OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 2
ISSUED: DECEMBER 30, 2021

PROJECT NO. 43-22-02

BRIDGE DECK REHABILITATON
OHIO TURNPIKE OVER STATE ROUTE 109 M.P. 40.3, OHIO TURNPIKE OVER INDIANA & OHIO RAILWAY M.P. 40.5
FULTON COUNTY, OHIO

OPENING DATE: 2:00 P.M. (EASTERN TIME), JANUARY 6, 2022

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 P.M. ON DECEMBER 29, 2021

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Plan Sheets: 7, 30, 37, 38, 83, 112, 140, and 143 of 143
-AND-
Estimated Quantities Worksheet and Bid Schedule of Items:
Ref. Nos. 64, 73, 76, 133, and 135 of 166
-AND-
Geotechnical Reports, dated December 31, 2019

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

Aimee W. Lane

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

December 30, 2021
Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 P.M. ON DECEMBER 29, 2021:

Q#16 Bid item 106- Pavement for Maintaining Traffic, Class A, As Per Plan- will this temporary pavement be allowed to remain in place when the project is completed?

A#16 Under the Sequence of Construction note on Plan Sheet 12 the temporary pavement "will remain in place at the end of this project". This is not the same for Reference No. 105, Item No. 615 – Pavement for Maintaining Traffic, Class A, which shall be removed back to the edge of the existing shoulder at the conclusion of the project.

Q#17 Bid item 106- Pavement for Maintaining Traffic, Class A, As Per Plan- sheet 8 typicals give 0.063 existing cross slope, sheet 16 calls for nominal 0.04 cross slope, and plan note on sheet 14 calls for shoulder milling to a minimum of 2" or a depth as required to meet minimum cross slope. The proposed cross slope is flatter than existing. Due to the differing cross slopes, milling 2" across the existing shoulder would result in the proposed thickness of asphalt being 0.40' deep at the outsde edge of shoulder. Is the milling to be 2" minimum across the existing slope or is the milling to be to accommodate 2" thickness at existing edge of pavement?

A#17 The milling will be variable and is intended to accommodate the 2" thickness at the existing edge of pavement.

Q#18 Bid item 105- Pavement for Maintaining Traffic, Class A: can this be left in place when project is completed?

A#18 The temporary pavement shall be removed back to the original edge of the existing shoulder at the conclusion of the project.

Q#19 Bid item 64- Full Depth Pavement Sawing: plan quantity of 508 FT appears to be greatly understated as there is no quantity set up for typical section shown on sheet 3 as well as transverse cuts needed at end of pavement limits. Please review and revise quantity.

A#19 The quantity for Reference No. 64, Item No. 252 - Full Depth Pavement Sawing has been revised to 2472 FT. Additionally the quantity for Reference No. 73, Item No. SP 404A - Joint Sealer (Applied to Vertical Face, SP 402 and SP 404)(FT) has been revised to 2472 FT. The Typical Section on Plan Sheet 7, the General Summary on Plan Sheet 30, and the Pavement Subsummaries on Plan Sheets 37 and 38, as well as the Estimated Quantities Worksheet and Bid Schedule of Items have been updated and are included in this Addendum.

Q#24 Bid Item 135- Structural Steel Members, Level 3: our takeoff (as well as that of one of the fabricators) is significantly greater than plan quantity and no calculations have been provided as backup for the source of quantity. Please provide engineer's calculations for comparison, as well as reviewing and revising plan quantities as needed.

A#24 For the 40.3 bridges: there are 6 proposed W30x108 beam lines, each are 105.52' long with a 5% detail factor (splice plates). There are 8 rows of 8-MC18x42.7 diaphragms (6.92' long). A 10% detail factor has been added to the diaphragm calc to include the stiffeners. Total weight for the 40.3 bridges: (6 x 108 lbs/ft. x 105.52' x 1.05) + (8 x 8 x 6.92' x 42.7 lbs/ft x 1.10) = 92,600 lbs
For the 40.5 bridges: there are 6 proposed W30x108 beam lines, each are 106.02' long with a 5% detail factor (splice plates). There are 8 rows of 8-MC18x42.7 diaphragms (6.92' long). A 10% detail factor has been added to the diaphragm calc to include the stiffeners. Total weight for the 40.5 bridges: (6 x 108 lbs/ft. x 106.02' x 1.05) + (8 x 8 x 6.92' x 42.7 lbs/ft x 1.10) = 93,000 lbs.The total for Reference No. 135, Item No. 513 – Structural Steel Members, Level 3 has been revised to be 185,600 pounds on Plan Sheet 83 of 143 as well as the Estimated Quantities Worksheet and Bid Schedule of Items have been updated and are included in this Addendum.

Q#25 Bid item 76- Stone Shoulder Protection- plan quantity of 397 CY appears to be greatly overstated based on the project length. Please review and revise plan quantities as needed.

A#25 The quantity for Reference No. 76, Item No. SP627 – Stone Shoulder Protection has been revised to 24 CY. The General Summary on Plan Sheet 30 and the Pavement Subsummary on Plan Sheet 38 have been updated, as well as the Estimated Quantities Worksheet and Bid Schedule of Items and are included in this Addendum.

Q#26 Bid item 156- Reinforced Concrete Approach Slabs, APP – Drawing AS-1 note 17 states that the median and outside barriers are to be included in this item. It appears this volume was included in bid item 133- Class S Concrete, Barriers and Parapets. Please review and confirm whether the approach slab parapet and barriers volumes were included in item 133 or are to be incidental to bid item 156.

A#26 The median and outside barrier concrete over the approach slabs was incorrectly included within Reference No. 133, Item 511B – CLASS S CONCRETE, BARRIERS AND PARAPETS, USING TYPE 1 CEMENT. Per Standard Drawing AS-1, the barriers over the approach slabs should be included with Reference No. 156, Item No. 526 – REINFORCED CONCRETE APPROACH SLABS (T = 12"), AS PER PLAN. Reference No. 133, Item No. 511B – CLASS S CONCRETE, BARRIERS AND PARAPETS, USING TYPE 1 CEMENT has been revised to 153 CY on Plan Sheet 83 of 143. In addition, the Estimated Quantities Worksheet and Bid Schedule of Items have been updated and are included in this Addendum.

Q#27 Sheet 108 and 109 shows mechanical splices at the phased construction joint. Sheet 112 does not indicate mechanical splices in the superstructure reinforcing table. Similarly, sheet 139 shows mechanical splices and is not indicated in the superstructure reinforcing table on sheet 143. Sheet 140 does not indicate any mechanical splices at the phased construction joint. Please indicate on the reinforcing bar tables on sheets 112 and 143 which bars are to be mechanically spliced.

A#27 Plan Sheet 112 has been revised to show that the bars as indicated on Plan Sheets 108, 109, 110 and 111 have mechanical splices. Plan Sheet 143 has been revised to show that the bars as indicated on Plan Sheets 139, 140, 141 and 142 have mechanical splices. Plan Sheet 140 has been revised to show the mechanical splices. Revised Plan Sheets 112, 140 and 143 are included with this Addendum.

Q#28 There are no details on how the new interior diaphragms are to attach to the outside face of existing beam lines F and N on both MP-40.3 and MP-40.5. Please provide information (notes and details) on how the interior diaphragms are to attach to the existing beams and how this is to be paid.

A#28 The details and notes as shown on Plan Sheets 104 and 135 apply to the connections of the proposed diaphragms to the proposed beams as well as to the existing beams and shall be included with Reference No. 135, Item No. 513, Structural Steel Members, Level 3 for payment.

Q#29 No geotechnical information was provided for the structures or pavements. Please provide geotechnical information.

A#29 The Geotechnical Reports, prepared by TTL Associates, Inc., dated December 31, 2019, have been included in this Addendum.

Q#30 On Sheet 37, the SP 402 Var Depth shows a total quantity of 18 cy. Using an average depth of 2" over the total pavement planning surface area the quantity should be closer to 67 cy. Please clarify.

A#30 This question will be addressed in a future addendum.

Q#31 The sub summary for SP 404A Joint Seal listed on plan sheet 38 does not have quantity for the "normal section", however, the typical on plan sheet 3 shows Joint Seal applied at the saw cut. Please clarify.

A#31 See the response to Q#19.

END OF ADDENDUM NO. 2