

OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 2

CONTRACT NO. 43-14-02

BRIDGE REHABILITATION
YOUNGSTOWN & SOUTHEASTERN RAILROAD BRIDGE
TURNPIKE MILEPOST 233.3
MAHONING COUNTY, OHIO

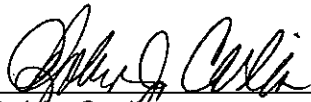
OPENING DATE: *EXTENDED TO 2:00 P.M. (E.D.T.), MAY JUNE 28 4, 2014*

ATTENTION OF BIDDERS IS DIRECTED TO:

COVER PAGE – OPENING EXTENDED TO JUNE 4, 2014

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. MAY 23, 2014

Issued by the Ohio Turnpike and Infrastructure Commission on May 23, 2014. Issuance authorized by Robin Carlin, Deputy Executive Director, and Tommie Jo Marsilio, Director, Contracts Administration.



Robin Carlin

5/23/14

Date



Tommie Jo Marsilio

5/23/14

Date

**OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
ADDENDUM NO. 2
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ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M., MAY 23, 2014

Q#17 Please clarify the questions below from a subcontractor pertaining to the RR items: What happens to the old ballast when removed? Can it be placed on the shoulders of existing track on either side of the bridge?

A#17 Direction as to the disposition of the old ballast is provided in SP 827E, Paragraph H.2. The ballast may be placed on the shoulders of the existing track and railroad right-of-way, but such location shall be coordinated with the railroad.

Q#18 What happens to the existing track material once removed? Does it stay with the railroad or is it disposed of by the contractor?

A#18 The existing track material shall remain the possession of the railroad and is to be stored on the railroad right-of-way in a location coordinated with the railroad.

Q#19 Is the new rail to be installed welded into strings or is it jointed? SP-98, F.3. mentions where the joints are to be located and the description of work for installing rail on drawing 3 of 15 says Welded Rail.

A#19 As indicated in SP 827E, paragraph F.2, all newly installed rail must be welded. The rail may be temporarily jointed at the contractor's option but the final rail must be welded.

Q#20 If the rail is welded, will the rail to be installed have blank ends?

A#20 This is considered part of the contractor's means and methods and is at the contractor's option.

Q#21 What rail, ties and otm is to be used for the temporary track on blocking?

A#21 This is considered part of the contractor's means and methods. The Contractor may use either the existing rail or new rail during the temporary track condition.

Q#22 Will the entire track across the bridge be removed at one time and the new track installed on blocking?

A#22 This is considered part of the contractor's means and methods and is at the contractor's option.

Q#23 The Q & A clarified that the contractor will have 72 uninterrupted hours to remove the existing track and ballast and install track on blocking. How much time will be given to remove the track and blocking and install the new ballasted track?

A#23 As indicated in SP 827E, paragraph D.2, the railroad will provide up to 72 hour track outages with seven day advance notice. The intent is that there will be multiple 72 hour track outages with a minimum of 24 hours between successive outages.

Q#24 Will fence cuts and temporary roads be allowed to access each end of the bridge from IR 76 Eastbound and Westbound? If yes, will PCB be needed along the shoulders at the ingress/egress points?

A#24 The Commission will permit access from the mainline Turnpike roadway utilizing temporary concrete barrier and impact attenuators on the shoulder. Such access shall be in accordance the Contract Documents, including all Commission Special Provisions and Standard Construction Drawings and the Ohio Manual of Uniform Traffic Control Devices. The Contractor shall prepare a detailed plan of the proposed access, including but not limited to, temporary roads, ingress and egress points, drainage, impact attenuators, temporary concrete barrier, and fence cuts. Upon completion of the work, the Contractor shall restore the area to its original condition. The proposed plan shall be submitted to the Chief Engineer for review and approval. This access may be used in conjunction with the single lane closure permitted as part of A#27.

Q#25 Regarding Phases 2 thru 4, where the blocking and stringer timbers are to be removed to facilitate the deck repairs, the notes allow 8 hours per phase of track-time. It seems that 8 hours is not realistic. We believe that 8 hours would barely allow enough time to remove the blocking and timber stringers and then reset them, resulting in no time to perform the work items. We feel that a 48 hour closure for this work would be a bare minimum. Please review the track closures and the above, and amend as needed.

A#25 The estimated track outage time listed in the plan notes references the estimated time to conduct the specified work and does not reference the permitted track outage provided by the railroad. As indicated in SP 827E, paragraph D.2, the railroad will provide up to 72 hour track outages with seven day advance notice. The intent is that there will be multiple 72 hour track outages with a minimum of 24 hours between successive outages.

Q#26 Regarding the Bearing Device, Misc.: Install Replacement Anchor Bolts, please add the Item; Jacking and Temporary Support. This work item will be needed to jack the bridge at Bent 4 and remove the bottom portion of the bearing to allow the drilling of new holes for the proposed anchor bolts. Further, will the OTC and R/R allow the existing bearings to be shifted slightly so that the embedded portion of the existing anchor can be abandoned in place?

A#26 Reference the plan note on Plan Sheet 3 of 15. The only anchor bolts that are required to be replaced are those that are **loose**, therefore no drilling of new holes is required and no removal of the existing bearing is necessary.

Q#27 Since there is no access on top of the bridge can we close down one lane east and west with barrier wall on turnpike for access to work?

A#27 The Commission will permit a single lane closure in each direction utilizing traffic drums. Such closures shall be in accordance with the Contract Documents, including all Commission Special Provisions and Standard Construction Drawings and the Ohio Manual of Uniform Traffic Control Devices. The single lane closure may be used in conjunction with access permitted as part of A#24.

Addendum No. 2 is hereby acknowledged:
Contract No. 43-14-02

(Firm Name)

(Signature)

(Printed Name)

Date: _____