OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 1
ISSUED: DECEMBER 23, 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 22, 2021

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Plan Sheets: 13, 19, 20, 29, 30, 31, 37, 38, 54, 56, 74, and 77 of 143

Estimated Quantities Worksheet and Bid Schedule of Items:
Ref. Nos. 8, 55, 63, 73, 76, 77, 78, 79, 80, 81, 82, 85, 87, 96, 106, 112, and 163 through 166 of 166

Added as Exhibit C to the Construction Contract:
Indiana & Ohio Railway Company (IORY) Construction & Maintenance Agreement

Additional Information: Right of Entry Agreement, as required by railway, is being provided for information only. Please Note – the railway has an application process and required fees, detailed here: https://www.gwrr.com/real-estate/accessing-property/

Issued by the Ohio Turnpike and Infrastructure Commission through Aimee W. Lane, Esq., General Counsel.

Aimee W. Lane

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

December 23, 2021
Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 P.M. ON DECEMBER 22, 2021:

Q#1 Bid item 63- Linear Grading, As Per Plan: plans call for this bid item to be paid for by the linear foot but the bid documents show this as being paid for by the station. Please verify which is correct and revise if needed in an addendum.

A#1 The correct pay item unit for Reference No. 63, Item No. 209 is FT. The unit for Reference No. 63, Item No. 209 in the Estimated Quantities Worksheet and Bid Schedule of Items has been revised and is included as part of this addendum.

Q#2 Bid item 73- Joint Sealer: plans call for this bid item to be paid for by the linear foot but bid documents show this as being paid for by the cubic yard. Please verify which is correct. Please verify which is correct and revise if needed in an addendum.

A#2 The correct pay item unit for Reference No. 73, Item No. SP404A is FT. The unit for Reference No. 73, Item No. 209 in the Estimated Quantities Worksheet and Bid Schedule of Items has been revised and is included as part of this addendum.

Q#3 Bid item 8- Pavement Removed, As Per Plan: general summary plan sheet 29 shows 8077 square yards of this item on plan sheet 20. There is no information on plan sheet 20 for this quantity. Please review and revise the plan quantity for this bid item as needed.

A#3 The information pertaining to the location and quantity of Reference No. 8, Item No. 202 has been added to Plan Sheet 20. Plan Sheet 20 has been revised and is included as part of this addendum.

Q#4 Bid item 8- Pavement Removed, As Per Plan: pavement subsummary plan sheet 37 shows 11675 square yards of this item without any source of quantity beyond "area by computer". Please provide assumed widths at corresponding stations so we can verify takeoffs.

A#4 The area between the mill and resurface and the existing approach slabs (both sides of bridges) and the inside 10' shoulder between the two bridges (approximately 1080 feet) shall be considered the area used to calculate this quantity of Reference No. 8, Item No. 202.

Q#5 Bid item 8- Pavement Removed, As Per Plan: pavement subsummary plan sheet 37 shows 11675 square yards of this item. Existing typical sections show 15" composite mainline pavement and 9" bituminous shoulders. Proposed stone and asphalt pavement section is 21.25" thick. Is the remaining depth of cut under existing pavements to get to subgrade included in the bid item for Excavation (bid item 15) or incidental to bid item 8?

A#5 The remaining depth of cut under existing pavements to get to subgrade shall be included in Reference Number 14, Item No. 203, Excavation.

Q#6 The Plans plans do not provide any typical sections, details for maintenance of traffic, or any pavement restoration quantities for SR 109 for which traffic will have to be maintained when affected by work overhead and adjacent to the pavement. Please provide all of this missing information.

A#6 The plans specify within the Pavement Repair Note on Plan Sheet 11 and State Route 109 – Temporary Roadway Closure Note on Plan Sheet 14 to aid in guidance for the proposed work.

Q#7 Bid item 2- Railroad Protective Liability Policy: in order to get a quote on a railroad protective bond, we need the following information which is not contained in the project documents: the contact name and phone number for the railroad, number of trains per day (passenger and freight), maximum speed of trains. Please provide this information.

A#7 The plans list the train traffic information within Note #5 on Plan Sheet 113. The 24/7 emergency contact information is 802-527-3499 (no person listed).

Q#8 Given the bid date being the week after the holidays, would the commission please consider delaying this bid for one week?

A#8 In order to maintain the project schedule the Commission will not delay the bid opening.

Q#9 Regarding reference number 106, plan sheet 14 and 16 show this item as Pavement for Maintaining Traffic, Class A, Type 2, APP, but the quantity bid form does not include "Type 2" in its description, please clarify. Also, will the Department specify a mix type and PG liquid for this item?

A#9 The correct description for Reference Number 106, Item No. 615, is "PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, TYPE 2, AS PER PLAN". The description for Item No. 615 in the Estimate Quantities Worksheetand Bid Schedule of Items has been revised and is included as part of this addendum. The mix type and PG are included under C&MS 615.05.

Q#10 SP 103 gives the contractor access on or about February 1, 2022. In order to begin work, access will need to come from turnpike mainline. Phase 1 of the plans is based on using already-installed temporary pavements for which materials will not be available until Spring of 2022. There is no portable barrier item set up to protect a staging area prior to getting temporary pavements installed. Please add plan details and quantities as needed for traffic control provisions for needed this pre-phase zone.

A#10 The contractor may elect to perform work outside the sequence of construction so long as the intent of the MOT plan is followed and no additional effects are incurred by the traveling public, any

additional Maintenance of Traffic items or phases that the contractor elects to perform shall be included in the lump sum bid price for Item SP 614 Maintaining Traffic. Additionally, the contractor may choose to submit Alternate Maintenance of Traffic (MOT) Plans as detailed in the plan notes on Plan Sheet 13.

Q#11 Bid item 55- Bid Express proposal has this listed as 12" Conduit, Type B. Plans show this as 12" Conduit, Type F. Plan sheet 46 shows these as slope pipe runs which are typically Type F. Please review and revise bid item as required.

A#11 The correct description for Reference No. 55, Item No. 611 is "12" CONDUIT, TYPE F". The description for Reference No.55, Item No. 611 in the Estimated Quantities Worksheet and Bid Schedule of Items has been revised and is included as part of this addendum.

Q#12 SP 404A Joint Sealer the unit is listed as CY on the bid sheets and LF in the General Summary on page 30/143 in the plans. Please clarify the unit of measure.

A#12 See the response to Q#2.

Q#13 Bid item 56- 18" Conduit, Type B: plans show 20' to be performed on sheet 47, ref. DR-5 but cross section on sheet 56 only shows 10' being performed. Please confirm which quantity is correct and if 20' is correct, then where the remaining 10' is.

A#13 The 20 feet shown in the subsummary is correct. Cross-section station 961+00.00 has been updated to reflect the proposed 20 feet length. Cross-section station 956+00.00 is updated and shows the revised existing and proposed 18 inch conduit connection to the existing 72 inch culvert.

Q#14 SP 103 gives the contractor access on or about February 1, 2022 with substantial completion of October 15, 2022 for all work less painting items. This project has two phases for which the first requires structural steel delivery and installation as part of the project's overall critical path. Given the bid date and award date, getting structural steel delivered and installed early enough is going to at best be difficult to meet the October 15, 2022 substantial completion. We are asking the Ohio Turnpike and their consultants to actively reach out to the structural steel industry to confirm their delivery schedules and then review all the milestone completion dates on this project.

A#14 Due to concerns regarding the delivery of structural steel, the Commission has revised the contract completion dates as reflected in a revised SP 103 which is included as part of this addendum. This permits the construction to be completed in two construction sesasons. In order to address this revision, the number of hours for Reference Number 96, SP 614 – Zone Person has been revised to 8,592. During the Winter Shutdown when the contractor is not working, the Commission will assume

the responsibilities of monitoring the zone. During the Winter Shutdown, the traffic will remain in the Phase 1 MOT configuration.

Q#15 Please provide a detail for Pavement for maintaining traffic Class A, Type 2 APP. Attached is what was shown in the plans for the 43-19-07 project

A#15 In addition to the typical section shown on Plan Sheet 16, details for the Pavement for Maintaining Traffic Class A, Type 2 as per Plan can be found in the MOT plan notes on Plan Sheet 14.

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 This question will be addressed in a future addendum.

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 This question will be addressed in a future addendum.

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

A#18 This question will be addressed in a future addendum.

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 This question will be addressed in a future addendum.

Q#20 SP 103 has conflicting dates listed for the Painting Substantial Completion. Please clarify the substantial completion date and when liquidated damages shall commence for the painting work.

A#20 The contract completion dates have been revised and are reflected in a revised SP 103 which is included as part of this addendum.

Q#21 Can Class QC2 Concrete be used in lieu of HP4?

A#21 Class QC2 concrete is acceptable as a replacement for Class HP4 concrete at no additional cost to the Commission. Where appearing throughout the Contract Documents "Class HP 4 Concrete" is supplemented with "or Class QC2 Concrete" through this Addendum No. 1. All applicable provisions of Item 511 of the Specifications shall apply except as modified in SP 511B for both HP4 and QC2.

Q#22 Has the time required for the supply of the structural steel been considered and accounted for in the project timelines and completion dates? Due to the current steel market, mill rolling schedule, shop drawing development and review, and the fabrication period it is unlikely that suppliers will be able to achieve the delivery schedule required to meet the timeline shown in SP 103.

A#22 See the response to Q#14.

Q#23 After performing a review of the project timelines and completion dates, we are requesting that the Project Substantial Completion and Interim Milestone Completion be reviewed and extended. This would allow for completion dates that could potentially be achieved as opposed to the current dates which are unlikely to be met.

A#23 See the response to Q#14.

END OF ADDENDUM NO. 1