



**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

ADDENDUM NO. 2
ISSUED SEPTEMBER 30, 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: 2:00 P.M. (EASTERN TIME), OCTOBER 6, 2020

ATTENTION OF BIDDERS IS DIRECTED TO:
ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 PM ON SEPTEMBER 30, 2020

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

A handwritten signature in blue ink, appearing to read "JL Stueber", is written over a horizontal line.

Jennifer L. Stueber, Esq.,
General Counsel

September 30, 2020
Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 P.M. ON SEPTEMBER 30, 2020:

Q#7 Can the Office Calculations for the Pavement and Structures be made available?

A#7 This question will be addressed in a future addendum.

Q#8 Is the contractor responsible for temporarily supporting the Fiber Optic cables once they are removed from the bridge?

A#8 There are no existing fiber optic cables on any of the bridges.

Q#9 Will the bike path tunnel be open to pedestrian traffic during construction?

A#9 The bike path will be open to pedestrian traffic unless the Metroparks decides to close it for another project.

Q#10 Can office calcs be provided for Embankment and Excavation?

A#10 This question will be addressed in a future addendum.

Q#11 There is an existing pipe located on the slope of Turner Road. Does this pipe remain?

A#11 The existing pipe on the slope at Turner Road remains in place and is not to be disturbed.

Q#12 The MOT notes indicate that the original start of phase 1 would be September 2020 thru November 2020. This would have allowed the Contractor to switch traffic to the Phase 1 pattern prior to the winter shutdown, thus, allowing for continued demolition and substructure work thru the winter. Currently NTP is anticipated on January 4th 2021. Given the traffic constraints for the winter months the contractor will not be able to move traffic until April 1st. Will the commission consider revising the construction schedule to reflect the new NTP date?

A#12 This question will be addressed in a future addendum.

Q#13 Please provide the existing/as-built construction drawings for both sets of bridges. Please post the original construction drawings along with any rehabilitation work that has been performed to these structures.

A#13 The original and rehabilitation construction plans for both sets of bridges were made available on Bid Express when the Project was originally advertised, and are still available on Bid Express.

Q#14 Please verify the quantity for Reference #88 – Class HP4 Concrete, Superstructure Deck Slab. This quantity seems to be overstated by approximately 148 cubic yards. Please review and revise.

A#14 The concrete volumes for Item SP511B - Class HP4 Concrete, Superstructure Deck Slab are consistent with the quantity provided in the ESTIMATED QUANTITIES table on Plan Sheet 39 of 105 and are correct as noted. No revisions are necessary to the quantity.

Q#15 Please provide a Roads for Maintaining Traffic bid item for the temporary pavement grading work required.

A#15 Item 615, Roads for Maintaining Traffic (Lump Sum) has been added to the General Summary. The revised Plan Sheet will be issued in a future addendum.

Q#16 Please provide cross-sections and earthwork quantities for the Phase 2 Temporary pavement work.

A#16 Cross Sections for temporary pavement work are typically not provided. Earthwork quantities are accounted for in Item 615, Roads for Maintaining Traffic. Note that this item shall consist of providing, maintaining and subsequently removing roads (including, but not limited to, excavation and embankment).

Q#17 Can the embankment placed for the temporary pavement in Phase 2 be left in place after the work is complete and used to back up the pavement or will it have to be removed and re-graded to existing conditions?

A#17 The embankment can remain in place as long as permanent seeding is placed.

Q#18 In the mainline median on the west end of the project there is a paved concrete gutter. Will this have to be removed for the temporary pavement embankment? If so, how will this removal be paid? Will it be required to replace the paved gutter and if so, how will the replacement be paid?

A#18 Item 615, Roads for Maintaining Traffic (Lump Sum) has been added to the General Summary. Note that this item shall consist of providing, maintaining and subsequently removing roads (including, but not limited to, excavation and embankment) and appurtenances (including, but not limited to, median paved concrete gutter) and pavements for maintaining traffic. Appurtenances (i.e. median paved gutter) shall be restored to their original condition as directed by the engineer. The revised Plan Sheet will be issued in a future addendum.

Q#19 The Maintenance of Traffic Plans for both Phase 1 & 2 show continuous portable barrier wall for the length of the work zone. The plans do not show any construction access points to access the work areas between the two bridges. In order to get material and equipment to work areas between the bridges these access points will be critical. Please confirm that Construction Access Points similar to Ohio Department of Transportation Standard Drawing MT-103.10 will be allowed to be installed.

A#19 Since the bridges are so close to one another, direct access between the bridges is not feasible and will have to be from the ends. Construction Access Points similar to Ohio Department of Transportation Standard Drawing MT-103.10 is permissible.

Q#20 Will Shear Studs be required for the new structures? If so, please provide a quantity and placement detail

A#20 No shear studs are required on the structures.

Q#21 Will the field office be required all the way through structural steel painting in 2022?

A#21 The field office is required only thru completion of the non-painting contract items.

Q#22 Please verify the quantity for Reference #89 – Class S Concrete, Barriers and Parapets, using Type 1 cement. This quantity seems to be overstated by 40 cubic yards. Please review and revise.

A#22 This question will be addressed in a future addendum.

END OF ADDENDUM NO. 2