OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 5
ISSUED: FEBRUARY 3, 2023

PROJECT NO. 43-22-06 (REBID)

BRIDGE REPAIR AND REHABILITATION OHIO TURNPIKE OVER CUYAHOGA RIVER MILEPOST 176.9 SUMMIT COUNTY, OHIO

ISSUED JANUARY 4, 2023

OPENING DATE EXTENDED TO: 2:00 P.M. (EASTERN TIME) FEBRUARY 8, ~~FEBRUARY 1,~~ 2023

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. ON FEBRUARY 3, 2023

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Plan Sheets: 3, 5, 8, 9, 30, 31, 40
-AND-
Bid Schedule of Items and Estimated Quantities Worksheet
Reference Nos.: 3, 11, 13-15, and 17-18
-AND-
Special Provisions: SP 614B

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

February 3, 2023
Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 4:00 P.M. ON FEBRUARY 2, 2023:

Q#11 As a follow up to question 10, please provide additional quantities for the additional traffic switch if required.

The following is a correction to Addendum No. 3 Question #10.

A#11 UPDATE: Note that this response supercedes the previous response to Q#10 from Addendum No. 3.

As per Q#9 it is not recommended that patching work of the beams be done under maintenance of traffic temporary lanes/traffic as this can lead to cracking in the patch work. However, all repair work can be performed before the bearing installation. The contractor is responsible to provide a means and methods to address this.

The below sequence of work is anticipated, however it is the responsibility of the contractor to determine and schedule his sequence of work accordingly to meet the project's allowed schedule.

- *Phase 1 traffic will be moved to the inside of both the WB and EB bridges. Repair work can be performed on all elements on the outside of each bridge (under no MOT temporary lanes/traffic).*
- *The repairs on the inside of the bridge (under MOT temporary lanes/traffic) will include the diaphragm repairs. No prestress elements or barriers can be repaired next to or under traffic.*
- *For Phase 2 the MOT will be on the outside of the bridges. All remaining repair work can be performed on the inside of each bridge. Including the prestressed elements remaining from the previous Phase.*
- *By that time it is assumed that the bearings will be ready for installation.*
- *Full deck width (WB and/or EB) will be jacked at the same time to preclude differential vertical translation and bearings can be replaced. Jacking and bearing replacement may occur under live load. Refer to updated Note 12 on sheet 40/40.*

Additional quantities are not required and any means and methods should be included with SP 614 Maintaining Traffic.

Q#12 The MOT plans on sheets 8 and 9 show a 2700 ft gap in the portable barrier. Is this correct

A#12 The 2700ft± gap is the length of the bridge, which also requires portable barriers as per sheet 30/40 and 31/40. Cross-referencing and estimated barrier lengths between anticipated stationing have been added to the accompanying updated revision sheets.

Q#13 In regards to the information OTC has provided in Addendum #3; bid question/answers #2 & 3 allow for the diaphragm patching to be done under live loads. With the completion date changes of SP 103, this would mean that all diaphragm patching will be done prior to the bearing installation. When installing the bearings, each pier will have to be jacked up twice per bridge, due to live load installation restrictions. There is a very high chance when jacking up the bridge beams, the new patching works and other diaphragm concrete areas will develop cracking from jacking it one time, but multiple jacking instances are required and this will amplify risks of cracking greatly.

With the bearings not being available until the end of the job in Fall 2023, and schedule restrictions of the SP 103(addendum #3). This will put considerable risk and additional high costs on this project to construct the job in this manner. Please consider extending the completion date to Spring 2024.

A#13 No additional jacking is specified by allowing the bearings to be replaced later in the construction season to accommodate contractor schedule/lead times. Live load restrictions have been removed from Note 12 on Sheet 40/40. Refer to accompanying revision 3 plans. Allowing the bearing work to be performed later without the live load restrictions does not require jacking the bridge twice per pier unless required by the contractor's means and methods and shall be included in the contractors bid and shall not be an additional cost to the project during construction. The bridge can be jacked after all repairs are performed and MOT removed from the bridge to coincide with the requirements of SP 103. Repairs not allowed under MOT temporary lanes/traffic include beam patching, post tension cap patching and parapet patching. Repairs allowed under MOT temporary lanes/traffic include the pier diaphragms. Patching shall coincide with the MOT phases. All jacking and bearing replacements can be performed under MOT temporary lanes/traffic and/or live load.

OTIC acknowledges replacing bearings later in the construction season would put the jacking efforts after some/all of the patching efforts, rather than making them concurrent. This schedule allowance to the contractor, however, is being made at no additional cost to the project. Note 12 dictates that the bridge be jacked uniformly (full-width) to preclude differential vertical translation and cracking. Should any damage occur due to non-uniform jacking, the contractor shall be responsible to repair the damage at no additional cost to the project as per the Requirements listed in SP516G and SP516J.

SP 103 will remain the same as per Addendum No. 3.

Q#14 Note 1 on sheet 40/40 states that the beveled steel load plate shall be fabricated parallel to the instantaneous slope of the girder under existing dead load and require the contractor to measure the slope of the girder immediately after contract authorization. The maintenance of traffic plans do not allow for removing all live from the bridge deck. Please clarify

A#14 Instantaneous slope will only change with significant traffic loading immediately adjacent to the pier in question. Measure slopes under live load. If slope is actively changing, wait briefly for movement to stop.

Q#15 To what accuracy does the slope of the existing girders need to be measured?

A#15 If using a digital angle gauge, measure to the nearest 1/10 degree (1 decimal). If measuring vertical heights off of beam seats to calculate slope, take vertical measurements to the nearest 1/8 inch.

END OF ADDENDUM NO. 5