

OHIO TURNPIKE COMMISSION

ADDENDUM NO. 2

CONTRACT NO. 77-13-01

**THIRD LANE CONSTRUCTION
M.P. 59.52 TO M.P. 64.13
LUCAS AND WOOD COUNTIES, OHIO**

OPENING DATE: *EXTENDED TO 2:00 P.M. (E.S.T.), DECEMBER 20 21, 2012*

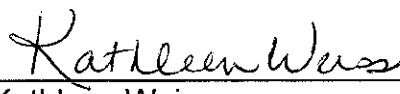
ATTENTION OF BIDDERS IS DIRECTED TO:

**ANSWERS TO QUESTIONS RECEIVED THROUGH
12:00 P.M., DECEMBER 14, 2012**

**MODIFICATIONS TO THE CONTRACT DOCUMENTS
COVER SHEET AND NOTICE TO BIDDERS PAGE NB-1**

Issued by the Ohio Turnpike Commission on December 14, 2012. Issuance authorized by Robin Carlin, Deputy Executive Director and Kathleen Weiss, General Counsel.


Robin Carlin
Date 12/14/12


Kathleen Weiss
Date 12/14/12

**OHIO TURNPIKE COMMISSION
ADDENDUM NO. 2
CONTRACT NO. 77-13-01**

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M., DECEMBER 14, 2012

Q#3 SP 115 Railroad Protective Liability Insurance and details provided in SP 827B (Norfolk-Southern) and SP 827D (CSX) does not include all information for the insurance carriers to quote the premium for the insurance required. Please provide the following additional information for both the Norfolk-Southern and CSX Railroads: Number of passenger trains per day. Max authorized operating speed of passenger trains (MPH). Number of freight trains per day. Max authorized operating speed of freight trains (MPH).

A#3 The information required for CSX Railroad under SP 115 is as follows: all trains are freight trains, four (4) trains and three (3) switching trains per day, and the trains travel at a maximum speed of 30 mph. The information required for Norfolk-Southern under SP 115 is as follows: all trains are freight, twenty (20) trains operate per day, and the trains travel at a maximum speed of 50 mph.

Q#17 According to Note #8 on CBR-3, 2.5 ft will be deducted from the barrier wall quantity and paid under with each junction box. MCC-1 & MCC-2 then show 12 ft of barrier wall between expansion joints for 2 junction boxes (staggered at 8 ft) or 4 ft of barrier wall for 1 junction box. Please clarify how much barrier wall will be deducted at each junction box.

A#17 Per Ohio Turnpike Standard Drawing CBR-3, Note #8, a quantity of two (2) foot, six (6) inches for the various types of Item 622 shall be deducted for each Junction Box.

Q#18 Bid Item 77- Class C Concrete, Miscellaneous: there is no plan detail, what is the purpose for the multiple locations of this item in the drainage quantities?

A#18 The purpose of the Class C Concrete, Miscellaneous is to pour thrust blocks and/or concrete collars at the bends of each of the new slope drains.

Q#20 I see this is designated with "13", does that not make it a 2013 project? Can you delay this project until 2013?

A#20 The Commission anticipates awarding the Contract 77-13-01 at the January 2013 Commission Meeting. It is anticipated to give the Notice to Proceed on or about February 11, 2013, at which time the Contractor shall begin preparation of Shop Drawings and Submittals for the Project. The Contractor may then be given access to begin the Work on April 8, 2013.

Q#22 Will the OTC allow batch plants to be setup on any of their property within or outside of the work limits for this project (interchange areas for example)?

A#22 No.

Q#23 For constructability purposes, at the contractors expense, will an additional tied longitudinal joint per BP-2.1 be allowed in the 10" 451 concrete shoulder?

A#23 Tied longitudinal joints are required between the Third Lane and the shoulder, per ODOT Standard Drawing BP-2.1.

Q#24 We have a question/comment regarding the note "CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING" shown on page 14 of 322. This note states that new contraction joints shall be provided to form a continuous joint between the new pavement and the abutting existing concrete pavement joints, it says to consider transverse cracks to be existing transverse joints. At bid time there is no way to determine the amount and where existing cracks may be. To do what this note says would result in variable spacing of transverse contraction joints in the new concrete pavement. Not being able to determine the exact quantity of transverse joints has a huge effect on the cost of the pavement. This cost includes the material and labor to furnish and place dowel baskets, material and labor to saw and seal the joints, and the material and labor to field cut each piece of mesh to fit the unknown variable joint spacing. Since the longitudinal joint between the existing pavement and the new pavement is an untied slip joint please consider waving this plan note and going with the standard joint spacing of 21' per BP 2.2 for 451 concrete pavement. (This similar note was changed for Project's Contract # 39-11-01 and for Contract # 39-12-01).

A#24 The Note on Plan Sheet 14 of 322 will be revised in Addendum No. 3 to a standard joint spacing of twenty-one (21) feet in accordance with ODOT Standard Drawing BP-2.2.

Q#25 Does this contract require Builder's Risk Insurance?

Q#25 No, Builder's Risk Insurance is not required for this Project.

Q#26 Addendum 1 answered pre-bid question #15 such that the contractor during phase 1 was to remove and reset lane closures on a daily basis with a maximum of a 3" drop off. Plan sheet 16 of 322 in the last paragraph of the middle column states that during phase 1 that these same lane closures were not subject to daily openings and closures, but indicated Friday and Sunday time restrictions. The addendum appears to be in conflict with these MOT notes. Please clarify which of the two lane closure situations prevails, and if the addendum prevails, then please provide revised plan notes.

A#26 The MOT General Notes and SP 104 will be revised in Addendum No. 3. The Contractor shall remove any single lane zone that backs traffic up for more than one-half (1/2) mile behind the arrow board. Single lane zones shall only be permitted at night, unless approved by the Chief Engineer. Furthermore, single lane zones shall be removed when there is no Work being performed.

Q#27 Special Provision Section 104, Item J, Paragraph 1 states; "Two (2) each in each direction shall be open to Turnpike traffic from May 24, 2013 to September 3, 2013." It appears that a word or words is missing in the sentence after "Two". What is being referred to in this sentence?

A#27 This Special Provision will be revised in Addendum No. 3 to read as follows: "Two (2) lanes in each direction shall be open to Turnpike traffic from May 24, 2013 to September 3, 2013."

Q#28 Can this option be implemented between November 1, 2013 and April 1, 2014? Will the contractor be permitted to access the area just west of the Maumee River Bridge for the purpose of constructing the median retaining wall using this detail?

A#28 The Optional Winter Phase may be implemented between November 1, 2013 and April 1, 2014. The median retaining wall access detail is intended to provide access for bridge abutment construction, and would likely need modification for median wall construction. The Contractor may be able to use a variation of the

detail to access the area west of the Maumee River Bridge, but shall obtain the Chief Engineer's approval after submitting a Plan and Schedule.

Q#29 On plan sheet 14 of 332 under the Pavement heading the note for Contraction Joints In Concrete Pavement Or Base Widening states that contraction joints shall be placed in the new pavement so as to create a continuous joint with those in the existing pavement. The note further states that cracks in the existing pavement will be considered to be an existing contraction joint. Since we have no way of determining how many of these joints will be encountered in the existing pavement, it is impossible for the contractor to determine how many contraction baskets will ultimately be required to complete the work. Can an estimated quantity for Contraction Joints be added to cover these unknown situations similar to the contingency quantity for unrecorded Expansion Joints?

A#29 See response to Q#24 of this Addendum No. 2.

Q#30 Can PCB be replaced with temporary traffic drums in completed sections of roadway after April 1, 2014?

A#30 It may be possible to replace the Temporary Portable Barrier in areas where all Work is complete, including SP 404 - Asphalt Surface Course. The Contractor shall also secure any blunt ends, that may pose a danger to the traveling public. Removal of Temporary Portable Barrier and utilizing alternate methods for maintaining traffic ("MOT") is possible, but any modifications to the MOT Plans shall have the prior approval of the Chief Engineer.

Q#31 Is glare screen required on the PCB?

A#31 Glare screens are not required for this Project.

Q#32 Is the use of Stay-In-Place metal forms allowed on the bridge decks?

A#32 No.

Q#33 Plan sheet 1/11 of the soil profile performed by Resource International, in the 2nd to right column makes reference to a "Section 4.1" recommending stabilization of the soils. Can "Section 4.1" and/or the entire consultant's report be made available for the contractor's information?

A#33 This report is not available for review and the Sheet will be amended with Addendum No. 3.

Q#34 Regarding the answer to question #12 in Addendum #1 The typical x-sections in the plans clearly indicate that the new 451 pavement is to match the existing concrete pavement surface elevation at the longitudinal joint. Since matching is required for grade and not knowing the condition of the existing pavement surface is it realistic to require smoothness per 451 in ODOT CMS book.

A#34 The Contractor shall match the existing pavement as specified. However, meeting the smoothness requirement will take priority if issues do arise.

Q#35 In reviewing recent OTC contracts, lane and shoulder pavement construction, Item #452 – Non-Reinforced Concrete Pavement has been consistently bid, awarded and utilized. The current project, No. 77-13-01, calls out Item 451 – 10" Reinforced Concrete Pavement, As Per Plan. Please note there is a significant price difference between 451 and 452 concrete pavement. Please confirm Concrete Pavement Item and Specification.

A#35 The Contractor shall bid the Items as detailed in the Contract Documents. THE COMMISSION IS CURRENTLY INVESTIGATING AN ALTERNATE PAVEMENT OPTION AND WILL ADDRESS THIS ISSUE IN AN ADDENDUM NO. 3.

Q#36 Special Provisions (page SP-6) 1. During Phase 1 Construction, the following will apply: 2. Extended single lane traffic zones will be permitted during Phase 1 to perform shoulder replacement or resurfacing and outside drainage work in accordance with Maintenance of Traffic Typical Sections Phase 1 on sheet 19 of 322 of the Contract Drawings. The only restriction (page SP-5, 4.) is single lane zones will NOT be permitted from 12:00 PM (noon) to 10:00 PM on Fridays and Sundays. Based on notes in Sp-5 and SP-6, during phase 1 (April 8 to May 24, 2012) single lane zones can be in place at all times except from 12:00 PM (noon) to 10:00 PM Fridays and Sundays.

Addendum No. 1 A#15 (page 5) states "The lane closure shall be removed and reset each day, and the elevation difference between the driving lane

and shoulder work shall not exceed three (3) inches. This is not practical in areas such as (1) construction of outside shoulder type D barrier between the Maumee River Bridge and SR 65 including drainage (2) emergency parking areas (Table on plan sheet 49) and (3) full depth shoulder replacement (General Note plan sheet 15). Please review A#15 and allow single lane zones to remain in place during Phase 1 except from 12:00 PM (noon) to 10:00 PM on Fridays and Sundays.

A#36 See answer to Question No. 26 of this Addendum No. 2. The Contractor must be prepared to take down zones if one-half (1/2) mile of traffic backs up at any time behind the arrow board. Also, single lane zones are prohibited during rush hour traffic at this location.

Q#37 Since the concrete pavement gets overlaid, is an expansion joint required between the barrier wall footer and the concrete pavement?

If yes:

- a. Is expansion required for the full height of the pavement including the asphalt overlay or just the thickness that the concrete pavement and barrier wall footer overlap?**
- b. Again, due to the asphalt overlay, is the expansion joint required to be cleaned and sealed?**

A#37 Yes, an expansion joint shall be placed between the barrier footer and the concrete pavement. The expansion joint is required for the thickness of the footer and pavement only. The joint shall be cleaned and sealed in accordance with Ohio Turnpike Standard Drawing CBR-3.

Q#38 Should the SP 536 weatherproofing on the bridge barriers and parapets be changed to SP 536A Masonry Coating like the median wall addendum #1 revision?

A#38 Yes, the quantities will be revised in an Addendum No. 3.

Q#39 Would the OTC consider making an alternate bid item for SP302 base to replace the 451 - 10" reinforced concrete? Past third lane project have had the same sectional thickness with a SP302 base specified.

A#39 THE COMMISSION IS CURRENTLY INVESTIGATING AN ALTERNATE PAVEMENT OPTION AND WILL ADDRESS THIS ISSUE IN ADDENDUM NO. 3, WHICH WILL BE ISSUED NEXT WEEK.

Q#40 What is the required end treatment for the leading edge of portable concrete barrier for median bridge access in the direction of traffic exiting the median? Will impact attenuators be required, or can the barrier be tucked in behind the guardrail on the opposite end of the bridge? I am specifically referring to the detail for Median Bridge Access Area Optional Winter Phase on plan sheet 33 of 322.

A#40 Any blunt ends shall be protected with an impact attenuator. The access layout shown on Sheet 33 of 322 shows an impact attenuator. There may be situations where tucking the barrier behind guardrail or other protection is acceptable, but will need to be analyzed on a case-by-case basis and shall require the prior approval of the Chief Engineer.

Q#41 Is temporary concrete barrier required over the winter per the typical section on plan sheet 32A if the median pavement and median wall are completed?

A#41 See response to Q#30 of this Addendum No. 2.

Q#42 On plan page 36-38/322 it shows reducing Reynolds Road to one lane between the hours of 9am-3pm with all lanes of traffic to be open to traffic after dark. This is going to be hard to accomplish since doing the shoulder pier work on this structure requires temporary sheeting which is going to be located in the outside lanes. With sheeting being placed at these locations as per plan page 235/322 we will need to place temporary concrete barrier to protect this obstruction from the traveling public. This will be in place the entire duration of the shoulder pier construction in front of the sheeting. How do you propose doing this with only a 6 hr slot allotted for each day? In having to clear all lanes after 3pm where do you propose our equipment be parked during non-working hours and what is required by the OTC to protect it?

A#42 A General Note will be added to the Plans for Maintenance of Traffic via Addendum No. 3 that will allow Work to be performed from 9:00 A.M. to 3:00 P.M. and/or 8:00 P.M. to 6:00 A.M., and the Work shall be coordinated with the City of Maumee. Also, any blunt ends or open excavations shall be protected with Temporary Portable Barrier and shall be paid for under SP 614 - Maintaining Traffic.

Q#43 Will OTC provide an area for staging and/or field offices at either of the (Reynolds Rd. or IR 75) interchanges?

A#43 Yes, limited space is Available at Exit 59 (US20/Reynolds Road) near the salt dome, but the Contractor shall submit a layout of the staging area and the field office for the approval of the Chief Engineer.

MODIFICATIONS VIA ADDENDUM NO. 2 TO THE CONTRACT DOCUMENTS FOR CONTRACT NO. 77-13-01

The following changes are made to the Contract Documents for Contract No. 77-13-01:

Changes to Contract Documents:

Deletions are shown with ~~strikethrough~~ text.

Additions are shown with ***bold italicized*** text.

Cover Sheet and Notice to Bidders Page NB-1: The Bid Opening date has been extended for one (1) day from 2:00 P.M. (E.S.T.) December 20, 2012, to 2:00 P.M. (E.S.T.), December **21**, 2012.

(BIDDERS ARE ADVISED TO UTILIZE THE ATTACHED REPLACEMENT PAGES).

No. 77-13-01 is hereby acknowledged:

(Firm Name)

(Signature)

(Printed Name)

Date: _____

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**Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio 44017**

CONTRACT NO. 77-13-01

**THIRD LANE CONSTRUCTION
M.P. 59.52 to M.P. 64.13
LUCAS AND WOOD COUNTIES, OHIO**

OPENING DATE: 2:00 P.M. (E.S.T.), DECEMBER 20 21, 2012

Submitted By:

Company Name: _____

Contact Name: _____

Street Address: _____

City: _____

State: _____ Zip Code: _____

Telephone Number: _____

Fax Number: _____

Email: _____

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OHIO TURNPIKE COMMISSION

682 Prospect Street
Berea, Ohio 44017

NOTICE TO BIDDERS

Sealed Bids will be received by the Ohio Turnpike Commission ("Commission") at 682 Prospect Street, Berea, Ohio 44017 for the following Project:

CONTRACT NO. 77-13-01

THIRD LANE CONSTRUCTION
M.P. 59.52 to M.P. 64.13
LUCAS AND WOOD COUNTIES, OHIO

Bids are to be submitted in accordance with the Contract Documents prepared by the Commission.

Prevailing Wage Rates and Equal Employment Opportunity requirements are applicable to this Project.

All Bidders entering into a Contract on a Commission-administered Project and their Subcontractors will be required to be enrolled, and in good standing in a "Drug-Free Safety Program" approved by the Ohio Bureau of Workers' Compensation.

Bids will be received for:

The Work to be performed under the Contract, if any is awarded on the basis of the Bids, consists of adding a new third lane and median shoulder including grading, drainage, concrete base with an asphalt overlay pavement, median wall, permanent concrete barrier, installing traffic control devices, safety upgrades to guardrails, widening of five (5) three-span steel beam bridges, widening of one (1) four-span steel beam bridge, and widening of one (1) five-span steel beam bridge, all from M.P. 59.52 to M.P. 64.13 of the Ohio Turnpike. All Work is to be performed as per the Plans, Specifications, Special Provisions, and other Contract Documents for Contract No. 77-13-01.

Bids will be accepted until **December 20 21, 2012, at 2:00 P.M (E.S.T.)**, when all Bids will be opened and read aloud. To avoid a potential extension of the Bid Opening date and/or a potential rejection of all Bids, it is imperative that Bidders submit all questions in a timely manner and no later than seven (7) days prior to Bid Opening.

Requests for Contract Documents and/or requests to arrange for a site visit may be made by contacting the office of the Commission's Procurement Manager, 682 Prospect Street, Berea, Ohio 44017, Telephone (440) 234-2081.

Contract Documents are available by contacting the Commission's Procurement Department, 682 Prospect Street, Berea, Ohio 44017, Telephone (440) 234-2081.