



**OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION**

**ADDENDUM NO. 1**

**PROJECT NO. 58-18-02  
TOLL PLAZA 180 EXPANSION  
INTERCHANGE 180 - AKRON, MILEPOST 180.3  
SUMMIT COUNTY, OHIO  
OPENING DATE: 2:00 P.M. (EASTERN TIME),**

**EXTENDED OPENING DATE:  
2:00 P.M. (EASTERN TIME), AUGUST ~~24~~31, 2018**

**ATTENTION OF BIDDERS IS DIRECTED TO:  
ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 PM ON AUGUST 20, 2018**

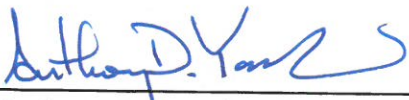
**-AND-**


**MODIFICATIONS TO THE CONTRACT DOCUMENTS:  
EXTENSION OF THE BID OPENING DATE TO AUGUST 31, 2018**

**-AND-**

**REVISIONS TO PLAN SHEET NOS. 14 AND 49 OF 75**

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

  
Anthony D. Yacobucci      8-21-18  
Date

  
Mark R. Musson      August 21, 2018  
Date

**ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 PM ON AUGUST 20, 2018:**

**Q#1 One of the firms that built most of the toll booths is out of business and the other firm that built some has indicated that they are not interested. Please provide contact information for any current Toll Booth manufacturer we may not be aware of.**

*A#1 During design there were preliminary discussions for fabrication of Toll Booth with: Brilex Industries, 101 Andrews Ave, Youngstown, OH 44503 (330) 744-1114 and Ameristar, 1555 N. Mingo Road, Tulsa, Oklahoma 74116, (855) 526-6847. The Commission does not warrant or recommend these firms but identifies these potential suppliers for informational purposes only.*

**Q#2 Please confirm if a Zone Person is or is not required (24 hour per day-7 days per week) once the first phase is implemented until the plaza is open to all lanes in the new configuration.**

*A#2 As noted in SP 614.B.(e). The Zone Person shall supervise the set-up and removal of the traffic control devices as well as the maintenance, whenever the Contractor is on-site and working in the Toll Plaza. The Zone Person shall be available on call if required during non-working hours on a continual basis (24 hours per day, 7 days per week).*

*Based upon the contract provision, a full time zone person is not required 24/7 on site but must be available, by telephone, to correct any deficiencies in the zone if called. The Zone Person is required to establish the work zones and maintain them during all hours the Contractor is on site. This person may have other duties during this period, however their primary responsibility will be to maintain a safe work zone for Turnpike customers, staff and workers.*

**Q#3 There is no work outside of the toll plaza area. Why are mainline lane closure charts and mainline lane restrictions included in this proposal?**

*A#3 The PERMITTED LANE CLOSURE are standard documents provide in accordance with SP 104.H.6. The zone restrictions would apply if the Contractor requires a zone for the ramp that may extend onto the mainline.*

**Q#4 How long can the contractor anticipate that the OTIC's data/toll personnel will take to install toll collection equipment, test it and make corrections once the contractor makes a lane/booth available?**

*A#4 The duration for Toll Equipment installation activities is indeterminate at this time. Bidders may assume that the Commission will coordinate the installation with the Contractor's schedule so as not to interfere with its completion of one Phase to the next.*

**Q#5** SP-536 is an OTIC special provision for concrete weatherproofing. The specification only discusses applications to bridges and approach slabs. Is this specification pertinent to this project and if so could a concrete weatherproofing schedule be provided in an addendum?

*A#5 SP 536, CONCRETE WEATHERPROOFING, shall be applied to all Portland cement concrete surfaces as specified in the Plans, including the new toll islands.*

**Q#6** The pavement removed note on sheet G-4 is unclear in stating the composition of the existing shoulder to be removed, but implies the shoulder is a build-up of chip & seal and granular base. However, visual observation suggests that the shoulder is concrete pavement. There is no typical section provided in the existing plans. Please clarify, in an addendum, the pavement build-up of the shoulder to be removed, including depths.

*A#6 Disclosed in accordance with IB 2.1.4, the existing shoulder includes 10 inches non-reinforced concrete.*

**Q#7** The asphalt expansion joint detail on sheet C-10 references SP 404 for the expansion asphalt material, but SP 404 is not included in the proposal. Please provide SP 404 via addendum.

*A#7 The "Type 'ES' pressure relief joint detail" on Plan Sheet No. 14 of 75 is revised to utilize standard ODOT 448 surface mix. Plan Sheet No. 14 of 75 is revised and substituted in the Contract Documents through this Addendum No. 1.*

**Q#8** Notes in multiple sections of the plans direct the contractor to the structural section for details on the DVAS camera pole and foundation. However, the only details in the structural section are for the high mast light pole. Is the same detail to be used for the camera pole? Please clarify and provide necessary details as needed in an addendum.

*A#8 DVAS Camera pole and foundation details are located on Plan Sheet No. 74A of 75 (T-5A). Note 16 on Plan Sheet No. 49 of 75 (A-3) is revised to reference Plan Sheet No. 74A (T-5A). Plan Sheet No. 49 of 75 is revised and substituted in the Contract Documents through this Addendum No. 1.*

**Q#9** Does technical specification 05100, section 1.2.E and 1.2.F, pertain to the toll booth manufacturers with regards to certification and installation experience, especially when considering the inability to find any toll booth manufacturers bidding this project? Please review.

*A#9 The technical specification pertains to all structural steel fabrication (canopy and toll booths).*

- Q#10** Phase 1 includes the construction of all concrete pavement for the lane 7 and 8 expansion to the toll plaza as noted on C-18A. This work includes tying in the proposed concrete pavement to the existing sawcut edge along lane 6. This process will include removing the drums and wedge treatment, grading the 304 aggregate base, drilling and grouting dowels into existing concrete, placing pavement rebar, pouring and finishing concrete, and re-erecting MOT devices along the edge of traffic. Given that lane 6 will be limited to 10' width and only short-term closures are permitted (9 am to 3 pm), there is simply no way to perform the work described given a 6-hour daily window and no clearance to place MOT devices on the existing pavement at only 10' width. Additional MOT phasing/devices or longer closures of lane 6 will be necessary to perform the pavement tie-ins. Please review this matter and provide a resolution via addendum.
- A#10 The tie in of pavement beyond the limits of the islands to accommodate traffic from Lane 8 during Phase 2 can be accomplished without taking out Lane 6 (at far East and West ends). Additional tie in work required may be accomplished during the 6 hour shut down or during other non-peak hours (nights/weekends).*
- Q#11** There is no panel schedule for panel RLP, though one existing high-mast light pole is to be relocated. Please provide the height or specification of the existing high mast light pole. Also, it can be assumed that the high mast light pole is fed out of the 277V/480V Panel RLP with contactors, but bid documents specify a 5KV cable to install in a new duct bank. Please confirm that the existing high mast lights are indeed being fed 480V from the existing panel RLP.
- A#11 Based on as-built plans, the height of existing high mast light pole is 100 feet and the feed from the existing RLP panel is 480V. Per the Contract Documents, 5KV cable is to be installed in a new duct bank.*
- Q#12** Electrical drawing E-2, which illustrates duct bank relocation to feed the high mast lights, is not easily followed. Please provide a clear location of existing hand hole and new hand hole locations in an addendum. Also, is the existing duct bank to be removed once the new duct bank is relocated? Please clarify.
- A#12 The proposed hand hole will be placed outside of the proposed concrete pavement. Per note on Plan Sheet No. 63 of 75 (E-2), the existing high mast light pole to be relocated is fed by direct-buried cable with no hand hole. The existing duct bank is concrete encased, so there should be no need to remove it. The only removal will be for Contractor convenience if the duct bank is in the way after relocation.*
- Q#13** There are no details illustrating the spouting/drainage tie-ins from the proposed canopy. Please provide a drainage detail in an addendum.

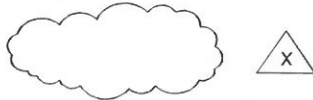
*Q#13 Contractor shall provide drain connection from canopy to treadle drains as shown on drawing Plan Sheet No. 8 of 75 (C-4). Canopy drainage will attach to column and clear foundation in route to treadle drain.*

**MODIFIED CONTRACT DOCUMENTS**

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

Plan Sheet Nos. 14 and 49 of 75

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



Notice and Cover Sheet modified to extend the opening date to 2:00 PM (Eastern) on August 31, 2018.

**Receipt of Addendum No. 1**

**Project No. 58-18-02 is hereby acknowledged:**

(Firm Name) \_\_\_\_\_

(Signature) \_\_\_\_\_

(Printed Name) \_\_\_\_\_

(Date) \_\_\_\_\_

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