

GUARDRAIL BEHIND CURBS

WHERE A CURB IS PROVIDED AT THE OUTER EDGE OF THE PAVED SHOULDER, ANY NECESSARY GUARDRAIL SHALL BE POSITIONED SO THAT THE FACE OF THE GUARDRAIL IS LOCATED FLUSH WITH THE FACE OF CURB AND THE TOP OF THE RAIL SHALL BE 29" ABOVE THE GUTTER LINE.

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS SHALL APPLY TO ALL CROSS SECTIONS UNLESS OTHERWISE SHOWN.

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. PROVISIONS OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES AND THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS SHALL, IN ALL CASES, BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

CONTRACTION JOINTS IN CONCRETE PAVEMENT

CONTRACTION JOINTS SHALL BE CONSTRUCTED AS PER STANDARD CONSTRUCTION DRAWING BP-2.2, EXCEPT THAT THE SPACING SHALL BE 14 FOOT MAXIMUM.

ADDITIONAL SOIL INFORMATION

THE SOIL BORING LOGS ARE SHOWN ON SHEETS 80 THROUGH 102 AND CONTAIN ALL AVAILABLE SOIL AND BEDROCK INFORMATION WHICH CAN BE CONVENIENTLY SHOWN. ADDITIONAL INFORMATION MAY ALSO BE AVAILABLE FROM THE FOLLOWING:

- 1) SUBSURFACE INVESTIGATION REPORT(S) PREPARED FOR THE PROJECT.
- 2) ADDITIONAL SUBSURFACE INVESTIGATIONS MADE TO STUDY SOME ASPECT OF THE PROJECT.
- 3) SOIL PROFILE AND/OR STRUCTURE FOUNDATION INVESTIGATION SHEETS FROM THE CONSTRUCTION PLANS FOR THE EXISTING FACILITY AND/OR STRUCTURE(S).

ADDITIONAL INFORMATION, IF ANY, MAY BE EXAMINED BY PROSPECTIVE BIDDERS AT THE OHIO TURNPIKE OFFICE, 682 PROSPECT STREET, BEREA, OHIO 44017.

ITEM SP604 - CATCH BASIN, NO. CB-1

ITEM SP604 - CATCH BASIN, MEDIAN WALL

EXISTING TOP OF GRATE ELEVATIONS AND INVERT ELEVATIONS FOR ALL STORM STRUCTURES SHALL BE FIELD MEASURED AND RECORDED BY THE CONTRACTOR PRIOR TO REMOVAL OF THE STRUCTURES. PROPOSED CATCH BASINS SHALL BE INSTALLED AT THE SAME TOP OF GRATE AND INVERT ELEVATIONS AS EXISTING EXCEPT WHERE THE UNDERDRAIN PIPE IS TO CONNECT TO THE PROPOSED CATCH BASIN. WHEN THE UNDERDRAIN PIPE CONNECTS TO THE PROPOSED CATCH BASIN, THE CATCH BASIN INVERTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH OTC STANDARD DRAWING CB-1. PROPOSED DRAINAGE PIPES SHALL BE CONNECTED TO EXISTING PIPES USING MASONRY COLLAR AS PER STANDARD DRAWING DM-1.1. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE INCLUDED WITH ITEM SP604 - CATCH BASIN, NO. CB-1 OR SP604 - CATCH BASIN, MEDIAN WALL.

ITEM 622 - CONCRETE BARRIER, TYPE B-50, AS PER PLAN

THESE ITEMS SHALL BE IN ACCORDANCE WITH OTC STANDARD DRAWING CBR-3 AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIAL AND INCIDENTALS TO COMPLETE THIS ITEM.

ITEM SP304 - 9" RECYCLED AGGREGATE BASE, AS PER PLAN (SHOULDER) AND

ITEM SPECIAL - CRUSHED MATERIAL STOCKPILE

THE CONTRACTOR SHALL CRUSH THE EXISTING CONCRETE BASE PAVEMENT FOR USE AS ITEM SP304 - 9" RECYCLED AGGREGATE BASE, AS PER PLAN (SHOULDER). THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRANSPORTATION, CRUSHING OPERATIONS, TESTING, PERMITTING AND ASSOCIATED WORK IN ORDER TO PREPARE AND CREATE THIS MATERIAL. IT IS THE INTENT OF THIS ITEM TO PROCESS ALL EXISTING CONCRETE BASE PAVEMENT INTO ITEM SP304. THIS MAY RESULT IN EXCESS MATERIAL AFTER ALL THE REQUIRED MATERIAL HAS BEEN PLACED IN THE SHOULDER LIMITS. ANY AND ALL EXCESS MATERIAL SHALL BE THE PROPERTY OF THE COMMISSION AND SHALL BE STOCKPILED AT THE FOLLOWING LOCATIONS:

- 1 - TRUCKERS PARKING LOT AT TOWPATH PLAZA
 - 2 - NEAR SALT DOME AT INTERCHANGE FOR TOLL PLAZA 161.
- EACH STOCKPILE OF RECYCLED PORTLAND CEMENT CONCRETE (RPCC) MUST MEET THE REQUIREMENTS OF ODOT ITEM 304, AND OTC ITEM SP304, WITH THE EXCEPTION OF THE SODIUM SULFATE SOUNDNESS TESTING, WHICH WILL BE REPLACED WITH MAGNESIUM SULFATE SOUNDNESS TESTING. THE SOUNDNESS LOSS MUST BE LESS THAN 15% WHEN TESTED USING MAGNESIUM SULFATE PER AASHTO T104. AN ESTIMATED RESIDUAL QUANTITY OF 10,000 CU. YD. FOR ITEM SPECIAL - CRUSHED MATERIAL STOCKPILE HAS BEEN ADDED TO THE GENERAL SUMMARY FOR THE ALTERNATE BID ITEM.

ITEM 605 - AGGREGATE DRAIN, AS PER PLAN

THE ENTIRE OUTSIDE PERIMETER OF THE AGGREGATE DRAIN SHALL BE WRAPPED WITH FILTER FABRIC, TYPE A, AS PER ODOT SPECIFICATION 712.09. DURING THE EXCAVATION OF THE TRENCH FOR AGGREGATE DRAIN, SPECIAL CARE IS NEEDED TO PREVENT DAMAGE TO THE ADJACENT EXISTING UNDERDRAIN FILTER FABRIC WRAP. PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 605 - AGGREGATE DRAIN, AS PER PLAN.

SHOULDER TRANSITION AND SUPERELEVATION TRANSITION AT STRUCTURES

CONTRACTOR SHALL SURVEY THE BRIDGE DECK OF ALL BRIDGES WITHIN THE PROJECT LIMITS TO ESTABLISH THE BRIDGE DECK CROSS SLOPE. THIS INFORMATION SHALL BE USED BY THE CONTRACTOR TO ESTABLISH THE SHOULDER TRANSITION RATES AND SUPERELEVATION CORRECTION AT BRIDGE APPROACHES.

PAVEMENT REPAIRS

THE FOLLOWING QUANTITIES, ARE INCLUDED AS A CONTINGENCY, TO BE USED AS DIRECTED BY THE CHIEF ENGINEER FOR PAVEMENT REPAIR MEASURES TO MAINTAIN TRAFFIC. CONTRACTOR SHALL FOLLOW ODOT CMS FOR ITEM 255, EXCEPT THAT PLACEMENT OF THE DOWEL BARS ARE NOT REQUIRED, CONCRETE SHALL BE CLASS FS, AND MAINTENANCE OF TRAFFIC COSTS INCURRED BY THE CONTRACTOR FOR THESE CURRENTLY UNKNOWN AND UNDEFINED PAVEMENT REPAIRS WILL BE COMPENSATED ON A TIME AND MATERIALS BASIS AS APPROVED BY THE CHIEF ENGINEER. UNIT PRICES BID FOR THE ITEMS IMMEDIATELY BELOW SHALL NOT INCLUDE MAINTENANCE OF TRAFFIC COSTS.

- ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR 300 SQ. YD.
- ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT 300 SQ. YD.
- ITEM 255 - FULL DEPTH PAVEMENT SAWING 200 FT.

ITEM SPECIAL - ASPHALT PAVEMENT REINFORCEMENT

THIS ITEM SHALL INCLUDE FURNISHING AND PLACING AN ASPHALT PAVEMENT REINFORCEMENT GRID AT THE LOCATIONS AS SHOWN ON THE PLANS. THE ASPHALT PAVEMENT REINFORCEMENT GRID SHALL BE "GLASGRID - CG200" AS MANUFACTURED BY SAINT-GOBAIN TECHNICAL FABRICS OR APPROVED EQUAL. THE ASPHALT PAVEMENT REINFORCEMENT GRID SHALL BE INSTALLED AS PER THE RECOMMENDATIONS OF THE MANUFACTURER. THE UNIT PRICE BID PER SQUARE YARD FOR ITEM SPECIAL - ASPHALT PAVEMENT REINFORCEMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND OTHER INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK.

ITEM SPECIAL - SAW CUT JOINT

THIS ITEM SHALL CONSIST OF SAW CUTTING WITH A DIAMOND BLADE AT JOINTS WHERE EXISTING ASPHALT AND PROPOSED ASPHALT MEET. THE LOCATION AND DEPTH SHALL BE AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE CHIEF ENGINEER. PAYMENT FOR THIS ITEM WILL BE AT UNIT BID PRICE PER LINEAR FOOT FOR ITEM SPECIAL - SAW CUT JOINT AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THIS ITEM. THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY:

ITEM SPECIAL - SAW CUT JOINT 24,836 FT.

ALL MAINTENANCE OF TRAFFIC NECESSARY TO COMPLETE THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 614 - MAINTAINING TRAFFIC.

COATED DOWEL BARS

DOWEL BARS REQUIRED ON STANDARD DRAWING BP-2.2 SHALL BE COATED IN ACCORDANCE WITH 709.13.

ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN

THIS WORK SHALL COMPLY WITH ALL REQUIREMENTS SPECIFIED IN ITEM 206 - CHEMICALLY STABILIZED SUBGRADE OF ODOT 2010 CMS EXCEPT AS NOTED BELOW:

ITEM 206.02 MATERIALS: CURING COAT SUBMITTAL NOT REQUIRED

ITEM 206.03 SUBMITTALS: MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS IS NOT REQUIRED BY THE CONTRACTOR.

ITEM 206.05 CONSTRUCTION:

A. SPREADING - USE AN APPLICATION RATE OF 6% PORTLAND CEMENT BY DRY UNIT WEIGHT. THE APPLICATION RATE WILL VARY DEPENDING ON THE IN-SITU DRY UNIT WEIGHT OF THE SOIL. QUANTITY OF PORTLAND CEMENT IS BASED ON A IN-SITU DRY UNIT WEIGHT OF 110 LBS./FT³.

D. CURING - THE TREATED AREA SHOULD BE SHAPED TO THE REQUIRED LINES, GRADES AND CROSS SECTIONS AND FINAL COMPACTION, BY WAY OF SMOOTH DRUM ROLLER WEIGHING AT LEAST 10 TONS, SHOULD CONTINUE UNTIL UNIFORM AND ADEQUATE COMPACTION IS OBTAINED. THE CONTRACTOR SHALL MAINTAIN THE SURFACE OF THE CEMENT STABILIZED SOIL SUBGRADE IN A MOIST CONDITION DURING THE CURING PERIOD. FINISHED PORTIONS OF THE STABILIZED SUBGRADE THAT ARE TRAVELED ON BY EQUIPMENT USED IN CONSTRUCTING AN ADJOINING SECTION SHALL BE PROTECTED IN SUCH A MANNER AS TO PREVENT EQUIPMENT FROM MARRING OR DAMAGING COMPLETED WORK. DURING THE CURING PERIOD, NO TRAFFIC SHALL BE PERMITTED ON THE COMPLETED WORK BEYOND THAT REQUIRED FOR MAINTAINING MOIST CONDITIONS. THE LENGTH OF THE CURING PERIOD WILL DEPEND ON THE ACCEPTANCE OF THE CEMENT STABILIZED SOIL SUBGRADE. THE ACCEPTANCE OF THE CEMENT STABILIZED SOIL SUBGRADE WILL BE EVALUATED AFTER 72 HOURS OF CURING. DEPENDING ON THE ACCEPTANCE OF THE CEMENT STABILIZED SOIL SUBGRADE, ADDITIONAL CURING MAY BE REQUIRED. SUFFICIENT PROTECTION FROM FREEZING SHALL BE GIVEN THE CHEMICALLY STABILIZED MATERIAL FOR 7 DAYS AFTER ITS CONSTRUCTION OR AS APPROVED BY THE CHIEF ENGINEER.

E. PROOF ROLLING - ACCEPTANCE TESTING OF THE CEMENT STABILIZED SOIL SUBGRADE WILL BE PERFORMED AFTER 72 HOURS OF CURING. AN AUTOMATIC DYNAMIC CONE PENETROMETER (ADCP) WILL BE USED AS THE INITIAL ACCEPTANCE TEST FOR THE CEMENT STABILIZED SOIL SUBGRADE. THE ADCP WILL MEASURE THE PENETRATION RATE (PR) IN MM/BLOW FOR THE CEMENT STABILIZED SOIL SUBGRADE THROUGH THE TREATMENT DEPTH. THE MAXIMUM PENETRATION RATE THROUGHOUT THE CEMENT STABILIZED SOIL SUBGRADE MUST AVERAGE 8.0 MM/BLOW TESTS WILL BE PERFORMED EVERY 200 LINEAR FEET OF ROADWAY. IF THE AVERAGE PR OF THE CEMENT STABILIZED SOIL SUBGRADE IS BELOW 8.0 MM/BLOW, THEN THE CONTRACTOR CAN PROCEED WITH CONSTRUCTION OF THE PAVEMENT STRUCTURE.

IF THE AVERAGE PR OF THE CEMENT STABILIZED SOIL SUBGRADE IS ABOVE 8.0 MM/BLOW, THEN THE CEMENT STABILIZED SOIL SUBGRADE MUST CONTINUE TO CURE FOR TWO ADDITIONAL DAYS AND THEN BE PROOF ROLLED IN ACCORDANCE WITH ODOT ITEM 204.

THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ANY DAMAGE TO THE ACCEPTED AND APPROVED STABILIZED SUBGRADE THAT ARISES DUE TO THE CONTRACTOR'S OPERATIONS OR NEGLIGENCE. THE DAMAGED AREAS SHALL BE CORRECTED TO THE SATISFACTION OF THE OTC AND AT NO COST TO THE OTC. OTC ACCEPTANCE OF THESE AREAS WILL BE BASED ON PROOF ROLLING OR ADCP TESTING AS APPLICABLE.

LOCATION	BEGIN STATION	END STATION	STABILIZATION DEPTH (INCHES)	LENGTH	WIDTH	TREATMENT AREA	TREATMENT AREA	PORTLAND CEMENT APPLICATION RATE	TOTAL WEIGHT OF PORTLAND CEMENT	TOTAL WEIGHT OF PORTLAND CEMENT
				FT.	FT.	S.F.	S.Y.	LBS./S.Y.	LBS.	TONS
MAINLINE	603+50	635+58	12	3205	24	76,929	8,548	65	555,596	278
	639+38	641+61	12	223	24	5,352	595	65	38,653	19
	644+24	679+04	12	3480	24	83,520	9,280	65	603,200	302
	682+04	733+00	12	5157	24	123,772	13,752	65	893,906	447
	733+00	801+41	14	6841	24	164,184	18,243	76	1,386,443	693
SHOULDER	804+38	863+90	14	5862	24	140,692	15,632	76	1,188,064	594
	603+50	625+00	12	2147	11	23,621	2,625	44	115,480	58
	625+00	635+08	12	1008	11.75	11,844	1,316	44	57,904	29
	638+99	641+86	12	287	12	3,444	383	44	16,837	8
	644+58	679+01	12	3413	12.5	42,663	4,696	44	206,624	103
	682+00	700+08	12	1793	12.5	22,413	2,491	44	109,604	55
	700+08	737+72	12	3825	11	42,077	4,675	44	205,708	103
	737+72	738+34	12	62	12.5	775	86	44	3,789	2
	738+34	800+78	12	6244	11	68,684	7,632	44	335,788	168
	803+78	852+06	12	4738	11	52,120	5,791	44	254,808	127
852+06	852+96	12	90	12.5	1,125	125	44	5,500	3	
852+96	854+86	12	190	11	2,090	232	44	10,218	5	
854+86	855+61	12	75	12.5	938	104	44	4,583	2	
855+61	863+90	12	829	11	9,119	1,013	44	44,582	22	
TOTALS							97,218			3,019

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, 12 INCHES DEEP, AS PER PLAN 63,365 SQ. YD.
- ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP, AS PER PLAN 33,875 SQ. YD.
- ITEM 206 - CEMENT 3,019 TON
- ITEM 206 - WATER FOR CURING 1.3 M GAL.
- ITEM 206 - TEST ROLLING 32 HOURS

SEEDING & MULCHING

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

- ITEM 659 - SOIL ANALYSIS TEST 2 EACH
- ITEM 659 - TOPSOIL 3,091 CU. YD.
- ITEM 659 - SEEDING AND MULCHING 27,846 SQ. YD.
- ITEM 659 - REPAIR SEEDING AND MULCHING 1,392 SQ. YD.
- ITEM 659 - INTER-SEEDING 1,392 SQ. YD.
- ITEM 659 - COMMERCIAL FERTILIZER 3.8 TON
- ITEM 659 - LIME 5.8 ACRES
- ITEM 659 - WATER 150 M. GAL.

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. THE SEEDING LIMIT FOR PAYMENT IS 10' FROM THE EDGE OF COMPACTED AGGREGATE SHOULDER. EXISTING TOP SOIL WILL ONLY BE PAID UNDER ITEM 659 - TOP SOIL WHEN IT IS PHYSICALLY REMOVED FROM THE PROJECT SLOPES AND MOVED TO AN APPROVED AREA SOLELY FOR THE PURPOSE OF TEMPORARY STORAGE PRIOR TO REUSE. THE STOCKPILED SOIL SHALL PASS SOIL ANALYSIS TESTING PRIOR TO BEING REUSED.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL


WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A 'W-BEAM RAIL SPLICE' AS SHOWN ON STANDARD CONSTRUCTION DRAWING GR-1.1. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM SP626 - RAISED PAVEMENT MARKER

THIS ITEM SHALL BE INSTALLED IN ACCORDANCE WITH SP626 WITH THE FOLLOWING CHANGES IN SPACING: 120' FOR ALL TANGENT SECTIONS AND 80' FOR ALL CURVES.


ITEM SPECIAL - PRECAST REINFORCED CONCRETE OUTLET

THIS ITEM SHALL BE IN ACCORDANCE WITH OTC STANDARD DRAWING UD-1 AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS TO COMPLETE THIS ITEM.

ADDENDUM NO. 1		CT	1/15
No.	REVISIONS	BY	DATE
OHIO TURNPIKE COMMISSION			
OHIO TURNPIKE EASTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL NOTES			
 RESOURCE INTERNATIONAL, INC. 6350 PRESIDENTIAL GATEWAY COLUMBUS, OH 43231			
DESIGNED: CT	CHECKED: SSK	DATE: 12/19/2012	
DRAWN: CT	IN CHARGE: SSK	SCALE: N/A	
CONTRACT 39-13-02		SHEET 11 OF 165	

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SHEET NUMBER																		ITEM	GRAND TOTAL	UNIT	DESCRIPTION	REF. NO.	
10	11	12	14	15	16	19	66	67	68	69	70	71	102A	103	111	112	129						
																		DRAINAGE (CONT.)					
300							1353												603	1653	FT	12" CONDUIT, TYPE F, 703.33, AS PER PLAN	10
100																			603	100	FT	15" CONDUIT, TYPE F, 703.33	
							16												603	16	FT	18" CONDUIT, TYPE C	
150																			603	150	FT	18" CONDUIT, TYPE F, 703.33	
							212												603	212	FT	30" CONDUIT, TYPE C	
							15												603	15	FT	36" CONDUIT, TYPE A	
							186												603	186	FT	FIELD PAVING OF EXISTING PIPE	
							2												SP 604	2	EACH	CATCH BASIN, NO. CB-1	11
							12												SP 604	12	EACH	CATCH BASIN, MEDIAN WALL	11
							15												SP 604	15	EACH	SPECIAL - 12" PRECAST CONCRETE END SECTION	
							3												SP 604	3	EACH	SPECIAL - 18" PRECAST CONCRETE END SECTION	
							2												SP 604	2	EACH	SPECIAL - 30" PRECAST CONCRETE END SECTION	
		3200																	209	3200	FT	DITCH CLEANOUT	
							2.4												613	2.4	CU YD	LOW STRENGTH MORTAR BACKFILL	
											6434								605	6434	FT	AGGREGATE DRAIN, AS PER PLAN	11
		175							49023										SP605	49198	FT	6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP	
									32										SPECIAL	32	EACH	PRECAST REINFORCED CONCRETE OUTLET	11
		LUMP																	SPECIAL	LUMP	LUMP	CULVERT CLEANOUT, TWIN 6'X12' BOX	12
																		PAVEMENT					
63365																			206	63365	SQ YD	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP, AS PER PLAN	11
33875																			206	33875	SQ YD	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP, AS PER PLAN	11
3019																			206	3019	TON	CEMENT	
1.3																			206	1.3	M GAL	WATER FOR CURING	
32																			206	32	HOUR	TEST ROLLING	
300																			251	300	SQ YD	PARTIAL DEPTH PAVEMENT REPAIR	11
											25061								252	25061	FT	FULL DEPTH PAVEMENT SAWING	
300																			255	300	SQ YD	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT	11
200																			255	200	FT	FULL DEPTH PAVEMENT SAWING	
											26082								SP302	26082	CU YD	BITUMINOUS AGGREGATE BASE, PG64-22	
											11211								SP304	11211	CU YD	AGGREGATE BASE	
											7745								SP304	7745	CU YD	AGGREGATE BASE (SHOULDER)	
											1314								SP402	1314	CU YD	ASPHALT CONC. BASE COURSE, OR RECYCLED ASPHALT CONC. BASE COURSE, PG64-22	
											3335								SP402	3335	CU YD	ASPHALT CONC. BASE COURSE, OR RECYCLED ASPHALT CONC. BASE COURSE, PG70-22 (FR)	
											1147			141					SP404	1288	CU YD	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22	
											2858								SP404	2858	CU YD	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR)	
											24914			4160					SP404A	29074	FT	JOINT SEALER	
											5738								407	5738	GALLON	TACK COAT, TRACKLESS TACK, AS PER PLAN	12
											7210			252					407	7462	GALLON	TACK COAT, TRACKLESS TACK FOR INTERMEDIATE COURSE, AS PER PLAN	12
											1002								452	1002	SQ YD	NON-REINFORCED CONCRETE PAVEMENT (T=15")	
											4974								617	4974	SQ YD	SHOULDER PREPARATION	
											415								617	415	CU YD	COMPACTED AGGREGATE	
											27								617	27	M GAL	WATER	
											282								SP627	282	CU YD	STONE SHOULDER PROTECTION	
											6792								SPECIAL	6792	SQ YD	ASPHALT PAVEMENT REINFORCEMENT	11
		175																	SPECIAL	175	FT	PRESSURE RELIEF JOINT, TYPE A	12
											15.14								SPECIAL	15.14	MILE	SONIC NAP ALERT PATTERN (SNAP)	SPEC.
		24836												2080					SPECIAL	26916	FT	SAW CUT JOINT	11
																			ALTERNATE BID				
																			SP304	7745	CU YD	RECYCLED AGGREGATE BASE, AS PER PLAN (SHOULDER)	11
																			SPECIAL	10000	CU YD	CRUSHED MATERIAL STOCKPILE	11
																		FOR BRIDGE MAINTANENCE GENERAL SUMMARY SEE SHEET 129					

ADDENDUM NO. 1		CT	1/15
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE COMMISSION			
OHIO TURNPIKE EASTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL SUMMARY			
 RESOURCE INTERNATIONAL, INC. 6350 PRESIDENTIAL GATEWAY COLUMBUS, OH 43221			
DESIGNED: NLC	CHECKED: SSK	DATE: 12/19/2012	
DRAWN: NLC	IN CHARGE: SSK	SCALE: N/A	
CONTRACT 39-13-02		SHEET 64 OF 165	


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STATION TO STATION	LOCATION	SIDE	LENGTH L	PAVEMENT WIDTH W	SHOULDER WIDTH W	SURFACE AREA A = LxW	APPROACH SLAB AREA (AS)	PLANIMETERED AREA (PA)	202		252		254		SP304		SP402		SP404		SP404A	407			452	SP302		605	SPECIAL	SPECIAL							
									FROM	TO	PAVEMENT REMOVED (LX24)/9	FULL DEPTH PAVEMENT SAWING	PAVEMENT PLANING ASPHALT CONCRETE (T=5%) (LX25.25)/9 OR (LX10)/9	PAVEMENT PLANING ASPHALT CONCRETE (T=1.5%) (PA/9)	9" RECYCLED AGGREGATE BASE, AS PER PLAN (SHOULDER PREPARATION) (LX1.42)(9)/12)/27	9" AGGREGATE BASE (SHOULDER) (LX1.42)(9)/12)/27	6" AGGREGATE BASE [(A+AS)(6/12)]/27	1 3/4" ASPHALT CONCRETE BASE COURSE OR RECYCLE ASPHALT CONCRETE BASE COURSE, PG64-22 [AX(1.75/12)]/27	1 3/4" ASPHALT CONCRETE BASE COURSE, OR RECYCLE ASPHALT CONCRETE BASE COURSE, PG70-22 (FR) [(A+(LX1.25))X(1.75/12)]/27	1 1/2" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE PG64-22 [AX(1.5/12)]/27	1 1/2" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG PG70-22 (FR) [(A+(LX1.25))X(1.5/12)]/27	JOINT SEALER	TACK COAT, TRACKLESS TACK, AS PER PLAN (0.06 GAL./S.Y.) (4/9)X0.06	TACK COAT, TRACKLESS TACK, AS PER PLAN (0.06 GAL./S.Y.) (4+(LX1.25))/9)X0.06	TACK COAT, TRACKLESS TACK FOR INTERMEDIATE COURSE, AS PER PLAN (0.075 GAL./S.Y.) (4/9)X0.075 OR (4+(LX1.25))/9)X0.075	NON-REINFORCED CONCRETE PAVEMENT (T=15") PA/9	11" BITUMINOUS AGGREGATE BASE, PG 64-22 [AX(11/12)]/27	8" BITUMINOUS AGGREGATE BASE, PG 64-22 (SHOULDER) [(A+(LX0.17))X(8/12)]/27	AGGREGATE DRAIN, AS PER PLAN	ASPHALT PAVEMENT REINFORCEMENT	SONIC MAP ALERT PATTERN (SNAP)						
603+50.00	635+28.92	RT.	3176	24.00		76231	1587		8470	3176	8911							1441		433		371	3176		535	668		2588		1007	882						
603+50.00	625+00.00	SHOULDER	RT.	2147		10.00	21474				2386																										
625+00.00	634+80.61	SHOULDER	RT.	981		10.75	10542				1090																										
639+69.54	641+37.25		RT.	168	36.00			2577	6362	757	147																										
639+69.54	641+37.25	SHOULDER	RT.	168		11.50		2659	313																												
644+44.85	678+89.33		RT.	3444	24.00		82668	1957		9185	3444	9664																									
644+72.47	678+86.64	SHOULDER	RT.	3414		9.75	33288					3794																									
682+19.79	801+06.49		RT.	11826	24.00		283813	2183		31535	11826	33177																									
682+15.40	700+08.00	SHOULDER	RT.	1793		9.75	17478					1992																									
700+08.00	737+72.44	SHOULDER	RT.	3703		10.00	37033					4115																									
737+72.44	738+34.44	SHOULDER	RT.	62		9.75	605					69																									
738+34.44	745+10.00	SHOULDER	RT.	676		10.00	6756					751																									
745+10.00	749+72.00	SHOULDER	RT.	462		10.50	4851					513																									
749+72.00	800+44.59	SHOULDER	RT.	5073		10.00	50726					5636																									
804+69.76	863+90.00		RT.	6006	24.00		144147	1225		16016	6006	16850																									
804+14.89	852+06.49	SHOULDER	RT.	4877		10.00	48775					5419																									
852+06.49	852+95.94	SHOULDER	RT.	89		9.75	872					99																									
852+95.94	854+86.10	SHOULDER	RT.	190		10.00	1902					211																									
854+86.10	855+60.75	SHOULDER	RT.	75		9.75	728					83																									
855+60.75	863+90.00	SHOULDER	RT.	829		10.00	8293					921																									
745+10.00	749+72.00	EPA	RT.	462	VARIES			4440			462		493								462																
SUB-TOTALS												95,682	493											1,622	4,116			19,924	6,158								
TOTALS CARRIED TO GENERAL SUMMARY									66,276	25,061		96,175	7,745	7,745	11,211	1,314	3,335	1,147	2,858	24,914		5,738	7,210	1,002		26,082	6,434	6,792	15.14								

STATION TO STATION	SIDE	LENGTH L	SHOULDER WIDTH W	SURFACE AREA A = LxW	617		SP627
					COMPACTED AGGREGATE (T=3") [AX(3/12)]/27	SHOULDER PREPARATION A/9	STONE SHOULDER PROTECTION (T=3") [AX(3/12)]/27
FROM	TO	FT	FT	SQ FT	CU YD	SQ YD	CU YD
603+17.72	618+85.86	RT.	1565.50	4.00	6262		58
618+85.86	622+71.13	RT.	385.27	4.00	1541	14	171
622+71.13	625+00.00	RT.	228.87	4.00	915		8
625+00.00	635+02.38	RT.	1002.38	3.25	3258		30
700+07.94	708+70.44	RT.	801.35	4.00	3205		30
708+70.44	732+66.19	RT.	2395.75	4.00	9583	89	1065
732+66.19	737+72.44	RT.	506.25	4.00	2025		19
738+34.44	747+43.57	RT.	909.13	4.00	3637	34	404
747+43.57	752+56.07	RT.	512.5	4.00	2050		19
752+56.07	761+66.00	RT.	909.93	4.00	3640	34	404
761+66.00	767+03.50	RT.	537.5	4.00	2150		20
767+03.50	786+37.80	RT.	1934.3	4.00	7737	72	860
786+37.80	792+00.30	RT.	562.5	4.00	2250		21
792+00.30	795+65.35	RT.	365.05	4.00	1460	14	162
795+65.35	800+71.60	RT.	506.25	4.00	2025		19
803+70.65	805+08.15	RT.	137.5	4.00	550		5
805+08.15	848+00.24	RT.	4292.09	4.00	17168	159	1908
848+00.24	852+06.49	RT.	406.25	4.00	1625		15

STATION TO STATION	SIDE	LENGTH L	SHOULDER WIDTH W	SURFACE AREA A = LxW	617		SP627
					COMPACTED AGGREGATE (T=3") [AX(3/12)]/27	SHOULDER PREPARATION A/9	STONE SHOULDER PROTECTION (T=3") [AX(3/12)]/27
FROM	TO	FT	FT	SQ FT	CU YD	SQ YD	CU YD
852+95.94	854+86.10	RT.	190.16	4.00	761		7
855+60.76	864+17.01	RT.	856.25	4.00	3425		32
SUB-TOTALS					415	4,974	282
TOTALS CARRIED TO GENERAL SUMMARY					415	4,974	282

THE FOLLOWING QUANTITY HAS BEEN INCLUDED FOR SHOULDER PREPARATION WORK:
 2 APPLICATIONS @ 0.0027 M. GAL. * AREA (SY)
 ITEM 617 - WATER 27 M. GAL.

ADDENDUM NO. 1		CT	1/15
No.	REVISIONS	BY	DATE
OHIO TURNPIKE COMMISSION			
OHIO TURNPIKE EASTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION PAVEMENT CALCULATIONS			
 RESOURCE INTERNATIONAL, INC. 6350 PRESIDENTIAL GATEWAY COLUMBUS, OH 43221			
DESIGNED: NLC	CHECKED: SSK	DATE: 12/19/2012	
DRAWN: NLC	IN CHARGE: SSK	SCALE: N/A	
CONTRACT 39-12-02		SHEET 70 OF 165	