

**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

ADDENDUM NO. 4

PROJECT NO. 39-16-01 (PART A)
RIGHT TWO (2) LANES AND SHOULDER RECONSTRUCTION
MILEPOST 107.3 TO MILEPOST 112.5
ERIE COUNTY, OHIO

PROJECT NO. 39-16-01 (PART B)
BRIDGE DECK REPAIR & REHABILITATION
OHIO TURNPIKE OVER NS RAILROAD AND KELLY ROAD MILEPOST 117.3
OHIO TURNPIKE OVER US ROUTE 250 MILEPOST 118.1
ERIE COUNTY, OHIO

OPENING DATE: 2:00 P.M. (EASTERN), DECEMBER 21, 2015

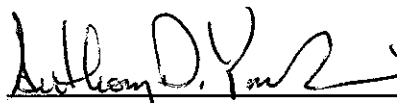
ALL BIDS MUST BE ELECTRONICALLY SUBMITTED THROUGH BID EXPRESS

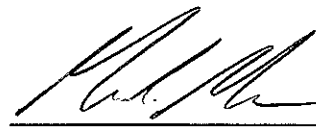
ATTENTION OF BIDDERS IS DIRECTED TO:

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Special Provision 614 – Maintaining Traffic
General Conditions Article 4.2 4 2

Issued by the Ohio Turnpike and Infrastructure Commission on December 16, 2015. Issuance authorized by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contract Administration.


Anthony D. Yacobucci
Date 12/16/15


Mark R. Musson
Date 12/16/15

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
ADDENDUM NO. 4
PROJECT NO. 39-16-01 (PART A & PART B)

MODIFIED CONTRACT DOCUMENTS

Changes are made to the Contract Documents for Contract No. 39-16-01 as follows with deletions are depicted using strikethrough text and Changes/Additions are signified using ***bold italicized*** text:

Modifications to the Special Provisions:

With this Addendum No. 4, the Special Provision ~~SP 614 — Maintaining Traffic dated (11-21-2014)~~ originally enclosed in the bid package is deleted in its entirety and the enclosed ***SP 614 dated (10-15-2015)*** consisting of pages 1 through 10 of 10 is substituted in its place for the purpose of adding Incident Management Coordination Meeting and replacing a folding arrow board with a folding or tilting portable changeable message sign.

Modifications to the General Conditions:

With this Addendum No. 4, the General Conditions Article 4 2.4.2 is modified to reference the amount of Liquidated Damages established in the Contract Form rather than the Special Provisions as follows:

- 4.2.4.2 In addition to the remedies afforded under the preceding section and any other remedies available at law or equity, the Contractor performing Work, other than preliminary investigations, survey layouts, preparation of Shop Drawings and submittals, without having submitted an accepted Baseline Construction Schedule shall entitle the Commission to retain or recover from the Contractor, as Liquidated Damages, and not as a penalty, the amount specified in ~~SP-103~~ ***the Contract Form*** for each and every day such Work continues until the Contractor submits a Construction Schedule that is accepted. For each calendar day that such Work is performed without an accepted Construction, the applicable amount, per day, shall be deducted from the funds due the Contractor. The amount of Liquidated Damages specified the Contract Form is agreed upon because of the impracticality and extreme difficulty of ascertaining the actual amount of damage the Commission, its tollpayers, and traveling public would sustain without having an accepted Baseline Construction Schedule.

Bidders Acknowledgment of Addendum No. 4
to Contract No. 39-16-01 (PART A & PART B):

(Firm Name)

(Signature)

(Printed Name)

Date: _____

SPECIAL PROVISIONS

SP 614

MAINTAINING TRAFFIC

(10-15-2015)

A. Description

This item shall consist of maintaining and protecting the motoring public and the Work while the Contract is in force. All provisions of Ohio Department of Transportation Construction and Material Specification (CMS) Item 614 shall apply. In the case of conflicting requirements the Ohio Turnpike and Infrastructure Commission (Commission) SP 614 will govern. Traffic control sign and support material shall conform to SP 730.

B. Requirements

1. Ohio Turnpike Traffic

(a) Traffic Control General

The Contractor's responsibility to the safety of both the motoring public and the construction workers and equipment while performing the requirements of the Contract, shall be in accordance with Contract Documents, the latest revision of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) and the "Temporary Traffic Control on the Ohio Turnpike."

The Contractor shall schedule its operations to maintain the maximum number of traffic lanes at all times. No Work will be permitted that reduces the number of lanes, except as noted in the Plans, or as directed by the Chief Engineer.

The Contractor shall provide forty-eight (48) hour notice to the Chief Engineer prior to installing and/or changing Maintenance of Traffic (MOT) for this Project.

The Commission will monitor the MOT set-up, including the placement and use of flaggers, and may order adjustments, additions and/or replacements as deemed necessary to insure the safety of the motoring public. The Contractor is responsible at all times for proper MOT zones and for maintaining all operations in a safe and effective manner. If the Contractor is given notice that any temporary traffic control device (TTC) is set improperly, the Contractor shall correct the deficiencies **immediately**. If deficiencies are not immediately corrected by the Contractor, the Commission reserves the right to correct the deficiencies, remove the MOT zone and/or suspend the Work of the Contractor. Any costs incurred by the Commission for correcting these deficiencies shall be withheld from the funds due the Contractor as per GC-9.6 of the General Conditions.

An Incident Management Coordination Meeting shall be held by the contractor at least 7 days prior to the first MOT zone being implemented, unless waived by the Chief Engineer. Attendees shall include the Chief Engineer, OSHP, Commission's Safety Services Manager, Maintenance Forces and towing services and local first responders within the Project limits. The purpose of the meeting is to familiarize all attendees with all MOT phases,

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Work area access locations, communication platforms, and alternate route plans, and to identify potential hazards

(b) Lane Closure - Mainline

- (1) The Contractor shall not perform Work over or adjacent to any open lanes of traffic without implementing the appropriate MOT zone. Conform to the requirements of the plan, Commission standard drawings, and the OMUTCD, for the installation, maintenance, and operation of all traffic controls and traffic control devices. When the plans or construction drawings do not cover a specific traffic control situation, place the necessary traffic control devices according to the OMUTCD and use the procedures required by the OMUTCD.

In long term MOT zones, where construction warning signs are mounted on posts, the signs shall be furnished, installed, covered and removed by the Contractor. Sign covers will be provided by the Commission and installed by the Contractor where required, including but not limited to, all speed limit signs. Sign covers shall be returned to the Commission at the end of the Contract. Post mounted signs shall be uncovered and covered by the Contractor as directed by the Chief Engineer and as needed to display the appropriate signs as shown on the Plans. Post mounted signs will be mounted at a height of five (5) to seven (7) feet as measured from the bottom of the sign to the nearest edge line. Damaged or missing sign covers shall be replaced by the Contractor.

For short term and intermediate zones, the Contractor shall supply, install, maintain, and remove signs and support material conforming to SP 730. All roll-up signs furnished to the Project shall be new. Velcro overlays on roll-up signs are not permitted. Safety and protective devices furnished by the Contractor will remain the property of the Contractor and shall be removed from the Project site upon completion of the Work, or as directed by the Chief Engineer. When not in use all temporary signage and support material shall be removed from the mainline pavement. They may be placed either 50 feet from the edge of pavement or 6 feet behind guardrail.

- (2) All Work that requires restricting traffic to a single lane shall be accomplished in accordance with SP 104.
- (3) The length of the single lane traffic zone shall not extend more than 1/4 mile beyond the last active Work area.
- (4) The Contractor's use of night work zones shall comply with SP 104 – Access to Turnpike and Restrictions and SP 106 – Hours of Work.

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(c) Roadway Closure - Mainline (Rolling Roadblock)

The directional roadways may be closed for short periods of time for removal and/or placement of structural steel and overhead sign structures or for other activities as determined by the Chief Engineer. The roadway closure shall be accomplished by implementing a Rolling Roadblock (RRB) subject to the following controls and the approval of the Chief Engineer

- (1) RRB may only be utilized between the hours of 12:00 a.m. and 5:00 a.m. or as otherwise approved by the Chief Engineer.
- (2) The duration of closures shall not exceed 20 minutes. If additional closures are necessary, traffic must be allowed to return to normal flow before the next closure begins. (Note: A twenty (20) minute rolling roadblock will provide approximately ten (10) minutes of work time at the Project site)
- (3) All travel lanes shall be available to traffic upon opening the rolling roadblock, unless otherwise approved by the Chief Engineer.
- (4) RRB Pre-Planning Meeting - Prior to scheduling the RRB Coordination Meeting with Commission Maintenance and Ohio State Highway Patrol (OSHP), the Contractor shall meet with the Chief Engineer to plan out all activities which need to take place prior to the RRB, all activities that will need to occur during the RRB and plan the concluded MOT pattern once RRB is complete. All subcontractors of the Contractor directly involved with Temporary Traffic Control Operations are required to attend this Pre-Planning Meeting. This meeting shall occur at least 10 days prior to the anticipated RRB.
- (5) RRB Coordination Meeting - All rolling roadblocks shall be coordinated during a meeting attended by the Contractor, Chief Engineer, OSHP and Commission's Maintenance Forces a minimum of forty-eight (48) hours prior to performing the RRB. Decisions made at the meeting shall be documented on a form approved by the Chief Engineer
- (6) Job Briefing Meeting - Three (3) hours prior the RRB Work, the Contractor will hold a job briefing meeting with all Contractor staff, subcontractor staff and inspection staff that will be involved in the work activities during the RRB implementation. The Job Briefing shall cover all roles and responsibilities of each individual person, specific details of work activities to be performed under the RRB work window, safety precautions, communications, time frame to perform the work and all equipment to be used at a minimum

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- (7) Contractor Provided Services - For RRB Operations, the Contractor will provide closure of all affected interchange ramps, service plaza ramps, mainline crossovers, maintenance access points and any other potential point of entry to mainline which will require closure during the RRB. At each Interchange and/or Service Plaza Ramp requiring closure, the Contractor will provide a Contractor vehicle with appropriate amber flashing safety lights, as specified for all construction vehicles, a light plant if required, radio or cell phone communication device and a competent staff member of the Contractor's firm in proper PPE (Flagger Attire). At each crossover and access point other than Interchanges or Service Plaza Ramps, the Contractor shall provide standard 42-inch traffic (grabber) cones or traffic drums spaced at 5 foot on center, across the access point / crossover width and just beyond, nested together with yellow caution tape.

Commission Maintenance and Highway Patrol personnel and vehicles used for the RRB will be provided by the Commission at no cost to the Contractor. However, the Contractor's zone person and zone vehicle will be utilized in all rolling roadblocks. Additional Contractor personnel and vehicles may be required to assure control of all access points.

(d) Worksite Traffic Supervisor

The Contractor shall employ a certified Worksite Traffic Supervisor (WTS) other than the Superintendent, subject to the approval of the Chief Engineer. The WTS must be certified from one of the following organizations or others as approved by the Chief Engineer:

- (1) American Traffic Safety Service Association ATSSA, Certified Worksite Traffic Supervisor (WTS), phone number 1-800-272-8772.
- (2) The National Safety Council, Traffic Control Zones Supervisors Course, phone number 1-800-441-5103.
- (3) National Highway Institute, Design and Operation of Work Zone Traffic Control, phone number 1-703-235-0528
- (4) OCA/TCS Work Zone Class, only if taken after May 5, 2004

All costs associated with the WTS shall be considered incidental to the performance of SP 614 Maintaining Traffic.

(e) Zone Person(s)

The Contractor shall designate a Zone Person(s) (ZP), (subject to the approval of the Chief Engineer), other than the Superintendent, to be responsible for the MOT. The ZP shall

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have a full working knowledge of the Maintenance of Traffic Plans and Special Provisions. The ZP shall supervise the set-up and removal of the traffic control devices as well as the maintenance, on a continual basis (24 hours per day, 7 days per week), while they are in place, or as directed by the Chief Engineer. The ZP is responsible for immediately repairing or replacing any damaged or missing traffic control device. In addition, the ZP shall continually check the reflective surfaces of all the traffic control devices to insure that the devices are CLEAN and are performing its intended function.

The ZP shall immediately respond to any incidents within the Project limits or close proximity thereto and communicate the details of the incident to the Commission's Communication Center. During traffic backups on the mainline, the Zone Person shall protect the back of the traffic queue by positioning the Zone Vehicle 1000 feet behind the rear of stopped traffic, while moving forward or backward as needed to maintain the proper distance. They shall utilize all necessary emergency lighting and remain off the roadway when possible. The ZP will complete a work activity form, provided by the Chief Engineer, during each shift which will detail the ZP functions for that shift. This form will address existing or new MOT devices, provide details of any incidents or traffic backups, confirm the review and corrective actions of any TTC devices and provide details of their current status upon completion of the associated shift by that respective zone person. **The ZP shall have no other construction related duties while performing this function.**

If separately itemized on the plans, payment of the ZP shall also include all costs associated with the Zone Vehicle(s). If not separately itemized, then all costs associated with the ZP and Zone Vehicle(s) shall be considered incidental to the performance of SP 614 – Maintaining Traffic.

(f) Zone Vehicle(s)

The Contractor shall provide a zone vehicle (ZV) that shall be used by the ZP only to maintain the Work zone. The ZV shall be a pick-up truck, small stake body truck, or a similar type vehicle in good condition and shall be equipped with amber flashing safety lights.

The ZV shall be equipped with a permanent, truck-mounted, fully operational, folding/tilting portable changeable message sign (PCMS). The PCMS shall meet the following requirements:

- (1) A minimum of thirty (30) inches by sixty (60) inches.
- (2) Dynamic display capable of producing three lines of eight characters with a minimum letter height of ten (10) inches and OMUTCD flashing arrow, sequential arrow or sequential chevron.
- (3) The bottom of the PCMS shall be a minimum of seven (7) feet above the roadway

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- (4) Minimum legibility distance of 0.75 mile.
- (5) Controlled by remote control with message preview on the controller.
- (6) Capable of displaying text, graphics or both.
- (7) NTCIP communications compliant.
- (8) Capable of storing at least 99 user programmed messages.
- (9) Automatic dimming for nighttime operation

The zone vehicle shall be available for the MOT whenever there is a zone (lane closure, median crossing, etc.) in place that alters the normal flow of traffic on the Turnpike directional roadways. The Contractor shall submit, for approval by the Chief Engineer, the type of vehicle and PCMS planned for this operation.

(g) Communications

The Commission will furnish, install, maintain, and at the conclusion of the Project, remove a Turnpike radio for the ZV. This vehicle shall be at all times in the immediate vicinity of the Work with the radio turned on. The Contractor will be responsible for the return of the radio in issued condition at the completion of the Contract. Any costs incurred to the Commission for repairing damaged radios due to misuse or replacing missing radios shall be withheld from the funds due the Contractor as per GC-9.6 of the General Conditions.

(h) Crossing Active Lanes with Construction Equipment

The following procedure shall be used when it is necessary to move construction equipment across an active lane of traffic. This procedure is limited to moves which can be completed in twenty (20) seconds or less.

- (1) The Contractor shall obtain prior approval from the Commission's Maintenance Department for all crossings.
- (2) The Contractor shall coordinate all movements with the Commission's Maintenance Department.
- (3) The Contractor shall station a flagger with a Commission radio at the point of crossing.
- (4) The Contractor shall set a single lane closure adjacent to the equipment, thus limiting the crossing to one (1) lane only.
- (5) A Commission's Maintenance vehicle (driven by the Commission's Maintenance foreman or assistant

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foreman) will drive into the zone with amber flashing light and hazard lights on. This vehicle shall proceed through single lane zone at fifty (50) mph (posted speed limit in construction zone) at a time when this will create a fifteen (15) to twenty (20) second gap in the flow of traffic

- (6) The flagger with the Commission radio at the crossing point shall inform the Commission's Maintenance vehicle as soon as the crossing is completed.

This process is limited to rubber tired or smooth "street track" construction equipment that is capable of crossing the active traffic lane quickly (less than twenty (20) seconds).

Any rubber tired or smooth "street track" construction equipment that requires more than twenty (20) seconds to cross an active traffic lane, may cross provided the procedures for rolling roadblocks under Section B 1.(c) above are followed, subject to the approval of the Chief Engineer. If approval is not given, the equipment must be loaded onto a trailer, taken to the next interchange, turned and returned to the desired location.

Crossing active Turnpike lanes by construction equipment that requires protection of the pavement (such as laying down plywood, etc.) shall not be permitted. Equipment of this type must be loaded onto a trailer and taken to the next interchange, turned around, and returned to the desired location.

Costs for any MOT requirements for equipment crossings shall be included in the lump sum price bid for Item SP 614 - Maintaining Traffic.

- (i) The Contractor's vehicles and equipment shall be operated in the direction of traffic. A qualified flagger shall be employed where the Contractor's equipment and vehicles, as well as material delivery and haul vehicles, merge into, exit from or cross Turnpike traffic as detailed in B.1(h) above. The Contractor's equipment and vehicles, including material delivery and haul vehicles shall conform to CMS 614.03. Amber flashing safety light(s) shall be turned on during Work area ingress/egress, but not while travelling at posted speeds in active traffic lanes. The Contractor's equipment shall be stored at a storage area, the location of which shall have prior approval of the Chief Engineer. Pavers, rollers and other equipment may be parked in areas along the highway when paving operations are scheduled to continue within the next workday. When parking along the highway, the equipment shall be located either fifty (50) feet from the edge of pavement or 6 feet behind guardrail with a minimum of 125 feet of guardrail preceding the equipment. Adequate barricades and lights shall be placed on the pavement side of the equipment to identify the limits of the equipment. All other equipment, including private vehicles, shall be stored at the Contractor's approved storage area.

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- (j) Prior to use, all cones, drums, sign supports, barricades, impact attenuators and other traffic control devices shall be certified to meet National Cooperative Highway Research Program Report 350 (NCHRP-350) standards.
- (k) Temporary traffic drums and cones shall be as shown on the Commission's Standard Drawing TCR-2 and shall be in LIKE NEW CONDITION. LIKE NEW shall meet the acceptable criteria as defined and illustrated in the American Traffic Safety Services Association ("ATSSA") publication "Quality Standard for Work Zone Traffic Control Devices." Reflectorization on drums shall be cleaned on a monthly basis or as directed by the Chief Engineer. Damaged drums shall be replaced as directed by the Chief Engineer. Replacement drums shall be provided by the Contractor and payment shall be included in the lump sum price bid for Item SP 614 – Maintaining Traffic.

2 Non-Turnpike Roadways

Any MOT required on non-Turnpike highways or roadways shall be performed according to ODOT MOT requirements and approved by ODOT. The contractor is responsible for obtaining any necessary permits from the maintaining agency.

3 Weather Conditions

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 and personnel to prevent water from ponding along the milled surface and flowing into and/or across active traffic lanes.

4 Alternate Temporary Traffic Control Plan

If the Contractor so elects, he may propose an alternate method or methods for MOT, provided the intent of the above provisions are followed and no additional inconvenience to the traveling public results there from. If the Contractor elects to propose an alternate MOT phase, scheme or plan from that included in the Contract Documents, the Contractor shall prepare to-scale plans, equivalent to the level of detail or more as provided in the Contract Documents, which illustrate all advanced warning area signage, transition area(s) for tapers and shifts, signage and/ or pavement markings, buffer space, activity or work areas where work is taking place, staging areas for workers / materials / equipment, and termination area showing trailing buffer space and transitions of traffic returning to normal alignment. Details of any variation from the Contract Documents, such as the placement of temporary concrete barrier, temporary sheeting, temporary barrier vehicles, temporary signals, temporary impact attenuators, covering of existing signage, removal of pavement markings, etc. should also be provided. Both mileposts and stations shall be provided to identify all locations of signs or devices. The proposed alternate plan is to address the entire Project and/ or adjacent project MOT plans and any required corrections to already existing MOT. Traffic flow arrows shall be shown on the plans to clearly indicate each lane of traffic maintained. The alternate MOT plans shall be prepared, signed and sealed by a

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Professional Engineer Licensed and Registered in the State of Ohio who is knowledgeable about fundamental principles of TTC and work activities to be performed. Alternate MOT plans shall be submitted to the Chief Engineer for review and approval. The Chief Engineer will require a fourteen (14) day review period to evaluate the proposed alternate MOT plan. No alternate plans shall be placed into effect until approval has been granted in writing by the Chief Engineer. All work and traffic control devices shall be in accordance with SP 614 and all other applicable portions of the CMS, as well as the current version of the OMUTCD and Commission's Standards. All costs associated with the proposed alternate MOT plan will be the sole responsibility of the Contractor. No additional compensation will be provided.

C. Measurement and Payment

Maintaining traffic shall be measured as a unit and shall be paid for at the Contract lump sum price bid. Unless separately itemized, the lump sum price bid for maintaining traffic shall include the cost of maintaining the roadways in a safe condition for public use, providing flaggers and its equipment, furnishing, cleaning, maintaining in an acceptable condition and subsequently removing temporary traffic control sign and support material, drums, cones, sign covers, arrow boards, message boards (when needed), temporary lighting, ZP, ZV, and other TTC items as required by the Contract Documents. The price shall be payment in full for all materials, equipment, labor and incidentals necessary to complete the Work as specified.

<u>Item</u>	<u>Unit</u>	<u>Description</u>
SP 614	Lump Sum	Maintaining Traffic
SP 614	Hours	Zone Person

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