



2/1/2021

Project 213000 **Addendum No. 8**
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

Revised Bid Items:

Ref. No.	Item No.	Total Quantity	Unit	Description	Section
0084	512E10100	10	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), CONCRETE SPALL REMOVAL (WT: 57)	0018
0085	512E99000	1	LS	SPECIAL - SEALING OF CONCRETE (WT: 57)	0018
0105	512E10100	50	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), CONCRETE SPALL REMOVAL (WT: 57)	0021

Deleted Bid Items:

Ref. No.	Item No.	Total Quantity	Unit	Description	Section
0140	514E99000	1	LS	SPECIAL - BRIDGE PAINTING (WT: 26)	0026
0148	514E99000	1	LS	SPECIAL - BRIDGE PAINTING (WT: 26)	0027

Funding Splits Required: No

Please be advised of the following:

1. 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)
2. Replace “*Attachment A—Design and Construction Requirements: Structures*” 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 B—Preliminary Roadway Plans*” 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 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)
5. Add “*Attachment C-1—South Street Existing Utilities*”

6. 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)
7. Add “*Attachment ZD—KMZ File showing the required Lead-In Signs to be replaced*”

Files referenced above are located on the ODOT FTP Site at
<ftp://ftp.dot.state.oh.us/pub/Districts/D04/102329/Addendums/08/>

Add the following Note: No

Answers to Prebid Questions: Yes

(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.)

Q130: Please add an item Special - Bridge Painting (WT: 26) to Section 0025 for Manchester Road.

A130: Bridge Painting Pay Item should not be provided for the Manchester, Bowery or Lakeshore Structures. Bridge Painting should be considered as part of the Superstructure for payment. This is based upon not knowing what type of beams the DBT will be using. The Bridge Painting Pay Items will be removed from the Bowey and Lakeshore Structures in a future addendum.

Q137: Scope section 14.5.5 calls for service ramps to be reconstructed using Item 452 – Non-reinforced concrete pavement Class QC1P with QC/QA (T=13”). Various typical sections in Attachment B call for service ramp reconstruction with 12.5” Non-reinforced concrete pavement, Class QC1 W QC/QA. In addition, the local street reconstructions are to match the ramp buildup per attachment B. Please clarify which buildup is to be used.

A137: The Scope of Services superceeds Attachmet B, therefore the buildup shown in the Scope of Services shall be used. Attachment B will be revised in a future addendum.

Q139: If surface course is placed to comply with Attachment O, section 3 which limits the time traffic can run on intermediate course to 18 months, will the DBT be permitted to remove temporary pavement markings required for MOT on the surface course? Or are the temporary pavement markings on surface course considered "transition areas" (Attachment O, section 8.11) and required to be mill/filled with a second placement of surface course?

A139: The time limit that traffic can run on intermediate course has been increased to 36 months and will be updated in the next addendum.

Q141: A typical section for SR-8 resurfacing/widening between Beacon Street and Carroll Street was not found in the Attachment B plans. Will the Department clarify that the intent for the existing/proposed four lane section of NB SR-8 between Beacon Street and Carroll Street is a consistent-depth resurfacing per the typical section at the top of Attachment B sheet 26/138 and not a crown relocation (two lanes draining toward the median)?

A141: The intent is not to relocate the crown in the resurfacing sections of SR-8, the resurfacing shall be a constant depth. The typical section on the top of Attachment B (sheet 26/138) will be revised in the forthcoming addendum.

Q142: The description of work for SUM-59-0341 does not call out using Non-Epoxy Sealer on the bridge's sidewalk similar to the other structures on the job. Will the Department confirm that the sidewalks on this bridge are to be sealed using Epoxy-Urethane Sealer?

A142: This will be revised in a future addendum to be similar to the other other structures on the project.

Q143: It appears that the descriptions for Bid Items 84 and 85 do not agree with their quantities. Ref 85 has a quantity of 1.0 LS but it is to pay for the sealing of the concrete spall removal areas. Ref 84 has a quantity of 10 SY and it is to pay for the concrete sealing prescribed in Attachment A. Will the Department review and revise these bid items?

A143: This will be revised in a future addendum

Q144: The quantities for Bid Items 109 and 110 do not appear to agree with their descriptions. Ref 110 which is to pay for the removal of spalls and delaminations over safety sensitive areas has a quantity of 50 sy but Ref 105 which is to pay for the sealing of these areas with epoxy-urethane has a quantity of 10 sy. Ref 109 which is to pay for the bottom of deck patching has a quantity of 10 sy. Will the Department review these items and quantities and revise if necessary?

A144: This will be revised in a future addendum

Q145: Will the Department add a bid item for the Bridge Deck Patching (Item 519E12304) prescribed on SUM-77-1132 similar to the other Part 1 rehabilitation bridges? Currently there is not an item setup to pay for this work on a unit cost basis.

A145: Patching of the bridge deck is not required, the Scope of Services will be revised in a future addendum.

- Q149:** To confirm, 14.7.2.2.1.a states, “Trunk line which runs does the center of the mainline along SR-8”...can remain. Please state how the Department views the existing 42” RCP trunk line shown to be replaced between STA 4313+40 – 4316+40. It does not appear that anything is conflicting with this section. Should this be replaced or is it to remain now?
- A149:** This is required to be replaced. The Scope of Services Section 14.7.2.2.1.a will be revised to "Trunk line which runs down the center of the mainline along SR-8 unless shown otherwise in Attachment C." in a future addendum.
- Q150:** The 40-Day maximum ramp closure duration for concrete replacement service ramps is tight when considering cement stabilization and pavement cure durations. Would the Department consider a longer duration for concrete ramp replacement, 60 days?
- A150:** The 40-day max ramp closure will remain as previously stipulated except for the SR-8 NB off-ramp to Carroll Street, which will be increased to 60-days. This update will be in the next addendum.
- Q151:** Please revise the 45 day duration for 76 EB 1154R to Inman to 60 days, matching the request for 76 WB in PBQ 61. The work efforts are similar.
- A151:** The maximum duration for a lane closure of 76EB from Sumner St to Inman St will be clarified and increased to 60-Days in the next addendum.
- Q152:** Could a longer closure duration for the NB RT8 to Carroll off-ramp be considered as the ramp will have multiple cure elements between subgrade stabilization and concrete cures? It appears the revision to allow the ramp closure in a past addendum did not specify a duration so the request is based on 40 days.
- A152:** See response to PBQ #150
- Q153:** For the existing DMS truss foundation on IR-76 WB west of Bowery, would the Department consider median barrier transitions in/out without modifications to the median truss foundation disturbance as covered in Scope 16.5 thus requiring replacement of the truss and relocation of the ex. DMS?
- A153:** The Scope of Services will be revised in a future addendum to allow the DMS (truss structure and sign) to be relocated on a new median and outside foundation.
- Q154:** Scope 16.5.4 PART 2 refers to ITS along IR-77 and SR-8. Will the Department require median barrier ITS for the IR-76/77 corridor from Sumner to Brown?
- A154:** Yes, it is to be installed on IR-76 as well. A revision to the Scope of Services will be made in a future addendum.

- Q159:** For structures 1151L and 1154R, Attachment A states to remove the existing asphalt wearing course and overlay the bridge decks and approach slabs and refers to Attachment K. Attachment K shows the limits of the overlay to extend 1' beyond the proposed parapets for both structures, but does not show overlaying the entire deck. Can ODOT please confirm if the intent is to remove the entire existing asphalt overlays and perform partial MSC overlays to the limits shown in Attachment K?
- A159:** The DBT is required to remove the existing asphalt overlay from the entire bridge deck and approach slabs. The DBT is required to install a MSC Overlay to the entire deck and approach slabs. The limits shown in attachment K for the overlay are not to be followed. A clarification to the Scope of Services will be made in a future addendum.
- Q160:** Please clarify that in Scope section 16 when the median "pull box" is mentioned the intent is a median junction box per CMS 725.10. When pull boxes in or outside of pavement are mentioned they are pull boxes per CMS 725.08.
- A160:** Yes, the Median "Pull Box" is to a "Median Junction Box" as shown on SCD ITS-14.50. Pull Boxes are to be 32" Pull Boxes with Pad as per SCD ITS 14.11. A revision to the Scope of Services will be made in a future addendum.
- Q161:** Scope section 16.5.3.D and 16.5.4.D refers to lateral ITS crossings to the existing ITS equipment on the outside shoulders. Are ITS laterals from the median to the outside shoulder for future connections also required for ITS devices on ramps?
- A161:** Yes, also on ramps. A revision to the Scope of Services will be made in a future addendum.
- Q162:** Related to the requirements of 16.5.3.C, 16.5.3.D, 16.5.4.C, and 16.5.4.D. The "two Multicell Conduits" are intended to be one multicell conduit extending in each direction from the median to the shoulders, correct?
- A162:** Correct, A revision to the Scope of Services will be made in a future addendum.
- Q163:** Related to the requirements of 16.5.4.A. In areas where discrete median barrier replacement is required, i.e. drainage structures being replaced, is the intent for two multicell conduits to be installed and capped in the median barrier for future ITS use? If so, please also confirm pull boxes and laterals would not be required in these instances of noncontiguous median barrier replacement.
- A163:** Yes, the intent is to install for future use. Pull boxes and laterals will not be required. A revision to the Scope of Services will be made in a future addendum.