



**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

ADDENDUM NO. 7
ISSUED OCTOBER 13, 2020

to

PROJECT NO. 43-20-03
BRIDGE DECK REPAIR AND REHABILITATION
OHIO TURNPIKE OVER TURNER ROAD (C.R. 103) M.P. 222.7,
OHIO TURNPIKE OVER KIRK ROAD (C.R. 146) M.P. 222.8
MAHONING COUNTY, OHIO

OPENING DATE PREVIOUSLY EXTENDED TO: 2:30 P.M. (EASTERN TIME), OCTOBER 20, 2020

ATTENTION OF BIDDERS IS DIRECTED TO:
ANSWERS TO QUESTIONS RECEIVED THROUGH 1:00 PM ON OCTOBER 13, 2020

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Plan Sheets: 5, 11, 21, 23, 24, 46, 59, 76, and 89 of 105

-AND-

Bid Schedule of Items and Estimated Quantities Worksheet

Ref. Nos. 32, 43, 44, 46, 47, 48, 49, 50 and 120

Issued by the Ohio Turnpike and Infrastructure Commission through Jennifer L. Stueber, Esq., General Counsel.

Jennifer L. Stueber, Esq.,
General Counsel

October 13, 2020

Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 1:00 P.M. ON OCTOBER 13, 2020:

- Q#43** The bearing tables on Pages 99 & 100 indicate that the structural steel will be raised up approx. 6" based on the Existing Heights (Hb) and Proposed Heights (Ht) given in the table. When existing beam lines #6 & #7 get raised to match the new structural steel lines #13 & #18, the existing beams will still be attached by the existing cross-frames/diaphragms to the existing beam lines at #5 & #8 respectively. Will the existing diaphragms need to be completely removed and replaced? Can the existing diaphragms be re-used and if so, what is the details for this (bolts/welded/etc.)? How will this removal and replacement be paid? Also, note that point of minimum vertical clearance charts on pages 40 & 70 show that there is no change in the vertical clearance, so are the bearing tables correct? If the profile grade is changing in and out of the bridges, how will the approach embankment be paid?
- A#43 Plan Sheets 46, 59, 76 and 89 of 105 have been revised to clarify the use of the existing diaphragms during construction. This work shall be included for payment in lump sum Item SP 202, Portions of Structure Removed. The bearing tables referenced in the question are correct. There is no change to the vertical clearance. The quantity of Reference Number 43, Item 203, Embankment, has been increased from 1104 CY to 1304 CY on General Summary Plan Sheet 21 of 105 to better account for the embankment required. Revised Plan Sheets 21, 46, 59, 76 and 89 of 105, the Estimated Quantities Worksheet and the Bid Schedule of Items have been revised and are included as part of this Addendum.*
- Q#44** The temporary pavement being installed in the median will require the existing guardrail to be removed to install the temporary pavement. This guardrail will have to be removed from approx. 297+15 at the west end of the job all the way to the east end of the job where it ends. The plan and profiles show the new guardrail tying into the existing guardrail at the limits of the pavement full depth removal and replacement. How will this additional removal of guardrail for temporary pavement be paid? How will the replacement of the guardrail after the temporary pavement is removed be paid? Can the existing guardrail removed be re-installation/re-used?
- A#44 The guardrail impacted by temporary pavement is to be removed for reuse and placed back to its original location after the temporary pavement is removed. Reference Number 120, Item 202, Guardrail Removed For Reuse, has been added to the General Summary Plan Sheet 21 of 105 to account for this item. In addition, a plan note providing an explanation of the item's length and limits was also added to the General Notes Plan Sheet 5 of 105. Revised Plan Sheets 5 and 21 of 105, the Estimated Quantities Worksheet and the Bid Schedule of Items have have been revised and are included as part of this Addendum.*
- Q#45** The proposed guardrail in the median between 312+32 – 313+77 Eastbound and 321+55 – 323+37 Westbound is shown to be installed through the temporary pavement that is to remain at the bridge approaches. Is this correct? If so, should an As Per Plan bid item be

created to install the guardrail through the temporary pavement? Is the contractor to punch holes or saw and remove a slot to install the posts and how is this to be backfilled?

A#45 Temporary pavement is not to remain in place, so standard guardrail can be placed as shown in plans once the temporary pavement is removed. An As Per Plan item is not required.

Q#46 With the raising of the profile grade of the roadway, do the earthwork quantities take into consideration the additional embankment that will be required?

A#46 See Response to Q#43.

Q#47 Please provide the existing pavement thickness/build up in the full depth pavement replacement areas from 312+32 – 323+37.

A#47 No additional pavement thickness information is available. Please refer to the geotechnical report prepared by Resource International, Inc. previously provided in Addendum No. 1 for geotechnical information. Also, the Contractor shall be aware that solidified slag may be encountered in the subgrade, within the project limits, during construction operations. Plan Sheet 5 of 105 was revised to include a plan note for Lordstown Slag. The Contractor shall plan its work accordingly and no additional compensation shall be granted. All slag shall be disposed of in accordance with SP 105. Revised Plan Sheet 5 of 105 has been revised and is included as part of this Addendum.

Q#48 With all of the work that is happening on Kirk & Turner and the general poor condition of these roadways it is likely that these roads will be damaged. Please consider setting up a mill and fill pay item for this restoration work.

A#48 The Contractor shall comply with the requirements of SP 109 – Hauling Over Local Roads.

Q#49 There is no typical section for the D-wall work at Kirk and Turner Roads. Will a footer be required for these D-wall sections or will the proposed D-wall sit on the dirt? If a footer is required, please set up an APP item for these sections of wall.

A#49 ODOT Standard Construction Drawing RM-4.5 Single Slope Barrier, Type D (one of the ODOT Standards listed on the Title Sheet) applies here. Per ODOT SCD RM-4.5, footings are only required in conjunction with Reinforced End Anchorage installations. Additional pavement is to be placed along the shoulder up to the face of barrier with compacted aggregate placed below for stabilization. Quantities on the General Summary Plan Sheet 21 of 105 have been revised and include increases in quantities for Reference Numbers 44, 46, 47, 48, 49, and 50 on the Estimated Quantities Worksheet and the Bid Schedule of Items. A callout and plan note have been added to Plan Sheets 23 and 24 of 105. Plan Sheets 21, 23, and 24 of 105, and Reference Numbers 44, 46,

47, 48, 49, and 50 on the the Estimated Quantities Worksheet and the Bid Schedule of Items have been revised and are included as part of this Addendum.

Q#50 What is the surface smoothness requirement for the bridge decks? Does this project require ODOT Proposal Note 555 to be met?

A#50 ODOT Proposal Note 555 does not apply. Refer to ODOT Item 511 Concrete for Structures for roadway finish requirements.

Q#51 Ref #32 – Existing Crossover to be closed/re-opened is described in a plan note on Page 11. This note referenced OTIC Standard Drawing TCB-3. This standard drawing is not within the current drawings and TCB-3 references opening and closing an existing cross over at sections with existing Concrete Barrier. This section on the project does not have existing median concrete barrier. What is required for this existing cross over bid item?

A#51 Reference Number 32, Item Special, Existing Crossover To be Closed / Re-Opened, has been removed from Plan Sheets 11 and 21 of 105, the Estimated Quantities Worksheet and the Bid Schedule of Items and are included as part of this Addendum.

Q#52 In Addendum #2 it states that the embankment for the temporary pavement can remain in place as long as permanent seeding is placed; however, in Addendum #5 it states that the median gutter is to be replaced to the same line and grade. This will require that the embankment placed for the temporary pavement be removed to install to the same line and grade. Is this the intent of the Commission? At the east end of the project, can this embankment for the temporary pavement remain in place? How are these sections to look at project completion?

A#52 For the final condition, the median gutter should be replaced, but the Line and Grade does not have to be the same as existing as long as the placement allows for the gutter to serve its intended purpose.

Q#53 Please provide cross sections for temporary pavement. The grade separations increases dramatically between station 300+00 and 312+00 which is not currently depicted in the contract drawings.

A#53 See Response to Q#42 in Addendum No. 6.

Q#54 Currently the Phase 1 MOT plans do not allow for access to the median between Structure 222.7 and 222.8. Please revise the phase 1 MOT plans to allow access for trucks, equipment, and material between the structures.

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PROJECT NO. 43-20-03
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A#54 See Response to Q#19 in Addendum No. 2.

END OF ADDENDUM NO. 7