

OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 3

PROJECT NO. 39-16-01 (PART A)
RIGHT TWO (2) LANES AND SHOULDER RECONSTRUCTION
MILEPOST 107.3 TO MILEPOST 112.5
ERIE COUNTY, OHIO

PROJECT NO. 39-16-01 (PART B)
BRIDGE DECK REPAIR & REHABILITATION
OHIO TURNPIKE OVER NS RAILROAD AND KELLY ROAD MILEPOST 117.3
OHIO TURNPIKE OVER US ROUTE 250 MILEPOST 118.1
ERIE COUNTY, OHIO

OPENING DATE: 2:00 P.M. (EASTERN), DECEMBER 21, 2015

ALL BIDS MUST BE ELECTRONICALLY SUBMITTED THROUGH BID EXPRESS

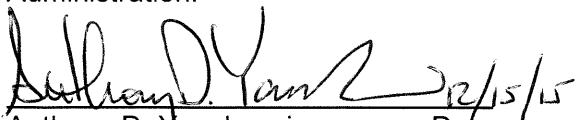
ATTENTION OF BIDDERS IS DIRECTED TO:

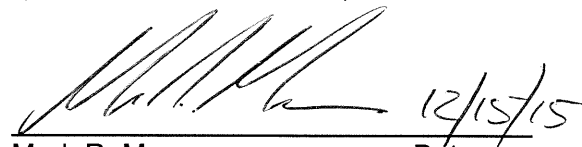
ANSWERS TO QUESTIONS RECEIVED THROUGH 10:00PM ON DECEMBER 15, 2015

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Project 39-16-01A: Plan Sheet Nos. 6, 9, 18, 215, 216, 218, 233 and 234 of 432;
Plan Insert Sheets 1 and 2 of 2.
Bid Schedule of Items at Ref. Nos. 33, 53, 337, 339, 340, 342, 344, 345, 346
Special Provision at Index Page 2 of 2

Issued by the Ohio Turnpike and Infrastructure Commission on December 15, 2015. Issuance authorized by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contract Administration.


Anthony D. Yacobucci Date 12/15/15


Mark R. Musson Date 12/15/15

**OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
ADDENDUM NO. 3
PROJECT NO. 39-16-01 (PART A & PART B)**

QUESTIONS AND ANSWERS THROUGH 10:00 PM DECEMBER 15, 2015

Q#17 Would the OTC allow a contractor to use OTC property (infield bowls) as a disposal site for this Project? Possible proposed locations include Toll Plaza 110 and/or Toll Plaza 118. Please advise if this would be acceptable and what stipulations and/or credits (if any) back to the OTC would apply to this scenario.

A#17 No, the Toll Plaza 110 Waste Site Deduct Alternate is included in this Project for disposal of all waste for both Eastbound and Westbound lanes. The TP 110 waste site, as shown on Plan Insert Sheet 2 of 2, has enough capacity for the entire Project.

Q#18 Will permission be granted to use OTC property at Toll Plaza 110 and/or Toll Plaza 118 for a temporary plant site? Please advise if this would be acceptable and what stipulations and/or credits (if any) back to the OTC would apply to this scenario.

A#18 The Commission will authorize the use of the interchange infield areas at Toll Plaza 110 and/or Toll Plaza 118 for any portable asphalt or concrete plants ("Plants"), subject to the following obligations of the Contractor incorporated into the Contract Documents through this Addendum No. 3:

- 1. Plant installation and operation shall conform with all local, state, federal and regulatory ordinances, statutes, rules or other requirements, including all local noise ordinances. The Contractor shall acquire any required permits, approvals or authorizations from those entities with jurisdiction over the operation and location. The Contractor shall bear the entire the risk that any regulatory authority prohibits or stops the use of the Plants on the Commission's property.*
- 2. Perform pre-survey and post-survey documenting the existing and remaining conditions of the entire Toll Plaza interchange infield areas affected by the grading. The surveys shall provide one (1) foot contours detailing any swales or drainage facilities. The surveys shall be stamped by a Professional Surveyor licensed in the State of Ohio.*
- 3. Prepare modified SWPPP Design and implement the modified SWPPP in accordance with the Contract Documents. Provide any OEPA permit modifications.*
- 4. Prepare and provide a scaled set of drawings of the interchange and all details required to perform the proposed work. The general plan shall show all the work to be completed with this modification. At a minimum, the existing topographic drawings shall be shown with the existing and proposed grading, drainage, utilities and lighting. Details of all drainage and lighting shall be provided with all the info that is required to build the proposed work.*
- 5. The infield areas will require grading and drainage work to create a work area. The existing drainage system with the proposed modifications shall be designed in*

accordance with the most current addition of the ODOT Location and Design Manual, Volume Two, Drainage Design. Both the existing system and proposed system shall be hydraulically analyzed. The Drainage Design and Plans shall be prepared and stamped by a Professional Engineer licensed in the State of Ohio. The drainage design and the set of drawings shall be submitted to the Commission for approval prior to implementing any drainage work.

6. *Additional Drainage, as needed to maintain existing drainage ditches and conduits:*
 - a. *The Drainage shall be installed in accordance with the current edition of the OTIC and/or ODOT Standard Drawings.*
 - b. *The piping material shall be either Type B, 706.02 or Type B, 707.33.*
7. *Existing trees will need to be felled before April 1, 2015 due to the Indiana Fruit Bat Restrictions between April 1 and September 30.*
8. *Compliance with any ODOT and or local agency permit requirements for accessing the local roads is required.*
9. *The Contractor shall comply with all Ohio Environmental Protection Agency and any additional agency permits, authorizations or conditions required for the setup, operation and removal of Plants.*
10. *The Contractor's operations shall in no way interfere with Turnpike operations or Traffic flow in the Toll Plazas. The Contractor shall provide all Maintenance of Traffic Controls in accordance with SP 614 and OTIC Standard Drawings. At all access points, a Flagger shall be stationed to control ingress/egress of construction vehicles.*
11. *MOT for local roads - MOT for State and/ or local roads shall be provided in accordance with the OMUTCD and local regulations.*
12. *Lighting shall be provided at each ingress and egress location for all night operations.*
13. *No waste material is to be stored at the Plant location. Any waste material as a result of production is to be removed and disposed of in accordance with SP 105.*
14. *Grading/Guardrail/Seeding:*
 - a. *The Contractor shall remove and stockpile topsoil for reuse at the completion of the batch plant use. All disturbed areas shall be restored by placing eight (8) inches of stockpiled topsoil and graded to provide positive drainage.*
 - b. *All disturbed Ramp shoulders shall be restored in accordance with the mainline shoulder typical sections.*
 - c. *The Commission reserves the right to modify final grading and elevations as work progresses at no additional cost to the Commission.*
 - d. *Contractor-proposed modifications to existing guardrail shall be submitted to the Commission for approval prior to any modifications. Contractor shall provide an existing condition plan and a proposed modified plan and a final permanent plan. All guardrail modifications shall be in accordance with OTIC standards and approved by the Chief Engineer.*
 - e. *All disturbed areas shall be seeded and mulched after completion of the work in accordance with ODOT CMS 659, as approved by the Chief Engineer.*
15. *Additional Items:*

- a. For safety reasons, Ramp Traffic volume may restrict or dictate when off-road trucks or construction vehicles may cross Ramp.
 - b. All access points shall be closed with Barrels and Type 3 barricades when not in use.
 - c. Ramp Access Points are to have Standard Construction Entrances constructed in accordance with SWPPP requirements. The adjacent ramp pavement shall be kept free from mud and debris.
 - d. Early Warning advisory signage may need to be placed and active when dump site is in use to advise traffic that construction vehicles are crossing, entering and/or exiting.
16. Provide As-built Drawings following restoration of the disturbed areas in AutoCAD, Version 2011 or newer.
17. If the Contractor elects to pursue the use of the Commission's property for the Plants in accordance with these preceding conditions, the cost of all items listed above and any other costs incurred by the Contractor due to this Work shall be reflected as incidental to the unit prices bid on the Contract items.

Q#19 In regards to Reference No. 33 (Granular Material), the bid form lists the unit as CY. Is that the correct unit or should it be TN?

A#19 This Addendum No. 3 revises the quantity of Item SP 304 - Granular Material in the General Note on Plan Sheet 18 of 432, General Summary on Plan Sheet 215 of 432 and the Bid Schedule at Ref. No. 33 to reflect 360 TONS.

Q#20 Bid items 326 and 337 (Excavation for both Asphalt and Concrete Alternates): the subsummary for the asphalt alternate on sheets 229 and 230 shows nominal pavement and shoulder widths of 35.25'. The concrete alternate on sheets 233 and 234 shows both 34.25' and 35.25' nominal widths. The pavement widths on the typical sections appear to show a nominal for both of 35.25'. Please review the excavation quantities shown in the concrete alternate subsummary and revise accordingly.

A#20 The nominal pavement width for both alternatives is 35.25'. This Addendum No. 3 revises the pavement widths and quantities for the Westbound Concrete Alternate on Plan Sheet 233 of 432 and carried through the General Summary and Bid Schedule at Ref. 337.

Q#21 Plan sheet 6, note #4 states that extra excavation and embankment needed for the placement of aggregate/pavement steps shall be incidental. Please note that the proposed nominal width of reconstruction (pavement and shoulder) to edge of surface asphalt course is 35.25'. For the asphalt option, the stepped width to the edge of the aggregate is 37.08' and for the concrete option is 36.08'. Typically excavation is paid for to the outside edge of the stepped boxout and not to the edge of pavement. In either case, the owner's quantity is understated compared to the actual amount excavated and will inflate the costs and unit prices accordingly. Please verify that the intent is not to pay for any excavation outside the top edge of shoulder or please consider revising (increasing) excavation quantities to truly represent quantities excavated.

A#21 *Excavation quantities are calculated to the neat line of the actual pavement buildup or edge of SP 304 to be placed. Any over excavation and subsequent embankment needed in the area over the step construction or outside is incidental to other costs per Note 4 on Plan Sheet 6 of 432. Excavation quantities are calculated to the depths as shown in the pavement sub-summaries Plan Sheets 227 through 234 of 432 and are exclusive of the volume of pavement removed. Excavation quantities for the Concrete Alternate are revised as outlined in the response to Q#20.*

Q#22 **Bid item 117- Joint Sealer (SP 404A)- the pavement joint detail on plan sheet 6 shows legend item 22 (SP 404A) as joint sealer “applied to vertical face, each lift”. This would be a total of four lifts per directional joint. In addition this is called for the crossover restorations (1 lift) shown on sheet 329 as well as resurfacing of median shoulders (1 lift, against the median barrier and the existing pavement) as shown on plan sheet 13. We believe that the owner quantity is understated based on these details. We feel that based on these conditions that the owner quantity is incorrectly understated. Please review and revise the quantity and/or clarify that the contractor gets paid per foot per lift given the different depths of pavement joints.**

A#22 *This Addendum No. 3 revises Item 22 – Joint Sealer on Plan Sheets 6 and 9 of 432 to read “applied to vertical face”.*

Q#23 **In regards to the TP 110 Waste Site Deduct Alternate, the construction drive off the turnpike spans the westbound outside ditch and requires a drive culvert. In order to size up the pipe, will the contractor be required to do a hydraulic study in addition to what is required for the waste area itself?**

A#23 *Yes, if the Contractor elects to use the construction drive to the Westbound lanes, drainage calculations are required to size the mandatory drive culvert. Plan Insert Sheet 2 of 2 under Note 3 of the Waste Site Plan submittal requirements states: “All required drainage elements shall be designed in accordance with the current ODOT Drainage Location and Design Manual, Volume 2.”*

Q#24 **In regards to the TP 110 Waste Site Deduct Alternate, access from the construction drive off the turnpike goes through a construction gate. When the project is finished, do the gate, drive, and culvert have to be removed and restored or can these all be left in place for possible future turnpike use?**

A#24 *This Addendum No. 3 adds Note 4.I. on Plan Insert Sheet 2 of 2 that states: “The Contractor shall be required to remove the westbound construction drive, remove the temporary construction gate, repair existing fence at construction entrance and remove any drainage structures associated with the construction drive prior to completion of this Project.”*

Q#25 **Bid item 176- Asphalt Concrete for Maintaining Traffic: plan sheet 26 note describes this as being used for transitions to milled surfaces and toll/service plazas. Please verify that this bid item is for exclusively for this use, and that “pot hole patching” and repairs not covered under the partial depth repair items are not considered part of this bid item.**

A#25 *Yes, Reference No. 176 – Item 614 - Asphalt Concrete for Maintaining Traffic is to be used as described in the Contract Documents. Any pot-hole patching or repairs the Contractor is directed to perform are not included in the bid item, and will be paid under an appropriate change order.*

Q#26 Bid item #33- SP304 Granular Material- 6560 cy. The proposal and summary show cubic yards, but the note on plan sheet 18 shows 6560 tons. Please clarify whether the correct unit.

A#26 *See the response to Q#19 of Addendum #3.*

Q#27 Bid item #33- SP304 Granular Material- 6560 cy. Plan sheet 18 gives the note for the use of this per “Section E.3” of the stabilization notes. The quantity of 6560 seems way out of proportion with the volume of excavation removed and area of undercut. Please review this quantity as it appears to be overstated.

A#27 *See the response to Q#19 of Addendum #3.*

Q#28 Bid item #53- Limestone Sand, 2500 CY: slope repair sheet 1 calls for 10% incorporation of limestone sand into embankments in note 3. Note 12 also calls for a contingency of 2500 cy in case mixed dirt doesn’t meet specifications. Is the volume of sand in the 10% incorporation included as part of the 2500 cubic yards?

A#28 *The inclusion of the limestone sand is only where it is required for stability and the quantity of Item Special - Limestone Sand is provided as the estimated amount to meet the requirements of Note 10 and 12 on Plan Insert Sheet 1 of 1.*

Q#29 Bid item #53- Limestone Sand, 2500 CY: this quantity seems to be overstated given the amount of excavation and borrow called for in the three areas of slope repair. Please review this plan quantity and if necessary revise.

A#29 *This Addendum No. 3 revises the quantity of Item Special – Limestone Sand in Note 12 on Plan Insert Sheet 1 of 1, General Summary on Plan Sheet 216 of 432 and the Bid Schedule Ref. No. 53 to reflect 225 CY.*

Q#30 Bid item 199- Portable Concrete Barrier, 32”, As Per Plan: Plan sheet 26 calls for this to be installed per ODOT spec and left in place upon completion of work. Does the portable barrier wall have to be newly-purchased for this project?

A#30 *Yes, the portable concrete barrier shall be purchased new for this Project. The General Note on Plan Sheet 26 of 432 for Item 622 – Portable Concrete Barrier, 32”, As Per Plans states: “The barrier shall be new and left in place upon completion of the work.”*

Q#31 What is included in Reference No. 68 (Erosion Control)? It appears that individual reference items exist for typical erosion control activities. Those typical activities are Reference No.’s 69-77 and therefore it is unclear the need for Reference No. 68. There are also no notes that specify what is included in that item. Is

Reference No. 68 necessary and if it is please detail what work would be included under that item.

A#31 Reference No. 68 – Item SS832 - Erosion Control is payment for maintenance of the erosion control items Reference Nos. 69 through 76. The Requirements are described in the SS832 – Temporary Sediment and Erosion Control Specification on page 385 through 444 of the Special Provisions.

Q#32 Installation and removal of temporary falsework item SP XXX will require access from NSRR tracks. Please confirm that this is acceptable per the OTIC agreement with NSRR.

A#32 Yes, the Contractor shall have access to install, maintain and remove temporary falsework from the Norfolk Southern Railway Company Right of Way. The Contractor shall follow all Railroad Requirements as described in the Special Provision SP 827B – Protection of Norfolk Southern Railway Interest and the applicable requirements for contractors described in the Norfolk Southern Public Projects Manual dated August 1, 2015 available online at: <http://www.nscorp.com/content/nscorp/en/transportation-terms/other-requirements/public-project-guidelines.html>. This Addendum No. 3 modifies the Index for the Special Provisions to reference Appendix D, which provides the Form Agreement for the right of entry to the Norfolk Southern right of way that the Contractor is required to execute under SP 827.

Q#33 Plan Sheets 405, 411, 417, 425 call for “COMPACTED GRANULAR FILL, AS PER SP 304, THICKNESS AS REQUIRED (PAYMENT INCIDENTAL TO ITEM SP202 – PORTIONS OF STRUCTURE REMOVED”. Can the commission please define a depth and area or setup a bid item to pay for this work on a unit price basis?

A#33 The quantity of fill required, if any, under the abutment slab cannot be determined until the existing abutment slab is removed. The Contractor should bid this item as specified in the plans. No additional information can be provided by the Commission for bidding this item.

Q#34 Addendum 1 answered a prebid question (Q#10, A#10) regarding “Vegetative Filter Strips and Biofilters”. The contractor is to grade the area prior to installing the 6” worth of topsoil. Is the graded existing material to be removed from the area and if so please add a bid item for this corresponding excavation that would be performed in order to accommodate the new 6” topsoil.

A#34 The intent of the Vegetative Filter Strip work is not to excavate existing material prior to placing the topsoil. The six inches of topsoil shall be placed on top of the existing slopes with a tapered thickness where it meets the SP 617 or SP 627 material.

Q#35 Bid items 326 and 337: Excavation- the subsummary tables show an assumed depth of asphalt paid under pavement removal of 5”. If the asphalt removal on the shoulder exceeds 5”, will this volume be paid for as part of the excavation or will the volume be considered incidental to the pavement removal with deduction of quantity from the excavation, and if so how would owner determine paid volume deduct?

A#35 *If the existing asphalt removal exceeds 5", the removal of this additional volume of asphalt shall be paid under Item No. 203 – Excavation quantity.*

MODIFIED CONTRACT DOCUMENTS

With this Addendum No. 3, the Commission substitutes the enclosed materials for the following Plan Drawings:

Project 39-16-01A: Plan Sheet Nos. 6, 9, 18, 215, 216, 218, 233 and 234 of 432; and Plan Insert Sheets 1 and 2 of 2.

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



Bid Schedule of Items at Ref. Nos. 33, 53, 337, 339, 340, 342, 344, 345, 346

Changes are highlighted in yellow and contained in ***bold italicized text*** in the excel worksheet provided with this Addendum No. 1 in accordance with IB 2.6.2.3.

Special Provision at Index Page 2 of 2: Additions are contained in ***bold italicized text***.

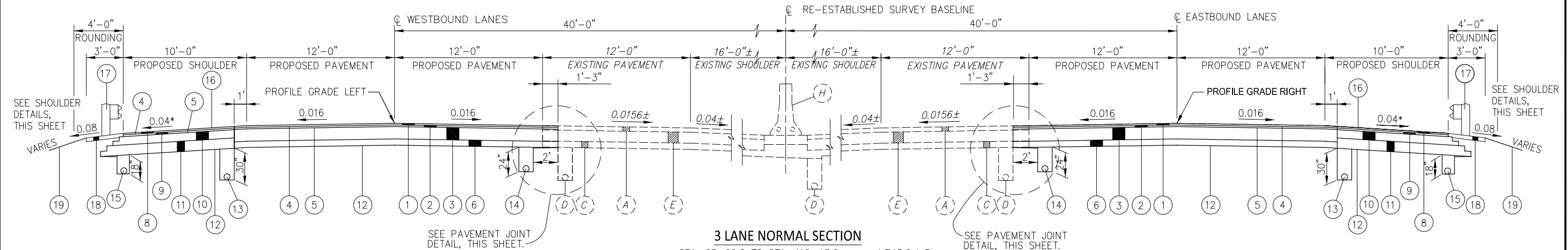
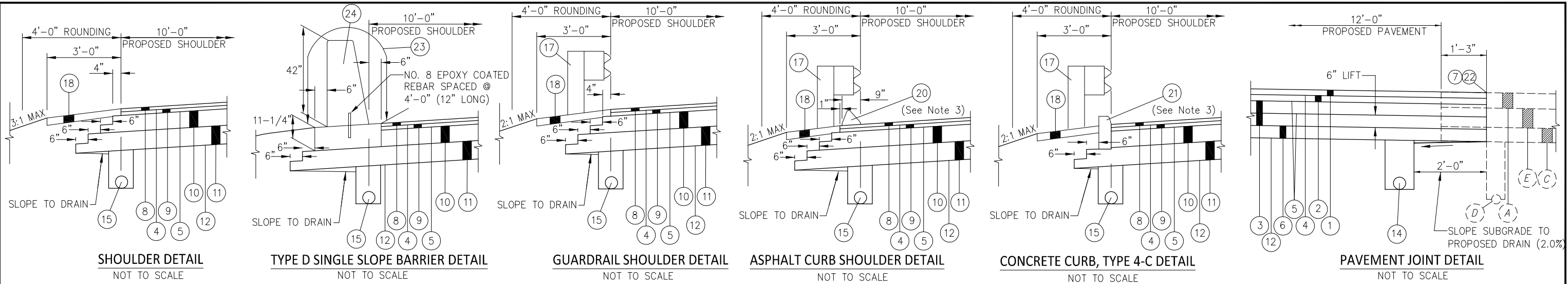
Bidders Acknowledgment of Addendum No. 3
to Contract No. 39-16-01 (PART A & PART B):

(Firm Name)

(Signature)

(Printed Name)

Date: _____



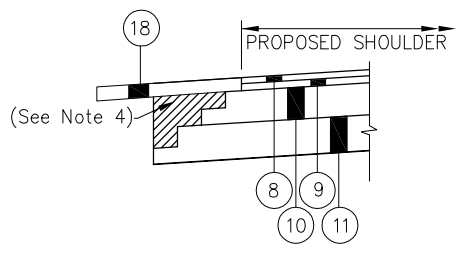
3 LANE NORMAL SECTION

STA. 65+00.0 TO STA. 112+43.6 =	4,743.6 L.F.
STA. 149+35.5 TO STA. 159+75.1 =	1,039.6 L.F.
STA. 161+80.0 TO STA. 166+05.6 =	425.6 L.F.
STA. 169+23.5 TO STA. 198+39.6 =	2,916.1 L.F.
STA. 218+97.8 TO STA. 269+48.5 =	5,050.7 L.F.
STA. 270+96.6 TO STA. 297+89.8 =	2,693.2 L.F.
STA. 297+89.6 TO STA. 312+16.5 =	1,426.9 L.F.
STA. 338+54.0 TO STA. 339+00.0 =	46.0 L.F.

- NOTE 1: ALL EXPOSED SUBGRADE WILL HAVE SUBGRADE STABILIZATION PERFORMED USING ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN. SEE GENERAL NOTES SHEET 19.
- NOTE 2: FOR ADDITIONAL INFO REGARDING THE PAVEMENT JOINT DETAIL, SEE SHEET 15.
- NOTE 3: ASPHALT/CONCRETE CURB SHALL BE SEALED PER THE REQUIREMENTS OF SP 400.
- NOTE 4: ADDITIONAL ITEM 203 EXCAVATION AND EMBANKMENT NECESSARY FOR THE PLACEMENT OF AGGREGATE BASE AND ASPHALT AGGREGATE BASE EDGE EXTENSIONS SHALL BE INCIDENTAL TO THE COST OF PLACING THESE MATERIALS.
- NOTE 5: FOR PAVEMENT AND SHOULDER WIDTHS AND CROSS SLOPES, SEE PAVEMENT ELEVATION DETAILS ON SHEETS 230-249.
- NOTE 6: ITEM 407 - TACK COAT (APPLIED AT 0.06 GAL./S.Y.) SHALL BE PLACED ON EACH LIFT OF ITEM SP 302.

- ITEM LEGEND**
- | | |
|---|---|
| ① ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 70-22 (FR) (1-1/2") | ⑩ ITEM SP 302 ASPHALT CONCRETE BASE, PG 64-22 (T=8") (SHOULDER) |
| ② ITEM SP 402 ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG 70-22 (FR) (1-3/4") | ⑪ ITEM SP 304 AGGREGATE BASE (10") (SHOULDER) (2 EQUAL LIFTS) |
| ③ ITEM SP 302 ASPHALT CONCRETE BASE, PG 64-22 (12") (2 EQUAL LIFTS) | ⑫ ITEM 206 CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN |
| ④ ITEM SP 407 TACK COAT FOR INTERMEDIATE COURSE, AS PER PLAN (APPLIED @ 0.06 GAL./S.Y.), SEE SHEET 22. | ⑬ ITEM SP 605 6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP (30") |
| ⑤ ITEM SP 407 TACK COAT, AS PER PLAN (APPLIED @ 0.075 GAL./S.Y.), SEE SHEET 22. | ⑭ ITEM SP 605 6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP (24") |
| ⑥ ITEM SP 304 AGGREGATE BASE (6") | ⑮ ITEM SP 605 6" BASE PIPE UNDERDRAIN, WITH FABRIC WRAP (18") |
| ⑦ ITEM 252 FULL DEPTH PAVEMENT SAWING (SEE NOTE 2) | ⑯ ITEM SPECIAL SONIC NAP ALERT PATTERN (SNAP) |
| ⑧ ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22 (1-1/2") | ⑰ ITEM 606 GUARDRAIL, TYPE MGS |
| ⑨ ITEM SP 402 ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG 64-22 (1-3/4") | ⑱ ITEM 659 SEEDING AND MULCHING |
| ⑫ ITEM SP 302 ASPHALT CONCRETE BASE, PG 64-22 (T=8") (SHOULDER) | ⑳ ITEM 609 ASPHALT CONCRETE CURB, TYPE 1, PG 64-22 |
| ⑬ ITEM SP 304 AGGREGATE BASE (10") (SHOULDER) (2 EQUAL LIFTS) | ㉑ ITEM 609 CURB, TYPE 4-C |
| ⑭ ITEM 206 CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN | ㉒ ITEM SP 404A JOINT SEALER (APPLIED TO VERTICAL FACE - EACH LIFT) |
| ⑮ ITEM SP 605 6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP (30") | ㉓ ITEM SP 536 CONCRETE WEATHERPROOFING, BARRIERS AND BARRICADES, SEE SHEET 19. |
| ⑯ ITEM SP 605 6" BASE PIPE UNDERDRAIN, WITH FABRIC WRAP (18") | ㉔ ITEM 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN |
| ⑰ ITEM SPECIAL SONIC NAP ALERT PATTERN (SNAP) | ㉕ ITEM SP 526 CLASS C CONCRETE, APPROACH SLAB, USING TYPE I CEMENT (T=12") |
| ⑱ ITEM 659 SEEDING AND MULCHING | ㉖ ITEM SP 304 AGGREGATE BASE (12") |
| ㉑ ITEM 609 ASPHALT CONCRETE CURB, TYPE 1, PG 64-22 | ㉗ ITEM 204 SUBGRADE COMPACTION |
| ㉒ ITEM 609 CURB, TYPE 4-C | ㉘ ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (2") |
| ㉓ ITEM SP 404A JOINT SEALER (APPLIED TO VERTICAL FACE - EACH LIFT) | ㉙ ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 70-22 (FR) (2") |
| ㉔ ITEM SP 536 CONCRETE WEATHERPROOFING, BARRIERS AND BARRICADES, SEE SHEET 19. | ㉚ ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22 (2") |
| ㉕ ITEM 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN | |
| ㉖ ITEM SP 526 CLASS C CONCRETE, APPROACH SLAB, USING TYPE I CEMENT (T=12") | |
| ㉗ ITEM SP 304 AGGREGATE BASE (12") | |
| ㉘ ITEM 204 SUBGRADE COMPACTION | |
| ㉙ ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 70-22 (FR) (2") | |
| ㉚ ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22 (2") | |

- EX. ITEM LEGEND**
- (A) ASPHALT CONCRETE (T=5"±)
 - (B) 10" REINFORCED CONCRETE PAVEMENT
 - (C) 6"± AGGREGATE BASE
 - (D) 6" UNDERDRAIN
 - (E) 10"± BITUMINOUS AGGREGATE BASE
 - (F) REINFORCED CONCRETE APPROACH SLAB (T=12"±)
 - (G) GUARDRAIL, TYPE 5
 - (H) CONCRETE BARRIER

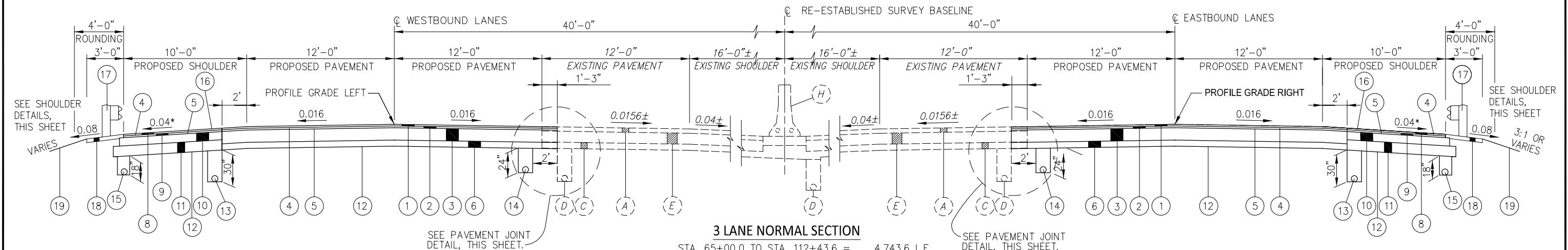
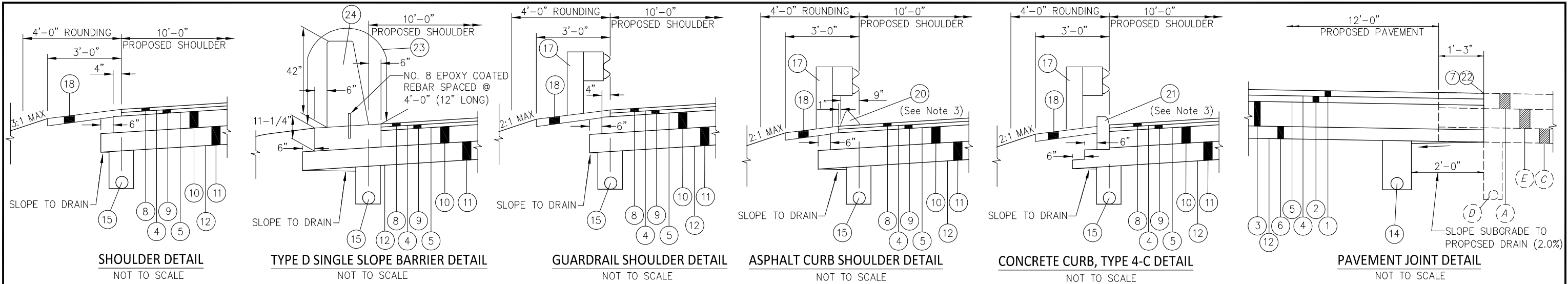


* TRANSITION SLOPE FROM 0.04 TO 0.016 AT APPROACH SLABS (L=65')

STA. 159+22.7 TO STA. 159+87.7 (LT)	
STA. 158+97.5 TO STA. 159+62.5 (RT)	
STA. 161+92.6 TO STA. 162+57.6 (LT)	
STA. 161+67.4 TO STA. 162+32.4 (RT)	
STA. 166+51.1 TO STA. 167+16.1 (LT)	
STA. 164+30.1 TO STA. 164+95.1 (RT)	
STA. 170+25.9 TO STA. 170+90.9 (LT)	
STA. 168+16.9 TO STA. 168+81.9 (RT)	
STA. 268+73.1 TO STA. 269+38.1 (LT)	
STA. 268+93.9 TO STA. 269+58.9 (RT)	
STA. 270+86.2 TO STA. 271+51.2 (LT)	
STA. 271+07.0 TO STA. 271+72.0 (RT)	

DESIGNED BY: MZP	CHECKED BY:
DATE: 1/23/15	DATE:
DRAWN BY: MZP	REVISOR BY:
DATE: 1/26/15	DATE:
CAD FILE NAME: 14693-TYP.DWG	

ADDENDUM NO. 2	MZP	12/10/15
ADDENDUM NO. 3	MZP	12/15/15
NO.	REVISIONS	BY DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION		
OHIO TURNPIKE EASTBOUND AND WESTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION TYPICAL SECTIONS - ASPHALT ALTERNATE		
CT Consultants engineers architects planners		
DESIGNED: WDB	CHECKED: JMP	DATE: JAN. 2015
DRAWN: MZP	IN CHARGE: WDB	SCALE: NO SCALE
PROJECT 39-16-01A SHEET 6 OF 432		



STA. 65+00.0 TO STA. 112+43.6 =	4,743.6 L.F.
STA. 149+35.5 TO STA. 159+75.1 =	1,039.6 L.F.
STA. 161+80.0 TO STA. 166+05.6 =	425.6 L.F.
STA. 169+23.5 TO STA. 198+39.6 =	2,916.1 L.F.
STA. 218+97.8 TO STA. 269+48.5 =	5,050.7 L.F.
STA. 270+96.6 TO STA. 297+89.8 =	2,693.2 L.F.
STA. 297+89.6 TO STA. 312+16.5 =	1,426.9 L.F.
STA. 338+54.0 TO STA. 339+00.0 =	46.0 L.F.

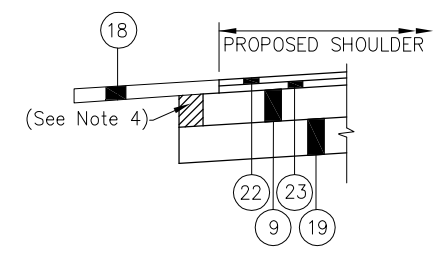
- NOTE 1: ALL EXPOSED SUBGRADE WILL HAVE SUBGRADE STABILIZATION PERFORMED USING ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN. SEE GENERAL NOTES SHEET 19.
- NOTE 2: FOR ADDITIONAL INFO REGARDING THE PAVEMENT JOINT DETAIL, SEE SHEET 15.
- NOTE 3: ASPHALT/CONCRETE CURB SHALL BE SEALED PER THE REQUIREMENTS OF SP 400.
- NOTE 4: ADDITIONAL ITEM 203 EXCAVATION AND EMBANKMENT NECESSARY FOR THE PLACEMENT OF AGGREGATE BASE AND ROLLER COMPACTED CONCRETE EDGE EXTENSIONS SHALL BE INCIDENTAL TO THE COST OF PLACING THESE MATERIALS.
- NOTE 5: FOR PAVEMENT AND SHOULDER WIDTHS AND CROSS SLOPES, SEE PAVEMENT ELEVATION DETAILS ON SHEETS 230-249.

ITEM LEGEND

- | | |
|---|---|
| ① ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 70-22 (FR) (1-1/2") | ⑩ ITEM SPECIAL ROLLER COMPACTED CONCRETE (10 1/2") |
| ② ITEM SP 402 ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG 70-22 (FR) (1-3/4") | ⑪ ITEM SP 304 AGGREGATE BASE (8") (SHOULDER) |
| ③ ITEM 305 CONCRETE BASE (12-1/2") | ⑫ ITEM 206 CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN |
| ④ ITEM SP 407 TACK COAT FOR INTERMEDIATE COURSE, AS PER PLAN (APPLIED @ 0.06 GAL./S.Y.), SEE SHEET 22. | ⑬ ITEM SP 605 6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP (30") |
| ⑤ ITEM SP 407 TACK COAT, AS PER PLAN (APPLIED @ 0.075 GAL./S.Y.), SEE SHEET 22. | ⑭ ITEM SP 605 6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP (24") |
| ⑥ ITEM SP 304 AGGREGATE BASE (6") | ⑮ ITEM SP 605 6" BASE PIPE UNDERDRAIN, WITH FABRIC WRAP (18") |
| ⑦ ITEM 252 FULL DEPTH PAVEMENT SAWING (SEE NOTE 2) ⚠ | ⑯ ITEM SPECIAL SONIC NAP ALERT PATTERN (SNAP) |
| ⑧ ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22 (1-1/2") | ⑰ ITEM 606 GUARDRAIL, TYPE MGS |
| ⑨ ITEM SP 402 ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG 64-22 (1-3/4") | ⑱ ITEM 659 SEEDING AND MULCHING |
| ⑫ ITEM SP 304 AGGREGATE BASE (12") | ⑳ ITEM 609 ASPHALT CONCRETE CURB, TYPE 1, PG 64-22 |
| ⑬ ITEM 206 CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN | ㉑ ITEM 609 CURB, TYPE 4-C |
| ⑭ ITEM SP 605 6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP (30") | ㉒ ITEM SP 404A JOINT SEALER (APPLIED TO VERTICAL FACE EACH LIFT) ⚠ |
| ⑮ ITEM SP 605 6" BASE PIPE UNDERDRAIN, WITH FABRIC WRAP (18") | ㉓ ITEM SP 536 CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS, SEE SHEET 19. |
| ⑯ ITEM SPECIAL SONIC NAP ALERT PATTERN (SNAP) | ㉔ ITEM 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN |
| ⑰ ITEM 606 GUARDRAIL, TYPE MGS | ㉕ ITEM SP 526 CLASS C CONCRETE, APPROACH SLAB, USING TYPE I CEMENT (T=12") |
| ⑱ ITEM 659 SEEDING AND MULCHING | ㉖ ITEM SP 304 AGGREGATE BASE (12") |
| ㉑ ITEM 609 ASPHALT CONCRETE CURB, TYPE 1, PG 64-22 | ㉗ ITEM 204 SUBGRADE COMPACTION |
| ㉒ ITEM 609 CURB, TYPE 4-C | ㉘ ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (2") |
| ㉓ ITEM SP 404A JOINT SEALER (APPLIED TO VERTICAL FACE EACH LIFT) ⚠ | ㉙ ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 70-22 (FR) (2") |
| ㉔ ITEM SP 536 CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS, SEE SHEET 19. | ㉚ ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22 (2") |
| ㉕ ITEM SP 526 CLASS C CONCRETE, APPROACH SLAB, USING TYPE I CEMENT (T=12") | |

EX. ITEM LEGEND

- (A) ASPHALT CONCRETE (T=5"±)
- (B) 10" REINFORCED CONCRETE PAVEMENT
- (C) 6"± AGGREGATE BASE
- (D) 6" UNDERDRAIN
- (E) 10"± BITUMINOUS AGGREGATE BASE
- (F) REINFORCED CONCRETE APPROACH SLAB (T=12"±)
- (G) GUARDRAIL, TYPE 5
- (H) CONCRETE BARRIER



* TRANSITION SLOPE FROM 0.04 TO 0.016 AT APPROACH SLABS (L=65')

STA. 159+22.7 TO STA. 159+87.7 (LT)	
STA. 158+97.5 TO STA. 159+62.5 (RT)	
STA. 161+92.6 TO STA. 162+57.6 (LT)	
STA. 161+67.4 TO STA. 162+32.4 (RT)	
STA. 166+51.1 TO STA. 167+16.1 (LT)	
STA. 164+30.1 TO STA. 164+95.1 (RT)	
STA. 170+25.9 TO STA. 170+90.9 (LT)	
STA. 168+16.9 TO STA. 168+81.9 (RT)	
STA. 268+73.1 TO STA. 269+38.1 (LT)	
STA. 268+93.9 TO STA. 269+58.9 (RT)	
STA. 270+86.2 TO STA. 271+51.2 (LT)	
STA. 271+07.0 TO STA. 271+72.0 (RT)	

DESIGNED BY: MZP	CHECKED BY:
DATE: 1/23/15	DATE:
DRAWN BY: MZP	REVISION BY:
DATE: 1/26/15	DATE:
CAD FILE NAME: 14693-TYP.DWG	

ADDENDUM NO. 2	MZP	12/10/15
ADDENDUM NO. 3	MZP	12/15/15
NO.	REVISIONS	BY DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION		
OHIO TURNPIKE EASTBOUND AND WESTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION TYPICAL SECTIONS - CONCRETE ALTERNATE		
CT Consultants engineers architects planners		
DESIGNED: WDB	CHECKED: JMP	DATE: JAN. 2015
DRAWN: MZP	IN CHARGE: WDB	SCALE: NO SCALE
PROJECT 39-16-01A SHEET 9 OF 432		

ROADWAY (CONTINUED)

ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN (CONTINUED)

3. BOX CULVERTS WHERE DEPTH OF COVER IS LESS THAN 2 FEET: EXCAVATE 16 INCHES OF THE EXPOSED SOIL SUBGRADE FROM THE BOX CULVERT TO A DISTANCE 20 FEET LONGITUDINALLY EACH SIDE (FORWARD AND REAR). SPREAD THE EXCAVATED SOIL AND PERFORM CHEMICAL STABILIZATION ON THE EXCAVATED SOIL USING THE SAME REQUIREMENTS AS THE ADJACENT SUBGRADE. AFTER CHEMICALLY STABILIZING THE EXCAVATED SOIL, PLACE THE EXCAVATED SOIL BACK IN THE EXCAVATION TO A DISTANCE OF 20 FEET LONGITUDINALLY ON EACH SIDE OF THE BOX CULVERT. COMPACT ACCORDING TO THE SPECIAL PROVISIONS DETAILED BELOW.

SPECIAL PROVISIONS FOR COMPACTION OF ITEMS 2 AND 3 ABOVE COMPACT THE EXISTING SUBGRADE MATERIAL OVER THE BOX CULVERT USING A NON-VIBRATORY ROLLER AND TEST FOR PERCENT COMPACTION ACCORDING TO THE PROJECT SPECIFICATIONS. DO NOT PROOF ROLL. IF THE COMPACTED SOIL DOES NOT MEET THE SPECIFICATION REQUIREMENTS FOR DENSITY, THE ENGINEER WILL DELINEATE THE AREA TO BE UNDERCUT AND BACKFILL WITH ITEM SP304 MATERIAL.

FOR ALL SCENARIOS LISTED ABOVE, AND IN OTHER AREAS INACCESSIBLE TO THE SPECIFIED COMPACTION EQUIPMENT, THE CONTRACTOR SHALL ENSURE THAT THE SPECIFIED COMPACTION IS OBTAINED USING OTHER SUITABLE EQUIPMENT.

PAYMENT FOR EXCAVATION AND EMBANKMENT REQUIRED TO COMPLETE THE STABILIZATION IN THE AREAS SHALL BE INCLUDED IN AND INCIDENTAL TO ITEMS 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP, AS PER PLAN.

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK UNDER ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN:

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP, AS PER PLAN	<u>231,000 SQ. YD.</u>
ITEM 206 - CEMENT	<u>6,980 TON</u>
ITEM 206 - CURING COAT	<u>13,860 GAL.</u>
ITEM 206 - TEST ROLLING	<u>120 HOURS</u>


THE FOLLOWING CONTINGENCY QUANTITIES SHALL BE USED TO EXCAVATE AND STABILIZE THE UNSTABLE SUBGRADE SOILS AS DESCRIBED ABOVE IN SECTION E.1:

ITEM 203 - ROADWAY EXCAVATION & EMBANKMENT	<u>1600 CU. YD.</u>
ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	<u>8000 SQ. YD.</u>
ITEM 206 - CEMENT	<u>210 TON</u>
ITEM 206 - CURING COAT	<u>240 GAL.</u>
ITEM 206 - TEST ROLLING	<u>10 HOURS</u>

THE FOLLOWING CONTINGENCY QUANTITIES SHALL BE USED TO EXCAVATE AND STABILIZE THE UNSTABLE SUBGRADE SOILS AS DESCRIBED ABOVE IN SECTION E.2:

ITEM 206 - CEMENT STABILIZED SUBGRADE, 16 INCHES DEEP,	<u>4000 SQ. YD.</u>
ITEM 206 - CEMENT	<u>170 TON</u>
ITEM 206 - CURING COAT	<u>240 GAL.</u>
ITEM 206 - TEST ROLLING	<u>10 HOURS</u>

THE FOLLOWING CONTINGENCY QUANTITIES SHALL BE USED TO UNDERCUT AND REPLACE THE UNSTABLE SUBGRADE SOILS AS DESCRIBED ABOVE IN SECTION E.3:

ITEM 204 - EXCAVATION	<u>178 CU. YD.</u>
ITEM SP 304 - GRANULAR MATERIAL	<u>360 TON</u> 
ITEM 204 - SUBGRADE COMPACTION	<u>227 SQ. YD.</u>
ITEM 204 - TYPE D GEOTEXTILE, 712.09	<u>227 SQ. YD.</u>
ITEM 861 - GEOGRID FOR SUBGRADE STABILIZATION, AS PER PLAN, TENSAR TRIAX 160 GEOGRID	<u>227 SQ. YD.</u>

ITEM 209 - DITCH CLEANOUT

THIS ITEM SHALL CONSIST OF FIELD SURVEY, CLEARING, EXCAVATION AND EMBANKMENT AS NECESSARY TO RE-ESTABLISH THE CROSS SECTION OF THE EXISTING DITCHES AS DIRECTED BY THE CHIEF ENGINEER. FOR STORM SEWER PIPES OR STRUCTURES ADJACENT TO THE DITCHES, ADDITIONAL CLEARING OF THOSE ITEMS SHALL BE DONE AS DIRECTED BY THE CHIEF ENGINEER AND CONSIDERED INCIDENTAL TO THE DITCH CLEANOUT. EXISTING DITCH CENTERLINE ELEVATIONS SHALL BE FIELD MEASURED AND RECORDED BY THE CONTRACTOR PRIOR TO PERFORMING ANY WORK ON THE DITCHES. PROPOSED ELEVATIONS FOR THE RE-ESTABLISHED DITCH SHALL BE SUBMITTED AND REVIEWED BY THE CHIEF ENGINEER BEFORE WORK MAY COMMENCE. THIS SHALL BE DONE TO ENSURE THE DITCH CLEANOUT ACCOMPLISHES POSITIVE DRAINAGE.

PAYMENT FOR THIS ITEM WILL BE AT UNIT BID PRICE PER FOOT FOR ITEM 209 - DITCH CLEANOUT AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THIS ITEM. ALL MAINTENANCE OF TRAFFIC NECESSARY TO COMPLETE THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 614 - MAINTAINING TRAFFIC.

ITEM 209 - DITCH CLEANOUT (CONTINUED)

THE FOLLOWING CONTINGENCY QUANTITY IS PROVIDED IN THE GENERAL SUMMARY IN ADDITION TO THAT CALLED OUT ELSEWHERE FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 209 - DITCH CLEANOUT 5000 FT

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ODOT ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. INSTALL THIS ASSEMBLY AT A 25:1 MAXIMUM FLARE RATE SO THAT THE INSIDE EDGE OF THE IMPACT HEAD IS NO CLOSER THAN 6 INCHES FROM THE OUTER EDGE OF THE SHOULDER.

THE COMMISSION SHALL SUPPLY A TYPE G REFLECTIVE SHEETING PER CMS 730.19 MOUNTED ON A PIECE OF ALUMINUM. THE CONTRACTOR SHALL RIVET THE ALUMINUM TO THE FACE OF THE TYPE E IMPACT HEAD.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES NOT PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606. ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 617 - SHOULDER PREPARATION, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 617.04 OF THE SPECIFICATIONS, THE CONTRACTOR SHALL PERFORM THE FOLLOWING ADJACENT TO NEW PAVEMENT:

THE SUBGRADE SHALL BE PLACED IN 6" LIFTS (MAX) AND COMPACTED IN ACCORDANCE WITH ITEM 204 IMMEDIATELY PRIOR TO PLACING THE AGGREGATE AND AFTER THE SUBGRADE IS SHAPED OR BLADED TO GIVE A STRAIGHT VERTICAL EDGE WITH THE ADJACENT DIRT. THE ENTIRE THICKNESS OF AGGREGATE SHALL BE SUPPORTED ALONG THE OUTER EDGE WITH TOPSOIL AND FILL DIRT THAT IS CONSISTENT WITH THE FORE SLOPE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 617- SHOULDER PREPARATION, AS PER PLAN, AND SHALL INCLUDE ANY EXCAVATION, EMBANKMENT, LINEAR GRADING, SUBGRADE COMPACTION, PROOF ROLLING, ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THIS WORK.

ITEM SPECIAL - CONCRETE CHANNEL CLEANOUT

THIS WORK SHALL CONSIST OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING CONCRETE CHANNEL SPECIFIED IN THE PLANS. ALL MATERIAL REMOVED SHALL BE DISPOSED OF AS PER SP 105. ALL EXISTING CONCRETE CHANNELS SHALL BE CLEANED OUT TO THE SATISFACTION OF THE CHIEF ENGINEER.

CLEANOUT OF THE CONCRETE CHANNEL SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - CONCRETE CHANNEL CLEANOUT, FOOT. THIS PRICE SHALL INCLUDE THE COST FOR MATERIAL DISPOSAL, EQUIPMENT, LABOR AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

ITEM SPECIAL - CHANNEL CLEANOUT

THIS WORK SHALL CONSIST OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING CHANNELS SPECIFIED IN THE PLANS. ALL MATERIAL REMOVED SHALL BE DISPOSED OF AS PER SP 105. ALL CHANNELS SPECIFIED SHALL BE CLEANED OUT TO THE SATISFACTION OF THE CHIEF ENGINEER.

CLEANOUT OF THE CHANNEL SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - CHANNEL CLEANOUT, SQ YD. THIS PRICE SHALL INCLUDE THE COST FOR MATERIAL DISPOSAL, EQUIPMENT, LABOR AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

**ITEM 202 - FENCE REMOVED
ITEM 607 - FENCE, TYPE 47, AS PER PLAN**

CONTINGENCY QUANTITIES FOR FENCE REMOVAL AND REPLACEMENT HAVE BEEN INCLUDED IN THE PLANS FOR USE AS DIRECTED BY THE ENGINEER. CLEARING OF BRUSH NECESSARY FOR INSTALLATION SHALL BE INCIDENTAL TO THE COST PER FOOT OF FENCE.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 202 - FENCE REMOVED	<u>500 FT</u>
ITEM 607 - FENCE, TYPE 47, AS PER PLAN	<u>500 FT</u>

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

REMOVAL OF EXISTING ASPHALT CURB SHALL BE CONSIDERED INCIDENTAL TO PAVEMENT REMOVAL.

EROSION CONTROL

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

ITEM 659 - SOIL ANALYSIS TEST	<u>10 EACH</u>
ITEM 659 - TOPSOIL	<u>10470 CY</u>
ITEM 659 - SEEDING AND MULCHING	<u>94300 SY</u>
ITEM 659 - REPAIR SEEDING AND MULCHING	<u>4720 SY</u>
ITEM 659 - INTER-SEEDING	<u>4720 SY</u>
ITEM 659 - COMMERCIAL FERTILIZER	<u>12.73 TON</u>
ITEM 659 - LIME	<u>19.5 ACRES</u>
ITEM 659 - WATER	<u>510 M GAL</u>

ITEM 659 - TOPSOIL IS ONLY APPLICABLE WHEN TOPSOIL IS PHYSICALLY REMOVED FROM THE SLOPES AND MOVED TO A CONSTRUCTED TOP SOIL STOCK PILE SOLELY FOR THE PURPOSE OF TEMPORARY STORAGE PRIOR TO REUSE. SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON AN ASSUMED LIMIT 10' BEYOND THE EDGE OF THE OUTSIDE SHOULDER FOR THE LENGTH OF THE PROJECT, A WIDTH OF 20' PER RUNNING FOOT OF DITCH CLEANOUT, SLOPE REPAIR AREAS, AND ON THE SLOPES WHERE DRAIN PIPE PLACEMENT OCCURS. FOR THE PURPOSES OF THE DRAIN PIPE PLACEMENT AREA CALCULATIONS, A WIDTH OF 30' AND A LENGTH OF 37' WAS ASSUMED FOR EACH OF THE PIPE PLACEMENT AREAS AND A WIDTH OF 10' AND A LENGTH OF 10' WAS ASSUMED FOR EACH OF THE UNDERDRAIN OUTLETS.

ITEM 207 - PERIMETER FILTER FABRIC FENCE

THE BOTTOM OF THE FENCE SHALL BE BURIED 6" BELOW THE GROUND. THE FENCE SHALL BE HIGH ENOUGH TO RETAIN SEDIMENT LADEN WATER AND ADEQUATELY SUPPORTED TO PREVENT COLLAPSE OR BURSTING. THE GROUND ELEVATION OF THE FENCE SHALL BE HELD CONSTANT EXCEPT THAT THE END ELEVATION SHALL BE RAISED TO PREVENT FLOW AROUND THE END OF THE FENCE.

THE FILTER FABRIC SHALL BE MAINTAINED TO BE FUNCTIONAL. THIS SHALL INCLUDE REMOVAL OF TRAPPED SEDIMENT AND REQUIRED CLEANING, REPAIR AND/OR REPLACEMENT OF THE FILTER FABRIC.

THE COST OF ALL MATERIALS, CONSTRUCTION, MAINTENANCE AND REMOVAL REQUIRED SHALL BE PAID FOR UNDER ITEM 207 - PERIMETER FILTER FABRIC FENCE.



SLOPE EROSION PROTECTION

FOR INDICATED SLOPE EROSION AREAS, REMOVE TOPSOIL FROM THE EXTENTS OF THE INDICATED AREA AND REMOVE SOIL DOWN TO THE LOWEST EXPOSED DEPTH IN THE EROSION AREA OR 12 INCHES, WHICHEVER IS GREATER. REMOVE ALL ROCKS, GRAVEL AND COBBLES AND FOREIGN MATERIAL 1 1/2" OR GREATER FROM THE SLOPE EROSION AREA. PLACE AND COMPACT BACKFILL TO MATCH THE ADJACENT SLOPE AND PLACE 4 INCHES OF TOPSOIL TO MEET EXISTING SLOPE GRADES AT ALL EXTENTS OF THE INDICATED SLOPE. PLACE ITEM 671 - EROSION CONTROL MAT, TYPE B FROM THE TOP OF THE SLOPE DOWN TO THE LOWEST INDICATED EXTENT OF THE SLOPE EROSION CONTROL AREA. CONTINUE THE EROSION CONTROL MAT LATERALLY FIVE (5) FEET BEYOND THE SIDE EXTENTS OF THE SLOPE EROSION AREA. FOR AREAS ADJACENT TO PROPOSED CONCRETE BARRIER, THE TOP OF SLOPE MAT SHALL START AT THE OUTSIDE FACE OF THE BARRIER. FOR ALL OTHER AREAS, THE TOP OF SLOPE MAT SHALL AT THE EDGE OF SHOULDER COMPACTED AGGREGATE BEHIND THE GUARDRAIL.

THE FOLLOWING QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.


ITEM 203 - EXCAVATION FOR SLOPE EROSION PROTECTION	<u>500 CY</u>
ITEM 203 - EMBANKMENT	<u>300 CY</u>
ITEM 659 - TOPSOIL	<u>150 CY</u>
ITEM 659 - WATER	<u>10 M GAL</u>
ITEM 671 - EROSION CONTROL MAT, TYPE B	<u>2,000 SY</u>

DESIGNED BY: MZP	CHECKED BY:
DATE: 1/23/15	DATE:
DRAWN BY: MZP	REVISD BY:
DATE: 1/26/15	DATE:
CAD FILE NAME: 14893-GN01.DWG	

	ADDENDUM NO. 3	DLF	12/15/15
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE EASTBOUND AND WESTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL NOTES			
			
DESIGNED: WDB	CHECKED: JMP	DATE: APRIL 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: NO SCALE	
PROJECT 39-16-01A SHEET 18 OF 432			


SHEET NUMBER														ITEM	GRAND TOTAL	UNIT	DESCRIPTION	REF. NO.						
17	18	19	20		222	223	224	236		238	239	240		329		PIS-1							ROADWAY, CONT'D	
							190											622	190	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN	16		
							345							600				622	945	FT	CONCRETE BARRIER, TYPE B-50, AS PER PLAN	16		
							195											622	195	FT	CONCRETE BARRIER, TYPE C-50, AS PER PLAN	16		
50																		623	50	EACH	MONUMENT BOX ADJUSTED TO GRADE	17		
						249												SP 626	249	EACH	BARRIER REFLECTOR, TYPE A			
		550				80								16				SP 626	646	EACH	BARRIER REFLECTOR, TYPE B			
	227																	861	227	SY	GEOGRID FOR SUBGRADE STABILIZATION, AS PER PLAN, TENSAR TRIAX 160 GEOGRID	17, 18		
																		SPECIAL	225	CY	LIMESTONE SAND			
																							EROSION CONTROL	
											LUMP							SP 113	1	LUMP	SWPPP MANAGEMENT			
		200																601	203	CY	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER			
		200			86													601	286	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER			
	10																	659	10	EACH	SOIL ANALYSIS TEST			
	10,620							328										659	11,092	CY	TOPSOIL			
								4,400										659	4,400	CY	TOPSOIL FURNISHED AND PLACED			
	94,300						9,763											659	105,371	SY	SEEDING AND MULCHING			
								26,400										659	26,400	SY	SEEDING AND MULCHING, CLASS 3A			
	4,720																	659	4,720	SY	REPAIR SEEDING AND MULCHING			
	4,720																	659	4,720	SY	INTER-SEEDING			
	12.73																	659	13	TON	COMMERCIAL FERTILIZER			
	19.5																	659	20	ACRE	LIME			
	520						16											659	536	M GAL	WATER			
	2,000						4,068			26,400								671	33,776	SY	EROSION CONTROL MAT, TYPE B			
											LUMP							832	1	LUMP	EROSION CONTROL			
												100						832	100	FT	INLET PROTECTION			
												200						832	200	FT	SLOPE DRAIN			
												109,115						832	109,115	SY	CONSTRUCTION SEEDING AND MULCHING			
												47,000						832	47,000	SY	WINTER SEEDING AND MULCHING			
												10,000						832	10,000	FT	PERIMETER FILTER FABRIC FENCE	18		
												2,670						832	2,670	FT	FILTER FABRIC DITCH CHECK			
												60						832	60	CY	CONSTRUCTION ENTRANCE			
												250						832	250	CY	ROCK CHANNEL PROTECTION, TYPE C OR D, WITH FILTER			
												2,800						832	2,800	CY	MISCELLANEOUS SEDIMENT REMOVAL			

DESIGNED BY: MZP
DATE: 8/05/15
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DATE: 8/05/15
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NO.	REVISIONS	BY DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION OHIO TURNPIKE EASTBOUND AND WESTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL SUMMARY		
 CT Consultants engineers architects planners 4400 Denney Lane, Mentor, Ohio 44060 440.253.8000 www.ctconsultants.com		
DESIGNED: WDB	CHECKED: JMP	DATE: AUG 2015
DRAWN: MZP	IN CHARGE: WDB	SCALE: NO SCALE
PROJECT 39-16-01A SHEET 216 OF 432		


SHEET NUMBER										ITEM	GRAND TOTAL	UNIT	DESCRIPTION	REF. NO.
21		230	234	236		329		385					PAVEMENT, CONTINUED	
													ASPHALT ALTERNATE - ASPHALT PAVEMENT BASE	
		59,294		1,057						203	60,351	CY	EXCAVATION ((ASPHALT ALTERNATE)) Δ	
		13,107								SP 302	13,107	CY	ASPHALT CONCRETE BASE, PG64-22 (SHOULDER) (ASPHALT ALTERNATE)	
		54,580								SP 302	54,580	CY	ASPHALT CONCRETE BASE, PG64-22 ((ASPHALT ALTERNATE)) Δ	
		18,039								SP 304	18,039	CY	AGGREGATE BASE (SHOULDER) ((ASPHALT ALTERNATE)) Δ	
		27,984								SP 304	27,984	CY	AGGREGATE BASE ((ASPHALT ALTERNATE)) Δ	
		2,718								SP 402	2,718	CY	ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG64-22 ((ASPHALT ALTERNATE)) Δ	
		8,329								SP 402	8,329	CY	ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG70-22 (FR) ((ASPHALT ALTERNATE)) Δ	
		8,396				166				SP 404	8,562	CY	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22 ((ASPHALT ALTERNATE)) Δ	
		10,991								SP 404	10,991	CY	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR) ((ASPHALT ALTERNATE)) Δ	
		13,189				252				SP 407	13,441	GAL	TACK COAT FOR INTERMEDIATE COURSE, AS PER PLAN ((ASPHALT ALTERNATE)) Δ	20
		44,567								SP 407	44,567	GAL	TACK COAT, AS PER PLAN ((ASPHALT ALTERNATE)) Δ	20
													CONCRETE ALTERNATE - CONCRETE PAVEMENT BASE	
		Δ 60,628		1,057						203	61,685	CY	EXCAVATION ((CONCRETE ALTERNATE)) Δ	
		12,134								SP 304	12,134	ΔCY	AGGREGATE BASE (SHOULDER) (CONCRETE ALTERNATE)	
		28,966								SP 304	28,966	CY	AGGREGATE BASE ((CONCRETE ALTERNATE)) Δ	
		Δ 169,623								305	169,623	SY	CONCRETE BASE (12-1/2") ((CONCRETE ALTERNATE)) Δ	
		2,428								SP 402	2,428	CY	ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG64-22 ((CONCRETE ALTERNATE)) Δ	
		Δ 8,613								SP 402	8,613	CY	ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG70-22 (FR) ((CONCRETE ALTERNATE)) Δ	
		8,152				166				SP 404	8,318	CY	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22 ((CONCRETE ALTERNATE)) Δ	
		Δ 11,237								SP 404	11,237	CY	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR) ((CONCRETE ALTERNATE)) Δ	
		13,184				252				SP 407	13,436	GAL	TACK COAT FOR INTERMEDIATE COURSE, AS PER PLAN ((CONCRETE ALTERNATE)) Δ	20
		Δ 29,829								SP 407	29,829	GAL	TACK COAT, AS PER PLAN ((CONCRETE ALTERNATE)) Δ	20
		47,053								SPECIAL	47,053	SY	ROLLER COMPACTED CONCRETE BASE (10-1/2") ((CONCRETE ALTERNATE)) Δ	
1,228										SPECIAL	1,228	FT	PRESSURE RELIEF JOINT, TYPE A, AS PER PLAN ((CONCRETE ALTERNATE)) Δ	21
													LIGHTING	
								40		625	40	EACH	CONNECTOR KIT, TYPE II	
								18		625	18	EACH	GROUND ROD	
								3,159		625	3,159	FT	TRENCH, 24" DEEP	
								3,339		625	3,339	FT	1 1/2" DUCT CABLE WITH TWO NO. 4 AWG, 5000 VOLT CABLES	
								1,962		625	1,962	FT	NO. 10 AWG POLE AND BRACKET CABLE	
								16		625	16	EACH	LUMINAIRE REMOVED	
								16		625	16	EACH	LUMINAIRE SUPPORT REMOVED	
								16		625	16	EACH	LUMINAIRE SUPPORT FOUNDATION REMOVED	
								16		625	16	EACH	LIGHT POLE INSTALLATION ONLY, AS PER PLAN	
								18		625	18	EACH	LUMINAIRE, AS PER PLAN	
								2		625	2	EACH	LIGHT POLE DESIGN, AT 15B34.2	
								18		625	18	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP	
								2		625	2	EACH	DISCONNECT CIRCUIT	
								66		625	66	EACH	LIGHTING MISC.: CONVENTIONAL LUMINAIRE LED RETROFIT	

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DATE: 8/05/15
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Δ ADDENDUM NO. 3	DLF	12/15/15
NO.	REVISIONS	BY DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION		
OHIO TURNPIKE EASTBOUND AND WESTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL SUMMARY		
 engineers architects planners		
DESIGNED: WDB	CHECKED: JMP	DATE: AUG 2015
DRAWN: MZP	IN CHARGE: WDB	SCALE: NO SCALE
PROJECT 39-16-01A SHEET 218 OF 432		


MAINLINE STATION TO STATION	SIDE	LENGTH	PAVEMENT WIDTH (AVG.)	SHOULDER WIDTH	SURFACE AREA	APPROACH SLAB AREA	AREA BY COMPUTER	EXCAVATION (T=6-3/4" +/- MAINLINE PAVT. T=16-3/4" +/- SHOULDERS T=14" +/- APPROACH SLABS)	SPECIAL	305	SP 304	SP 304	SP 402	SP 402	SP 404	SP 404	SP 404	SP 407	SP 407		
									ROLLER COMPACTED CONCRETE BASE (10-1/2")	CONCRETE BASE (12-1/2")	AGGREGATE BASE (8") (SHOULDER)	AGGREGATE BASE (6")	AGGREGATE BASE (12")	ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG64-22 (1-3/4")	ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG70-22 (FR) (1-3/4")	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22 (1-1/2")	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22 (2")	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR) (1-1/2")	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR) (2")	TACK COAT FOR INTERMEDIATE COURSE, AS PER PLAN (0.06 GAL./S.Y.)	TACK COAT, AS PER PLAN (0.075 GAL./S.Y.)
		FT	FT	FT	SF	SF	SF	CY	SY	SY	CY	CY	CY	CY	CY	CY	CY	GAL.	GAL.		
OUTSIDE TWO LANES AND OUTSIDE SHOULDER																					
65+00.0	116+03.9	LT	5103.9	27.25	139082			3,213		15,454	2,576		786			674		928	1,160		
65+00.0	116+03.9	LT	5103.9	8.00	40832			2,271	4,726	1,114			221	190				273	341		
116+03.9	116+18.9	LT	15.0			896		39				34									
MILLS CREEK BRIDGE																					
117+18.0	117+33.0	LT	15.0			896		39				34									
117+33.0	134+15.4	LT	1682.4	27.25	45846			1,059		5,094	849		259			222		306	383		
117+33.0	134+15.4	LT	1682.4	8.00	13460			749	1,558	367		73	63					90	113		
134+34.0	159+75.1	LT	2541.1	27.25	69245			1,600		7,694	1,283		392			336		462	578		
134+34.0	159+75.1	LT	2541.1	8.00	20329			1,131	2,353	555		110	95					136	170		
159+75.2	159+90.5	LT	15.3			914		39				35									
N.S. RAILROAD BRIDGE																					
161+64.7	161+80.0	LT	15.3			914		39				35									
161+80.0	166+05.6	LT	425.6	27.25	11598			268		1,289	215		66			57		78	97		
161+80.0	166+05.6	LT	425.6	8.00	3405			190	395	93		19	16					23	29		
166+05.6	166+35.7	LT	30.1			1798		78				68									
PORTLAND ROAD BRIDGE																					
168+93.4	169+23.5	LT	30.1			1798		78				68									
169+23.5	191+70.0	LT	2246.5	27.25	61218			1,415		6,802	1,134		346			297		409	511		
169+23.5	191+70.0	LT	2246.5	8.00	17972			1,000	2,081	490		98	84					120	150		
191+70.0	208+00.0	LT	1630.0	43.16		70356		1,567		7,818	1,303		392			336		470	587		
191+70.0	208+00.0	LT	1630.0	8.00	13040			725	1,510	356		71	61					87	109		
208+00.0	225+72.4	LT	1772.4	27.25	48298			1,116		5,367	895		273			234		322	403		
208+00.0	225+72.4	LT	1772.4	8.00	14180			789	1,642	387		77	66					95	119		
225+72.4	233+75.0	LT	802.6	43.52		34928		778		3,881	647		195			167		233	292		
225+72.4	233+75.0	LT	802.6	8.00	6421			357	744	176		35	30					43	54		
233+75.0	269+55.2	LT	3580.2	27.25	97561			2,254		10,841	1,807		552			473		651	814		
233+75.0	269+55.2	LT	3580.2	8.00	28642			1,593	3,316	781		155	133					191	239		
269+55.2	269+70.4	LT	15.2			908		39				35									
S.R. 99 BRIDGE																					
270+85.5	271+00.7	LT	15.2			908		39				35									
271+00.7	297+89.8	LT	2689.1	27.25	73278			1,693		8,142	1,357		414			355		489	611		
271+00.7	297+89.8	LT	2689.1	8.00	21513			1,197	2,490	587		117	100					144	180		
297+89.6	339+00.0	LT	4110.4	27.25	112009			2,588		12,446	2,075		633			543		747	934		
297+89.6	339+00.0	LT	4110.4	8.00	32884			1,829	3,806	897		178	153					220	275		
OUTSIDE SHOULDER ADDITIONS AND REDUCTIONS																					
76+05.0	76+60.0	LT	55.0	-0.33	-18			6	-2	2											
131+00.0	136+18.6	LT	500.0	15.00		5625		291	625	139			31	27				38	47		
147+38.0	159+87.7	LT	1249.7	0.83	1038			54	116	26			6	5				7	9		
161+92.6	167+16.1	LT	523.5	0.83	435			23	49	11			3	3				3	4		
170+25.9	173+76.2	LT	350.3	0.83	291			13	33	8			2	2				2	2		
170+50.0	182+00.0	LT	1150.0	2.00		2150		108	239	54			12	10				15	18		
175+81.5	176+70.5	LT	89.0	5.00	445										3			3	4		
263+90.3	269+44.9	LT	554.6	0.83	461			24	52	12			3	3				4	4		
270+90.3	274+10.5	LT	320.2	0.83	266			14	30	7			2	2				2	2		
TOTALS CARRIED TO SHEET 234								30,305	25,763	84,828	6,062	14,141	344	1,213	4,308	1,043	3	3,694	0	6,591	8,239

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DATE: 8/07/15
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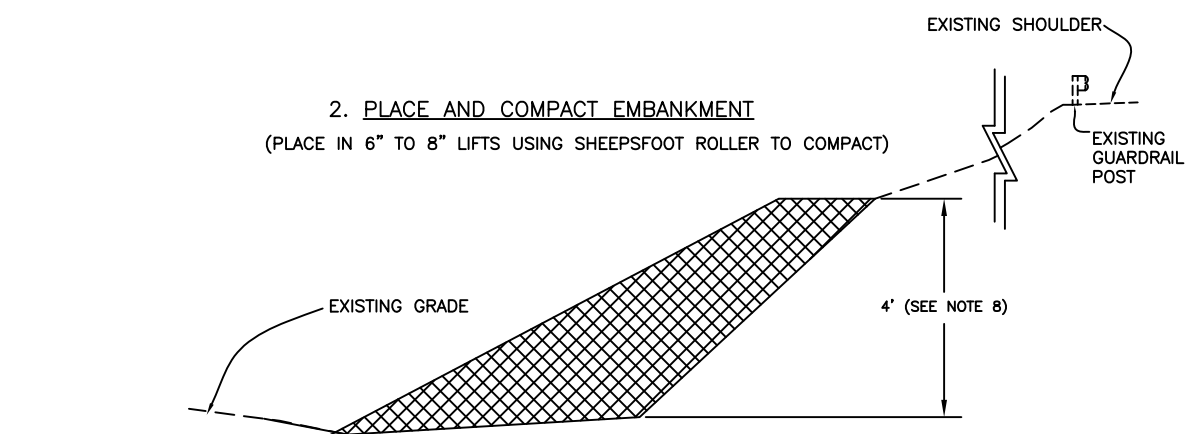
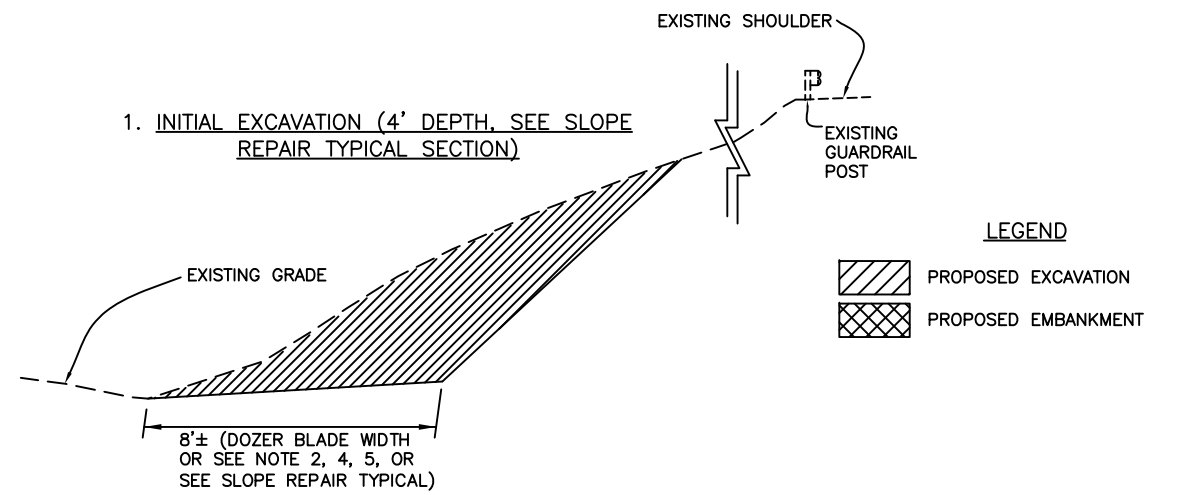
ADDENDUM NO. 3		DLF 12/15/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION OHIO TURNPIKE EASTBOUND AND WESTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION PAVEMENT SUBSUMMARY - CONCRETE ALTERNATE			
 CT Consultants engineers architects planners			
DESIGNED: WDB	CHECKED: JMP	DATE: AUG 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: NO SCALE	
PROJECT 39-16-01A SHEET 233 OF 432			

MAINLINE STATION TO STATION	SIDE	LENGTH	PAVEMENT WIDTH (AVG.)		SHOULDER WIDTH	SURFACE AREA	APPROACH SLAB AREA	AREA BY COMPUTER	EXCAVATION (T=6-3/4" +/- MAINLINE PAVT. T=16-3/4" +/- SHOULDERS T=14" +/- APPROACH SLABS)	SPECIAL	305	SP 304	SP 304		SP 402	SP 402	SP 404		SP 404	SP 407	SP 407		
			ROLLER COMPACTED CONCRETE BASE (10-1/2")	CONCRETE BASE (12-1/2")						AGGREGATE BASE (8") (SHOULDER)	AGGREGATE BASE (6")	AGGREGATE BASE (12")	ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG64-22 (1-3/4")	ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG70-22 (FR) (1-3/4")	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22 (1-1/2")	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22 (2")	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR) (1-1/2")	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR) (2")	TACK COAT FOR INTERMEDIATE COURSE, AS PER PLAN (0.06 GAL./S.Y.)	TACK COAT, AS PER PLAN (0.075 GAL./S.Y.)			
OUTSIDE TWO LANES AND OUTSIDE SHOULDER									CY	SY	CY	CY	CY	CY	CY	CY	CY	CY	CY	GAL.	GAL.		
65+00.0	116+03.9	RT	5103.9	27.25		139082			3,213		15,454		2,576			786			674		928	1,160	
65+00.0	116+03.9	RT	5103.9		8.00	40832			2,271	4,726	1,114			221		190					273	341	
116+03.9	116+18.9	RT	15.0				896		39					34									
MILLS CREEK BRIDGE																							
117+18.0	117+33.0	RT	15.0				896		39					34									
117+33.0	134+15.4	RT	1682.4	27.25		45846			1,059		5,094		849			259			222		306	383	
117+33.0	134+15.4	RT	1682.4		8.00	13460			749	1,558	367			73		63					90	113	
134+34.0	159+75.1	RT	2541.1	27.25		69245			1,600		7,694		1,283			392			336		462	578	
134+34.0	159+75.1	RT	2541.1		8.00	20329			1,131	2,353	555			110		95					136	170	
159+75.2	159+90.5	RT	15.3				914		39					35									
N.S. RAILROAD BRIDGE																							
161+64.7	161+80.0	RT	15.3				914		39					35									
161+80.0	166+05.6	RT	425.6	27.25		11598			268		1,289		215			66			57		78	97	
161+80.0	166+05.6	RT	425.6		8.00	3405			190	395	93			19		16					23	29	
166+05.6	166+35.7	RT	30.1				1798		78					68									
PORTLAND ROAD BRIDGE																							
168+93.4	169+23.5	RT	30.1				1798		78					68									
169+23.5	213+47.0	RT	4423.5	27.25		120541			2,785		13,394		2,233			681			584		804	1,005	
169+23.5	213+47.0	RT	4423.5		8.00	35388			1,968	4,096	965		650	192		164					236	295	
213+47.0	221+50.9	RT	803.9	43.65			35087		781		3,899				195				168		234	293	
213+47.0	221+50.9	RT	803.9		8.00	6432			358	745	176			35		30					43	54	
221+50.9	233+50.0	RT	1199.1	27.25		32676			755		3,631		606			185			159		218	273	
221+50.9	233+50.0	RT	1199.1		8.00	9593			534	1,111	262			52		45					64	80	
233+50.0	249+80.0	RT	1630.0	42.91			69939		1,558		7,771		1,296			389			334		467	583	
233+50.0	249+80.0	RT	1630.0		8.00	13040			725	1,510	356			71		61					87	109	
249+80.0	269+55.2	RT	1975.2	27.25		53825			1,244		5,981		997			305			261		359	449	
249+80.0	269+55.2	RT	1975.2		8.00	15802			879	1,829	431			86		74					106	132	
269+55.2	269+70.4	RT	15.2				908		39					35									
S.R. 99 BRIDGE																							
270+85.5	271+00.7	RT	15.2				908		39					35									
271+00.7	297+89.8	RT	2689.1	27.25		73278			1,693		8,142		1,357			414			355		489	611	
271+00.7	297+89.8	RT	2689.1		8.00	21513			1,197	712	587			117		100					144	180	
297+89.6	339+00.0	RT	4110.4	27.25		112009			2,588		12,446		2,075			633			543		747	934	
297+89.6	339+00.0	RT	4110.4		8.00	32884			1,829	1,088	897			178		153					220	275	
OUTSIDE SHOULDER ADDITIONS AND REDUCTIONS																							
76+18.5	76+73.5	RT	55.0		-0.33	-18			6		-2		2										
115+87.2	116+03.9	RT	16.7		0.83	14			1		2		1										
130+00.0	135+18.6	RT	500.0		15.00		5625		291		625		139			31			27		38	47	
144+90.7	159+62.5	RT	1471.8		0.83	1222			64		136		31			7			6		9	10	
161+67.4	164+95.1	RT	327.7		0.83	272			15		31		7			2			2		2	2	
168+16.9	174+28.6	RT	611.7		0.83	508			27		57		13			3			3		4	4	
171+00.0	182+50.0	RT	1150.0		2.00		2150		108		239		54			12			10		15	18	
175+84.0	177+18.0	RT	134.0		5.00	670			8		-3		3					5			5	6	
236+43.0	237+23.0	RT	80.0		-0.33	-26			25		54		12			3					4	4	
263+88.6	269+65.5	RT	576.9		0.83	479			13		28		7			2					2	2	
271+11.0	274+10.0	RT	299.0		0.83	249			25		54		12			3					4	4	
SUBTOTALS FROM THIS SHEET									30,323		21,290	84,795	6,072	14,137	344	1,215	4,305	1,045	5	3,693	0	6,593	8,237
SUBTOTALS FROM SHEET 231									0		0	0	0	0	0	0	0	0	3,028	0	2,026	0	6,813
SUBTOTALS FROM SHEET 232									0		0	0	0	0	0	0	0	3,028	0	1,824	0	6,540	
SUBTOTALS FROM SHEET 233									30,305	25,763	84,828	6,062	14,141	344	1,213	4,308	1,043	3	3,694	0	6,591	8,239	
TOTALS CARRIED TO GENERAL SUMMARY									60,628	47,053	169,623	12,134	28,966	2,428	8,613	8,152	11,237		13,184	29,829			

DESIGNED BY: MZP
DATE: 8/07/15
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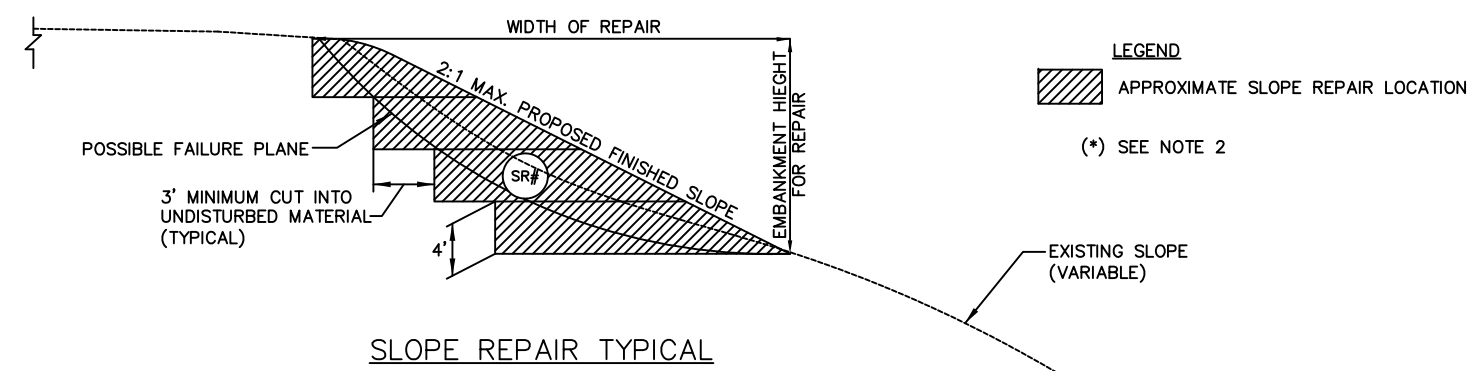
ADDENDUM NO. 3		DLF	12/15/15
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE EASTBOUND AND WESTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION PAVEMENT SUBSUMMARY - CONCRETE ALTERNATE			
 engineers architects planners			
DESIGNED: WDB	CHECKED: JMP	DATE: AUG 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: NO SCALE	
PROJECT 39-16-01A SHEET 234 OF 432			

Drawing File: \\GEO\TECH\Projects\2014\N-14-020(9)_SLOPE REPAIR NOTES.dwg Layout: Model
 Date: Dec 14, 2015 Time: 5:10 pm
 Project: 152702953
 Geotechnical Services for the Pavement Reconstruction Program - MP 107.3 to MP 112.45 (N-14-020(9))
 Technician: rochem



SLOPE REPAIR SEQUENCE OF CONSTRUCTION

- NOTES**
- (1) - THE GENERAL AREA OF SLOPE FAILURE REPAIRS ARE SHOWN ON THE PLAN AND PROFILE SHEETS. THIS ITEM SHALL CONSIST OF EXCAVATING, DRYING THE SOIL AND EMBANKING THE EXISTING SLOPE MATERIAL WITH THE INCLUSION OF A LIMESTONE SAND TO REBUILD THE SLOPES IN ACCORDANCE WITH THE NOTES AND DETAILS ON THIS SHEET. THE QUANTITIES OF EXCAVATION INCLUDING EMBANKMENT CONSTRUCTION TO BE PAID FOR SHALL BE THE NUMBER OF CUBIC YARDS OF REMOVED AND PLACED TO REESTABLISH THE EXISTING SLOPES.
 - (2) - THE FAILURE PLANE SHOWN AND THE LIMITS OF CORRECTIVE WORK ARE ESTIMATED. THE ACTUAL FAILURE PLANE SHALL BE DETERMINED BY CAREFUL TRENCHING NORMAL TO THE EMBANKMENT PRIOR TO ANY EXCAVATION AND/OR REMOVAL OF THE FAILED EMBANKMENT MATERIAL. THE PRESENCE OF, AND LOCATION OF, THE FAILURE PLANE SHALL BE VERIFIED BY THE CHIEF ENGINEER AND COMMISSION'S TESTING LAB.
 - (3) - THE CONTRACTOR SHALL REMOVE THE EXISTING SLOPE MATERIAL AND SPREAD OUT AND DRY THE SOIL IN ACCORDANCE WITH ITEM 203.07A. WHERE REQUIRED FOR STABILITY, THE CONTRACTOR SHALL MIX ONE (1) INCH OF A LIMESTONE SAND PER EIGHT (8) INCH LIFT (APPROXIMATELY 10% RATIO BY VOLUME BLENDED IN THE CLAY SOILS). THIS MODIFIED SOIL SHALL BE PLACED / BENCHED AS SHOWN ON THE SLOPE REPAIR TYPICAL AND COMPACTED IN ACCORDANCE WITH ITEM 203. THE CONTRACTOR SHALL ALSO PROVIDE THE MEANS AND METHOD BY WHICH THE CONTRACTOR INTENDS ON DRYING AND MIXING THE EXISTING EMBANKMENT MATERIAL WITH THE LIMESTONE SAND FOR REVIEW AND APPROVAL BY THE CHIEF ENGINEER.
 - (4) - BENCHING AND LIMITS OF CORRECTIVE WORK SHOWN ON THE PLANS SHALL BE MODIFIED, IF NECESSARY, IN ACCORDANCE WITH THE FIELD CONDITIONS TO ENSURE THAT THE FAILURE PLANE IS LOCATED AND MATERIAL IS REMOVED AND REPLACED TO THE DIMENSIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE CHIEF ENGINEER.
 - (5) - BENCHES SHALL BE CUT INTO SOFT OR LOOSE MATERIAL AND EXTEND A MINIMUM OF 3 FEET BEYOND THE FAILURE PLANE INTO FIRM AND STABLE MATERIAL.
 - (6) - THE TOP 6 INCHES OF EMBANKMENT REMAINING AFTER REMOVAL TO THE SPECIFIED DEPTH SHALL BE COMPACTED TO A MINIMUM DENSITY OF 98% (AASHTO T-99) PRIOR TO PLACING NEW EMBANKMENT MATERIAL.
 - (7) - THE SURFACE OF BENCHED AREAS SHALL BE SLOPED TO DRAIN DURING INCLEMENT WEATHER TO PREVENT SATURATION OF THE CONSTRUCTED BENCHES.
 - (8) - PLACEMENT AND COMPACTION OF EMBANKMENT SHALL BE DONE IN NO MORE THAN 8" LIFTS.
 - (9) - THE SLOPE REPAIR SEQUENCE OF CONSTRUCTION SHOWN ON THIS SHEET CORRESPONDS TO THE SLOPE REPAIR TYPICAL ON THIS SHEET. THE REPAIR SEQUENCE IN OTHER AREAS SHALL BE CONSTRUCTED IN SIMILAR SEQUENTIAL ORDER BEGINNING WITH INITIAL FILL.
 - (10) - ALL EMBANKMENT MATERIAL UNDER ITEM 203, SHALL BE TESTED BY THE COMMISSION TO INSURE THAT THE MATERIAL HAS A MINIMUM EFFECTIVE FRICTION ANGLE OF 28 DEGREES AND SHALL EXHIBIT A MINIMUM DRAIN COHESION OF 200 PSF. THE TESTING RESULTS OF THE COMMISSION'S TESTING AGENCY SHALL BE THE DETERMINING FACTOR FOR THIS REQUIREMENT. THE TEST RESULTS OF THE CONTRACTOR'S TESTING AGENCY WILL NOT BE CONSIDERED FOR THIS REQUIREMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING/EXCAVATING A MINIMUM OF TWO SAMPLES OF THE EXISTING SLOPE MATERIAL AT A DEPTH OF 1 TO 3 FEET BELOW GRADE FOR EACH SLOPE AREA TO BE TESTED BY THE COMMISSION'S TESTING AGENCY. THE SAMPLES SHALL BE OBTAINED AT THE BEGINNING AND END LIMITS OF THE SLIDE REPAIR AREA, AT THE MIDPOINT OF THE SLOPE OR AS FAR AS THE EXCAVATION EQUIPMENT CAN REACH FROM THE ROADWAY SHOULDER.
 - (11) - ALTHOUGH A TYPICAL CROSS SECTION IS PROVIDED INDICATING PROPOSED BENCHING OF THE EMBANKMENT FOUNDATION THROUGHOUT THE PROJECT, NO WAIVER OF SPECIFICATION IS INTENDED. ALL OTHER SLOPE EMBANKMENT AREAS SHALL BE BENCHED AS SET FORTH IN THE ITEM 203. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER ITEM 203.
 - (12) - IF THE REQUIREMENTS OF NOTE 10 ARE NOT MET, A CONTINGENCY QUANTITY OF 225 CY OF ITEM SPECIAL - LIMESTONE SAND HAS BEEN CARRIED TO THE GENERAL SUMMARY TO IMPROVE THE SOIL AS DIRECTED BY THE COMMISSION'S TESTING AGENCY. THE ADDITIONAL SAND SHALL BE INCORPORATED IN A UNIFORM THICKNESS OF LIMESTONE SAND PER EIGHT (8") INCH LIFT PRIOR TO EMBANKING THE SOIL. THE LIMESTONE SAND SHALL MEET THE REQUIREMENTS OF LIMESTONE FINE AGGREGATE IN ACCORDANCE WITH 703 OF THE CMS.



NOTES

- (1) - NUMBER OF BENCHES VARIES PER HEIGHT
- (2) - GEOTECHNICAL REPORT FOR THIS PROJECT IS AVAILABLE FOR REVIEW AT THE COMMISSION'S ADMINISTRATION BUILDING IN BEREA, OHIO.

SLOPE REPAIR AREA	MILE POST	LENGTH	LENGTH DESIGNATED FOR REPAIR	APPROXIMATE WIDTH OF REPAIR	EMBANKMENT HEIGHT FOR REPAIR (*)	NUMBER OF BENCHES	BENCH WIDTH	203	203	659	659	671
								EXCAVATION, INCLUDING EMBANKMENT AS PER PLAN (#)	BORROW	TOPSOIL	SEEDING AND MULCHING	EROSION CONTROL MAT, TYPE B
(SL-)	BEGIN	END	FEET	FEET	FEET	EACH	FEET	CU. YD.	CU. YD.	CU. YD.	SQ. YD.	SQ. YD.
SL-1	111.22	111.23	50	90	48	5	12	800	400	46	415	415
SL-2	111.30	111.31	50	90	32	3	12	480	240	27	249	249
SL-3	111.42	111.45	150	190	38	2.5	14	985	493	71	644	644
TOTALS CARRIED TO GENERAL SUMMARY								2265	1133	144	1308	1308

- (*) - EMBANKMENT HEIGHT FOR REPAIR IS MEASURED FROM THE TOP OF THE SLOPE DOWN.
- (#) - THE ESTIMATED QUANTITIES FOR EXCAVATION INCLUDING EMBANKMENT, ARE APPROXIMATE AND BASED ON A SET AREA OF 4' X BENCH WIDTH X LENGTH DESIGNATED FOR REPAIR X NUMBER OF BENCHES. THE ACTUAL EXCAVATION AND EMBANKMENT QUANTITIES SHALL BE VERIFIED BY FIELD SURVEY. THE CONTRACTOR SHALL FIELD SURVEY THE SLOPE REPAIR AREA PRIOR TO, DURING, AND AFTER EXCAVATION AND EMBANKMENT OPERATIONS. THE SURVEY SHALL GENERATE CROSS SECTIONS AT 100 FOOT INTERVALS. AVERAGE END AREAS WILL BE USED TO DETERMINE THE ACTUAL AMOUNT OF MATERIAL REMOVED AND REPLACED. THE COST OF SURVEYING, GENERATING CROSS SECTIONS AND QUANTITIES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT. NO ADDITIONAL COMPENSATION WILL BE GRANTED.

BENCHING UNDERCUT AND REPLACEMENT

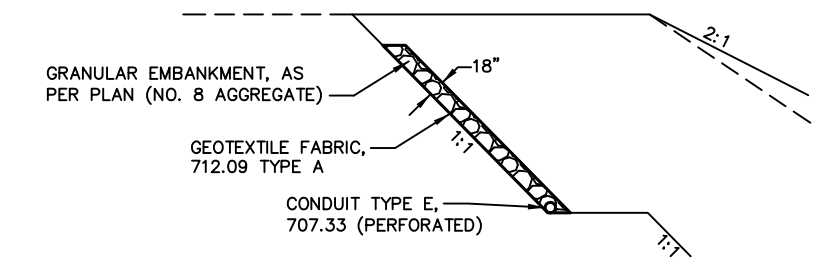
IF UNSUITABLE MATERIAL AND/OR UNSTABLE SOIL IS ENCOUNTERED AT THE BOTTOM OF THE BENCH CUT, UNDERCUT THE UNSUITABLE/UNSTABLE MATERIAL TO A DEPTH OF 1.5 FEET BELOW THE BOTTOM OF THE BENCH CUT AND REPLACE WITH ITEM 203 GRANULAR MATERIAL, TYPE C, WITH ITEM 204 GEOTEXTILE FABRIC, 712.09 TYPE A. THE FOLLOWING ESTIMATED CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE CHIEF ENGINEER FOR BENCHING UNDERCUT AND REPLACEMENT.

ITEM 203 - GRANULAR MATERIAL, TYPE C	30 CY
ITEM 204 - GEOTEXTILE FABRIC, 712.09 TYPE A	70 SY

BENCHING SLOPE DRAINS

IF WET, UNSTABLE SOILS ARE ENCOUNTERED DURING CONSTRUCTION OF THE BENCHING, SLOPE DRAINS SHALL BE INSTALLED AT THE BACK OF THE EXCAVATION AS DETAILED BELOW. THESE DRAINS SHALL CONSIST OF ITEM 203 GRANULAR EMBANKMENT, AS PER PLAN (NO. 8 AGGREGATE), ITEM 204 GEOTEXTILE FABRIC, 712.09 TYPE A, AND ITEM 603 CONDUIT TYPE E, 707.31 (TYPE CP). THE GRANULAR EMBANKMENT SHALL BE PLACED IN LIFTS AS THE BENCHING BACKFILL IS CONSTRUCTED. TRANSVERSE OUTLET DRAINS SHALL OUTLET FROM THE AGGREGATE DRAIN AT THE LOW END OF THE BENCHES. THESE OUTLET DRAINS SHALL CONSIST OF ITEM 603 PRECAST REINFORCED CONCRETE OUTLETS. TRANSVERSE OUTLET SHALL BE INSTALLED AT A MINIMUM 1 PERCENT SLOPE AND OUTLET THROUGH THE FACE OF THE SLOPE. PROVIDE ITEM 601 ROCK CHANNEL PROTECTION WITH FILTER FABRIC LINING OR OTHER EROSION PROTECTION BELOW THE OUTLETS, EXTENDING TO THE TOE OF THE SLOPE. THE FOLLOWING ESTIMATED CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE CHIEF ENGINEER FOR BENCHING SLOPE DRAINS.

ITEM 203 - GRANULAR EMBANKMENT, AS PER PLAN (NO. 8 AGGREGATE)	15 CY
ITEM 204 - GEOTEXTILE FABRIC, 712.09 TYPE A	70 SY
ITEM 603 - CONDUIT TYPE E, 707.31 (TYPE CP)	60 LF
ITEM 603 - CONDUIT TYPE F, 707.33	40 LF
ITEM 603 - PRECAST REINFORCED CONCRETE OUTLET	3 EACH
ITEM 601 - ROCK CHANNEL PROTECTION, TYPE B WITH FILTER	3 CY



BENCHING SLOPE DRAIN DETAIL

ADDENDUM NO. 3		RRM	12/15
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION SLOPE REPAIR DETAIL 1			
RESOURCE INTERNATIONAL, INC. 6350 PRESIDENTIAL GATEWAY COLUMBUS, OH 43221			
DESIGNED: BRT	CHECKED: JPS	DATE: 12/02/14	
DRAWN: RRM	IN CHARGE: JAM	SCALE: N.T.S.	
CONTRACT 39-16-02A SHEET 1 OF 1			

TOLL PLAZA 110 WASTE SITE DEDUCT ALTERNATE

THIS DEDUCT ALTERNATE PROVIDES THE CONTRACTOR A WASTE AREA AT TOLL PLAZA 110, AS DETAILED ON THIS SHEET, FOR THE EXCAVATED EMBANKMENT AND CONCRETE PAVEMENT MATERIALS REMOVED FROM THE 39-16-01A PROJECT. ALL WORK DESCRIBED BELOW SHALL BE INCLUDED IN THE TOLL PLAZA 110 WASTE SITE DEDUCT ALTERNATE CREDIT. THIS CREDIT REPRESENTS THE DIFFERENCE BETWEEN THE COSTS TO TRUCK WASTE MATERIAL OFF COMMISSION PROPERTY COMPARED TO WASTING THE MATERIAL AT TOLL PLAZA 110, AS WELL AS ALL REQUIREMENTS DESCRIBED IN THIS NOTE. THE UNIT PRICES BID SHALL NOT REFLECT ANY COSTS WHICH APPLY TO SUCH TEMPORARY CONSTRUCTION, RESTORATION, OR REPAIR WORK, AND SUCH WORK SHALL NOT BE SEPARATELY MEASURED OR PAID FOR, BUT SHALL BE PERFORMED WITHOUT COST TO THE COMMISSION. IN THE EVENT THAT THE CONSTRUCTION OF THE TOLL PLAZA WASTE SITE IS NOT APPROVED BY THE CHIEF ENGINEER, THE CONTRACT SHALL PROCEED AS IF NO REQUEST OR BID HAD BEEN MADE FOR THE CONSTRUCTION THEREOF.

THE SCHEMATIC PLAN ON THIS SHEET PROVIDES ONLY GENERAL DETAILS OF THE ALLOWABLE WASTE SITE AREA, WITH A CAPACITY OF APPROXIMATELY 127,000 CY OF MATERIAL. THE CONTRACTOR AWARDED THIS CONTRACT SHALL PROVIDE A FORMAL PLAN SUBMITTAL FOR REVIEW AND APPROVAL BY THE CHIEF ENGINEER NO LATER THAN TWENTY-ONE (21) DAYS PRIOR TO THE INTENDED WASTE SITE WORK COMMENCEMENT. NO SUBMITTALS ARE DUE WITH THE BID DOCUMENTS. THE WASTE SITE PLAN SUBMITTAL SHALL INCLUDE, AT A MINIMUM:

1. EXISTING AND PROPOSED CONTOURS (ONE-FOOT INTERVALS), RAMPS, SITE ACCESS RAMPS, DRAINAGE, LIGHTING, UTILITIES, AND ALL OTHER DETAILS REQUIRED TO PERFORM THE PROPOSED WORK.
2. APPROXIMATE CUBIC YARDS OF MATERIAL TO BE DISPOSED OF AT THE WASTE SITE.
3. PROPOSED DRAINAGE PLAN DETAILING HOW WATER WILL BE CONVEYED OR CONTROLLED, INCLUDING ANY CHANNELS, DITCHES, SWALES AND/OR DRAINAGE STRUCTURES. ALL REQUIRED DRAINAGE ELEMENTS SHALL BE DESIGNED IN ACCORDANCE WITH THE CURRENT ODOT DRAINAGE LOCATION AND DESIGN MANUAL, VOLUME 2.
4. TEMPORARY DITCH CROSSING DETAILS.
5. TEMPORARY SEDIMENT AND EROSION CONTROL BMPs REQUIRED FOR COMPLIANCE UNDER THE CLEAN WATER ACT, OHIO WATER POLLUTION CONTROL ACT, (OWPCA) (ORC CHAPTER 6111) AND THE NPDES PERMIT.

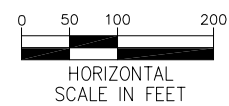
THE WASTE SITE PLAN AND CONSTRUCTION OPERATIONS SHALL ALSO MEET THE FOLLOWING REQUIREMENTS:

1. AS-BUILT DRAWINGS SHALL BE PROVIDED IN AUTOCAD, VERSION 2011 OR NEWER.
2. PRE AND POST TOPOGRAPHIC SURVEY PLAN OF THE ENTIRE AREA AFFECTED BY THE PROPOSED CHANGES SHALL BE STAMPED BY A PROFESSIONAL SURVEYOR LICENSED IN THE STATE OF OHIO.
3. ALL EXISTING TREES AND BRUSH SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH SP105 AND THE ENDANGERED SPECIES - INDIANA BAT NOTE ON SHEET 16 OF 432 SHALL BE FOLLOWED.
4. FINAL GRADING AND SEEDING:
 - A. WHEN WASTING PCC, MIX THE PCC WITH AT LEAST 30 PERCENT NATURAL SOIL TO CONSTRUCT AN INNER CORE IN THE WASTE AREA. ALL MATERIAL BEING WASTED SHALL MEET THE STANDARDS FOR CLEAN HARD FILL PER OAC 3745-400-05. COVER THIS INNER CORE WITH 3 FEET OF NATURAL SOIL ON THE TOP AND ON ALL SIDE SLOPES. PLACE AND COMPACT THE MATERIAL ACCORDING TO ITEM 203.06.D TO PREVENT FUTURE SETTLEMENT AND SLIDING.
 - B. THE PRESENCE OF A SLAG BASE MATERIAL HAS BEEN VERIFIED UNDER THE EXISTING PAVEMENT AND CAN BE WASTED IN THIS DESIGNATED AREA. MATERIAL CONTAINING SLAG SHALL NOT BE WITHIN THE FIRST 3 FEET ABOVE GRADE.
 - C. CONTRACTOR SHALL BEGIN FILLING THE WASTE AREA FROM THE WEST SIDE OF THE PROPOSED PILE AREA, THEN FILLING TOWARDS THE EAST.
 - D. SLOPES SHALL BE CONSTRUCTED AT A 3:1 MAX WITH THE TOP SLOPING FROM THE CENTER WITH 12:1 MINIMUM GRADING.
 - E. EXISTING TOPSOIL SHALL BE REMOVED, STOCKPILED, AND RE-SPREAD OVER THE ENTIRE INFIELD AREA. A MINIMUM THICKNESS OF 6" OF TOPSOIL SHALL COVER THE ENTIRE WASTE PILE.
 - F. CONTRACTOR MAY TEST EXISTING SOIL WITHIN THE DESIGNATED WASTE SITE AREA TO VERIFY SUITABILITY FOR USE ON OTHER AREAS OF THE PROJECT. IF THE SOIL IS DETERMINED TO BE SUITABLE FOR OTHER USES, THE CONTRACTOR MAY USE THE WASTE SITE AREA FIRST AS A BORROW AREA. FINAL GRADING SHALL NOT CAUSE THE PONDING OF ANY WATER.
 - G. THE COMMISSION RESERVES THE RIGHT TO MODIFY FINAL GRADING AND ELEVATIONS AS WORK PROGRESSES.
 - H. RESTORATION OF ALL DISTURBED AREAS SHALL INCLUDE CLEANUP, SHAPING, REPLACEMENT OF TOPSOIL, AND ESTABLISHMENT OF VEGETATIVE COVER BY SEEDING AND MULCHING IN ACCORDANCE WITH ALL ITEMS 659. ENSURE THE RESTORED AREA IS WELL DRAINED.



THE CONTRACTOR SHALL BE REQUIRED TO REMOVE THE WESTBOUND CONSTRUCTION DRIVE, REMOVE THE TEMPORARY CONSTRUCTION GATE, REPAIR THE EXISTING FENCE AT THE CONSTRUCTION ENTRANCE AND REMOVE ANY DRAINAGE STRUCTURES ASSOCIATED WITH THE CONSTRUCTION DRIVE PRIOR TO COMPLETION OF THIS PROJECT.

5. IF REQUIRED, THE CONTRACTOR SHALL PROVIDE MAINTENANCE OF TRAFFIC CONTROLS IN ACCORDANCE WITH SP 614 AND OTC STANDARD DRAWINGS, A FLAGGERS SHALL BE STATIONED AT ALL ACCESS POINTS TO CONTROL INGRESS/ EGRESS OF CONSTRUCTION VEHICLES ONTO ACTIVE ROADWAYS.
6. WASTE SITE ACCESS RAMPS:
 - A. TURNPIKE RAMP TRAFFIC VOLUME MAY RESTRICT OR DICTATE WHEN OFF-ROAD TRUCKS OR CONSTRUCTION VEHICLES MAY CROSS ACTIVE RAMPS.
 - B. ALL ACCESS POINTS SHALL BE CLOSED WITH BARRELS AND TYPE 3 BARRICADES WHEN NOT IN USE.
 - C. STANDARD CONSTRUCTION ENTRANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH SWPPP REQUIREMENTS. ADJACENT TURNPIKE ACTIVE RAMPS PAVEMENT SHALL BE KEPT FREE FROM MUD AND DEBRIS.
 - D. EARLY WARNING ADVISORY SIGNAGE MAY NEED TO BE PLACED AND ACTIVE WHEN WASTE SITE IS IN USE TO ADVISE TRAFFIC THAT CONSTRUCTION VEHICLES ARE CROSSING, ENTERING AND/OR EXITING.
 - E. ACCESS TO THE TOLL PLAZA WASTE SITE FROM THE EASTBOUND MAY BE ACHIEVED BY UTILIZING TOLL PLAZA 110 AND THE EXISTING ENTRANCE ON S.R. 4. ACCESS TO THE WASTE SITE FROM THE WESTBOUND MAY BE ACHIEVED BY UTILIZING THE WESTBOUND CONSTRUCTION DRIVE/FENCE CUT. THE WESTBOUND CONSTRUCTION DRIVE SHALL BE UTILIZED ONLY WHEN THE WESTBOUND RIGHT LANE AND OUTSIDE SHOULDER ARE CLOSED TO TRAFFIC. THIS WESTBOUND CONSTRUCTION DRIVE/FENCE CUT SHALL BE CONSIDERED PART OF THE TOLL PLAZA 110 WASTE SITE DEDUCT.
 - F. ALL CONSTRUCTION VEHICLES AND TRUCKS TRAVELING ON OR ACROSS ACTIVE TURNPIKE ROADWAYS SHALL COMPLY WITH ALL COMMISSION WEIGHT RESTRICTIONS.



DESIGNED BY: JMP	CHECKED BY:
DATE: 01/26/15	DATE:
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DATE: 01/26/15	DATE:
CAD FILE NAME: 14693-WASTE SITE.DWG	

ADDENDUM NO. 1	MZP	12/8/15
ADDENDUM NO. 3	MZP	12/15/15
NO.	REVISIONS	BY DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION		
OHIO TURNPIKE EASTBOUND AND WESTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION TOLL PLAZA 110 WASTE SITE		
CT Consultants engineers architects planners		
DESIGNED: JMP	CHECKED: WDB	DATE: JULY 2015
DRAWN: DLF	IN CHARGE: WDB	SCALE: 1"=100'

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