



**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

ADDENDUM NO. 1

PROJECT NO. 59-19-03
PAVEMENT REPAIRS
EASTBOUND ROADWAY
MILEPOST 122.90 TO MILEPOST 127.09
ERIE COUNTY, OHIO

OPENING DATE:
2:00 P.M. (EASTERN TIME), MARCH 6, 2019

ATTENTION OF BIDDERS IS DIRECTED TO:

QUESTIONS RECEIVED THROUGH 5:00 PM ON FEBRUARY 27, 2019

-AND-


MODIFICATIONS TO THE CONTRACT DOCUMENTS

Plan Sheet: 3 of 3

-and-

Bid Schedule of Items and Estimated Quantities Worksheet:
Ref. Nos. 15 and 16

Issued by the Ohio Turnpike and Infrastructure Commission through Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contracts Administration.

 2-28-19
Anthony D. Yacobucci Date

 2/28/19
Mark R. Musson Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 PM ON FEBRUARY 27, 2019:

Q#1 Regarding Sp 451 Full Depth Repair Section C. 6. Unsuitable subbase material, how is the excavation, subgrade compaction and SP 304 replacement to be paid for if required?

Q#1 Plan Sheet No. 3 of 3 is revised through this Addendum No. 1 to add a Plan Note for Full Depth Repair Contingencies and the Estimated Quantities is revised accordingly to add pay items for Reference No. 15, Item 203, Excavation and for Reference No. 16, Item 304, Aggregate base.

Q#2 Regarding SP 451 Full Depth Repair Section C. 11., will TY 1 aggregate drains be required? If so, can a plan detail with dimensions be provided? Will TY 2 drains be required? If so, will a bid item be established?

Q#2 Type 1 and Type 2 aggregate drains will not be installed for this Project.

Q#3 Regarding SP 452 Full Depth Repair, three lifts of asphalt will be placed in the same shift of work in order to open the center lane of traffic by the times mentioned under Permitted Lane Closures. Before placing the 2nd and 3rd lift of asphalt what will be the allowable surface temperature before placing additional lifts of asphalt?

A#3 The Contractor shall plan its full depth operations such that the final surface temperature conforms with the requirements of SP 400, unless directed otherwise by the Chief Engineer prior to opening the repair area to traffic.

Q#4 Can the EB right lane be closed 24/7 from MP 122.9 to MP 127.10 while the left and center lanes remain open during non-work hours?

A#4 Yes, the eastbound right lane can be closed, 24/7 from M.P. 122.9 to M.P. 127.10 during non-working hours.

Q#5 While performing 2" repairs, full depth repairs, RPM,s and striping in the center lane, we'll need to place the drums or grabber cones in the left lane leaving the traffic width for the left lane about 9'-10' wide without removing snaps or Yel. Will this be acceptable?

A#5 The Contractor shall plan its operations such that the minimum left lane width of 10 feet is maintained while performing the 2-inch repairs in the center lane.

Q#6 The proposal has item for SP 623 Construction Layout. Under SP 623 it has multiple specifications. What specific specification will be required for this project?

A#6 Under Item SP 623-Survey Construction Layout, only the items that pertain directly to this project shall be required which include vertical clearance measurements where work is performed in proximity to overhead bridges, any survey data the Contractor may need to ensure smooth transitions for repair areas adjacent to mainline bridges, and limits of Work as deemed necessary by the Chief Engineer.

Q#7 The proposal has a description for Reference No. 3 as AC Surface Course using Crushed Stone, pg64-22, but under sheet 3/3 the note mentions Item SP 404 – AC Surface Course using crushed Slag, pg64-22. Please clarify.

A#7 Plan Sheet No. 3 of 3 is revised through this Addendum No. 1 to label the note state, “Crushed Stone.”

Q#8 Can the signs that will need to be covered mentioned under Item SP 614 – Maintaining Traffic, APP Section C. and D. be provided?

A#8 Plan Sheet No. 3 of 3 is revised through this Addendum No. 1 to include a list of signs, in addition to existing speed limits signs, that will need to be covered.

Q#9 Will temporary striping (Lane line) be required between the left and center lane for the 2” repair and full depth work before opening to traffic each morning? If so, how is this work to be paid for?

A#9 Temporary striping (lane line) will not be provided for this Project. Final striping shall be placed, and the Contractor is to plan its operations accordingly.

MODIFIED CONTRACT DOCUMENTS

With this Addendum No. 1, the Commission substitutes the enclosed material for the following Contract Documents:

Plan Sheet Nos.: 3 of 3

with additions to the Plan Drawings are called out with a cloud and a revision triangle as thus:



With this Addendum No. 1, the Commission modifies the Bid Schedule of Items for the following Reference Numbers: 15 and 16

Receipt of Addendum No. 1

Project No. 59-19-03 is hereby acknowledged:

(Firm Name) _____

(Signature) _____

(Printed Name) _____

(Date) _____

**BIDDERS MUST RETURN THE ABOVE ACKNOWLEDGEMENT
OF RECEIPT OF ADDENDUM NO. 1 WITH THEIR BID.**

SAFETY AND CONTINUITY OF OPERATIONS OF TRAFFIC ON THE OHIO TURNPIKE SHALL BE OF THE UTMOST IMPORTANCE AND SHALL AT ALL TIMES BE PROTECTED AND SAFEGUARDED. THE CONTRACTOR SHALL DAILY, NOT LATER THAN 12 O'CLOCK NOON, INFORM THE CHIEF ENGINEER AS TO HIS OPERATIONS AND METHOD OF WORK FOR THE FOLLOWING DAY. WHENEVER SUCH WORK, IN THE OPINION OF THE CHIEF ENGINEER, MAY AFFECT THE SAFETY OF TRAFFIC ON THE OHIO TURNPIKE, THE METHOD OF DOING SUCH WORK SHALL BE SUBMITTED TO THE CHIEF ENGINEER FOR APPROVAL, WITHOUT WHICH IT SHALL NOT BE COMMENCED OR PROSECUTED. ANY REQUEST FOR WORK INVOLVING LANE CLOSURE(S) MUST BE SUBMITTED ON AN APPROVED LANE CLOSURE REQUEST FORM SUPPLIED BY THE COMMISSION.

EXISTING UTILITIES
AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL CONTACT THE OHIO UTILITIES PROTECTION SERVICE AND THE OWNERS OF ANY UNDERGROUND UTILITY FACILITY IN THE AREA FOR APPROPRIATE MARKING. THE CONTRACTOR SHALL BE AWARE THAT WITHIN THE PROJECT LIMITS, WEST/CENTURILINK AND THE OHIO TURNPIKE HAVE FIBER OPTIC CABLES RUNNING ALONG THE NORTH SIDE OF THE TURNPIKE.

AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING ANY CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE EXISTING O.T.I.C. UNDERGROUND LIGHTING OR O.T.I.C. COMMUNICATIONS FACILITIES, THE CONTRACTOR SHALL NOTIFY O.T.I.C. DIVISION TRADES SUPERVISOR BASED ON LOCATION OF PROJECT AS INDICATED ON THE TITLE SHEET.

SP 400 AND SP 400S MODIFICATIONS FOR THIS PROJECT
THE FOLLOWING MODIFICATION(S) TO SP 400 WILL APPLY FOR THIS PROJECT:
- THE USE OF A MATERIAL TRANSFER DEVICE (MTD) WILL NOT BE REQUIRED TO PERFORM THE REPAIRS FOR THIS PROJECT.
- THE COMMISSION WILL REVIEW THE GENERAL RIDEABILITY OF THE WORK PERFORMED FOR THE PROJECT AS CALLED FOR IN SECTION III.1. TOLERANCES OF THE FINISHED SURFACE.

THE FOLLOWING MODIFICATION(S) TO SP 400S WILL APPLY FOR THIS PROJECT:
- A CLASS 1 INERTIAL PROFILER IS NOT REQUIRED FOR THIS PROJECT.
- PAVEMENT REPAIRS WILL BE EVALUATED IN ACCORDANCE WITH THE SP 400S.C. ROLLING STRAIGHT EDGE TOLERANCES.
- ANY CORRECTIVE ACTION REQUIRED SHALL BE IN ACCORDANCE WITH SP 400S.E. CORRECTIVE ACTION.

ITEM SP 404A - JOINT SEALER
A QUANTITY OF ITEM SP 404A IS INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE CHIEF ENGINEER FOR SEALING LONGITUDINAL AND TRANSVERSE JOINTS OF EACH REPAIR AREA WHERE EXISTING PAVEMENT AND PROPOSED PAVEMENT MEET.

ITEM SP 404 - ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22
A QUANTITY OF ITEM SP 404 IS INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED FOR 2" REPAIRS. ITEM SP 404 REQUIRED FOR FULL DEPTH REPAIRS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF ITEM SP 451.

ITEM SP 407 - NON-TRACKING TACK COAT
A QUANTITY OF ITEM SP 407 IS INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED FOR 2" REPAIRS. ITEM SP 407 REQUIRED FOR FULL DEPTH REPAIRS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF ITEM SP 451.

ITEM SP 451 - FULL DEPTH PAVEMENT REPAIR (ASPHALT), AS PER PLAN
REPAIRS SHALL BE FILED TO WITHIN 2" OF THE EXISTING SURFACE WITH ITEM SP 302 IN ACCORDANCE TO SP 400 AND SURFACED WITH ITEM SP 404.
FOR ESTIMATING PURPOSES, THE CONTRACTOR CAN ASSUME THAT THE EXISTING PAVEMENT BUILDUP CONSISTS OF 10" +/- OF CONCRETE WITH AT LEAST 5" +/- OF EXISTING ASPHALT MATERIAL ON TOP. THE CONTRACTOR SHALL PLAN ITS OPERATIONS ACCORDINGLY TO PERFORM THE REPAIR.

CONTINGENCY QUANTITIES
THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE CHIEF ENGINEER" UNLESS AUTHORIZED BY THE CHIEF ENGINEER. THE ACTUAL WORK LOCATION AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED IN THE FINAL CHANGE ORDER GOVERNING THE COMPLETION OF THIS PROJECT.

INCLEMENT WEATHER
THE CONTRACTOR SHALL BE AWARE OF AND PREPARE FOR CHANGING WEATHER CONDITIONS. WHEN CONDITIONS DICTATE, OR AS DIRECTED BY THE CHIEF ENGINEER, THE CONTRACTOR SHALL PROVIDE AND UTILIZE NECESSARY EQUIPMENT TO PREVENT WATER FROM PONDING ALONG THE MILLED SURFACE AND FLOWING INTO AND ACROSS ACTIVE TRAFFIC LANES.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY FOR THE ABOVE MENTIONED SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 614--MAINTAINING TRAFFIC.

CONTRACTOR STAGING AREA
THE AVAILABLE CONTRACTOR STAGING AREAS WILL BE HUMA RD, SALT DOME LOT (M.P. 125.2). IF A CONTRACTOR CHOOSES A STAGING AREA WITHIN THE TURNPIKE RIGHT OF WAY OTHER THAN WHAT IS INDICATED IN THE PLANS, IT MUST BE SUBMITTED TO THE CHIEF ENGINEER FOR APPROVAL PRIOR TO USE.

THE STAGING AREA SHALL BE MAINTAINED BY THE CONTRACTOR AND RESTORED TO ORIGINAL CONDITION TO THE APPROVAL OF THE ENGINEER PRIOR TO COMPLETION OF ALL WORK.

FULL DEPTH REPAIRS CONTINGENCY ITEMS
THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN ADDED TO THE PLANS FOR USE, AS DIRECTED BY THE CHIEF ENGINEER, FOR REPAIR OF SUBGRADE AT FULL DEPTH REPAIR LOCATIONS SHOWN IN THE PLANS.

ITEM 203 - EXCAVATION 100 C.Y.
ITEM 304 - AGGREGATE BASE 100 C.Y.

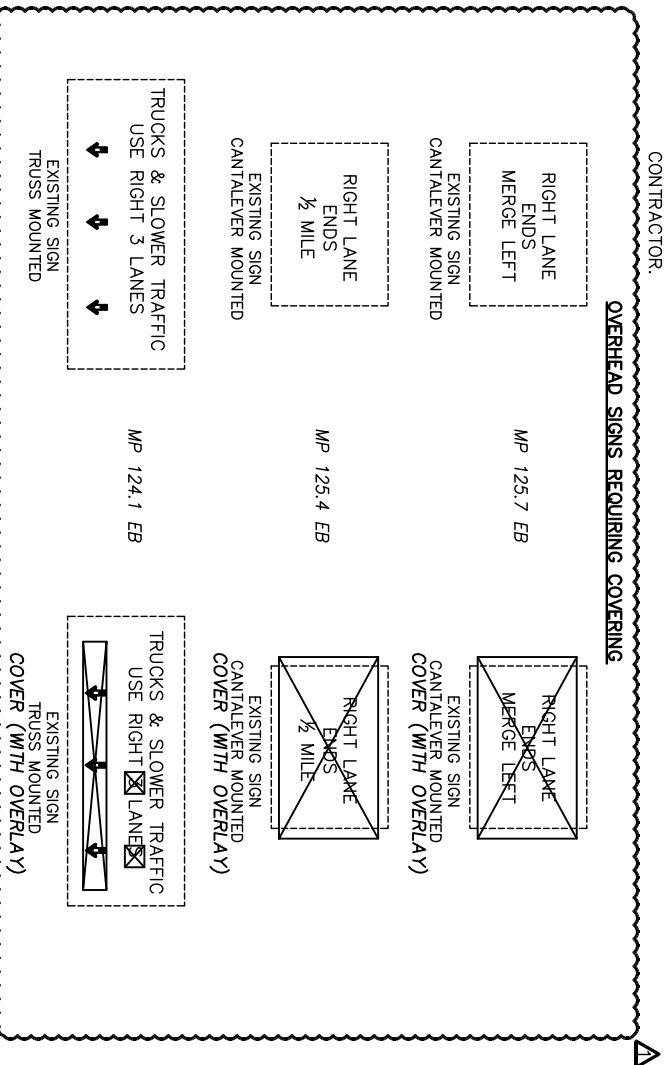
ITEM 304 MAY BE USED, AT THE DIRECTION OF THE CHIEF ENGINEER, TO DRESS THE EXISTING AGGREGATE BASE AS NEEDED.
ANY SUBGRADE COMPACTON NEEDED AT A FULL DEPTH REPAIR LOCATION SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 451 AND NO ADDITIONAL COMPENSATION SHALL BE GRANTED.

TEMPORARY TRAFFIC CONTROL (TTC) NOTES

- SINGLE LANE ZONES SHALL COMPLY WITH PERMITTED LANE CLOSURE REQUIREMENTS AS SPECIFIED IN SP 104. LONGER OR MULTIPLE ZONES IN THE SAME DIRECTION OF TRAVEL MAY BE PERMITTED WITH PRIOR APPROVAL FROM THE CHIEF ENGINEER PROVIDING.
- A QUANTITY OF ITEM 642 HAS BEEN INCLUDED IN THE PLANS TO RE-STRIPE ALL LANE LINES AND EDGE LINES WITHIN THE LIMITS OF THE PROJECT. RE-STRIPING OF LANE LINES AND EDGE LINES WILL OCCUR FROM MP 122.9 TO MP 127.09 EB.

ITEM SP 614 - MAINTAINING TRAFFIC, AS PER PLAN
THE REQUIREMENTS OF SP 614 - MAINTAINING TRAFFIC ARE MODIFIED TO ADD THE FOLLOWING:

- THE OHIO TURNPIKE SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROL DEVICES TO SET THE WORK ZONE. HOWEVER, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SET THE WORK ZONE PRIOR TO THE START OF EACH WORK SHIFT AND PULL THE WORK ZONE BACK WHEN THE SHIFT IS COMPLETED.
- FLAGGERS SHALL BE STATIONED AT ALL TIMES WHEN THE WORK ZONE IS SET AND WORK IS ACTIVE.
- THE CONTRACTOR SHALL COVER ALL PERMANENT SIGNS, OR PORTIONS THEREOF, AS REQUIRED BY THE PLANS AND/OR AS DIRECTED BY THE CHIEF ENGINEER, INCLUDING ALL SPEED LIMIT SIGNS, THAT MAY CONFLICT WITH TEMPORARY TRAFFIC CONTROL PHASING. SIGN COVERS WILL BE FURNISHED BY THE CONTRACTOR.
- FOR OVERHEAD SIGNS THAT REQUIRE COVERING, SIGN OVERLAYS SHALL BE OF THE SAME COLOR AS THE BACKGROUND OF THE SIGN AND SHALL BE HIGH INTENSITY GRADE SHEETING (TYPE G) ON 0.080 INCH THICK ALUMINUM SECURELY RIVETED TO THE SIGN FACE, AND SHALL BE FURNISHED, INSTALLED AND REMOVED BY THE CONTRACTOR.



ITEM	QUANTITY	UNIT	ITEM DESCRIPTION
ESTIMATED TOTAL			
BE ART. 6	1	LUMP	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND
** 254	381.34	SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE (T=2")
** SP 404	21.20	CU. YD.	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22
** SP 404A	4936	FOOT	JOINT SEALER
** 407	31	GALLON	NON-TRACKING TACK COAT
SP 451	1577.34	SQ. YD.	FULL DEPTH PAVEMENT REPAIR (ASPHALT), AS PER PLAN
SP 614	1	LUMP	MAINTAINING TRAFFIC, AS PER PLAN
621	90	EACH	RAISED PAVEMENT MARKERS REMOVED
SP 621	90	EACH	RAISED PAVEMENT MARKERS
SP 623	1	LUMP	CONSTRUCTION LAYOUT SURVEY
624	1	LUMP	MOBILIZATION
642	8.38	MILE	6" WHITE LANE LINE, TYPE 1
642	4.19	MILE	6" WHITE EDGE LINE, TYPE 1
** 642	4.19	MILE	6" YELLOW EDGE LINE, TYPE 1
** 203	100	CU. YD.	EXCAVATION
** 304	100	CU. YD.	AGGREGATE BASE

* CONTINGENCY QUANTITY TO BE USED AS DIRECTED BY CHIEF ENGINEER (SEE GENERAL NOTES).
** PORTION OF THIS ITEM IS CONTINGENCY QUANTITY (SEE PLANS AND GENERAL NOTES).