



**OHIO TURNPIKE AND  
INFRASTRUCTURE COMMISSION**

**ADDENDUM NO. 2**  
**ISSUED DECEMBER 31, 2020**

**PROJECT NO. 39-20-04**  
**MAINLINE PAVEMENT AND TOLL  
PLAZA 239 RECONSTRUCTION  
MILEPOST 236.34 TO MILEPOST 241.25  
MAHONING COUNTY, OHIO  
ISSUED DECEMBER 4, 2020**

**OPENING DATE EXTENDED TO: 2:00 P.M. (EASTERN TIME), JANUARY 12 7, 2021**

**ATTENTION OF BIDDERS IS DIRECTED TO:**  
**ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 PM ON DECEMBER 31, 2020**

**MODIFICATIONS TO THE CONTRACT DOCUMENTS**

EXTENSION OF THE BID OPENING TO 2:00 PM ON JANUARY 12, 2021

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

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Jennifer L. Stueber, Esq.,  
General Counsel

December 31, 2020  
Date

**ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 P.M. ON DECEMBER 31, 2020:**

**Q#8 Please clarify which Reference is to be used for reconstructing the WB outside shoulders from STA 9007+13.65 – STA 9043+75 on the PA Turnpike. The subsummary on page 128 does not appear to account for the quantity in Pennsylvania, and, the note on page 25 in regards to Pavement for Maintaining Traffic, APP only references the crossover to be constructed.**

*A#8 A General Note will be updated to include the additional quantity for temporary shoulder reconstruction from Sta. 9007+13.65 to Sta. 9043+75 Westbound outside and Sta. 9007+13.65 to Sta. 9015+25 Eastbound Outside. The Contract Documents will be corrected and issued in Addendum No. 3.*

**Q#10 Please add bid quantities for phase one shoulder reconstruction.**

*A#10 See the response to Q#8.*

**Q#11 We are needing clarification on this project. There is a discrepancy in the plan pages. For reference #220, the Traffic Control General Summary Page 394 says Des.1 but Overhead Sign Support detail page 438 says Des.5. What is needed? Also, What is the arm length required?**

*A#11 The correct description on the General Summary, Plan Sheet 394 of 470, should read “Overhead Sign Support, Type TC-12.30, Design 5” and the arm length was updated in Addendum No. 1, Plan Sheet 438 of 470. The Contract Documents will be corrected and issued in Addendum No. 3.*

**Q#12 Please provide clarification on Ref #134 and Ref #149. The CY specified for the 2” resurfacing does not line up with the SY provided for the 2” Pavement Planing.**

*A#12 Reference No. 134, Item 254 – Pavement Planing, Asphalt Concrete (T=2”) is correct at 6,534 SY. Reference No. 149, SP 404 – 2” Asphalt Concrete Surface Course, Using Crushed Stone, PG64-22 is modified to 363 CY. The Contract Documents will be corrected and issued in Addendum No. 3.*

**Q#13 Please review the bid quantity for Ref #151 – Non-Tracking Tack Coat. It appears to be understated and not all fields included into the total from the subsummary tables on pages 127-129.**

*A#13 Item 407 – Non-Tracking Tack Coat quantity on the Pavement Subsummary Plan Sheet 129 of 470 incorrectly summarized this quantity. This quantity is revised to 31,131 gallons. The Contract Documents will be corrected and issued in Addendum No. 3.*

**Q#14 Please review quantity for Ref #14 – Pavement Removed, Asphalt and provide clarification on Ref #15 – Pavement Removed, Concrete. Bid quantity for Ref #14 does not seem to match quantities in subsummary sheets, and there are no existing typical sections showing concrete pavement to be removed.**

*A#14 Reference No. 14, Item 202 - Pavement Removed, As Per Plan quantity of 282,449 SY as shown on Plan Sheets 116 and 129 of 470 is correct in the plans and on the Bid Form and Estimated Quantities Worksheet. Reference No. 15, Item 202 – Pavement Removed, Concrete quantity of 21,773 SY is for concrete removal around the toll booth area from Sta. 2172+00 to 2178+00. General Notes Plan Sheet 17 of 470 will be modified to include this information and issued in Addendum No. 3.*

**Q#15 Please provide clarification/specifications on the panel channelizer shown on page 45 in Addendum #1. What line item is this item to be paid under?**

*A#15 The panel channelizer shall be included for payment in Reference No. 245, SP614 – Maintaining Traffic, Lump Sum. The panel channelizer is the standard used by the Pennsylvania Turnpike Commission and will follow their specifications.*

**Q#16 SP 400 Part 3. Asphalt Placement Paragraph (h) States that SP 404 shall be placed full width. Will that note apply to this project? Traffic would be difficult to manage in the areas that are only 2 Lanes wide and areas near the toll plaza.**

*A#16 Yes, these specifications apply to this Project. If there are specific areas where full lane widths cannot be obtained, the Contractor shall submit an RFI and provide a paving plan for review and approval.*

**Q#17 On sheet 118/470, G-41 has the initial station as 1152+00, should this be 2152+00?**

*A#17 The initial station shall be changed to Sta. 1152+30.96. Callout G-41 begins at the end of the existing concrete barrier that is temporarily removed and reset. The Contract Documents will be corrected and issued in Addendum No. 3.*

**Q#18 On sheet 118/470, G-44 has the end station as 1274+87, should this be 2274+87? Also, if the length is 5388 FT, are the stationings correct that are given?**

*A#18 Callout G-44 end station is modified to Sta. 1242+88.00 and the length adjusted to 5,408 LF. There is a station equation within this run so the length will not match a station to station calculation. The correct total quantity for Item 622 – Concrete Barrier, Single Slope, Type B, As Per Plan is modified to 6,228 LF and Item SP 626 – Barrier Reflector, Type B to 291 EA. The Contract Documents will be corrected and issued in Addendum No. 3.*

**Q#19 Please provide clarification as to the specifications and materials to be used for the asphalt mix to be used in coordination with Ref #186 to restore the crossover on the PA Turnpike to its original condition.**

*A#19 Item SP404 – 1 ½” Asphalt Concrete Surface Course, Using Crushed Stone, PG 64-22 shall be used to restore the crossover at PA MP 0.22. The Contract Documents will be corrected and issued in Addendum No. 3.*

**Q#20 It appears Ref. No. 212 and 213 should be paid per lin. ft. instead of per each.**

*A#20 Reference Nos. 212 and 213 in the Bid Form and Estimated Quantities Worksheet have been updated to LF. The Contract Documents will be corrected and issued in Addendum No. 3.*

**Q#21 It doesn't appear that a Design Speed or a width for the Type 2 Impact Attenuator (Ref. No. 42) has been provided.**

*A#21 Reference No. 42, Item SP606B – Impact Attenuator, Type 2 (Bi-Directional) requires a design speed of 70 mph and a width to match standard RM-4.6. The Contract Documents will be corrected and issued in Addendum No. 3.*

**Q#22 The estimated quantities worksheet indicates that there is 836 sy of Ref #153 (Item 451) Reinforced Concrete Pavement Class QC1. (Item 451) appears on sheets 127 & 128 of the pavement subsummary with no quantity. Sheet 129 of the pavement subsummary indicates that there is 836.1 sy of (Item 526) 10” concrete pavement class C, located at the WB toll plaza between Sta. 2172+01 and Sta. 2178+07 with variable width. Additionally, the legend on sheet 8 of the typical sections #21, calls for (Item 452) 10” concrete pavement. Sheet 12 of the typical sections indicates that (Item 452) 10” concrete pavement, is to be placed from Sta. 2172+02 to 2174+14, and 2176+59 to 2178+07 in varying width. Neither**

**(Item 452, 10” concrete pavement) or (Item 526, 10” concrete pavement Class C) appear on the estimated quantities worksheet. Please provide clarification on which Item applies.**

*A#22 The correct item number and description is Item 451- Reinforced Concrete Pavement, Class QCI. The Contract Documents will be corrected and issued in Addendum No. 3.*

**END OF ADDENDUM NO. 2**