

OHIO TURNPIKE COMMISSION

ADDENDUM NO. 3

CONTRACT NO. 39-12-01

PART A

**EASTBOUND AND WESTBOUND LEFT LANE RESURFACING
MILEPOST 101.2 TO MILEPOST 109.2
SANDUSKY AND ERIE COUNTIES**

PART B

**EASTBOUND RIGHT TWO (2) LANES AND SHOULDER RECONSTRUCTION
MILEPOST 95.9 TO MILEPOST 101.2
SANDUSKY COUNTY**

OPENING DATE: 2:00 P.M. (E.S.T.), JANUARY 12, 2012

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M., JANUARY 6, 2012

MODIFICATIONS TO THE CONTRACT DOCUMENTS

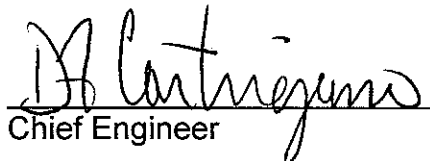
MODIFICATIONS TO THE BID FORM

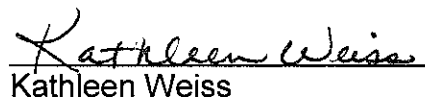
Page OTC BF-5

MODIFICATIONS TO THE PLAN SHEETS AND DRAWINGS

Plan Sheets 5, 6, 9 and 59 of 136

Issued by the Ohio Turnpike Commission January 6, 2012. Issuance authorized by Daniel Castigano, Chief Engineer, and Kathleen Weiss, Director, Contracts Administration.

 1/6/12
Chief Engineer Date

 1/6/12
Kathleen Weiss Date

**OHIO TURNPIKE COMMISSION
ADDENDUM NO. 3
CONTRACT NO. 39-12-01**

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M., JANUARY 6, 2012

Q#23 (Question not answered from Second Addendum):

Part B – Page 5 of 136. The Pavement Joint Detail

The pavement planning after the item 452 on the previous project showed a 3.25" mill out. The typical plan on this portion indicates, page 5 of 136 in the pavement joint detail, shows an approx. 5.00" mill out which would be an additional 1.75" depth in the 1' area. This will be very difficult to perform with the standard milling machines due to the 1' width and the 5.00" depth in the confined area. Is the additional depth correct or is it a plan oversight?

A#23 Yes, the five (5) inch milling depth is correct as shown in the Plans. NOTE 1 on Plan Sheets 5 and 6 of 136 has been revised to further clarify the intent of the Plans. (See changes outlined below in this Addendum No. 3 and the attached replacement Plan Sheets).

Q#24 (Question not answered from Second Addendum):

Bid items 70,71: show quantities in the proposal of 48,589 s.y. (12") and 60,811 s.y. (16"). The table on plan sheet 9 gives the following totals: 25,200 s.y. (12") and 84,200 s.y. (16"). Please revise the table or the proposal quantities in an addendum.

A#24 The quantities on OTC-BF-5 for Ref. Nos. 70 and 71 have been revised. The table on Plan Sheet 9 of 136 has been revised to reflect the STABILIZATION DEPTH of twelve (12) inches for all SHOULDER areas. The quantities under ITEM 206 – LIME STABILIZED SUBGRADE, AS PER PLAN have been adjusted as well. The quantities on Plan Sheet 59 of 136 have been revised. (See changes outlined below in this Addendum No. 3, and the attached replacement Bid Form page and Plan Sheets).

Q#37 In addendum 2, question 21 stated that the sawcutting of the joint between new and existing asphalt is to be considered incidental to the milling item. Are both sides of the milling joints to be sawcut? There is joint sealing set up only for one joint, lengthwise but the detail on plan sheet 136 shows an asterisk noting the sawcut on both sides. Please clarify this in an addendum.

A#37: *Yes, both longitudinal milling joints are required to be sawcut. However, the sawcut may be waived by the Chief Engineer if the Contractor demonstrates the ability to provide a straight, vertical face with no damage to the adjacent pavement. The Plans are correct and only the longitudinal paving joint between lanes of traffic will be sealed with Item SP404A – Joint Sealer.*

MODIFICATIONS TO THE CONTRACT DOCUMENTS

The following changes are made to the Contract Documents for Contract No. 39-12-01:

Deletions are shown with ~~strikethrough~~ text.

Changes/Additions are shown with ***bold italicized*** text

(Bidders are advised to make sure to utilize the attached replacement Bid Form page OTC-BF-5).

Modifications to the Bid Form Via Addendum No. 3

Page BF-5: Under Ref. No. 70, Item 206 - LIME STABILIZED SUBGRADE, 12 INCHES DEEP, AS PER PLAN, the Approx. Quantity has been revised from ~~48,589~~ SQ YD to ***48,588*** SQ YD.

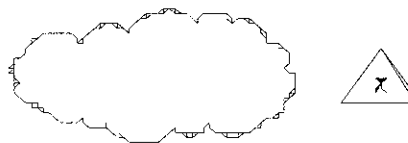
Page BF-5: Under Ref. No. 71, Item 206 - LIME STABILIZED SUBGRADE, 16 INCHES DEEP, AS PER PLAN, the Approx. Quantity has been revised from ~~60,844~~ SQ YD to ***60,812*** SQ YD.

Modifications to the Plan Sheets Via Addendum No. 3

(Bidders are advised to make sure to utilize the attached replacement Plan Sheets 5, 6, 9 and 59 of 136).

Changes to the Plan Sheets:

Additions and deletions are indicated with a cloud and revision triangle as follows:



Plan Sheet 5 of 136: The text for NOTE 1: has been replaced to read: "***ASPHALT PAVEMENT PLANING OPERATION WITHIN THIS ONE-FOOT AREA MAY OCCUR BEFORE OR AFTER PLACEMENT OF ITEM 452 – NON-REINFORCED CONCRETE PAVEMENT (T=13"). REQUIREMENTS FOR ASPHALT PLACED WITHIN THIS ONE-FOOT AREA SHALL BE IN STRICT COMPLIANCE WITH SP 400.***"

Plan Sheet 6 of 136: The text for NOTE 1: has been replaced to read: "***ASPHALT PAVEMENT PLANING OPERATION WITHIN THIS ONE-FOOT AREA MAY OCCUR BEFORE OR AFTER PLACEMENT OF ITEM 452 – NON-REINFORCED CONCRETE PAVEMENT (T=13"). REQUIREMENTS FOR ASPHALT PLACED WITHIN THIS ONE-FOOT AREA SHALL BE IN STRICT COMPLIANCE WITH SP 400.***"

Plan Sheet 9 of 136: The table in the Plan Note for ITEM 206 – CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN has been revised to show the STABILIZATION DEPTH (INCHES) for all SHOULDER areas to be ***12*** rather than 46. Also, the quantity for ITEM 206 – LIME STABILIZED SUBGRADE, 12 INCHES DEEP, AS PER PLAN has been revised from ~~48,589~~ to

48,588 SQ. YD., and the quantity for ITEM 206 – LIME STABILIZED SUBGRADE, 16 INCHES DEEP, AS PER PLAN has been revised from ~~60,814~~ to **60,812** SQ. YD.

Plan Sheet 59 of 136: ITEM 206 – LIME STABILIZED SUBGRADE, 12 INCHES DEEP, AS PER PLAN, the quantity for SHEET NUMBER 9 has been revised from ~~48589~~ SQ YD to **48588** SQ YD, and the GRAND TOTAL PART B quantity has been revised from ~~48589~~ SQ YD to **48588** SQ YD. Also, ITEM 206 – LIME STABILIZED SUBGRADE, 16 INCHES DEEP, AS PER PLAN, the quantity for SHEET NUMBER 9 has been revised from ~~60814~~ SQ YD to **60812** SQ YD and the GRAND TOTAL PART B quantity has been revised from ~~60814~~ SQ YD to **60812** SQ YD.

Receipt of Addendum No. 3 to Contract No. 39-12-01 is hereby acknowledged:

(Firm Name)

(Signature)

(Printed Name)

Date: _____

CONTRACT NO. 39-12-01 BID FORM

| Ref. No. | Item No. | Item Description | Approx. Quantity | Unit | Unit Cost | Extended Bid Amount |
|---------------------------------|----------|---|-------------------------|-----------|-----------|---------------------|
| | | PART B, PAVEMENT (Ref. Nos. 70 - 97) | | | | |
| 70 | 206 | LIME STABILIZED SUBGRADE, 12 INCHES DEEP, AS PER PLAN | 48,589 48,588 | SQ YD | | |
| 71 | 206 | LIME STABILIZED SUBGRADE, 16 INCHES DEEP, AS PER PLAN | 60,811 60,812 | SQ YD | | |
| 72 | 206 | LIME | 3,060 | TON | | |
| 73 | 206 | WATER FOR CURING | 1.4 | M GAL | | |
| 74 | 206 | TEST ROLLING | 37 | HOUR | | |
| 75 | 251 | PARTIAL DEPTH PAVEMENT REPAIR | 500 | SQ YD | | |
| 76 | 252 | FULL DEPTH PAVEMENT SAWING | 26,651 | FT | | |
| 77 | 255 | FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT | 500 | SQ YD | | |
| 77A | 255 | FULL DEPTH PAVEMENT SAWING | 200 | FT | | |
| 78 | SP302 | BITUMINOUS AGGREGATE BASE COURSE, PG64-22 | 20 | CU YD | | |
| 79 | SP304 | AGGREGATE BASE | 13,443 | CU YD | | |
| 80 | SP304 | AGGREGATE BASE (SHOULDER) | 7,762 | CU YD | | |
| 81 | SP402 | ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG64-22 | 262 1,514 | CU YD | | |
| 82 | SP402 | ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG70-22 (FR) | 4,130 | CU YD | | |
| 83 | SP404 | ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG64-22 | 1,082 | CU YD | | |
| 84 | SP404 | ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR) | 3,569 | CU YD | | |
| 85 | SP404 | ASPHALT CONCRETE FOR MAINTAINING TRAFFIC ON CROSSEVER, PG64-22 | 81 | CU YD | | |
| 86 | SP404A | JOINT SEALER | 32,187 | FT | | |
| 87 | SP407 | TACK COAT | 6,675 8,078 | GALLON | | |
| 88 | SP407 | TACK COAT FOR INTERMEDIATE COURSE | 1,596 6,836 | GALLON | | |
| 89 | 452 | NON REINFORCED CONCRETE PAVEMENT (T = 13") | 79,449 | SQ YD | | |
| 90 | SPECIAL | ROLLER COMPACTED CONCRETE (SHOULDER, T = 9") | 26,462 | SQ YD | | |
| 91 | SP617 | SHOULDER PREPARATION | 4,615 | SQ YD | | |
| 92 | SP617 | COMPACTED AGGREGATE | 385 | CU YD | | |
| 93 | SP627 | STONE SHOULDER PROTECTION | 426 | CU YD | | |
| 94 | SPECIAL | ASPHALT PAVEMENT REINFORCEMENT | 14,806 | SQ YD | | |
| 95 | SPECIAL | PRESSURE RELIEF JOINT, TYPE A | 765 | FT | | |
| 96 | SPECIAL | SONIC NAP ALERT PATTERN (SNAP) | 5.48 5.45 | MILE | | |
| 97 | SPECIAL | SAW CUT JOINT | 31,076 | FT | | |
| TOTAL - PART B, PAVEMENT | | | | | | |