



**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

ADDENDUM NO. 6
ISSUED OCTOBER 8, 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 EXTENDED TO: 2:30 P.M. (EASTERN TIME), OCTOBER 20, 2020

ATTENTION OF BIDDERS IS DIRECTED TO:
ANSWERS TO QUESTIONS RECEIVED THROUGH 8:00 AM ON OCTOBER 8, 2020

MODIFICATIONS TO THE CONTRACT DOCUMENTS

BID OPENING DATE EXTENDED to **Tuesday, October 20, 2020 at 2:30 pm.**

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

October 8, 2020
Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 8:00 A.M. ON OCTOBER 8, 2020:

Q#41 The Temporary Pavement is to be constructed in phase 1 of the MOT plans, it does not appear there is enough portable barrier set up in the plans for the installation of the temporary pavement type A. Approximately 6700' of additional portable barrier wall will be required to install the Temporary pavement type A for Phase 2.

A#41 Portable Barrier is a lump sum pay item as shown in the General Summary Plan Sheet 21 of 105. Quantities shown on Subsummary Plan Sheets 6 and 7 of 105 are for informational purposes only. It is up to the bidder to determine the amount needed based upon their means and methods.

Q#42 After a site visit yesterday it is apparent the grade difference between eastbound and westbound from STA 300+00 to 312+00 presents an issue with the phase 2 temporary pavement. The eastbound and westbound temporary pavement will be at very different elevations in this area. It is imperative that cross-sections be provided to determine what is needed to address the elevation differences when the temporary roadways are right next to each other. See attached

A#42 The Commission has reviewed the Contract Documents and does not believe there is an issue with the grade differential noted. The Contractor shall prepare their bid based on their means and methods to construct the project as detailed.

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 This question will be addressed in a future Addendum, thus the BID OPENING DATE has been EXTENDED to Tuesday, October 20, 2020 at 2:30 pm.

END OF ADDENDUM NO. 6