**OHIO TURNPIKE AND**
**INFRASTRUCTURE COMMISSION**

**ADDENDUM NO. 2**
**ISSUED JUNE 3, 2021**

**PROJECT NO. 70-21-01**
**EASTBOUND AND WESTBOUND**
**SLOPE REPAIR**
**M.P. 73.80 TO M.P. 74.00**
**WOOD COUNTY, OHIO**

**OPENING DATE: 2:00 P.M. (EASTERN TIME), JUNE ~~8~~ 9, 2021**

**ATTENTION OF BIDDERS IS DIRECTED TO:**
**ANSWERS TO QUESTIONS RECEIVED THROUGH 3:00 PM ON JUNE 3, 2021**

**ATTENTION OF BIDDERS IS DIRECTED TO:**

**MODIFICATIONS TO THE CONTRACT DOCUMENTS**

Plan Sheets: 8, 9, 15, 20, 24, 25, 29, 33, 34 and 35 of 35

-AND-

Geotechnical Engineering Report

-AND-

Bid Schedule of Items and Estimated Quantities Worksheet

Issued by the Ohio Turnpike and Infrastructure Commission through Jennifer L. Stueber, Esq., General Counsel.

June 3, 2021

Jennifer L. Stueber, Esq., Date
General Counsel

**ANSWERS TO QUESTIONS RECEIVED THROUGH 3:00 P.M. ON JUNE 3, 2021:**

**Q#1 Plan sheet 34 note regarding Project Construction Access Point- stations are given for anticipated access points to the project. The Eastbound point of 558+50 makes sense for the EB slope work but the Westbound point of 553+50 is 2000' beyond the point of where the WB slope work ends, which would require trucks and project vehicles to back up for a significant distance. Please review the Westbound access point stationing is it appears to be incorrect.**

*A#1 The access points provided in the plans are locations where the work site can be accessed from within the Commission's right-of-way. These access points are provided as an option and were used during the geotechnical data collection process. If the Contractor chooses an alternate access point within the Commission's right-of-way other than what is shown in the plans, it must be submitted to the Chief Engineer for approval prior to use.*

**Q#2 Did the OTIC file for 401/404 permits? If so, can they be provided?**

*A#2 This Project does not involve any in-stream work, therefore no 401/404 permit is required.*

**Q#3 Is railroad insurance required for this project?**

*A#3 Railroad liability insurance is not required for this Project.*

**Q#4 The soil boring on page SP-254 and SP-255 is not readable. Please review and advise.**

*A#4 The Geotechincal Engineering Report provided in the Specifications has been voided and reissued to provide a readable version with this Addendum No. 2.*

**Q#5 Are there weight limit restrictions for the excavation and fill operations over top of the existing culvert?**

*A#5 No weight limit restrictions will be implemented for the excavation and fill operations over top of the existing culvert. However, the use of a sheepsfoot roller or vibratory compaction equipment will be prohibited over top of the culvert.*

**Q#6 Can the contractor implement construction activities with traffic patterns per TCR-14 and MT-95.40 in both eastbound and westbound directions concurrently?**

*A#6 Contractor will be permitted to perform construction activities in both eastbound and westbound directions concurrently utilizing OTIC Standard Drawings TCR-2, TCR-14, and applicable portions of ODOT Standard Construction Drawing MT-95.40. ODOT Standard Construction Drawing MT-95.40, dated 1/17/20, is included with this Addendum No. 2.*

**Q#7 Confirm the contractor is not responsible for density testing and inspection as outlined in ODOT Supplement 1015.**

*A#7 The Commission will provide a consultant to provide general material testing and quality control services for the Project. However, the Contractor is still permitted to perform any testing with its own forces at no additional cost to the Commission.*

**Q#8 Plan page 33 of 35 Note 3. Identifies a minimum effective cohesion of 250 psi and is also referenced in the Item 203 – Embankment, As Per Plan description.**
**Please clarify if this should be 250 psi or 250 PSF?**

*A#8 Plan Sheet 33 of 35 has been revised for Plan Note 3 and Plan Reference Item 203-Embankment, As Per Plan to correct 250 ~~psi~~ to 250 **psf**. Revised Plan Sheet 33 of 35 is included with this Addendum No. 2.*

**Q#9 Please identify the locations of the underdrain outlets. Based on the plan quantities it is assumed the underdrain outlets will be tied into the catch basins which would not require pre-cast outlets and tied concrete block mats.**

*A#9 This Addendum No. 2 revises Plan Sheets 8,9,15,20,24,25,29, and 35 of 35 to add underdrain outlet locations and quantities. Underdrains are to outlet to the catch basins or to the slope as indicated in the revised plan sheets. Precast Reinforced Concrete Outlet and Tied Concrete Block Mat quantities have been added to the plans for the slope outlet and the Estimated Quantity Worksheet has been revised to include the additional items and quantities.*

**Q#10 The plan notes on Sheet 33 requires the contractor to ensure that embankment materials conform to A-6a or A-6b soil classification and has a minimum effective cohesion of 250 psi, a minimum effective friction angle of 28 degrees and has a maximum dry density of 110 PCF or greater. The contractor is to reuse the existing slope material provided it may be reworked and modified at the contractors expense to meet the specified requirements. The geotechnical report performed for the project includes soil properties analysis for the 10 borings and none of these indicate that the existing materials meet these specified requirements. It appears from the geotechnical report that none of the existing soils will be suitable for use on the project and must be disposed of offsite and replaced. Please modify the plan notes and bid items to address this pre-bid known information. We suggest the excavation item include a note that this material will need to be disposed offsite and the borrow item will need to be used due to the existing embankment material not meeting the requirements as required by the plan note.**

*A#10 The borings were taken adjacent to the slope excavation area and do not provide an exact representation of the existing slope material. Sufficient quantity has been provided in the plans for both embankment and borrow in the event that all site material can be used or must be replaced. Additionally, this Addendum No. 2 revises Plan Sheets 8 and 33 of 35 to add a quantity of Item 203 – Borrow, As Per Plan, Reinforced Embankment to account for the additional material and*

*placement requirements defined in SS 836. With the addition of this item, Plan Sheet 34 of 35 is being issued with Addendum No. 2 due to relocation of an existing note.*

**Q#11 The seeding for the project is specified as Seeding & Mulching Class 2. Specification sheet SP 194 indicates Seeding & Mulching Class 3B or 3C for reinforced slopes. Please clarify which type if seeding is required.**

*A#11 This Addendum No. 2 revises Plan Sheets 8 and 35 of 35. The quantity for Item 659 – Seeding and Mulching, Class 2 has been adjusted from ~~18,589 square yards~~ to 13,375 square yards, and a quantity of Item 659 – Seeding and Mulching, Class 3B or 3C has been added for use on the reinforced embankment.*

**Q#12 This project requires closing 1 lane on both EB and WB sides per the standard drawings TCR-2 , TCR-14, and MT-95.40. A Temporary Edge line and Dotted line will be needed when the concrete barrier is put into place on both EB/WB sides. Is the contractor supposed to make temporary striping incidental to the Lump Sum- Maintenance of Traffic bid item or will the department add bid items for this scope of work?**

*A#12 All items necessary to meet the requirement of TCR-2, TCR-14, and applicable portions of MT-95.40 shall be incidental to Item 614 – Maintaining Traffic, As Per Plan. ODOT Standard Construction Drawing MT-95.40, dated 1/17/20, is included with this Addendum No. 2.*

**Q#13 In the Construction Bid Documents Appendix B "Soil Boring Logs and Lab Test Reports", some of the subsurface reports have formatting errors in their printing and make absolutely no sense. Please replace these incorrect sheets with readable information.**

*A#13 See the response to Q#4.*

**Q#14 The eastern end of the project stops a bridge over a railroad. Will there be a railroad protective bond required?**

*A#14 See the response to Q#3.*

**Q#15 Note #8 under Sequence of Slope Repair Construction on plan sheet 33 limits the slope repair area to a longitudinal segment that can completed in a day. With all of the testing requirements for this material, how can the contractors be required to meet this? Please consider removing this note.**

*A#15 Plan Sheet 33 of 35 has been reviewed and revised. Note 8 has been changed to remove the one day limitation. Revised Plan Sheet 33 of 35 is included with this Addendum No. 2.*

**Q#16 SP104 states that Permitted Lane Closures are restricted to the times shown in Appendix B-Permitted Lane Closures. With the lane closure shown on sheets 5/6 of the plans, please verify that this note is not applicable to this project.**

*A#16 The Contractor shall maintain at least two (2) lanes of traffic through the Project at all times during the progression of the Work. It is understood that the right lane closures will remain up during the progression of the work, leaving only the center and left lanes open to traffic. Requests to reduce traffic to a single lane shall be made in accordance with SP 104.*

## END OF ADDENDUM NO. 2