OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 1
ISSUED: DECEMBER 29, 2022

PROJECT NO. 59-22-03 (REBID)

REPAIRS AND RESURFACING INTERCHANGE 118 RAMPS MILEPOST 118.60 ERIE COUNTY, OHIO

ISSUED DECEMBR 7, 2022

OPENING DATE: 2:00 P.M.(EASTERN TIME) JANUARY 6, 2023

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. ON DECEMBER 29, 2022

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Plan Sheet 12 of 26

Issued by the Ohio Turnpike and Infrastructure Commission through Heather A. Veljkovic, Esq., Deputy General Counsel.

Heather Veljkovic

Heather A. Veljkovic, Esq.,
Deputy General Counsel

December 29, 2022
Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. ON DECEMBER 28, 2022:

Q#1 Bid Ref #15 calls out SP 304 material, Due to the type of use on this project (all contingent), could the material be changed to standard ODOT 304?

A#1 The use of ODOT 304 in lieu of SP 304 will be permitted for this project.

Q#2 In SP 627 stone shoulder Protection, #67 aggregate is specified. Can the specification be changed to use 57's instead of 67's?

A#2 The use of 57's in lieu of 67's for SP 627, Stone Shoulder Protection, will be permitted for this Project.

Q#3 Under SP 104 H. During all phases of construction the following will apply (reducing traffic to a single lane will not be permitted) –

A) Memorial Day – Noon on Friday, May 26, 2023 through Sunrise Tuesday, May 30th, 2023. Depending on if we are in Phase 1 or 2 or 4, will the ramps need to be completely open or can the Mot phasing 1 or 2 or 4 stay in place during the above restrictive time frames?

B) Regarding Summer Weekends, it states noon on Friday though Sunrise on Monday for the period beginning Friday, June 2, 2023 through Sunrise Monday, August 28, 2023. Again, depending on if we are in Phase 1 or 2 or 4, will the ramps need to be completely open or can the Mot phasing 1 or 2 or 4 stay in place during the above restrictive time frame?

A#3A The Contractor will not be required to remove Temporary Traffic Control phasing that is in place provided access is maintained to and from the toll plaza.

A#3B The Contractor will not be required to remove Temporary Traffic Control phasing that is in place provided access is maintained to and from the toll plaza.

Q#4 Can QC-2 concrete be used instead Class S for item 202 – Portion of Structure Removed, app? We are unable to find a local concrete supplier that will produce Class S Concrete. We have used QC-2 for the parapets on recent OTIC projects.

A#4 The use of QC-2 concrete in lieu of Class S concrete for Item 202-Portions of Structures Removed, As Per Plan will be permitted for this Project.

Q#5 What Phase does the concrete median get removed and replaced from sta 36+50 to sta 47+38? There doesn't appear from the MOT drawings that there is a phase where traffic in both directions is closed adjacent to the median which will needed to complete the work.

A#5 The Plan intent is for the Contractor to perform the median concrete curb work for Ramp 7-8 from Sta. 36+50 to Sta. 47+38 during Phase 1 or 2. Per Plan Sheet 11 of 26, Temporary Traffic Control Notes, Note 11, the Contractor may elect to submit an alternative method of Temporary Traffic Control for

review and approval by the Chief Engineer that shows an alternate means and method by which the Contractor can perform the Work in question.

Q#6 **In Phase 1 after the surface course is placed, the MOT typical for Ramps (sheet 12) without the concrete median show to place a TWEL while the MOT typical shown with concrete median shows no TWEL to be placed. Is this correct? If so, are the areas shown to install TWEL to be later removed? Will TWEL removal be paid under Removal of Pavement Marking item?**

A#6 Plan Sheet 12 of 26 has been reviewed and revised. The plan intent is to include a temporary white edge line on the right side of traffic with median concrete curbing. All locations where the installation of temporary pavement markings have occurred, the temporary pavement markings will be removed under Item SP 614C, Removal of Pavement Markings. Revised Plan Sheet 12 of 26 has been included with this Addendum No. 1.

Q#7 There is a note on sheet 16 to remove conflicting edge line and gore markings. Is this work paid under removal of pavement markings? If so, does this apply to other areas that may or may not require conflicting removals?

A#7 Plan Item SP 614C, Removal of Pavement Markings is intended to be used to remove conflicting pavement markings including those noted on Plan Sheet 16 of 26.

Q#8 Please provide locations of pipe cleanout.

A#8 In accordance with Plan Sheet 9 of 26, Plan Note Item Special, Pipe Cleanout, 12" to 24" is a contingency Item intended for Project use to remove debris that may be present in any of the conduits associated with catch basins that are designated in the Plans to be adjusted to grade.

Q#9 Is Ramp 1-4, median crossovers on each side of US 250 Bridge to remain while replacing the new concrete median?

A#9 Along Ramp 1-4, the existing median concrete crossovers will remain and no new median concrete curbing will be installed at those locations.

Q#10 Can the concrete median for Ramp 1-4 from sta 11+32.29 to 32+00 be removed and replaced during Phases 1 or 2 providing the Contractor follows Phase 3 (Ramps 1, 4 and 1-4) Note H. requirements?

A#10 The plan intent is for the Contractor to perform the work during Phase 3 during the planned ramp closure. Per Plan Sheet 11 of 26, Temporary Traffic Control Notes, Note 11, the Contractor may elect to submit an alternative method of Temporary Traffic Control for review and approval by the Chief Engineer.

Q#11 If the answer for question 10 is no, Can Phase 3 be done before Phase 1 & 2? This will allow to take advantage of the full weekend closures between April 11th thru May 22nd. We would then proceed with completing phases 1, 2 and 4 in that order.

A#11 Please see response to Q#10.

Q#12 The MOT typicals (sht 12) for parapet work shows the PCB to be placed +/-1'-0" away from the existing US 250 bridge parapet. There will not be enough room between the PCB and existing parapet to remove and replace the new parapet while maintaining two way traffic. We'll need the adjacent lane closed next to the new parapet work to allow for equipment and labor to perform the work. We request to use flaggers to maintain two way traffic using the Ramp 1-4 median crossovers during work hours. During non work hours, the PCB & traffic pattern would be put back in place as per the mot typical standard.

A#12 If the Contractor elects to proceed with the above-mentioned proposed operation, per Plan Sheet 11 of 26, SP 614-Maintaining Traffic, Note G, the Contractor will be permitted to utilize stop-hold-release operations to perform some Plan Work where practical. Additionally, per Plan Sheet 11 of 26, Temporary Traffic Control Notes, Note 11, the Contractor may elect to submit an alternative method of Temporary Traffic Control for review and approval by the Chief Engineer.

Q#13 The Typical section shown on sheet 6 shows +/-3.25" asphalt over 10" of concrete. The Typical shows to plane 3.0". Is the intent to mill all existing asphalt off the concrete pavement or hold 3.0" depth.

A#13 As shown on Plan Sheet 6 of 26, the pavement build up is approximate. The Plan intent is to mill 3" of the existing asphalt pavement. However, if the remaining existing asphalt pavement material is not sound, the existing asphalt material shall be removed during pavement planing operations and considered incidental to the pavement planing operations.

Q#14 Regarding reference no. 31, concrete median curb, app, is the intent to remove and replace the concrete footer as well? If not, if the existing footer is damaged during concrete median curb removal process how will the repair of the damage footer repair be paid for?

A#14 As indicated on Plan Sheet 7 of 27, the Plan intent is to remove the median curb down to the proposed milled surface and not remove the existing concrete footer. It is recommended that the Contractor submit the means and method of concrete median curb removal for approval of the Chief Engineer. It will be the responsibility of the Contractor to repair the concrete median footer if care is not taken during the approved removal process.

Q#15 If the guardrail is installed in Phase 1 and 2 and becomes damaged by unknown motorists (hit & run) due to the narrow lanes, is the conctracor responsblie [*sic*] for costs to repair said guardrail or OTIC?

A#15 The Contractor is encouraged to delay the installation of the guardrail until the ramp paving work is complete to minimize the possibility of new guardrail being damaged. However, if the Contractor installs guardrail during Phase 1 and 2 and it is damaged by an unknown motorist, per SP 114, the Contractor shall repair the guardrail and payment shall be in accordance with Article 7 in the form of a Change Order for the repair work. The Contractor shall be responsible for obtaining any and all

documentation required to properly process the change order including, but not limited to, any OTIC Maintenance work order numbers and OSHP accident reports for the location in question.

END OF ADDENDUM NO. 1