the following page.