



**OHIO TURNPIKE AND  
INFRASTRUCTURE COMMISSION**

**ADDENDUM NO. 3**  
**ISSUED AUGUST 20, 2020**

**PROJECT NO. 39-20-01**  
**PROJECT NO. 39-20-01 (PART A)**  
**MAINLINE PAVEMENT RECONSTRUCTION**  
**MILEPOST 0.00 TO MILEPOST 7.26**  
**WILLIAMS COUNTY, OHIO**

**PROJECT NO. 39-20-01 (PART B)**  
**TOLL PLAZA 4 SITE CONSTRUCTION**  
**MILEPOST 3.5**  
**WILLIAMS COUNTY, OHIO**

**PROJECT NO. 39-20-01 (PART C)**  
**TOLL PLAZA 4 WETLAND CONSTRUCTION**  
**MILEPOST 3.6**  
**WILLIAMS COUNTY, OHIO**

**OPENING DATE EXTENDED TO: 2:00 P.M. (EASTERN TIME), SEPTEMBER 2 ~~AUGUST 25~~, 2020**

**ATTENTION OF BIDDERS IS DIRECTED TO:**  
**ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 P.M. ON AUGUST 19, 2020**

PART A Plan Sheets 1, 23, 26, 28-51, 62-67, 76-81, 88-94, 101-103, 107-113, 117-120, 128, 130, 161,  
162, 164, 165, 174, 242, 464, 465, 491-495, 500 and 501 of 613

PART B Plan Sheets 7, 9, 13 and 14 of 41

-AND-

OTIC Standard Drawings: CJ-1 and CJ-2

-AND-

Specifications: SP 103

-AND-

Bid Schedule of Items and Estimated Quantity Worksheet

Reference Nos.: 13, 13A, 13B, 42, 133A, 133B, 167-170, 171, 173, 177, 209, 217, 218A, 224A, 229A,  
229B and 364

-AND-

**EXTENSION OF THE BID OPENING TO 2:00 PM ON SEPTEMBER 2, 2020**

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



Jennifer L. Stueber, Esq.,  
General Counsel

August 20, 2020

Date

**ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 P.M. ON AUGUST 19, 2020:**

**Q#7** Upon further review of the project plans and documents, we are respectfully requesting a bid date extension as the size of the project in terms of dollars, multiple parts (A,B, and C), numerous MOT phases, the LD's associated with each phase, the volume of waste materials generated, and the alternate deducts to be accounted for do not leave enough time to compile our lowest and best bid. Please seriously consider delaying the bid date until September 3<sup>rd</sup> or 4<sup>th</sup> if at all possible.

*A#7 This Addendum revises the Bid Opening Date to 2:00 P.M. (Eastern Time), September 2, 2020.*

**Q#13** Please clarify whether “Item #170 Special HMA for Temp. Pavement TY D APP” is to include the milling/excavation required to place the TY D Asphalt pavement section.

*A#13 Please see the response to Q# 20.*

**Q#14** Note #16 on page 28/613 indicates U Turns are not allowed without an approved plan. Are we to assume that tractor trailer combos delivering barrier in the West Bound direction, west of the SR 49 interchange will have to travel to the closest interchange (Fremont, IN) in order to turn around to travel in the Eastbound direction in order to return back to their destination or will an exception (approved plan) be made for this type of scenario allowing for existing x-overs to be utilized?

*A#14 This Addendum modifies the “Indiana Toll Road (ITR) Specific Safety Procedures and Orientation” General Note on Plan Sheet 28 of 613 to provide provisions while utilizing the existing high-speed crossovers to turn trucks around during construction.*

**Q#15** Will a “Roads for MOT” bid item be added to account for the temp earthwork required under various sections of Pavement for Maintain Traffic Class A and noted on sheet 26?

EARTHWORK FOR MAINTAINING TRAFFIC  
THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY:

EXCAVATION FOR MAINTAINING TRAFFIC ..... 0 CU. YD.  
EMBANKMENT FOR MAINTAINING TRAFFIC ..... 818 CU. YO.

A#15 *No, embankment and excavation are included with the Item 615 – Pavement for Maintaining Traffic, Class A, As Per plan per ODOT CMS 615.10.*

**Q#16 On this project there is a bid item for 17,617 sy of SP 536 “Concrete Weatherproofing, Barriers and Parapets” set up to be installed on the barrier items on this project. Additionally, standard drawing CBR-2 note 7 (Curing and Sealing) states that the wall will be cured and sealed per CMS 511.14 Method B, membrane curing using Chemmasters Silencure-A or an approved equal. Please clarify- is it the owners intent to both cure and seal the wall with Silencure-A and also install concrete weatherproofing (which would require the removal of the cure and seal)?**

A#16 *The General Notes included on Plan Sheet 18 of 613 and Note #7 on the OTIC Standard Drawing CBR-2 provides the curing and sealing requirements for all concrete barriers. This Addendum revises Plan Sheets 161, 164, and 165 of 613 and Reference No. 42 of the Bid Schedule of Items and the Estimated Quantities Worksheet to remove Pay Item SP 536 – Concrete Weatherproofing, Barriers and Parapets – 17,617 Sq. Yd from the Plans.*

**Q#17 Pay Item #209, Light Pole Conventional AT20BB40 by standard definition includes a transformer base which would conflicts with foundations in the plan set. The plan details show that these 19 poles are to have median foundations which have a different base pattern than a transformer base. Typically these are used for poles without transformer bases. Can further details be provided as to how these to are to mate or should this item be A20BB40 without a base?**

A#17 *This Addendum revises Plan Sheets 491, 492, 493, 494, 495, 500 and 501 of 613 and Reference No. 209 of the Bid Schedule of Items and the Estimated Quantities Worksheet to remove the transformer base by revising the Item Description.*

**Q#18 On plan sheet 29, in the sheet number headings of the table, is sheet 130A actually intended to be 133 and is sheet 130B actually intended to be 132?**

A#18 *The Addendum revises Plan Sheet 29 of 613 to correct the Sheet Numbers.*

**Q#19** On plan sheet #26, in ITEM SPECIAL – HMA for Temporary Pavement, Type D, As Per Plan, the note states this includes the shoulder reconstruction in Indiana and further states this includes the crossover on sheet 133 which is the existing crossover at 8437+55. The quantities listed on sheet 133 do not reference the ITEM SPECIAL – HMA but reference typical ODOT milling, tack, and paving items and are carried to the MOT General Summary as items other than ITEM SPECIAL - HMA. Should the crossover work be included in ITEM SPECIAL – HMA and should the materials actually be ITRCC type items?

*A#19 This Addendum revises Plan Sheet 26 of 613 to remove the resurfacing of the proposed median crossover from the “Item Special – HMA for Temporary Pavement, Type D, As Per Plan” general note. The bid items for the median crossover located in Indiana on Plan Sheet 133 of 613 are correct.*

**Q#20** On plan sheet #26, in ITEM SPECIAL – HMA for Temporary Pavement, Type D, As Per Plan, the note states to use Indiana DOT Spec Section 402. This section does not give a material type build-up nor section. Could you clarify a depth, width, and material type build-up? Or provide an expected ESAL count in which the InDOT tables could be used. Plan sheets from I-69 projects are attached for comparison.

*A#20 This Addendum revises Plan Sheet 26 of 613 to change pay item and general note from “Item Special - HMA for Temporary Pavement, Type D, As Per Plan” to “Item 615 - Pavement for Maintaining Traffic, Class A, As Per Plan I”.*

**Q#21** Is it possible to move the Indiana work up to late 2020 or 2021 provided no other lane restrictions are in place between the OH/Indiana line and the existing toll plaza?

*A#21 The pre-bid question does not define what Indiana work would be moved to 2020 or 2021. The intent of the plans for the MOT phasing is to perform all work east of the existing Westgate Toll Plaza in order to construct the new toll facility and bring it online at the end of 2022. The Pre-Phase 3 MOT items of Eastbound Outside Shoulder Rehab., Resurfacing of the Existing Crossover at Indiana MP 155.1, and potentially temporary pavement at SR 49; and Pre-Phase 4 MOT Items of Westbound Outside Shoulder Rehab in Indiana could be considered for earlier performance in Phase 1 or Phase 2 with no additional cost to the Commission. For all other work, there is a plan note on Plan Sheet 25 of 613, Alternative Maintenance of Traffic (MOT) Plans, which allows the Contractor to propose an alternate method or methods for Maintaining Traffic, that would be reviewed and approved by the Chief Engineer if found acceptable. Proposed changes to MOT within Indiana would also be reviewed and approved by Indiana Toll Road (ITR) to make sure the proposed changes will not conflict with any planned ITR activities. The phasing provided in the plans depicts MOT which was developed to utilize the existing Westgate Toll Plaza to its fullest capacity if needed prior to the Switch Over to the New Toll Plaza 3.6 facility. All lane restrictions*

*are depicted within the Contract Documents, the Appendix B Permitted Lane Closure Charts and SP 104 specifically.*

**Applies to Q#22 through Q#26: Bid item 140- SP 451 Full Depth Pavement Repair (Concrete), 800 SQ YD: These are set up as-directed per plan sheet 17 and we have several questions:**

**Q#22 Are load transfer devices required for this item?**

*A#22 Yes, this Addendum adds OTIC Standard Drawing CJ-1 to define the load transfer device requirements and refer to SP 451, Section C.10 for additional requirements.*

**Q#23 Are aggregate drains incidental to this item (per specification SP 451)?**

*A#23 Yes, refer to SP 451, Section F.1 of specification.*

**Q#24 For existing composite pavement sections, is the contractor required to place 5" +/- asphalt over this as part of the item?**

*A#24 No, this pavement repair is to be used in the resurfacing area between Milepost 7.26 and Milepost 8.20 after the existing asphalt is removed.*

**Q#25 There are existing composite (15" +/- thick) and concrete-only pavement sections (10" thick)- should there be two different repair items for these different depths?**

*A#25 This pavement repair is to be used on 15" +/- thick composite pavement sections only. No pavement repairs are anticipated in the 10" concrete pavement sections.*

**Q#26 What kind of concrete mix will be required (QC1, MS, FS)?**

*A#26 The location of this pavement repair is defined in A#24. Because these areas will be completely traffic free during most of MOT Phases 2 and 3, the Contractor should be able to use QC 1 as long as his operations do not interfere with the requirements of Section 451.17 – "Opening to Traffic" of the CMS. If Section 451.17 of the CMS cannot be met because of the Contractors own operations, either QC MS or QC FS shall be used at no additional cost to the Commission.*

**Q#27 During Phase 1 and Phase 2, will the contractor have a dedicated lane to pass through the existing toll plaza to access the work zones, or will they be expected to wait in the queue to pass through the toll plaza?**

*A#27 Special Provision SP104 provides for Access to Turnpike and Restrictions. In accordance with SP104, the contractor will be issued non-revenue (construction) transponders which will allow the contractor to use the dedicated E-ZPass lanes or the multi-mode (Cash/E-ZPass) lanes at the toll plaza.*

**Q#28 SP 451 in the contract documents refers to OTIC standard drawing CJ-1, which wasn't included with the plans. If concrete repairs are to be per CJ-1 the can OTIC add them to the plan sheets?**

*A#28 This Addendum revises Plan Sheet 1 of 613 to add OTIC Standard Drawings CJ-1 and CJ-2.*

**Q#29 Please consider adding quantities to the existing bid items supplied for Striping removals and work zone temporary striping items required under the note on sheet 27 labeled, "Method of Payment for Maintaining Traffic-Winter Shutdown" as adding quantities for these items would provide protection for both the OTIC and the contractor from over/under payment on quantities which will be large.**

*A#29 No, we cannot provide these quantities at this late stage in the bidding process..*

**Q#30 Barrier wall runs and raised medians exist in between toll lanes at the existing toll plazas. Which bid item(s) are these removals to be paid for?**

*A#30 Per Notes #2 and #4 on Plan Sheet 485 of 613, the removal of the existing barrier wall runs and raised medians between the toll lanes at the existing toll plaza are to be paid for under Reference No. 15 for Item 202 – Structure Removed, As Per Plan.*

**Q#31 Due to the multiple phases, duration of project, and alternate deducts associated with waste material options will a bid extension be considered.**

*A#31 Please see the response to Q# 7.*

**Q#32 In the contract documents, SP 103 for the 2021 Construction Season Item J calls for July 30, 2021 Interim Milestone Date for completion of Toll Plaza Grading on both north and south sides of the Turnpike. Plan sheet 9/41 of Part B Contractor Coordination Note 3 calls for pedestrian bridge being built during 2020-2021 winter shutdown season. Plan note shown below cross-hatched areas on this same sheet calls for first layer of SP302 in staging areas for future contract 58-21-01 (pedestrian bridge and toll plaza facilities) to be completed by September 1, 2020. These plan sheet information is unrealistic given the sale date is August 25, 2020. The part A plan sheets MOT drawings also do not have any provisions for accessing the proposed south toll area from the turnpike in phase 1 MOT schematic. Please review**

**conflicting dates of the construction of Toll Plaza footprints as well as accessibility to south toll plaza sitework area.**

*A#32 This Addendum revises Plan Sheets 9 and 13 of 41 and SP103 to correct the winter shut down dates for the installation of the Pedestrian Bridge and to correct and extend the date for SP103, Item J.*

*This Addendum revises SP103 to modify the site embankment requirement for the 2020 Construction Season. The proposed north toll plaza area is generally saturated with standing water. The intent of the 2020 toll plaza construction is to bring the embankment out of the wet/saturated areas and provide positive drainage around the entire site by constructing the proposed ditches and detention basins. The site embankment shall be built out of the existing condition to be 3 feet higher than the proposed ditch line and shall be sloped from the existing turnpike roadway embankment to the proposed ditch line behind the future plazas. The balance of the toll plaza embankment may continue into the 2021 Construction Season.*

*As for access to the North Site during the 2020 Construction Season, the Contractor shall construct a temporary Contractor's access drive after the existing guardrail run located at MP 3.75±. Daily right lane closures shall be used in accordance with plans and specification to enter and exit the north site with equipment, materials, dump trucks and trucks with trailers. Small trucks may enter and exit the Contractor's access drive without a right lane closure in place. The Contractor shall submit a plan to the Chief Engineer for approval for the construction of the access drive and all MOT Details related to accessing the north site.*

*Project 39-20-01 Part C provides approximately 22,000 CY of dirt that may be used on 39-20-01 Part A and Part B Projects. Part of the 22,000 CY includes topsoil that may also be used on the 39-20-01 Part A and Part B Projects. Soil borings are provided on Plan Sheet 10 of 17.*

**Q#33 South toll plaza access road terminates at Ricketts Bridge Road (C.R. 5). Have arrangements been made between the OTIC and the local jurisdictions for use of C.R. 5 and the bridge over the turnpike on this road?**

*A#33 No, SP 105 - Hauling Over Local Roads addresses the use of local roads. The bridge over the Turnpike Mainline is owned by the Commission. Also, see the response to Q# 34.*

**Q#34 South toll plaza access road terminates at Ricketts Bridge Road (C.R. 5). Will use of the county road be considered part of the fence cut deduct or will these be considered part of the base bid?**

*A#34 The Proposed access road that connects the South Toll Plaza to C.R. 5 shall be considered part of the base bid and this road will be used by the 58-21-01 Building Contractor to access the South site during the 2021 and 2022 Construction Seasons. Also, see the response to Q# 33.*

**Q#35 Culverts #1, #2, and #3 all require excavation bracing. Culvert #3 is the only culvert with a bid item for excavation bracing. Will line items be added to capture the excavation bracing for culverts #1 and #2?**

*A#35 This Addendum revises Plan Sheets 162, 464 and 465 of 613 and Adds Reference Nos. 133A and 133B of the Bid Schedule of Items and the Estimated Quantities Worksheet to provide Cofferdams and Excavation Bracing quantities for Culvert #1 and #2.*

**Q#36 Due to complexity of the project, considering multiple parts (A, B & C), analysis required by multiple Maintenance of Traffic phases, associated Liquidated Damages and Contract Alternates, a bid date of August 25<sup>th</sup> does not provide adequate time to provide our best and lowest bid. Will the Ohio Turnpike and Infrastructure Commission delay the bid date until September 3<sup>rd</sup> or 4<sup>th</sup>?**

*A#36 Please see the response to Q# 7.*

**Q#37 Plan sheet 485 states that the existing well at the existing West Gate Toll Plaza shall be abandoned per the regulatory requirements. Has the commission considered leaving this well active and running a new water line to the new West Gate Toll Plaza?**

*A#37 Bid the pay items as provided in the Plans.*

**Q#38 Can the existing well equipment at the existing West Gate Toll Plaza be used for the new well at the new West Gate Toll Plaza?**

*A#38 No, provide new equipment for the well and potable water system.*

**Q#39 Will the contractor be allowed to utilize Ohio Turnpike property for the proposed field office at the existing toll plaza, approximately mile marker 2.7 or infield at interchange 13?**

*A#39 The Commission will respond to this question in Addendum No. 4.*

**Q#40 Plan page 242/613 shows “Westbound Earthwork And Seeding Typ.” as the right side of the cross section. I would expect this note to be on the left side of the cross section. Please confirm this is simply an error and verify the accuracy that the top line is always westbound quantity as shown in the note and the earthwork summary columns.**

*A#40 This Addendum revises Plan Sheet 242 of 613 to change the labels for “Westbound Earthwork and Seeding, Typ.” and “Eastbound Earthwork and Seeding, Typ.” to the correct sides. The quantities*



*in the earthwork summary columns are correctly shown with the Westbound (LT) listed on the top line and Eastbound (RT) listed on the bottom line as indicated in the note shown on the cross-section sheets.*

**Q#41 Could QC2 concrete be used in lieu of the Class HP4 concrete?**

*A#41 Yes.*

**Q#42 Bid Item # 315 “Pipe Removed, 4” and Under, As Per Plan” is not shown on the general summary and no “As Per Plan” note has been provided in the plans, please advise what this bid item is to be used for.**

*A#42 This Addendum revises Plan Sheets 7 and 13 of 41 to remove the “As Per Plan” and provide a general note that defines the Work.*

**Q#43 Per the note on sheet 8 of 17 within the 39-20-01C Wetland Construction Project Plans; Bid Item # 364 “ Wetland Outlet Structure” is to be paid at “1 Each”, but a quantity of “9 FT” has been carried to the general summary. Please clarify what units this item is to be paid in.**

*A#43 This Addendum revises Reference No. 364 of the Bid Schedule of Items and the Estimated Quantities Worksheet to correct the Approximate Quantity and the Unit.*

**Q#44 Bid item 297: Special, Structures- Repairing Cracked Member: can the Commission provide some direction on how the web cracks in Beam 12 are to be repaired? Based on the plan notes on Sheet 582 it appears the procedure for repair is open ended and left up to the contractor. The notes also reference ODOT Supplemental Specification 849 which covers Heat Straightening of Damaged Structural Steel and does not provide much, if any, guidance on how cracks are to be repaired. Please clarify.**

*A#44 The cracked web shall be repaired using complete penetration welds in accordance with Supplemental Specification 849.14 using Repair Method ‘Welding’, associated Note 2 and other provisions of 849.14. Prior to welding, the cracked web surfaces shall be ground out to the profile necessary to perform the complete penetration weld in accordance with Item 513 and AWS standards. The contractor shall prepare details of the welding repairs and procedure for review by the Commission prior to performing the work.*

**Q#45 Per SP 104: will toll-free access be provided on the Indiana Turnpike?**

*A#45 No.*

**Q#46 Is it intended for the resurfacing per the Typical Section – Normal Section – Resurfacing on plan sheet # 15 to be performed along with the adjoining full depth pavement replacement in Phase #1 and #2?**

*A#46 Yes.*

**Q#47 Is crushed processed rap allowable for use as SP617?**

*A#47 Per SP 617, the aggregate used for this item shall conform to SP 304 of the specifications. Therefore, crushed processed RAP will not be allowed.*

**Q#48 #57 Aggregate is common to the area, can #57 agg be used in lieu of 67 throughout the specifications?**

*A#48 Durable #57 Size carbonate stone graded in accordance with 703.01 of the Specifications may be substituted for #67 for SP 627 and SP 451.*

**Q#49 For the resurfacing section, for the potential pavement repairs, I am not finding a detail nor a pay item for the Type II Aggregate Drains usually associated with the pavement repairs. Are there possible pavement repairs in the resurfacing section?**

*A#49 See the responses to Q#23 and Q#28. Construct the Type II Aggregate Drain in accordance with OTIC Standard Drawing CJ-1.*

**Q#50 For the resurfacing section, for the potential pavement repairs, I am not finding a detail for the Type I Aggregate Drains usually associated with the pavement repairs. Are there possible pavement repairs in the resurfacing section?**

*A#50 See the responses to Q#23 and Q#28. Construct the Type I Aggregate Drain in accordance with OTIC Standard Drawing CJ-1.*

**Q#51 For the resurfacing section, I am not finding a detail nor a pay item for the typical aggregate drain cleanout. Are the aggregate drain cleanout details not needed in this section?**

*A#51 The Commission will respond to this question in Addendum No. 4.*

**Q#52 Would it be possible to break down Ref # 13 Pavement Removed into multiple sections such as an asphalt on concrete item, concrete only item, and asphalt only item?**

*A#52 The Commission will respond to this question in Addendum No. 4.*

**Q#53 It appears the existing outside asphalt shoulder is included in the pavement removed quantity but not the inside asphalt shoulder. Could you explain?**

*A#53 The Commission will respond to this question in Addendum No. 4.*

**Q#54 Sheet 462 lists bid items and quantities for the Open Road Tolling System Conduit, Loops, and Junction Boxes. These quantities are not included in the General Summary. Please add bid items for this work.**

*A#54 This Addendum revises Plan Sheet 491 of 613 to include the quantities for the Open Road Tolling System that are shown on Plan Sheet 462 of 613. This Addendum also revises Reference No. 217 and adds Reference Nos. 218A, 224A, 229A and 229B of the Bid Schedule of Items and the Estimated Quantities Worksheet to provide the quantities for the Open Road Tolling System.*

**Q#55 Bid item 315- Pipe Removed, 4" and Under, As Per Plan, 1480': as per plan note on general summary refers to sheet 7. Cannot find note calling out this item or cannot find conduits on plan/profile and cross-section sheets. Please provide information on location, type, number of runs, depth, and type of backfill required.**

*A#55 Please see the response to Q# 42.*

**Q#56 Can you confirm the Wetland Part C work is included in the CAD File Provided? If it is provided in which file could we find it?**

*A#56 The Commission will respond to this question in Addendum No. 4.*

**Q#57 Plan sheet 7/17 in Part C shows sand mound section view as being 20' wide on bottom and 20' on top, doesn't appear to be buildable given this is sand material and it is to be 24" high, which will require a slope and therefore change the 20' dimension. Please review and revise sectional dimensions as needed.**

*A#57 The Commission will respond to this question in Addendum No. 4.*

**Q#58 Part C sheet 7/17 shows Brush Pile details. Lengths of branches as well as maximum diameters of branches are given but nowhere does it say how far branches are to be spaced per layer. Are there only three branches required per layer as shown on detail or is there a**

**criteria as to how far apart these branches must be in each layer? Please provide this information.**

*A#58 The Commission will respond to this question in Addendum No. 4.*

**Q#59 Bid item 364- Wetland Outlet Structure: given location is in a future wetlands and is not within pavement limits, will LSM backfill be required for this item?**

*A#59 The Commission will respond to this question in Addendum No. 4.*

**Q#60 Bid item 364- Wetland Outlet Structure: please provide specifications for trash rack shown on plan sheet 8/17 detail as well as specifying if it is to set on top of structure attached or unattached.**

*A#60 The Commission will respond to this question in Addendum No. 4.*

**Q#61 There are 6 each High Mast light poles shown on sheets 195 to 197 near the existing toll plaza. The light poles are not specifically marked for removal and there are no pay items for removal. Are these High Mast light poles to be removed, if so where will payment be made?**

*A#61 The Commission will respond to this question in Addendum No. 4.*

**Q#62 Plan sheet 8/17 in part C shows Wetland Staff Gage detail for which 3 of these are incidental to bid item 356 "Wetland Mitigation". What diameter and type of pipe are these gages to be and is staff gage provided by owner for contractor to install? Please provide more specific details.**

*A#62 The Commission will respond to this question in Addendum No. 4.*

**Q#63 Has the OTC performed a Jurisdictional Determination to identify any jurisdictional streams and or wetlands on or adjacent to the referenced project? If so, will the Commission identify all jurisdictional streams and or wetlands on or adjacent to this project? Additionally, has the Commission obtained any 401/404 Water Quality Certification / Permits associated with this project? If so, can these be provided to the Bidders?**

*A#63 The Commission will respond to this question in Addendum No. 4.*

**Q#64** It appears the quantity for item 191 (Removal of Pavement Marking) is understated. The quantity shown on the bid form is 24.2 miles. Each phase is roughly 5.7 miles long. 3 lines will need removed to initiate each phase and 4 lines will need removed at the end of each phase. 7 lines per phase times 4 phases times 5.7 miles is roughly 160 miles of line removal. Please review and advise.

*A#64 The Commission will respond to this question in Addendum No. 4.*

*In addition to the Plan Sheets that required revisions to the Contract Documents due to the questions answered in this Addendum, the remaining Plan Sheets not identified within the answers to this Addendum whether revised or added, are included with this Addendum and incorporated into this Contract. This addendum revises Plan Sheets 23, 40, 42, 43-51, 62-67, 76-81, 88-94, 101-103, 107-113, 117-120, 128 and 130 of 613 and Reference Nos. 163, 167-170, 173 and 177 of the Bid Schedule of Items and the Estimated Quantities Worksheet to provide 32" portable barrier along the entire median shoulder during MOT Phases 1, 2, 3 and 4 to protect all construction in the median.*

**Changes to the Specifications:** Deletions are shown with strikethrough text.  
Changes / Additions are shown with bold italicized text.

**Changes to the Drawings:** Additions and deletions are indicated with a cloud and revision triangle thus:



**END OF ADDENDUM NO. 3**