



**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

ADDENDUM NO. 1

**PROJECT NO. 59-18-01
REPAIRS AND RESURFACING
EASTBOUND AND WESTBOUND ROADWAYS
MILEPOST 127.20 TO MILEPOST 136.20
ERIE AND LORAIN COUNTIES, OHIO**

OPENING DATE:

2:00 P.M. (EASTERN TIME), DECEMBER 21, 2017

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 PM ON DECEMBER 13, 2017

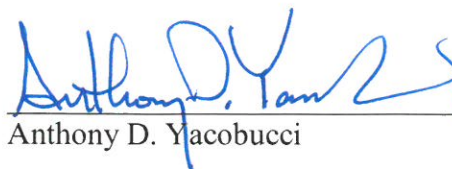
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REVISED PLAN SHEET NOS. 11 AND 12

-AND-

MODIFICATIONS TO ESTIMATED QUANTITIES FOR REF. NOS. 11, 12 AND 24

Issued by the Ohio Turnpike and Infrastructure Commission on December 13, 2017 by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contracts Administration.


Anthony D. Yacobucci
12-13-17
Date


Mark R. Musson
12/13/17
Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 PM ON DECEMBER 13, 2017:

Q#1 Between Stage 1 and Stage 2 (June 30th thru July 6th) all traffic lanes and shoulders open, what pavement markings should be applied to the WB & EB left lanes during this time frame? Can the Contractor begin Stage 2 prior to July 1st if the schedule allows it and leave the MOT in Stage 2 condition (maintain two lanes of traffic in each direction) during July 1st thru July 6th?

A#1 If the progression of the Contractor's Work is such that the Contractor has completed Stage 1 by June 30th, the intent is that the Contractor will install the temporary lane line needed for Stage 2 and place drums to close off the median shoulder through the project limits. Additionally, "NO EDGE LINE" signs shall be installed through the project limits and the signs shall be considered incidental to SP 614. If the progression of the Contractor's work is such that the Contractor has commenced Stage 2 prior to June 30th, the Contractor shall maintain 2 lanes of traffic using the temporary pavement markings and drums described in the Plans and Specifications.

Q#2 Please verify the quantity of 2690cy for Ref #11 Embankment is correct? Should it be 50cy as noted on sheet 7/12?

*A#2 The quantity for Ref. No. 11: Item No. 204 – EMBANKMENT has been reviewed and is revised through this Addendum No. 1 from ~~2,690~~ to **50** on the Bid Schedule, the Estimated Quantities Worksheet and Revised Plan Sheet 11 of 12.*

Q#3 Please verify the quantity of 300sy for Ref #12 Subgrade Compaction is correct? Sheet 6/12 shows 2690sy to be used for Shoulder replacement and sheet 7/12 shows 300sy setup for soft subgrade for a total of 2990sy.

*A#3 The quantity for Ref. No. 12: Item No. 204 – SUBGRADE COMPACTION has been reviewed and is revised through this Addendum No. 1 from ~~300~~ to **2,940** on the Bid Schedule, Estimated Quantities Worksheet and Revised Plan Sheet 11 of 12.*

Q#4 On sheet 11/12 it is noted that there is a portion of contingent qty set up for Ref #21 SP404 Slag. Can the contingent quantity be provided and what the intent is for contingent quantity?

A#4 The reference to contingency quantities has been removed from Plan Sheet No. 11 of 12 through this Addendum No. 1.

Q#5 Can you please review the SP451 Full Depth Asphalt Repair quantity table on Sheet 12? The totals seem to be incorrect based on the quantities listed in the tables.

*A#5 The quantity for Ref. No. 24: Item No. SP 451 – FULL DEPTH PAVEMENT REPAIRS (ASPHALT) is revised through this Addendum No. 1 from ~~973.33~~ to **1,666.66** square yards on the Bid Schedule, the Estimated Quantities Worksheet and Revised Plan Sheets 11 and 12 of 12.*

Q#6 The Shoulder Replacement detail on Sheet 6 lists 2640 SY of Subgrade Compaction but it appears this quantity did not translate to the Quantity Summary correctly. It looks to have been added to the Embankment quantity. Please review and revise if necessary.

A#6 See response to Question #2.

Q#7 Plan sheet 7 refers to an available contractor staging area at Exit 135. Would OTC allow for a portable asphalt plant to be placed in this designated area; provided that the contractor complied with the requirements of ODOT CMS 107.11.C.

A#7 The Commission will not allow the installation of a portable asphalt plant within the staging area at Exit 135.

MODIFIED CONTRACT DOCUMENTS

With this Addendum No. 1, the Commission substitutes the enclosed materials for the following Contract Documents: Plan Sheets 11 and 12 of 12

with additions to the Plan Drawings are called out with a cloud and deletions are marked with a revision triangle as thus:



With this Addendum No. 1, the Commission modifies the Bid Schedule of Items for the following Reference Numbers: 11, 12 and 24

Receipt of Addendum No. 1

Project No. 59-18-01 is hereby acknowledged:

(Firm Name) _____

(Signature) _____

(Printed Name) _____

(Date) _____

**BIDDERS MUST RETURN THE ABOVE ACKNOWLEDGEMENT
OF RECEIPT OF ADDENDUM NO. 1 WITH THEIR BID.**

ESTIMATED QUANTITY			ITEM DESCRIPTION
ITEM	TOTAL	UNIT	
IB. ART 6	1	LUMP	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND
202	1,000	FOOT	GUARDRAIL REMOVED FOR REUSE
202	4,400	FOOT	GUARDRAIL REMOVED
SP 202B	20	CU.YD.	CRACK REPAIR, 1" OR LESS, USING SAND ASPHALT
SP 202B	2,000	GALLON	CRACK REPAIR, 1" OR LESS, USING HOT JOINT SEALER
SP 202B	20	CU.YD.	CRACK REPAIR, WIDER THAN 1" IN DEPTH, USING ITEM SP 404 (PG 64-22)
SP 202B	20	CU.YD.	CRACK REPAIR, WIDER THAN 1" AND GREATER THAN 1" IN DEPTH, USING SP 402 (PG 64-22)
SP 202B	20	CU.YD.	3 CORNER CRACK REPAIR, USING ITEM SP 402 (PG 64-22)
SP 202B	20	CU.YD.	REPAIR EXISTING EXPANSION JOINT, USING ITEM SP 404 (PG 64-22)
204	490	CU.YD.	EXCAVATION OF SUBGRADE
204	50	CU.YD.	EMBANKMENT
204	2,940	SQ.YD.	SUBGRADE COMPACTION
254	369,280	SQ.YD.	PAVEMENT PLANING, ASPHALT CONCRETE (T=2")
254	280,400	SQ.YD.	PAVEMENT PLANING, ASPHALT CONCRETE (T=3")
254	820	SQ.YD.	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN
SP 304	490	CU.YD.	AGGREGATE BASE
SP 403	2,600	CU.YD.	ASPHALT CONCRETE LEVELING COURSE, USING CRUSHED STONE, PG 76-22(FR)
SP 402	730	CU.YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, USING CRUSHED STONE, PG 64-22
SP 404	13,690	CU.YD.	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22
SP 402	13,100	CU.YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, USING CRUSHED STONE, PG 76-22(FR)
SP 404	13,900	CU.YD.	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 76-22(FR)
SP 404A	97,950	FOOT	JOINT SEALER
407	104,450	GALLON	NON-TRACKING TACK COAT
SP 451	1,666.66	SQ.YD.	FULL DEPTH PAVEMENT REPAIRS (ASPHALT)
SP 536	8,719	SQ.YD.	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS AND APPROACH SLABS
SP 536	570	SQ.YD.	CONCRETE WEATHERPROOFING, PARAPETS
SP 605	3,015	FOOT	AGGREGATE DRAINS, TYPE II
606	4,400	FOOT	GUARDRAIL, TYPE MGS, USING LONG STEEL POSTS
606	1,000	FOOT	GUARDRAIL REBUILT, TYPE 5, USING STEEL POSTS
SP 606A	5	EACH	ANCHOR ASSEMBLY, MGS TYPE E (ET-31)
609	3,328	FOOT	ASPHALT CONCRETE CURB, TYPE I, PG 64-22
SP 611	60	EACH	CATCH BASIN, RECONSTRUCTED TO GRADE, LESS THAN 4", AS PER PLAN
SP 611	34	EACH	CATCH BASIN, RECONSTRUCTED TO GRADE, 4" - 12", AS PER PLAN
SP 611	8	EACH	CATCH BASIN, RECONSTRUCTED TO GRADE, GREATER THAN 12", AS PER PLAN
SP 611	5	EACH	CATCH BASIN, GRATE AND CASTING, AS PER PLAN
SP 614	1	LUMP	MAINTAINING TRAFFIC, AS PER PLAN
SP 614	4,488	HOURS	ZONE PERSON
SP 614A	0.65	MILE	TEMPORARY REMOVAL OF EXISTING PAVEMENT MARKINGS
SP 614C	19.10	MILE	REMOVAL OF PAVEMENT MARKING
614	100	CU.YD.	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN
614	18,20	MILE	WORK ZONE EDGE LINE, CLASS 1, 740.02 TYPE 1
614	18,20	MILE	WORK ZONE LANE LINE, CLASS 1, 740.02 TYPE 1
614	15,840	FOOT	WORK ZONE CHANNELIZING LINE, CLASS 1, 740.02 TYPE 1
614	4,435	FOOT	WORK ZONE CHANNELIZING LINE, CLASS 1, 740.06 TYPE 1
617	21,300	SQ.YD.	SHOULDER PREPARATION
617	1,800	CU.YD.	COMPACTED AGGREGATE
617	50	M. GAL.	WATER
619	1	LUMP	FIELD OFFICE, AS PER PLAN
621	2,721	EACH	RAISED PAVEMENT MARKERS REMOVED
SP 621	2,721	EACH	RAISED PAVEMENT MARKERS
SP 623	1	LUMP	CONSTRUCTION LAYOUT SURVEY
624	1	LUMP	MOBILIZATION
SP 626	400	EACH	BARRIER REFLECTOR, TYPE A (WHITE)
SP 626	200	EACH	BARRIER REFLECTOR, TYPE B (WHITE)
SP 626	4,200	EACH	BARRIER REFLECTOR, TYPE B (YELLOW)
SP 626A	1,440	EACH	CONSTRUCTION ZONE MARKERS, ONE WAY MODEL
SP 627	900	CU.YD.	STONE SHOULDER PROTECTION
642	40.00	MILE	6" WHITE LANE LINE, TYPE 1
642	21.00	MILE	6" WHITE EDGE LINE, TYPE 1
642	21.00	MILE	6" YELLOW EDGE LINE, TYPE 1
642	4,000	FOOT	12" WHITE CHANNELIZING LINE, TYPE 1
642	1,000	FOOT	WHITE DOTTED LINE, 6" WHITE, TYPE 1
SPECIAL	1.00	MILE	SNAP MILL AND FILL
SPECIAL	35.35	MILE	SONIC NAP ALERT PATTERN (SNAP)
SPECIAL	11	EACH	SECURING MANHOLE LID
SPECIAL	20	EACH	AIR SPEED ZONE MARKINGS, AS PER PLAN
SPECIAL	5	EACH	EXISTING CROSSOVER TO BE CLOSED/RE-OPENED, AS PER PLAN
SPECIAL	50	SQ.YD.	PATCHING CONCRETE BRIDGE DECKS, TYPE B
SPECIAL	15,100	SQ.YD.	EXISTING AGGREGATE DRAIN CLEAN OUT
SPECIAL	59,000	SQ.YD.	ASPHALT REJUVENATOR, POLYMER EMULSION

* CONTINGENCY QUANTITY TO BE USED AS DIRECTED BY CHIEF ENGINEER (SEE GENERAL NOTES).

** PORTION OF THIS ITEM IS CONTINGENCY QUANTITY (SEE PLANS AND GENERAL NOTES).

APPROX MILEPOST	DIRECTION	SP 611	SP 611	SP611
		CATCH BASIN, RECONSTRUCTED TO GRADE, LESS THAN 4", AS PER PLAN	CATCH BASIN, RECONSTRUCTED TO GRADE, 4" TO 12", AS PER PLAN	CATCH BASIN, RECONSTRUCTED TO GRADE, GREATER THAN 12", AS PER PLAN
	EB WB	EACH	EACH	EACH
1	127.31	X	1	
2	127.49	X	1	
3	127.76	X	1	
4	128.05	X	1	
5	128.8	X	2	
6	131.43	X	1	
7	132.38	X	2	
8	132.41	X	X	2
9	132.45	X	X	1
10	132.49	X	X	2
11	132.53	X	X	2
12	132.64	X	X	2
13	132.69	X	X	2
14	132.72	X	X	2
15	132.77	X	1	
16	132.83	X	X	2
17	132.87	X	X	1
18	132.91	X	X	2
19	132.96	X	X	2
20	133.01	X	X	2
21	133.06	X	X	2
22	133.11	X	X	2
23	133.15	X	X	2
24	133.29	X	X	1
25	133.59	X	X	2
26	133.72	X	X	2
27	133.84	X	X	2
28	133.93	X	X	2
29	134.14	X	X	1
30	134.32	X	X	1
31	134.34	X	X	2
32	134.4	X	X	1
33	134.53	X	X	2
34	134.6	X	X	1
35	134.64	X	X	1
36	134.7	X	X	1
37	134.74	X	X	1
38	134.79	X	X	2
39	134.83	X	X	2
40	134.89	X	X	2
41	134.94	X	X	2
42	134.97	X	X	2
43	135.03	X	X	1
44	135.07	X	X	1
45	134.13	X	X	
46	135.16	X	X	1
47	135.26	X	X	1
48	135.29	X	X	1
49	135.31	X	X	1
50	135.39	X	X	1
51	135.43	X	X	1
52	135.48	X	X	1
53	135.54	X	X	1
54	135.6	X	X	1
55	135.65	X	X	1
TOTAL		55	29	3

CATCH BASIN ADJUSTED TO GRADE NOTE(S):
1) CATCH BASIN NUMBERS AND LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED BY THE CHIEF ENGINEER AS NEEDED.

APPROX MILEPOST	LANE	SP 451
		FULL DEPTH PAVEMENT REPIARS (ASPHALT)
	RIGHT CENTER	S.Y.
127.2	X	26.67
127.35	X	26.67
127.37	X	26.67
127.41	X	26.67
127.47	X	13.33
127.48	X	13.33
127.64	X	26.67
127.68	X	26.67
127.7	X	13.33
127.72	X	26.67
127.73	X	13.33
127.75	X	26.67
127.84	X	26.67
127.94	X	26.67
128.4	X	13.33
128.56	X	26.67
128.58	X	26.67
128.61	X	26.67
128.62	X	13.33
128.69	X	26.67
128.71	X	26.67
128.75	X	13.33
129.1	X	13.33
129.14	X	26.67
129.18	X	26.67
129.23	X	13.33
129.24	X	13.33
129.29	X	13.33
129.3	X	13.33
129.33	X	13.33
129.34	X	13.33
129.37	X	13.33
129.4	X	13.33
129.43	X	13.33
129.56	X	13.33
129.69	X	13.33
130.37	X	13.33
130.38	X	13.33
130.5	X	26.67
130.63	X	26.67
130.67	X	26.67
130.68	X	13.33
133.41	X	26.67
133.98	X	26.67
134.35	X	13.33
TOTAL		893.33



APPROX MILEPOST	LANE	SP 451
		FULL DEPTH PAVEMENT REPIARS (ASPHALT)
	RIGHT CENTER	S.Y.
127.35	X	26.67
127.41	X	26.67
127.42	X	26.67
127.56	X	26.67
127.6	X	26.67
127.7	X	13.33
127.79	X	26.67
127.92	X	13.33
127.98	X	26.67
128.15	X	26.67
128.21	X	13.33
128.31	X	13.33
128.35	X	26.67
128.38	X	13.33
128.49	X	26.67
128.54	X	26.67
128.69	X	26.67
128.71	X	13.33
129.09	X	13.33
129.16	X	13.33
129.18	X	26.67
129.39	X	26.67
129.46	X	26.67
129.49	X	26.67
129.53	X	26.67
129.54	X	13.33
129.57	X	26.67
129.7	X	13.33
129.72	X	40.00
131.36	X	13.33
131.7	X	13.33
133.12	X	26.67
133.75	X	26.67
134.98	X	13.33
135.35	X	13.33
135.39	X	13.33
TOTAL		773.33



FULL DEPTH REPAIR NOTE(S):

- 1.-ALL FULL DEPTH REPAIRS EXCAVATED DURING A WORK SHIFT SHALL BE FILLED TO THE MILLED SURFACE DURING THAT SAME WORK SHIFT. NO REPAIR SHALL BE LEFT OPEN BEYOND THE END OF THE SHIFT. THE CONTRACTOR SHALL PLAN ITS OPERATIONS ACCORDINGLY.
2 - ALL FULL DEPTH REPAIRS ARE APPROXIMATE AND MAY BE ADJUSTED BY THE CHIEF ENGINEER.

ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECKS, TYPE B
THIS ITEM SHALL CONSIST OF FURNISHING THE NECESSARY LABOR, MATERIALS, AND EQUIPMENT TO REPAIR, AT THE DIRECTION OF THE CHIEF ENGINEER, THE WEARING SURFACE OF CONCRETE BRIDGE DECKS AND ABUTMENT SLABS, INCLUDING THE REMOVAL OF ALL LOOSE AND UNSOUND CONCRETE, BITUMINOUS PATCHES, SURFACE PREPARATION, BONDING COAT AND THE MIXING, FINISHING, AND CURING OF THE MORTAR OR CONCRETE PATCHES. THIS ITEM SHALL BE USED AT AREAS DESIGNATED IN THE PLAN OR AS DIRECTED BY THE ENGINEER TO REPAIR ISOLATED POTHOLES AND SCALING OF THE WEARING SURFACE ALONG JOINT ARMOUR, ETC.
MATERIALS SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:
- QUICK SETTING CONCRETE MORTAR - TYPE 1 OR 2, SHALL COMPLY WITH 705.21.
- CURING MATERIALS - TYPE B PATCHES SHALL COMPLY WITH 705.07.
- MATERIALS SHALL BE LISTED ON THE CURRENT ODOT QUALIFIED PRODUCTS LIST.

REMOVAL OF UNSOUND CONCRETE:
THE CONTRACTOR SHALL PROVIDE ALL NECESSARY MATERIAL, EQUIPMENT, LABOR, AND INCIDENTALS TO PERMIT SOUNDING, INSPECTION OF THE DECK AND ABUTMENT SLAB WEARING SURFACES. THE CONTRACTOR'S SUPERINTENDENT SHALL ACCOMPANY THE CHIEF ENGINEER IN MAKING AN EXAMINATION TO MARK THE AREAS OF REPAIRS TO BE MADE. SOUNDING MAY HAVE TO BE DELAYED UNTIL THE DECK IS SUFFICIENTLY DRY TO PERMIT DETECTION OF ALL AREAS OF POTENTIAL DELAMINATION.

THE PERIMETER OF ALL REMOVAL AREAS SHALL BE SAW CUT TO A DEPTH OF 1 INCH TO PRODUCE A VERTICAL OR SLIGHTLY UNDERCUT FACE. ADDITIONAL SAW CUTS MAY BE REQUIRED TO FACILITATE REMOVAL.

ALL UNSOUND CONCRETE INCLUDING ALL PATCHES OTHER THAN SOUND PORTLAND CEMENT CONCRETE AND ALL LOOSE AND DISINTEGRATED CONCRETE, SHALL BE REMOVED. THE UNSOUND CONCRETE MAY BE REMOVED BY CHIPPING OR HAND DRESSING. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 35 POUND CLASS AND SHALL BE OPERATED AT AN ANGLE OF LESS THAN 45 DEGREES MEASURED FROM THE SURFACE OF THE DECK. CONCRETE SHALL BE REMOVED IN A MANNER THAT PREVENTS CUTTING, ELONGATING, OR DAMAGING REINFORCING STEEL WHERE THE BOND BETWEEN THE CONCRETE AND A PRIMARY REINFORCING BAR HAS BEEN DESTROYED, OR WHERE MORE THAN ONE HALF OF THE PERIPHERY OF SUCH A BAR HAS BEEN EXPOSED. THE ADJACENT CONCRETE SHALL BE REMOVED TO A DEPTH THAT WILL PROVIDE A MINIMUM 3/4 INCH CLEARANCE AROUND THE BAR EXCEPT WHERE OTHER REINFORCING BARS MAKE THIS IMPRACTICAL. REINFORCEMENT WHICH HAS BECOME LOOSE SHALL BE ADEQUATELY SUPPORTED AND TIED BACK INTO PLACE.

AFTER COMPLETION OF THE SECONDARY REMOVAL OPERATIONS, RE-SOUND THE DECK TO ENSURE THAT ONLY SOUND CONCRETE REMAINS.

MINIMIZE CONSTRUCTION JOINTS. CONSTRUCTION JOINTS SHALL ONLY BE PLACED ON THE PERIMETER OF THE REMOVAL AREAS.

SURFACE PREPARATION:
CLEANING SHALL CLOSELY PRECEDE APPLICATION OF THE BONDING GROUT AND/OR THE PATCHING MATERIAL. THE SURFACE TO BE PATCHED AT THE EXPOSED REINFORCING STEEL SHALL BE THOROUGHLY CLEANED BY SANDBLASTING FOLLOWED BY AN AIR BLAST. IT MAY BE NECESSARY TO USE HAND TOOLS TO REMOVE SCALE FROM THE REINFORCING STEEL.

FOR TYPE B PATCHES, THE PREPARED SURFACE SHALL BE SURFACE DRY. ANY ADDITIONAL SURFACE PREPARATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR THE PATCHING MATERIAL WHICH IS USED.

BONDING GROUT:
TYPE B PATCHES SHALL BE BONDED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.

PATCHING:
TYPE B PATCHING MATERIAL SHALL BE MADE USING QUICK SETTING CONCRETE MORTAR, TYPE 1 OR 2, 705.21. THE MORTAR SHALL BE MIXED AND PLACED AS PER MANUFACTURER'S RECOMMENDATIONS. COURSE AGGREGATE MAY BE ADDED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS WHEN THE DEPTH OF THE PATCH EXCEEDS 1 INCH.

CURING:
TYPE B PATCHES SHALL BE CURED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

MEASUREMENT AND PAYMENT:

THE ACCEPTED QUANTITIES FOR THE COMPLETED WORK AS DESCRIBED WILL BE MEASURED AS THE ACTUAL AREA OF BRIDGE DECK REPAIRED, IRRESPECTIVE OF DEPTH. THE QUANTITY MEASURED SHALL INCLUDE ALL ACCESS, LABOR, TOOLS, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR UNDER THE FOLLOWING CONTRACT ITEM (PAY ITEM):

SPECIAL - 50 SQ.YD. PATCHING CONCRETE BRIDGE DECKS, TYPE B

FINAL LOCATION OF PATCHING WILL BE PROVIDED TO THE CONTRACTOR BY THE CHIEF ENGINEER PRIOR TO COMMENCING THE PROJECT.

ITEM 254 - PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN

THIS CONTINGENCY ITEM CONSISTS OF PAVEMENT PLANING OF CONCRETE APPROACH AND/OR ABUTMENT SLABS WITH DIAMOND BLADES ONLY. THIS QUANTITY IS INTENDED TO BE UTILIZED TO MEET PAVEMENT SMOOTHNESS. A QUANTITY OF 820 SQ.YD. IS INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE CHIEF ENGINEER OR AS INDICATED IN THE PLANS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY FOR THE ABOVE MENTIONED WORK SHALL BE DEPENDENT ON AND IN ACCORDANCE WITH ITEM 254--PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN.