

OHIO TURNPIKE COMMISSION

ADDENDUM NO. 1

CONTRACT NO. 39-13-01  
WESTBOUND RIGHT TWO (2) LANES AND SHOULDER RECONSTRUCTION  
MILEPOST 90.0 TO MILEPOST 95.90  
SANDUSKY COUNTY, OHIO

OPENING DATE: **EXTENDED** 2:00 P.M. (E.S.T.), FEBRUARY 5 6, 2013

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 3:00 P.M., JANUARY 30, 2013

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Pages revised: Cover Page and OTC-NB-2

MODIFICATIONS TO THE BID FORM

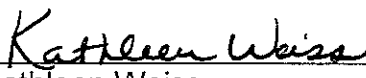
Pages revised: OTC-BF-5, OTC-BF-12 and OTC-BF-15

MODIFICATIONS TO THE DRAWINGS

Contract Drawings: Sheets 4, 5, 7, 9, 10, 112, 116, 117, 170, 171 and 173 of 253

Issued by the Ohio Turnpike Commission January 30, 2013. Issuance authorized by Robin Carlin, Deputy Executive Director and Kathleen Weiss, General Counsel.

  
Robin Carlin  
1/30/13  
Date

  
Kathleen Weiss  
1/30/13  
Date

**OHIO TURNPIKE COMMISSION  
ADDENDUM NO. 1  
CONTRACT NO. 39-13-01**

**ANSWERS TO QUESTIONS RECEIVED THROUGH 3:00 P.M., JANUARY 30, 2013**

**Q#1 Could you send me the excel file for this project?**

*A#1 Yes, the Bid Form in the format of an electronic spreadsheet accompanies this Addendum No. 1, and will be e-mailed in response to any request received by Commission's Procurement Manager at [kevin.golick@ohioturnpike.org](mailto:kevin.golick@ohioturnpike.org).*

**Q#2 Is builder's risk insurance required?**

*A#2 No, Builder's Risk Insurance is not required for this Project.*

**Q#3 Please verify which underdrain trench width prevails- the plan or the SP605 specification.**

*A#3 The underdrain trench width was revised on Plan Sheet 170 of 253 via this Addendum No. 1 to be consistent with Special Provision SP605.*

**Q#4 Please provide an excel spreadsheet as you have on other similar projects.**

*A#4 Yes, see the response to Q#1.*

**Q#5 Refer to Bid Item 117. Upon further investigation of the Type 1 & type 2 bearings, I see a conflict. Both Types appear to call for anchor rods, but if you have an 8" x 14" beveled load plate with no masonry plate on the Type 1 bearings, there is no room for anchor rods. Do you really want an 8" x 24" beveled load plate on the Type 1 bearing? OR Does the Type 1 not have any anchor rods??? The plans are not real clear. HERE IS MY INTERPETATION OF THE PLANS: Type 1 12 ea 1-1/2" x 7" x 11" Laminated elastomeric bearing pads, Duro 50, with 1-1/2" to 1-9/16" x 8" x 24" A-709 Gr 36, Beveled steel load plate (OZEU primed) with galvanized anchor rods Type 2 6 ea 1-1/2" x 7" x 11" Laminated elastomeric bearing pads, Duro 50, with 1-1/2" to 1-9/16" x 8" x 14" A-709 Gr 36, Beveled steel load plate (OZEU primed) and 1" x 10" x 24" A-709 Gr 36, masonry plate with galvanized anchor rods and 1/8" pref pad CAN YOU CLEAR UP THIS QUESTION ON THE TYPE 1 BEARINGS??**

**A#5** *As stated in the asterisk (" \* ") Footnote at the lower left corner of Plan Sheet 235 of 253, references to Type 1 and Type 2 bearings are intended to differentiate between the two (2) different types of existing elastomeric bearings currently on the abutments. Where indicated in the Rear (West) Abutment and Forward (East) Abutment bearing tables, the Type 1 bearings (i.e., those without masonry plate) will be removed and replaced with new bearings conforming to the details on Plan Sheet 235 of 253. Therefore, there is only one (1) proposed bearing detail. As noted within the bearing details, the masonry plate thickness can vary as required to maintain the existing beam elevation (determined by the Contractor in the field). As indicated in the bridge quantity table for the S.R. 19 structure at Milepost 90.3 on Plan Sheet 226 of 253, the total estimated bid quantity for Item SP516G is eighteen (18) bearings. This total quantity includes twelve (12) bearings listed under the abutment column and six (6) bearings listed under the contingency column. Usage of the contingency bearings shall be as directed by the Engineer, set forth in Plan Sheet Note 3 on Plan Sheet 235 of 253.*

**Q#6** **Reviewing the plans, we are outside the 50 mile haul distance in SP400.II.D.3. We have had several contractors call for paving quotes. Will the 50 mile haul distance be waived for the project? If the 50 mile haul distance is not waived, will the contractor be allowed to use the back gates at the Commodore Perry Service Plaza to turn trucks around? Damage due to construction traffic on CR 260 (N Yorktown Rd) would be repaired.**

**A#6** *The Chief Engineer may grant special permission that waives the fifty (50) mile haul distance limitation, provided the Contractor does not exceed the maximum production temperatures as specified by the asphalt liquid supplier and utilizes hauling equipment that will maintain the necessary asphalt temperatures. Further, the Contractor shall not exceed the minimum placement temperatures as specified in SP400.III.E.2. The Commodore Perry Service Plaza maintenance gate may be considered a temporary access entrance or exit as defined in SP104. The Contractor shall comply with all the requirements for Proposals for Temporary Access (Entrances or Exits) under SP104(I) and for Hauling over Local Roads under SP109. The Commodore Perry Service Plaza and its access roads shall also be covered under SP109. The attention of the Bidders, however, is specifically directed to the provision in subsection (I) of SP104 that states, "In the event that the construction of such temporary access is not approved, the Contract shall proceed as though no request or credit had been Bid for the construction thereof."*

**Q#7** **Can I get the excel sheet for the bid items for the project in Sandusky county?**

**A#7** *Yes, see the response to Q#1.*

**Q#8** **The quantity for ref 212 'Raised Pavement Marker Removed' only appears to cover the Westbound Lanes. Should the qty be adjusted to include removals of the RPMs in the Eastbound Lanes?**

A#8 Yes, The quantity for Ref. No. 212 was adjusted via this Addendum No. 1 from 1,075 to 1,650.

**Q#9 Under ref item 69 "Partial Depth Repair", what depth is to be assumed and what type of asphalt should be used as the replacement material? Also, will this work be performed during the day or night?**

A#9 The "Pavement Repairs" Note on Plan Sheet 9 of 253 was revised via this Addendum No. 1 to show an approximate five (5) inch depth to the surface of the concrete base and specified the replacement materials as following ODOT CMS 251.03. Work will be performed as directed by the Chief Engineer.

**Q#10 Regarding the 'Pavement Joint Detail' shown on sheet 4 of 253, it appears there is lift of asphalt (1'3" wide by +/-1.75" deep) that will be required under the asphalt pavement reinforcement. What type of asphalt will be required and how will it be compensated for?**

A#10 The "Special Item - Asphalt Pavement Reinforcement" Note on Plan Sheet 9 of 253 was revised via this Addendum No. 1 to include 192 C.Y. of SP402 for the Work. This Quantity was carried via this Addendum No. 1 to General Summary on Plan Sheet 112 of 253 and the Bid Form Page OTC-BF-5.

**Q#11 Will there be a bid adjustment for the Asphalt/Concrete base alternates to adjust for the projected out-year life-cycle costs?**

A#11 No.

**Q#12 Bid Item 270 "Railroad Protective Liability Insurance" In order to get a quote, we need information about the existing railroad, including but not limited to: Type of rail traffic: passenger and/or freight trains? Frequency and speed of trains? Number of lines and branch lines? Who pays for RR flagger if required?**

A#12 The information required for Norfolk-Southern Railroad under SP115 is as follows: all trains are freight trains; one (1) train per day that travels at a maximum speed of 15 mph. The Commission will pay the actual cost for any railroad flaggers, if required.

**Q#13 Sheet 223 (Bridge Maintenance Structure General Notes) scope of work notes conflict with Sheets 226 – 228 (Structure Estimated Quantities). The General Notes direct patching of bridge decks under "Item Special – Patching Concrete Bridge**

**Decks, Type B". The Estimated Quantities show that the special provision for this work is SP511A. Which specification do we use?**

*A#13 Item Special – Patching Concrete Bridge Decks, Type B is only intended for partial-depth patching of the bridge deck wearing surface as indicated within the General Note "Item Special – Patching Concrete Bridge Decks, Type B." Various pay Items in SP511A are intended for new concrete within the Deck Slab, Abutment Slab and Parapets specifically related to replacement of expansion joint armor as indicated on Plan Sheet 230 of 253.*

**Q#14 Sheet 223 scope of work notes conflict with Sheets 226 – 228. General Note scope of work Item #2 directs patching of barriers & parapets with SP519 and Estimated Quantities sheets direct patching of barriers & parapets per SP511A. Which do we use?**

*A#14 Surface patching of superstructure parapets shall be performed under Item SP519 for general patch Work, as directed by the Engineer, and measured by the square foot. Item SP511A applies to the Work performed for new concrete within the Deck Slab, Abutment Slab and Parapets that is specifically related to replacement of expansion joint armor as indicated on Plan Sheet 230 of 253. Item SP511A Work is paid by the cubic yard.*

**Q#15 Sheet 235 (Bridge Over SR 19 Bearing Rehab.) note 2 refers to "Repositioning Over Expanded Elastomeric Bearing" in accordance with "Item Special – Reposition Elastomeric Bearing Including Masonry Plate". Bid Item 117 (REPLACE EXPANSION BEARING DEVICE) has a bid quantity of 18 each. Is this quantity to reflect costs for 12 each- SP516G Bearing Replacements and 6 each Item Special-Bearing Repositionings?**

*A#15 For the S.R. 19 Bridge, complete bearing replacement is covered under Ref. No. 117 (Item No. SP516G). As indicated on Plan Sheet 226 of 253, Item SP516G has an estimated quantity of eighteen (18), which includes twelve (12) bearings to be replaced and a contingency quantity for an additional six (6) bearings to be replaced, as directed by the Engineer. Repositioning existing elastomeric bearings is included under Ref. No. 126 as Item Special – Reposition Elastomeric Bearing Including Masonry Plate. This Work is described on Plan Sheet 235 of 253 in the bearing tables and related Notes 1 through 3.*

**Q#16 SP516K, SP 516M & SP 516G directs the removal of bearing stiffeners and installation of new bearing stiffeners where existing stiffeners are not located in the center line of the rocker. Can you please provide drawings of the existing bearing and rocker assemblies?**

*A#16 As indicated in various Plan Notes, the original construction plans of the existing bridges are available for review at the office of the Ohio Turnpike Commission. Dependent upon*

*amount of horizontal displacement between the centerline of bearing and the location of the bearing stiffener, the replacement of the bearing stiffeners may be non-performed. Additionally, at the time of the resetting of the bearings, the Chief Engineer may choose to non-perform the replacement of the bearing stiffeners at locations where the roadway stringers are rolled beams as opposed to plate girders.*

**Q#17** Sheet 237 (Bridge Over SR 53 Bearing Rehab.) Note 3 directs the cleaning and recoating of abutment bearings and corroded bearing surfaces in accordance with SP514A. However, Note 3 also directs the bidder to include all costs under unit price bid per each bearing location under "Item Special – Recoating Of Type A Fixed Bearing Assemblies". No Bid Item is set up for this work. Please advise of total quantity to be cleaned/recoated, which special provision is applicable, and specify which bid item this work is considered incidental to.

*A#17 This Work is covered under Item Ref. No. 171 as Item Special – Recoating of Type "A" Fixed Bearing Assembly.*

**Q#18** Bid Item 53: Aggregate Drain, As Per Plan: past similar OTC projects have paid for the aggregate drain under the excavation bid item. The excavation calculations on plan sheets 116 and 117 do not indicate that it is included in the excavation. Please verify how excavation of the aggregate drain is to be paid.

*A#18 Excavation is included in the payment for SP605 - Aggregate Drains in accordance with ODOT CMS 605.*

**Q#19** Bid Item 62- Drainage Gate for 16'x6' Box Culvert: there is no information in the SP specifications or detail on the plans for what is required for this bid item. Please provide details and specifications so we can get pricing on this materials as well as installation and fitting requirements.

*A#19 This Work is described in the "Item Special – Drainage Gate for 16' x 6' Box Culvert" General Note on Plan Sheet 8 of 253. The intent is for the Contractor to match existing materials and dimensions as directed by the Chief Engineer. The Contractor shall field verify and measure the existing drainage gate.*

**Q#20** Ref. 46: 15" Conduit, Type C, 706.02- there are two runs of pipe on sheets 137 and 153. Are there any incidental bends to these items? Typically the slope pipe replacement items (OTC CB-1) spell out new bends when HDPE 707.33 pipe is used.

*A#20 No, there are no bends.*

**Q#21** SP202 says that the contractor shall make provisions to NOT cut through existing reinforcing steel. Will the contractor permitted to cut through reinforcing steel to demolish joints for new SP533H installations?

*A#21 As noted on Plan Sheet 230 of 253, the existing reinforcement is to remain. Also, refer to the Structure General Note "Item 509 – Epoxy Coated Reinforcing Steel, As Per Plan" on Plan Sheet 223 of 253.*

**Q#22** REF. 180 Replace Expansion Bearing Device has a quantity of 9 Ea. No drawings or locations on the Bark Creek bridge have been provided. Please issue a drawing for this structure.

*A#22 Locations and bearing dimensions/details for the contingency bearing replacement on the Bark Creek Structure are indicated within the Structure General Note "Item SP516G - Replace Expansion Bearing Device" for Bark Creek structure (Milepost 94.2), which begins on Plan Sheet 224 of 253 and ends on Plan Sheet 225 of 253. As indicated in various Plan Notes and the response to Q#16, the original construction plans of the existing bridges are available for review at the office of the Ohio Turnpike Commission.*

**Q#23** Bid items 9 (Pavement Removed), 10 (Excavation): Plan sheet 116 in the pavement calculations shows what appears to be multiple errors and/or inconsistencies with Turnpike procedure in calculating pay items. First of all, the pavement removed quantities are currently shown to include the 8' shoulder. The existing shoulder, if not mistaken is a combined asphalt and granular pavement. By specification, unless this is a concrete pavement or a composite concrete/asphalt pavement, then the shoulder should be paid for as excavation and/or a combination of pavement planing (similar to other OTC reconstruction projects) and excavation. As a result of this, the excavation, which is explained in the caption above the summary, has an incorrect basis for different depths under pavement and shoulder. Please correct the excavation quantity, the pavement removal quantity, and in order to be consistent with other OTC projects, please consider setting up another pavement planing item to cover milling of the asphalt on the mainline and shoulders.

*A#23 This question will be answered in Addendum #2.*

**Q#24** In order to verify depths of pavements and types of soils, can the OTC please provide geotechnical/soil reports for this project?

*A#24 Yes, the report is provided with this Addendum No. 1.*

**Q#25** Plan sheet 9 under the Recycled SP304 Aggregate Base, indicates that the excess material becomes property of the OTC and is to be delivered to near the Salt Dome at MP 93.1 EB. Will the contractor be granted access to this location off both directions of the Turnpike without having to give a fence cut credit? Furthermore, will there be any site preparation required for this stockpile or can the contractor assume that it will be in an already-prepared area?

*A#25 This question will be answered in Addendum #2.*

**Q#26** Bid Item #254- Pavement for Maintaining Traffic, Class A, As Per Plan: The way the note reads, we are to remove and build 615A temporary pavement in the two locations shown on plan sheets 47,48, and 52. Class A 615 Pavement can be either be 9" of 452 Concrete or 10" Asphalt and 4" stone. Is the contractor allowed to use concrete pavement for temporary pavement? Note that the legend on plan sheets 104, 105, 109, and 110 refer to this temporary pavement as a "Variable Depth Overlay".

*A#26 This question will be answered in Addendum #2.*

**Q#27** *The note on plan sheet 13 calls for the restoring of the original cross-slope of the shoulder pavement. However, plan sheet 31 has a note that calls for "provide a minimum 1.25" pavement thickness" in the same shoulder area. Is it the intent to mill the asphalt down and leave it at grade (with a rough, milled surface) or to mill it out to -1.25" and then resurface with 1.25" asphalt?*

*A#27 This question will be answered in Addendum #2.*

#### **MODIFICATIONS VIA ADDENDUM NO. 1 TO THE CONTRACT DOCUMENTS FOR CONTRACT NO. 39-13-01**

The following changes are made to the Contract Documents for Contract No. 39-13-01:

##### **Modifications to the Cover Sheet and Notice to Bidders**

Deletions are shown with ~~strikethrough~~ text.

Changes/Additions are shown with ***bold italicized*** text.

Cover Sheet and Notice to Bidders Page OTC-NB-2: The Bid Opening date has been extended from 2:00 P.M (E.S.T), February 5, 2013 to 2:00 P.M. (E.S.T) on February 6, 2013

##### **MODIFICATIONS TO THE BID FORM**

Deletions are shown with ~~strikethrough~~ text.

Changes/Additions are shown with ***bold italicized*** text.

Page OTC – BF – 5

Ref. Nos. 67 and 77 were modified as follows:

67	206	WATER FOR CURING	<del>1,727</del> <b><i>1.7</i></b>	M GAL
77	SP402	ASPHALT CONC. BASE COURSE OR RECYCLED ASPHALT CONC. BASE COURSE, PG70-22 (FR)	<del>4,363</del> <b><i>4,555</i></b>	CU YD

Page OTC – BF – 12

Ref. Nos. 212 was modified as follows:

212	621	RAISED PAVEMENT MARKER REMOVED	<del>1,650</del> <b><i>1,075</i></b>	EACH
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Page OTC – BF – 15

Delete the entire section “~~SHOULDER AGGREGATE ALTERNATE~~” is deleted, and the accompanying note is revised, which includes Ref. Nos. 277 and 278, as follows:

~~SHOULDER AGGREGATE BASE ALTERNATE~~

<del>Ref. No.</del>	<del>Item No.</del>	<del>Item Description</del>	<del>Approx. Quantity</del>	<del>Unit</del>
<del>277</del>	<del>SP304</del>	<del>RECYCLED AGGREGATE BASE, AS PER PLAN (SHOULDER) (Replaces Ref. No. 74)</del>	<del>7,256</del>	<del>CU YD</del>
<del>278</del>	<del>SPECIAL</del>	<del>CRUSHED MATERIAL STOCKPILE (This additional Item complements Ref. No. 277)</del>	<del>10,000</del>	<del>CU YD</del>

~~TOTAL – SHOULDER AGGREGATE BASE ALTERNATE~~

NOTE: Bidders must submit a Total Base Bid (Ref. No. 1 thru Ref. No. 273) and may submit a Bid for Mainline Base Pavement Alternate (Ref. No. 274); ***and*** Shoulder Base Pavement Alternate (Ref. Nos. 275 and 276); ~~and Shoulder Aggregate Base Alternate (Ref. Nos. 277 and 278).~~ However, Bidders are advised, per IB 2.6.3, that failure to bid on the Alternate Items may result in rejection of a Bid should the Commission choose the alternate(s) for which the Contractor did not submit a Bid. The low Bid will be determined based on the lowest sum total of the Base Bid submitted for Ref. No. 1 thru Ref. No. 273, or said total with the Alternate Bid(s) selected by the Commission, thereby replacing the corresponding Ref. Nos. set forth in the Base Bid.

## MODIFICATIONS TO THE PLAN DRAWINGS

### Modifications to the Plan Drawings

Deletions in Plan Notes are shown with strikethrough text.

Changes/Additions in the Plan Notes are shown with ***bold italicized*** text.

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



### Plan Sheets 4, 5 and 7 of 253

Note 6 on Plan Sheet 4 of 253 was removed.

### Plan Sheets 4, 5 and 7 of 253

Legend Item 19A for Item SP304 — Recycled Aggregate Base, As Per Plan (Shoulder) was removed from this Project.

### Plan Sheet 9 of 253

The general note "SP304 - 9" RECYCLED AGGREGATE BASE, AS PER PLAN (SHOULDER)" was deleted as follows:

~~"ITEM SP304 - 9" RECYCLED AGGREGATE BASE, AS PER PLAN (SHOULDER)  
THE CONTRACTOR SHALL CRUSH THE EXISTING CONCRETE BASE PAVEMENT FOR  
USE AS ITEM SP304 - 9" RECYCLED AGGREGATE BASE, AS PER PLAN (SHOULDER).  
THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRANSPORTATION,  
CRUSHING OPERATIONS, TESTING, PERMITTING AND ASSOCIATED WORK IN  
ORDER TO PREPARE AND CREATE THIS MATERIAL. IT IS THE INTENT OF THIS ITEM  
TO PROCESS ALL OF  
EXISTING CONCRETE BASE PAVEMENT INTO ITEM SP304. THIS MAY RESULT IN  
EXCESS MATERIAL AFTER ALL THE REQUIRED MATERIAL HAS BEEN PLACED IN  
THE SHOULDER LIMITS. ANY AND ALL EXCESS MATERIAL REMAINING SHALL BE  
THE PROPERTY OF THE COMMISSION AND SHALL BE STOCKPILED NEAR THE SALT  
DOME AT M.P. 93.1 EB. THE STOCKPILE OF RECYCLED PORTLAND CEMENT  
CONCRETE (RPCC) MUST MEET THE REQUIREMENTS OF ODOT ITEM 304, AND OTC  
ITEM SP304, WITH THE EXCEPTION OF THE SODIUM SULFATE SOUNDNESS  
TESTING, WHICH WILL BE REPLACED WITH MAGNESIUM SULFATE SOUNDNESS  
TESTING. THE SOUNDNESS LOSS MUST BE LESS THAN 15% WHEN TESTED USING  
MAGNESIUM SULFATE PER AASHTO T104.~~

~~AN ESTIMATED RESIDUAL QUANTITY OF 10,000 CU. YD. FOR ITEM SPECIAL  
CRUSHED~~

~~MATERIAL STOCKPILE HAS BEEN ADDED TO THE GENERAL SUMMARY FOR THE ALTERNATE BID ITEM.~~

~~IF THE CONTRACTOR OPTS TO USE THE ALTERNATE BID ITEM 302 FOR THE SHOULDER BASE, THEN THE ITEM SP304 AGGREGATE BASE THICKNESS WILL NEED TO BE INCREASED TO 10" WHICH RESULTS IN THE ITEM SP304 RECYCLED AGGREGATE BASE, AS PER PLAN (SHOULDER) QUANTITY OF 7910 CU. YD."~~

Plan Sheet 9 of 253

The General Note "PAVEMENT REPAIRS" was revised as follows:

"PAVEMENT REPAIRS

THE FOLLOWING QUANTITIES, ARE INCLUDED AS A CONTINGENCY, TO BE USED AS DIRECTED BY THE CHIEF ENGINEER FOR PAVEMENT REPAIR MEASURES TO MAINTAIN TRAFFIC. **CONTRACTOR SHALL FOLLOW ODOT CMS FOR ITEM 255, EXCEPT THAT PLACEMENT OF THE DOWEL BARS ARE NOT REQUIRED, CONCRETE SHALL BE CLASS FS**, AND MAINTENANCE OF TRAFFIC COSTS INCURRED BY THE CONTRACTOR FOR THESE CURRENTLY UNKNOWN AND UNDEFINED PAVEMENT REPAIRS WILL BE COMPENSATED ON A TIME AND MATERIALS BASIS AS APPROVED BY THE CHIEF ENGINEER. **DEPTH FOR PARTIAL REMOVAL WILL BE 5" (+/-) TO THE SURFACE OF THE CONCRETE BASE. REPLACEMENT MATERIALS ARE SPECIFIED IN 251.03.** UNIT PRICES BID FOR THE ITEMS IMMEDIATELY BELOW SHALL NOT INCLUDE MAINTENANCE OF TRAFFIC COSTS.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR	1500 SQ. YD.
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT	1500 SQ. YD.
ITEM 255 - FULL DEPTH PAVEMENT SAWING	1300 FT."

Plan Sheet 9 of 253

The general note "ITEM SPECIAL – ASPHALT PAVEMENT REINFORCEMENT" was revised as follows:

"ITEM SPECIAL – ASPHALT PAVEMENT REINFORCEMENT

THIS ITEM SHALL INCLUDE FURNISHING AND PLACING AN ASPHALT PAVEMENT REINFORCEMENT GRID AT THE LOCATIONS AS SHOWN ON THE PLANS. THE ASPHALT PAVEMENT REINFORCEMENT GRID SHALL BE "GLASGRID – CG200" AS MANUFACTURED BY SAINT-GOBAIN TECHNICAL FABRICS OR APPROVED EQUAL. THE ASPHALT PAVEMENT REINFORCEMENT GRID SHALL BE INSTALLED AS PER THE RECOMMENDATIONS OF THE MANUFACTURER. THE UNIT PRICE BID PER SQUARE YARD FOR ITEM SPECIAL - ASPHALT PAVEMENT REINFORCEMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND OTHER INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK. **AN ESTIMATED 192 C.Y. OF SP402 ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE**

**BASE COURSE, PG 70-22 (FR) HAS BEEN CARRIED TO GENERAL SUMMARY TO BE PLACED UNDER THE REINFORCEMENT AT THE TESTING LOCATIONS."**

Plan Sheet 10 of 253

The General Note "ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN" was modified as follows:

"ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN

THIS WORK SHALL COMPLY WITH ALL REQUIREMENTS SPECIFIED IN ITEM 206 - CHEMICALLY STABILIZED SUBGRADE OF ODOT 2010 CMS EXCEPT AS NOTED BELOW:

ITEM 206.02 MATERIALS: CURING COAT SUBMITTAL NOT REQUIRED

ITEM 206.03 SUBMITTALS: MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS IS NOT REQUIRED BY THE CONTRACTOR.

ITEM 206.05 CONSTRUCTION:

A. SPREADING - USE AN APPLICATION RATE OF 4% LIME-KILN DUST AND 6% PORTLAND CEMENT BY DRY UNIT WEIGHT. THE APPLICATION RATE WILL VARY DEPENDING ON THE IN-SITU DRY UNIT WEIGHT OF THE SOIL. QUANTITY OF PORTLAND CEMENT IS BASED ON A IN-SITU DRY UNIT WEIGHT OF 110 LBS/FT<sup>3</sup>. THE CONTRACTOR SHALL APPLY 4% LIME-KILN DUST AND ALLOW THE SOIL-LIME-KILN DUST MIXTURE TO MELLOW FOR AT LEAST **24** 48 HOURS BEFORE APPLYING 6% PORTLAND CEMENT

D. CURING - THE TREATED AREA SHALL BE SHAPED TO THE REQUIRED LINES, GRADES AND CROSS SECTIONS AND FINAL COMPACTION, BY WAY OF SMOOTH DRUM ROLLER WEIGHING AT LEAST 10 TONS, SHALL CONTINUE UNTIL UNIFORM AND ADEQUATE COMPACTION IS OBTAINED. THE CONTRACTOR SHALL MAINTAIN THE SURFACE OF THE LIME-KILN DUST-MODIFIED/PORTLAND CEMENT-STABILIZED SOIL SUBGRADE IN A MOIST CONDITION DURING THE CURING PERIOD. DURING THE CURING PERIOD, NO TRAFFIC SHALL BE PERMITTED ON THE COMPLETED WORK BEYOND THAT REQUIRED FOR MAINTAINING MOIST CONDITIONS. THE LENGTH OF THE CURING PERIOD WILL DEPEND ON THE ACCEPTANCE OF THE LIME-KILN DUST-MODIFIED/PORTLAND CEMENT-STABILIZED SOIL SUBGRADE. THE ACCEPTANCE OF THE LIME-KILN DUST-MODIFIED/PORTLAND CEMENT-STABILIZED SOIL SUBGRADE WILL BE EVALUATED AFTER 72 HOURS OF CURING. DEPENDING ON THE ACCEPTANCE OF THE LIME-KILN DUST-MODIFIED/PORTLAND CEMENT-STABILIZED SOIL SUBGRADE, ADDITIONAL CURING MAY BE REQUIRED. SUFFICIENT PROTECTION FROM FREEZING SHALL BE GIVEN **TO** THE CHEMICALLY STABILIZED MATERIAL FOR 7 DAYS AFTER ITS CONSTRUCTION OR AS APPROVED BY THE CHIEF ENGINEER

E. PROOF ROLLING - ACCEPTANCE TESTING OF THE LIME-KILN DUST-MODIFIED/PORTLAND CEMENT - STABILIZED SOIL SUBGRADE WILL BE PERFORMED AFTER 72 HOURS OF CURING. AN AUTOMATIC DYNAMIC CONE PENETROMETER (ADCP) WILL BE USED AS THE INITIAL ACCEPTANCE TEST FOR THE LIME-KILN DUST-MODIFIED/PORTLAND CEMENT-STABILIZED SOIL SUBGRADE. THE ADCP WILL MEASURE THE PENETRATION RATE (PR) IN MM/BLOW FOR THE LIME-KILN DUST-MODIFIED/PORTLAND CEMENT-STABILIZED SOIL SUBGRADE THROUGH THE TREATMENT DEPTH. THE MAXIMUM PENETRATION RATE THROUGHOUT THE LIME-KILN DUST-MODIFIED/PORTLAND CEMENT - STABILIZED SOIL SUBGRADE MUST AVERAGE ~~8~~ **11.0** MM/BLOW. TESTS WILL BE PERFORMED EVERY 200 LINEAR FEET OF ROADWAY. IF THE AVERAGE PR OF THE LIME-KILN DUST-MODIFIED/PORTLAND CEMENT-STABILIZED SOIL SUBGRADE IS BELOW 11.0 MM/BLOW, THEN THE CONTRACTOR CAN PROCEED WITH CONSTRUCTION OF THE PAVEMENT STRUCTURE. IF THE AVERAGE PR OF THE LIME-KILN DUST-MODIFIED/PORTLAND CEMENT - STABILIZED SOIL SUBGRADE IS ABOVE 11.0 MM/BLOW, THEN THE LIME-KILN DUST-MODIFIED/PORTLAND CEMENT-STABILIZED SOIL SUBGRADE MUST CONTINUE TO CURE FOR TWO ADDITIONAL DAYS AND THEN BE PROOF ROLLED IN ACCORDANCE WITH ODOT ITEM 204.

F. PROTECTION - ALL THE PROVISIONS OF 206.05 PARAGRAPH F APPLY AS WELL AS THE FOLLOWING: FINISHED PORTIONS OF THE STABILIZED SUBGRADE THAT ARE TRAVELED ON BY EQUIPMENT USED IN CONSTRUCTING ANY OTHER SECTION SHALL BE PROTECTED IN SUCH A MANNER AS TO PREVENT EQUIPMENT FROM MARRING OR DAMAGING ANY COMPLETED AND ACCEPTED WORK. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ANY DAMAGE TO THE STABILIZED SUBGRADE THAT ARISES DUE TO HIS OPERATIONS.

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK UNDER ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN:

ITEM 206 - LIME-KILN DUST MODIFIED SOIL SUBGRADE, 16 INCHES DEEP, AS PER PLAN	115,106 SQ. YD.
ITEM 206 - CEMENT STABILIZED SUBGRADE, 16 INCHES DEEP, AS PER PLAN	115,106 SQ. YD.
ITEM 206 - LIME-KILN DUST	3039 TONS
ITEM 206 - CEMENT	4558 TONS
ITEM 206 - WATER FOR CURING	<b>1.7</b> <del>1.727</del> M GAL.
ITEM 206 - TEST ROLLING	39 HOURS"

A new General Note "LIME-KILN DUST MODIFICATION / CEMENT STABILIZATION AT CULVERTS AND APPROACH SLAB AREAS" has been added as follows:

**"LIME-KILN DUST MODIFICATION / CEMENT STABILIZATION AT CULVERTS AND APPROACH SLAB AREAS"**

**BRIDGE APPROACH SLABS**

EXCAVATE 16 INCHES OF THE EXPOSED SOIL SUBGRADE FROM THE EDGE OF THE BRIDGE FACE TO 20 FEET BEYOND THE BRIDGE FACE AND SPREAD THE EXCAVATED SOIL IN THE AREA TO BE CHEMICALLY STABILIZED. PERFORM CHEMICAL STABILIZATION ON THE EXCAVATED SOIL USING THE SAME REQUIREMENTS AS THE ADJACENT SUBGRADE. AFTER CHEMICALLY STABILIZING THE EXCAVATED SOIL, PLACE THE EXCAVATED SOIL BACK IN THE EXCAVATION FROM THE BRIDGE FACE TO 20 FEET BEYOND THE BRIDGE FACE AND COMPACT ACCORDING TO THE PROJECT SPECIFICATIONS.

**BOX CULVERTS WHERE DEPTH OF COVER IS GREATER THAN 4 FEET:**

CHEMICALLY STABILIZE ACCORDING TO ITEM 206 – CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN.

**BOX CULVERTS WHERE DEPTH OF COVER IS BETWEEN 2-4 FEET:**

EXCAVATE 12 INCHES OF THE EXPOSED SOIL SUBGRADE FROM 20 FEET BEYOND BOTH ENDS OF THE BOX CULVERT AND THE SPREAD THE EXCAVATED SOIL IN THE AREA TO BE CHEMICALLY STABILIZED. PERFORM CHEMICAL STABILIZATION ON THE EXCAVATED SOIL USING THE SAME REQUIREMENTS AS THE ADJACENT SUBGRADE. AFTER CHEMICALLY STABILIZING THE EXCAVATED SOIL, PLACE THE EXCAVATED SOIL BACK IN THE EXCAVATION FROM 20 FEET BEYOND BOTH ENDS OF THE BOX CULVERT AND COMPACT ACCORDING TO THE PROJECT SPECIFICATIONS.

**BOX CULVERTS WHERE DEPTH OF COVER IS LESS THAN 2 FEET:**

EXCAVATE 16 INCHES OF THE EXPOSED SOIL SUBGRADE FROM THE EDGE OF THE BOX CULVERT TO 20 FEET BEYOND THE END OF THE BOX CULVERT AND SPREAD THE EXCAVATED SOIL IN AN AREA TO BE CHEMICALLY STABILIZED. PERFORM CHEMICAL STABILIZATION ON THE EXCAVATED SOIL USING SAME REQUIREMENTS AS THE ADJACENT SUBGRADE. AFTER CHEMICALLY STABILIZING THE EXCAVATED SOIL, PLACE THE EXCAVATED SOIL BACK IN THE EXCAVATION FROM THE EDGE OF THE BOX CULVERT TO 20 FEET BEYOND THE BOX CULVERT AND COMPACT ACCORDING TO PROJECT SPECIFICATIONS.

COMPACT THE EXISTING SUBGRADE MATERIAL OVER THE BOX CULVERT USING A NON-VIBRATORY ROLLER AND TEST FOR PERCENT COMPACTION ACCORDING TO THE PROJECT SPECIFICATIONS. DO NOT PROOF ROLL. IF THE COMPACTED SOIL DOES NOT MEET THE SPECIFICATION REQUIREMENTS FOR DENSITY, THE ENGINEER WILL DELINEATE THE AREA TO BE UNDERCUT AND BACKFILL WITH ITEM SP304 MATERIAL.

FOR ALL SCENARIOS LISTED ABOVE IN AREAS INACCESSIBLE TO THE SPECIFIED COMPACTION EQUIPMENT, THE CONTRACTOR SHALL ENSURE THAT THE SPECIFIED COMPACTION IS OBTAINED USING OTHER SUITABLE EQUIPMENT.

**PAYMENT FOR EXCAVATION AND EMBANKMENT REQUIRED TO COMPLETE THE STABILIZATION IN THE AREAS SHALL BE INCLUDED IN AND INCIDENTAL TO ITEM 206 – LIME-KILN DUST MODIFIED / CEMENT STABILIZED SUBGRADE, 16 INCHES DEEP, AS PER PLAN.”**

Plan Sheet 112 of 253

Alternate Bid Quantities were deleted from the General Summary as follows:

<del>Item SP304</del>	<del>7256 CU YD</del>	<del>Recycled Aggregate Base, As Per Plan</del>
		<del>(Shoulder Aggregate Base Alternate Bid)</del>
<del>Item Special</del>	<del>10000 CU YD</del>	<del>Crushed Material Stockpile”</del>

The quantities have been revised as follows:

Under Item 206, the Water for Curing under Sheet Number 10 was decreased from ~~4,727~~ M GAL to **1.7** M GAL, which correspondingly decreased the Grand Total of Water for Curing from ~~4,727~~ to **1.7** M GAL.

Under Item SP402, the Asphalt Conc. Base Course or Recycled Asphalt Conc. Base Course, PG70-22 (FR) Base under Plan Sheet Number 9 was added **192** CU YD, which correspondingly increased the Grand Total of Asphalt Conc. Base Course or Recycled Asphalt Conc. Base Course, PG70-22 (FR) from ~~4,363~~ to **4,555**.

Plan Sheets 116 and 117 of 253

The entire estimated quantities for ~~Item SP304 – 9” Recycled Aggregate Base, As Per Plan (Shoulder) (Alternate Bid)~~ has been removed.

Plan Sheet 170 of 253

New **underdrain trench widths** were added to the following three (3) Details: Item 603 6” Conduit, Type F Under Pavement or Base, Item 603 6” Conduit, Type F Outside Pavement” or Base, and Item 605 6” Pipe Underdrain With Filter Fabric Wrap as **two (2) inch trench for four (4) inch conduit and four (4) inch trench for six (6) inch conduit** where identified with **Legend Item “A,”** and as **ten (10) inch trench for four (4) inch conduit where identified with Legend Item “B.”**

Plan Sheet 171 of 253

The General Note “ITEM 621 – RAISED PAVEMENT MARKER REMOVED” was modified as follows:

**ITEM 621 – RAISED PAVEMENT MARKER REMOVED**

RAISED PAVEMENT MARKERS SHALL BE REMOVED FROM THE OHIO TURNPIKE ON THE WESTBOUND LANES WITHIN THE LIMITS OF THE MAINTENANCE OF TRAFFIC ZONE AS WELL AS FROM THE LANE LINE BETWEEN THE SECOND AND THIRD LANES IN THE EASTBOUND DIRECTION AS DIRECTED BY THE CHIEF ENGINEER. ***IN THE EASTBOUND DIRECTION THE CONTRACTOR SHALL ONLY REMOVE THE EXISTING REFLECTORS. THE EXISTING EASTBOUND REFLECTOR CASTINGS SHALL REMAIN IN PLACE.***

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE TRAFFIC CONTROL GENERAL SUMMARY TO BE USED THROUGHOUT THE PROJECT AS DIRECTED BY THE ENGINEER.

ITEM 621 - RAISED PAVEMENT MARKER REMOVED

~~4075~~ **1650** EACH"

**Plan Sheet 172 of 253**

The following quantities have been revised as follows:

The Raised Pavement Marker Removed under Sheet Number 171 was increased from 4075 to **1,650** CU YD, which correspondingly increased the Grand Total of Raised Pavement Marker Removed from 4075 to **1,650**.

**(BIDDERS ARE ADVISED TO UTILIZE THE ATTACHED REPLACEMENT PAGES).**

**ATTACHMENTS:**

**Contract Documents:** Cover Page and OTC -NB-2

**Bid Form:** OTC-BF-5, OTC-BF-12 and OTC-BF-15

**Contract Drawings:** Sheets 4, 5, 7, 9, 10, 112, 116, 117, 170, 171 and 173 of 253 (11 Total Sheets)

Receipt of Addendum No. 1 to Contract No. 39-13-01 is hereby acknowledged:

\_\_\_\_\_  
(Firm Name)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Printed Name)

Date: \_\_\_\_\_

**Ohio Turnpike Commission  
682 Prospect Street  
Berea, Ohio 44017**

**CONTRACT NO. 39-13-01**

**WESTBOUND RIGHT TWO (2) LANES  
AND SHOULDER RECONSTRUCTION  
MILEPOST 90.00 TO MILEPOST 95.90  
SANDUSKY COUNTY, OHIO**

**OPENING DATE: 2:00 P.M. (E.S.T.), FEBRUARY 5 6, 2013**

**Submitted By:**

Company Name: \_\_\_\_\_

Contact Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Fax Number: \_\_\_\_\_

Email: \_\_\_\_\_

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structural steel and concrete weatherproofing. All Work is to be performed as per the Plans, Specifications, Special Provisions, and other Contract Documents for Contract No. 39-13-01.

Bids will be accepted until **February 5 6, 2013, at 2:00 P.M (E.S.T.)**, when all Bids will be opened and read aloud. To avoid a potential extension of the Bid Opening date and/or a potential rejection of all Bids, it is imperative that Bidders submit all questions in a timely manner and no later than seven (7) days prior to Bid Opening.

Contract Documents are available by contacting the Commission's Procurement Department, 682 Prospect Street, Berea, Ohio 44017, Telephone (440) 234-2081.

The Contract Documents may be reviewed for bidding purposes without charge during business hours at the following locations:

Builders Exchange  
9555 Rockside Rd, Ste. 300  
Valley View, Ohio 44125  
216-393-6300

Ohio Construction News  
7261 Engle Rd, Suite 304  
Cleveland, Ohio 44130  
440-826-4700

A Contract will be awarded, if any award be made, to the Bidder determined to have submitted the lowest responsive and responsible Bid for the performance of the Work. The Commission reserves the right to reject any and all Bids and to waive minor irregularities or technical deficiencies.

**OHIO TURNPIKE COMMISSION**  
Procurement Department

D R. 1(15 & 22) 2013

# CONTRACT NO. 39-13-01 BID FORM

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		<b>PAVEMENT (Ref. Nos. 63 - 90)</b>				
63	206	LIME-KILN DUST MODIFIED SOIL SUBGRADE, 16 INCHES DEEP, AS PER PLAN	115,106	SQ YD		
64	206	CEMENT STABILIZED SUBGRADE, 16 INCHES DEEP, AS PER PLAN	115,106	SQ YD		
65	206	LIME-KILN DUST	3,039	TON		
66	206	CEMENT	4,558	TON		
67	206	WATER FOR CURING	1.7	M GAL		
68	206	TEST ROLLING	39	HOURL		
69	251	PARTIAL DEPTH PAVEMENT REPAIR	1,500	SQ YD		
70	252	FULL DEPTH PAVEMENT SAWING	28,968	FT		
71	255	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT	1,500	SQ YD		
72	255	FULL DEPTH PAVEMENT SAWING	1,300	FT		
73	SP304	AGGREGATE BASE	16,997	CU YD		
74	SP304	AGGREGATE BASE	7,256	CU YD		
75	305	CONCRETE BASE (T=12")	85,778	SQ YD		
76	SP402	ASPHALT CONC. BASE COURSE OR RECYCLED ASPHALT CONC. BASE COURSE, PG64-22	1,329	CU YD		
77	SP402	ASPHALT CONC. BASE COURSE OR RECYCLED ASPHALT CONC. BASE COURSE, PG70-22 (FR)	4,555	CU YD		
78	SP404	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22	1,139	CU YD		
79	SP404	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR)	7,475	CU YD		
80	SP404A	JOINT SEALER	53,814	FT		
81	SP407	TACK COAT FOR INTERMEDIATE COURSE, AS PER PLAN	10,813	GALLON		
82	SP407	TACK COAT, AS PER PLAN	8,493	GALLON		
83	SPECIAL	ROLLER COMPACTED CONCRETE, 9"	27,861	SQ YD		
84	617	SHOULDER PREPARATION	11,026	SQ YD		
85	617	COMPACTED AGGREGATE	391	CU YD		
86	SP627	STONE SHOULDER PROTECTION	1,002	TON		
87	SPECIAL	ASPHALT PAVEMENT REINFORCEMENT	7,959	SQ YD		
88	SPECIAL	PRESSURE RELIEF JOINT, TYPE A	927	FT		
89	SPECIAL	SONIC NAP ALERT PATTERN (SNAP)	5.38	MILE		
90	SPECIAL	SAW CUT JOINT	86,156	FT		
<b>TOTAL - PAVEMENT</b>						

**CONTRACT NO. 39-13-01 BID FORM**

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		<b>TRAFFIC CONTROL (Ref. Nos. 210-237)</b>				
210	620	DELINEATOR, POST MOUNTED, AS PER PLAN	117	EACH		
211	620	REMOVAL OF DELINEATOR	117	EACH		
212	621	RAISED PAVEMENT MARKER REMOVED	1,650	EACH		
213	SP626	REPLACEMENT PRISMATIC RETRO REFLECTOR	846	EACH		
214	SP626	RAISED PAVEMENT MARKER STIMSONITE MODEL 101LPCR	624	EACH		
215	630	GROUND MOUNTED SUPPORT, NO. 3 POST	106	FT		
216	630	GROUND MOUNTED SUPPORT, NO. 4 POST	58	FT		
217	630	GROUND MOUNTED SIGN SUPPORT, PIPE	1	EACH		
218	630	SIGN POST REFLECTOR	2	EACH		
219	630	TRIANGULAR SLIP BASE CONNECTION	1	EACH		
220	630	SIGN, FLAT SHEET	155	SQ FT		
221	630	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	28	EACH		
222	630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	29	EACH		
223	630	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	20	EACH		
224	630	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	1	EACH		
225	630	SIGNING, MISC.: SIGN ERECTED, FLAT SHEET	39	EACH		
226	630	SIGNING, MISC.: SIGN ERECTED, OVERHEAD EXTRUSHEET	20	EACH		
227	631	REMOVAL OF LUMINAIRE AND DISPOSAL	8	EACH		
228	631	REMOVAL OF DISCONNECT SWITCH AND DISPOSAL	2	EACH		
229	631	REMOVAL OF BALLAST AND DISPOSAL	8	EACH		
230	631	REMOVAL OF SIGNS WIRED	4	EACH		
231	631	REMOVAL OF SIGN WIRING AND DISPOSAL	4	EACH		
232	631	REMOVAL OF SIGN SERVICE AND DISPOSAL	4	EACH		
233	642	EDGE LINE, 6", TYPE 1	28.82	MILE		
234	642	LANE LINE, 6", TYPE 1	28.84	MILE		
235	642	CHANNELIZING LINE, 12", TYPE 1	1,028	FT		
236	642	DOTTED LINE, 6", TYPE 1	290	FT		
237	SP802	BARRIER REFLECTOR, TYPE B	650	EACH		
<b>TOTAL - TRAFFIC CONTROL</b>						

**CONTRACT NO. 39-13-01 BID FORM**

**SHOULDER AGGREGATE BASE ALTERNATE**

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
277	SP304	RECYCLED AGGREGATE BASE, AS PER PLAN (SHOULDER) (Replaces Ref. No. 74)	7,256	CU.YD		
278	SPECIAL	CRUSHED MATERIAL STOCKPILE (This additional item complements Ref. No. 277)	10,000	CU.YD		
<b>TOTAL - SHOULDER AGGREGATE BASE ALTERNATE</b>						

NOTE: Bidders must submit a Total Base Bid (Ref. No. 1 thru Ref. No. 273) and may submit a Bid for Mainline Base Pavement Alternate (Ref. No. 274), and Shoulder Base Pavement Alternate (Ref. Nos. 275 and 276), and Shoulder Aggregate Base Alternate (Ref. Nos. 277 and 278). However, Bidders are advised, per IB 2.6.3, that failure to bid on the Alternate Items may result in rejection of a Bid should the Commission choose the alternate(s) for which the Contractor did not submit a Bid. The low Bid will be determined based on the lowest sum total of the Base Bid submitted for Ref. No. 1 thru Ref. No. 273, or said total with the Alternate Bid(s) selected by the Commission, thereby replacing the corresponding Ref. Nos. set forth in the Base Bid.

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

**TEMPORARY ACCESS, PROPOSAL and CREDIT**

The Bidder may request permission to construct one (1) or more Temporary Access entrances or exits at a site or sites of its own choice. Such request must be submitted with the Bidder's Bid, and must include the information specified in SP 104 and will be considered subject to the conditions and provisions contained in said SP 104.

The Bidder must fill in "yes" or "no" in the space provided below as to whether a Temporary Access Proposal is included with the Bid and must also enter an amount to be deducted from the Total Base Bid as a credit due to the Commission, should the Temporary Access be approved. (SEE "INSTRUCTIONS TO BIDDERS")

A Temporary Access Proposal is included in the Bid Submittal: \_\_\_\_\_, (yes or no)

Amount of TEMPORARY ACCESS CREDIT: \$

Item No.'s that do not have an IB or SP designation are items drawn from the 2010 ODOT CMS. Bidders should refer to the 2010 ODOT CMS for information and guidance concerning these items.