



OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

ADDENDUM NO. 3

**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:

EXTENDED TO 2:00 P.M. (EASTERN TIME), ~~DECEMBER 11, 2017~~ **DECEMBER 18, 2017**

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 PM ON DECEMBER 7, 2017

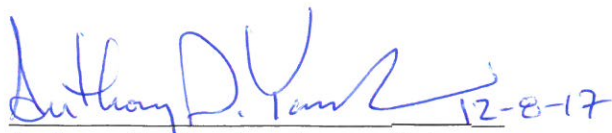
-AND-

DRAWINGS: REVISED PLAN SHEET PLAN SHEET 29 OF 34


-AND -

EXTENSION OF THE BID OPENING DATE TO 2:00 PM ON DECEMBER 18, 2017

Issued by the Ohio Turnpike and Infrastructure Commission on December 8, 2017 by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contracts Administration.



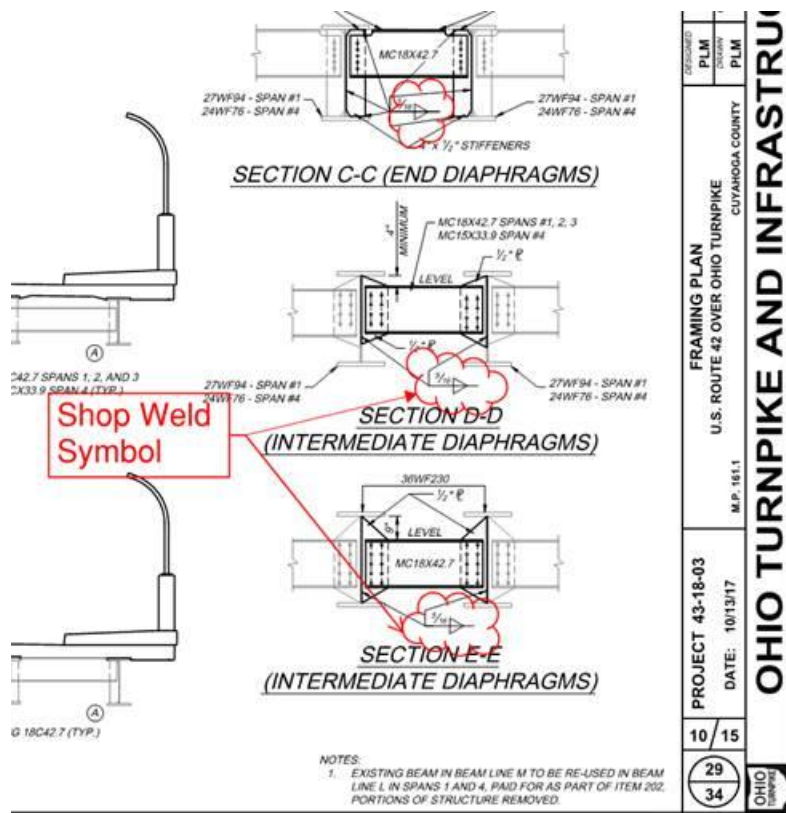
Anthony D. Yacobucci Date 12-8-17



Mark R. Musson Date 12/8/17

ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 PM ON DECEMBER 7, 2017:

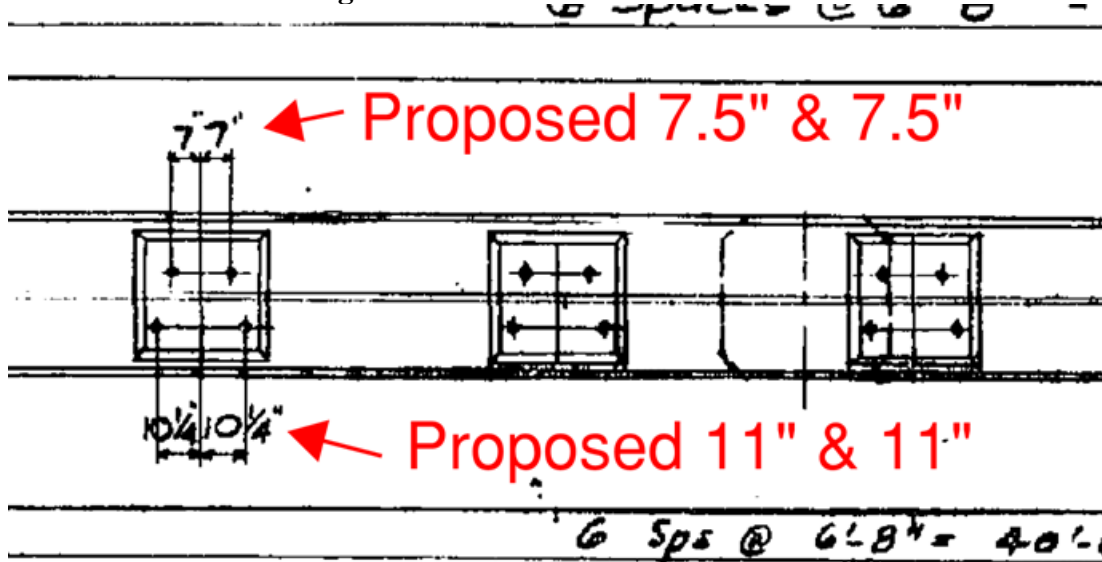
Q#21 Upon a site visit, it was noticed that there are no existing stiffeners between beams “F” & “E” other than at the bearings. It was assumed that the stiffeners were already existing and that the proposed channel diaphragms were to just be bolted to the existing stiffeners because plan sheet 29 of 34 shows a shop weld between the stiffener and the beam. Is the weight of the stiffeners included in bid items #84 & #86? Is the connection between the stiffener and beam a field weld and if so, how is the repair and painting of the existing paint system to be repaired and paid? Also, field welding of the new stiffeners to the existing beam has potential to damage the paint system on the opposite side of the web that the welding is being performed, is this to be repaired and how is this to be paid?



A#21 *The welds were incorrectly identified as shop welds, and the details on Plan Sheet 29 of 34 is modified through this Addendum No. 3 to mark them as field welds. The weight of the additional stiffeners is included in Bid Items #84 and #86. If the existing paint coating system is damaged, it shall be repaired in accordance with SP 514A and shall be included in Item SP 202, Portions of Structure Removed, for payment.*

Q#22 The proposed anchor rods for the new pier and abutment bearings are in conflict with the existing bearing anchor rods. According to the original construction plans, the proposed anchor rods will not line up directly with the existing anchor rods and will be offset by 1/2" to 3/4". This will require core drilling through the existing anchor rod and possibly leaving part of the existing rod in place or a space with oversized hole. Can the new bearings anchors be moved in to line up directly with the existing rod so it can be cored out completely or re-used? Can the existing anchor rods be cut

off at concrete grade and the proposed anchor rods be moved farther to the outside to avoid conflicts with the existing rods?



A#22 As depicted in the Proposed Details on Plan Sheet 31 of 34, the Plan Dimensions are 5 1/2" and 9" from centerline of beam to centerline of anchor bolt, which should permit the proposed anchor bolts to clear the existing anchor bolts.

Q#23 Sheet 10/15 Framing plan clearly indicates shop welds in all section views A-A through E-E. Are there stiffeners already in place on beam lines E and F? Or are those included in the 513UF item?

A#23 See the response to Q#21.

Q#24 Can the office calculations be provided for the bid item 513 Structural Steel Members Class UF?

A#24 Calculations are not available.

Q#25 Concerning spans 2 and 3 of Beam line L where the existing diaphragm is removed, are those areas to be painted, if so please provide the specification and pay item to which it is to be included.

A#25 Existing steel to remain which has damaged or non-complete painting systems shall be repainted in accordance with SP 514A and shall be included with Item 202, Portions of Structure Removed for payment.

Q#26 Please clarify Addendum 2 question #18 concerning the existing beam surface preparation before the cover plate retrofit is installed.

A#26 Reference CMS 513.20.B, "With the exception of metalizing, galvanizing, and both organic zinc and inorganic zinc primers, remove coatings from joint surfaces, including surfaces adjacent to the bolt heads, nuts, and washers. Remove lacquer, dirt, oil, loose scale, rust, burrs, pits, and other substances or defects that prevent solid seating of the parts or interfere with the development of complete frictional contact. Do not place gaskets or other yielding material between joint surfaces."

Q#27 When existing Beam Line "M" and the existing diaphragms to Beam Line "L" gets removed in Spans 2 & 3, it appears that existing beam stiffeners on the outside of Beam Line "L" will remain. When the diaphragms are removed from the existing stiffeners on the outside of Beam Line "L", there will be an area on the existing remaining stiffener that will be un-painted, who is responsible for this steel painting and how will it get paid?

A#27 See the response to Q#25.

Q#28 Can you please provide the office calcs for the 23367 lbs of Level UF?

A#28 See the response to Q#24.

MODIFIED CONTRACT DOCUMENTS

With this Addendum No. 3, the Commission substitutes the enclosed materials for the following Contract Documents:

Plan Sheet 29 of 34 with Additions to the Plan Drawings are called out with a cloud and deletions are marked with a revision triangle as



thus:

The Commission further modifies the bid opening to 2:00 PM (Eastern) on **December 18, 2017**.

**Receipt of Addendum No. 3
Project No. 43-18-03 is hereby acknowledged:**

(Firm Name) _____

(Signature) _____

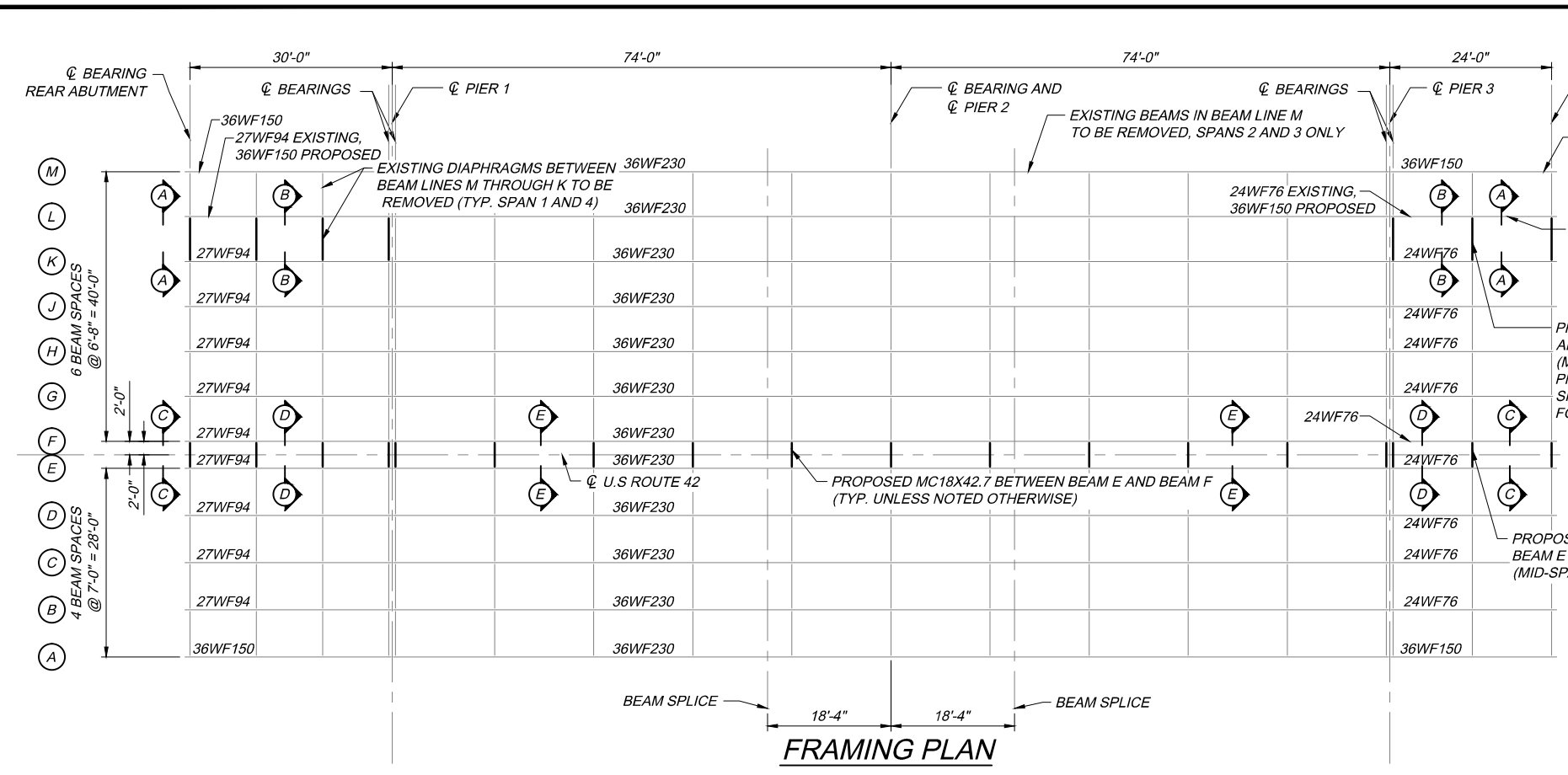
(Printed Name) _____

(Date) _____

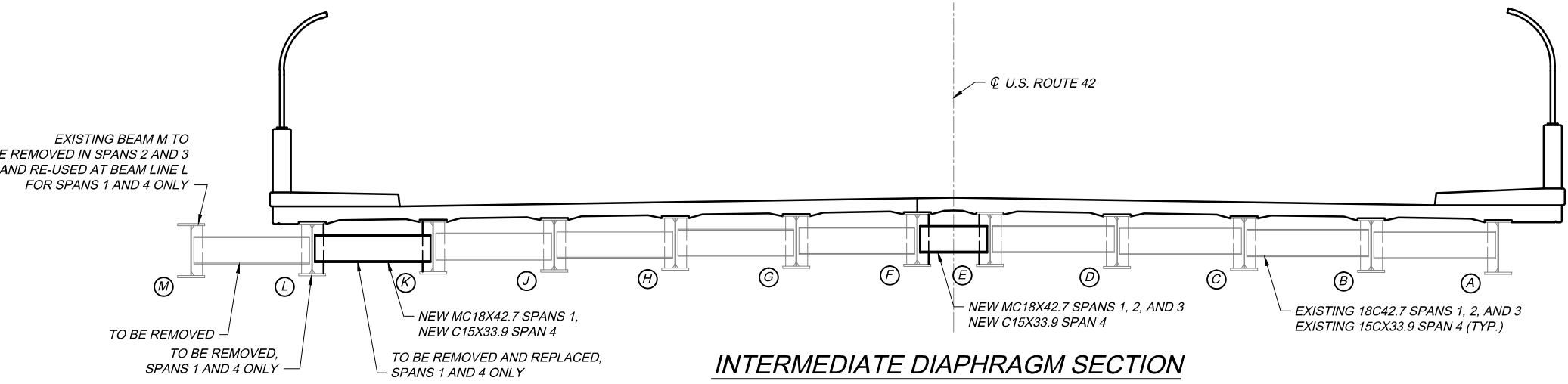
**BIDDERS MUST RETURN THE ABOVE ACKNOWLEDGEMENT
OF RECEIPT OF ADDENDUM NO. 3 WITH THEIR BID.**

C:\pw_p11\sandstrom\042_1611C_SS002.dwg, 12/5/2017 2:10:02 PM, SANDSTROMS

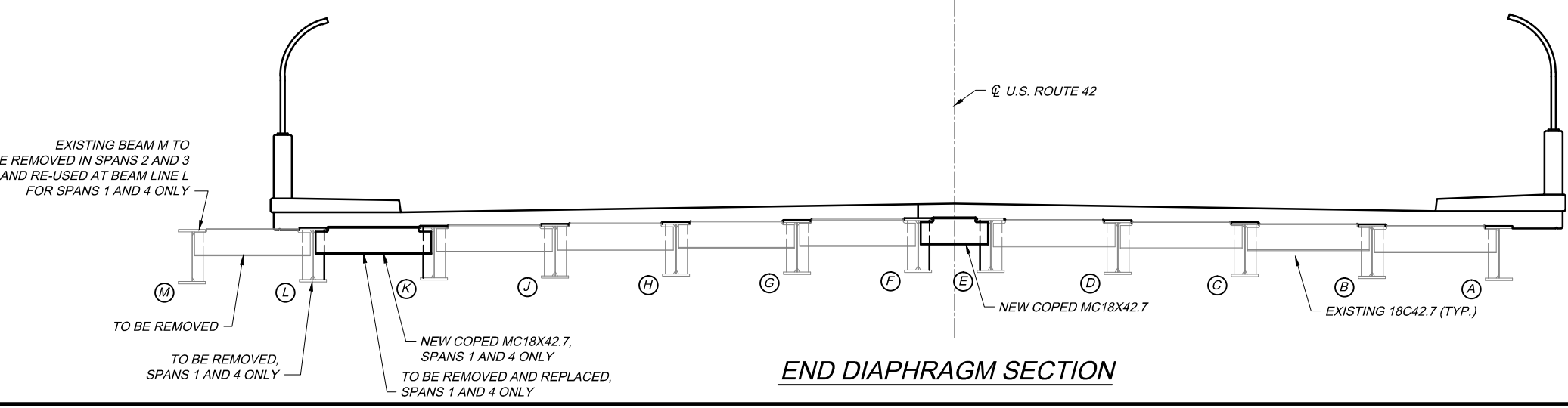
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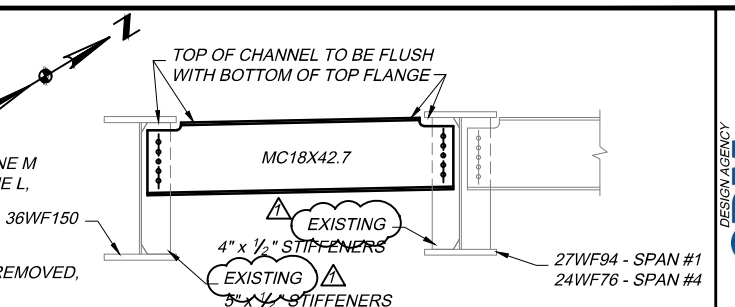
FRAMING PLAN



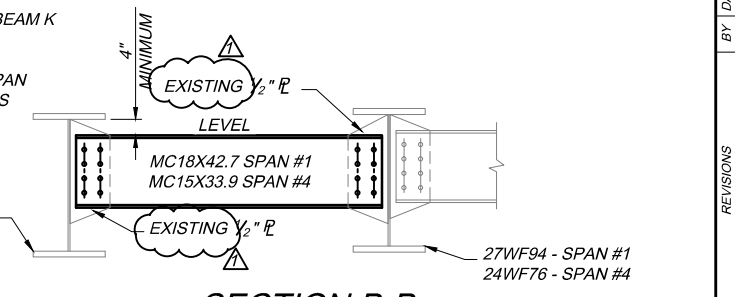
INTERMEDIATE DIAPHRAGM SECTION



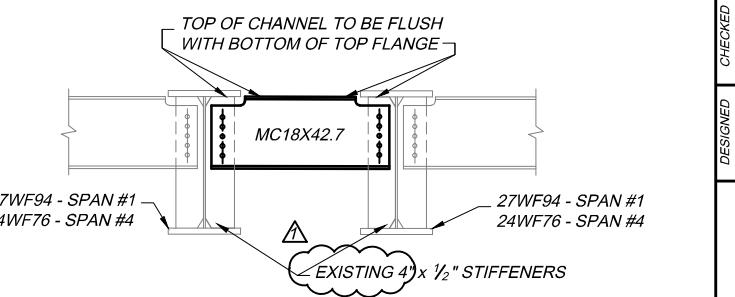
END DIAPHRAGM SECTION



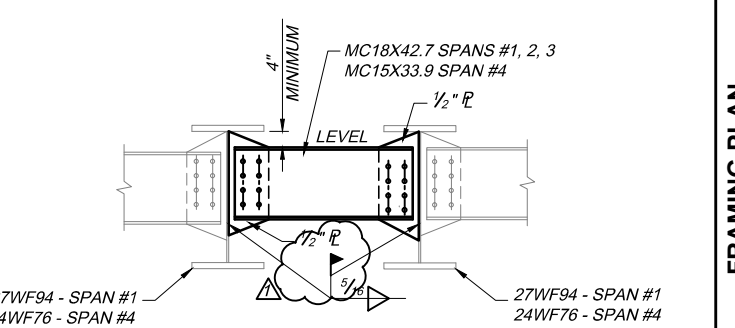
SECTION A-A (END DIAPHRAGMS)



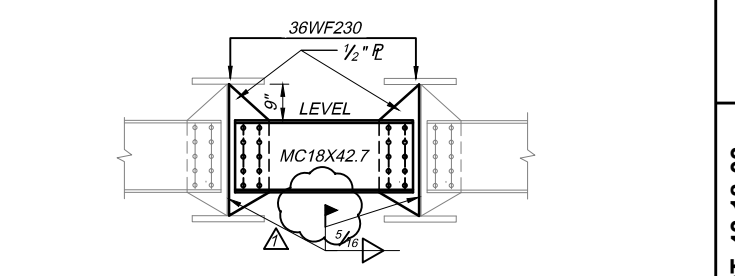
SECTION B-B (INTERMEDIATE DIAPHRAGMS)



SECTION C-C (END DIAPHRAGMS)



SECTION D-D (INTERMEDIATE DIAPHRAGMS)



SECTION E-E (INTERMEDIATE DIAPHRAGMS)

NOTES:
1. EXISTING BEAM IN BEAM LINE M TO BE RE-USED IN BEAM LINE L IN SPANS 1 AND 4, PAID FOR AS PART OF ITEM 202, PORTIONS OF STRUCTURE REMOVED.

OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

DESIGN AGENCY
CDM Smith

NO.	REV.	DATE	REVISIONS	
			BY	DATE
1	BM	12/5/17	ADDENDUM NO. 2	

DESIGNED BY: PLM
DRAWN BY: PLM

CHECKED BY: YRY
IN CHARGE: YRY

PROJECT 43-18-03
DATE: 10/13/17

FRAMING PLAN
U.S. ROUTE 42 OVER OHIO TURNPIKE
CUYAHOGA COUNTY
M.P. 161.1

10 / 15

29
34

OHIO TURNPIKE