

**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

ADDENDUM NO. 1

**PROJECT NO. 43-17-02
BRIDGE DECK REPAIR AND REHABILITATION
STATE ROUTE 252 OVER OHIO TURNPIKE M.P. 156.9
CUYAHOGA COUNTY, OHIO**

OPENING DATE: 2:00 P.M. (EASTERN TIME), NOVEMBER 4, 2016

ALL BIDS MUST BE ELECTRONICALLY SUBMITTED THROUGH BID EXPRESS

ATTENTION OF BIDDERS IS DIRECTED TO:

QUESTIONS AND ANSWERS THROUGH 1:00 PM ON NOVEMBER 1, 2016

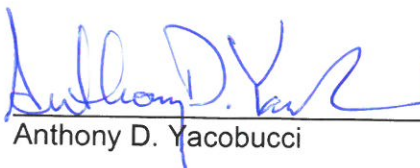
-AND-


MODIFICATION TO PLAN SHEET 4 OF 20

-AND-

REVISION TO BID SCHEDULE OF ITEMS

Issued by the Ohio Turnpike and Infrastructure Commission on November 1, 2016. Issuance authorized by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contracts Administration.


Anthony D. Yacobucci
Date 11/1/16


Mark R. Musson
Date 11/1/16

**OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
ADDENDUM NO. 1
PROJECT NO. 43-17-02**

QUESTIONS AND ANSWERS THROUGH 11:00 AM ON NOVEMBER 1, 2016

Q#1 Per SP 116, it states that "utility relocations are not expected to begin prior to the notice to proceed to be issued for this Project and are expected to occur on as an needed basis during the course of the Work." It appears that overhead utility lines crossing the road both on the rear and forward approach to the bridge will need to be relocated for concrete deck placement. We are trying to verify whether utility relocation of these lines can occur.

A#1 *It is not the intent of the Project to relocate any utility lines. If the Contractor's means and methods require any utilities to be relocated, the Contractor must coordinate the utility relocations with affected utility company.*

Q#2 Please explain how this contract will be awarded with a base bid total and 3 different alternates. How is the low bidder to be determined?

A#2 *The Commission will identify the lowest bidder using the Base Bids and the Bids for the Alternate that the Commission determines to accept. See IB 3.5.1. The Commission will select an Alternate among the three contained in the invitation to bid. If a third party declines to contribute towards the project, the Commission will select Alternate 1. If the third party agrees to contribute towards the project, the Commission will select between Alternate 2 and Alternate 3 based on budgetary constraints.*

Q#3 Can clarification be provided to SP511B.G regarding concrete testing requirements for deck slab concrete placement?

A#3 *Yes. The second paragraph under SP 511B (G) is revised and restated in its entirety as follows:*

Prior to any concrete being placed, it shall be tested for slump and air at arrival at the site, and at the end of the point of placement (pump line if used). A minimum of three (3) truckloads shall be tested in this manner to establish consistency and amount of slump and air loss, permitting batching out of specification to verify conforming concrete at the point of placement. After consistency is established, each load of concrete will continue to be tested for slump and air but only at the point of placement. Any concrete placed without this testing or otherwise deemed nonconforming to specification is subject to rejection and removal at the Contractor's expense.

Q#4 Removal of the scuppers and components will leave an un-painted section where the component is removed from the beam (page 8/20). Will this area need to be painted? If so please add an item for painting.

A#4 *It is not intent of the Project to touch up the area of the structural steel exposed by the removal of the scuppers and components.*

Q#5 Can the Turnpike please provide existing concrete compressive strength data and/or deck core reports for the bridge?

A#5 *Neither existing concrete compressive strength data nor deck core reports are available for this bridge.*

Q#6 Can you provide an electronic copy of the existing drawings for this project to help verify measurements for the existing structure?

A#6 *As stated on Plan Sheet 6 of 20: Original Construction Plans, showing the original alignment, profile and details of the bridge are available for inspection at the Ohio Turnpike and Infrastructure Commission Headquarters located at 682 Prospect Street, Berea, Ohio 44017.*

Q#7 Where is it to be paid for removal of the existing approach slab? Will there be an item added for SY removed, or should this be paid under Portions of Structures Removed?

A#7 *The removal of the existing approach slabs are to be paid under Item SP 202 – Portions of Structures Removed.*

Q#8 In the Maintenance of Traffic Systems notes, part B, it states two way traffic shall be maintained at all times on S.R. 83. Please verify this is an accidental add and this is a complete closure project for S.R. 252.

A#8 *The stated plan note was included in error. Plan sheet 4 of 20 has been revised accordingly through this Addendum No. 1.*

Q#9 Quantities have been setup to replace the pavement and sidewalk off the ends of the approach slabs, but not the curb. Please add a bid item for Type 6 Curb.

A#9 *A pay item for Type 6 Curb has been added to the project as Ref. Item No. 18A. Plan Sheets 2 and 7 of 20 have been revised accordingly through this Addendum No. 1.*

The modifications described above are incorporated by reference in the Contract Documents.

Addendum No. 1 to Contract 43-17-02:

(Firm Name)

(Signature)

(Printed Name)

Date: _____

4-31702 - General Notes.dwg: 11/01/16 - 11:36am

GENERAL SUMMARY

Table with columns: ITEM, TOTAL BASE BID, ALTERNATE BID 1, ALTERNATE BID 2, ALTERNATE BID 3, UNIT, DESCRIPTION, GENERAL, BASE BID - MP 156.9, ALTERNATE 1 - MP 156.9, ALTERNATE 2 - MP 156.9, ALTERNATE 3 - MP 156.9. Includes sections for GENERAL, ROADWAY, and STRUCTURES.

Vertical sidebar containing: PROJECT 43-17-02, DATE: 10/11/16, M.P. 156.9, CUYAHOGA COUNTY, OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION, OHIO TURNPIKE, DESIGN AGENCY, REVISIONS, CHECKED, DRAWN, IN CHARGE, DCA, NO. 1, ADDENDUM 1, BY DATE, CAC 11/16.

ALTERNATE BIDS THE CONTRACTOR SHALL BID ON THE BASE BID ITEMS AND THE ALTERNATE BID ITEMS. SEE SHEETS 17 AND 18 OF 20 FOR ADDITIONAL DETAILS.

MAINTENANCE OF TRAFFIC NOTES

MAINTENANCE OF TRAFFIC

MAINTENANCE OF TRAFFIC SEQUENCE:

THESE PLANS ARE BASED ON THE FOLLOWING SUGGESTED SEQUENCE OF CONSTRUCTION.

STATE ROUTE 252 SHALL BE CLOSED TO THROUGH TRAFFIC AND DETOURED ACCORDING TO THE PLANS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVES AND ACCESS ROADS AT ALL TIMES DURING THE PROJECT UNLESS OTHERWISE AUTHORIZED BY THE CHIEF ENGINEER. DETOURS SHALL NOT BE PLACED INTO EFFECT UNTIL THE CONTRACTOR IS READY TO COMMENCE WORK.

ITEM 614 MAINTAINING TRAFFIC

THE CONTRACTOR'S RESPONSIBILITY TO THE SAFETY OF THE MOTORING PUBLIC WHILE PERFORMING THE REQUIREMENTS OF THE CONTRACT SHALL BE IN ACCORDANCE WITH THESE TEMPORARY TRAFFIC CONTROL PLANS, THE SPECIFICATIONS AND SPECIAL PROVISIONS, THE CURRENT EDITION, LATEST REVISION OF THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (OMUTCD) AND "TEMPORARY TRAFFIC CONTROL ON THE TURNPIKE," LATEST REVISION.

IN ADDITION, THE FOLLOWING SPECIFIC PROVISIONS ARE MANDATORY.

I. NOTIFICATION

SINCE FUNCTIONAL TRAFFIC CONTROL IS A MAJOR CONCERN ON THIS PROJECT, IT IS ESSENTIAL THAT THE MOTORING PUBLIC BE ADEQUATELY FOREWARNED OF FUTURE LANE CLOSURES AND TRAFFIC CONSTRUCTIONS. THEREFORE, THE CONTRACTOR SHALL SUBMIT A WRITTEN SCHEDULE TO THE ENGINEER, RESPONSIBLE LAW ENFORCEMENT AGENCIES, CITY OF OF OLMSTED FALLS AND THE OTIC MARKETING AND COMMUNICATIONS OFFICE INDICATING THE LOCATIONS AND DATES OF THE LANE CLOSURES AT LEAST 2 WEEKS PRIOR TO THE IMPLEMENTATION OF ANY SUCH CLOSURES.

THE CONTRACTOR SHALL PROVIDE A 48 HOUR NOTICE TO THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION CHIEF ENGINEER PRIOR TO INSTALLING AND CHANGING TEMPORARY TRAFFIC CONTROL PHASES.

II. WORK HOURS

NIGHT WORK IS NOT PERMITTED DUE TO THE RESIDENTIAL NATURE OF THE SURROUNDING AREAS. LIMIT WORK HOURS TO DAYLIGHT HOURS BETWEEN 7:00 AM AND 9:00 PM, MONDAY THROUGH FRIDAY OR BETWEEN 8:30 AM AND 7:00 PM ON SATURDAY AND SUNDAY.

III. LANE CLOSURE

ALL LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE APPLICABLE STANDARD CONSTRUCTION DRAWING.

IV. MAINTENANCE OF TRAFFIC SYSTEMS

A. WHEN REQUIRED

WHENEVER ANY PART OF THE TRAVELED SURFACE IS BEING WORKED UPON OR IS OTHERWISE NOT SUITABLE FOR SAFE AND CONVENIENT USE BY VEHICLES, TRAFFIC CONTROL DEVICES SUFFICIENT TO PROTECT SUCH AREAS TO ASSURE THE SAFE AND CONVENIENT PASSAGE OF VEHICULAR TRAFFIC SHALL BE INSTALLED AND MAINTAINED. SUCH TRAFFIC CONTROL DEVICES AND THE MANNER IN WHICH THEY ARE USED SHALL BE CONSISTENT WITH THESE PLANS AND THE OMUTCD FOR STREETS AND HIGHWAYS, HEREINAFTER REFERRED TO AS THE OMUTCD. THE TRAFFIC CONTROL DEVICE SYSTEM SHALL CONSTITUTE THE MINIMUM PROVISIONS FOR TRAFFIC CONTROL FOR EACH PARTICULAR SITUATION. WHENEVER THE ENGINEER DEEMS IT NECESSARY ESPECIALLY WHERE A GRADE, CURVE, OR MERGE CONDITIONS EXISTS, HE/SHE MAY DIRECT THAT ADDITIONAL OR ALTERNATIVE DEVICES BE USED.

B. CONDITIONS

DURING ALL PARTS OF THIS PROJECT, FLAGGERS, SIGNING, BARRICADES, FLASHING ARROWS, ETC. SHALL BE LOCATED AS INDICATED IN THE OMUTCD OR AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.

C. ADVANCE WARNING SIGNS

ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHENEVER THEY ARE NOT APPLICABLE.

D. FLASHING ARROW REQUIREMENT

WHENEVER ANY PART OF THE TURNPIKE TRAVELED SURFACE IS CLOSED, THE MOTORISTS SHALL BE WARNED AND DIRECTED BY THE CONTRACTOR THROUGH THE USE OF ONE FLASHING ARROW FOR EACH LANE CLOSED. ADDITIONALLY, THE PROVISIONS SET FORTH IN THE OMUTCD AND THE APPLICABLE STANDARD CONSTRUCTION DRAWINGS SHALL BE MET.

E. THE CONTRACTOR SHALL IMMEDIATELY CORRECT ANY DEFICIENCY IN TRAFFIC ZONE ALIGNMENT, EQUIPMENT, NUMBER OF DEVICES OR PROCEDURE OF FLAG PERSONS WHICH IS BROUGHT TO HIS ATTENTION BY THE ENGINEER.

F. FAILURE TO COMPLY

IF THERE IS ANY FAILURE TO COMPLY WITH PROVISIONS FOR TRAFFIC CONTROL SET OUT IN THESE PLANS AND NOTES, OR WITH THE PROVISIONS OF THE OMUTCD, THE HIGHWAY IN THE VICINITY OF THE WORK AREA SHALL NOT BE CONSIDERED IN A CONDITION FOR THE SAFE AND CONVENIENT USE BY THE TRAVELING PUBLIC. ANY FAILURE TO KEEP THE HIGHWAY, IN THE VICINITY OF THE WORK AREA, IN A CONDITION FOR THE SAFE AND CONVENIENT USE BY THE TRAVELING PUBLIC SHALL BE CONSIDERED A BREACH OF THIS CONTRACT. WORK SHALL BE SUSPENDED UNTIL THE CONTRACTOR COMPLIES WITH THE PROVISIONS OF THE AFOREMENTIONED ITEMS.

V. MAINTENANCE OF TRAFFIC MATERIALS

A. SIGNS

SIGN DIMENSIONS AND SPECIFICATIONS, INCLUDING LETTER SIZES SHALL BE AS PROVIDED IN THE OMUTCD, OR IN DESIGN DRAWINGS PROVIDED BY THE COMMISSION. THE SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER PRIOR TO THE START OF THE PROJECT.

B. SIGN SUPPORTS

SIGN SUPPORTS SHALL BE OF SUFFICIENT SIZE AND HEIGHT AS TO SUPPORT THE SIGNS AT THE APPROPRIATE HEIGHT. SUPPORTS SHALL BE ADEQUATE IN MASS AND STABILITY TO PREVENT THE SIGNS FROM BEING BLOWN OVER BY WIND OR VEHICULAR GENERATED AIR TURBULENCE.

C. DRUMS

DRUMS SHALL BE IN ACCORDANCE WITH PERTINENT SECTIONS OF THE OMUTCD. IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE LIKE NEW OR UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM SP614 MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

D. CONES

CONES SHALL BE LOCATED AS SHOWN IN THE OMUTCD AND THE STANDARD CONSTRUCTION DRAWINGS. IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, CONES FURNISHED BY THE CONTRACTOR SHALL BE LIKE NEW OR UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. PAYMENT FOR CONES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM SP614 MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

E. FLASHERS

FLASHERS SHALL BE 12 VOLT BATTERY-OPERATED MODELS WITH 7 INCH DIAMETER YELLOW LENSES ILLUMINATED BY RAPID INTERMITTENT FLASHERS OF SHORT DURATION AND SHALL BE PLACED ON ALL SIGNS AT ALL TIMES AS REQUIRED BY THE OMUTCD AND THE STANDARD CONSTRUCTION DRAWINGS.

F. WORK ZONE PAVEMENT MARKINGS

THE WORK ZONE PAVEMENT MARKINGS SHALL BE 4" WIDE, UNLESS NOTED OTHERWISE ON THE PLANS. ITEM SP 641C - REMOVAL OF PAVEMENT MARKINGS SHALL BE UTILIZED FOR THE REMOVAL OF EXISTING PAVEMENT MARKINGS, THAT WERE PRESENT PRIOR TO THE START OF CONSTRUCTION THAT CONFLICT WITH THE WORK ZONE PAVEMENT MARKINGS AND FOR THE REMOVAL OF ITEM 614 - WORK ZONE PAVEMENT MARKINGS.

REMOVAL OF EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY EITHER GRINDING OR WATER BLAST AS APPROVED BY THE CHIEF ENGINEER, IN ACCORDANCE WITH SP 641C. IN NO INSTANCE SHALL BLACKOUT TAPE BE USED. MEASUREMENT OF THIS ITEM SHALL BE IN ACCORDANCE WITH SP 641C AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO REMOVE CONFLICTING PAVEMENT MARKINGS TO THE SATISFACTION OF THE CHIEF ENGINEER.

WORK ZONE PAVEMENT MARKINGS SHALL BE INSTALLED BY THE CONTRACTOR AS PER ITEM 614 OR PER ITEM 641.

G. GUARDRAIL DELINEATION

GUARDRAIL DELINEATION SHALL CONSIST OF AKT CORPORATION MODEL 567 ONE-WAY DELINEATORS INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. THE DELINEATORS SHALL BE SPACED 100' (MIN.), WITH ALL GUARDRAIL RUNS HAVING NO LESS THAN 2 DELINEATORS (ONE DELINEATOR ON THE BEGIN AND ONE ON THE END OF THE GUARDRAIL RUN).

PAYMENT FOR GUARDRAIL DELINEATION SHALL BE INCLUDED WITH ITEM SP 614 MAINTAINING TRAFFIC. SUCH PAYMENT SHALL INCLUDE PROVIDING, INSTALLING, MAINTAINING, REPLACING DAMAGED DELINEATORS AND REMOVING, AS SPECIFIED, FOR THE ABOVE SAID GUARDRAIL DELINEATION.

VI. THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION (OTIC) TEMPORARY TRAFFIC CONTROL PHASE DATES, LANE REDUCTION TIME LIMITATIONS, AND LIQUIDATED DAMAGE CLAUSES ARE CONTAINED IN THE FOLLOWING SPECIAL PROVISIONS:

- SP 103, CONSTRUCTION PHASING AND TIME OF COMPLETION
- SP 104, ACCESS TO TURNPIKE AND RESTRICTIONS
- SP 107, TIME OF ESSENCE - LIQUIDATED DAMAGES

VII. TEMPORARY PORTABLE BARRIERS

ALL TEMPORARY PORTABLE BARRIERS SHOWN ON THE PLANS FOR MAINLINE TEMPORARY TRAFFIC CONTROL WILL BE AS PER SP 622A. THE SAME BARRIER CAN BE USED FOR THE VARIOUS PHASES. THE COST FOR TRANSPORTING, INSTALLING, MAINTAINING, REMOVAL AND STORING THE TEMPORARY PORTABLE BARRIER FOR EACH PHASE SHALL BE INCLUDED IN THE ORIGINAL UNIT COST OF SUPPLYING THE BARRIER FOR ITEM SP 622A.

THE CONTRACTOR SHALL REPLACE ANY DAMAGED TEMPORARY PORTABLE BARRIER WITHIN 24 HOURS OF A DAMAGING IMPACT.

PAYMENT

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM SP 614 AND APPLICABLE PORTIONS OF THE ODOT STANDARD CONSTRUCTION DRAWINGS, ODOT CONSTRUCTION & MATERIAL SPECIFICATION (CMS) AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OMUTCD. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM SP614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR (FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS)

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED ON STATE ROUTE 252.

IN ADDITION TO THE REQUIREMENT OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP). IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.

- WHEN CONSTRUCTION VEHICLES ARE ENTERING/EXITING THE ZONE DIRECTLY FROM/INTO AN OPEN LANE OF TRAFFIC. IF A LANE HAS BEEN CLOSED TO PROVIDE AN ACCELERATION/DECELERATION LANE FOR THE VEHICLE, THE LEO WILL NOT BE REQUIRED.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEO'S DUTIES AND PLACEMENT AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHOULD REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

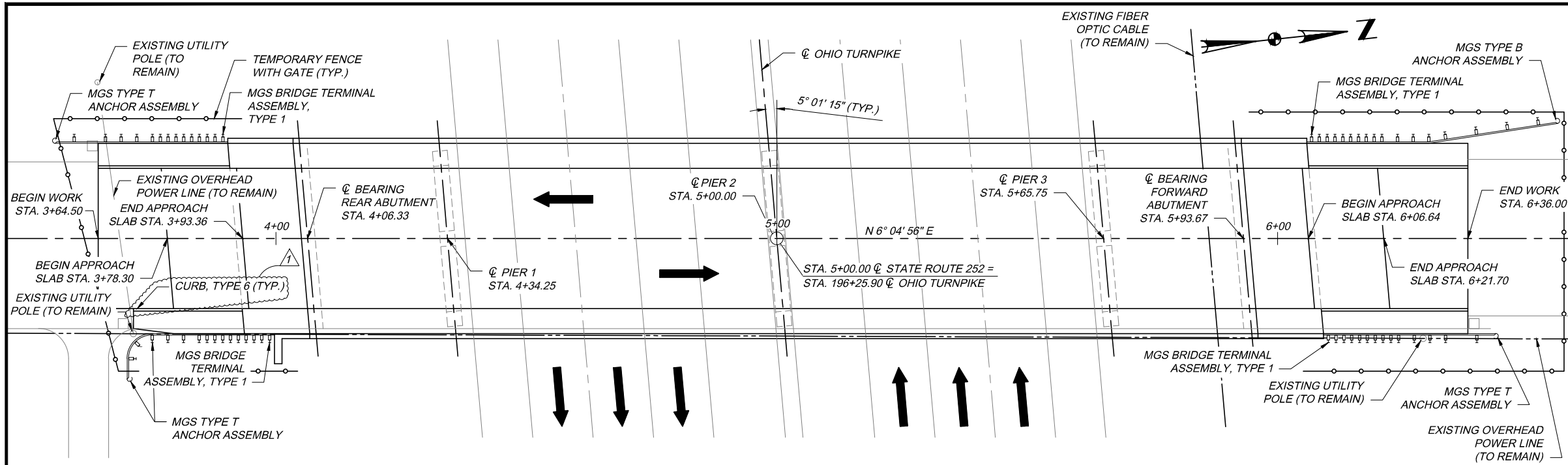
LEOS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614- LAW ENFORCEMENT OFFICER WITH PATROL CAR, 32 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR.

	DESIGN AGENCY MAINTENANCE OF TRAFFIC NOTES PROJECT 43-17-02 DATE: 11/1/16	REVISIONS ADDENDUM 1 NO. 1 CHECKED CMM IN CHARGE DCA	BY DATE CAC	CUYAHOGA COUNTY MP 156.9	
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GENERAL PLAN

EXISTING STRUCTURE

TYPE: CONTINUOUS AND SIMPLE SPAN STEEL BEAMS WITH REINFORCED CONCRETE DECK, SUBSTRUCTURE, CELLULAR ABUTMENTS, CAP AND COLUMN TYPE PIERS

SPANS: 27'-11"±, 65'-9"±, 65'-9"± AND 27'-11"±

ROADWAY: 28'-0"± TOE/TOE CURB WITH 4'-0" SIDEWALKS WITH 1'-0" PARAPETS

ALIGNMENT: TANGENT

SKEW: 5°01'15"

WEARING SURFACE: MONOLITHIC CONCRETE

LOADING: CF-30

BUILT: 1954

STRUCTURE FILE NUMBER: 1829203

PROPOSED STRUCTURE

PROPOSED WORK: REINFORCED CONCRETE DECK REPLACEMENT WITH SIDEWALKS AND 1'-0" WIDE PARAPET WITH FENCE

TYPE: CONTINUOUS AND SIMPLE SPAN, STEEL BEAMS WITH COMPOSITE REINFORCED CONCRETE DECK, SUBSTRUCTURE, CELLULAR ABUTMENTS, CAP AND COLUMN TYPE PIERS

SPANS: 27'-11"±, 65'-9"±, 65'-9"± AND 27'-11"±

ROADWAY: 28'-0" TOE/TOE CURB WITH 5'-0" SIDEWALKS AND 1'-0" PARAPETS

ALIGNMENT: TANGENT

SKEW: 5°01'15"

WEARING SURFACE: 1" MONOLITHIC CONCRETE

LOADING: HS20-44 CASE II AND ALTERNATE MILITARY LOADING

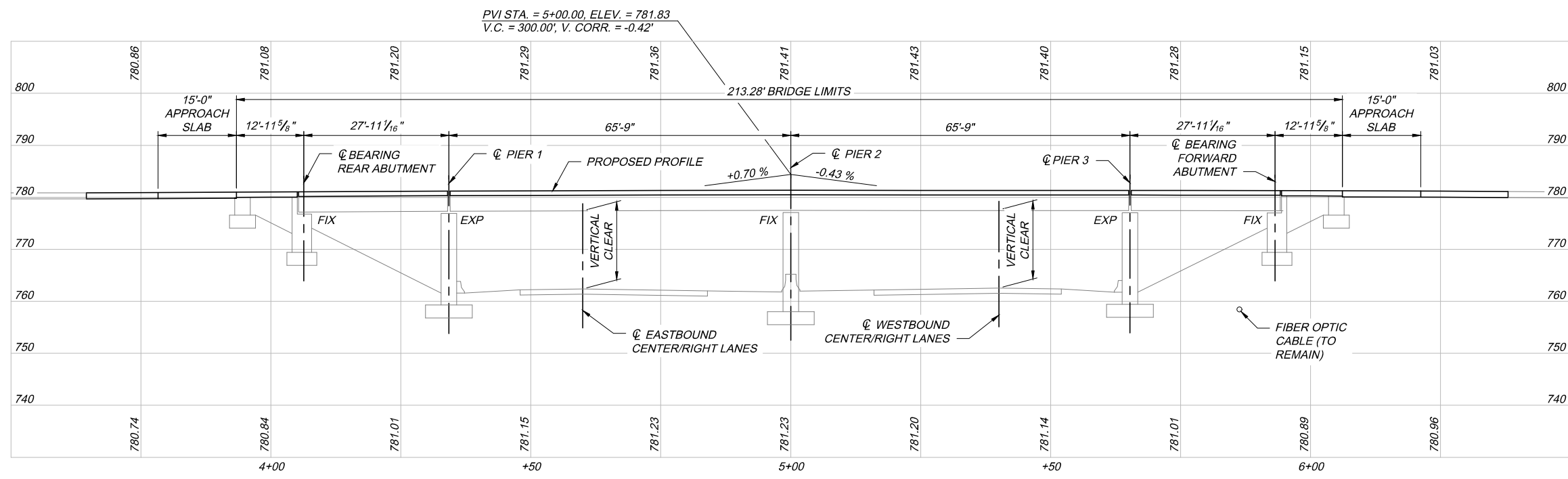
COORDINATES:
 LATITUDE: 41°21'24" N
 LONGITUDE: 81° 54' 18" W

BENCH MARK No. 1
 EASTERN MOST BOLT ON FIRE HYDRANT SOUTH OF BRIDGE
 STA. 3+14.97, 21.5' LEFT
 ELEV. 782.56

BENCH MARK No. 2
 EASTERN MOST BOLT ON FIRE HYDRANT NORTH OF BRIDGE
 STA. 7+18.38, 19.3' LEFT
 ELEV. 782.94

LOCATION OF FIRST GUARDRAIL POST	
STA. 3+89.40 LT.	STA. 6+06.76 LT.
STA. 3+98.73 RT.	STA. 6+10.10 RT.

POINT OF MINIMUM VERTICAL CLEARANCE		
LANES	EXISTING	PREFERRED
EASTBOUND LANES	15'-0"	14'-6"
WESTBOUND LANES	14'-11"	14'-6"



PROFILE

NOTES:

ORIGINAL CONSTRUCTION PLANS

ORIGINAL CONSTRUCTION PLANS, SHOWING THE ORIGINAL ALIGNMENT, PROFILE AND DETAILS OF THE BRIDGE ARE AVAILABLE FOR INSPECTION AT THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION HEADQUARTERS.

682 PROSPECT STREET
 BEREA, OHIO 44017
 (440) 234-2081

DESIGN AGENCY: OHIO TURNPIKE
 BY DATE: CAC 11/16
 REVISIONS: ADDENDUM 1
 CHECKED: CMM
 DESIGNED: CAC
 DRAWN: CAC
 IN CHARGE: DCA
 GENERAL PLAN AND PROFILE
 STATE ROUTE 252 OVER OHIO TURNPIKE
 CUYAHOGA COUNTY
 M.P. 156.9
 PROJECT 43-17-02
 DATE: 11/1/16
 1 / 14
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 20