



1/22/2021

Project 213000      **Addendum No. 7**  
PID No. 102329  
SUM - SR 8/IR 76/IR 77 - 0.63/9.74/8.42  
Major Reconstruction  
Letting: March 4, 2021

Notice to all Bidders and Suppliers to please be advised of the attached Proposal Addendum.

The Department utilizes Bid Express (<http://www.bidx.com>) as the official medium for electronic bid submittal. All bidders must prepare bids and submit them online via Bid Express using AASHTOWare Project Bids software.

Addenda amendments must be acknowledged in the miscellaneous section of the Project Bids file and all amendments loaded in order for your bid to be considered for award of this project. Bid express will not accept bids that do not have amendments incorporated. Failure to incorporate changed quantities or items in your Project Bids submissions will result in the rejection of your bid.

**Proposal Addendum  
For  
SR 8/IR 76/IR 77-00.63/09.74/08.42; PID 102329  
Project 21-3000**

**Bid Item Changes, Additions or Deletions:** Yes

**Added Bid Items:**

Ref. No.	Item No.	Total Quantity	Unit	Description	Section
900	867E00101		LS	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN	0101

**Funding Splits Required:** No

**Please be advised of the following:**

1. Add Proposal Note “Special – Pre-Award Schedule Of Owner’s ATC (Alternative Technical Concepts) Values” (Dated 01/13/2021)
2. Replace “Design Build Scope of Services” with the revised version (In addition, a marked up version is included that shows the revisions to the document that have changed since the last version)
3. Replace “Attachment C -- Central Interchange Plans (SUM-76/77/8-10.99/11.54/0.00)” with the revised version (In addition, a marked up version is included that shows the revisions to the document that have changed since the last version)
4. Replace “Attachment O—Maintenance of Traffic” with the revised version (In addition, a marked up version is included that shows the revisions to the document that have changed since the last version)
5. Add “Attachment ZC – Typical Traffic Monitoring Station Details”
6. Last recommended day for submitting Prebid questions is Thursday, January 28, 2021

Files referenced above are located on the ODOT FTP Site at  
<ftp://ftp.dot.state.oh.us/pub/Districts/D04/102329/Addendums/07/>

**Add the following Note:** No

**Replace/Add Plan sheets:** No

## Answers to Prebid Questions: No

(The inclusion of the question(s) in this addendum is provided for reference only and shall not be construed as a contract modification or change.)

**Q95:** The Rear and Forward Abutment Construction Constraint notes on sheet 753 (Bridge SUM-76-1152N) of Attachment C says to construct the bridge approach embankment behind the abutment up at a 1:1 slope from the top of the heel of the abutment footing to the subgrade elevation for a minimum of 250 feet behind the abutment. Do not begin the excavation for the abutment and retaining wall footings.. until after the above required embankment has been constructed and a waiting period of 30 calendar days has elapsed. Once the footings are constructed, this will leave a wedge of embankment to fill under the approach slab/roadway. Sheet 757 shows this as Embankment, APP. Since compaction in this wedge will be more difficult, should this be Granular Material Type B to alleviate settlement concerns with the approach slab?

**A95:** Granular Material Type B is required. A revision to Attachment C will ne made in a future Addendum.

**Q96:** Existing Ramp N (76WB to 77SB) has a permissible 60-Day closure (Attachment O, Table 1). New Ramp N (SUM-76-1152N) is required to construct 250' of fill behind the rear abutment and allow for a 30 day waiting period (Attachment C, Sheet 753 of 1022). This abutment fill covers the existing Ramp N. The allowable 60-day closure of existing Ramp N does not allow enough time for embankment construction and waiting period of this fill which forces the delay of construction to the remainder of bridge superstructure. Please clarify.

**A96:** A revision to Attachment C will be made in a future Addendum to address this.

**Q101:** With no closure of Ramp U permitted and only 60 days to close Ramp R (Proposed Ramp Q), can the Department confirm that maintained traffic on Ramp R and Ramp U can be merged into a single lane south of Johnston street?

**A101:** The closure duration of Ramp R will be revised 75 days in a future addendum.

**Q106:** Scope Section 16.1.1B states that Raised Pavement Markers are to be installed "as per Standard Drawings TC-65.10, TC-65.11 & TC-73.20. In addition to what is shown on the Standard Drawings, install Raised Pavement Markers on Lane Lines and Edge Lines". These SCD's already covers RPMs on lane lines on the freeway and edge lines along ramps and ramp terminals. Please clarify if additional RPMs are required outside of these? If so, please specify which edge lines they are required along and the desired spacing.

**A106:** A revision to the Scope of Service will be made in a future addendum to clarify where to install the RPMs. The revision will be made to Sections 16.1.1.B and 16.1.2.B and will include "Install RPMs per Standard Drawings TC-65.10, TC-65.11, & TC-73.20. In addition to what is shown on the Standard Drawings, install Raised Pavement Markers on Edge Lines of the mainline at the same spacing as required for the Lane Lines."

- Q107:** Can the Department move the interim completion date for the bridge overlays at Beacon St and Exchange Street to the completion date of the overall project to allow more flexibility for construction sequencing?
- A107:** The limits of the work shown in Section 6.3.1.2 of the Scope of Services for the work to be completed by the interim completion date will be revised in a future addendum to exclude the Beacon Street and Exchange Street Structures.
- Q109:** Per the Addendum #6-Attachment O Section 4.1 revision, existing shoulders used for maintaining traffic shall be milled and filled. Can the Department clarify that the mill/fill only applies to existing asphalt shoulders and that existing concrete shoulders are exempt from this treatment?
- A109:** Only applies to existing asphalt surfaced shoulders. Clarification will be made in a future addendum.
- Q115:** In Part 1, at the I-77 & Vernon Odom interchange, existing 2-wire circuitry includes all interchange high mast towers, UP lighting for Vernon Odom under I-77, as well as median mounted twin arm conventional both east and west of the interchange. I-77 roadway work ends part way into the interchange and the new I-77 median affects only one median mounted tower. Is the intent to A) replace/redesign the entire Vernon Odom tower interchange lighting, B) retain the towers but replace all circuitry with 3-wire circuits, control centers, and swap out HPS fixtures with LEDs, C) only replace any disturbed 2-wire circuitry in-kind (i.e. retain 2-wire circuitry) and swap out HPS with LED, or D) some other option. Please clarify. Also, it is clear to replace the median mounted conventional with low mast units east of Vernon Odom where affected, but existing plans indicate there are two median mounted twin arm units west of the interchange (beyond the I-77 project limits) that are part of the existing circuitry. Please clarify the scope requirements.
- A115:** The lighting at the entire interchange is to be removed and replaced, including the lighting that is beyond the project limits. Clarification will be added to the Scope of Services in a future addendum.
- Q116:** In Part 1, at the I-77 & I-76/Hawkins interchange, existing 2-wire circuitry includes interchange high mast towers and UP lighting for Hawkins Ave under I-77. Is the intent to A) replace/redesign the entire tower interchange lighting, B) retain the towers but replace all circuitry with 3-wire circuits, control centers, and swap out HPS fixtures with LEDs, C) only replace any disturbed 2-wire circuitry in-kind (i.e. retain 2-wire circuitry) and swap out HPS with LED, or D) some other option. Please clarify.
- A116:** The lighting at the entire interchange is to be removed and replaced. Clarification will be added to the Scope of Services in a future addendum.
- Q117:** Can the Department please explain the need/use of the 4 - 1" race pipes required by Scope 16.5.4.D.b? Race pipes are typically placed parallel to barrier while the referenced section refers to placing the race pipes "toward the traffic side of the

freeway" and "4.5' below pavement". Scope 16.5.4.D.a/c/d provide pull boxes, junction boxes and conduit to cross the freeway.

**A117:** These race pipes are used to connect to loops that are cut into the pavement for traffic monitoring. The loops and other hardware beyond what is specified in the Scope of Services will be installed by others at the completion of the project. A Typical Detail will be added in a future addendum.

**Q121:** Please clarify the intent of the scope statement in 14.7.2.1.5.a.ii, "or greater that are not incorporated in the final design". It sounds like an existing pipe over 24" diameter could remain if incorporated in the final design, in the full depth pavement replacement locations?

**A121:** Section 14.7.2.1.5.a.ii of the Scope of Services will be revised to read "All conduits 24 inches or greater shall be removed or abandoned per CMS 202" in a future addendum.

**Q127:** Scope sections 16.5.3 and 16.5.4 require ITS crossings at 4500' spacing and consisting of dual 4" multicell conduits. Will 32" communications pull boxes be required at the outside shoulders or will the Department accept capped and marked conduit?

**A127:** Pull boxes on the outside shoulder are to be installed, the Scope of Services will be revised in a future addendum.