



**OHIO TURNPIKE AND  
INFRASTRUCTURE COMMISSION**

**ADDENDUM NO. 3**  
**ISSUED: MAY 30, 2024**

**PROJECT NO. 43-24-10**

**BRIDGE REPLACEMENT US ROUTE 224 OVER OHIO TURNPIKE M.P. 227.6, MAHONING  
COUNTY, OHIO**

**ISSUED MAY 13, 2024**

**OPENING DATE: 2:00 P.M.(EASTERN TIME) JUNE-4, 21, 2024**

**ATTENTION OF BIDDERS IS DIRECTED TO:**

**ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. ON MAY 30, 2024**

**MODIFICATIONS TO THE CONTRACT DOCUMENTS**

**The Bid Opening Date has been extended from June 4, 2024, at 2:00 PM until June 21, 2024, at 2:00 PM.**

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

*Aimee W. Lane* /kjpg

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

May 30, 2024

Date

**ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M. ON MAY 30, 2024:**

**Q#3 The contractor is aware of their responsibility to review bid quantities. However, it is standard practice in the industry for the designer office calcs to be provided for reference. This practice eliminates unnecessary confusion both for how quantities may have been calculated and if there is a bust in any of the quantities, which can be corrected prior to bid. This is simply a reference file that the designer has already been paid to produce as part of their design fee. All ODOT and county or local municipality lettings provide office calculations for reference. Please provide the structure office calcs for this project.**

*A#3 To be answered in a future addendum.*

**Q#8 On plan page 26 on the North side of the bridge it states that the "existing electrical overhead (to be relocated by others)". Please provide the utility relocation schedule.**

*A#8 To be answered in a future addendum.*

**Q#11 Because of the limited working height to install the required temporary sheeting shown on plan page 43. Please remove the pre-phase requirement and allow the pre-phase work to be completed during phase 1.**

*A#11 To be answered in a future addendum.*

**Q#12 There will be a significant cost savings to the project by removing the pre-phase work and allowing it to be completed within phase. Please consider removing the pre-phase requirement.**

*A#12 To be answered in a future addendum.*

**Q#13 There are several items that the contractor is unable to verify for the estimated quantities; please provide the office calculations.**

*A#13 To be answered in a future addendum.*

**Q#14 With several large projects currently bidding, including other OTIC bids please extend the bid date by 1 week.**

*A#14 To be answered in a future addendum.*

**Q#17** There are a significant amount of utility lines above the existing rear abutment and along the north side of the bridge that will interfere with construction activities such as bridge demo, drilled shafts, new steel erection, etc. Per SP116, no utilities are going to be moved prior to the NTP. This would greatly impact the intended construction schedule as the amount of utility relocation required appears significant. Please review this issue and provide provisions for the utilities to be moved prior to the beginning of construction.

*A#17 To be answered in a future addendum.*

**Q#18** The existing overhead electric at the rear abutment is shown to remain per plan sheet 26. This line cannot remain in place as it will interfere with both drilled shaft operations and structural steel erection. Please provide provisions for this electric to be relocated.

*A#18 To be answered in a future addendum.*

**Q#19** The existing underground Century Link utility is shown to run directly in line with some of the new drilled shafts at the right forward abutment. This line will have to be relocated prior to any drilled shaft work. Please add a provision for this underground utility to be relocated.

*A#19 To be answered in a future addendum.*

**Q#21** The typical sections appear to show the concrete gutter as 11" thick, but the standard drawings show the gutter at 9". Please clarify the gutter thickness.

*A#21 To be answered in a future addendum.*

**Q#22** The only note regarding the engineered fill material is that the material shall have a moist unit weight less than 60 pcf and friction angle of approximately 40 degrees. Please clarify what material the designer intended to use for this fill (embankment, CCS, gravel, crushed concrete, slag, etc.).

*A#22 To be answered in a future addendum.*

**Q#23** The rear abutment is shown to be constructed up to the finished beam seat elevation beneath the existing bridge. The finished beam seat elevation is 1134.24'. The existing bottom of steel elevation is approximately 1135'. There is not adequate clearance to construct the entire beam seat forming system, nor is there enough clearance to properly pump and pour the beam seat concrete. Please review and provide a construction joint in the beam seat at a lower elevation, as well as a phase joint, rebar adjustments, and required mechanical connectors to construct the rear abutment similarly to the design of the forward abutment.

*A#23 To be answered in a future addendum.*

**Q#24** The proposed sequence of operations on Page 7 does not indicate the proposed painting and weatherproofing of the new structure. Please consider extending the completion date to June 30, 2026, for structural steel painting and weatherproofing. CMS 514 only allows the painting to take place until October 31. The painting and weatherproofing will take 6-8 weeks, which does not leave enough time to complete the bridge in phases and be off the road by 10-21-2025 per SP-103, D.

*A#24 To be answered in a future addendum.*

**Q#26** Please extend the bid date given the pending pre-bid questions and missing reference file information which has inhibited the ability to price major bid items such as drilled shafts, temporary shoring, and bridge demolition.

*A#26 To be answered in a future addendum.*

**Q#29** Please provide the proposed utility relocation plan for the overhead electric lines on the north side of the bridge. Also please provide the voltage of these lines and whether they can be de-energized if needed.

*A#29 To be answered in a future addendum.*

**Q#30** The November 20, 2025 completion date for this project is not realistic given the scope of work to be completed and the mandatory winter shut downs. Please consider extending the completion date into the fall of 2026.

*A#30 To be answered in a future addendum.*

**Q#31** If office calculations are available for the project please make them available to contractors for review.

*A#31 To be answered in a future addendum.*

**Q#32 Please consider pushing back the bid date on this project.**

*A#32 To be answered in a future addendum.*

**Q#33 Please provide the limits for the Engineered fill and Unclassified Excavation for the structure.**

*A#33 To be answered in a future addendum.*

**Q#34 For the temporary shoring shown on plan page 43, prior to any installation of temporary SOE, this will require a significant excavation into the existing slope to access and safely install the SOE. Due to the constructability, significant cost, and safety risk; please remove the pre-phase work requirement prior to demo and allow the demo to be completed prior to any substructure work.**

*A#34 To be answered in a future addendum.*

**Q#35 Due to the significant amount of time that is required to complete the pre-phase work in tight quarters, the project schedule will require bridge painting and sealing past November 2025. Please extend the final completion date until July 2026.**

*A#35 To be answered in a future addendum.*

**Q#36 Please provide office calculations for the unclassified excavation for the contractor to verify plan quantity.**

*A#36 To be answered in a future addendum.*

**Q#38 Please provide a specific aggregate product or sieve analysis for the lightweight aggregate called for in the plans. After talking to local aggregate suppliers they do not have any products that meet the 60 pounds per cubic foot and 40 degree internal friction angle required in the plans.**

*A#38 To be answered in a future addendum.*

**Q#39 The scope of work specified for Pre-Phase 1 in the plans raises serious constructability concerns for the project. Will the contractor be required to adhere to the scope of work listed for Pre-**

**Phase 1, or will they have the option of installing the new substructure during Phases 1 & 2 once demolition of the existing structure is complete?**

*A#39 To be answered in a future addendum.*

**Q#40 The MOT plans lack a specific time limit for single-lane traffic crossing the US-224 structure. Given the current phasing plans and the constructability issues outlined in the documents and previous questions, what prevents the contractor from bypassing the pre-phase and proceeding directly to Phase 1? This method would allow for conventional phased demolition and reconstruction, avoiding the need for construction from underneath as required in the pre-phase stage. Please confirm if this approach is acceptable and clarify any limitations regarding single-lane traffic in each direction on US-224.**

*A#40 To be answered in a future addendum.*

**Q#41 How will OTIC compensate the contractor for excusable, compensable delays, such as utility delays?**

*A#41 To be answered in a future addendum.*

**Q#42 Please provide supplier and availability information regarding the lightweight engineered fill.**

*A#42 To be answered in a future addendum.*

**Q#43 Please provide a list of drilled shaft contractors that have reviewed the plans and find the low clearance drilled shaft installation feasible.**

*A#43 To be answered in a future addendum.*

**Q#44 On sheet 37 in the plans, temporary shoring is called out behind the proposed abutments and at the phaseline between the proposed and existing abutments. Typical temporary shoring methods such as temporary sheet piles and soldier piles with lagging will not work in these locations due to shallow rock and/or a lack of headroom to install. Please provide a temporary shoring plan that will work given the existing site conditions and the proposed sequence of work stated in the plans.**

*A#44 To be answered in a future addendum.*

**Q#45** On sheet 5 of the plans there is a construction noise restriction from 9:00pm to 7am for the project. Give the aggressive schedule on this project, substantial overtime and night work will have to be utilized in order to meet the completion date. Please remove the noise restriction or extend the completion date for the project.

*A#45 To be answered in a future addendum.*

**Q#46** Page 37 and 43 of the plans show inconsistencies with drilled shaft location and size for the wing walls.

*A#46 To be answered in a future addendum.*

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**END OF ADDENDUM NO. 3**