

OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 1

PROJECT NO. 99-15-05

REPAIR OF FIRE, FUEL AND/OR HEAT DAMAGED PAVEMENT
AT VARIOUS LOCATIONS BETWEEN MILEPOST 63.0 AND 132.4,
LOCATED IN WOOD, OTTAWA, SANDUSKY, AND ERIE COUNTIES, OHIO

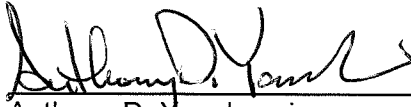
OPENING DATE: 2:00 P.M. (EASTERN TIME), OCTOBER 15, 2015

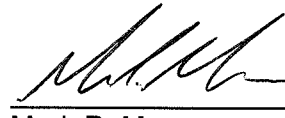
ALL BIDS MUST BE ELECTRONICALLY SUBMITTED

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 P.M. OCTOBER 9, 2015

Issued by the Ohio Turnpike and Infrastructure Commission on October 9, 2015. Issuance authorized by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director, Contracts Administration and Compliance.


Anthony D. Yacobucci 10/9/15
Date


Mark R. Musson 10/9/15
Date

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
ADDENDUM NO. 1
PROJECT NO. 99-15-05

ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 P.M., OCTOBER 9, 2015

Q#1 Due to the small quantity of work at each location, can OTC have enough forces to close off all repairs (WB & EB) areas in one night or should we figure OTC having forces to complete one side (WB or EB) per night?

A#1 The Contractor is not permitted to perform the work at night. The majority of the work is anticipated to require single-lane closures, which shall take place during daytime hours. Double-lane closures are permissible on a limited basis but shall be removed if traffic backs up per SP-104(H). The Commission will set enough lane closures to facilitate setting all the zones as required by the Contractor's accepted Construction Schedule. The Commission is revising Section SP101 clarifying the scope of work to provide that the Contractor must perform work during the daytime.

Q#2 Can the work be done during the day if two lanes remain open?

A#2 Yes, single-lane closures are permitted during daytime hours.

Q#3 Does the asphalt curb need to be repaired as well at MP 90.6 west?

A#3 No, repair of the curb at MP 90.6 WB is not included in the scope of work for this Project.

Q#4 Is the MTD required as stated (under SP400) for the mainline work?

*A#4 The Material Transfer Device (MTD) will **not** be required for this project for the mainline and/or shoulder work. The Commission is revising Section SP400 to remove the requirement of the MTD for mainline work.*

Attachments:

The following pages are modified via this Addendum No. 1: SP-1 and SP-39. Deletions are shown with ~~strikethrough~~ text. Changes/Additions are shown with underlined italicized text. Bidders are to utilize the attached revised pages when submitting a bid.

Addendum No. 1 to Contract 99-15-05 is hereby acknowledged:

(Firm Name)

(Signature)

(Printed Name)

Date: _____

**OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
SPECIAL PROVISIONS FOR REPAIR OF FIRE,
FUEL, AND/OR HEAT DAMAGED PAVEMENT
AT VARIOUS LOCATIONS**

SP 1

**GENERAL - INCLUDING MODIFICATIONS TO OHIO TURNPIKE
GENERAL CONDITIONS**

SP 101

PLANS AND DESCRIPTION OF THE WORK

The Work to be performed under this Work, together with other pertinent information is shown and described below.

PROJECT NO. 99-15-05
REPAIR OF FIRE, FUEL, AND/OR HEAT DAMAGED PAVEMENT AT VARIOUS
LOCATIONS
BETWEEN MILEPOST 63.0 AND 132.4
LOCATED IN WOOD, OTTAWA, SANDUSKY, AND ERIE COUNTIES IN OHIO

The following is a summary of the damage to multiple asphalt pavement locations as a result of a vehicular accidents and fires that occurred at various times. The fire, fuel, and heat damage occurred at multiple locations. It appears that the damage was limited to the upper two (2) inches of the asphalt pavement surface course at all locations.

The following work shall be performed by awarded contractor:

- o Remove two (2) inches of existing asphalt pavement in the areas noted on page SP-2 using standard asphalt milling equipment. Area shall be swept/blown clean.
- o Apply appropriate amount of tack coat to horizontal and vertical faces of milled surface.
- o Replace the asphalt pavement removed with two (2) inches of asphalt pavement surface course material conforming to Ohio Turnpike & Infrastructure Commission Specification SP 404, PG 64-22, or approved equal by the Chief Engineer. Compact the material with sufficient asphalt pavement rollers.
- o Existing lines and grades shall be followed to ensure adequate drainage of the finished pavement.
- o Clean the area of any excess materials.
- o The Work ~~is permitted to~~ **shall** be performed during daytime hours.

The Ohio Turnpike & Infrastructure Commission will provide traffic control for the project (specifically a right and center lane **or a left lane closure** with flagger and barrier vehicle during work hours), joint seal the joints of the repaired areas, reinstall pavement markings and reinstall raised pavement markers as may be required. The Contractor **will not** be required to reinstall the sonic nap alert pattern (rumble strips).

See spreadsheet on page SP-2 for a list of all locations.

Specifications so that the paving Work may be properly prosecuted without appreciable delay to the Work.

- ~~(i) A Material transfer device (MTD) shall be used for all course(s) of mainline and ramp paving including SP404, SP402 and SP302. The MTD shall be self-propelled and independent of the asphalt spreading and finishing equipment. The MTD shall be capable of remixing and transferring the asphalt mixture from the MTD to the asphalt spreading and finishing equipment.~~

~~MTD may be used for shoulder paving but is not required.~~

4. The surface of curbs and gutters in actual contact with asphaltic mixtures shall be painted with a thin uniform coating of asphaltic cement to provide a closely bonded watertight joint at these points. After completion of the surface course, the joint shall be sealed by applying asphaltic cement in a uniform width of approximately four (4) inches and at a rate just sufficient to fill surface voids.
5. Immediately after the asphalt concrete mixture for any course has been laid by the paver and before roller compaction is started, the surface shall be checked, any inequalities adjusted, sandy accumulation from the screed removed by rake or hoe, and all fat or segregated spots in any course removed and replaced with satisfactory material. Irregularities in the surface and alignment along the outside edges of base courses shall be corrected by the addition or removal of mixture before the edge is rolled. The Contractor shall provide competent workmen and supervisors who are capable of performing the Work incidental to correcting of all pavement irregularities. Special attention shall be given by him to the straight-edging of each course before completion of the rolling in order to minimize subsequent corrections in the surface course, as required by SP 400S.
6. Mixtures may be spread by hand only upon permission by the Chief Engineer and at such locations as are inaccessible to machine spreading. They shall then be handled and spread by means of heated shovels, lutes, and rakes. Mixtures shall not be applied faster than they can be properly handled and spread. Workmen shall not stand or Work in the hot mixture while it is being placed, and every precaution shall be taken to distribute and spread the material uniformly to avoid segregation of the coarse aggregate and asphalt binder.
7. Pavement under construction, which becomes contaminated by petroleum products shall be removed and replaced at the Contractor's expense.
8. In areas where pavement settlement, for a distance greater than thirty-five (35) feet, has occurred and more than one (1) layer of leveling course will be required to obtain the original pavement grade, the Contractor shall use automatic leveling control devices as directed by the Chief Engineer. The Contractor shall