



**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

**ADDENDUM NO. 3
ISSUED DECEMBER 17, 2019**

to

**PROJECT NO. 43-20-02 (PART A)
BRIDGE DECK REPAIR AND REHABILITATION
TEDROW-MORENCI ROAD (C.R. 17-3) OVER OHIO TURNPIKE M.P. 31.4,
WINAMEG-LYONS ROAD (T.R. 11) OVER OHIO TURNPIKE M.P. 38.3,
HELLER-LYONS ROAD (T.R. 10) OVER OHIO TURNPIKE M.P. 39.3
FULTON COUNTY, OHIO
ISSUED NOVEMBER 13, 2019**

**PROJECT NO. 43-20-02 (PART B)
BRIDGE REPAIRS
TEDROW-MORENCI ROAD (C.R. 17-3) OVER OHIO TURNPIKE, M.P. 31.4,
HARTMAN-INLET ROAD (T.R. 17) OVER OHIO TURNPIKE, M.P. 32.2
FULTON COUNTY, OHIO
ISSUED NOVEMBER 21, 2019**

PREVIOUSLY EXTENDED TO: 2:00 P.M. (EASTERN TIME), ~~DECEMBER 4~~ DECEMBER 20, 2019

**ATTENTION OF BIDDERS IS DIRECTED TO:
ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 PM ON DECEMBER 17, 2019**

-AND-

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Plan Sheets: 16, 28, 29, and 41 of 45

Bid Schedule of Items and Estimated Quantities Worksheet

Ref No.: 66

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

Jennifer L. Stueber, Esq.,
General Counsel

12/17/2019
Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. ON DECEMBER 17, 2019:

Q#9 For all of the bearings with anchor bolts, the Wpl dimension is not big enough to accept holes on both sides of the elastomeric part (We). For instance on page 16/45, the rear abutment exterior bearings have a Wpl of 13.5" and a We of 11.5" the difference is only 2" total, that leaves 1" on each side. If we were to drill the 1-5/8" holes 1.5" off of the edge, most of the hole would be over the elastomeric part of the bearing. This is typical on all fixed bearings. I would suggest widening the load plates.

A#9 *The width of the bottom load plate has been increased. The revised plan sheets 16, 28, 29, and 41 of 45 have been included as part of this Addendum No. 3.*

Q#10 Can you please clarify, what load plates are to get beveled. I am not sure if both load plates, or just the top load plate or just the bottom load plate is to get beveled. I assume it is only the top, but not sure.

A#10 *Only the top load plates are required to be beveled. In order to clarify what load plates are to be beveled, the following plan sheets 16, 28, 29, and 41 of 45 have been revised and are included as part of this Addendum No. 3.*

Q#11 On pages 6 & 7/9 in Part B of the plans, reference is made to Item 202: Removal Misc: Loose Concrete Removal. It does not appear a bid item was added in the addendum. Please provide a bid item for this work.

A#11 *A bid item for Item 202, Removal Misc.: Loose Concrete Removal has been added to the Bid Schedule of Items and Estimated Quantities Worksheet which has been revised and included as part of this Addendum No. 3.*

Receipt of Addendum No. 3

Project No. 43-20-02 is hereby acknowledged:

(Firm Name) _____

(Signature) _____

(Printed Name) _____

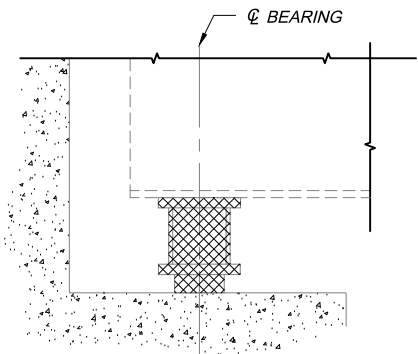
(Date) _____

**BIDDERS MUST RETURN THE ABOVE ACKNOWLEDGEMENT
OF RECEIPT OF ADDENDUM NO. 3 WITH THEIR BID.**

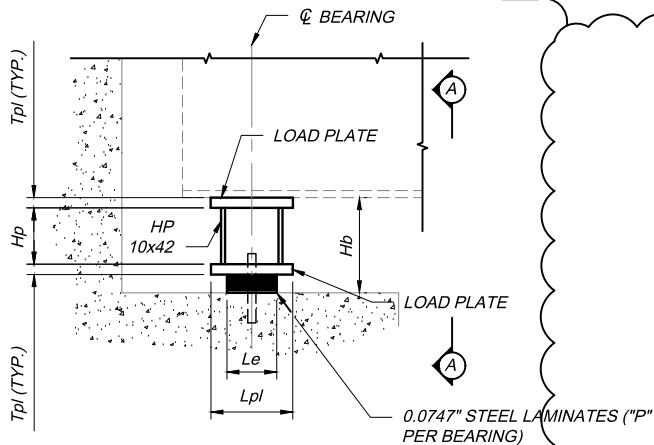
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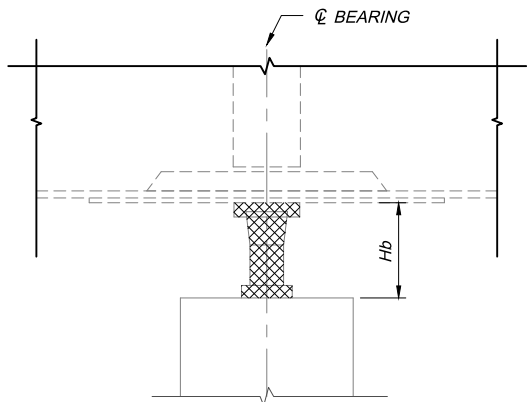
REMOVAL DETAIL



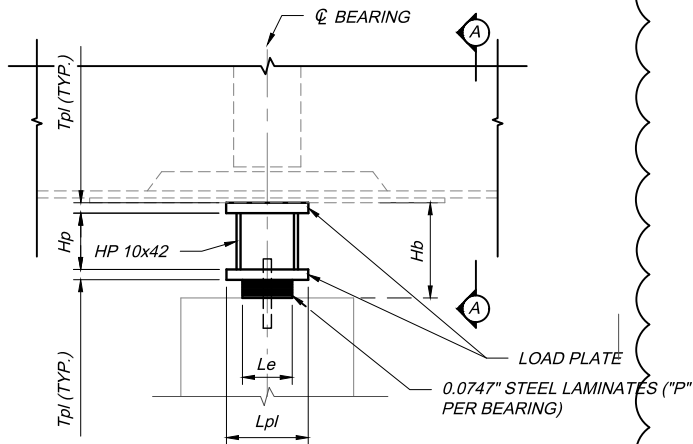
ELEVATION

BEARING DETAIL A - ABUTMENT (FIXED) - EXTERIOR BEAM

(FASCIA BEAMS SHOWN, INTERIOR BEAMS SIMILAR)



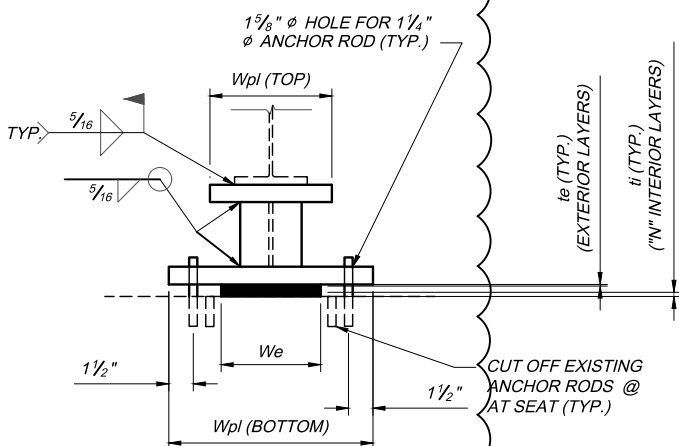
REMOVAL DETAIL



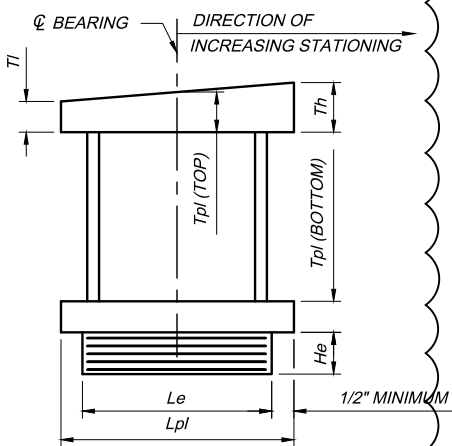
ELEVATION

BEARING DETAIL B - PIER 3 (FIXED) - EXTERIOR BEAM

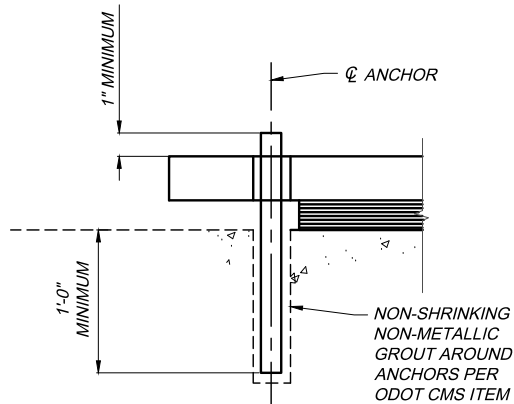
(FASCIA BEAMS SHOWN, INTERIOR BEAMS SIMILAR)



SECTION A-A



BEVELED LOAD
PLATE DETAILS



TYPICAL ANCHOR DETAIL

COST OF ANCHOR, NON-SHRINKING AND NON-METALLIC GROUT SHALL BE INCLUDED WITH ODOT CMS ITEM 510

NOTES:

- ELASTOMERIC BEARINGS: THE BEARINGS WERE DESIGNED UNDER DIVISION 1, SECTION 14.6.6, METHOD A, OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. ELASTOMERIC BEARINGS SHALL COMPLY WITH NEW 516 AND SECTION 18, BEARINGS, DIVISION II, CONSTRUCTION OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAYS BRIDGES. BEARINGS SHALL BE GRADE 3, 50 DUROMETER ELASTOMER AND SHALL BE SUBJECTED TO THE LOAD TESTING REQUIREMENTS CORRESPONDING TO DESIGN METHOD A. THE TESTING SHALL BE INCLUDED IN THE PRICE BID FOR THE BEARINGS. THE MANUFACTURER SHALL FURNISH CERTIFIED TEST DATA. THE MANUFACTURER SHALL SUPPLY A SAMPLE BEARING OF EACH DESIGN, AS SHOWN IN THE PLANS, FOR DESTRUCTIVE TESTING AND APPROVAL PURPOSES. SAMPLE BEARINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
- WELDING SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
- BEARING REPOSITIONING: IF THE BEARINGS ARE SET AT AN AMBIENT TEMPERATURE HIGHER THAN 80°F OR LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60°F ± 10°F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60° ± 10°F.
- THE STEEL LOAD PLATE SHALL BE ASTM A709 GRADE 50 STEEL AND SHALL BE PAINTED IN ACCORDANCE WITH SP 514A. PAYMENT SHALL BE INCIDENTAL TO THE ASSOCIATED SP 516 ITEM.
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
- SUPERSTRUCTURE SUPPORT, AND/OR JACKING AND RESETTNG OF BEARINGS AS DIRECTED BY THE ENGINEER SHALL BE PERFORMED IN ACCORDANCE WITH ITEM 516 AND SP 516G. SEE STRUCTURE NOTES AND SPECIAL PROVISIONS.
- BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS. SAMPLE BEARINGS SHALL NOT BE MEASURED FOR PAYMENT.
- ANCHOR RODS SHALL BE PLACED AS PER ODOT CMS 510.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL IND/CATE THE BEARING LOCATION ON THE BRIDGE AND A DIRECTION ARROW THAT POINTS UP STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.

ELASTOMERIC BEARING DIMENSIONS AND DETAILS																								
SUBSTRUCTURE		BEARING TYPE	Hb (INCHES)	DESIGN LOAD (KIPS)			NUMBER OF BEARINGS	ELASTOMER (INCHES)							STEEL LAMINATES	LOAD PLATE (INCHES)							HP 10x42	
				DEAD LOAD	LIVE LOAD WITHOUT IMPACT	DESIGN LOAD		Le	We	He	ti	te	N	P		t	Lpl	Wpl		Tpl		TOP PLATE BEVEL		Hp
																		BOTTOM	TOP	BOTTOM	TOP	TI	Th	
REAR ABUTMENT	EXT.	FIXED	10.88	23	38	61	2	8.00	11.50	1.75	0.35	0.20	3	4	0.0747	11.00	16.50	13.50	2.00	2.00	1.75	2.00	5.25	
REAR ABUTMENT	INT.	FIXED	10.63	21	45	66	2	8.00	11.50	1.75	0.35	0.20	3	4	0.0747	11.00	16.50	13.50	2.00	2.00	1.75	2.00	5.00	
PIER 3	EXT.	FIXED	15.50	97	55	152	2	10.00	14.00	2.17	0.35	0.20	4	5	0.0747	11.00	19.00	16.00	2.00	2.00	2.00	2.00	9.33	
PIER 3	INT.	FIXED	15.50	94	55	149	2	10.00	14.00	2.17	0.35	0.20	4	5	0.0747	11.00	19.00	16.00	2.00	2.00	2.00	2.00	9.33	
FORWARD ABUTMENT	EXT.	FIXED	10.88	23	38	61	2	8.00	11.50	1.75	0.35	0.20	3	4	0.0747	11.00	0.00	16.50	0.00	1.50	1.57	1.43	0.00	
FORWARD ABUTMENT	INT.	FIXED	10.63	21	45	66	2	8.00	11.50	1.75	0.35	0.20	3	4	0.0747	11.00	0.00	16.50	0.00	1.50	1.57	1.43	0.00	

REMOVAL DETAIL

ELEVATION

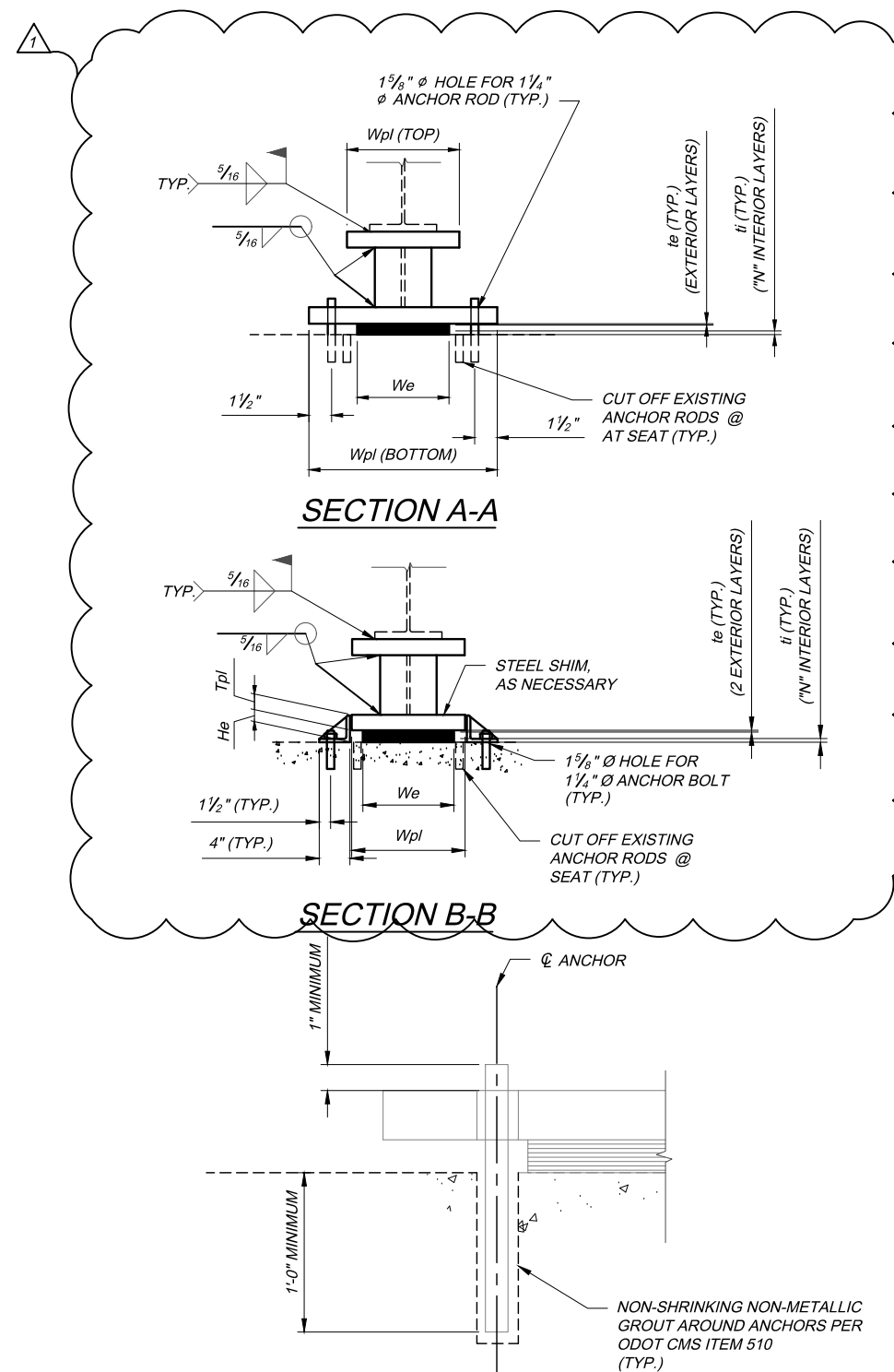
REMOVAL DETAIL

ELEVATION

REMOVAL DETAIL

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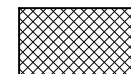
BEARING DETAIL C - PIERS 1 AND 3 (EXPANSION) - EXTERIOR BEAM
(FASCIA BEAMS SHOWN, INTERIOR BEAMS SIMILAR)



TYPICAL ANCHOR DETAIL

COST OF ANCHOR, NON-SHRINKING AND NON-METALLIC GROUT SHALL BE INCLUDED WITH ODOT CMS ITEM 510

LEGEND:

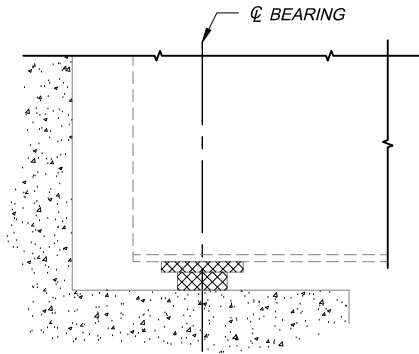


- DENOTES PORTIONS OF BEARINGS TO BE REMOVED

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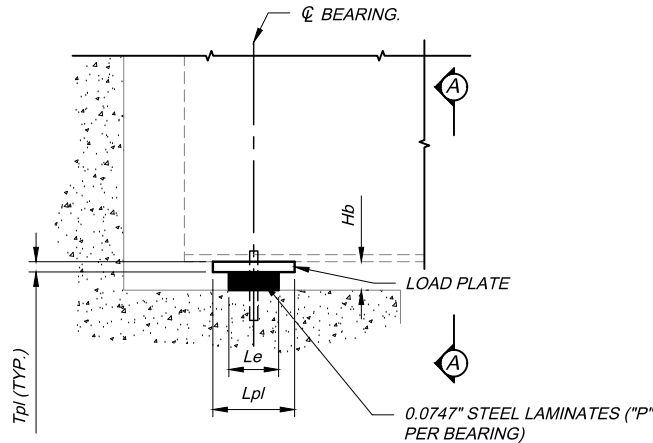
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3. BEARING REPOSITIONING: IF THE BEARINGS ARE SET AT AN AMBIENT TEMPERATURE HIGHER THAN 80°F OR LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDS $\frac{1}{8}$ OF THE BEARING HEIGHT AT 60°F \pm 10°F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60° \pm 10°F.
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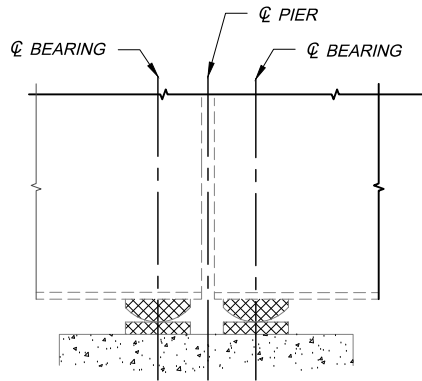


REMOVAL DETAIL
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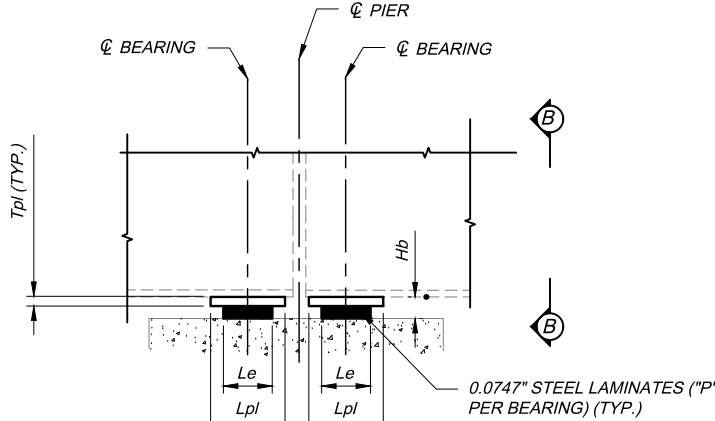


ELEVATION



REMOVAL DETAIL
BEARING DETAIL C - PIERS 1 AND 3 (EXPANSION) - EXTERIOR BEAM

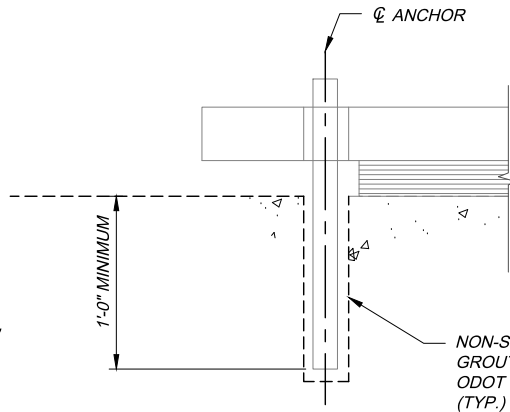
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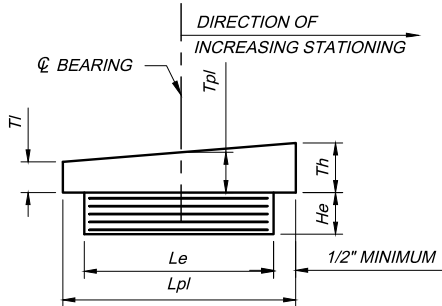
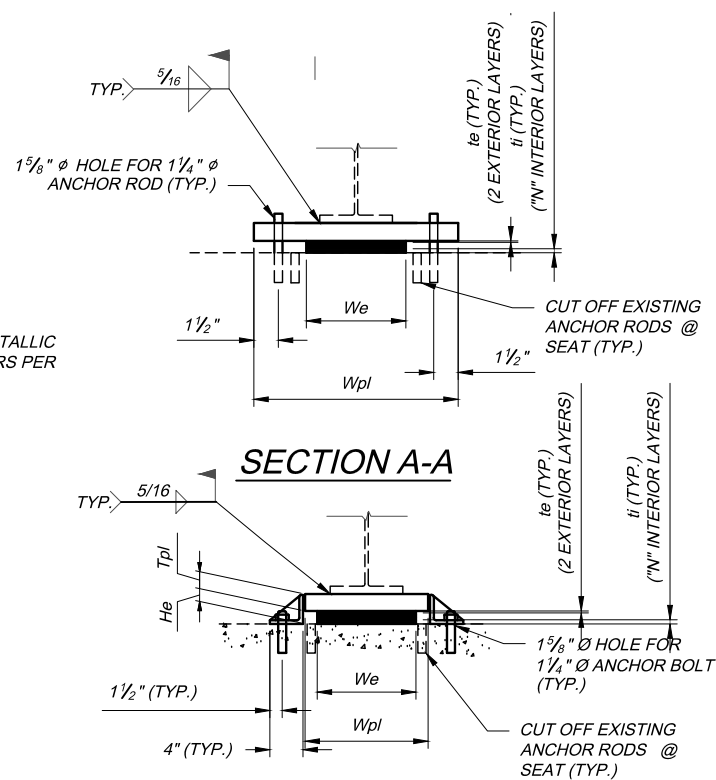
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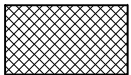
TYPICAL ANCHOR DETAIL

COST OF ANCHOR, NON-SHRINKING AND NON-METALLIC GROUT SHALL BE INCLUDED WITH ODOT CMS ITEM 510



**BEVELED LOAD
PLATE DETAILS**

LEGEND:



- DENOTES PORTIONS OF
BEARINGS TO BE REMOVED

ELASTOMERIC BEARING DIMENSIONS AND DETAILS																				
SUBSTRUCTURE		BEARING TYPE	Hb (in)	DESIGN LOAD (KIPS)			NUMBER OF BEARINGS	ELASTOMER (INCHES)						STEEL LAMINATES (INCHES)		LOAD PLATE (INCHES)				
				DEAD LOAD	LIVE LOAD WITHOUT IMPACT	DESIGN LOAD		Le	We	He	ti	te	N	P	t	Lpl	Wpl	Tpl	BEVEL	
REAR ABUTMENT	INT.	FIXED	3.60	16	28	44	5	7.50	9.00	1.60	0.30	0.20	3	4	0.0747	8.50	16.50	2.00	1.86	2.00
	EXT.																		Tl	Th
PIER 1	EXT.	EXP.	3.88	24	32	56	4	9.00	9.50	1.88	0.36	0.25	3	4	0.0747	10.00	13.50	2.00	1.90	2.00
PIER 1	INT.	EXP.	3.88	26	35	61	6	9.00	9.50	1.88	0.36	0.25	3	4	0.0747	10.00	13.50	2.00	1.90	2.00
PIER 3	EXT.	EXP.	3.88	24	32	56	4	9.00	9.50	1.88	0.36	0.25	3	4	0.0747	10.00	13.50	2.00	2.00	1.90
PIER 3	INT.	EXP.	3.88	26	35	61	6	9.00	9.50	1.88	0.36	0.25	3	4	0.0747	10.00	13.50	2.00	2.00	1.90
FORWARD ABUTMENT	INT.	FIXED	3.60	16	28	44	5	7.50	9.00	1.60	0.30	0.20	3	4	0.0747	8.50	16.50	2.00	2.00	1.86
	EXT.																			

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PROJECT NO. 43-20-02
ESTIMATED QUANTITIES WORKSHEET

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		PART A AND PART B - GENERAL (Ref. Nos. 1 - 5)				
1	IB.ART.6	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND	1	LUMP		
2	SP 614	MAINTAINING TRAFFIC	1	LUMP		
3	SP 619	FIELD OFFICE	1	LUMP		
4	SP 623	CONSTRUCTION LAYOUT SURVEY	1	LUMP		
5	624	MOBILIZATION	1	LUMP		
TOTAL - GENERAL (PARTS A & B)						
		PART A - ROADWAY (Ref. Nos. 6 - 17)				
6	202	GUARDRAIL REMOVED	624	FOOT		
7	202	BRIDGE TERMINAL ASSEMBLY REMOVED	11	EACH		
8	254	PAVEMENT PLANING, ASPHALT CONCRETE (THICKNESS, 1 1/2" MINIMUM)	407	SQ. YD.		
9	407	TACK COAT	36	GAL.		
10	407	TACK COAT FOR INTERMEDIATE COURSE	36	GAL.		
11	448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22 (VARIABLE THICKNESS, 1 1/2" MINIMUM)	20	CU. YD.		
12	448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (THICKNESS 1 1/4")	14	CU. YD.		
13	614	REPLACEMENT SIGN	5	EACH		
14	630	SIGNING MISC.: LOW CLEARANCE SIGN	36	EACH		
15	630	SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED	16	SQ. FT.		
16	642	EDGE LINE, 4", TYPE 1	0.35	MILE		
17	642	CENTER LINE, TYPE 1	0.20	MILE		
TOTAL - ROADWAY (PART A)						
		PART A - STRUCTURES (Ref. Nos. 18 - 39)				
18	SP 202	PORTIONS OF STRUCTURE REMOVED	1	LUMP		
19	509	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	300	POUND		
20	SP 509	EPOXY COATED REINFORCING STEEL, GRADE 60	192,746	POUND		
21	SP 511B	CLASS HP4 CONCRETE, SUPERSTRUCTURE DECK SLAB	439	CU. YD.		
22	SP 511B	CLASS S CONCRETE, BARRIERS AND PARAPETS, USING TYPE 1 CEMENT	215	CU. YD.		
23	SP 511B	CLASS HP4 CONCRETE, ABUTMENT SLABS	61	CU. YD.		
24	SP 511B	CLASS HP4 CONCRETE, FOR PREPLACEMENT TESTING	12	CU. YD.		
25	513	WELDED STUD SHEAR CONNECTORS	3,992	EACH		
26	SP 516A	CRACK REPAIR USING EPOXY INJECTION	80	FOOT		
27	SP 516B	SEALING OF CONSTRUCTION JOINTS	1,573	FOOT		
28	SP 516G	REPLACE EXPANSION BEARING DEVICE	40	EACH		
29	SP 516J	REPLACE FIXED BEARING DEVICE	37	EACH		
30	SP 519	PATCHING OF CONCRETE STRUCTURES	19	SQ. FT.		
31	SP 527	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	1	LUMP		
32	SP 533	3" CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT	153	FOOT		
33	SP 533A	1 1/2" ELASTOMERIC COMPRESSION SEAL IN STRUCTURAL STEEL JOINT	153	FOOT		
34	SP 536	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS, AND APPROACH SLABS	2,784	SQ. YD.		
35	SP 536	CONCRETE WEATHERPROOFING, SUBSTRUCTURE	1,113	SQ. YD.		
36	606	GUARDRAIL, TYPE MGS	300	FOOT		
37	606	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	12	EACH		
38	SP 607	TYPE II FENCE, ALL ALUMINUM (6'-0" CHAIN LINK WITH SPECIALS)	1,528	FOOT		
39	609	CURB, TYPE 6	173	FOOT		
TOTAL - STRUCTURES (PART A)						

		PART B - STRUCTURE - TEDROW-MORENCI ROAD OVER THE OHIO TURNPIKE, MP 31.4 (Ref. Nos. 40 - 52)				
40	513	STRUCTURAL STEEL MISC., PENCIL ABRASIVE BLASTING, GRINDING AND NDT, AS PER PLAN	3	EACH		
41	513	STRUCTURAL STEEL MISC., DRILLING STRUCTURAL STEEL, GRINDING AND NDT, AS PER PLAN	3	EACH		
42	513	STRUCTURAL STEEL MEMBERS, LEVEL 1 OR LEVEL UF, AS PER PLAN	1	LUMP		
43	SP 514A	FIELD PAINTING OF EXISTING STRUCTURES - SYSTEM OZEU, AS PER PLAN	1	LUMP		
44	SP 525A	WORKER PROTECTION	1	LUMP		
45	SP 525A	PROTECTIVE CLOTHING/ EQUIPMENT	3	EACH		
46	SP 525A	ESTABLISH REGULATED AREAS	1	LUMP		
47	SP 525A	PAINT WASTE/ HAZARDOUS WASTE CLASSIFICATION, HANDLING, AND DISPOSAL	1	LUMP		
48	SP 525A	CONTAINMENT SYSTEM	1	LUMP		
49	849	DAMAGE ASSESSMENT	1	LUMP		
50	849	SURFACE PREPARATION	1	LUMP		
51	849	REPAIRING DAMBED MEMBERS BY GRINDING	8	HOURS		
52	849	STRAIGHTENING DAMAGED MEMBERS	1	LUMP		
TOTAL - STRUCTURE MP 31.4 (PART B)						

		PART B - STRUCTURE - HARTMAN-INLET ROAD OVER THE OHIO TURNPIKE, MP 32.2 (Ref. Nos. 53 - 66)				
53	513	STRUCTURAL STEEL MISC., PENCIL ABRASIVE BLASTING, GRINDING AND NDT, AS PER PLAN	3	EACH		
54	513	STRUCTURAL STEEL MISC., DRILLING STRUCTURAL STEEL, GRINDING AND NDT, AS PER PLAN	3	EACH		
55	513	STRUCTURAL STEEL MEMBERS, LEVEL 1 OR LEVEL UF, AS PER PLAN	1	LUMP		
56	SP 514A	FIELD PAINTING OF EXISTING STRUCTURES - SYSTEM OZEU, AS PER PLAN	1	LUMP		
57	SP 525A	WORKER PROTECTION	1	LUMP		
58	SP 525A	PROTECTIVE CLOTHING/ EQUIPMENT	3	EACH		
59	SP 525A	ESTABLISH REGULATED AREAS	1	LUMP		
60	SP 525A	PAINT WASTE/ HAZARDOUS WASTE CLASSIFICATION, HANDLING, AND DISPOSAL	1	LUMP		
61	SP 525A	CONTAINMENT SYSTEM	1	LUMP		
62	849	DAMAGE ASSESSMENT	1	LUMP		
63	849	SURFACE PREPARATION	1	LUMP		
64	849	REPAIRING DAMBED MEMBERS BY GRINDING	8	HOURS		
65	849	STRAIGHTENING DAMAGED MEMBERS	1	LUMP		
66	202	REMOVAL MISC.: LOOSE CONCRETE REMOVAL	64	SQ. FT.		
TOTAL - STRUCTURE MP 32.2 (PART B)						

SUMMARY

TOTAL BASE BID (INCLUDES REF. NO. 1 THRU REF. NO. 66) ----->

Revised Through Addendum No. 3