

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

THE JAMES W. SHOCKNESSY OHIO TURNPIKE



INDEX OF SHEETS

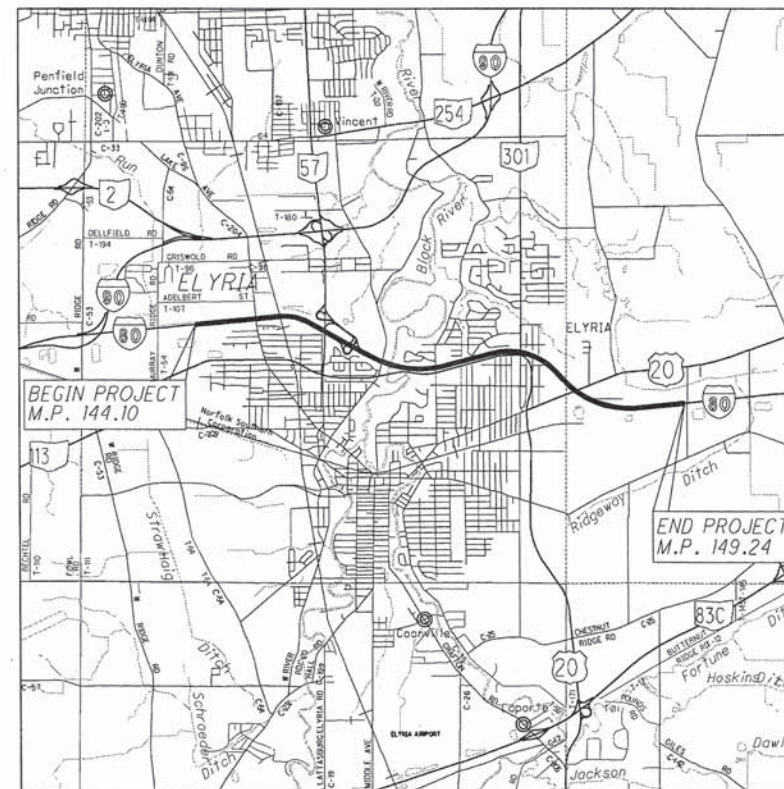
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PROJECT NO. 39-15-01 (PART A) RIGHT TWO (2) LANES AND SHOULDER RECONSTRUCTION M.P. 144.10 TO M.P. 149.24 LORAIN COUNTY, OHIO

Code	Date	Code	Date	Code	Date	Code	Date
AS-1	11-28-14	CJ-1	06-25-07	TC-1	6-25-07	TCB-1	12-21-11
AS-2	11-28-14	CJ-2	06-25-07			TCB-3	12-21-11
AS-3	11-28-14	DJ-1	06-25-07	MS-1	10-05-13		
AS-4	11-28-14	DJ-2	06-25-07			XOV-3	06-25-07
AS-5	11-28-14	DJ-4	06-25-07	TCR-1	06-25-07		
		DJ-5	06-25-07	TCR-2	12-21-11		
CB-1	11-20-12			TCR-2.1	12-21-11		
CB-2	11-05-07	DR-1	06-25-07	TCR-9	11-20-12		
CB-3	11-05-07	F-1	06-25-07	TCR-11PS	12-21-11		
CB-4	11-05-07	GR-1	11-20-12	TCR-11MZ	03-25-08		
CB-5	11-05-07	GR-2	11-20-12	TCR-12	01-24-11		
		JB-1	06-25-07	TCR-13	01-24-11		
CBR-2	06-25-07			TCR-14	10-05-05		
CBR-3	06-25-07	MCC-1	06-25-07	TCR-15	12-21-11		
CBR-5	06-25-07						
CBR-6	06-25-07	RPM-1	12-21-11				

Code	Date	Code	Date	Code	Date	Code	Date	Code	Date
BP-3.1	07-18-14	F-3.3	07-19-13					821	04-20-12
BP-5.1	07-19-13	F-3.4	07-19-13	TC-21.10	10-18-13	MT-95.31	07-18-14	832	01-17-14
BP-9.1	07-19-13			TC-21.20	10-18-13	MT-95.32	07-18-14	861	07-19-13
		MGS-1.1	07-19-13	TC-22.20	01-07-14	MT-95.41	07-18-14	921	04-20-12
BR-1	07-19-02	MGS-2.1	07-19-13	TC-41.15	10-18-13	MT-95.60	07-19-13		
		MGS-3.1	07-18-14	TC-41.20	10-18-13	MT-95.70	07-19-13		
DM-1.1	07-20-12	MGS-3.2	01-18-13	TC-42.10	10-18-13	MT-95.82	07-19-13		
DM-1.2	07-20-12	MGS-4.2	07-19-13	TC-42.20	10-18-13	MT-97.10	07-18-14		
DM-1.3	07-18-14	MGS-5.2	07-19-13	TC-52.10	10-18-13	MT-97.12	07-18-14		
DM-4.2	07-20-12	MGS-5.3	07-19-13	TC-52.20	07-18-14	MT-98.10	07-18-14		
DM-4.3	07-19-13	MGS-6.1	07-19-13	TC-61.10	01-17-14	MT-98.20	07-18-14		
DM-4.4	07-20-12	MGS-6.2	01-18-13			MT-98.29	07-19-13		
F-1.1	07-19-13	RM-4.3	07-18-14	FB-1-82	05-10-82	MT-100.00	07-19-13		
F-3.1	07-19-13	RM-4.5	07-18-14	RM-1.1	01-19-13	MT-100.60	07-19-13		
F-3.2	07-18-14	RM-4.6	07-19-13	RM-4.2	06-04-14	MT-105.10	07-19-13		

SUPPLEMENTAL SPECIFICATIONS



APPROVED FOR
THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

BY
Anthony D. York
CHIEF ENGINEER

11-26-14
DATE

ENGINEERS SEAL:

SIGNED: *Mark R. Grossman*
DATE: 11-24-14

GEOTECHNICAL SUPPLIED BY O.T.I.C.

UNDERGROUND UTILITIES
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1-800-362-2764 (TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-925-0988

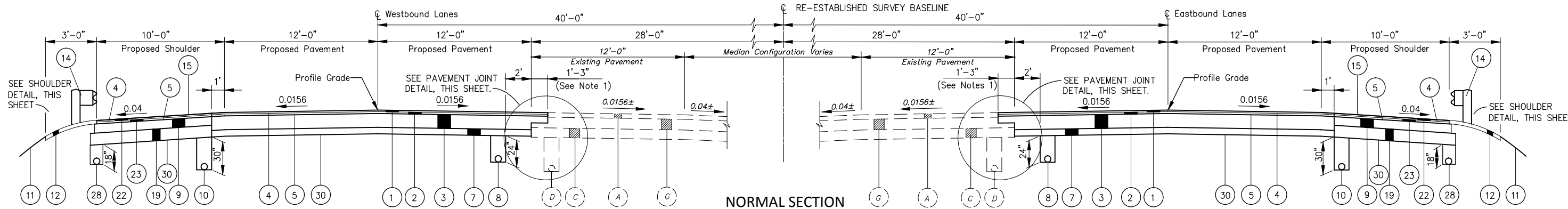
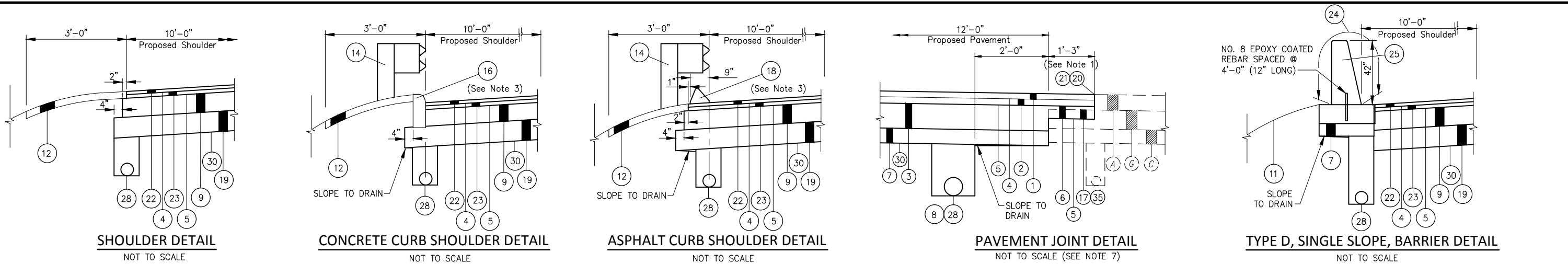
OHIO TURNPIKE DIVISION SUPERINTENDENT:
Eastern (440) 234-2081 X 5700
Western (440) 234-2081 X 5300

DESIGN CONTRACT: 71-14-07

PLAN PREPARED BY:
GPD GROUP
Glaus, Pyle, Schomer, Burns & Dehaven, Inc.
520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2100

ADDENDUM NO. 3 12-18-2014

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WESTBOUND		EASTBOUND	
STA. 609+50.00 TO STA. 625+74.94 =	1624.94 L.F.	STA. 609+50.00 TO STA. 625+74.94 =	1624.94 L.F.
STA. 627+34.97 TO STA. 636+75.00 =	940.03 L.F.	STA. 627+34.97 TO STA. 636+75.00 =	940.03 L.F.
STA. 657+05.00 TO STA. 658+77.04 BACK =	172.04 L.F.	STA. 657+05.00 TO STA. 658+77.04 BACK =	172.04 L.F.
STA. 659+00.00 AHEAD TO STA. 664+88.63 =	588.63 L.F.	STA. 659+00.00 AHEAD TO STA. 664+90.56 =	590.56 L.F.
STA. 667+24.56 TO STA. 669+25.51 =	200.95 L.F.	STA. 667+22.63 TO STA. 669+25.51 =	202.88 L.F.
STA. 742+11.81 TO STA. 766+91.12 =	2479.31 L.F.	STA. 742+11.81 TO STA. 766+91.12 =	2479.31 L.F.
STA. 803+89.41 TO STA. 805+87.78 BACK =	198.37 L.F.	STA. 803+89.41 TO STA. 805+87.78 BACK =	198.37 L.F.
STA. 805+00.00 AHEAD TO STA. 806+50.00 =	150.00 L.F.	STA. 805+00.00 AHEAD TO STA. 806+50.00 =	150.00 L.F.
STA. 856+56.38 TO STA. 883+00.00 =	2643.62 L.F.	STA. 856+56.38 TO STA. 883+00.00 =	2643.62 L.F.

ITEM LEGEND

- 1 ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 70-22 (FR), (1-1/2")
- 2 ITEM SP 402 ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG 70-22 (FR), (1-3/4")
- 3 ITEM SP 302 ASPHALT CONCRETE BASE, PG 64-22, (13") (2 EQUAL LIFTS) (SEE NOTE 6)
- 4 ITEM SPECIAL TRACKLESS TACK FOR INTERMEDIATE COURSE (APPLIED @ 0.06 GAL./S.Y.), SEE SHEET 15.
- 5 ITEM SPECIAL TRACKLESS TACK (APPLIED @ 0.075 GAL./S.Y.), SEE SHEET 15
- 6 ITEM SP 302 ASPHALT CONCRETE BASE, PG 64-22, (T=6 1/2")
- 7 ITEM SP 304 6" AGGREGATE BASE
- 8 ITEM SP 605 6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP (24")
- 9 ITEM SP 302 ASPHALT CONCRETE BASE, PG 64-22 (T=8") (SEE NOTE 6)
- 10 ITEM SP 605 6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP (30")
- 11 ITEM 659 SEEDING AND MULCHING
- 12 ITEM 617 COMPACTED AGGREGATE (T=3") (WITHOUT GUARDRAIL)
- 13 ITEM SP 526 CLASS C CONCRETE, APPROACH SLAB, USING TYPE I CEMENT (T=12")
- 14 ITEM 606 GUARDRAIL, TYPE MGS, USING LONG STEEL POSTS
- 15 ITEM SPECIAL SONIC NAP ALERT PATTERN (SNAP)
- 16 ITEM 609 CURB, TYPE 4-C
- 17 ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (5"±)
- 18 ITEM 609 ASPHALT CONCRETE CURB, TYPE 1, PG 64-22
- 19 ITEM SP 304 AGGREGATE BASE (SHOULDER)
- 20 ITEM SP 404A JOINT SEALER (APPLIED TO VERTICAL FACE, EACH LIFT)
- 21 ITEM SPECIAL SAW CUT JOINT (9 3/4"±) (SEE NOTE 2)
- 22 ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22, (1-1/2")
- 23 ITEM SP 402 ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG 64-22, (1-3/4")
- 24 ITEM SP 536 CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS, SEE SHEET 18.
- 25 ITEM 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN, (42"), SEE SHEET 16.
- 26 ITEM SP 304 AGGREGATE BASE, (12")
- 27 ITEM 204 SUBGRADE COMPACTION
- 28 ITEM SP 605 6" BASE PIPE UNDERDRAIN, WITH FABRIC WRAP
- 29 ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, (1 1/2")
- 30 ITEM 206 CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN, SEE SHEET 19.
- 31 ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 70-22 (FR), (2")
- 32 ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22, (2")
- 33 ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE DEPTH)
- 34 ITEM 609 CURB, TYPE 4-A
- 35 ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (4.75"±)
- 36 ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (2"±)

EX. ITEM LEGEND

- (A) ASPHALT CONCRETE (T=5"±)
- (B) CONCRETE PAVEMENT (T=10"±)
- (C) AGGREGATE BASE (T=6"±)
- (D) 6" UNDERDRAIN
- (E) REINFORCED CONCRETE APPROACH SLAB (T=10"±)
- (F) REINFORCED CONCRETE APPROACH SLAB (T=12"±)
- (G) BITUMINOUS AGGREGATE BASE (T=10"±)
- (H) ASPHALT CONCRETE (T=6 1/2"±)
- (I) GUARDRAIL, TYPE 5
- (J) CONCRETE BARRIER
- (K) AGGREGATE BASE (T=5"±)
- (L) NOT USED
- (M) ASPHALT CONCRETE (T=9"±)
- (N) AGGREGATE BASE (T=10 1/2"± AVERAGE)

NOTE 1: ASPHALT PAVEMENT PLANING OPERATION WITHIN THIS 15" AREA SHALL OCCUR IN TWO PHASES; FIRST TO THE TOP OF THE EXISTING CONCRETE DURING ASPHALT REMOVAL OPERATIONS TO THE PAVEMENT SAW CUT JOINT (SEE NOTE 2), AND SECOND, AFTER PLACEMENT OF THE FIRST LIFT OF ITEM SP 302 (BITUMINOUS AGGREGATE BASE) TO THE SAW CUT JOINT. REQUIREMENTS FOR ASPHALT PLACED WITHIN THIS 15" AREA SHALL BE IN STRICT COMPLIANCE WITH SP 400 (ASPHALT CONCRETE SURFACING).

NOTE 2: SAW CUT JOINT DEPTH TO THE TOP OF PROPOSED FIRST LIFT OF SP 302 (BITUMINOUS AGGREGATE BASE).

NOTE 3: ASPHALT/CONCRETE CURB SHALL BE SEALED PER THE REQUIREMENTS OF SP 400.

NOTE 4: ALL EXPOSED SUBGRADE WILL HAVE SUBGRADE STABILIZATION PERFORMED USING ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN. SEE GENERAL NOTES SHEET 19.

NOTE 5: FOR PAVEMENT AND SHOULDER WIDTHS AND CROSS SLOPES, SEE PAVEMENT ELEVATION DETAILS ON SHEETS 263 - 281.

NOTE 6: ITEM SPECIAL - TRACKLESS TACK (APPLIED AT 0.06 GAL./S.Y.) SHALL BE PLACED BETWEEN LIFTS OF ITEM SP 302.

NOTE 7: FOR ADDITIONAL PAVEMENT JOINT DETAIL NOTES, SEE THE TYPICAL SECTION ON SHEET 300.

1	ADDENDUM NO. 3	CLH	12/16/14
NO.	REVISIONS	BY	DATE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

TYPICAL SECTIONS

M.P. 144.10 LORAIN COUNTY

GPD GROUP
Gladis, Pyle, Schomay, Burns & DeHaven, Inc.
 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2100

DESIGNED:	CLH	CHECKED:	PJF	DATE:	11/25/14
DRAWN:	CLH	IN CHARGE:	MRG	SCALE:	N.T.S.

PROJECT NO. 39-15-01A SHEET 8 OF 405

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Technician: chuff

ITEM 202 - GUARDRAIL REMOVED FOR SALVAGE, AS PER PLAN

THIS ITEM SHALL INCLUDE REMOVAL AND SALVAGE OF THE FOLLOWING MATERIALS AT EACH OF THE EXISTING TYPE E (ET-2000PLUS) ANCHOR ASSEMBLY EXTRUDER HEAD, CABLE ANCHOR, ANGLE STRUT, CABLE ASSEMBLY, BEARING PLATE, TWO TUBE SLEEVES, AND THE FIRST TWO 12.5" GUARDRAIL PANELS. CONTRACTOR SHALL USE CARE IN THE REMOVAL PROCESS TO MINIMIZE DAMAGE TO THE MATERIALS.

EXISTING GUARDRAIL THAT IS IN GOOD CONDITION WILL BE REMOVED, SALVAGED AND DELIVERED TO THE AMHERST MAINTENANCE BUILDING AT MP 141.0. THE SALVAGED MATERIALS ARE TO BE OFFLOADED AND PLACED AT THE DIRECTION OF OTC MAINTENANCE. OTC WILL SUPPLY FORKLIFT AND OPERATOR.

THE TABLE BELOW SHOWS THE APPROXIMATE LOCATIONS AND LENGTHS. THE ACTUAL LOCATIONS AND LENGTHS WILL BE DETERMINED BY THE ENGINEER PRIOR TO ANY GUARDRAIL REMOVAL. PAYMENT FOR ALL LABOR AND INCIDENTALS FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT BID FOR ITEM 202, GUARDRAIL REMOVED FOR SALVAGE, AS PER PLAN

EASTBOUND MILE POST LOCATIONS (APPROXIMATE)	DESCRIPTION	LENGTH (FT.)
144.65	THRIE-BEAMS	12.50
144.65 TO 144.72	30 PANELS	375.00
145 TO 145.15	65 PANELS	812.50
145.8 TO 145.9	42 PANELS	525.00
147.9	THRIE-BEAMS	12.50
147.95 TO 148.0	21 PANELS	262.50
148.0	THRIE-BEAMS	12.50
	EASTBOUND TOTAL	2012.50
WESTBOUND MILE POST LOCATIONS (APPROXIMATE)	DESCRIPTION	LENGTH (FT.)
144.45	THRIE-BEAMS AND TRANSITION PIECE	12.50
147.3	THRIE-BEAMS AND TRANSITION PIECE	12.50
149.0	ET 2000 EXTRUDER HEAD AND 2-25' PANELS	50.00
	WESTBOUND TOTAL	75.00
	PROJECT TOTAL - GUARDRAIL REMOVED FOR SALVAGE, AS PER PLAN	2087.50
	TOTAL CARRIED TO GENERAL SUMMARY	2088

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 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 202 - CATCH BASIN OR INLET REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE REMOVAL AND SALVAGE OF THE EXISTING CATCH BASIN OR INLET CASTING AND GRATE AT EACH LOCATION IDENTIFIED IN THE PLANS. CONTRACTOR SHALL USE CARE IN THE REMOVAL PROCESS TO MINIMIZE DAMAGE TO THE MATERIALS.

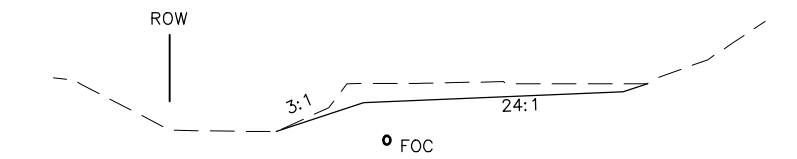
EXISTING CATCH BASIN OR INLET CASTING AND GRATES THAT ARE IN GOOD CONDITION WILL BE REMOVED, SALVAGED AND DELIVERED TO THE AMHERST MAINTENANCE BUILDING AT MP 141.1 THE SALVAGED MATERIALS ARE TO BE OFFLOADED AND PLACED AT THE DIRECTION OF OTC MAINTENANCE. PAYMENT FOR ALL LABOR AND INCIDENTALS FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE PER EACH BID FOR ITEM 202, CATCH BASIN OR INLET REMOVED, AS PER PLAN

ITEM 203 - EXCAVATION INCLUDING EMBANKMENT, AS PER PLAN 1

A TYPICAL SECTION HAS BEEN PROVIDED BELOW TO SHOW THE GENERAL INTENT OF WORK REQUIRED TO CLEAN THE SOUTH SIDE OF THE EXISTING DITCH AND REMOVE APPROXIMATELY ONE FOOT OF MATERIAL FROM THE BENCH BETWEEN STA. 642+00 TO STA. 660+00, LEFT SIDE. THE CONTRACTOR SHALL REMOVE 4" OF THE EXISTING TOPSOIL AND STOCKPILE IT ON THE ADJACENT FORESLOPE. THE CONTRACTOR MAY DISPOSE OF / EMBANK THE EXCESS EXCAVATED MATERIAL ON THE SLOPE BETWEEN STA. 642+00 TO STA. 660+00 AND/OR IN THE AREA ADJACENT TO THE OTC ROADSIDE EMBANKMENT BETWEEN STA. 660+00 AND STA. 664+00, LEFT SIDE. AFTER THE EXCAVATION IS COMPLETE PLACE 4" OF THE STOCKPILED TOPSOIL OVER THE ENTIRE AREA. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE BID PRICE PER ITEM 203 EXCAVATION INCLUDING EMBANKMENT, AS PER PLAN 1. ANY CLEARING OR GRUBBING SHALL BE INCLUDED IN THE LUMP SUM COST OF ITEM 201 CLEARING AND GRUBBING.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER TO PERFORM THE WORK DESCRIBED ABOVE:

ITEM 203 - EXCAVATION INCLUDING EMBANKMENT, AS PER PLAN 1
 ITEM 659 - SEEDING AND MULCHING
 1700 CU YD
 10,000 SQ YD



ITEM 203 - EXCAVATION INCLUDING EMBANKMENT, AS PER PLAN 1

ITEM 203 - ROCK EXCAVATION, AS PER PLAN
 BASED ON THE GEOTECHNICAL INVESTIGATION FOR THIS PROJECT, ROCK IS EXPECTED AT 3.2 TO 3.5 FEET BELOW THE TOP OF THE EXISTING PAVEMENT FROM APPROXIMATE STATION 713+00 TO 723+00 WB. ROCK SHALL BE DEFINED AS SANDSTONE, LIMESTONE, OR HARD UN-WEATHERED SHALE AS DETERMINED BY THE CHIEF ENGINEER. THE CONTRACTOR SHALL REFER TO THE GEOTECHNICAL REPORT FOR THIS PROJECT FOR THE POSSIBLE EXTENT OF ROCK EXCAVATION. THE ROCK EXCAVATION QUANTITY IS PAYMENT FOR THE COST DIFFERENCE TO EXCAVATE ROCK INSTEAD OF SOIL. THE CONTRACTOR SHALL BE PAID FOR THE 203 ITEM OF WORK PLUS THE NUMBER OF CUBIC YARDS OF ITEM 203, ROCK EXCAVATION, AS PER PLAN. PAYMENT TO EXCAVATE ROCK SHALL INCLUDE ALL EQUIPMENT, LABOR, MATERIALS, AND DISPOSAL OF EXCAVATED SPOILS AS NEEDED TO COMPLETE THE EXCAVATION TO THE PLAN ELEVATIONS.

THE CONTRACTOR SHALL EXCAVATE ALL ROCK TO A DEPTH OF 2 FEET BELOW THE PROPOSED SUBGRADE ELEVATION OR AS DIRECTED BY THE CHIEF ENGINEER. REPLACE THE EXCAVATED ROCK WITH EMBANKMENT THAT MEETS THE REQUIREMENTS OF HIGH SULFATE SUBGRADE SOILS. THE ESTIMATED QUANTITY OF ITEM 203 ROCK EXCAVATION, AS PER PLAN AND ITEM 204 EMBANKMENT, AS PER PLAN IS PROVIDED FOR THIS WORK AND IS ESTIMATED FOR THE FULL WIDTH OF THE PROPOSED PAVEMENT CROSS SECTION INCLUDING THE SHOULDER AND IS CARRIED TO THE GENERAL SUMMARY. MEASUREMENT FOR PAYMENT SHALL BE IN CUBIC YARDS.

ITEM 203 - ROCK EXCAVATION, AS PER PLAN 625 CY
 ITEM 204 - EMBANKMENT, AS PER PLAN 625 CY

ITEM 605 - 6" ROCK CUT UNDERDRAINS, AS PER PLAN
 BASED ON THE GEOTECHNICAL INVESTIGATION FOR THIS PROJECT, ROCK IS EXPECTED AT 3.2 TO 4.3 FEET BELOW THE TOP OF THE EXISTING PAVEMENT FROM APPROXIMATE STATION 700+00 TO 723+00 WB. ROCK SHALL BE DEFINED AS SANDSTONE, LIMESTONE, OR HARD UN-WEATHERED SHALE AS DETERMINED BY THE CHIEF ENGINEER. THE CONTRACTOR SHALL REFER TO THE GEOTECHNICAL REPORT FOR THIS PROJECT FOR THE POSSIBLE EXTENT OF ROCK EXCAVATION FOR THE INSTALLATION OF UNDERDRAINS. THE ROCK CUT QUANTITY FOR UNDERDRAINS IS PAYMENT FOR THE COST DIFFERENCE TO TRENCH UNDERDRAINS IN ROCK INSTEAD OF IN SOIL. THE CONTRACTOR SHALL BE PAID FOR THE ITEM 605 WORK PLUS THE NUMBER OF CUBIC YARDS OF ITEM 203, 6 3/4" ROCK CUT UNDERDRAINS, AS PER PLAN. PAYMENT TO TRENCH ROCK UNDERDRAINS SHALL INCLUDE ALL EQUIPMENT, LABOR, MATERIALS, AND DISPOSAL OF TRENCHED SPOILS AS NEEDED TO COMPLETE THE UNDERDRAIN TRENCH TO THE PLAN ELEVATIONS OR AS DIRECTED BY THE CHIEF ENGINEER. AN ESTIMATED QUANTITY OF ITEM 605, 6 3/4" ROCK CUT UNDERDRAINS, AS PER PLAN IS CARRIED TO THE GENERAL SUMMARY FOR THIS WORK. MEASUREMENT FOR PAYMENT SHALL BE IN CUBIC YARDS.

ITEM 605 - 6" ROCK CUT UNDERDRAINS, AS PER PLAN 68 CY

ITEM 604 - CATCH BASIN ADJUSTMENTS, GRATES AND CASTINGS, AS PER PLAN

THE FOLLOWING CONTINGENCY ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES ON SHEET 184 FOR USE IN ADJUSTING, REPAIRING, AND/OR REBUILDING SHOULDER CATCH BASINS. FOR CATCH BASINS ADJUSTED TO GRADE THE CONTRACTOR SHALL REBUILD FROM THE TOP OF PRECAST STRUCTURE TO THE BOTTOM OF THE CASTING AT THE EXISTING GRADE. THE USE OF BRICK TO REBUILD THE CATCH BASIN SHALL BE PROHIBITED.

THE CONTRACTOR SHALL SAWCUT PAVEMENT AROUND THE EXISTING CATCH BASIN, A MINIMUM OF 12" AROUND THE CASTING AND REMOVE THE CASTING AND SAWCUT ASPHALT CONCRETE WHILE USING CAUTION TO AVOID DAMAGE TO THE GRATE AND CASTING. THE CONTRACTOR SHALL FORM AND POUR, USING CLASS "MS" CONCRETE, TO REBUILD THE CATCH BASIN TO SECURE CONCRETE TO THE EXISTING PRECAST STRUCTURE. THE CONTRACTOR SHALL INSTALL #4 DOWEL BARS, SPACED 12" O/C (3 PER SIDE UNLESS DIRECTED OTHERWISE BY THE CHIEF ENGINEER) IN ACCORDANCE WITH ITEMS 509 AND 510. THE DOWEL BARS SHALL BE IMBEDDED AT LEAST 6" INTO THE EXISTING PRECAST STRUCTURE AND SECURED WITH NON-SHRINK NON-METALLIC GROUT THAT CONFORMS TO CMS 705.20.

THE CONTRACTOR SHALL USE FORMS SIZED TO CONFORM TO THE INTERIOR OF THE CATCH BASIN, AND THAT WILL INSURE A SMOOTH INTERIOR FINISH. ALL OTHER CONCRETE SURFACES SHALL HAVE A BROOMED FINISH.

RESET THE SALVAGED CASTING TO THE FINAL GRADE AND BACK FILL THE AREA AROUND THE ADJUSTED CATCH BASIN CASTING WITH CLASS "MS" CONCRETE TO THE EXISTING SURFACE. FOR CATCH BASINS ADJUSTED TO GRADE WITH DISTANCES FROM THE TOP OF THE PRECAST STRUCTURE TO THE BOTTOM OF THE CASTING THAT ARE GREATER THAN 12", THE SAME METHOD SHALL BE USED TO REBUILDING THE CATCH BASINS TO GRADE. FOR CATCH BASINS ADJUSTED TO GRADE WITH DISTANCES FROM THE TOP OF THE PRECAST STRUCTURE TO THE BOTTOM OF THE CASTING THAT ARE LESS THAN 4", THE SAME METHOD SHALL BE USED TO REBUILDING THE CATCH BASINS TO GRADE, EXCEPT THAT NO FORMS OR DOWELS ARE REQUIRED.

A CONTINGENCY QUANTITY OF CATCH BASIN GRATE AND CASTING, AS PER PLAN, HAS BEEN INCLUDED FOR USE AS DIRECTED BY THE CHIEF ENGINEER. THE REPLACEMENT GRATE AND CASTING SUPPLIED SHALL BE HEAVY DUTY.

ALL CONCRETE, DOWELS, DOWEL HOLES, GROUT, SAW CUTTING, LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE BID PRICE PER ITEM:

ITEM 604 - CATCH BASIN ADJUSTED TO GRADE, 4" OR LESS, AS PER PLAN EACH
 ITEM 604 - CATCH BASIN ADJUSTED TO GRADE, 4" TO 12", AS PER PLAN EACH
 ITEM 604 - CATCH BASIN ADJUSTED TO GRADE, GREATER THAN 12", AS PER PLAN EACH
 ITEM 604 - CATCH BASIN GRATE AND CASTING, AS PER PLAN EACH

OTIC STANDARD DRAWINGS CB-1, CB-2, CB-3, CB-4, AND CB-5 ARE PROVIDED FOR INFORMATION AS TO THE TYPES OF BASINS THAT MAY NEED ADJUSTMENT.

ITEM SP604 - CATCH BASIN, NO. CB-1

EXISTING TOP OF GRATE 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 ELEVATIONS AS EXISTING WITH THE INVERT ELEVATIONS SHOWN IN THE PLANS. REPLACE OUTLET PIPES AS SHOWN IN PLANS OR AS DIRECTED BY ENGINEER. PROPOSED DRAINAGE PIPES SHALL BE CONNECTED TO EXISTING PIPES USING MASONRY COLLAR AS PER ODOT STANDARD DRAWING DM-1.1. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE PER EACH FOR ITEM SP604 - CATCH BASIN, NO. CB-1.

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M.P. 144.10		LORAIN COUNTY	
GPD GROUP <small>Glenn, Ryan, Schumaker, Burns & DeHaven, Inc.</small> 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2100			
DESIGNED: CLH	CHECKED: PJF	DATE: 11/25/14	
DRAWN: CLH	IN CHARGE: MRG	SCALE: N.T.S.	
PROJECT NO. 39-15-01A SHEET 17 OF 405			

ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN
THIS WORK SHALL COMPLY WITH ALL REQUIREMENTS SPECIFIED IN ITEM 206 - CHEMICALLY STABILIZED SUBGRADE OF ODOT 2013 CMS EXCEPT AS NOTED BELOW:

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 5% PORTLAND CEMENT BY DRY UNIT WEIGHT. THE APPLICATION RATE WILL VARY DEPENDING ON THE IN-SITU DRY UNIT WEIGHT OF THE SOIL. QUANTITIES OF PORTLAND CEMENT ARE BASED ON AN IN-SITU DRY UNIT WEIGHT OF 118 LBS/FT³.
- B. CURING - THE TREATED AREA SHALL BE SHAPED TO THE REQUIRED LINES, GRADES, AND CROSS-SECTION AND FINAL COMPACTION USING A SMOOTH DRUM ROLLER WEIGHING AT LEAST 10 TONS AND SHALL CONTINUE UNTIL UNIFORM AND THE REQUIRED COMPACTION IS OBTAINED. UNIFORMLY APPLY CURING COAT ON THE SURFACE OF THE CHEMICALLY STABILIZED SOIL SUBGRADE. COMPLETED SECTIONS OF THE STABILIZED SUBGRADE THAT ARE USED DURING THE CONSTRUCTION OF ADJOINING SECTIONS SHALL BE PROTECTED TO PREVENT EQUIPMENT FROM MARRING OR DAMAGING THE COMPLETED WORK. THE STABILIZED SOIL SUBGRADE SHALL NOT BE SUBJECTED TO CONSTRUCTION TRAFFIC UNTIL ACCEPTANCE OF THE STABILIZED SOIL SUBGRADE. THE ACCEPTANCE OF THE STABILIZED SOIL SUBGRADE WILL BE EVALUATED AFTER 72 HOURS OF CURING AS DETERMINED IN ITEM C - PROOF ROLLING. PROTECT THE STABILIZED SOIL SUBGRADE FROM FREEZING FOR 7 DAYS AFTER COMPLETION AND ACCEPTANCE OR AS DETERMINED BY THE CHIEF ENGINEER. SUFFICIENT PROTECTION FROM FREEZING SHALL BE GIVEN TO THE CHEMICALLY STABILIZED MATERIAL FOR 7 DAYS AFTER ITS CONSTRUCTION OR AS APPROVED BY THE CHIEF ENGINEER. THE CONTRACTOR SHALL REPAIR ANY STABILIZED SOIL SUBGRADE CAUSED BY CONSTRUCTION TRAFFIC AND OPERATIONS AT THE CONTRACTOR'S OWN COST. THE CONTRACTOR SHALL SUBMIT THE PROPOSED SUBGRADE REPAIR METHOD TO THE CHIEF ENGINEER FOR APPROVAL.
- C. PROOF ROLLING - AFTER THE INITIAL 72-HOUR CURE PERIOD AND AT THE CONTRACTOR'S REQUEST, THE COMMISSION'S AGENT WILL USE A DUAL-MASS DYNAMIC CONE PENETROMETER (DCP) TO MEASURE THE PENETRATION RATE (PR) IN MM/BLOW OF THE STABILIZED SOIL SUBGRADE THROUGH THE TOTAL TREATMENT DEPTH. TESTING WILL BE CONDUCTED EVERY 200 LINEAR FEET.
 1. IF THE AVERAGE PR IS ABOVE 8 MM/BLOW THE CURE PERIOD SHALL BE EXTENDED FOR 2 DAYS FOLLOWED BY TEST ROLLING PER ODOT ITEM 206.
 2. IF THE AVERAGE PR IS 8 MM/BLOW OR LOWER THE CONTRACTOR SHALL PROCEED WITH TEST ROLLING PER ODOT ITEM 206 FOR FINAL ACCEPTANCE OF THE STABILIZED SUBGRADE.
- D. PROTECTION - ALL THE PROVISIONS OF 206.05 PARAGRAPH F APPLY AS WELL AS THE FOLLOWING: COMPLETED AND ACCEPTED PORTIONS OF THE STABILIZED SOIL SUBGRADE THAT ARE TRAVELED ON BY EQUIPMENT USED IN CONSTRUCTING ANY OTHER SECTION, OR ANY OTHER WORK, SHALL BE PROTECTED IN SUCH A MANNER AS TO PREVENT EQUIPMENT AND OPERATIONS FROM MARRING OR DAMAGING THE SUBGRADE IN ANY WAY. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ANY DAMAGE AND IS REQUIRED TO REPAIR THE STABILIZED SOIL SUBGRADE THAT ARISES DUE TO HIS OPERATIONS.
- E. IN CASES WHERE SUBGRADE STABILITY USING SOIL STABILIZATION IS NOT EFFECTIVE AS DETERMINED BY PROOF ROLLING AND CONCURRENCE BY THE CHIEF ENGINEER, THE AREA SHALL BE UNDERCUT USING THE FOLLOWING CHART FROM ODOT GEOTECHNICAL BULLETIN 1, BASED ON THE RUT DEPTH FROM PROOF ROLLING:
 1. IF THE REPLACEMENT IS LESS THAN 16 INCHES IN DEPTH, PLACE GEOGRID AT THE BOTTOM OF THE EXCAVATION.
 2. IF THE REPLACEMENT IS 16 INCHES OR GREATER, PLACE THE GEOGRID IN THE MIDDLE OF THE GRANULAR MATERIAL AND THE GEOTEXTILE FABRIC ON THE BOTTOM OF THE EXCAVATION.

ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN - CONTINUED
F. SOIL-CEMENT STABILIZATION AT CULVERTS

1. BOX CULVERTS WHERE DEPTH OF COVER IS GREATER THAN 4 FEET: CHEMICALLY STABILIZE ACCORDING TO PROJECT DOCUMENTS
2. BOX CULVERTS WHERE DEPTH OF COVER IS BETWEEN 2-4 FEET: EXCAVATE 12 INCHES OF THE EXPOSED SOIL SUBGRADE FROM 20 FEET BEYOND BOTH ENDS OF THE BOX CULVERT AND THE SPREAD THE EXCAVATED SOIL IN THE AREA TO BE CHEMICALLY STABILIZED. 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 FROM 20 FEET BEYOND BOTH ENDS OF THE BOX CULVERT AND COMPACT ACCORDING TO THE PROJECT SPECIFICATIONS.
3. BOX CULVERTS WHERE DEPTH OF COVER IS LESS THAN 2 FEET: EXCAVATE 16 INCHES OF THE EXPOSED SOIL SUBGRADE FROM THE EDGE OF THE BOX CULVERT TO 20 FEET BEYOND THE END OF THE BOX CULVERT AND SPREAD THE EXCAVATED SOIL IN AN AREA TO BE CHEMICALLY STABILIZED. PERFORM CHEMICAL STABILIZATION ON THE EXCAVATED SOIL USING SAME REQUIREMENTS AS THE ADJACENT SUBGRADE. AFTER CHEMICALLY STABILIZING THE EXCAVATED SOIL, PLACE THE EXCAVATED SOIL BACK IN THE EXCAVATION FROM THE EDGE OF THE BOX CULVERT TO 20 FEET BEYOND THE BOX CULVERT AND COMPACT ACCORDING TO PROJECT SPECIFICATIONS.

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 IN 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 ITEM 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	217,534 SQ. YD.
ITEM 206 - CEMENT	6,800 TON
ITEM 206 - CURING COAT	13,050 GAL.
ITEM 206 - TEST ROLLING	110 HOURS

THE FOLLOWING CONTINGENCY QUANTITIES SHALL BE USED TO UNDERCUT AND REPLACE THE UNSTABLE SUBGRADE SOILS AS DESCRIBED ABOVE. THE FOLLOWING QUANTITIES ARE BASED ON 100 LF X 24 FT WIDE X 2 FT DEEP AREA:

ITEM 204 - EXCAVATION	178 CU. YD.
SP304 - GRANULAR MATERIAL	178 CU. YD.
ITEM 204 - SUBGRADE COMPACTION	267 SQ. YD.
ITEM 204 - TYPE D GEOTEXTILE, 712.09	267 SQ. YD.
ITEM 861 - GEOGRID FOR SUBGRADE STABILIZATION, AS PER PLAN, TENSAR TRIAX 160 GEOGRID	267 SQ. YD.

HIGH SULFATE SUBGRADE SOILS

THIS WORK SHALL COMPLY WITH ALL REQUIREMENTS SPECIFIED IN ITEM 204 - SUBGRADE COMPACTION & PROOF ROLLING OF ODOT 2010 CMS EXCEPT AS NOTED BELOW:

1. UNDERCUT HIGH SULFATE SUBGRADE SOILS FROM EASTBOUND STATION 765+59 TO 784+89 AND WESTBOUND STATION 752+18 TO 758+18 TO A DEPTH OF 18 INCHES BELOW PLAN SUBGRADE ELEVATION FOR THE ENTIRE PAVEMENT WIDTH INCLUDING SHOULDER.
2. COMPACT THE EXPOSED SUBGRADE SURFACE ACCORDING TO 204.03. CONTROL DATA FOR COMPACTION SHALL BE DETERMINED IN ACCORDANCE WITH ODOT S1015 TABLE 1015.06-1.
3. BACKFILL UNDERCUT EXCAVATIONS WITH BORROW SOIL MEETING THE REQUIREMENTS OF 203.02 AND 203.03 AND SHALL HAVE A SULFATE CONTENT LESS THAN 3,000 PPM AS DETERMINED BY TEX-145-E METHOD. FURNISH THE CHIEF ENGINEER WITH BULK SOIL SAMPLES FOR EVERY 2,000 CY OF EACH SOIL TYPE OBTAINED FROM A GIVEN BORROW SITE. ALLOW 7 DAYS FOR CHIEF ENGINEER TO PERFORM SULFATE CONTENT OF PROPOSED BORROW MATERIALS.
4. BACKFILL UNDERCUT EXCAVATIONS ACCORDING TO 204.03

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK DESCRIBED ABOVE FOR THE REPLACEMENT OF HIGH SULFATE SUBGRADE SOILS:

ITEM 204 - EXCAVATION OF SUBGRADE, 18 INCHES DEEP, AS PER PLAN	1,150 CU. YD.
ITEM 204 - SUBGRADE COMPACTION, AS PER PLAN	2,300 SQ. YD.
ITEM 204 - EMBANKMENT, AS PER PLAN	1,150 CU. YD.

SPECIAL - SECURING MANHOLE LID

ITEM SPECIAL - SECURING MANHOLE LID, SHALL BE USED TO SAFELY SECURE THE MANHOLE LID TO THE MANHOLE CASTING FOR TEMPORARY TRAFFIC CONTROL PURPOSES. THE MANHOLE LIDS ARE LOCATED IN THE MEDIAN/SHOULDER WITHIN PROJECT LIMITS AT LOCATIONS SHOWN IN ROADWAY SUBSUMMARY. SECURING OF MANHOLE LID SHALL CONSIST OF THE FOLLOWING: THE CONTRACTOR SHALL REMOVE THE MANHOLE LID AND REMOVE ANY DEBRIS FROM THE CASTING LIP THAT THE MANHOLE LID RESTS ON; THE CONTRACTOR SHALL RESEAT THE MANHOLE LID AND WELD THE LID TO THE FRAME; PRIOR TO COMPLETION OF THE PROJECT THE CONTRACTOR SHALL REMOVE THE WELDS SECURING THE LID TO THE FRAME SO THAT CONTINUED ACCESS TO THE MANHOLE CAN BE MAINTAINED.

WELDING THE LID TO THE FRAME SHALL CONSIST OF FOUR 10" LONG FILLET WELDS LOCATED AT EACH QUADRANT OF THE MANHOLE. REMOVAL OF THE WELDS SHALL BE ACCOMPLISHED BY EITHER GRINDING OR AIR ARCING AND IN SUCH A MANNER SO AS NOT TO DAMAGE OR IMPAIR THE INTEGRITY OF THE LID AND/OR CASTING.

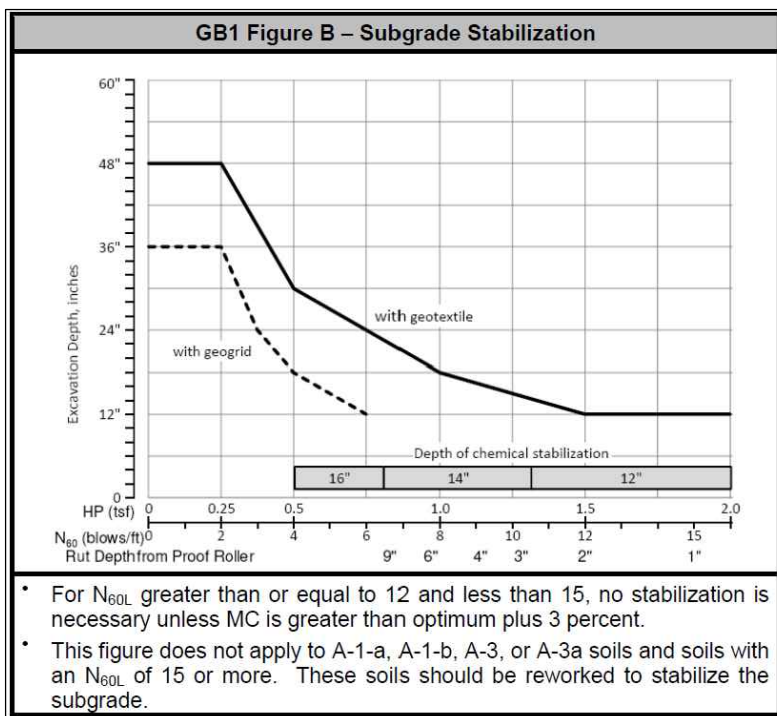
ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE UNIT BID PRICE PER ITEM SPECIAL - SECURING MANHOLE LID.

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 FOOT FOR ITEM SPECIAL - SAW CUT JOINT 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.

GB1 Figure B - Subgrade Stabilization



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OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
GENERAL NOTES

M.P. 144.10 LORAIN COUNTY

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ITEM 209 - DITCH CLEANOUT

THIS ITEM SHALL CONSIST OF FIELD SURVEY, CLEARING, EXCAVATION AND EMBANKMENT AS NECESSARY TO REESTABLISH 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 AND RESETTING THE PIPE OR HEADWALLS SHALL BE DONE AS DIRECTED BY THE CHIEF ENGINEER AND CONSIDERED INCIDENTAL TO THE DITCH CLEANOUT. THIS ITEM SHALL ALSO CONSIST OF THE REPLACEMENT OF EXISTING DITCH CHECKS THAT MAY HAVE BEEN INSTALLED BY THE CONTRACTOR PER THE STORM WATER POLLUTION PLAN PRIOR TO PERFORMANCE OF DITCH CLEANOUT WORK. PAYMENT FOR THIS ITEM WILL BE AT UNIT BID PRICE PER FOOT FOR ITEM 209 - DITCH CLEANOUT AND SHALL INCLUDE ALL MATERIALS, TOOLS, EQUIPMENT AND LABOR TO COMPLETE THE WORK. ALL MAINTENANCE OF TRAFFIC NECESSARY TO COMPLETE THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 614 - MAINTAINING TRAFFIC.

THE FOLLOWING TABLES SHOW AREAS EXPECTED TO REQUIRE THIS TREATMENT;



OHIO TURNPIKE WESTBOUND

Reference No.	Sheet No.	M.P.	STATION	LENGTH (FT.)	DRAINAGE FEATURE	DEFICIENCY
DC-03	199	144.37	624+00	50	42" concrete culvert outlet (FES)	FLARED OUTLET NEEDS PROTECTION
DC-04	199	144.43	627+50	50	15" concrete median outlet (FHHW)	OUTLET CLEAN OUT NEEDED
DC-07	200	144.65	638+50	100	42" concrete culvert outlet (FES)	OUTLET NEEDS PROTECTION, CRACK IN FLARED END SECTION
DC-07	200	144.64	638+00	100	15" concrete median outlet (FES)	FLARED OUTLET SUPPORT WASHED OUT
DC-10	201	144.78	646+00	50	15" HDPE median outlet	CLEAN OUT PIPE AND OUTLET CHANNEL
DC-12	201	144.85	649+90	100	48" concrete culvert outlet (FES)	CLEAN OUT PIPE AND OUTLET CHANNEL
DC-13	202	145.05-144.90	651+89	800	DITCH	CLEAN OUT DITCH 800' L
DC-13	202	144.96	655+00	50	24" concrete median outlet (FES)	CLEANOUT OUTLET DITCH AND PIPE
DC-13	202	144.91	652+45	1000	18" concrete median outlet (FES)	OUTLET AREA CLOGGED WITH VEGETATION, CLEAN OUT DITCH 1000' L
DC-16	202	145.15-145.08	661+63	370	DITCH	CLEAN OUT DITCH 370' L
DC-16	202	145.10	663+00	NA	18" concrete median outlet (FES)	HEADWALL BURIED
DC-17	203	145.38-145.15	667+25	1150	DITCH	CLEAN OUT DITCH 1150' L
DC-18	204	145.46	683+40	200	24" culvert inlet (HHW)	CLEAN OUT DITCH 200' TO WEST
DC-18	204	145.45	682+15	NA	18" concrete median outlet (FHHW)	LOCALIZED OUTLET CLEANOUT
DC-21	204	145.52	685+65	25	15" concrete median outlet	HEADWALL MISSING OR BURIED
DC-22	205	145.56	688+00	25	18" RCCP open end pipe sewer inlet (FES)	PIPE INLET PLUGGED
DC-23	206	145.81	700+70	50	36" RCCP culvert inlet (FES)	CLEAN OUT DITCH 20' TO WEST TO 18" MEDIAN OUTLET, CLEAN 2"-3" OF SEDIMENT OUT OF PIPE
DC-23	206	145.80	700+55	50	18" RCCP median outlet (FHHW)	HEADWALL TIPPING AND CRUMBLING, DISPLACED UNDERDRAIN OUTLET
DC-23	205	145.77-145.62	700+55	800	DITCH	CLEAN OUT DITCH 800' L
DC-23	205	145.62	691+00	100	shldr catch basin and 24" RCCP outlet (FHHW)	HEADWALL IN PIECES
DC-24	206	145.85	704+00	NA	ditch catch basin and 24" CMP outlet	CLEAR VEGETATION IN PATH OF GRATE AND OUTLET WASHED OUT
DC-24	206	145.83	703+00	NA	15" RCCP median outlet (FES)	CLEAN OUT FLARED END OUTLET
DC-24	206	145.82	702+50	150	36" RCCP culvert outlet (FHHW)	CLEAN OUT DITCH 150' TO EAST TO CATCH BASIN
DC-26	207	146.05	715+40	140	DITCH	CLEAN ROCK AND OTHER DEBRIS OUT OF DITCH
DC-26	207	146.02	714+50	10	DITCH CATCH BASIN	CLEAN DEBRIS OFF OF GRATE
DC-28	207	146.09	717+25	100	DITCH	CLEAN ROCK AND OTHER DEBRIS OUT OF DITCH
DC-29	207	146.15	720+00	100	18" RCCP open end pipe storm inlet (FES)	OUTLET CLEAN UP
DC-31	207	146.17	721+48	100	DITCH	CLEAN ROCK AND OTHER DEBRIS OUT OF DITCH
DC-33	208	146.26	726+00	10	18" RCCP open end pipe storm inlet (FES)	CLEAN OUT FLARED END OUTLET, DISPLACED UNDERDRAIN HEADWALL
DC-34	209	146.66	747+00	1200	18" RCCP median outlet (FES)	CLEAN OUT DITCH 50' EAST AND 1150' WEST TO BRIDGE, CLEAN OUT PIPE.
DC-34	209	146.46	737+00	200	18" RCCP median outlet (FES)	CLEAN OUT DITCH 50' EAST AND 200' WEST TO BRIDGE, CLEAN OUT PIPE.
DC-37	212	146.96	763+00	100	24" RCCP median outlet (FES)	CLEAN OUT DITCH 50' IN EACH DIRECTION AND CLEAN OUT PIPE
DC-37	211	146.85-146.97	757+40	590	DITCH	CLEAN OUT DITCH 640' L
DC-37	211	146.85	757+00	50	18" RCCP median outlet (FHHW)	CLEAN OUT DITCH 50' TO WEST
DC-40	212	147.15	773+00	NA	60" CONCRETE CULVERT OUTLET (FHHW)	BARREL HAS 6" - 12" SEDIMENT FOR THE ENTIRE LENGTH
DC-41	212	147.34-147.87	782+50	2700	DITCH FROM RAILROAD TO ABBE ROAD	CLEAN OUT DITCH 2700' L
DC-41	214	147.73	804+00	NA	15" RCCP median outlet (FES)	CLEAN OUT DITCH LOCAL TO OUTLET PIPE
DC-41	214	147.60	797+00	NA	15" RCCP median outlet (FES)	LOCALIZED CLEAN OUT OF PIPE AND OUTLET
DC-41	214	147.55	794+00	NA	72" CONCRETE CULVERT (FHHW)	CLEAN OUT OUTLET CHANNEL 60' L
DC-41	214	147.53	793+00	NA	15" RCCP median outlet (FES)	CLEAN OUT DITCH AND OUTLET PIPE
DC-41	214	147.50	792+00	NA	15" RCCP median outlet (FES)	CLEAN OUT DITCH LOCAL TO OUTLET PIPE
DC-41	214	147.46	789+00	NA	15" RCCP median outlet (FES)	CLEAN OUT DITCH 50' EAST AND 200' WEST
DC-41	213	147.34	783+00	100	15" RCCP median outlet (FES)	CLEAN OUT DITCH 50' IN EACH DIRECTION, REPLACE HEADWALL AND CLEAN OUT PIPE
DC-42	215	147.88-148.02	812+00	650	DITCH FROM U.S. 20 TO RAILROAD	CLEAN OUT DITCH 650' L
DC-42	215	147.89	812+75	NA	18" median outlet	LOCALIZED CLEAN OUT OF PIPE AND OUTLET

OHIO TURNPIKE WESTBOUND - CONTINUED

Reference No.	Sheet No.	M.P.	STATION	LENGTH (FT.)	DRAINAGE FEATURE	DEFICIENCY
DC-44	216	148.04-148.10	819+34	315	DITCH	CLEAN OUT DITCH 315' L
DC-47	217	148.28-148.40	838+00	800	DITCH	CLEAN OUT DITCH 800' L
DC-47	217	148.40	838+00	NA	18" concrete median outlet (FHHW)	LOCALIZED CLEANOUT OF PIPE AND OUTLET
DC-47	217	148.36	836+00	NA	24" median outlet (FES)	LOCALIZED CLEAN OUT OF PIPE AND OUTLET
DC-47	217	148.32	834+00	NA	18" median outlet (FES)	LOCALIZED CLEAN OUT OF PIPE AND OUTLET
DC-50	218	148.48	842+60	150	48" concrete culvert outlet (FHHW)	CLEAN OUT DITCH 50' EAST AND 100' WEST, REPAIR EROSION BEHIND HEADWALL WEST END
DC-51	218	148.56	846+00	150	18" concrete median outlet (FHHW)	CLEAN OUT DITCH 50' EAST AND 100' WEST
DC-53	219	148.80	858+37	25	54" concrete (east) culvert outlet (FHHW)	REPAIR OR REPLACE LIVESTOCK GATE
DC-53	219	148.80	858+25	NA	54" concrete (west) culvert outlet (FHHW)	REPAIR OR REPLACE LIVESTOCK GATE
DC-54	220	148.91	864+00	250	18" concrete median outlet (FHHW)	CLEAN OUT DITCH 50' EAST AND 200' WEST
DC-55	220	149.03	872+00	NA	18" MEDIAN OUTLET (FHHW)	OUTLET COMPLETELY SUBMERGED IN WATER. HEAVY VEGETATION AND DEBRIS IN BOTH EAST AND WEST CHANNELS
DC-55	220	148.95-149.00	867+39	450	DITCH	450' DITCH CLEAN OUT
DC-58	221	149.21	881+34	50	18" MEDIAN OUTLET (FHHW)	GULLY ABOVE HEADWALL. HEADWALL TIPPING. DEBRIS IN OUTLET AND NORTH CHANNEL. APPROX. 6" OF STANDING WATER IN OUTLET
DC-59	221	149.24	882+77	100	54" CULVERT OUTLET (HHW)	APPROX. 8-12" OF STANDING WATER IN OUTLET. HEAVY VEGETATION IN OUTLET CHANNEL.
DITCH CLEANOUT LENGTH W.B.				13460	FT.	

OHIO TURNPIKE EASTBOUND

Reference No.	Sheet No.	M.P.	STATION	LENGTH (FT.)	DRAINAGE FEATURE	DEFICIENCY
DC-2	199	144.38	624+00	200	42" concrete culvert inlet (FES)	CLEAN OUT DITCH 100' EAST AND 100' WEST
DC-5	200	144.48	628+00.40	200	shoulder inlet and 12" CMP outlet	CLEAN OUT DITCH 100' EAST AND 100' WEST, CLEANOUT OUTLET PIPE
DC-6	200	144.57	629+97.65	200	shoulder inlet and 12" CMP outlet	CLEAN OUT DITCH 100' EAST AND 100' WEST, CLEANOUT OUTLET PIPE
DC-8	200	144.68	638+50	50	42" concrete culvert inlet (FES)	CLEAN OUTLET CHANNEL TO R/W 30' L
DC-9	200	144.85	640+55.20	30	shoulder inlet and 12" CMP outlet	LOCALIZED CLEANOUT OF OUTLET PIPE AND DITCH 20' W
DC-11	201	144.88	649+90	80	48" concrete culvert inlet (FES)	CLEAN INLET CHANNEL TO R/W 30' L, CLEAN OUT DITCH 50' EAST, 12"-18" SEDIMENT IN CULVERT
DC-14	202	144.93	652+50	375	DITCH	CLEAN OUT DITCH 375' L
DC-15	204	145.07	659+93	400	DITCH	CLEAN OUT DITCH 400' L
DC-19	204	145.52	683+40	100	30" culvert inlet (HHW)	CLEANOUT DITCH 100' WEST
DC-20	204	145.87	684+62	50	30" culvert outlet (HHW)	SHOULDER WASHOUT AT HEADWALL LOCATION, CLEANOUT DITCH 50' EAST
DC-25	206	146.03	702+80	100	30" RCCP culvert outlet (FHHW)	HEADWALL TIPPING SLIGHTLY, CLEAN OUT 100' DITCH EAST, 8"-12" SEDIMENT IN CULVERT, FIRST SECTION OF PIPE SHOWING MINOR DISPLACEMENT
DC-27	207	146.15	715+00	25	15" RCCP open end pipe inlet	CLEANOUT DITCH ADJACENT TO HEADWALL
DC-30	207	146.26	720+00	100	15" RCCP open end pipe inlet (FHHW)	CLEAN OUT DITCH 50' EAST AND 50' WEST, RESET UNDERDRAIN OUTLET
DC-32	208	146.40 - 147.00	726+00	100	15" RCCP open end pipe inlet (FHHW)	CLEAN OUT DITCH 50' EAST AND 50' WEST
DC-35	209	146.68	748+41	3175	DITCH	CLEAN OUT DITCH 3175' L
DC-36	210	146.83	756+33	100	24" RCP outlet from backslope	PAVED DITCH ADJACENT TO HEADWALL IS OBSTRUCTED
DC-38	211	146.95	762+66	100	48" RCP outlet from backslope	PAVED DITCH ADJACENT TO HEADWALL IS OBSTRUCTED, HEADWALL IS DETERIORATING BADLY (EAST HALF)
DC-39	33	147.00	765+30	100	30" CMP outlet from backslope	HEAVILY SILTED BARREL
DC-43	215	147.97 - 148.00	815+64	50	54" RCP outlet at beginning of ditch	HEAVY VEGETATION AND BRUSH IN FRONT OF HEADWALL
DC-45	216	148.04 - 148.15	819+34	200	DITCH	200' DITCH CLEAN OUT
DC-46	217	148.23	829+37	580	DITCH	580' DITCH CLEAN OUT
DC-49	218	148.50	843+63	NA	underdrain outlet	DISPLACED OUTLET HEADWALL
DC-48	218	148.77	842+80	100	48" concrete culvert inlet	INLET HEADWALL DETERIORATION, END PIPE SECTION DISPLACED AND 12" OF SEDIMENT IN BARREL, 100' DITCH CLEANOUT
DC-52	219	148.80	856+00	200	24" median drainage outlet	CLEAN OUT FLARED END OUTLET
DC-56	220	149.05-149.11	872+67	315	DITCH	HEAVY DITCH VEGETATION REDUCING DITCH FLOW
DC-57	221	149.21	881+11	100	DITCH	HEAVY DITCH VEGETATION REDUCING DITCH FLOW
DC-60	221	149.23	882+57	50	54" CONCRETE CULVERT INLET (HHW)	HEAVY DITCH VEGETATION IN CULVERT INLET CHANNEL, 50' SOUTH TO R/W
DITCH CLEANOUT LENGTH E.B.				7080	FT.	
DITCH CLEANOUT LENGTH W.B.				13460	FT.	
TOTAL DITCH CLEANOUT LENGTH				20540	FT.	

(FHHW) = FULL HEIGHT HEADWALL (HHW) = HALF HEIGHT HEADWALL (FES) = FLARED END SECTION

ITEM 601 - ROCK CHANNEL PROTECTION, TYPE A WITH FILTER

A CONTINGENCY QUANTITY OF 50 CU. YDS. OF ITEM 601 - ROCK CHANNEL PROTECTION, TYPE A WITH FILTER HAS BEEN PROVIDED FOR OUTLET PROTECTION TO BE USED AS DIRECTED BY THE CHIEF ENGINEER.



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Technician: chuff

1	ADDENDUM NO. 3	CLH	12/16/14
-	-	-	-
NO.	REVISIONS	BY	DATE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

GENERAL NOTES

M.P. 144.10 LORAIN COUNTY

GPD GROUP
Glenn, Pyle, Schomay, Burns & DeHaven, Inc.
 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2100

DESIGNED: CLH	CHECKED: PJF	DATE: 11/25/14
DRAWN: CLH	IN CHARGE: MRG	SCALE: N.T.S.

PROJECT NO. 39-15-01A SHEET 20 OF 405

MAINTENANCE OF TRAFFIC NOTES

SEQUENCE OF CONSTRUCTION

THE INTENT OF THIS PROJECT IS TO RECONSTRUCT THE PAVEMENT OF THE OUTSIDE (2) LANES, OUTSIDE SHOULDER AND ALL ASSOCIATED BRIDGE WORK (AS DETAILED IN THE STRUCTURES PLANS) OF THE EASTBOUND AND WESTBOUND TRAFFIC ON THE OHIO TURNPIKE (I.R. 80) BETWEEN MILE POSTS 144.10 AND 149.24 WHILE MAINTAINING TWO (2) LANES OF TRAFFIC IN EACH DIRECTION AT ALL TIMES. TURNPIKE PAVEMENT REPLACEMENT WILL REQUIRE SEVERAL PHASES AS DETAILED ON THE MAINTENANCE OF TRAFFIC PLAN SHEETS. THE CONTRACTOR SHALL CONSTRUCT THE EASTBOUND IMPROVEMENTS DURING THE FIRST CONSTRUCTION SEASON AND THE WESTBOUND IMPROVEMENTS DURING THE SECOND CONSTRUCTION SEASON.

THE CONTRACTOR HAS THE OPTION TO PERFORM SOME, OR ALL, OF THE PHASE 2B APPROACH SLAB REPLACEMENT AND EXPANSION JOINT REPLACEMENT DURING PHASE 1. THE CONTRACTOR HAS THE OPTION TO PERFORM SOME, OR ALL, OF THE PHASE 3B APPROACH SLAB REPLACEMENT AND EXPANSION JOINT REPLACEMENT PRIOR TO PHASE 3A.

PRE-PHASE 1

THE CONTRACTOR SHALL RESURFACE INSIDE SHOULDER AND THIRD LANE FROM MP 141.15 TO MP 145.40 EASTBOUND AND WESTBOUND. THE CONTRACTOR SHALL UTILIZE OTIC STANDARD DRAWINGS TO PERFORM ALL PRE-PHASE 1 WORK.

PHASE 1

THE CONTRACTOR SHALL CLOSE THE EASTBOUND AND WESTBOUND INSIDE TURNPIKE LANES (LEFT LANE IN BOTH DIRECTIONS) AT THE PROPOSED TEMPORARY CROSSOVER LOCATIONS AS ILLUSTRATED ON THE PHASE 1 MAINTENANCE OF TRAFFIC PLAN. AT THIS TIME THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE MEDIAN BARRIER AND PLACE THE TEMPORARY PAVEMENT AS REQUIRED IN THE MAINTENANCE OF TRAFFIC PHASING PLANS. TO FACILITATE THE TRAFFIC CROSSOVERS AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS, THE CONTRACTOR SHALL COMPLETE ALL CONSTRUCTION ACTIVITIES REQUIRED FOR IMPLEMENTATION OF THE CONTRAFLOW MAINTENANCE OF TRAFFIC SCHEME THAT WILL BE USED DURING PHASE 2 CONSTRUCTION ACTIVITIES.

IN ADDITION TO THE WORK DESCRIBED ABOVE THE CONTRACTOR SHALL ALSO PERFORM:

1. RECONSTRUCTION OF EXISTING MEDIAN CATCH BASIN AND REPAIRS NECESSARY TO MAINTAIN DRAINAGE.
2. FALSE WORK FOR ALL BRIDGES THAT REQUIRE FALSE WORK.
3. SNAP MILL AND FILL FROM END OF RESURFACING AT MP 145.40 TO APPROXIMATELY 149.47 ON INSIDE SHOULDER EASTBOUND AND WESTBOUND.
4. COMPLETE THE EASTBOUND INSIDE SHOULDER AND THIRD LANE BRIDGE DECK OVERLAY AT MP 147.90.

AFTER COMPLETION OF THE PHASE 1 CONSTRUCTION ACTIVITIES THE CONTRACTOR SHALL PROCEED TO PHASE 2 CONSTRUCTION ACTIVITIES.

PHASE 2

THE CONTRACTOR SHALL MAINTAIN TWO LANES OF TRAFFIC IN EACH DIRECTION AT ALL TIMES. EASTBOUND TRAFFIC SHALL BE MAINTAINED WITH ONE LANE OF LOCAL AND THRU TRAFFIC ON THE EASTBOUND SIDE OF THE TURNPIKE AND ONE LANE OF THRU TRAFFIC ON THE WESTBOUND SIDE USING A CONTRAFLOW MAINTENANCE OF TRAFFIC SCHEME AS DETAILED IN THE MAINTENANCE OF TRAFFIC PLANS.

PHASE 2 CONSTRUCTION SHALL INCLUDE THE RECONSTRUCTION OF EASTBOUND TURNPIKE PAVEMENT, EASTBOUND RAMP IMPROVEMENTS, REMAINING EASTBOUND BRIDGE OVERLAY AT MP 147.9, AND EASTBOUND BRIDGE APPROACH SLABS AS SPECIFIED IN THE CONSTRUCTION PLANS.

PHASE 2A

THE CONTRACTOR SHALL ERECT THE DETOUR SIGNAGE FOR THE RAMP R2 CLOSURE AS SHOWN ON THE DETOUR PLANS. AT THIS TIME, THE CONTRACTOR SHALL SHIFT TRAFFIC AS ILLUSTRATED ON THE PHASE 2A MAINTENANCE OF TRAFFIC PLAN.

AT THIS TIME, THE CONTRACTOR SHALL CONSTRUCT THE REMAINING EASTBOUND INTERCHANGE IMPROVEMENTS AND ANY REMAINING PHASE 2 IMPROVEMENTS. THE CONTRACTOR SHALL PLACE THE EASTBOUND INTERCHANGE AND OUTSIDE EDGE LINE PERMANENT PAVEMENT MARKINGS ONCE PHASE 2A CONSTRUCTION ACTIVITIES ARE COMPLETE. AFTER COMPLETION OF THE PHASE 2A CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROCEED TO THE PHASE 2B CONSTRUCTION ACTIVITIES.

SEQUENCE OF CONSTRUCTION (CONT.)

PHASE 2B

MAINTAINING THE CONTRAFLOW PATTERN FROM PHASE 2, THE CONTRACTOR SHALL DIRECT THE SINGLE LANE OF EASTBOUND TRAFFIC MAINTAINED ON THE EASTBOUND PAVEMENT TO THE PREVIOUSLY CONSTRUCTED OUTSIDE LANE. THE SINGLE LANE OF CONTRAFLOW EASTBOUND TRAFFIC MAINTAINED ON THE WESTBOUND PAVEMENT SHALL REMAIN UNCHANGED.

AT THIS TIME, THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE INSIDE WESTBOUND LANE AND STRUCTURES, INCLUDING APPROACH SLAB REPLACEMENT AND THE COMPLETION OF THE EXPANSION JOINT REPLACEMENT. UPON COMPLETION OF PHASE 2B, THE CONTRACTOR SHALL PREPARE FOR WINTER SHUTDOWN WHICH INCLUDES CLOSING NEWLY CREATED AND/OR OPENING CLOSED MAINTENANCE CROSSOVERS FOR WINTER OPERATIONS.

ONCE PHASE 2, 2A & 2B WORK IS COMPLETED THE CONTRACTOR SHALL REMOVE THE MAINTENANCE OF TRAFFIC ITEMS AND PLACE THE PAVEMENT MARKINGS TO THEIR ORIGINAL LAYOUT FOR THE WINTER SHUTDOWN MONTHS. THE CONTRACTOR SHALL REMOVE THE MAINTENANCE OF TRAFFIC CROSSOVER AT MP 149.42 AND REINSTALL THE EXISTING MAINTENANCE CROSSOVER. TEMPORARY BARRIER SHALL BE PLACED AT THE MAINTENANCE OF TRAFFIC CROSSOVER AT MP 143.96 TO CLOSE ACCESS DURING THE WINTER SHUTDOWN. THE CONTRACTOR SHALL REOPEN THE REMAINING MAINTENANCE CROSSOVERS WHICH WERE PREVIOUSLY CLOSED IN THE TEMPORARY MAINTENANCE OF TRAFFIC CONFIGURATION. THE CONTRACTOR SHALL OPEN ALL THREE LANES OF TRAFFIC ONCE ALL WORK DESCRIBED ABOVE IS COMPLETED.

PHASE 3

THE CONTRACTOR SHALL MAINTAIN TWO LANES OF TRAFFIC IN EACH DIRECTION AT ALL TIMES. WESTBOUND TRAFFIC SHALL BE MAINTAINED WITH ONE LANE OF LOCAL AND THRU TRAFFIC ON THE WESTBOUND SIDE OF THE TURNPIKE AND ONE LANE OF THRU TRAFFIC ON THE EASTBOUND SIDE USING A CONTRAFLOW MAINTENANCE OF TRAFFIC SCHEME AS DETAILED IN THE MAINTENANCE OF TRAFFIC PLANS.

PHASE 3 CONSTRUCTION SHALL INCLUDE THE RECONSTRUCTION OF WESTBOUND TURNPIKE PAVEMENT, WESTBOUND RAMP IMPROVEMENTS AND WESTBOUND BRIDGE APPROACH SLABS AS SPECIFIED IN THE CONSTRUCTION PLANS.

PHASE 3A

THE CONTRACTOR SHALL ERECT THE DETOUR SIGNAGE FOR THE RAMP R3 CLOSURE AS SHOWN ON THE DETOUR PLANS. AT THIS TIME, THE CONTRACTOR SHALL SHIFT TRAFFIC AS ILLUSTRATED ON THE PHASE 3A MAINTENANCE OF TRAFFIC PLAN.

AT THIS TIME, THE CONTRACTOR SHALL CONSTRUCT THE REMAINING WESTBOUND INTERCHANGE IMPROVEMENTS AND ANY REMAINING PHASE 3 IMPROVEMENTS. COMPLETE THE WESTBOUND INSIDE SHOULDER AND THIRD LANE BRIDGE DECK OVERLAY AT MP 147.9.

THE CONTRACTOR SHALL PLACE THE WESTBOUND INTERCHANGE AND OUTSIDE EDGE LINE PERMANENT PAVEMENT MARKINGS ONCE PHASE 3A CONSTRUCTION ACTIVITIES ARE COMPLETE. AFTER COMPLETION OF THE PHASE 3A CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROCEED TO THE PHASE 3B CONSTRUCTION ACTIVITIES.

PHASE 3B

MAINTAINING THE CONTRAFLOW PATTERN FROM PHASE 3, THE CONTRACTOR SHALL DIRECT THE SINGLE LANE OF WESTBOUND TRAFFIC MAINTAINED ON THE EASTBOUND PAVEMENT TO THE PREVIOUSLY CONSTRUCTED OUTSIDE LANE. THE SINGLE LANE OF CONTRAFLOW WESTBOUND TRAFFIC MAINTAINED ON THE WESTBOUND PAVEMENT SHALL REMAIN UNCHANGED.

AT THIS TIME, THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE INSIDE WESTBOUND LANE AND STRUCTURES, REMAINING WESTBOUND BRIDGE DECK OVERLAY AT MP 147.9, INCLUDING APPROACH SLAB REPLACEMENT AND THE COMPLETION OF THE EXPANSION JOINT REPLACEMENT. UPON COMPLETION OF PHASE 3B CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROCEED TO PHASE 4 OF CONSTRUCTION.

PHASE 4

THE CONTRACTOR SHALL RESTORE THE TEMPORARY CROSSOVERS AND PLACE THE REMAINING PERMANENT PAVEMENT MARKINGS AND FINAL SIGNAGE AT THIS TIME AS PER OTIC STANDARD DRAWING TCR-2. THE CONTRACTOR SHALL REMOVE ALL FALSE WORK AFTER THE COMPLETION OF ALL BRIDGE WORK.

PERMITTED CONSTRUCTION SEQUENCING

THE FOLLOWING DISCUSSION OF PERMITTED CONSTRUCTION SEQUENCING IS PROVIDED FOR THE CONTRACTOR'S BENEFIT WHEN PLANNING HIS/HER CONSTRUCTION WORK TASK SEQUENCING. ITEMS UNDER PERMITTED SEQUENCING ARE NON BINDING AND COULD BE MODIFIED BY THE CONTRACTOR IN AN ALTERNATE MAINTENANCE OF TRAFFIC SEQUENCE.

PERMITTED CONSTRUCTION TASKS:

1. CONSTRUCTION PHASE 1, THE CONTRACTOR IS PERMITTED TO ADD THIRD LANE BRIDGE WORK. WORK SHALL BE PERFORMED:
 - A. PER OTIC STANDARD CONSTRUCTION DRAWING TCR 2.1
 - B. PER OTIC STANDARD CONSTRUCTION DRAWING TCR 12.
 - C. BY INSTALLING ALL OF PHASE 2 TEMPORARY PORTABLE BARRIER AND INSTALLING THE PLAN ACCESS POINTS SHOWN ON SHEET 60.

ANY CHANGE TO THE PROPOSED PLANS IS INCLUDED IN THE COST FOR SP614 - MAINTAINING TRAFFIC

PERMITTED CONSTRUCTION RESTRICTIONS FOR NS RAILROAD AT MP 147.9

THE FOLLOWING DISCUSSION OF RESTRICTIONS IS PROVIDED FOR THE CONTRACTOR'S BENEFIT WHEN PLANNING HIS/HER CONSTRUCTION WORK TASK SEQUENCING. ITEMS LISTED AS A RESTRICTION ARE PLACED ON THE CONTRACTOR. IN THE EVENT THAT AN ALTERNATE MAINTENANCE OF TRAFFIC METHOD IS SELECTED, ANY APPROVED ALTERNATE MUST INCLUDE THESE RESTRICTIONS.

1. THE CONTRACTOR WILL BE PERMITTED ACCESS FOR THE TEMPORARY EASEMENT THROUGHOUT THE LIFE OF THE PROJECT OR UNTIL SEPTEMBER 15, 2016, WHICHEVER IS LESS. THE CONTRACTOR SHALL SCHEDULE HIS/HER WORK TO MINIMIZE THE USE OF THIS TEMPORARY EASEMENT.

1	ADDENDUM #1	KRM	12/09/14
2	ADDENDUM #3	KRM	12/16/14
NO.	REVISIONS	BY	DATE

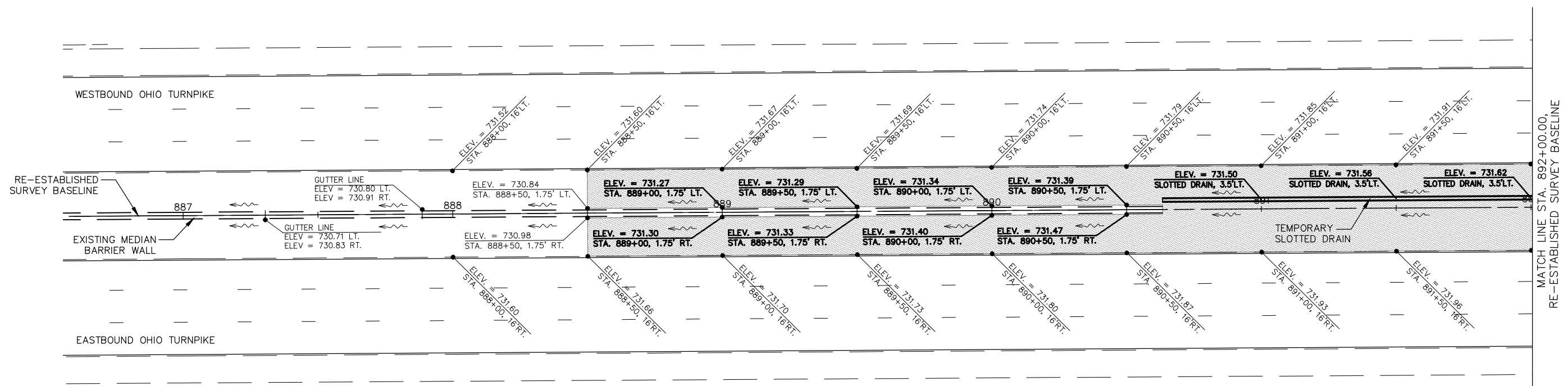
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

MAINTENANCE OF TRAFFIC NOTES
SHEET 1 OF 4

LORAIN COUNTY

GPD GROUP
Glas, Pyle, Schomer, Burns & DeHaven, Inc. 330-572-2100
520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2101

DESIGNED: ADG	CHECKED: AKF	DATE: 11/25/14
DRAWN: DGD	IN CHARGE: MRG	SCALE: ---



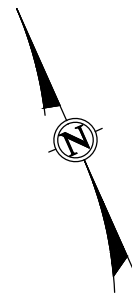
CROSSOVER #2 & #4 ELEVATION DETAILS

NOTES:

1. THE INTENTION OF THE LISTED ELEVATIONS ARE TO IDENTIFY THE EXISTING EDGE LINE ELEVATIONS AND THE REQUIRED VARIABLE DEPTH TEMPORARY PAVEMENT PLACEMENT REQUIRED TO PROMOTE DRIVER SAFETY THROUGH THE WORK ZONE AND PROVIDE POSITIVE ROADWAY DRAINAGE.
2. ALL ELEVATIONS ARE TO BE CONSIDERED AS RELEVANT TO THE EXISTING CONDITIONS AND SHALL BE VERIFIED FOR ACCURACY AND POSITIVE DRAINAGE BY THE CONTRACTOR PRIOR TO BEGINNING MEDIAN BARRIER WALL REMOVAL AND CROSSOVER CONSTRUCTION ACTIVITIES.
3. THE TEMPORARY SLOTTED DRAIN SHALL BE AS PER ODOT STANDARD CONSTRUCTION DRAWING DM-1.3 EXCEPT THE DEPTH OF THE OPENING SHALL BE VARIABLE TO ALLOW POSITIVE DRAINAGE (6" MIN. DEPTH). PAYMENT FOR INSTALLATION OF THE SLOTTED DRAIN SHALL BE INCLUDED IN ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
4. TEMPORARY ELEVATION INDICATED AT 3.5' LT. IS THE PROPOSED SLOTTED DRAIN GRATE ELEVATION.

LEGEND	
	DRAINAGE FLOW ARROW
	EXISTING ELEVATION INFORMATION
	TEMPORARY ELEVATION INFORMATION
	TEMPORARY PAVEMENT (VARIABLE DEPTH OVERLAY)

BEGIN BARRIER WALL OPENING
 BEGIN SLOTTED DRAIN INSTALLATION
 TEMP. SLOTTED DRAIN GRATE = 731.53
 TEMP. 12" INV. = 730.03
 OFFSET = 3.5' LT.
 STA. 890+63



1	ADDENDUM #3	KRM	12/16/14
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NO.	REVISIONS	BY	DATE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

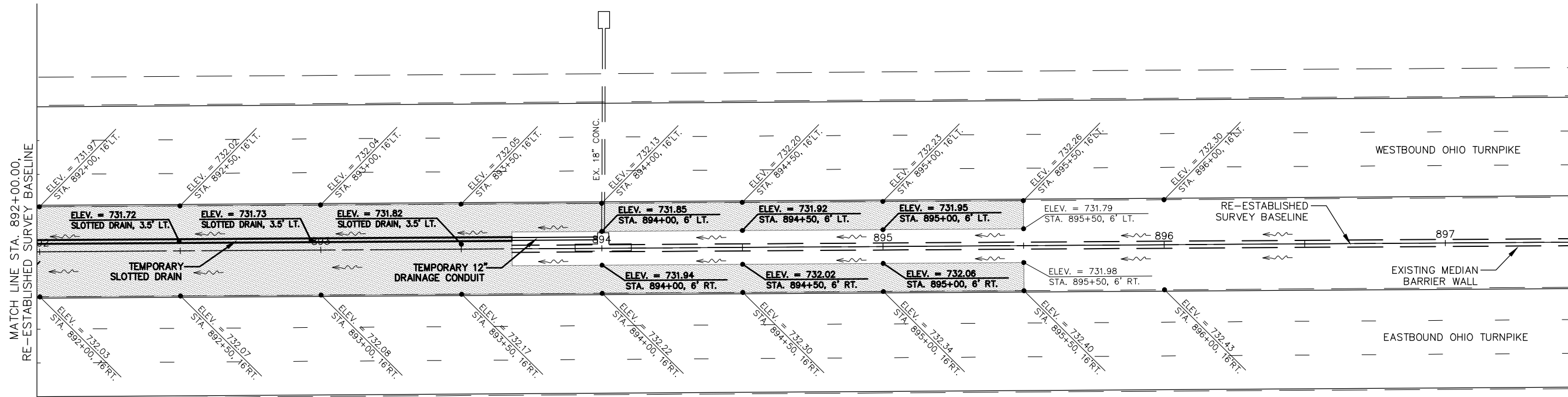
MAINTENANCE OF TRAFFIC
 EAST END CROSSOVER ELEVATION DETAILS
 M.P. 144.10 LORAIN COUNTY

GPD GROUP
 Glass, Pyle, Schomer, Burns & DeHeaven, Inc. 330-572-2100
 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2101

DESIGNED: ADG	CHECKED: AKF	DATE: 11/25/14
DRAWN: ADG	IN CHARGE: MRG	SCALE: 1"= 20'

PROJECT NO. 39-15-01A SHEET 172 OF 405

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CROSSOVER #2 & #4 ELEVATION DETAILS

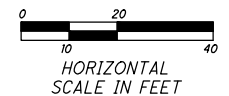
NOTES:

1. THE INTENTION OF THE LISTED ELEVATIONS ARE TO IDENTIFY THE EXISTING EDGE LINE ELEVATIONS AND THE REQUIRED VARIABLE DEPTH TEMPORARY PAVEMENT PLACEMENT REQUIRED TO PROMOTE DRIVER SAFETY THROUGH THE WORK ZONE AND PROVIDE POSITIVE ROADWAY DRAINAGE.
2. ALL ELEVATIONS ARE TO BE CONSIDERED AS RELEVANT TO THE EXISTING CONDITIONS AND SHALL BE VERIFIED FOR ACCURACY AND POSITIVE DRAINAGE BY THE CONTRACTOR PRIOR TO BEGINNING MEDIAN BARRIER WALL REMOVAL AND CROSSOVER CONSTRUCTION ACTIVITIES.
3. THE TEMPORARY SLOTTED DRAIN SHALL BE AS PER ODOT STANDARD CONSTRUCTION DRAWING DM-1.3 EXCEPT THE DEPTH OF THE OPENING SHALL BE VARIABLE TO ALLOW POSITIVE DRAINAGE (6" MIN. DEPTH). PAYMENT FOR INSTALLATION OF THE SLOTTED DRAIN SHALL BE INCLUDED IN ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
4. TEMPORARY ELEVATION INDICATED AT 3.5' LT. IS THE PROPOSED SLOTTED DRAIN ELEVATION.

END BARRIER WALL INSTALLATION
 END SLOTTED DRAIN INSTALLATION
 TEMP. SLOTTED DRAIN GRATE = 731.84
 TEMP. 12" INV. = 728.51, OFFSET = 3.5' LT.
 STA. 893+68

EXIST. INLET
 STA. 894+00, C
 F.L. OPENINGS LT. & RT. ELEV. = 730.97
 F.L. C.B. & 18" ELEV. = 726.57 (N)
 TEMP. 12" INV. = 728.35

LEGEND	
	DRAINAGE FLOW ARROW
	EXISTING ELEVATION INFORMATION
	TEMPORARY ELEVATION INFORMATION
	TEMPORARY PAVEMENT (VARIABLE DEPTH OVERLAY)



1	ADDENDUM #3	KRM	12/16/14
-	-	-	-
NO.	REVISIONS	BY	DATE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
 MAINTENANCE OF TRAFFIC
 EAST END CROSSOVER ELEVATION DETAILS
 M.P. 144.10 LORAIN COUNTY

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DESIGNED: ADG	CHECKED: AKF	DATE: 11/25/14
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PROJECT NO. 39-15-01A SHEET 173 OF 405

GUARDRAIL/BARRIER SUBSUMMARY

REF NO.	SHEET NO.	STATION TO STATION		SIDE	TOTAL LENGTH FT.	202		606					622			SP536	SP626	SP626	
						GUARDRAIL REMOVED FT.	CONCRETE BARRIER REMOVED FT.	GUARDRAIL, TYPE MGS, USING LONG STEEL POSTS FT.	ANCHOR ASSEMBLY, TYPE T, USING LONG STEEL POSTS EACH	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING LONG STEEL POSTS EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING LONG STEEL POSTS, AS PER PLAN EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2, USING LONG STEEL POSTS EACH	PORTABLE CONCRETE BARRIER 32", AS PER PLAN FT.	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN (42") FT.	CONCRETE BARRIER, TYPE B-50, AS PER PLAN FT.	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS SQ. YD.	BARRIER REFLECTOR, TYPE A EACH	BARRIER REFLECTOR, TYPE B EACH
GR-01	198,199	615+32.26	617+47.88	RT.	215.62	241		150	1	1							3		
GR-03	199	620+11.05	625+91.07	RT.	580.02	453		500		1							7		
GR-05	199,200	627+24.63	638+84.71	RT.	1160.08	1162	1133.10			1	1						13		
GR-07	200-203	640+39.39	665+45.49	RT.	2483.14	2453	2421.07				1	1					26		
GR-09	203	5+05.12	12+82.93	RT.	777.81	774	762.5		1			1					9		
GR-11	204	679+54.29	681+32.51	RT.	178.22	165	112.5		1	1							3		
GR-13	223	79+71.91	84+39.67	RT.	467.76	376	300			1	1			80	55.7	5	1		
GR-15	205,206	697+69.09	707+27.00	RT.	727.37	641	544.97			1	1	1	1		61.4	7	1		
GR-17	206,207	711+09.35	713+81.45	RT.	272.10	263	262.5		1			1					4		
GR-19	208	729+85.15	735+05.54	RT.	520.39	437	350		1	1	1	1			61.4	5	1		
GR-21	211,212	761+23.53	781+15.95	RT.	1992.42	1909	1887.5			1		1					21		
GR-23	212-215	782+61.52	811+00.73	RT.	2926.99	2899	2863.40				1	1					30		
GR-25	215,216	812+90.08	816+92.14	RT.	402.06	406	380.24				1	1					5		
GR-27	216,217	818+95.03	828+94.91	RT.	999.88	999	1000		1			1					11		
GR-29	217,218	838+93.03	843+03.47	RT.	410.44		350		1	1							5		
GR-31	219	854+43.55	858+58.70	RT.	415.15	414	350		1	1							5		
GR-33	220,221	868+90.67	882+11.70	RT.	1321.03	1276													
GR-35	221	873+24.48	882+85.50	RT.	961.02		825		1	1	1		1		48	33.5	10	1	
GR-02	199	618+98.94	625+86.44	LT.	687.50	690	675		1			1					8		
GR-04	199,200	627+20.21	638+61.79	LT.	1141.58	1144	1114.71					1	1				12		
GR-06	200-203	640+14.05	664+72.25	LT.	2435.24	2460	2443.89					1	1				25		
GR-08	203,204	666+74.37	678+28.92	LT.	1154.55	1105	1075			1		1					13		
GR-10	204,205	681+88.44	689+55.22	LT.	766.78	690	600		1	1	1		1		79	55.2	8	1	
GR-12	205,206	694+56.59	707+18.60	LT.	1031.47	929	898.42		1		1		2		61.4	10	1		
GR-14	206,207	711+08.39	715+30.40	LT.	422.01	402	337.5			1		1					5		
GR-16	208	725+24.86	730+20.86	LT.	496.00	277	425		1	1							6		
GR-18	208,209	733+99.50	738+79.72	LT.	480.22	384	312.5			1	1			85	59.3	5	1		
GR-20	209,210	746+62.50	750+78.12	LT.	415.62	279	350		1	1							5		
GR-22	211,212	772+75.01	780+94.77	LT.	819.76	836	825		1				1				9		
GR-24	212-215	782+33.78	809+73.57	LT.	2827.57	2862	2839.57					1	1				29		
GR-26	215,216	811+71.41	817+61.24	LT.	589.83	588	555.49					1	1				7		
GR-28	216,217	819+70.73	831+53.18	LT.	1182.45	944	1087.5				1	1					13		
GR-30	218	842+39.75	846+60.69	LT.	420.94		350		1	1							5		
GR-32	219,220	857+98.52	862+26.64	LT.	428.12	453	362.5		1	1							5		
GR-34	220	867+24.05	872+02.85	LT.	478.80	479													
GR-36	221,222	881+80.00	886+80.52	LT.	500.52	445	46	375		1	1			48	33.5	6	1		
GR-37	197	599+50.00	602+46.00	MED	296.00		296								296	411.1		8	
GR-38	202	657+96.89	660+00.00	MED	180.15		152						152		211.1			5	
GR-39	NOT USED																		
GR-40	210	754+60.00	756+39.95	MED	179.95		160						152		211.1			5	
GR-41	222	890+63.00	893+50.00	MED	287.00		259						152		107	211.1		9	
TOTALS CARRIED TO GENERAL SUMMARY						29836	1462	28820	17	20	8	14	19	456	604	403	1466	340	35

FENCE SUBSUMMARY

REF NO.	SHEET NO.	STATION TO STATION		SIDE	202		607		SPECIAL	
					FENCE REMOVED FT.	FENCE TYPE 47, AS PER PLAN FT.	FENCE TYPE CLT, AS PER PLAN FT.	GATE, TYPE CLT EACH	FENCELINE SEEDING AND MULCHING FT.	
										FROM
F-01	198,199	609+50	626+00	LT	1784	1784				1784
F-02	198,199	609+50	626+00	RT	1752	1752				1752
F-03	199,200	627+00	638+75	LT	1285	1285				1285
F-04	199,200	627+00	638+75	RT	1384	1384				1384
F-05	200-203	640+20	664+48	LT	2676		2676			2676
F-06	200-202	640+20	657+17	RT	1696	1696				1696
F-07	202,203	657+17	666+80	RT	938		938	1		938
F-08	203,204	666+50	680+00	LT	1235		1235			1235
F-09	203-206	667+50	701+50	RT	4039		4039			4039
F-10	204-206	684+07	701+25	LT	2452		2452			2452
F-11	206	702+00	707+50	LT	479		479			479
F-12	206	702+00	707+50	RT	445		445			445
F-13	206-208	711+00	734+00	LT	2375		2375			2375
F-14	206-208	711+00	733+50	RT	2518		2518			2518
F-15	208-212	734+50	781+00	LT	4779		4779			4779
F-16	208-212	734+50	781+00	RT	4768		4768			4768
F-17	212,213	782+50	794+00	LT	1299		1299	1		1299
F-18	212,213	782+50	795+75	RT	1319		1319			1319
F-19	213-215	794+25	810+00	LT	1753		1753			1753
F-20	214,215	796+00	811+50	RT	1775		1775			1775
F-21	215,216	811+00	818+00	LT	930		930			930
F-22	215,216	813+00	817+00	RT	559		559			559
F-23	216	820+00	824+00	LT	488		488			488
F-24	216	818+50	825+00	RT	803		803			803
F-25	216-221	824+50	881+50	LT	5682		5682			5682
F-26	216-221	825+50	881+25	RT	5672		5672			5672
TOTALS CARRIED TO GENERAL SUMMARY					54885	7901	46984	2		54885

EARTHWORK AND SEEDING SUBSUMMARY

LOCATION	203		659
	EXCAVATION	EMBANKMENT	SEEDING AND MULCHING
	C.Y.	C.Y.	S.Y.
RAMP 1	2079	707	4036
RAMP 10	958	70	981
DITCH CLEANOUT AREA			45644
SHOULDER GRADING AREA			43518
TOTAL CARRIED TO GENERAL NOTES SHEET 21.			94180
TOTALS CARRIED TO GENERAL SUMMARY	3037	777	

1	ADDENDUM #3	CLH	12/16/14
-	-	-	-
NO.	REVISIONS	BY	DATE

**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**
ROADWAY SUBSUMMARIES

M.P. 144.10 LORAIN COUNTY

GPD GROUP, Inc.
520 South Main Street, Suite 2531, Akron, Ohio 44311 330-572-2100
Fax 330-572-2101

DESIGNED: CLH CHECKED: PJF DATE: 11/25/14
DRAWN: CLH IN CHARGE: MRG SCALE: N.T.S.

PROJECT NO. 39-15-01A SHEET 180 OF 405

DRAINAGE SUBSUMMARY

REF NO.	SHEET NO.	STATION		SIDE	202		603						SP604	SPECIAL	SPECIAL	SPECIAL	SPECIAL	SPECIAL	SPECIAL	
					CATCH BASIN OR INLET REMOVED, AS PER PLAN	HEADWALL REMOVED	PIPE REMOVED	12" CONDUIT, TYPE F, 707.33	15" CONDUIT, TYPE F, 707.33	18" CONDUIT, TYPE F, 707.33	24" CONDUIT, TYPE F, 707.33	48" CONDUIT, TYPE C, 706.02	CATCH BASIN, NO. CB-1	12" PRECAST CONCRETE END SECTION	15" PRECAST CONCRETE END SECTION	18" PRECAST CONCRETE END SECTION	24" PRECAST CONCRETE END SECTION	48" PRECAST CONCRETE END SECTION	REMOVE/REPLACE LIVESTOCK GATES	
																				EACH
FROM	TO OR AT																			
DR-01	199		625+57.76	LT	1		57			57			1		1					
DR-02	199		625+59.77	RT	1		34			38			1		1					
DR-03	199		627+99.39	LT	1		47		47				1	1						
DR-04	199		628+00.40	RT	1		52		52				1	1						
DR-05	200		629+97.65	RT	1		68		68				1	1						
DR-06	200		629+99.91	LT	1		55		55				1	1						
DR-07	200		634+46.88	RT	1		71		71				1	1						
DR-08	200		635+61.19	LT	1		66		66				1	1						
DR-09	200		638+27.62	RT	1		67		67				1	1						
DR-10	200		638+32.53	LT	1		62		62				1	1						
DR-11	200		640+55.20	RT	1		59		59				1	1						
DR-12	201		642+97.32	RT	1		55		55				1	1						
DR-13	201		646+08.62	RT	1		62		62				1	1						
DR-14	201		648+07.35	RT	1		64		64				1	1						
DR-15	201		651+05.05	RT	1		57		57				1	1						
DR-16	202		653+52.51	RT	1		56		56				1	1						
DR-17	202		656+73.41	RT	1		45		45				1	1						
DR-18	202		659+37.09	LT	1		36		36				1	1						
DR-19	202		659+52.99	RT	1		38		38				1	1						
DR-20	202		661+15.65	RT	1		37		37				1	1						
DR-21	202		661+98.82	LT	1		37		37				1	1						
DR-22	203		664+30.11	LT	1		43		43				1	1						
DR-23	203		664+35.16	RT	1		35		35				1	1						
DR-24	203		667+16.34	LT	1		41		41				1	1						
DR-25	203		667+69.41	RT	1		39		39	39			1		1					
DR-26	203		670+02.32	LT	1		39		39				1	1						
DR-27	203		670+02.86	RT	1		34		34				1	1						
DR-28	203		671+97.45	LT	1		38		38				1	1						
DR-29	203		672+00.39	RT	1		35		35				1	1						
DR-30	204		683+27.30	RT	1		34			11			1			1				
DR-31	205		687+15.82	RT	1		35						1							
DR-32	212		780+80.02	RT	1		50			50			1			1				
DR-33	212		783+04.51	RT	1		38		38				1	1						
DR-34	213		785+63.67	RT	1		38		38				1	1						
DR-35	213		788+09.20	RT	1		38		38				1	1						
DR-36	213		790+39.86	RT	1		38		38				1	1						
DR-37	213		793+00.03	RT	1		38		38				1	1						
DR-38	213		795+50.05	RT	1		38		38				1	1						
DR-39	214		797+98.02	RT	1		43		43				1	1						
DR-40	214		800+35.85	RT	1		49		49				1	1						
DR-41	214		802+25.00	LT	1		54		54				1	1						
DR-42	214		803+10.99	RT	1		54		54				1	1						
DR-43	214		805+75.51 (BK)	LT	1		54		54				1	1						
DR-44	214		805+74.98 (AH)	RT	1		60		60				1	1						
DR-45	215		808+00.05	LT	1		55		55				1	1						
DR-46	215		809+49.61	LT	1		62		62				1	1						
DR-47	215		812+28.12	LT	1		62		62				1	1						
DR-48	216		817+14.34	LT	1		53		53				1	1						
DR-49	216		820+01.76	LT	1		35		35				1	1						
DR-50	216		822+14.05	LT	1		37		37				1	1						
DR-51	211		762+66.00	RT			8			8								1		
DR-52	218		842+80.00	RT		1	8			8								1		
DR-53	204		685+65.00	LT			8		8					1						
DR-54	205		691+00.00	LT			8			8						1				
DR-55	206		700+55.00	LT			8			8						1				
DR-56			NOT USED																	
DR-57	212		783+00.00	LT										1						
TOTALS TO GENERAL SUMMARY						50	1	2434	2145	192	19	8	16	49	44	6	2	1	2	0



Drawing File: C:\2014\2014161\Roadway\Drawings\2014161\05004.dwg Layout: Model
 Date: Dec 17, 2014 Time: 1:52:53
 Technician: chuff

1	ADDENDUM NO. 3	PJF	12/16/14
-	-	-	-
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION DRAINAGE SUBSUMMARIES M.P. 144.10 LORAIN COUNTY			
GPD GROUP 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2101			
DESIGNED:	PJF	CHECKED:	CLH
DRAWN:	PJF	IN CHARGE:	MRG
DATE:		11/25/14	
SCALE:		N.T.S.	
PROJECT NO. 39-15-01A SHEET 183 OF 405			

STATION TO STATION	SIDE	LENGTH	PAVEMENT WIDTH	SHOULDER WIDTH	SURFACE AREA	APPROACH SLAB AREA	PLANIMETERED AREA	202		203		204		252		254		SP302		SP304		SP402		SP404		SP404A	SPECIAL	SPECIAL	SP526	SPECIAL				
								PAVEMENT REMOVED	EXCAVATION (SEE NOTE BELOW)	EXCAVATION INCLUDING EMBANKMENT, AS PER PLAN (SEE NOTE BELOW)	SUBGRADE COMPACTION	FULL DEPTH PAVEMENT SAWING	PAVEMENT PLANING, ASPHALT CONCRETE (T=5"±)	PAVEMENT PLANING ASPHALT CONCRETE (T=2")	PAVEMENT PLANING ASPHALT CONCRETE (VARIABLE DEPTH)	ASPHALT CONCRETE BASE, PG 64-22 (T = 6 1/2" PAVEMENT)	ASPHALT CONCRETE BASE, PG 64-22 (T = 8" SHOULDERS)	ASPHALT CONCRETE BASE, PG 64-22 (T = 13" PAVEMENT)	11" AGGREGATE BASE (SHOULDER)	6" AGGREGATE BASE	12" AGGREGATE BASE	1-3/4" 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)	1-1/2" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22	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)	JOINT SEALER	SAW CUT JOINT (9 3/4")	TRACKLESS TACK FOR INTERMEDIATE COURSE (0.06 GAL./S.Y.)	TRACKLESS TACK (0.075 GAL./S.Y.)	CLASS C CONCRETE, APPROACH SLAB, USING TYPE I CEMENT (T=12"), AS PER PLAN	SONIC NAP ALERT PATTERN (SNAP)	
TRAVELED LANES AND OUTSIDE SHOULDER																																		
FT.	FT.	FT.	FT.	FT.	SQ. FT.	SQ. FT.	SQ. FT.	SQ. YD.	CU. YD.	CU. YD.	SQ. YD.	FT.	SQ. YD.	SQ. YD.	SQ. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	FT.	FT.	GAL.	GAL.	SQ. YD.	MILE			
609+50.00	624+74.60	WB	1524.60	25.00	38115			4235	764.6			1525	212			38		1529		706			216					185	1525	1525	521	334		
624+74.60	625+74.94	WB	100.34	25.00	2509			279	50.3			100	14			3		101		46			8	20	7			17	100	100	34	43		0.02
625+74.94	625+89.94	WB	15.00			881	881	98	32.6		100										33												98	
627+19.97	627+34.97	WB	15.00			881	881	98	32.6		100										33												98	
627+34.97	628+35.07	WB	100.10	25.00	2502			278	50.3			100	14			3		100		46			8	20	7			17	100	100	34	43		0.02
628+35.07	637+54.63	WB	919.56	25.00	22989			2554	461.1			920	128			23		922		426			130					112	920	920	314	201		
637+54.63	638+59.07	WB	104.44	25.00	2611			290	52.4			104	15			3		105		48			8	21	7			18	104	104	36	45		0.02
638+59.07	638+74.27	WB	15.20			893	893	99	33.1												33												99	
640+23.86	640+39.06	WB	15.20			897	897	100	33.2												33												100	
640+39.06	641+38.53	WB	99.47	25.00	2487			276	49.9			99	14			2		100		46			8	20	7			17	99	99	34	42		0.02
641+38.53	658+77.04	WB	1738.51	25.00	43463			4829	871.8			1739	241			44		1744		805			246					211	1739	1739	594	380		
659+00.00	663+74.42	WB	474.42	25.00	11861			1318	237.9			474	66			12		476		220			67					58	474	474	162	104		
663+74.42	664+88.63	WB	114.21	25.00	2855			317	57.3			114	16			3		115		53			9	23	8			20	114	114	39	49		0.02
664+88.63	665+05.48	WB	16.85			990	990	110	42.8												37												110	
667+07.71	667+24.56	WB	16.85			996	996	111	43.0												37												111	
667+24.56	668+22.92	WB	98.36	24.00	2361			262	47.4			98	14			2		95		44			8	19	6			16	98	98	33	41		0.02
668+22.92	680+70.16	WB	1247.24	24.00	29934			3326	600.4			1247	173			31		1201		554			170					146	1247	1247	410	262		
680+70.16	691+53.08	WB	1082.92	25.00	27073			3008	543.1			1083	150			27		1086		501			154					132	1083	1083	370	237		
691+53.08	700+00.00	WB	846.92	24.00	20326			2258	407.7			847	118			21		816		376			116					99	847	847	278	178		
700+00.00	703+74.20	WB	374.20	25.00	9355			1039	187.7			374	52			9		375		173			53					45	374	374	128	82		
703+74.20	704+29.46	WB	55.26	25.00	1382			154	27.7			55	8			1		55		26			4	11	4			9	55	55	19	24		0.01
706+60.00	707+06.67	WB	46.67	25.00	1167			130	23.4			47	6			1		47		22			4	9	3			8	47	47	16	20		0.01
707+06.67	707+21.67	WB	15.00			839	839	93	36.3												31												93	
711+08.54	711+23.54	WB	15.00			840	840	93	36.3												31												93	
711+23.54	712+24.72	WB	101.18	25.00	2530			281	50.7			101	14			3		101		47			8	20	7			17	101	101	35	43		0.02
712+24.72	779+86.27	WB	6761.55	25.00	169039			18782	3390.8			6762	939			170		6782		3130			959					822	6762	6762	2310	1479		
779+86.27	780+89.71	WB	103.44	25.00	2586			287	51.9			103	14			3		104		48			8	21	7			18	103	103	35	44		0.02
780+89.71	781+04.84	WB	15.13			882	882	98	38.1												33												98	
782+47.99	782+63.25	WB	15.26			901	901	100	38.9												34												100	
782+63.25	783+62.73	WB	99.48	25.00	2487			276	49.9			99	14			2		100		46			8	20	7			17	99	99	34	42		0.02
783+62.73	805+87.78	WB	2225.05	25.00	55626			6181	1115.8			2225	309			56		2232		1030			315					270	2225	2225	760	487		
805+00.00	808+91.11	WB	391.11	25.00	9778			1086	196.1			391	54			10		392		181			55					48	391	391	134	86		
808+91.11	810+18.78	WB	127.67	25.00	3192			355	64.0			128	18			3		128		59			10	26	8			22	128	128	44	55		0.02
810+18.78	810+40.08	WB	21.30			1257	1257	140	54.3												47												140	
812+30.40	812+50.84	WB	20.44			1210	1210	134	52.3												45												134	
812+50.84	813+47.18	WB	96.34	25.00	2408			268	48.3			96	13			2		97		45			7	19	6			17	96	96	33	41		0.02
813+47.18	816+11.45	WB	264.27	25.00	6607			734	132.5			264	37			7		265		122			37					32	264	264	90	58		
816+11.45	817+09.37	WB	97.92	25.00	2448			272	49.1			98	14			2		98		45			8	20	6			17	98	98	33	42		0.02
817+09.37	817+26.75	WB	17.38			1021	1021	113	44.1												38												113	
819+32.23	819+50.10	WB	17.87			1055	1055	117	45.6												39												117	
819+50.10	820+68.33	WB	118.23	25.00	2956			328	59.3			118	16			3		119		55			9	24	8			20	118	118	40	50		0.02
820+68.33	883+00.00	WB	6231.67	25.00	155792			17310	3125.1			6232	866			156		6251		2885			884					757	6232	6232	2129	1363		
609+50.00	625+45.00	WBLT	1595.00	9.00	14355			1595	587.1																									

FOR ROADWAY QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEETS 180 - 181.

FOR PAVEMENT QUANTITIES SUB-SUMMARY SEE SHEETS 185 - 187.

FOR UNDERDRAIN QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEET 182.

FOR DRAINAGE QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEETS 183 - 184.





FOR PAVEMENT DETAILS AND CURB LIMITING STATIONS SEE SHEETS 263 - 281.

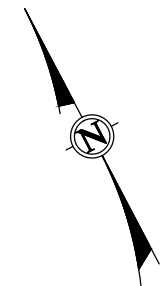
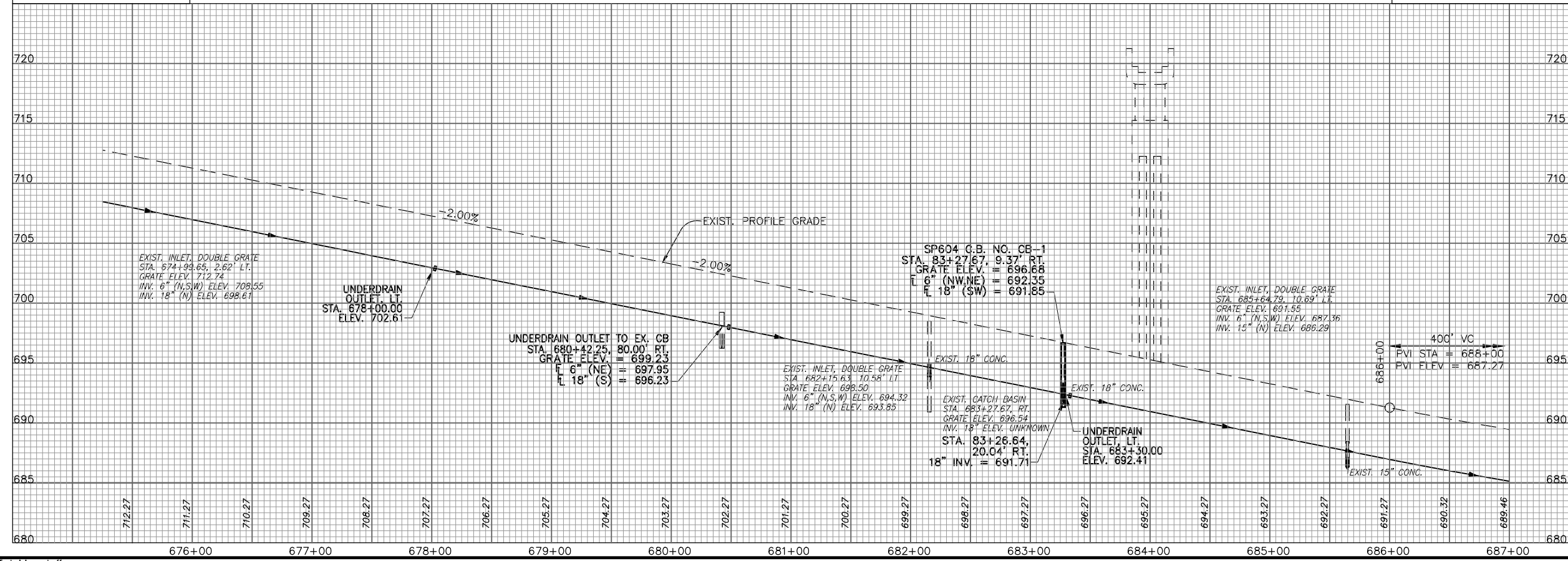
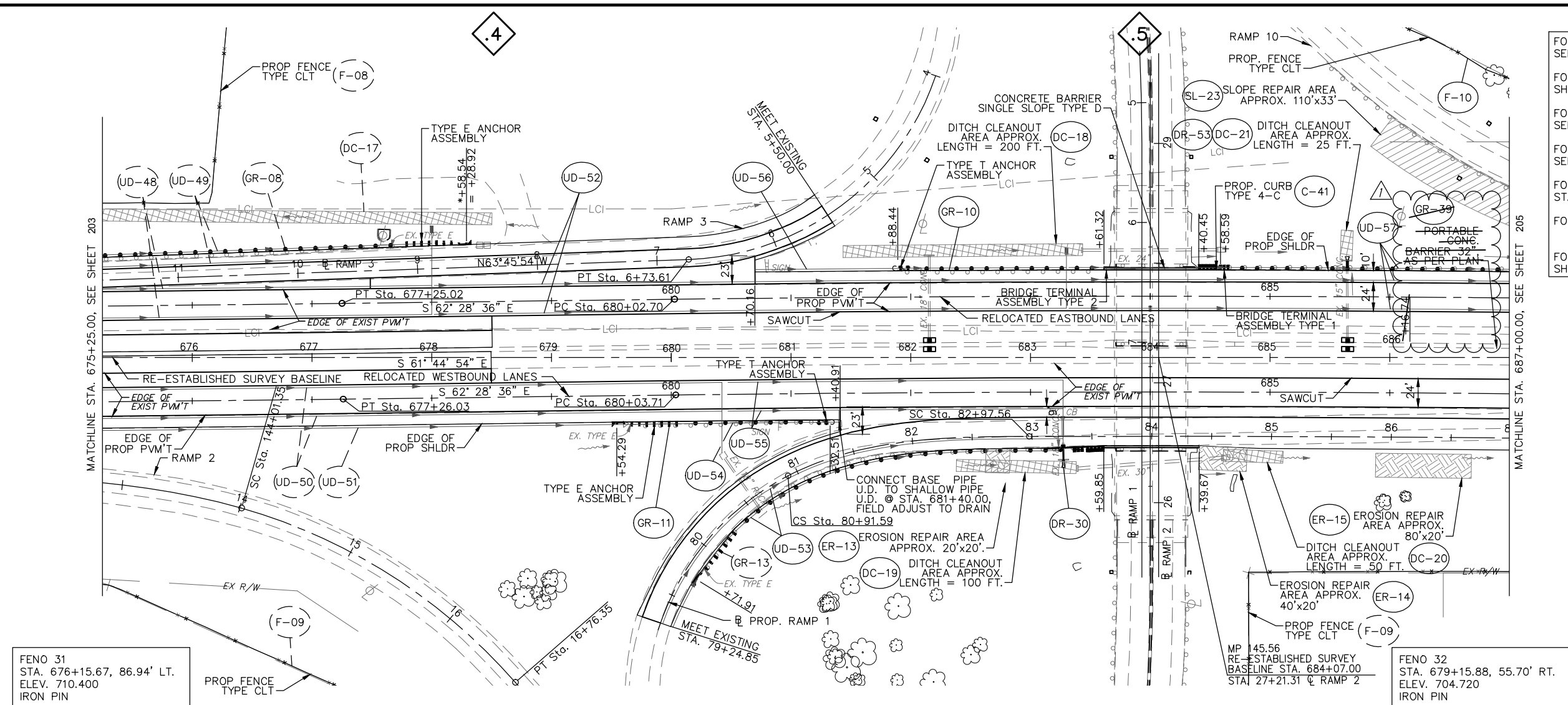
FOR RAMP PLAN AND PROFILES SEE SHEETS 223 - 224.

FOR SLOPE REPAIR QUANTITIES, SEE PLAN INSERT SHEET 1.

MP
145

LEGEND

-  CROSSOVER CONSTRUCTION
-  EROSION REPAIR AREA
-  SLOPE REPAIR AREA
-  DITCH CLEANOUT AREA
- * DENOTES RAMP 3 STATIONING



NO.	REVISIONS	BY	DATE
1	ADDENDUM NO. 3	CLH	12/16/14

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

PLAN AND PROFILE
STA. 675+25.00 TO STA. 687+00.00
M.P. 144.10 LORAIN COUNTY

GPD GROUP
Civil, Public, Safety, Storm & Drainage, Inc.
520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2101

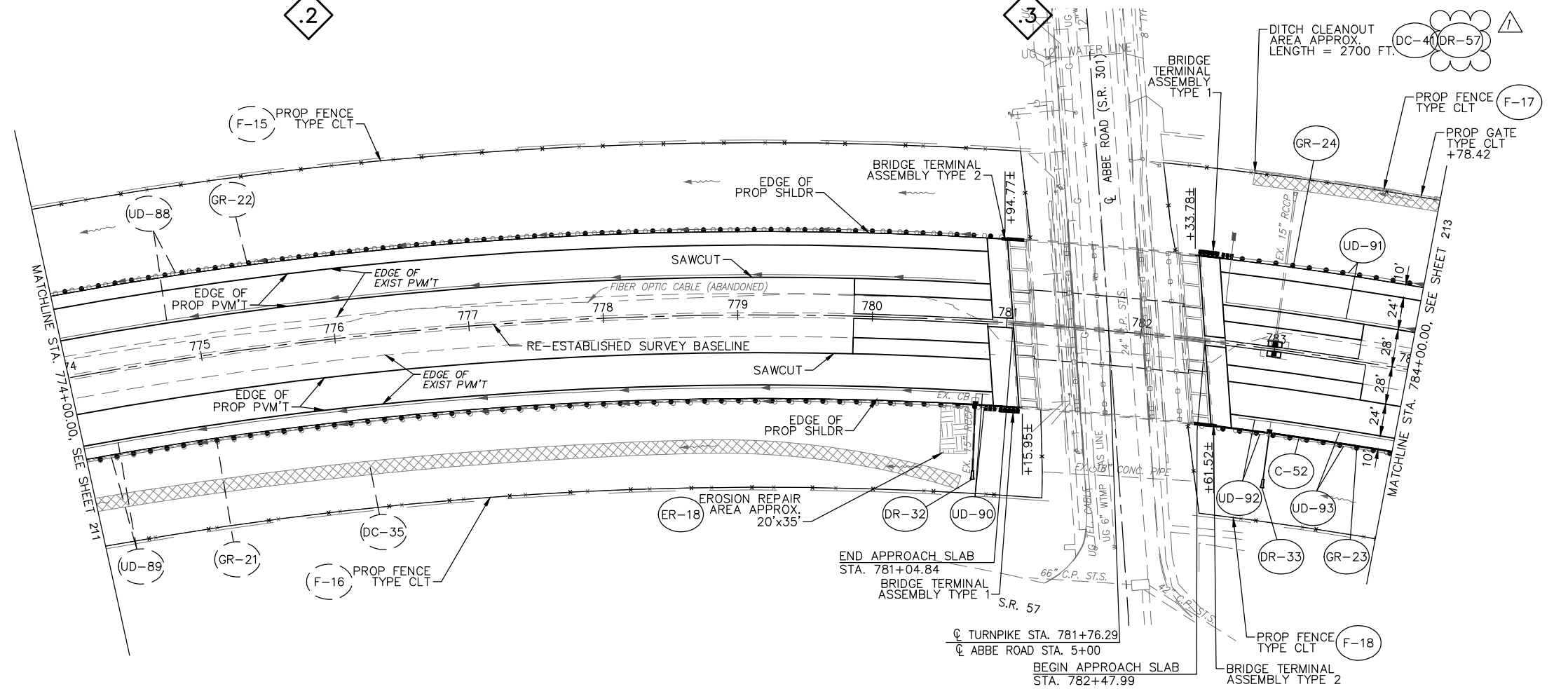
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DRAWN: RTG	IN CHARGE: MRG	SCALE: 1"=50'

PROJECT NO. 39-15-01A SHEET 204 OF 405

Drawing File: C:\2014\2014161\roadway\sheet\2014161\0001.DWG Layout: 675+25.00 TO 687+00.00
 Date: 08-17-2014 Time: 13:35 PM
 Technician: chuff

.2

.3



FOR ROADWAY QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEETS 180 - 181.

FOR PAVEMENT QUANTITIES SUB-SUMMARY SEE SHEETS 185 - 187.

FOR UNDERDRAIN QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEET 182.

FOR DRAINAGE QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEETS 183 - 184.

FOR PAVEMENT DETAILS AND CURB LIMITING STATIONS SEE SHEETS 263 - 281.

FOR SLOPE REPAIR QUANTITIES, SEE PLAN INSERT SHEET 1.

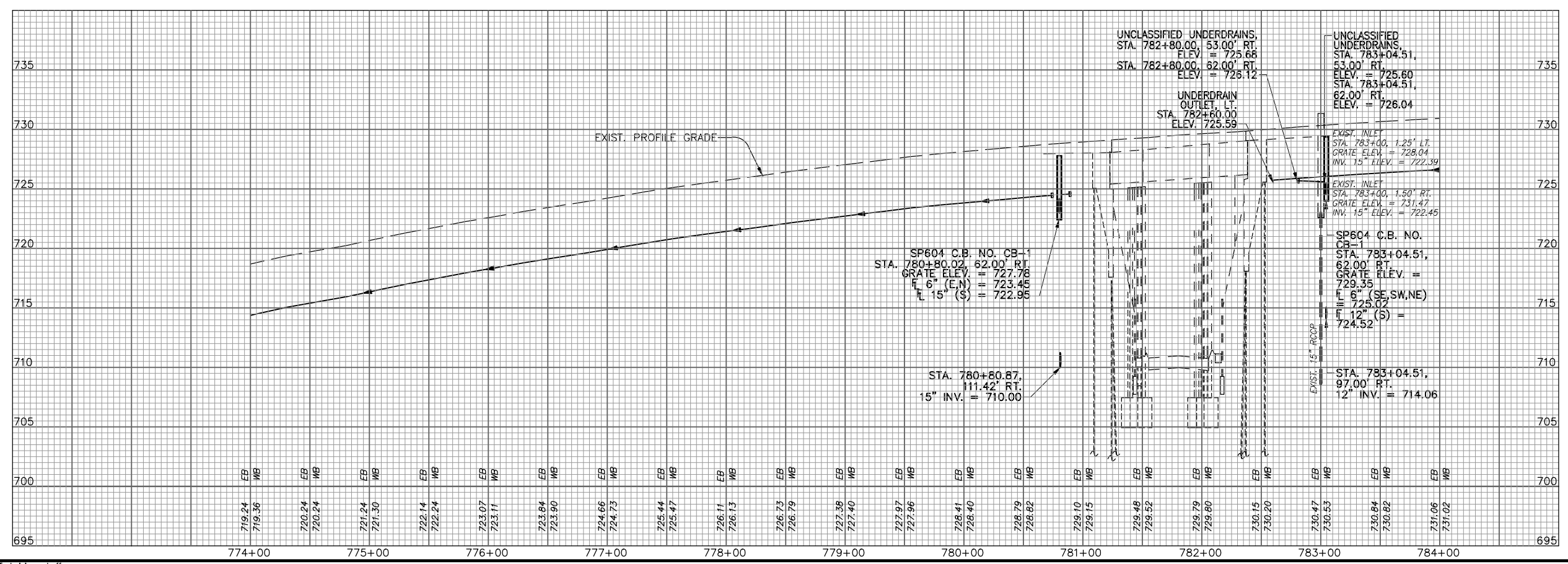
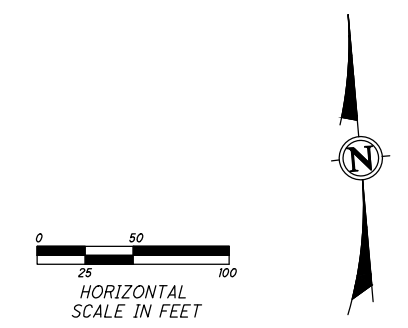
MP
147

RE-ESTABLISHED SURVEY BASELINE CURVE DATA

P.I. STA. 787+21.14
 $\Delta = 62^{\circ}57'31''$ RT
 $\Delta c = 2^{\circ}00'00''$ RT
 $R = 2864.79'$
 $L_s = 425.00'$
 $Q_s = 4^{\circ}15'00''$
 $L_T = 283.42'$
 $ST = 141.74'$
 $L_c = 2722.93'$
 $T_s = 1968.19'$
 $E_s = 497.45'$
 $e_{max} = 0.0625$
 $T.S. = 767+52.95$
 $S.C. = 771+77.95$
 $C.S. = 799+00.88$
 $S.T. = 803+25.88$

LEGEND

- CROSSOVER CONSTRUCTION
- EROSION REPAIR AREA
- SLOPE REPAIR AREA
- DITCH CLEANOUT AREA



NO.	ADDENDUM NO. 3	BY	DATE
1		PJF	12/16/14
-		-	-
	REVISIONS		

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

PLAN AND PROFILE
 STA. 774+00.00 TO STA. 784+00.00
 M.P. 144.10 LORAIN COUNTY

GPD GROUP
 520 South Main Street, Suite 2531, Akron, Ohio 44311
 330-572-2100 Fax 330-572-2101

DESIGNED: CLH	CHECKED: PJF	DATE: 11/25/14
DRAWN: RTG	IN CHARGE: MRG	SCALE: 1"=50'

PROJECT NO. 39-15-01A SHEET 212 OF 405

Drawing File: C:\2014\2014161\roadway\sheet\2014161\GPD001.DWG Layout: 774+00.00 TO 784+00.00
 Date: Dec 17, 2014 Time: 11:50 AM
 Technician: chuff

5

6

FOR ROADWAY QUANTITIES AND LIMITING STATIONS
SEE SUB-SUMMARY ON SHEETS 180 - 181.

FOR PAVEMENT QUANTITIES SUB-SUMMARY SEE
SHEETS 185 - 187.

FOR UNDERDRAIN QUANTITIES AND LIMITING STATIONS
SEE SUB-SUMMARY ON SHEET 182.

FOR DRAINAGE QUANTITIES AND LIMITING STATIONS
SEE SUB-SUMMARY ON SHEETS 183 - 184.





FOR SLOPE REPAIR QUANTITIES, SEE PLAN INSERT
SHEET 1.

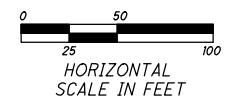
MP
148

RE-ESTABLISHED
SURVEY BASELINE
CURVE DATA
P.I. STA. 833+32.13
 $\Delta = 53^{\circ}56'43''$ RT
 $\Delta c = 1^{\circ}10'00''$ RT
R = 4911.07'
Ls = 250.00'
 $\Theta_s = 1^{\circ}27'30''$ LT.
ST = 83.34'
Lc = 4373.88'
Ts = 2624.63'
Es = 600.01'
 $e_{max} = 0.0260$

T.S. STA. 807+07.50
S.C. STA. 809+57.50
C.S. STA. 853+31.39
S.T. STA. 855+81.39

LEGEND

-  CROSSOVER CONSTRUCTION
-  EROSION REPAIR AREA
-  SLOPE REPAIR AREA
-  DITCH CLEANOUT AREA



1	ADDENDUM NO. 3	CLH	12/16/14
-	-	-	-
NO.	REVISIONS	BY	DATE

**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

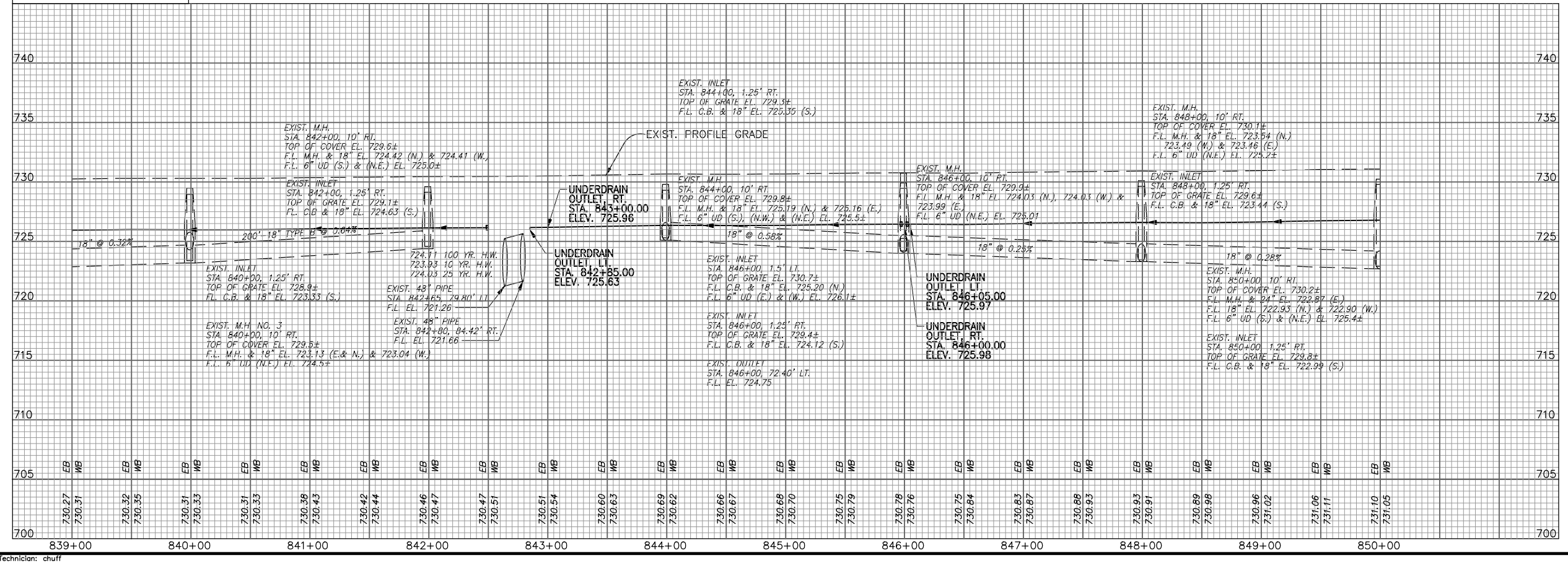
PLAN AND PROFILE
STA. 839+00.00 TO STA. 850+00.00
M.P. 144.10 LORAIN COUNTY

GPD GROUP
Civil, Pkg, Survey, Storm & Drainage, Inc.
520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2100

DESIGNED:	CLH	CHECKED:	PJF	DATE:	11/25/14
DRAWN:	RTG	IN CHARGE:	MRG	SCALE:	1"=50'

PROJECT NO. 39-15-01A SHEET 218 OF 405

FENO 73
STA. 842+97.79, 64.24' LT.
ELEV. 729.619
IRON PIN



Drawing File: C:\2014\2014161\roadway\sheet\2014161\GPD001.DWG Layout: 839+00.00 TO 850+00.00 Date: 12-17-2014 Time: 1:24 PM 1/23/15

Technician: chuff

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.8

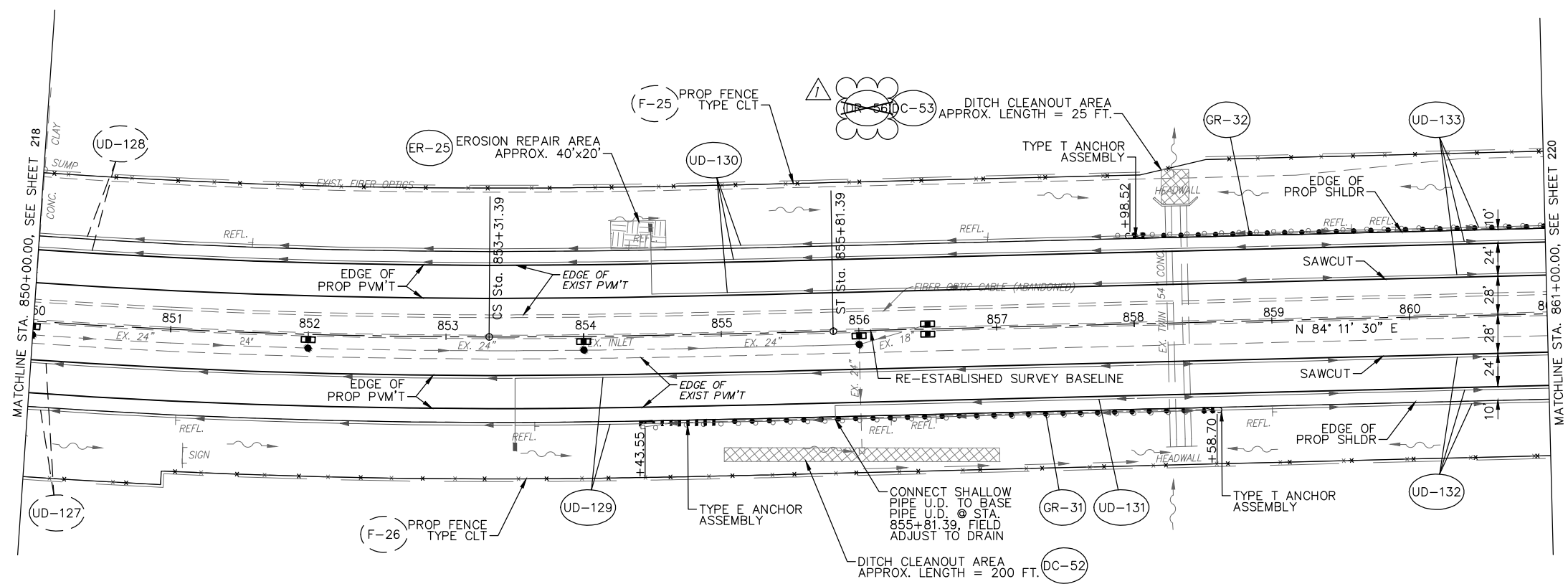
FOR ROADWAY QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEETS 180 - 181.

FOR PAVEMENT QUANTITIES SUB-SUMMARY SEE SHEETS 185 - 187.

FOR UNDERDRAIN QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEET 182.

FOR DRAINAGE QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEETS 183 - 184.

FOR SLOPE REPAIR QUANTITIES, SEE PLAN INSERT SHEET 1.

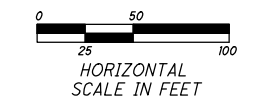
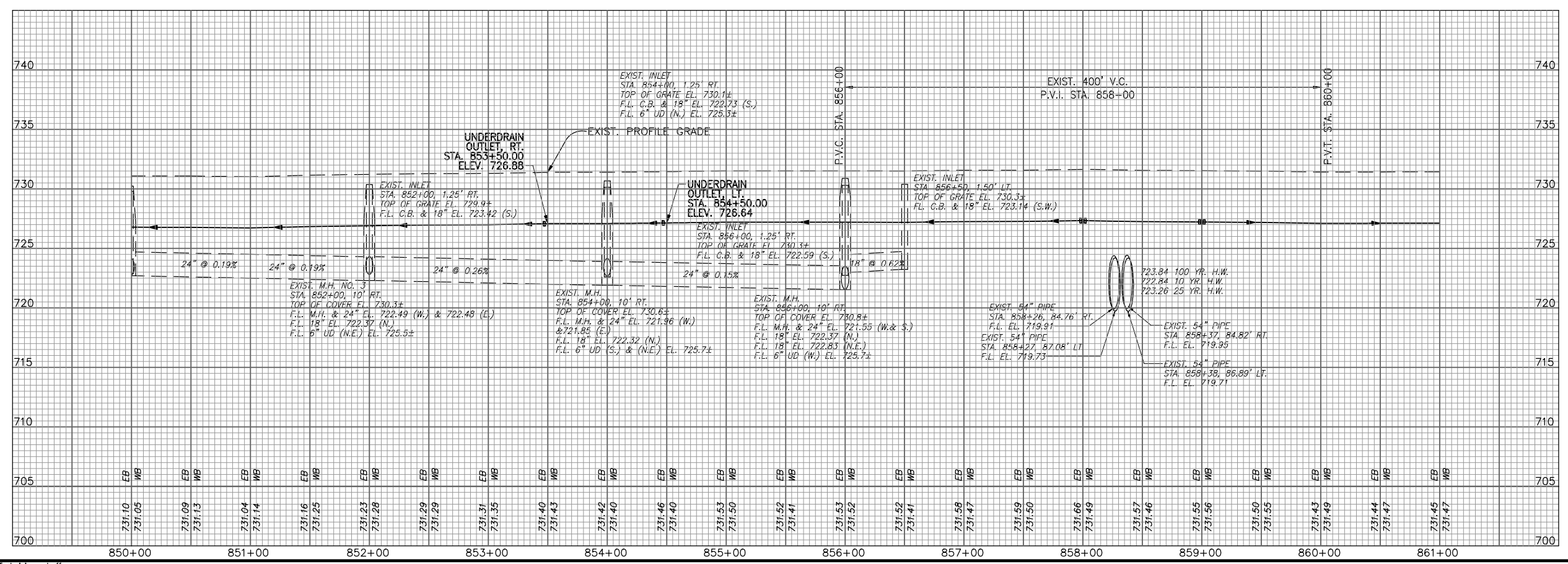


MP
148

RE-ESTABLISHED SURVEY BASELINE CURVE DATA
 P.I. STA. 833+32.13
 $\Delta = 53^{\circ}56'43''$ RT
 $\Delta c = 1^{\circ}10'00''$ RT
 $R = 4911.07'$
 $L_s = 250.00'$
 $\theta_s = 1^{\circ}27'30''$ LT.
 $ST = 83.34'$
 $L_c = 4373.88'$
 $T_s = 2624.63'$
 $E_s = 600.01'$
 $e_{max} = 0.0260$
 T.S. STA. 807+07.50
 S.C. STA. 809+57.50
 C.S. STA. 853+31.39
 S.T. STA. 855+81.39

LEGEND

- CROSSOVER CONSTRUCTION
- EROSION REPAIR AREA
- SLOPE REPAIR AREA
- DITCH CLEANOUT AREA



ADDENDUM NO. 3		PJF	12/16/14
NO.	REVISIONS	BY	DATE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

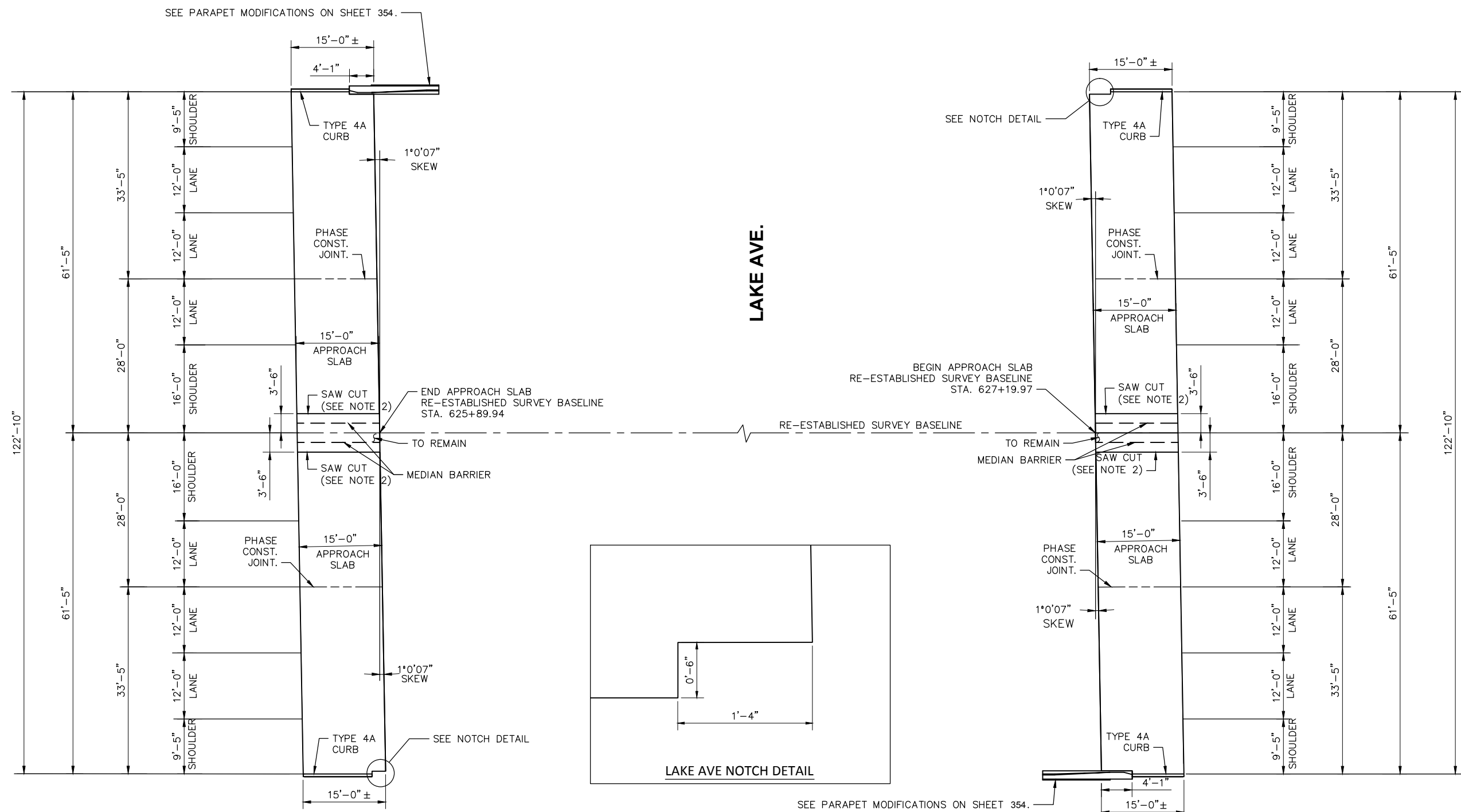
PLAN AND PROFILE
 STA. 850+00.00 TO STA. 861+00.00
 M.P. 144.10 LORAIN COUNTY

GPD GROUP
 Civil, P.E., Surveying, Planning & Design, Inc.
 520 South Main Street, Suite 2531, Akron, Ohio 44311 330-572-2100
 Fax 330-572-2101

DESIGNED: CLH	CHECKED: PJF	DATE: 11/25/14
DRAWN: RTG	IN CHARGE: MRG	SCALE: 1"=50'

PROJECT NO. 39-15-01A SHEET 219 OF 405

Drawing File: C:\2014\2014161\roadway\sheet\2014161\0001.DWG Layout: 850+00.00 TO 861+00.00
 Date: 12-17-2014 Time: 10:52 AM
 Technician: chuff



APPROACH SLABS FOR BRIDGE OVER LAKE AVE MP 144.4

NOTES:

1. FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTIC STANDARD DRAWING AS-3.
2. FOR DOWEL CONNECTION AT LONGITUDINAL JOINTS, SEE SECTION D-D ON OTIC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP516B SHALL BE INCIDENTAL TO THIS WORK.
3. FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
4. REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - PAVEMENT REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE ROADWAY GENERAL SUMMARY FOR QUANTITIES.
5. FOR PROPOSED ELEVATIONS, SEE SHEETS 263 - 276.

1	ADDENDUM #3	CLH	12/16/14
-	-	-	-
NO.	REVISIONS	BY	DATE

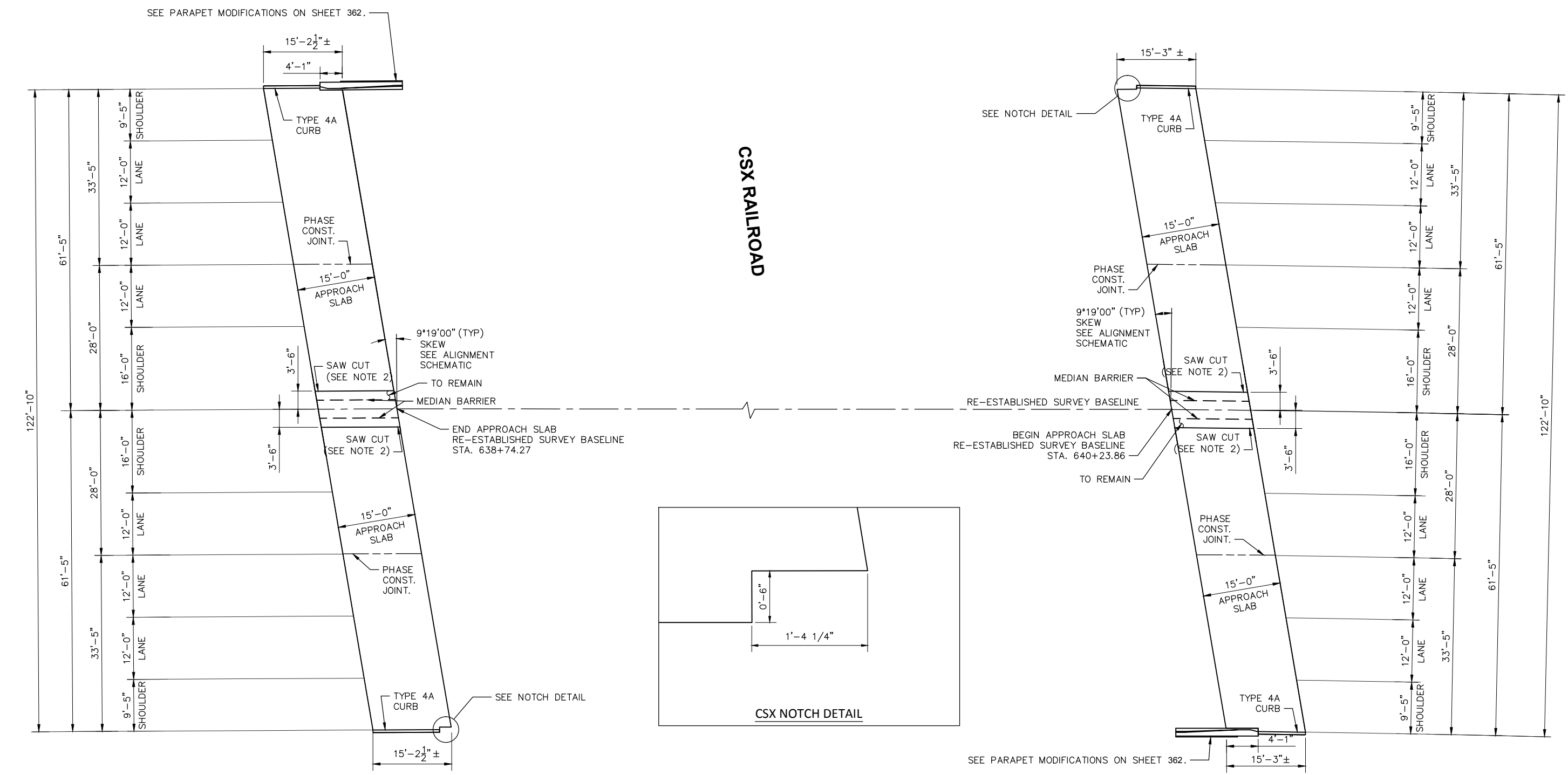
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
APPROACH SLAB DETAILS
 OHIO TURNPIKE OVER LAKE AVENUE
 M.P. 144.4 LORAIN COUNTY

GPD GROUP
Glenn, Pyle, Schwaner, Burns & DeHaven, Inc.
 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2101

DESIGNED: RDH	CHECKED: EAF	DATE: 11/25/14
DRAWN: RTG	IN CHARGE: MRG	SCALE: N.T.S.

PROJECT NO. 39-15-01A SHEET342 OF 405

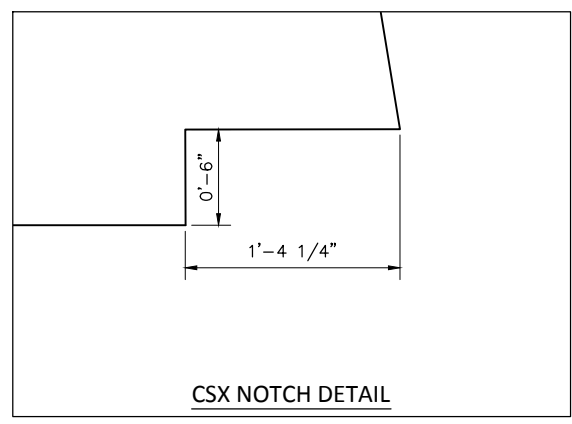
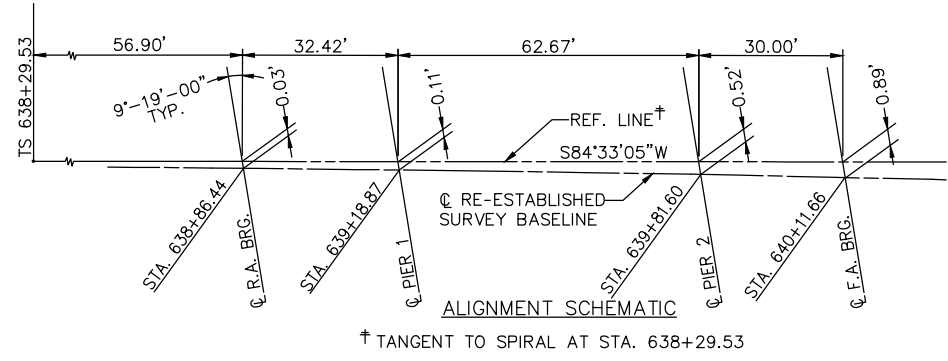
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 Date: Dec 17, 2014 Time: 11:12 am User: jhines - 15727633



APPROACH SLABS FOR BRIDGE OVER CSX RAILROAD MP 144.6

NOTES:

- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTC STANDARD DRAWING AS-3.
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINTS, SEE SECTION D-D ON OTC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP516B SHALL BE INCIDENTAL TO THIS WORK.
- FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - PAVEMENT REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE ROADWAY GENERAL SUMMARY FOR QUANTITIES.
- FOR PROPOSED ELEVATIONS, SEE SHEETS 263 - 276.



1	ADDENDUM #3	CLH	12/16/14
-	-	-	-
NO.	REVISIONS	BY	DATE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
APPROACH SLAB DETAILS
 OHIO TURNPIKE OVER CSX RAILROAD
 M.P. 144.6 LORAIN COUNTY

GPD GROUP
Glass, Pyle, Schwaner, Burns & DeHaven, Inc.
 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2100

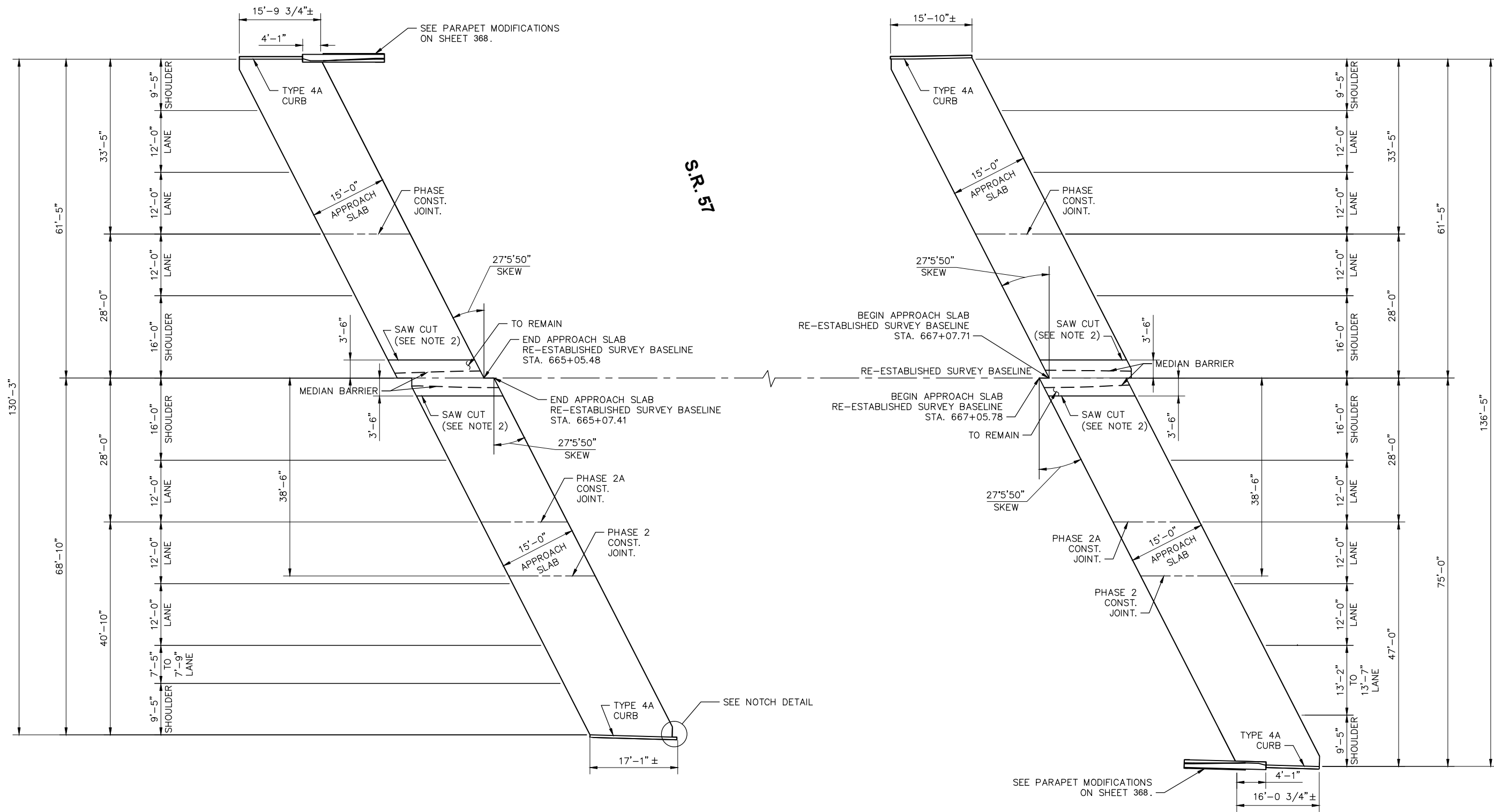
DESIGNED: RDH	CHECKED: EAF	DATE: 11/25/14
DRAWN: RTG	IN CHARGE: MRG	SCALE: N.T.S.

PROJECT NO. 39-15-01A SHEET343 OF 405



Technician: Jhines

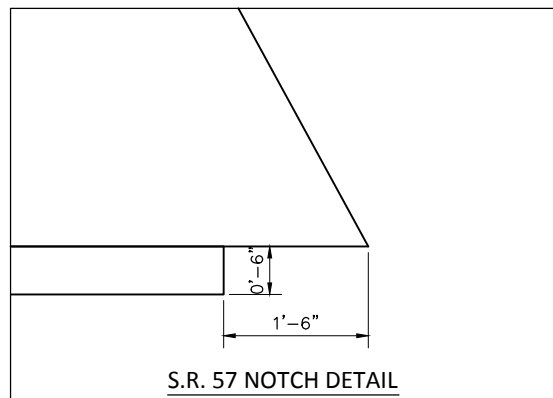
Drawing File: C:\2014\2014161\Infrastructure\OR09090001.dwg
 Date: Dec 17, 2014 Time: 11:13 am
 Layout: SR 57
 Technician: Jhines



APPROACH SLABS FOR BRIDGE OVER S.R. 57 MP 145.1

NOTES:

1. FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTIC STANDARD DRAWING AS-3.
2. FOR DOWEL CONNECTION AT LONGITUDINAL JOINTS, SEE SECTION D-D ON OTIC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP516B SHALL BE INCIDENTAL TO THIS WORK.
3. FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
4. REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - PAVEMENT REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE ROADWAY GENERAL SUMMARY FOR QUANTITIES.
5. FOR PROPOSED ELEVATIONS, SEE SHEETS 263 - 276 .



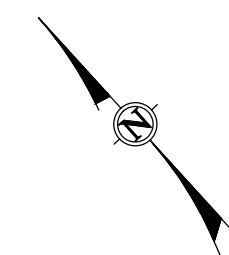
1	ADDENDUM #3	CLH	12/16/14
-	-	-	-
NO.	REVISIONS	BY	DATE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
APPROACH SLAB DETAILS
 OHIO TURNPIKE OVER S.R. 57
 M.P. 145.1 LORAIN COUNTY

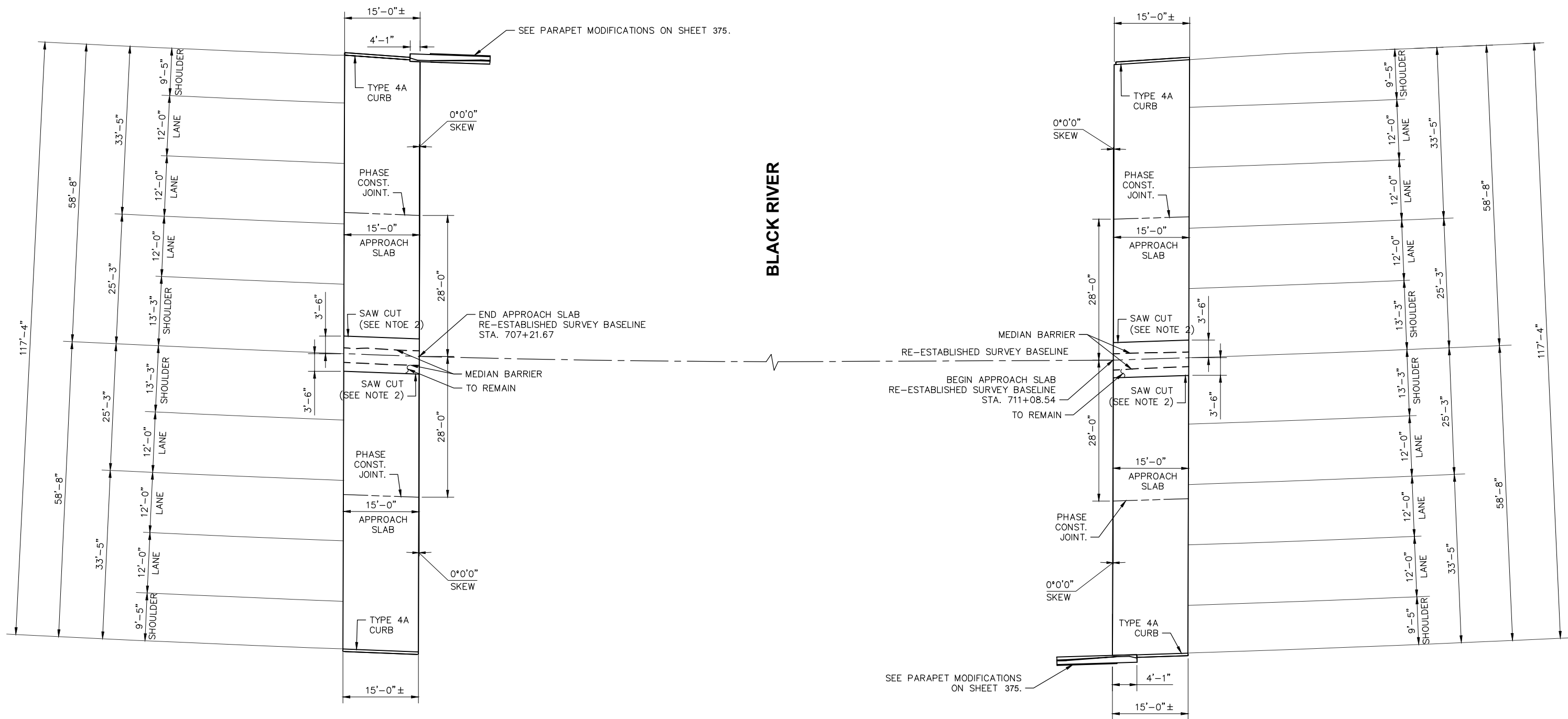
GPD GROUP
Glass, Pyle, Schwaner, Sauer & DeHaven, Inc.
 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2100

DESIGNED: RDH	CHECKED: EAF	DATE: 11/25/14
DRAWN: RTG	IN CHARGE: MRG	SCALE: N.T.S.

PROJECT NO. 39-15-01A SHEET 344 OF 405



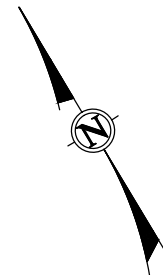
Drawing File: C:\2014\2014161\Infrastructure\LORAIN\0001.dwg
 Date: Dec 17, 2014 Time: 11:13 AM
 Layout: BLACK RIVER
 Technician: Jhines



APPROACH SLABS FOR BRIDGE OVER BLACK RIVER MP 145.9

NOTES:

1. FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTIC STANDARD DRAWING AS-3.
2. FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE SECTION D-D ON OTIC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP516B SHALL BE INCIDENTAL TO THIS WORK.
3. FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
4. REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - PAVEMENT REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE ROADWAY GENERAL SUMMARY FOR QUANTITIES.
5. FOR PROPOSED ELEVATIONS, SEE SHEETS 263 - 276.



1	ADDENDUM #3	CLH	12/16/14
-	-	-	-
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION APPROACH SLAB DETAILS OHIO TURNPIKE OVER BLACK RIVER M.P. 145.9 LORAIN COUNTY			
GPD GROUP <small>Glenn, Pyle, Schwaner, Burns & DeHaven, Inc.</small> 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2100			
DESIGNED:	RDH	CHECKED:	EAF
DRAWN:	RTG	IN CHARGE:	MRG
DATE:		11/25/14	
SCALE:		N.T.S.	
PROJECT NO. 39-15-01A SHEET 345 OF 405			