



**OHIO TURNPIKE AND  
INFRASTRUCTURE COMMISSION**

**ADDENDUM NO. 3**  
**ISSUED: JANUARY 27, 2023**

**PROJECT NO. 43-22-06 (REBID)**

**BRIDGE REPAIR AND REHABILITATION OHIO TURNPIKE OVER CUYAHOGA RIVER  
MILEPOST 176.9 SUMMIT COUNTY, OHIO**

**ISSUED JANUARY 4, 2023**

**OPENING DATE EXTENDED TO: 2:00 P.M. (EASTERN TIME) FEBRUARY 1, ~~JANUARY 25~~, 2023**

**ATTENTION OF BIDDERS IS DIRECTED TO:**

**ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. ON JANUARY 27, 2023**

**MODIFICATIONS TO THE CONTRACT DOCUMENTS**

SP 103

Issued by the Ohio Turnpike and Infrastructure Commission through Aimee W. Lane, Esq., Director of Contracts Administration.

*Aimee W. Lane*

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Aimee W. Lane, Esq.,  
Director of Contracts Administration

January 27, 2023  
Date

**ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. ON JANUARY 27, 2023:**

**Q#5 For SP519C.B Materials, will OTIC consider accepting "or equal", such as ODOT SS-843 QPL materials, as the SS-843 QPL list of materials appears to be more current.**

*A#5 OTIC will consider a request for an "or approved equal" from the latest ODOT SS-843 QPL materials.*

**Q#6 Per Plan Note 1 on sheet 40/40, it states "The contractor shall field measure the slope of the girders at the bearing locations immediately after contract Authorization and prior to bearing fabrication by means of using an under bridge inspection truck".**

**Why is the contractor responsible for field measuring, when the new bearing assemblies have designed dimensions shown on sheets 38/40 and 39/40? The contractor is not the designer, and therefore should not be responsible for determining the slope for the beveled load plate. This note contradicts the requirements of Item 516, SP516G and SP516J.**

*A#6 The bearing designs do not allow for application of existing DL rotation. Therefore the beveled plates will accommodate the rotation as measured in the field. The true measured rotation is required for each bearing location as computer modeled rotations could vary widely for a bridge of this age (20+ years of creep, etc.). It is not uncommon for construction plans to note that the contractor should verify existing dimensions during a rehabilitation project. The contractor is not required to design the bearing, as that has been done by the design engineer.*

**Q#7 Per Plan Note 1 on sheet 40/40, it states "Payment for the access and measurements shall be included for payment under Item 624 - Mobilization".**

**Again, the contractor should not be required to perform field measurements for bearings. If access is to be paid for under Item 624 - Mobilization, please consider increasing the Maximum Total of Partial Payments limits specified in 624.04A and 624.04B.**

*A#7 It is standard practice for the contractor to verify dimensions and this is a requirement of this construction project. The contractor shall be allowed to include the full payment for the work to be performed under Note 1 of Sheet 40/40 with the contractor's first payment certificate.*

**Q#8 With the next Commission meeting not scheduled until February 21st, followed by a one week stay before award is provided, along with construction access not being provided until April 4, 2023, there is not enough time in the contract to install the new bearing assemblies based on the MOT phasing and current industry delivery time for new bearing assemblies. Please consider adjusting both the Substantial and Final completion dates.**

*A#8 SP 103 has been updated and included as part of this addendum to reflect the time required for the delivery of bearing assemblies to the project.*

**ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. ON JANUARY 27, 2023:**

**Q#9** Due to increased industry wide lead times for construction materials, especially bearings. Plan note number 1 located on sheet number 30/40 limits the beam patching, post tension patching, parapet patching to be only performed within the footprint of the closed work zone and no other patching can be done until traffic is flipped to phase 2.

Will the OTC consider allowing for patching operations to be done under live traffic, in locations only under the deck. This is a common practice that would have no quality or safety impacts to the project. Especially considering the high early bag mix patching materials that are required for use. Secondly, it would decrease construction costs if allowed.

*A#9 The beams will deflect under live load and can cause cracking in the patches during initial curing due to the movement. Therefore, it is not recommended to allow patching to the beams under live load. Pier diaphragm patching under live load is allowed. Also refer to Q#10.*

**Q#10** We have talked to multiple bearing manufacturers and based on the current lead times, the bearings will not be ready to install on the project until this fall. With the October 1, 2023 completion date and plan notes regarding the bearing installation, there would not be enough time to install the bearings and finish the patching and remaining project work by the completion date.

*A#10 As per Q#9 it is not recommended that patching work of the beams be done under live load as this can lead to cracking in the patch work. However, all repair work can be performed before the bearing installation, but would likely require one additional traffic shift/phase (back to phase 1) to satisfy the requirements of note 12 on sheet 40/40. Beyond this stipulation the contractor is responsible to provide a means and methods to address this.*

**NOTE:**

*The bid opening date has been extended from January 25, 2023, at 2:00 P.M. until February 1, 2023, at 2:00 P.M. (Eastern Time).*

**END OF ADDENDUM NO. 3**