



OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

ADDENDUM NO. 1

**PROJECT NO. 43-18-03
BRIDGE DECK REPLACEMENT AND REHABILITATION
U.S. ROUTE 42 OVER OHIO TURNPIKE, M.P. 161.1
CUYAHOGA COUNTY, OHIO**

OPENING DATE:

2:00 P.M. (EASTERN TIME), DECEMBER 4, 2017

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 1:00 PM ON NOVEMBER 29, 2017

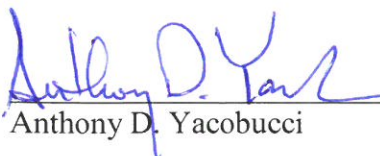
-AND-

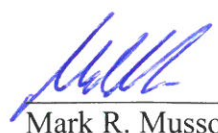
REVISION TO THE BID SCHEDULE OF ITEM REF. NO. 78

-AND-

**DRAWINGS: ORIGINAL CONSTRUCTION, 1983 REHABILITATION,
AND 2000 THIRD LANE EXPANSION PLANS**

Issued by the Ohio Turnpike and Infrastructure Commission on November 29, 2017 by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contracts Administration.

 11/29/17
Anthony D. Yacobucci Date

 11/29/17
Mark R. Musson Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 1:00 PM ON NOVEMBER 29, 2017:

Q#1 We recently received an invitation to bid on the 43-18-03 Bridge Deck Replacement, Cuyahoga County, Ohio project. Please let me know if this project requires steel pipe, bollard covers, parking blocks, speed bumps or other similar safety items. I would be happy to send over a quote for your review.

A#1 These items are not required as part of this project.

Q#2 Can you provide the existing bridge drawings?

A#2 The Original Construction Plans, the 1983 Rehabilitation Plans and the 2000 Third Lane Plans are provided with this Addendum No. 1.

Q#3 The estimated quantities worksheet shows Ref No. 78, Epoxy Coated Reinforcing Steel at 114,529 pounds, but the reinforcing steel table and General Summary show 144,529 lbs. Please confirm which is to be used for bidding purposes.

A#3 The correct amount of Ref No 78 is 144,529 pounds.

Q#4 Can you confirm the only locations of existing sheer studs are within 1'-6" of the beam ends in Span 1, and 2'-0" from the beam ends in Spans 2, 3, and 4?

A#4 Your interpretation is incorrect. The location of the existing shear studs you reference is the spacing of the shear studs measured from the first shear stud located adjacent to the beam end. This first shear stud is typically 3" to 6" from the beam end so the existing shear studs are located approximately 1'-9" to 2'-0" from the beam end in Span 1 and 2'-3" to 2'-6" in the other spans.

Q#5 On previous OTC projects requiring HP4 concrete, the contractor was allowed to change the required mix to a more standardized QC2 ODOT mix. This will allow for more competitive pricing on materials. Would the Commission consider allowing the use of QC2 mix for Ref No. 81, 81, and 82?

A#5 No, HP4 concrete is required to be used where stated in the Contract Documents.

Q#6 Per section 4.3 of the General Conditions, a resource loaded schedule is required for this project. Due to the small size of project will the Commission consider removing this requirement, and accept a standard P6 Critical Path Method type schedule?

A#6 A resource loaded schedule is required and necessary.

Q#7 In SP-103, it states that liquidated damages will begin on 10/2/17. Can this be revised to provide an accurate date?

A#7 The last sentence in Section D of SP-103 is modified through this Addendum No. 1 and restated accordingly in its entirety to read as follows:

“Liquidated damages for failure to substantially complete the Work described in Part D herein shall commence on October 2, 2018.”

Q#8 Can the original and any previous project structure plans for MP 161.1 be made available electronically?

A#8 See the response to Q#2.

Q#9 Does Turnpike own old exit ramp property southwest of bridge. If so, Can this be utilized for laydown during phase 1 construction?

A#9 This area is not permitted as a laydown area.

Q#10 Will Turnpike allow field office and laydown at exit 161. If so, where exactly?

A#10 A field office and laydown area is permitted at Exit 161. There are areas available near the salt dome for these uses.

Q#11 Sheet 31/34 contains a note stating that the existing pedestal is to be built up at rear abutment and pier 1. Is this buildup to be made of concrete? If so, how is it to be paid? Please provide additional detail on this buildup.

A#11 The existing pedestals are to be built up at the Rear Abutment by 4” and at Pier 1 by 3” with concrete. The pay item this work is to be performed under and paid by is Item SP 519, Patching Concrete Structures.

Q#12 Please clarify how many locations Cover Plate Retrofit is being performed per plan sheet 30/24. Also please clarify what pay item this work is being performed under.

A#12 For the 11 beams, there are 4 Cover Plate Retrofit locations in Span 2 at each beam including both the top and bottom flanges for a total of 44 repair locations. The work is to be performed under Item 51, Structural Steel Members, Class UF.

Q#13 Can OTIC provide access to as-built drawings of the existing bridge structure?

A#13 See the response to Q#2.

Q#14 Can the existing Bridge Drawings be posted electronically for contractor reference?

A#14 *See the response to Q#2.*

Q#15 Upon a site visit, it appears the diaphragm/channels at the ends of the beam sit directly over the bearings to be replaced. Currently, there is no efficient method of installing the bearing anchors with such little clearance. Will the Commission allow the temporary removal and re-installation of these channels to allow proper installation of the bearing anchors? If so, what pay item would this work fall under?

A#15 *The Commission will consider the temporary removal and reinstallation of the diaphragm/channels depending upon the Contractor's proposed means to provide temporary support, temporary structure stabilization and installation methods which would need to be approved by the Chief Engineer. The methodology to remove the existing bearings and install new bearings are the Contractor's chosen means and methods and, as such, any costs associated with those means and methods are incidental to the appropriate bearing item and/or SP 202 – Portions of Structure Removed and/or SP 527 – Falsework, Temporary Bracing and Protective Structures.*

Q#16 Special Provisions 103 Construction Phasing and Time of Completion, Section D Substantial Completion, the last part in that section reads “Liquidated damages for failure to substantially complete the Work described in Part D herein shall commence on October 2, 2017.” Please review and advise.

A#16 *See the response to Q#7.*

Q#17 On sheet 32/34, the phase line of the new deck slab is centered on beam F, sheet 30/34 indicates that in the center span there are shear studs down the center of the beam. Is it the intent for the phase line joint to be centered on the shear studs?

A#17 *The intent is that the phase line joint is to be centered on the beam but the center shear stud at Beam F can be shifted off the center of the beam to accommodate the phase line joint.*

**Receipt of Addendum No. 1
Project No. 43-18-03 is hereby acknowledged:**

(Firm Name) _____

(Signature) _____

(Printed Name) _____

(Date) _____

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