

OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 1

CONTRACT NO. 39-14-02

RIGHT TWO (2) LANES AND SHOULDER RECONSTRUCTION
MILEPOST 159.80 TO MILEPOST 164.82
CUYAHOGA COUNTY, OHIO

OPENING DATE: 2:00 P.M. (E.S.T.), JANUARY 30, 2014

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 P.M., JANUARY 15, 2014

MODIFICATIONS TO THE FORM CONTRACT

Page CF-3

MODIFICATIONS TO THE BID FORM

Pages BF-2, BF-4, BF-5, BF-10 and BF-13

MODIFICATIONS TO THE SPECIFICATIONS

Special Provision Table of Contents Page 2 of 2 and Pages SP-179 and SP-196
New Pages **SP-314A through SP-314J**

MODIFICATIONS TO THE DRAWINGS

TITLE SHEET, 5, 13, 14, 16, 17, 20, 22, 24, 43, 45, 219, 220, 221, 224, 225, 226, 227, 229,
230, 245, 246, 247, 313, 316, 319, 320, 321, 323, 328, 330, CBR-2 and DM-1.3

Issued by the Ohio Turnpike Commission on January 16, 2014. Issuance authorized by Crobin Carlin, Deputy Executive Director, and Kathleen G. Weiss, General Counsel.


Robin Carlin
Date 1/16/14


Kathleen G. Weiss
Date 1/16/14

**OHIO TURNPIKE COMMISSION
ADDENDUM NO. 1
CONTRACT NO. 39-14-02**

ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 P.M., JANUARY 15, 2014

Q#1 Concerning SP848 B.3 Concrete Removal by Hydrodemolition. The specification calls for a removal to a minimum of 1" below the top mat of reinforcing steel. Is this measurement taken from the top of the top layer of reinforcing, the bottom of the top layer of reinforcing, or the bottom of the entire top mat meaning both longitudinal and transverse bars?

A#1 SP 848 specifies that the removal depth required is a minimum of one (1) inch below the entire top mat. Accordingly, the measurement is taken from the bottom most part of the top mat.

Q#2 Sheet 20 of 414 states that during Phase 2A, traffic will be placed contra-flow with one EB local/thru traffic lane on the EB outside lane such that inside pavement/approach slab replacements can be performed. The MOT typical section on sheet 43 shows the EB local/thru lane on the EB inside lane with no work being performed, contrary to the note on sheet 20. It appears that this drawing on sheet 43 is in error. Is that correct? If so, please modify the drawing to reflect the actual intended traffic configuration for Phase 2A.

A#2 Please refer to Maintenance of Traffic Schematic Plan Sheets 49 through 51 and Plan Sheets 82 through 86. The Work area hatch indicates the area of the Project where Phase 2A Work is anticipated to be performed. The Phase 2A MOT Typical Section, (Plan Sheet 43) is the same typical section as shown in Phase 2B (Sheet 44) minus the Work area hatch. The intentions of the Phase 2A Plans are to establish the portable barrier location that will be used throughout the Phase 2B limits of the Project. By erecting the portable barrier at the start of Phase 2 operations, the intent is to minimize the disruption to traffic by establishing a traffic pattern that will be consistently maintained east of Sta. 479+00. For further clarification, typical sections for Phase 2A and Phase 3A were added to Plan Sheets 43 and 45 via this Addendum No. 1. See below. For station ranges outside of those shown in the typical, see the MOT Plans.

Q#3 No information has been provided for the existing pavement composition. Existing typical sections are not provided in the plans for either the mainline, shoulders or ramps. We will need these along with any coring information to effectively calculate the amount of pavement removed. Also please verify that the removal of the existing asphalt overly is included in the pavement removed item, in previous projects this has been paid for under a milling item.

A#3 Plan Sheet 11 of 414 depict existing conditions for the mainline consisting of the original concrete base with an asphalt overlay. The existing conditions for the areas consisting of

widened sections from the Third Lane Expansion Program and the various ramps are available for viewing at the Commission's Administration Building in Berea, Ohio. Wearing course removal is included in Item 202 - Pavement Removed, in accordance with ODOT CMS 202.05.

Q#4 Please clarify how the bids will be evaluated in regards to the stabilization items, two options are set up but only one can be used. There is no way to determine which material, lime or cement, is to be used prior to bid. How can the bids be appropriately determined since both items are part of the base bid? Please consider making both as alternates or leaving one option as base bid and the other as an alternate.

A#4 The Bidders are required to provide pricing for both chemical stabilization methods based on the approximate quantities specified. Quantities corresponding with the method not used will be non-performed through a Change Order.

Q#5 MOT Typical sections provided for both phase 2A & 3A are incorrect, please revise to match the desired traffic pattern in these phases.

A#5 See response to Q#2 above.

Q#6 Can the locations and or limits of the Snap Mill & Fill item be provided?

A#6 Please use Ohio Turnpike and Infrastructure Commission Standard Drawing TCR-13 in conjunction with station limits shown in pavement calculations.

Q#7 The SP605 specification allows for 4" 707.31 for the 6" shallow underdrain. The 2013 ODOT CMS 605.02 now allows this to apply for both 6" shallow and base underdrains. Can the SP605 specification be amended to allow 4" to be used for the 6" base underdrain item?

A#7 SP 605 has been modified via this Addendum No. 1 to remove the approval of the four (4) inch shallow pipe underdrain as an equal alternate to the six (6) inch shallow pipe underdrain. Bidders are to provide the underdrain specified in the Drawings

MODIFICATIONS VIA ADDENDUM NO. 1 TO THE CONTRACT DOCUMENTS FOR CONTRACT NO. 39-14-02

The following changes were made to the Contract Documents for Contract No. 39-14-02:

MODIFICATIONS TO THE CONTRACT FORM

Deletions are shown with ~~strikethrough~~ text.

Changes/Additions are shown with ***bold italicized*** text

Page OTC – CF – 3

The reference to the SP 103 provision specifying the date that Liquidated Damages shall commence to accrue for the failure to timely achieve the 2015 Westbound Pavement and Bridge Completion Interim Milestone was modified via this Addendum from referencing SP 103, Part (D) to reference SP 103, Part (J).

MODIFICATIONS TO THE BID FORM

Deletions are shown with ~~strikethrough~~ text.

Changes/Additions are shown with ***bold italicized*** text.

Page OTC – BF – 2

The estimated quantities for Ref. Nos. 12, 13 and 20 were revised via this Addendum No. 1 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
12	202	PAVEMENT REMOVED	214,797 <i>215,074</i>	SQ YD
13	203	EXCAVATION	54,366 <i>54,424</i>	CU YD
20	254	PLANING, ASPHALT CONCRETE (T=3 1/4")	7,129 <i>7,133</i>	SQ YD

Page OTC – BF – 4

The estimated quantity for Ref. No. 73 was revised via this Addendum No. 1 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
73	SP605	AGGREGATE DRAIN, AS PER PLAN	43,640 <i>43,572</i>	FT

Page OTC – BF – 5

The estimated quantities for Ref. Nos. 98, 101, 102, 103, 105, 109, 110, 115, 116, 117, and 119 were revised via this Addendum No. 1 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
98	252	FULL DEPTH PAVEMENT SAWING	51,455 51,485	FT
101	SP302	BITUMINOUS AGGREGATE BASE, PG64-22	67,794 67,892	CU YD
102	SP304	AGGREGATE BASE	27,249 27,298	CU YD
103	SP304	AGGREGATE BASE (SHOULDER)	14,208 14,203	CU YD
105	SP402	ASPHALT CONC. BASE COURSE OR RECYCLED ASPHALT CONC. BASE COURSE, PG70-22 (FR)	8,131 8,146	CU YD
109	SP404	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR)	6,998 7,011	CU YD
110	SP404A	JOINT SEALER	51,327 51,357	FT
115	SPECIAL	TRACKLESS TACK FOR INTERMEDIATE COURSE	13,379 13,396	GALLON
116	SPECIAL	TRACKLESS TACK	16,846 16,867	GALLON
117	SPECIAL	ASPHALT PAVEMENT REINFORCEMENT	14,258 14,266	SQ YD
119	SPECIAL	SONIC NAP ALERT PATTERN (SNAP)	10.42 10.41	MILE

Page OTC – BF – 10

The descriptions for Ref. Nos. 219, 220 and 221 and the estimated quantity for Ref. No. 228 were revised via this Addendum No. 1 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
219	SP622A	CONCRETE BARRIER, "Y" CONNECTOR TEMPORARY PORTABLE CONCRETE BARRIER, "Y" CONNECTOR	1	LUMP
220	SP622A	CONCRETE BARRIER, 32" (WITH GLARE SHIELD) TEMPORARY PORTABLE CONCRETE BARRIER, 32" (WITH GLARE SHIELD)	1	LUMP
221	SP622A	CONCRETE BARRIER, 32" TEMPORARY PORTABLE CONCRETE BARRIER, 32"	1	LUMP

		(WITHOUT GLARE SHIELD)		
228	614	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	1440 1,960	DAY

Page OTC – BF – 13

A Bid Summary was inserted via this Addendum No 1 to state as follows above the total base bid sum in words:

BID SUMMARY

The total amount of the preceding Bid, based upon the approximate quantities given above and the unit prices and lump sum specified by the undersigned, amounts to the sum of:

TOTAL BASE BID (INCLUDES REF. NO. 1 THRU REF. NO. 273) ----> \$

MODIFICATIONS TO THE SPECIAL PROVISIONS

Deletions are shown with strikethrough text.
Changes/Additions are shown with ***bold italicized*** text.

SPECIAL PROVISIONS Table of Contents Page 2 of 2

A reference was inserted via this Addendum No. 1 to the new Specification **SS 1120 – MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS** on pages **SP-313A** through **313J**.

Page SP-179

Subsection A of Special Provision 605.02 was modified via this Addendum No. 1 by deleting the first two (2) sentences as follows:

A. 605.02 Material

~~Where the Plans call for Item 605—Six (6) Inch Shallow Pipe Underdrain, four (4) inch diameter 707.31 perforated corrugated polyethylene drainage tubing shall be considered an equal alternate to the size shown and the materials listed in Section 605.02 of the Specifications. When four (4) inch diameter 707.31 conduit is provided, the minimum trench width required under 605.03 may be reduced to ten (10) inches with a minimum on each side of the pipe of two (2) inches. Pipe outlets for four (4) inch diameter 707 31 underdrain will be Item 603 – Six (6) Inch~~

Conduit, Type F, or as otherwise shown on the Plans. The downstream end of the four (4) inch diameter 707.31 conduit shall extend a minimum of eighteen (18) inches into the 603 outlet conduit.

Page SP-196

The first and third pay item descriptions under Special Provision "SP622A - TEMPORARY PORTABLE BARRIER," Section F entitled "Basis of Payment" on page SP -196, are revised as follows:

<u>Item</u>	<u>Unit</u>	<u>Description</u>
SP 622A	Lump Sum	Temporary Portable Concrete Barrier (with Glare Shield)
SP 622A	Lump Sum	Temporary Concrete Barrier (without Glare Shield)
SP 622A	Lump Sum	Temporary Portable Concrete Barrier, Bridge Mounted

New Pages SP314A – SP314J

The attached New Specification **SUPPLEMENT 1120 – MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS**, dated June 13, 2011, was inserted and incorporated into the Contract Documents via this Addendum No. 1.

MODIFICATIONS TO THE PLAN DRAWINGS

Modifications to the Plan Drawings

Deletions in Plan Notes are shown with ~~strikethrough~~ text.

Changes/Additions in the Plan Notes are shown with **bold italicized** text.

Additions and deletions on Plan Drawings are indicated with a cloud and revision triangle thus:



Title Sheet 1 of 414

The reference to new Drawing **CRB-2**, dated **06-25-07**, was added via this Addendum No. 1 in the table identifying the Ohio Turnpike and Infrastructure Commission Standard Drawings.

The reference to new Drawing **DM-1.3**, dated **01-18-13**, was added via this Addendum No. 1 in the table identifying the Ohio Department of Transportation Standard Construction Drawings.

The references to Supplemental Specifications **821** and **921**, dated **04-20-12** and **04-20-12**, respectively, and to new Supplemental Specification **1120**, dated **06-13-11**, were added via this Addendum No. 1 to the table.

Plan Sheet 5 of 414

The Shoulder Detail was modified via this Addendum No. 1 to replace the reference to Item Legend 3A with a reference to Item Legend 9.

The Type D, Single Slope, Barrier Detail was modified via this Addendum No. 1 to conform with Ohio Turnpike and Infrastructure Commission Standard Drawing CBR-3.

Plan Sheet 13 of 414

A general note was added to the Drawings via this Addendum No. 1 that provides as follows:

“PLAN STATIONING

UNLESS NOTED OTHERWISE, PLAN STATIONING CALL OUTS REFERENCE THE ALIGNMENT THAT THE ITEM IS ADJACENT TO IF THERE IS MORE THAN ONE ALIGNMENT SHOWN IN THE PLAN. PAVEMENT CALCULATIONS AND ROADWAY SUMMARIES USE THE ALIGNMENT FOR THE TRAVELED LANE SO THAT IN AN AREA THAT HAS RELOCATED LANES THOSE STATIONS ARE USED RATHER THAN THE RE-ESTABLISHED SURVEY BASELINE. THE EXCEPTION TO THIS ARE UNDERDRAINS AND APPROACH SLABS WHICH USE RE-ESTABLISHED SURVEY BASELINE STATIONING.”

Plan Sheet 14 of 414

The first paragraph in the general Note entitled “ITEM 622 – CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN” was modified and a new second paragraph is added via this Addendum No. 1 to provide as follows the following:

“ITEM 622 – CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN SHALL BE CONSTRUCTED IN ACCORDANCE WITH ~~ODOT STANDARD DRAWINGS RM-4.5 AND RM-4.6~~ OTIC STANDARD DRAWING CBR-3 AND SECTION 622 OF THE SPECIFICATIONS.

THE CONCRETE FOUNDATION AND AGGREGATE BASE FOR THIS BARRIER WILL BE CONSTRUCTED AS SHOWN IN OTIC STANDARD DRAWING CBR-2.”

The fifth paragraph at its second sentence in the general Note entitled “ITEM 622 – CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN” was modified via this Addendum No. 1 to provide as follows:

“THE BARRIER TRANSITION SHALL BE CONSTRUCTED IN ACCORDANCE WITH ~~ODOT STANDARD DRAWING RM-4.6~~ OTIC STANDARD DRAWING CBR-3.”

Plan Sheet 16 of 414

The title of the general Note “Item 937 – Liner Pipe, As Per Plan” was modified via this Addendum No. 1 to correctly reference “ITEM 937 837 - LINER PIPE, AS PER PLAN.”

Plan Sheet 17 of 414

The estimated quantity specified in general Note pay item for "ITEM 206 – CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN" was modified via this Addendum No. 1 to provide as follows:

"ITEM 206 – WATER FOR CURING ~~3.0~~ **3,000 M GAL.**"

Plan Sheet 20 of 414

The Maintenance of Traffic Note titled "Alternate Maintenance of Traffic Plans" was deleted in its entirety via this Addendum No. 1 because the provision is superfluous under Special Provision SP 614 – Maintaining Traffic.

Plan Sheet 22 of 414

The second paragraph of general Note entitled "ITEM SPECIAL – "SNAP" MILL AND FILL" was modified via this Addendum No. 1 to provide as follows:

"PAYMENT FOR THIS ITEM SHALL INCLUDE REMOVAL OF EXISTING "SNAPS" **AND THE EXISTING PAVEMENT JOINT** BY MILLING 1 ½" DEEP AND 2' 5' WIDE, TACK COATING ALL EXPOSED MILLED SURFACES, AND PAVING THE MILLED AREA WITH 1-1/2" OF ITEM SP 404 – ASPHALT CONCRETE SURFACE COURSE, PG64-22. ALL LABOR EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL – "SNAP" MILL AND FILL."

The first paragraph of the general Note entitled "Item 614 – Portable Changeable Message Signs, As Per Plan" was modified via this Addendum No. 1 to provide as follows:

"THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, ~~A FOUR (4) PORTABLE~~ CHANGEABLE MESSAGE SIGNS (PCMS). ~~THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FEET AND 475 FEET RESPECTIVELY. TWO (2) OF THE SIGNS SHALL BE LOCATED NEAR THE PROJECT SITE, ONE FOR EACH DIRECTION OF TRAVEL, FOR THE DURATION OF THE PROJECT. TWO OF THE SIGNS SHALL BE LOCATED APPROXIMATELY TWENTY-FIVE (25) MILES OUTSIDE THE PROJECT LIMITS, ONE FOR EACH DIRECTION OF TRAVEL, AS DIRECTED BY THE ENGINEER FOR THE DURATION OF THE PROJECT. THE SIGNS SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED CLASS "A" PCMS UNITS MAINTAINED BY THE ODOT DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT.~~

The last sentence of the second paragraph of the general Note entitled "Item 614 – Portable Changeable Message Signs, As Per Plan" was modified via this Addendum No. 1 to provide as follows:

"THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH CMS 614.03, *IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.*"

The last two (2) sentences of the third paragraph of the general Note entitled "Item 614 – Portable Changeable Message Signs, As Per Plan" were modified via this Addendum No. 1 to provide as follows:

"ADDITIONALLY, WHEN NOT IN USE, *FOR EXTENDED PERIODS OF TIME*, THE PCMS SHALL BE TURNED OFF. *AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.* ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC."

The following was inserted via this Addendum No. 1 at the end of the ninth paragraph of the general Note entitled "Item 614 – Portable Changeable Message Signs, As Per Plan":

"*THE CONTRACTOR SHALL ONLY BE PAID FOR PCMS UNITS WHEN THEY ARE IN OPERATION ON THE PROJECT AS SPECIFIED IN THE PLANS OF BY THE CHIEF ENGINEER.*"

The estimated quantity for "ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN" was modified via this Addendum No. 1 from ~~16 SIGN MONTHS~~ to **1960 DAYS**.

The estimated quantity under "ITEM 614 – ZONE PERSON REPORT FORM" was modified via this Addendum No. 1 from ~~5,000 Hours~~ to **10,000 Hours**.

A new general Note entitled "Storage of Temporary Portable Barrier" was added via this Addendum No. 1 to provide as follows:

"STORAGE OF TEMPORARY PORTABLE BARRIER

THE COMMISSION WILL ALLOW STORAGE OF TEMPORARY PORTABLE BARRIER WALL ON TURNPIKE RIGHT OF WAY AT TOLL PLAZAS (TP) 152, 161 AND 173. SPACE IS AVAILABLE AT EACH TOLL PLAZA WITH LIMITED SPACE AVAILABLE AT TP161. THE CONTRACTOR SHALL VERIFY THE AMOUNT OF SPACE THAT IS AVAILABLE AT EACH TOLL PLAZA. THE AVAILABLE SPACE AT THE TOLL PLAZAS MAY REQUIRE MINIMAL GRADING TO PREPARE THE SURFACE FOR LEVEL AND STABLE STORAGE. EITHER ASPHALT MILLINGS OR

CRUSHED AGGREGATE MAY BE USED AT THE CONTRACTOR'S OWN EXPENSE TO GRADE AND STABILIZE THE STORAGE AREA. TEMPORARY PORTABLE BARRIER SHALL NOT BE STORED HIGHER THAN THREE PIECES HIGH. TYPICAL STORAGE ANTICIPATED WOULD BE IN CUBES OF 5 TEMPORARY PORTABLE BARRIER SECTIONS ALTERNATELY STACKED 3 HIGH OR AS RECOMMENDED BY THE MANUFACTURE. RESTORATION OF THE AREA WILL BE REQUIRED TO ORIGINAL OR BETTER CONDITIONS AS APPROVED BY THE CHIEF ENGINEER PRIOR TO FINAL COMPLETION. ALL BROKEN BARRIER AND DEBRIS SHALL BE REMOVED FROM THESE AREAS ONCE COMPLETE AND DISPOSED IN ACCORDANCE WITH SP105. FLAGGERS WILL BE REQUIRED FOR ANY TURNING MOVEMENTS IN FRONT OF THE TOLL PLAZAS PER THE OTIC'S STANDARDS. THE CONTRACTOR SHALL PROVIDE A UTILIZATION PLAN TO THE CHIEF ENGINEER FOR APPROVAL. THIS PLAN SHALL INCLUDE THE FOLLOWING: AN AERIAL DRAWING OF THE TOLL PLAZA WHICH DEFINES THE STORAGE AREA, SIZE OF AREA REQUIRED, DESCRIPTION OF HOW THE BARRIER IS TO BE STORED, DESCRIPTION OF WORK REQUIRED TO PREPARE THE STORAGE AREA WHICH INCLUDES TYPE OF SURFACE TO BE INSTALLED IF REQUIRED, GRADING THAT PROVIDES POSITIVE DRAINAGE AND ANY EROSION CONTROL MEASURES REQUIRED, AND THE LOGISTICS TO STORE AND RETRIEVE THE STORED TEMPORARY PORTABLE BARRIER TO AND FROM THE TOLL PLAZA. ALL COSTS ASSOCIATED WITH THE STORAGE OF TEMPORARY PORTABLE BARRIER SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM PRICE BID OF ITEM SP622 - TEMPORARY CONCRETE BARRIER, 32".

Plan Sheet 24 of 414

The Maintenance of Traffic General Summary was revised via this Addendum No. 1 to delete the column entitled "ITEM-EXT." in its entirety.

The rows in the columns entitled "SHEET NUMBER," "GRAND TOTAL" and "DESCRIPTION" on the Maintenance of Traffic General Summary were modified, respectively, via this Addendum No. 1 as follows:

SHT. NO.	ITEM	GRAND TOTAL	DESCRIPTION
22			
5,000 10,000	SP614	5,000 10,000	ZONE PERSON
	SP622A	LUMP	TEMPORARY PORTABLE CONCRETE BARRIER, "Y" CONNECTOR
	SP622A	LUMP	TEMPORARY PORTABLE CONCRETE BARRIER, 32" (WITH GLARE SHIELD)
	SP622A	LUMP	TEMPORARY PORTABLE CONCRETE BARRIER, 32" (WITHOUT GLARE SHIELD)
1,440 1,960	614	1,440 1,960	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

Plan Sheet 43 of 414

A drawing was added via this Addendum No. 1 for the "MOT Typical Section (EB Lanes Construction) – Phase 2A."

Plan Sheet 45 of 414

A drawing was added via this Addendum No. 1 for the "MOT Typical Section (WB Lanes Construction) – Phase 3A."

Plan Sheet 219 of 414

The rows under the columns entitled "SHEET NUMBER," "ITEM," "GRAND TOTAL," "DESCRIPTION" and "REF. NO." on the General Summary Sheet 1 of 3 were modified, respectively, via this Addendum No. 1 as follows:

SHT. NO.	ITEM	GRAND TOTAL	DESCRIPTION	REF. NO.
227				
214797 215074	202	214797 215074	PAVEMENT REMOVED	
51030 51089	203	54366 54424	EXCAVATION	
7129 7133	254	7129 7133	PAVEMENT PLANNING, ASPHALT CONCRETE (T=3 1/4")	

SHT. NO.	ITEM	GRAND TOTAL	DESCRIPTION	REF. NO.
228				
LUMP	832	LUMP	EROSION CONTROL	228

SHT. NO.	ITEM	GRAND TOTAL	DESCRIPTION	REF. NO.
229				
LUMP	SP113	LUMP	SW3 MANAGEMENT	229

SHT. NO.	ITEM	GRAND TOTAL	DESCRIPTION	REF. NO.
323				
	SP606E 606	1	IMPACT ATTENUATOR, TYPE 3	
94	609	94	CURB, TYPE 4-A	

SHT. NO.	ITEM	GRAND TOTAL	DESCRIPTION	REF. NO.
INSERT				
1818 2355	203	2068 2605	BORROW	
3636 4710	203	3636 4710	EXCAVATION INCLUDING EMBANKMENT, AS PER PLAN	
	SPECIAL	LUMP	LIMESTONE SAND	INSERT

487 208	659	42477 12198	TOPSOIL	
4702 1892	659	409710 109900	SEEDING AND MULCHING	
4702 1892	671	4996 5186	EROSION CONTROL MAT, TYPE B	

Plan Sheet 220 of 414

The column headings on General Summary Sheet 2 of 3 were revised, respectively, via this Addendum No. 1 to reference the following Sheet Numbers: ~~227 222, 228 223, 229 224, 232 227, 233 228, 229, 328 323.~~

The Description for Item 603 is modified from "48" CONDUIT, TYPE A, 707.01 OR 707.02" to state "48" CONDUIT, TYPE A, **707.33**"

The Grand Total for Item No. 206 is modified from "3.0 M GAL – WATER FOR CURING" to "**3000 M GAL WATER FOR CURING.**"

The quantities in rows under the columns entitled "SHEET NO. 17," "GRAND TOTAL," and "DESCRIPTION" on the General Summary Sheet 2 of 3 were modified, respectively, for reference Sheet No. 17 via this Addendum No. 1 as follows:

SHT. NO. 17	ITEM	GRAND TOTAL	DESCRIPTION	REF. NO.
	603	16	48" CONDUIT, TYPE A, 707.01 OR 701.02 707.33	
3.0 3000	206	3.0 3000	WATER FOR CURING	17

The quantities in rows under the columns entitled "ITEM," "GRAND TOTAL," "DESCRIPTION" and "REF. NO." on the General Summary Sheet 2 of 3 were modified, respectively, for the corrected reference to Sheet No. 227 via this Addendum No. 1 as follows:

SHT. NO. 227	Item	Grand Total	Description	REF. NO.
43640 43572	SP605	43640 43572	AGGREGATE DRAIN, AS PER PLAN	16
51455 51485	252	51455 51485	FULL DEPTH PAVEMENT SAWING	
67794 67892	SP302	67794 67892	BITUMINOUS AGGREGATE BASE, PG64-22	
27249 27298	SP304	27249 27298	AGGREGATE BASE	

14208 14203	SP304	14208 14203	AGGREGATE BASE (SHOULDER)	
8131 8146	SP402	8131 8146	ASPHALT CONC. BASE COARSE OR RECYCLED ASPHALT CONC. BASE COURSE, PG70-22 (FR)	
6998 7011	SP404	6998 7011	ASPHALT CONCRETE SURFACE COARSE USING CRUSHED SLAG, PG70-22 (FR)	
51327 51357	SP404A	51327 51357	JOINT SEALER	

Plan Sheet 221 of 414

The column headings on General Summary Sheet 3 of 3 were revised, respectively, via this Addendum No. 1 to reference the following Sheet Numbers: ~~227~~ **222**, ~~228~~ **223**, ~~229~~ **224**, ~~232~~ **227**, ~~233~~ **228**, ~~229~~, and ~~328~~ **323**.

The rows were added under the column heading entitled "DESCRIPTION" on the General Summary Sheet 3 of 3 were via this Addendum No. 1 as follows:

DESCRIPTION	REF. NO.
CULVERT	
FOR CULVERT SUMMARY SEE SHEET 324	

References to Plan Sheets No. 388 through 414 under the column "DESCRIPTION" for "BRIDGE MAINTENANCE SUMMARIES" were corrected via this Addendum No. 1 to reference Plan Sheets No. **391** through **392**.

The quantities in rows under the columns entitled "ITEM," "GRAND TOTAL," "DESCRIPTION" and "REF. NO." on the General Summary Sheet 3 of 3 were modified, respectively, for the corrected reference to Sheet No. 227 via this Addendum No. 1 as follows:

SHT. NO. 227	ITEM	GRAND TOTAL	DESCRIPTION	REF. NO.
13379 13396	SPECIAL	13379 13396	TRACKLESS TACK FOR INTERMEDIATE COURSE	13
16846 16867	SPECIAL	16846 16867	TRACKLESS TACK	13
14258 14266	SPECIAL	14258 14266	ASPHALT PAVEMENT REINFORCEMENT	
	SPECIAL 630	1	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
10.42 10.41	SPECIAL	10.42 10.41	SONIC NAP ALERT PATTERN (SNAP)	
	SP115	LUMP	RAILROAD PROTECTIVE LIABILITY	

			INSURANCE	
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Plan Sheet 224 of 414

The column heading for Item 603 was revised via this Addendum No. 1 as follows: "ITEM 603, 48" CONDUIT, TYPE A, ~~707.01 OR 701.02~~ **707.33**"

Plan Sheets 225, 226 and 227 of 414

The entire **Pavement Calculations Table** was revised, replaced and superseded via this Addendum No. 1.

Plan Sheet 229 of 414

Note 5 was revised via this Addendum No. 1 to correct the reference from Special Provision SP-112B to **SP 113**.

Note 13 was revised via this Addendum No. 1 to correct the reference from Special Provision SP-112B to **SP 113**.

Plan Sheet 230 of 414

A Note was added to Drawing via this Addendum No. 1 that states as follows:

"NOTE: THE ESTIMATED SIZE OF THE SEDIMENT BASINS ARE BASED ON THE FOLLOWING CALCULATIONS:

VOLUME = 25' X 5' X 4.33' = 20 CU. YD.

THE ACUAL SEDIMENT BASINS SHALL BE CONSTRUCTED AS PER ODOT STD. DWG. DM-4.3 AND AS DIRECTED BY THE CHIEF ENGINEER."

Plan Sheet 245 of 414

The station call-outs for GR-13 and R-28 were revised via this Addendum No. 1 to specify as follows:

**"RE-ESTABLISHED SURVEY BASELINE 430+68 83±
RE-ESTABLISHED SURVEY BASELINE 434+71 35±"**

Plan Sheet 246 of 414

The pavement taper stationing was revised and added, respectfully, via this Addendum No. 1 as follows:

**"BEGIN TAPER +70.8650.00
BEGIN SHLDR TAPER + 70.86"**

Plan Sheet 247 of 414

Three (3) stations were added to define the gore areas of Ramps E and G, respectfully, via this Addendum No. 1, as follows:

+96.68 (Begin Gore, Ramp E)
+86.75 (Begin Gore, Ramp G)
+36.85 (End Gore, Ramp E)"

Plan Sheet 313 of 414

Four (4) stations were added via this Addendum No. 1 to define the gore area of Ramp E as follows:

+96.68 (Begin Gore, Ramp E)
+36.85 (End Gore, Ramp E)
**STA. 66.63.61 BL EXIST. RAMP E = STA. 466+63.28, 67.54' RT RE-
ESTABLISHED SURVEY BASELINE**
+79.11, 12' (Ramp E)"

Plan Sheet 316 of 414

One (1) station was added via this Addendum No. 1 to define the gore area of Ramp G **+86.95** (Begin Gore, Ramp G).

Plan Sheet 319 of 414

The Estimated Quantities Table was modified via this Addendum No. 1 by removing the column for pay item entitled "~~ITEM 609—Curb, Type 4-A~~ and its respective stationing.

Plan Sheet 320 of 414

The Estimated Quantities Table was modified via this Addendum No. 1 by removing the pay item entitled "~~ITEM 609—Curb, Type 4-A~~ and its respective stationing.

Plan Sheet 321 of 414

The Estimated Quantities Table was modified via this Addendum No. 1 by removing the pay item entitled "~~ITEM 609—Curb, Type 4-A~~ and its respective stationing.

Plan Sheet 323 of 414

The Estimated Quantities Table was modified via this Addendum No. 1 by removing the pay item entitled "~~ITEM 609—Curb, Type 4-A~~ and its respective stationing.

Plan Sheet 328 of 414

The Traffic Control Note titled "~~Item Special—Air Speed Zone Markings~~" was removed in its entirety

Plan Sheet 330 of 414

The quantities in rows under the columns entitled "ITEM," "GRAND TOTAL," "DESCRIPTION" and "REF NO" modified via this Addendum No. 1 for corrected reference Sheet No. 328 as follows:

SHT. NO. 328	ITEM	GRAND TOTAL	UNIT	DESCRIPTION
40	SPECIAL	40	EACH	AIR-SPEED-ZONE MARKING

New Drawings

The Ohio Turnpike and Infrastructure Commission Standard Drawing **CRB-2**, dated **06-25-07**, was added and incorporated via this Addendum No. 1 in the Contract Documents.

Ohio Department of Transportation Standard Construction Drawing **DM-1.3**, dated **01-18-13**, was added and incorporated via this Addendum No. 1 in the Contract Documents.

ATTACHMENTS:

Form Contract: CF-3

Bid Form: BF-2, BF-4, BF-5, BF-10 and BF-13

Special Provisions: Special Provisions Index Page 2 of 2, SP-179, SP-196 and new pages SP-314A through SP-314J

Contract Drawings: Title Sheet and Pages 5, 13, 14, 16, 17, 20, 22, 24, 43, 45, 219, 220, 221, 224, 225, 226, 227, 229, 230, 245, 246, 247, 313, 316, 319, 320, 321, 323, 328 and 330 of 414 and Standard Drawings CBR-2 and DM-1.3

(BIDDERS ARE ADVISED TO UTILIZE THE ATTACHED REPLACEMENT PAGES).

Addendum No. 1 to Contract No. 39-14-02
is hereby acknowledged:

(Firm Name)

(Signature)

(Printed Name)

Date: _____

2015 Construction Season – Note: Additional details are found in Section SP 103 of the Special Provisions.

2015 Construction Recommencement, per SP 103 Part (G) -	on March 2, 2015.
2015 Construction Access, per SP 103 Part (H) -	on April 7, 2015.
2015 Permanent Seeding Completion Interim Milestone, per SP 103 Part (I) -	on or before September 30, 2015.
Liquidated Damages for failure to complete the Permanent Seeding Completion Interim Milestone, per SP 103 Part (I) -	shall commence on October 1, 2015.
2015 Westbound Pavement and Bridge Completion Interim Milestone, per SP 103 Part (J) -	on or before October 16, 2015.
Liquidated Damages for failure to complete the 2015 Westbound Pavement and Bridge Completion Interim Milestone, per SP 103 Part (D) (J) -	shall commence on October 17, 2015.
Substantial Completion, per SP 103 Part (K) -	on or before November 2, 2015.
Liquidated Damages for failure to achieve Substantial Completion, per SP 103 Part (K).	shall commence on November 3, 2015.
Final Completion, per SP 103 Part (L) -	on or before November 23, 2015.
Liquidated Damages for failure to achieve Final Completion, per SP 103 Part (L).	shall commence November 24, 2015.

For each calendar day that Work or portions of the Work required to be performed within each of the above specified deadlines remains uncompleted on Contract No. 39-14-02, various amounts (as indicated below), per day, per Interim Milestone or Completion date, shall be deducted from the funds due the Contractor. Liquidated Damages for failure to complete the Work or portions of the described for each of the various Interim Milestones and Completion dates, as described in SP 103, shall commence at the various times indicated above, in the following amounts:

<u>SP 103, Part</u>	<u>Liquidated Damages (\$)</u>
C and I	\$500 00
D, J and L	\$1,000 00
E and K	\$2,000 00

- 3.4 The amount of Liquidated Damages is agreed upon by and between the Contractor and the Commission because of the impracticality and extreme difficulty of ascertaining the actual amount of damage the Commission and its tollpayers would sustain

CONTRACT NO. 39-14-02 BID FORM

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		ROADWAY (Ref. Nos. 1 - 39)				
1	201	CLEARING AND GRUBBING	1	LUMP		
2	201	TREE REMOVED, 18"	124	EACH		
3	201	TREE REMOVED, 30"	30	EACH		
4	201	TREE REMOVED, 18" ASH	364	EACH		
5	202	CATCH BASIN OR INLET REMOVED	5	EACH		
6	202	PIPE REMOVED	368	FT		
7	202	GUARDRAIL REMOVED	12,463	FT		
8	202	GUARDRAIL REMOVED FOR SALVAGE, AS PER PLAN	10,363	FT		
9	202	APPROACH SLAB REMOVED	1,247	SQ YD		
10	202	CONCRETE BARRIER REMOVED, AS PER PLAN	600	FT		
11	202	CONCRETE BARRIER REMOVED	1,665	FT		
12	202	PAVEMENT REMOVED	215,074	SQ YD		
13	203	EXCAVATION	54,424	CU YD		
14	203	EMBANKMENT	1,956	CU YD		
15	203	BORROW	2,605	CU YD		
16	203	EXCAVATION INCLUDING EMBANKMENT, AS PER PLAN	4,710	CU YD		
17	204	SUBGRADE COMPACTION	2,124	SQ YD		
18	209	DITCH CLEANOUT	20,210	FT		
19	254	PAVEMENT PLANING, ASPHALT CONCRETE (T=1 1/2")	1,621	SQ YD		
20	254	PAVEMENT PLANING, ASPHALT CONCRETE (T=3 1/4")	7,133	SQ YD		
21	254	PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE THICKNESS)	1,827	SQ YD		
22	SP526	CLASS C CONCRETE, APPROACH SLAB, USING TYPE I CEMENT (T=12")	1,252	SQ YD		
23	SP536A	MASONRY COATING	2,218	SQ YD		
24	606 *	GUARDRAIL, TYPE MGS, USING LONG STEEL POSTS	18,143	FT		
25	606 *	GUARDRAIL, REBUILT, TYPE MGS TO MEET EXISTING	125	FT		
26	606 *	ANCHOR ASSEMBLY, TYPE T, USING LONG STEEL POSTS	20	EACH		
27	606 *	BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING LONG STEEL POSTS	21	EACH		
28	606 *	BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING LONG STEEL POSTS, AS PER PLAN	4	EACH		
29	606 *	BRIDGE TERMINAL ASSEMBLY, TYPE 2, USING LONG STEEL POSTS	8	EACH		
30	606 *	BRIDGE TERMINAL ASSEMBLY, TYPE 2, USING LONG STEEL POSTS, AS PER PLAN	3	EACH		
31	SP606E	ANCHOR ASSEMBLY, TYPE E (ET-31)	31	EACH		
32	606 *	IMPACT ATTENUATOR, TYPE 3	1	EACH		
33	609	ASPHALT CONCRETE CURB, TYPE 1, PG64-22	690	FT		
34	609	CURB, TYPE 4-C	63	FT		
35	622	CONCRETE BARRIER, TYPE B-50, AS PER PLAN	600	FT		
36	622	CONCRETE BARRIER, TYPE D, AS PER PLAN	188	FT		

CONTRACT NO. 39-14-02 BID FORM

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		DRAINAGE (Ref. Nos. 56 - 89)				
56	601	PAVED GUTTER, MISC.; GUTTER BROKEN IN-PLACE	1,228	FT		
57	601	ROCK CHANNEL PROTECTION, TYPE C WITHOUT FILTER	28	CU YD		
58	601	ROCK CHANNEL PROTECTION, TYPE D WITH FILTER	364	CU YD		
59	603	6" CONDUIT, TYPE F, 707.41 NON-PERFORATED ASTM D3034 (SDR 35) 707.42 OR 707.33	1,966	FT		
60	603	12" CONDUIT, TYPE F, 707.33	320	FT		
61	603	12" CONDUIT, TYPE C, 706.02	10	FT		
62	603	12" CONDUIT, TYPE C, 707.24	40	FT		
63	603	15" CONDUIT, TYPE C, 707.24	10	FT		
64	603	18" CONDUIT, TYPE C, 706.02	10	FT		
65	603	42" CONDUIT, TYPE B	250	FT		
66	603	48" CONDUIT, TYPE A, 707.33	16	FT		
67	604	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	19	EACH		
68	604	CATCH BASIN ADJUSTED TO GRADE, 4" OR LESS, AS PER PLAN	7	EACH		
69	604	CATCH BASIN ADJUSTED TO GRADE, 4" TO 12", AS PER PLAN	22	EACH		
70	604	CATCH BASIN ADJUSTED TO GRADE, 12" OR MORE, AS PER PLAN	7	EACH		
71	604	CATCH BASIN GRATE AND CASTING, AS PER PLAN	36	EACH		
72	SP604	CATCH BASIN, NO. CB-1, AS PER PLAN	6	EACH		
73	SP605	AGGREGATE DRAIN, AS PER PLAN	43,572	FT		
74	SP605	TYPE 1 AGGREGATE DRAIN, WITH WRAP, AS PER PLAN	200	FT		
75	SP605	TYPE 2 AGGREGATE DRAIN, WITH WRAP, AS PER PLAN	200	FT		
76	SP605	6" BASE PIPE UNDERDRAIN, WITH FABRIC WRAP	48,014	FT		
77	SP605	6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP	57,329	FT		
78	SP605	6" UNCLASSIFIED PIPE UNDERDRAIN, WITH FABRIC WRAP	400	FT		
79	837	36" LINER PIPE, AS PER PLAN	168	FT		
80	837	42" LINER PIPE, AS PER PLAN	269	FT		
81	837	48" LINER PIPE, AS PER PLAN	224	FT		
82	837	60" LINER PIPE, AS PER PLAN	175	FT		
83	837	BACKFILL FOR LINER PIPE	190	CU YD		
84	SPECIAL	PRECAST REINFORCED CONCRETE OUTLET	68	EACH		
85	SPECIAL	12" PRECAST CONCRETE END SECTION	7	EACH		
86	SPECIAL	18" PRECAST CONCRETE END SECTION	1	EACH		
87	SPECIAL	48" PRECAST CONCRETE END SECTION	1	EACH		
88	SPECIAL	SECURING MANHOLE LID	22	EACH		
89	SPECIAL	PIPE CLEANOUT, 15" TO 36"	500	FT		
			TOTAL - DRAINAGE			

CONTRACT NO. 39-14-02 BID FORM

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		PAVEMENT (Ref. Nos. 90 - 120)				
90	206	LIME STABILIZED SUBGRADE, 14 INCHES DEEP, AS PER PLAN	217,718	SQ YD		
91	206	LIME	5,258	TON		
92	206	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP, AS PER PLAN	217,718	SQ YD		
93	206	CEMENT	7,894	TON		
94	206	WATER FOR CURING	3,000	M GAL		
95	206	MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	1	LUMP		
96	206	TEST ROLLING	73	hour		
97	251	PARTIAL DEPTH PAVEMENT REPAIR	300	SQ YD		
98	252	FULL DEPTH PAVEMENT SAWING	51,485	FT		
99	255	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT	300	SQ YD		
100	255	FULL DEPTH PAVEMENT SAWING	200	FT		
101	SP302	BITUMINOUS AGGREGATE BASE, PG64-22	67,892	CU YD		
102	SP304	AGGREGATE BASE	27,298	CU YD		
103	SP304	AGGREGATE BASE (SHOULDER)	14,203	CU YD		
104	SP402	ASPHALT CONC. BASE COURSE OR RECYCLED ASPHALT CONC. BASE COURSE, PG64-22	2,619	CU YD		
105	SP402	ASPHALT CONC. BASE COURSE OR RECYCLED ASPHALT CONC. BASE COURSE, PG70-22 (FR)	8,146	CU YD		
106	SP403	ASPHALT CONCRETE LEVELING COURSE, PG64-22	71	CU YD		
107	SP403	ASPHALT CONCRETE LEVELING COURSE, PG70-22 (FR)	33	CU YD		
108	SP404	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22	2,360	CU YD		
109	SP404	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR)	7,011	CU YD		
110	SP404A	JOINT SEALER	51,357	FT		
111	452	NON-REINFORCED CONCRETE PAVEMENT (T=15")	829	SQ YD		
112	617	SHOULDER PREPARATION	19,401	SQ YD		
113	617	COMPACTED AGGREGATE	987	CU YD		
114	SP627	STONE SHOULDER PROTECTION	1,197	TON		
115	SPECIAL	TRACKLESS TACK FOR INTERMEDIATE COURSE	73,396	GALLON		
116	SPECIAL	TRACKLESS TACK	76,867	GALLON		
117	SPECIAL	ASPHALT PAVEMENT REINFORCEMENT	14,266	SQ YD		
118	630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	1	EACH		
119	SPECIAL	SONIC NAP ALERT PATTERN (SNAP)	10.47	MILE		
120	SPECIAL	SAW CUT JOINT	57,110	FT		
TOTAL - PAVEMENT						

CONTRACT NO. 39-14-02 BID FORM

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		Item Description				
		MAINTENANCE OF TRAFFIC (Ref. Nos. 204 - 228)				
204	614	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL), 24"	28	EACH		
205	614	REPLACEMENT SIGN	20	EACH		
206	614	WORK ZONE CROSSOVER LIGHTING SYSTEM	2	EACH		
207	614	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	300	CU YD		
208	614	OBJECT MARKER, ONE WAY	3,286	EACH		
209	614	WORK ZONE LANE LINE, CLASS I, 642 PAINT	1.11	MILE		
210	614	WORK ZONE EDGE LINE, CLASS I, 642 PAINT	72.98	MILE		
211	614	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	6,200	FT		
212	614	WORK ZONE DOTTED LINE, CLASS I, 642 PAINT	5,529	FT		
213	614	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1, 740.06, TYPE I	313	FT		
214	SP614	ZONE PERSON	10,000	HOURL		
215	SP614	MAINTAINING TRAFFIC	1	LUMP		
216	615	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	559	SQ YD		
217	615	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	4,842	SQ YD		
218	616	WATER	2,000	M GAL		
219	SP622A	TEMPORARY PORTABLE BARRIER, "Y" CONNECTOR	1	LUMP		
220	SP622A	TEMPORARY PORTABLE BARRIER, 32" (WITH GLARE SHIELD)	1	LUMP		
221	SP622A	TEMPORARY PORTABLE BARRIER, 32" (WITHOUT GLARE SHIELD)	1	LUMP		
222	SP626A	CONSTRUCTION ZONE MARKER, ONE WAY MODEL, (WHITE)	1,296	EACH		
223	SP626A	CONSTRUCTION ZONE MARKER, ONE WAY MODEL, (YELLOW)	1,056	EACH		
224	630	SIGNING, MISC.: ADDITIONAL SIGNS WITH SUPPORTS, AS DIRECTED BY THE CHIEF ENGINEER	500	SQ FT		
225	SP641C	REMOVAL OF PAVEMENT MARKING	110	MILE		
226	SPECIAL	"SNAP" MILL AND FILL	116,034	FT		
227	SPECIAL	EXISTING CROSSOVER TO BE CLOSED / RE-OPENED, AS PER PLAN	3	EACH		
228	614	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	1,960	DAY		
TOTAL - MAINTENANCE OF TRAFFIC						

CONTRACT NO. 39-14-02 BID FORM

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		GENERAL (Ref. Nos. 270 - 273)				
270	IB, ART. 6	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND	1	LUMP		
271	SP619	FIELD OFFICE	1	LUMP		
272	SP623	CONSTRUCTION LAYOUT SURVEY	1	LUMP		
273	624	MOBILIZATION	1	LUMP		
TOTAL - GENERAL						

BID SUMMARY

The total amount of the preceding Bid, based upon the approximate quantities given above and the unit prices and lump sum specified by the undersigned, amounts to the sum of:

TOTAL BASE BID (INCLUDES REF. NO. 1 THRU REF. NO. 273) -----> \$

TOTAL BASE BID (REF. NO. 1 THRU REF. NO. 273)

(Sum in words)

DOLLARS

TEMPORARY ACCESS, PROPOSAL and CREDIT

The Bidder may request permission to construct one (1) or more Temporary Access entrances or exits at a site or sites of its own choice. Such request must be submitted with the Bidder's Bid, and must include the information specified in SP 104, and will be considered subject to the conditions and provisions contained in said SP 104. The Bidder must fill in "yes" or "no" in the space provided below as to whether a Temporary Access Proposal is included with the Bid and must also enter an amount to be deducted from the Total Base Bid as a credit due to the Commission, should the Temporary Access be approved. (SEE "INSTRUCTIONS TO BIDDERS")

A Temporary Access Proposal is included in the Bid Submittal: _____ (yes or no)

Amount of TEMPORARY ACCESS CREDIT: _____ \$

Item No.'s that do not have an IB or SP designation are Items drawn from the 2010 ODOT CMS, except those Item No.'s that are marked with an " * ", which are drawn from the 2013 ODOT CMS. Bidders should refer to the respective ODOT CMS for information and guidance concerning these Items accordingly.

INDEX - SPECIAL PROVISIONS

SP 604	CATCH BASINS, INLETS, JUNCTION CHAMBERS, AND MANHOLES	SP - 177
SP 605	UNDERDRAINS	SP - 179
SP 606E	ANCHOR ASSEMBLY, TYPE E	SP - 181
SP 614	MAINTAINING TRAFFIC	SP - 183
SP 619	FIELD OFFICE	SP - 191
SP 622A	TEMPORARY PORTABLE BARRIER	SP - 195
SP 623	CONSTRUCTION LAYOUT SURVEY	SP - 197
SP 625	CONDUIT WITH MULTI-CELL INNERDUCT	SP - 199
SP 625A	POLYMER CONCRETE JUNCTION BOX	SP - 203
SP 626	RAISED PAVEMENT MARKERS	SP - 205
SP 626A	CONSTRUCTION ZONE MARKERS	SP - 211
SP 627	STONE SHOULDER PROTECTION	SP - 213
SP 641	TEMPORARY PAVEMENT MARKINGS	SP - 215
SP 641C	REMOVAL OF PAVEMENT MARKING	SP - 219
SP 730	TRAFFIC CONTROL SIGN AND SUPPORT MATERIAL	SP - 223
SP 802	BARRIER REFLECTORS	SP - 225
SP 848	BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING HYDRODEMOLITION	SP - 229
SPECIAL	GLARE SHIELDS	SP - 239
SPECIAL	SONIC NAP ALERT PATTERN (SNAP)	SP - 241

STATE OF OHIO DEPARTMENT OF TRANSPORTATION - SUPPLEMENTAL SPECIFICATION

SS 821	ARROW BOARD	SP - 243
SS 832	TEMPORARY SEDIMENT AND EROSION CONTROL	SP - 245
SS 837	LINER PIPE	SP - 305
SS 839	TRENCH DRAIN SYSTEM	SP - 309
SS 921	ARROW BOARD	SP - 311
SS 937	POLYETHYLENE LINER PIPE	SP - 313
SS 1120	MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	SP - 313A - 313J

APPENDIX

APPENDIX A – TEMPORARY TRAFFIC CONTROL ON THE OHIO TURNPIKE	
REVISION #3: AUGUST 13, 2013	SP - 315
APPENDIX B – SWP3 FORMS	SP - 323

SPECIAL PROVISIONS

SP 605

UNDERDRAINS

(12-05-12)

Section 605 of the Specifications is amended as follows:

A. 605.02 Material

~~Where the Plans call for Item 605 — Six (6) Inch Shallow Pipe Underdrain, four (4) inch diameter 707.31 perforated corrugated polyethylene drainage tubing shall be considered an equal alternate to the size shown and the materials listed in Section 605.02 of the Specifications. When four (4) inch diameter 707.31 conduit is provided, the minimum trench width required under 605.03 may be reduced to ten (10) inches with a minimum on each side of the pipe of two (2) inches. Pipe outlets for four (4) inch diameter 707.31 underdrain will be Item 603 — Six (6) Inch Conduit, Type F, or as otherwise shown on the Plans. The downstream end of the four (4) inch diameter 707.31 conduit shall extend a minimum of eighteen (18) inches into the 603 outlet conduit.~~

B. 605.03(C) Backfilling - Delete this Section and substitute the following therefor:

(1) Backfilling

The underdrains shall be inspected before any granular filter material is placed. The granular filter materials shall be made from durable No. 8 size carbonate stone or gravel. It shall be placed for the full width of the trench around the pipe and shall extend to the bottom of the pavement or subbase as shown on the Plans. When underdrains are placed outside of the pavement or subbase area, the granular filter shall extend to within four (4) inches of the finished grade. The remainder of the trench shall be backfilled with soil placed in accordance with Section 203 of the Specifications.

C. 605.07 Aggregate Drains - Delete this Section and substitute the following therefor:

(1) Excavation

Trenches for aggregate drains shall be excavated to the width and depth and at the locations shown on the Plans. The bottom of the trench adjacent to the concrete pavement shall generally follow the grade of the bottom of the slab, except that a uniform grade shall be provided between outlet trenches. Outlet trenches shall slope as shown on the Plans. The bottom of all trenches shall be free from loose particles of soil. The trenches shall be excavated so as to make a clean exposure of the granular pavement courses to be drained.

(2) Placing and Backfilling

Aggregate for the drains shall be durable No. 57 size crushed carbonate stone in accordance with Section 703.01 of the Specifications. The aggregate shall be placed to the dimensions shown on the Plans.

SPECIAL PROVISIONS

Adhesive for barrier delineators shall be "Signal Products Epoxy Adhesive" or approved equal.

D. Construction Requirements

The temporary concrete barriers shall be installed and removed as per Ohio Turnpike Commission Standard Drawing TCB-1 at the locations shown in the Plans and in accordance with the provisions of SP 104.

The temporary steel barrier shall also be installed in accordance with TCB-1 and be installed in accordance with the design guidance and installation instructions supplied by the manufacturer which shall include detailed arrangements of standard and minimum deflection system, anchoring details and connection to end treatments. Upon removal of the steel barrier the contractor shall repair the pavement surface at the anchor locations.

Upon completion of the Contract, all temporary barrier furnished by the Contractor shall be removed from Turnpike right-of-way.

Barrier sections, which have been damaged by traffic during the life of the Project, shall be replaced as directed by the Chief Engineer. Damaged sections, whether by traffic or during handling, shall be disposed of in accordance with SP 105.

Barrier delineators shall be cleaned on a monthly basis where possible or as directed by the Chief Engineer to provide maximum effectiveness of the reflectorization.

E. Method of Measurement and Payment

Temporary concrete or steel barrier shall be paid for as lump sum and include all barrier delineators and replacement delineators during construction. The lump sum price bid shall also include the furnishing, delivery, installation, maintaining, cleaning delineators, moving, transporting, storing, re-setting, as required, removal of the barrier from the Turnpike right of way, complete patching and repair of the pavement at the anchor points, and disposal of damaged barrier sections throughout the term of the Contract. Bridge mounted temporary barrier shall also include providing and installing anchors, removal of the anchors, patching of the bridge deck, and weatherproofing the patch area per SP 536

F. Basis of Payment

Payment shall be made at the unit price bid for:

<u>Item</u>	<u>Unit</u>	<u>Description</u>
SP 622A	Lump Sum	Temporary Portable Concrete Barrier (with Glare Shield)
SP 622A	Lump Sum	Temporary Concrete Barrier (without Glare Shield)
SP 622A	Lump Sum	Temporary Portable Concrete Barrier, Bridge Mounted

**STATE OF OHIO
DEPARTMENT OF TRANSPORTATION**

**SUPPLEMENT 1120
MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS**

June 13, 2011

- 1120.01 Description**
- 1120.02 Testing Laboratory**
- 1120.03 Sampling and Testing of Untreated Soil**
- 1120.04 Mixture Design Test Procedure**
- 1120.05 Recommended Spreading Percentage Rate**
- 1120.06 Mixture Design Report**
- 1120.07 Field Verification of the Mix Design**

1120.01 Description. This work consists of sampling and testing soils mixed with cement, lime, or lime kiln dust to determine the optimum mix design. This supplement can be used in design to compare alternative mixes, and in construction to determine the optimum spreading percentage rate

1120.02 Testing Laboratory. Use an accredited Geotechnical Testing Laboratory with a qualified staff experienced in testing and designing chemical stabilization and capable of performing the tests listed in the tables below. The staff must be under the supervision of a Professional Engineer with at least five years of geotechnical engineering experience. The Geotechnical Testing Laboratory must be currently accredited by either of the following:

AASHTO Materials Reference Laboratory (AMRL)
National Institute of Standards and Technology
100 Bureau Drive, Stop 8619
Building 202, Room 211
Gaithersburg, Maryland 20899-8619
(301)-975-5450 www.amrl.net

American Association of Laboratory Accreditation (A2LA)
5301 Buckeystown Pike, Suite 350
Frederick, Maryland 21704
(301)-644-3248 www.A2LA.org

The Geotechnical Testing Laboratory minimum accreditations required are a general laboratory inspection and the following AASHTO or ASTM designation tests:

TABLE 1120.02-1

Test Method	AASHTO Designation	ASTM Designation
Dry Preparation of Soil Samples	T 87	D 421
Particle Size Analysis of Soils	T 88	D 422
Determining the Liquid Limit of Soils	T 89	D 4318
Determining the Plastic Limit and Plasticity Index of Soils	T 90	D 4318
Moisture-Density Relations of Soils (Standard Proctor)	T 99	D 698
Specific Gravity of Soils	T 100	D 854
Unconfined Compressive Strength of Cohesive Soil	T 208	D 2166
Laboratory Determination of Moisture Content of Soils	T 265	D 2216

Ensure the Geotechnical Testing Laboratory is also proficient in the following tests:

TABLE 1120.02-2

Test Method	AASHTO Designation	ASTM Designation	Other Test Method
Family of Curves – One Point Method	T 272	–	–
Classification of Soils (as modified by the Department Specifications for Geotechnical Explorations)	M 145	–	–
Organic Content by Loss on Ignition	T 267	D 2974	–
Determining Sulfate Content in Soils – Colorimetric Method	–	–	TEX-145-E ^[1]
Moisture-Density Relations of Soil-Cement Mixtures	–	D 558	–
Wetting and Drying Compacted Soil-Cement Mixtures	–	D 559	–
Making and Curing Soil-Cement Compression and Flexure Test Specimens in the Laboratory	–	D 1632	–
Compressive Strength of Molded Soil-Cement Cylinders	–	D 1633	–
Laboratory Preparation of Soil-Lime Mixtures Using a Mechanical Mixer	–	D 3551	–
One Dimensional Expansion, Shrinkage, and Uplift Pressure of Soil-Lime Mixtures	–	D 3877	–
Unconfined Compressive Strength of Compacted Soil-Lime Mixtures	–	D 5102	–
Using pH to Estimate the Soil-Lime Proportion Requirement for Soil Stabilization	–	D 6276	–

[1] Texas Department of Transportation (Feb. 2005)
ftp.dot.state.tx.us/pub/txdot-info/cst/TMS/100-E_series/pdfs/soil45.pdf

1120.03 Sampling and Testing of Untreated Soil. Collect one soil sample for every 5000 square yards (4000 m²) of treated subgrade area or 2000 cubic yards (1500 m³) of treated embankment, but not less than a total of four soil samples for a project. Each sample consists of 75 pounds (35 kg) of soil (about a five gallon bucket). Record the station, offset, and elevation of each sample location.

When this supplement is used during construction for stabilizing embankment (Item 205), collect samples from locations and elevations that represent the soils that will be chemically treated. When this supplement is used during construction for stabilizing subgrade (Item 206), collect samples of in-place soil at the proposed subgrade elevation. However, if the chemical stabilization will be performed on embankment fill, collect the soil samples from the source or sources of the embankment material that will be stabilized. Collect each sample from a different location. For in-place soil samples, collect the samples from locations distributed across the treated area. Obtain the Department's approval before collecting samples from outside the treated area.

When this supplement is used during the design phase, the geotechnical consultant shall submit a plan to modify the above sampling procedure to quantify the effects of chemical mixtures on the soil that will be stabilized.

Visually inspect each soil sample for the presence of gypsum (CaSO₄ 2H₂O). Gypsum crystals are soft (easily scratched by a knife; they will not scratch a copper penny), translucent (milky) to transparent, and do not have perfect cleavage (do not split into thin sheets). Photos of gypsum crystals are shown in Figures 1120-1 to 1120-4. If gypsum is present, immediately notify the Department.

Perform the following tests on each soil sample. Perform each test according to the test method shown and as modified by the Department Specifications for Geotechnical Exploration (Section 603.3). If more than one test method is shown for a test, use any of the given test methods to perform the test. If the sulfate content is greater than 3,000 parts per million (ppm), immediately notify the Department.

TABLE 1120.03-1 TESTS FOR UNTREATED SOIL

Test	AASHTO Designation	ASTM Designation	Other Test Method
Moisture content	T 265	D 2216	—
Particle-size analysis	T 88	D 422	—
Liquid limit	I 89	D 4318	—
Plastic limit and plasticity index	T 90	D 4318	—
Family of curves – one point method	T 272	—	—
Organic content by loss on ignition	T 267	D 2974	—
Sulfate content in soils – colorimetric method	—	—	TEX-145-E ^[1]

[1] Texas Department of Transportation (Feb. 2005)
[ftp.dot.state.tx.us/pub/txdot-info/cst/TMS/100-E_series/pdfs/soi145.pdf](http://dot.state.tx.us/pub/txdot-info/cst/TMS/100-E_series/pdfs/soi145.pdf)

Classify the soil sample according to the ODOT soil classification method described in the Department Specifications for Geotechnical Exploration (Section 603). Determine the optimum

moisture content and maximum dry density of the soil using the one-point Proctor test and the Ohio typical moisture-density curves according to Supplement 1015.

Submit the soil classification and test results for each sample to the Department for review before continuing with the mixture design test procedure. Also submit to the Department for review and acceptance a recommendation as to how the soil samples will be combined or grouped for the remaining mixture design test procedures. Obtain written acceptance from the Department before continuing with the mixture design test procedure. Allow seven days for the review. During construction, submit the information to the Project Engineer, who will forward the submittal to the District Geotechnical Engineer, the Office of Geotechnical Engineering, or the Office of Construction Administration. During design, submit the information to the District Geotechnical Engineer.

1120.04 Mixture Design Test Procedure. Use the following procedure to prepare four mixtures from each soil sample that will be tested. From each mixture, prepare three specimens for testing. This results in a total of 12 test specimens for each soil sample.

Each mixture consists of soil mixed with varying amounts of the stabilization chemical, except for the first mixture which consists of the untreated soil. The percentage of stabilization chemical in each mixture is shown in the table below. Calculate the quantity of stabilization chemical to add to the mixture by multiplying the given percentage by the dry weight of the soil.

TABLE 1120.04-1 PERCENTAGE OF CHEMICAL FOR TRIAL MIXES

	Cement	Lime	Lime Kiln Dust
Mix 1 (Untreated soil)	—	—	—
Mix 2	3%	MLP	4%
Mix 3	5%	MLP + 2%	6%
Mix 4	7%	MLP + 4%	8%

MLP – Minimum Lime Percentage (1120.04.A)

Carefully store the cement, lime, or lime kiln dust until used so that it does not react with moisture or excess carbon dioxide. When this supplement is used during construction, use cement, lime, or lime kiln dust from the same source that will supply the chemical for soil stabilization.

A. Minimum Lime Percentage. If using lime for chemical stabilization, determine the minimum percentage of lime required for soil stabilization using ASTM D 6276 (also known as the “Eades-Grim” test). Determine the lowest percentage of lime that produces a pH of 12.4. Report this value as the Minimum Lime Percentage. ASTM D 6276 addresses special cases where the highest measured laboratory pH is less than 12.4. Notify the Department if the measured pH is less than 12.3 or if the Minimum Lime Percentage is greater than 8 percent.

Not all laboratory pH-measuring devices are capable of accurate calibration to determine pH levels above 12.0. Ensure the pH meter can accurately measure pH up to 14 and can be calibrated with a pH 12 buffer solution.

B. Optimum Moisture Content and Maximum Dry Density. Determine the optimum moisture content and maximum dry density of treated soil mixtures using the one-point Proctor test and the Ohio typical moisture-density curves according to Supplement 1015 (the optimum moisture content and maximum dry density of the untreated soil were determined in 1120 03 above.) Prepare the mixtures according to ASTM D 3551 if using lime, and according to ASTM D 558 if using cement or lime kiln dust.

Thoroughly mix the soil, stabilization chemical, and water until the chemical appears to be consistently blended throughout the soil. Use a laboratory or commercial-grade mixer, such as a Hobart mixer. Do not mix by hand.

If using lime for stabilization, seal the mixture in an airtight, moisture-proof bag or container, and store it at room temperature for 20 to 24 hours. This is called the “mellowing” period. Remove the soil-lime mixture from the sealed container and lightly remix it for one to two minutes before performing the one-point Proctor test. Cement and lime kiln dust do not require a “mellowing” period.

C. Unconfined Compressive Strength Specimens. Prepare three specimens for unconfined compressive strength (UCS) testing from each mixture shown in Table 1120 04-1. If using lime for stabilization, use ASTM D 5102, Procedure B. If using cement or lime kiln dust, use ASTM D 1633, Method A. Compact the specimens at the moisture content shown in Table 1120.04-2.

TABLE 1120.04-2 MOISTURE CONTENT FOR PREPARING UCS SPECIMENS

	Cement	Lime	Lime Kiln Dust
Mix 1 (Untreated soil)	OMC (<i>u</i>)	OMC (<i>u</i>)	OMC (<i>u</i>)
Mix 2	OMC (2)	OMC (2) + 2%	OMC (2) + 1%
Mix 3	OMC (3)	OMC (3) + 2%	OMC (3) + 1%
Mix 4	OMC (4)	OMC (4) + 2%	OMC (4) + 1%

OMC (*u*) – Optimum moisture content of untreated soil (determined in 1120 03)

OMC (*n*) – Optimum moisture content of Mix *n* (determined in 1120 04 B)

D. Curing. Immediately wrap each specimen with plastic wrap and store each specimen in a separate airtight, moisture-proof bag. If using lime for stabilization, store the specimens at 104 °F (40 °C). If using cement or lime kiln dust for stabilization, store the specimens at 70 °F (21 °C). Allow the specimens from the treated soil mixtures (mixes 2, 3, and 4) to cure undisturbed for seven days. Do not cure the untreated soil specimens for more than 24 hours before performing the strength tests on them.

E. Moisture Conditioning. After curing, moisture condition the specimens from the treated soil mixtures by capillary soaking before performing the unconfined compressive strength tests. Do the following:

1. Remove the specimens from the airtight bag and remove the plastic wrap.
2. Use a caliper or pi-tape to measure the height and diameter of the specimens. Record at least three height and diameter measurements each. Calculate the average height and diameter.
3. Wrap the specimens with a damp, absorptive fabric.

4. In a shallow tray, place each wrapped specimen on a porous stone.
5. Add water to the tray until the water level is near the top of the stone and in contact with the absorptive fabric, but not in direct contact with the specimen.
6. Allow the specimens to capillary soak for 24 hours (\pm 1 hour).
7. Remove and unwrap the specimens and proceed with expansion testing.

Do not moisture condition the untreated soil specimens.

F. Expansion Testing. After moisture conditioning the specimens from the treated soil mixtures, but before performing the strength tests, measure the height and diameter again. Record and average at least three height and diameter measurements for each specimen. Calculate the volume change from before to after moisture conditioning. Report this change as a percentage. Notify the Department if the volume change exceeds 1.5 percent. Further expansion testing may be required using ASTM D 3877. If further expansion testing is required, the Department will pay for it as Extra Work. Do not perform the expansion testing on the untreated soil specimens.

G. Unconfined Compressive Strength Testing. Determine the unconfined compressive strength of each specimen according to the following:

1. For untreated soil, use AASHTO T 208 or ASTM D 2166.
2. For lime, use ASTM D 5102, Procedure B.
3. For cement or lime kiln dust, use ASTM D 1633, Method A.

Calculate the average unconfined compressive strength for each mixture.

1120.05 Recommended Spreading Percentage Rate. Estimate the recommended spreading percentage rate using the following procedure.

A. Generate a graph that shows the average unconfined compressive strength for each mixture versus the percent of stabilization chemical in the mixture (include the strength for the untreated soil at zero percent). Include the results from all tested soil samples.

B. Determine the minimum percentage of chemical that results in an average 8-day unconfined compressive strength that meets the minimum strengths shown in the following table. Interpolate the minimum percentage between points on the graph. If the average strength for the mixture with the greatest percentage of stabilization chemical does not meet the minimum strengths, contact the Department.

TABLE 1120.05-1 MINIMUM UNCONFINED COMPRESSIVE STRENGTH

	UCS after 8 days	Increase over UCS of Mix 1 (untreated soil)
Cement	100 psi (0.7 MPa)	+50 psi (+0.35 MPa)
Lime	100 psi (0.7 MPa)	+50 psi (+0.35 MPa)
Lime Kiln Dust	100 psi (0.7 MPa)	+50 psi (+0.35 MPa)

C. Round the minimum percentage up to the nearest 0.5 percent.

SP – 314F

D. Add 0.5 percent to the percentage.

The Department may adjust the recommended spreading percentage rate due to site specific conditions.

1120.06 Mixture Design Report. Submit a mixture design report to the Department for review that includes the following information:

A. For each soil sample, report the following:

1. Soil classification
2. Moisture content
3. Particle-size analysis
4. Liquid limit
5. Plastic limit and plasticity index
6. Sulfate content (ppm)

B. For each specimen, report the following:

1. Height and diameter measurements and averages from before and after moisture conditioning
2. Calculated percent volume change (swell)
3. Unconfined compressive strength

C. For each mixture, report the following:

1. Percent of chemical in the mixture
2. Optimum moisture content
3. Maximum dry density
4. Average volume change (swell)
5. Average unconfined compressive strength

D. The graph of average strength versus the percent of stabilization chemical in the mixture.

E. The recommended spreading percentage rate for the stabilization chemical.

During construction, submit the report to the Project Engineer for review. Allow seven days for the review. The Project Engineer will forward the submittal to the District Geotechnical Engineer, the Office of Geotechnical Engineering, or the Office of Construction Administration. The Department will determine the spreading percentage rate based on the mixture design report and site specific conditions.

During design, submit the report to the District Geotechnical Engineer.

1120.07 Field Verification of the Mix Design. During construction, sample the treated soil after mixing but before compaction. Take three samples from random locations for every 15,000 cubic yards (11,500 cubic meters) of treated soil for Item 205 and for every 40,000 square yards (33,500 square meters) for Item 206. Prepare three test specimens in the field from each sample according to 1120.04.C above, except compact the specimens at the in-place moisture content.

SP - 314G

Immediately wrap each specimen with plastic wrap and store each specimen in a separate airtight, moisture-proof bag before transporting the specimens to the lab. Perform the procedures described in 1120.04.D through 1120.04.G.

Submit the measurements and test results for each set of field verification samples to the Project Engineer as they are completed. The Project Engineer will forward the submittal to the District Geotechnical Engineer, the Office of Geotechnical Engineering, or the Office of Construction Administration.

PHOTOS OF GYPSUM CRYSTALS

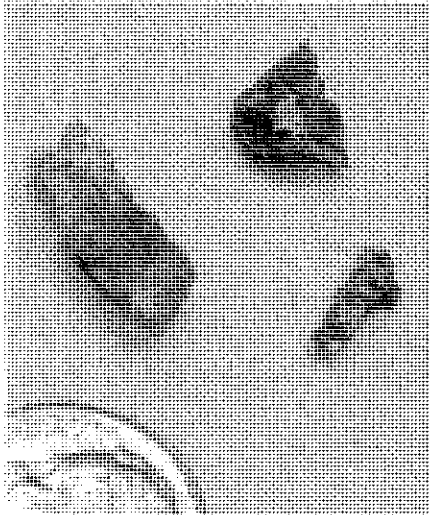


FIGURE 1120-1 Gypsum crystals

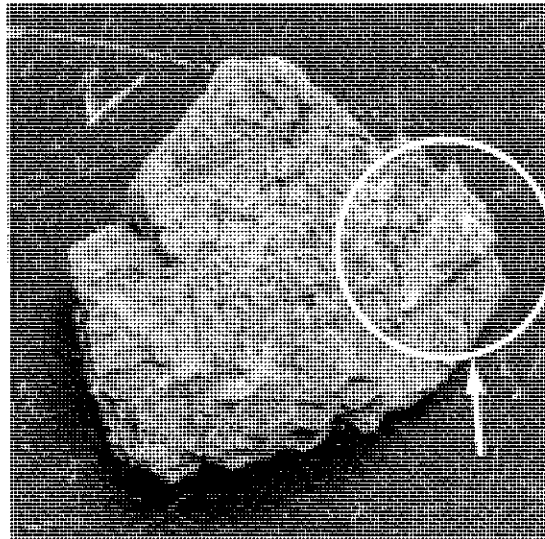


FIGURE 1120-2 Gypsum crystal in clay

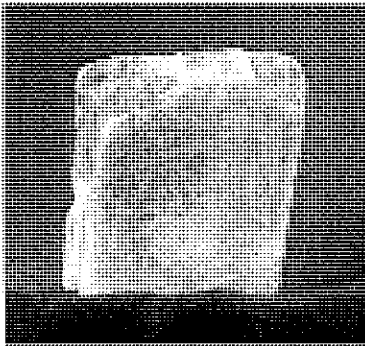


FIGURE 1120-3
Specimen quality gypsum crystal

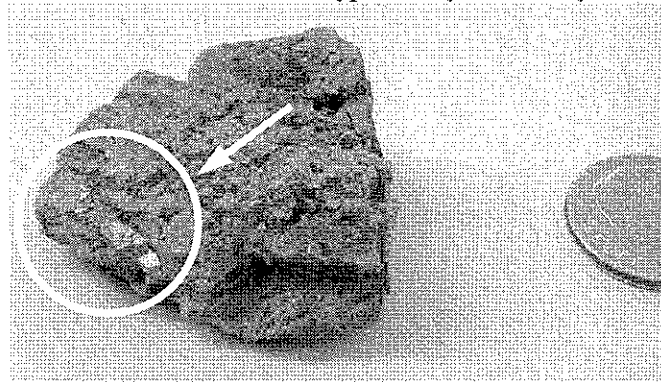


FIGURE 1120-4 Gypsum crystal in clay

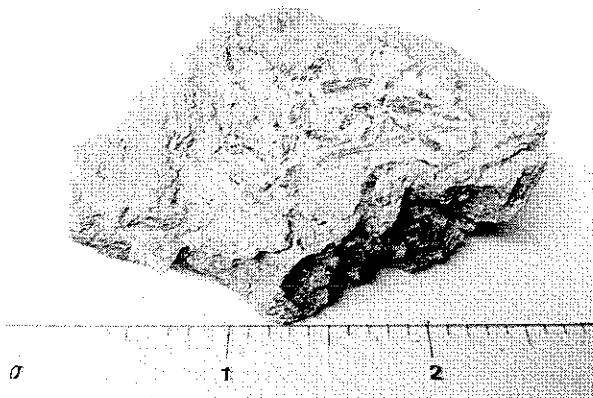


FIGURE 1120-5 Gypsum crystals in clay

For more information about identifying minerals, see FHWA (1991) *Rock and Mineral Identification for Engineers*, Publication No. FHWA-HI-91-025, U.S. Department of Transportation.

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OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

THE JAMES W. SHOCKNESSY OHIO TURNPIKE



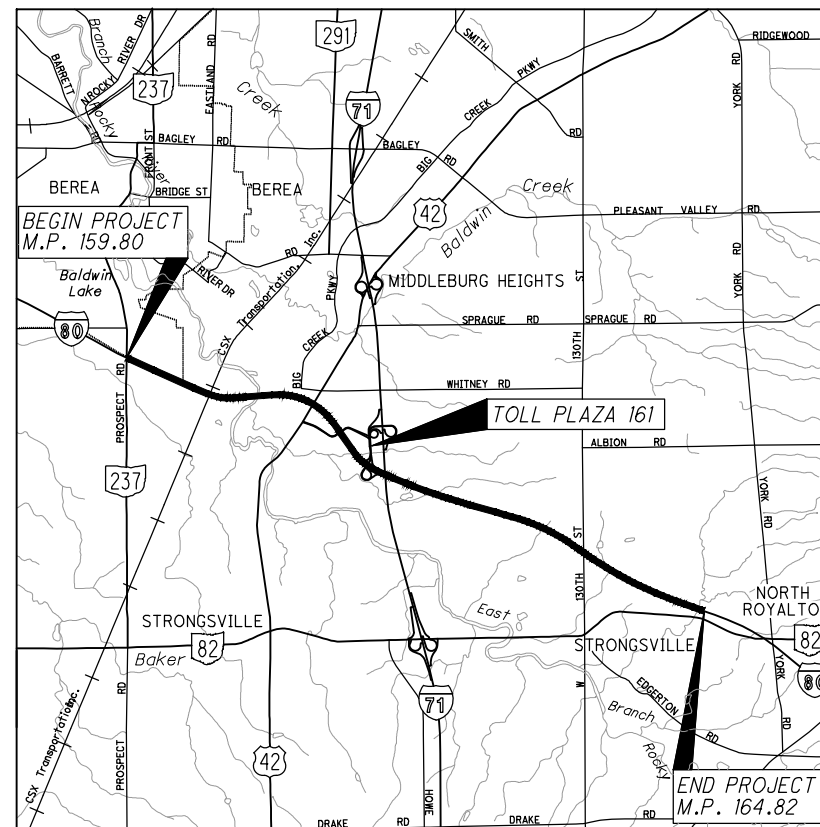
CONTRACT NO. 39-14-02 RIGHT TWO (2) LANES AND SHOULDER RECONSTRUCTION M.P. 159.80 TO M.P. 164.82 CUYAHOGA COUNTY, OHIO

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AS-5	11-20-12			TCR-3	06-25-07		
CB-1	11-20-12			TCR-3.1	06-25-07		
CB-2	11-05-07			TCR-5	10-05-05		
CB-3	11-05-07	JB-1	06-25-07	TCR-7	06-25-07		
CB-4	11-05-07	MCC-1	06-25-07	TCR-9	11-20-12		
CB-5	11-05-07	PED-1	06-25-07	TCR-10	12-21-11		
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CJ-1	06-25-07	TC-1	06-25-07	TCR-13	01-24-11		
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BP-1.1	07-28-00	MGS-2.1	07-19-13	RM-4.3	01-18-13	821 04-20-12
BP-2.1	07-19-13	MGS-3.1	07-19-13	RM-4.5	10-16-09	832 10-18-13
BP-2.2	07-18-08	MGS-3.2	01-18-13	RM-4.6	07-19-13	837 01-20-12
		MGS-4.2	07-19-13			839 12-31-12
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BP-5.1	07-19-13	HW-2.1	01-18-13	TC-21.10	10-18-13	937 04-20-07
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				TC-22.20	10-18-13	
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DM-1.3	01-18-13	RM-4.1	07-19-13			
MGS-1.1	07-19-13	RM-4.2	10-15-10			



APPROVED FOR
THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
BY
Douglas J. Hull
CHIEF ENGINEER
12/27/2013
DATE

ENGINEERS SEAL:
FOR ENTIRE PLAN EXCEPT PLAN
INSERTS AND GEOTECHNICAL

SIGNED: *mt*
DATE: 12-19-13

GEOTECHNICAL SUPPLIED BY O.T.I.C.

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764 (TOLL FREE)

OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

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SERVICE CALL: 1-800-925-0988

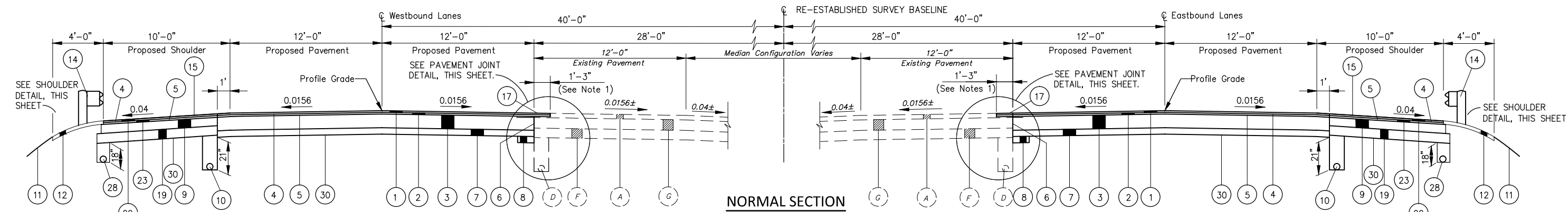
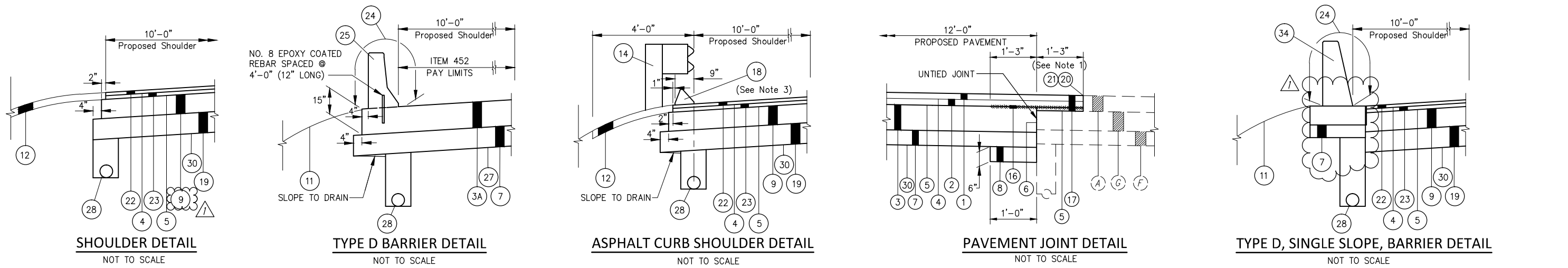
OHIO TURNPIKE DIVISION SUPERINTENDENT:
Eastern (440) 234-2081 X 5700
Western (440) 234-2081 X 5300

DESIGN CONTRACT: 71-13-06

PLAN PREPARED BY:
GPD GROUP
520 South Main Street, Suite 2531, Akron, Ohio 44311
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ADDENDUM NO. 1 1-14-14

Drawing File: c:\2013\2013161\roadway\sheet\2013161(0100).dwg Layout: Model
Date: 01/15/2014 Time: 2:05 PM Plot: 13272653
Technician: chuff



WESTBOUND		EASTBOUND	
STA. 345+50.00 TO STA. 364+18.68 =	1868.68 L.F.	STA. 345+50.00 TO STA. 364+18.00 =	1868.00 L.F.
* STA. 385+34.73 TO STA. 391+15.16 =	580.43 L.F.	* STA. 385+06.15 TO STA. 391+15.16 =	609.01 L.F.
* STA. 396+60.12 TO STA. 397+17.56 =	57.44 L.F.	* STA. 396+60.12 TO STA. 397+00.78 =	40.66 L.F.
STA. 497+69.81 TO STA. 513+78.28 =	1608.47 L.F.	STA. 497+82.18 TO STA. 514+11.06 =	1628.88 L.F.
STA. 547+41.72 TO STA. 548+05.28 =	63.56 L.F.	STA. 547+08.94 TO STA. 547+84.60 =	75.66 L.F.
STA. 598+32.81 TO STA. 603+50.00 =	517.19 L.F.	STA. 598+53.49 TO STA. 603+50.00 =	496.51 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	BITUMINOUS AGGREGATE BASE, PG 64-22, (12 1/2") (2 EQUAL LIFTS)
3A	ITEM SP 452	NON-REINFORCED CONCRETE PAVEMENT (T=15")
4	ITEM SPECIAL	TRACKLESS TACK FOR INTERMEDIATE COURSE (APPLIED @ 0.06 GAL./S.Y.), SEE SHEET 13.
5	ITEM SPECIAL	TRACKLESS TACK (APPLIED @ 0.075 GAL./S.Y.), SEE SHEET 13.
6	ITEM 252	FULL DEPTH PAVEMENT SAWING
7	ITEM SP 304	6" AGGREGATE BASE
8	ITEM SP 605	AGGREGATE DRAIN, AS PER PLAN, SEE SHEET 16.
9	ITEM SP 302	BITUMINOUS AGGREGATE BASE, PG 64-22 (T=8")
10	ITEM SP 605	6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP
11	ITEM 659	SEEDING AND MULCHING
12	ITEM 617	COMPACTED AGGREGATE (T=3") (WITHOUT GUARDRAIL)
	ITEM SP 627	STONE SHOULDER PROTECTION (T=3") (WITH 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 SPECIAL	ASPHALT PAVEMENT REINFORCEMENT
17	ITEM 254	PAVEMENT PLANING, ASPHALT CONCRETE (3 1/4")

18	ITEM 609	ASPHALT CONCRETE CURB, TYPE 1, PG 64-22
19	ITEM SP 304	9" AGGREGATE BASE (SHOULDER)
20	ITEM SP 404A	JOINT SEALER (APPLIED TO VERTICAL FACE)
21	ITEM SPECIAL	SAW CUT JOINT (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 536A	MASONRY COATING, SEE SHEET 14.
25	ITEM 622	CONCRETE BARRIER, TYPE D, AS PER PLAN, SEE SHEET 14.
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
31	ITEM SP 403	ASPHALT CONCRETE LEVELING COURSE, PG 70-22 (FR)
32	ITEM SP 403	ASPHALT CONCRETE LEVELING COURSE, PG 64-22
33	ITEM 254	PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE DEPTH)
34	ITEM 622	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN, SEE SHEET 14.
35	ITEM 609	CURB, TYPE 4A

EX. ITEM LEGEND

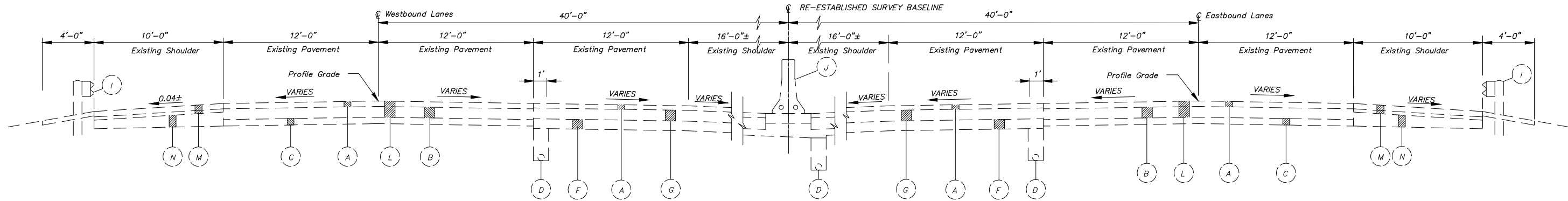
A	ASPHALT CONCRETE (T=6"±)
B	10"± REINFORCED CONCRETE PAVEMENT
C	AGGREGATE BASE (T=7"±)
D	6" UNDERDRAIN
E	REINFORCED CONCRETE APPROACH SLAB (T=10"±)
F	AGGREGATE BASE (T=9"±)
G	BITUMINOUS AGGREGATE BASE (T=10"±)
H	REINFORCED CONCRETE APPROACH SLAB (T=12"±)
I	GUARDRAIL, TYPE 5
J	CONCRETE BARRIER
K	PLAIN CONCRETE PAVEMENT (T=15"±)
L	ASPHALT CONCRETE (T=10 1/2"±)
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 AFTER PLACEMENT OF ITEM SP 302 - 12 1/2" BITUMINOUS AGGREGATE BASE, PG 64-22. REQUIREMENTS FOR ASPHALT PLACED WITHIN THIS 15" AREA SHALL BE IN STRICT COMPLIANCE WITH SP 400.
- NOTE 2:** SAW CUT IS REQUIRED. SAW CUT MAY BE WAIVED BY CHIEF ENGINEER PROVIDED CONTRACTOR DEMONSTRATES ABILITY TO PROVIDE A STRAIGHT, VERTICAL FACE CUT WITH NO DAMAGE TO ADJACENT PAVEMENT. FOR QUANTITY, SEE SHEET 17.
- NOTE 3:** ASPHALT CURB TO BE SEALED AS 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 17.
- NOTE 5:** FOR PAVEMENT AND SHOULDER WIDTHS AND CROSS SLOPES, SEE PAVEMENT ELEVATION DETAILS ON SHEETS 313 - 323.

* SEE RESURFACING AND MEDIAN PAVEMENT DETAIL ON SHEET 12.

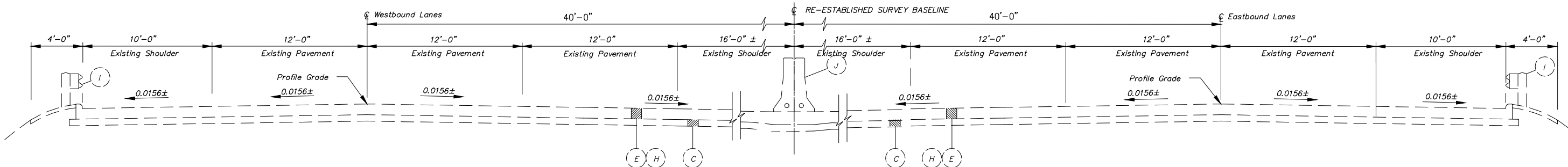
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Technician: chuff

1	ADDENDUM NO. 1	CLH	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION TYPICAL SECTIONS			
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CONTRACT 39-14-02 SHEET 5 OF 414			

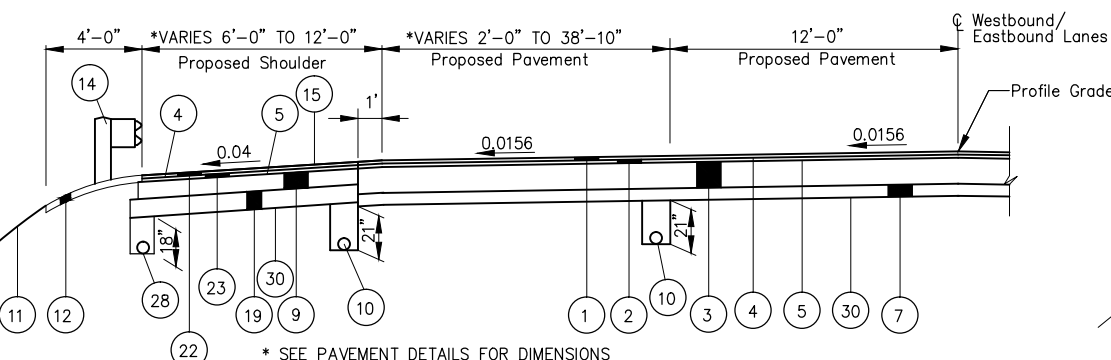


EXISTING SECTION

NOTE:
 ITEM "L" APPLIES ONLY TO THE ORIGINAL 2 LANES WITH THE STATION LIMITS SHOWN BELOW.
 ITEMS "A" AND "B" APPLIES ONLY TO ALL MAINLINE PAVEMENT AREAS
WESTBOUND STA. 387+89.00 TO STA. 395+29.00 = 740.00 L.F. **EASTBOUND** STA. 400+41.00 TO STA. 433+41.00 = 3300 L.F.
 STA. 449+77.00 TO STA. 460+17.00 = 1040.00 L.F.

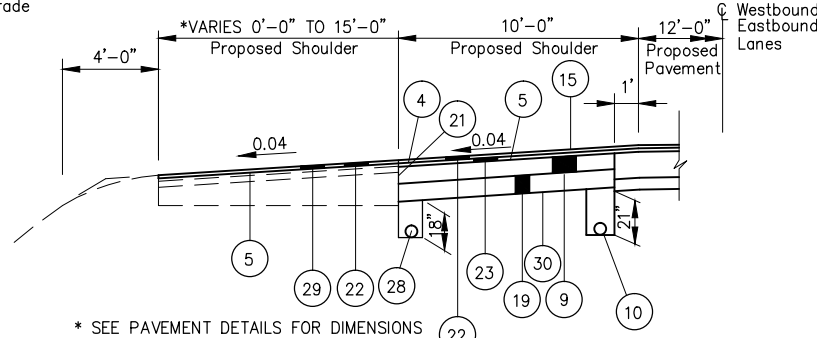


EXISTING APPROACH SLAB SECTION



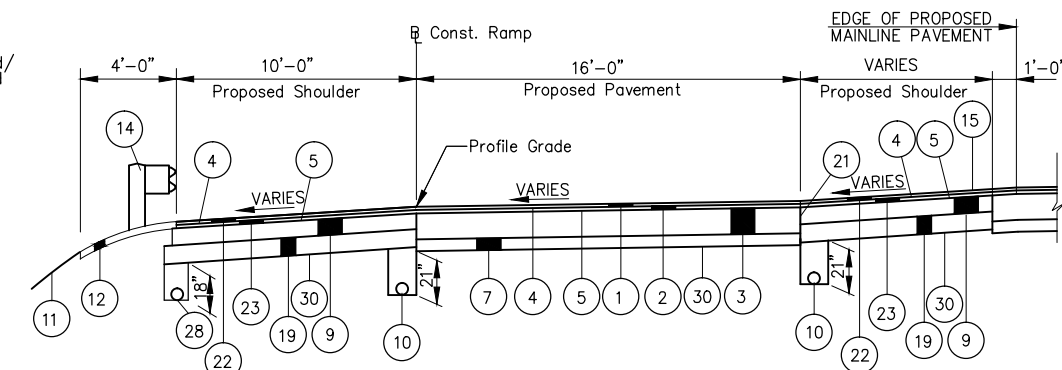
RAMP ENTRANCE/EXIT DETAIL

WESTBOUND SHOWN. EASTBOUND SYMMETRICAL ABOUT CENTERLINE
WESTBOUND STA. 432+41.01 TO STA. 444+64.25 = 1223.24 L.F. **EASTBOUND** STA. 442+70.86 TO STA. 449+02.20 = 631.34 L.F.
 STA. 468+09.68 TO STA. 471+00.00 = 290.32 L.F. STA. 466+63.28 TO STA. 473+30.29 = 667.01 L.F.
 SEE SERVICE ENTRANCE DETAIL AT
 STA. 435+69.94 TO STA. 442+10.52



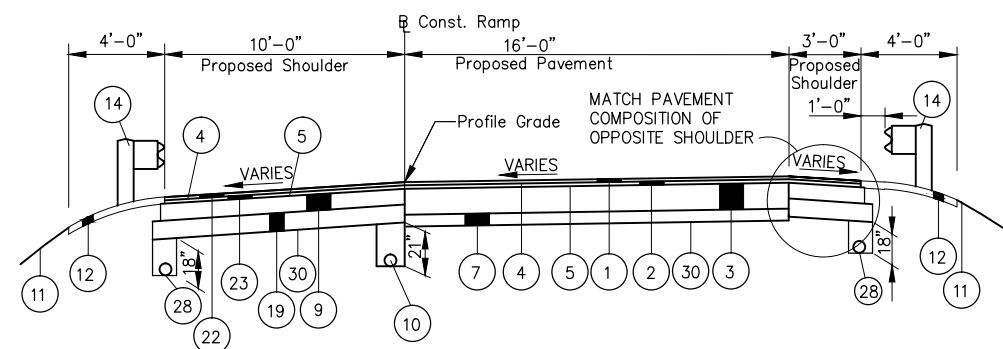
EMERGENCY PULL OFF AREA DETAIL

WESTBOUND SHOWN. EASTBOUND SYMMETRICAL ABOUT CENTERLINE
WESTBOUND STA. 568+23.20 TO STA. 574+39.06 = 615.86 L.F.
EASTBOUND STA. 565+09.46 TO STA. 570+89.93 = 580.47 L.F.



ENTRANCE/EXIT RAMP SECTION

SEE PAVEMENT DETAILS FOR DIMENSIONS
 RAMP F STA. 60+97.37 TO STA. 66+63.21 = 565.84 L.F.
 RAMP G STA. 448+75.00 TO STA. 452+70.06 = 395.06 L.F.
 RAMP H STA. 461+88.93 TO STA. 468+09.68 = 620.75 L.F.
 RAMP I STA. 444+64.25 TO STA. 449+70.28 = 506.03 L.F.



ENTRANCE/EXIT RAMP SECTION

RAMP H STA. 449+70.28 TO STA. 451+25.00 = 154.72 L.F.

FOR ADDITIONAL NOTES, EXISTING AND PROPOSED LEGEND, SEE SHEET 5.

1	ADDENDUM NO. 1	CLH	1-14-14
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OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION TYPICAL SECTIONS			
DESIGNED: CLH	CHECKED: DLT	DATE: 12/19/13	
DRAWN: CLH	IN CHARGE: MRG	SCALE: NTS	
CONTRACT 39-14-02 SHEET 11 OF 414			

CONSTRUCTION SPECIFICATIONS

THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION 2010 CONSTRUCTION AND MATERIALS SPECIFICATIONS AND THE SPECIAL PROVISIONS CONTAINED IN THE CONTRACT DOCUMENTS SHALL GOVERN THIS PROJECT EXCEPT FOR ITEMS RELATED TO GUARDRAIL. GUARDRAIL ITEMS ARE COVERED BY THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION 2013 CONSTRUCTION AND MATERIAL SPECIFICATIONS.

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

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

KNOX ENERGY COOP
PO BOX 35519
CANTON, OHIO 44735-5519
CONTACT PERSON: BOB WENTZEL
PHONE: (888) 863-0032 EXT. 312

LCI INTERNATIONAL
2770 LEXINGTON AVENUE
P.O. BOX 3168
MANSFIELD, OHIO 44904
(937) 228-5476
CONTACT PERSON: HERB CAVANAH

COLUMBIA GAS OF OHIO, INC.
2901 E. MANHATTAN BLVD
TOLEDO, OH 43611
(800) 282-3044
CONTACT PERSON: NESTOR BUNAG

MCI WORLDCOM
2250 LAKESIDE BLVD.
DEPT. 2855-642
RICHARDSON, TX 75082
(330) 253-8267
(330) 329-5495
CONTACT PERSON: AL GUEST

CLEVELAND WATER DEPT.
1201 LAKESIDE AVENUE
CLEVELAND, OHIO 44114
(216) 664-2444
CONTACT PERSON: TINA GOSHA

THE ILLUMINATING COMPANY
6896 MILLER ROAD
BRECKSVILLE, OHIO 44141
(440) 546-8811
CONTACT PERSON: SCOTT TAFINI

BUCKEYE PIPELINE COMPANY
P.O. BOX 368
EMMAUS, PA 18049
CONTACT PERSON: JASON HUPP
OFFICE: (610) 904-4956
MOBILE: (610) 301-5375

CITY OF BEREA
11 BEREA COMMONS
BEREA, OHIO 44017
(440) 826-5814
CONTACT PERSON: ANTONIO ARMAGNO, P.E.

COLUMBIA GAS TRANSMISSION
P.O. BOX 629
MEDINA, OHIO 44258
(330) 723-4900 EXT 165
CONTACT PERSON: RANDY GRIFFIN

METRO PARKS
(216) 635-3251
CONTACT PERSON: JOHN KILGORE, P.E.

CITY OF STRONGSVILLE, ENGINEERING
16099 FOLTZ PARKWAY
STRONGSVILLE, OHIO 44136
(440) 580-3120
CONTACT PERSON: KEN MIKULA

MCI TELECOMMUNICATIONS
12300 RIDGE ROAD
NORTH ROYALTON, OHIO 44133
CONTACT PERSON: AL GUEST
OFFICE: (330) 253-8267
MOBILE: (330) 329-5495

CITY OF NORTH ROYALTON ENGINEERING
11545 NORTH ROYALTON ROAD
NORTH ROYALTON, OHIO 44133
ATTN: MR. MARK SCHMIZER
PHONE: (440) 582-3001 FAX: (440) 582-3089

WIDE OPEN WEST
105 BLAZE INDUSTRIAL PKWY
BEREA, OHIO 44017
PHONE: (440) 625-0323

QWEST/LCI INTERNATIONAL
CONTACT PERSON: AL GUEST
OFFICE: (330) 253-8267
MOBILE: ((330) 329-5495

TIME WARNER CABLE
576 TEMES LN
ELYRIA, OHIO 44035
CONTACT PERSON: GARY NAUMANN
OFFICE: (216) 575-8016
MOBILE: (216) 392-7963

AT&T TRANSMISSION
ATTN: MR. JAMES SODEMAN
PHONE: (330) 242-0172

AT&T
ATTN: MR. JAMES SODEMAN
PHONE: (330) 242-0172

ODOT DISTRICT 12 TRAFFIC
5500 TRANSPORTATION BLVD
GARFIELD HEIGHTS, OHIO 44125
CONTACT PERSON: JOHN THREAT
PHONE: (216) 584-2106

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

LCI INTERNATIONAL FIBER OPTIC AND MCI CABLES

EXTREME CARE MUST BE TAKEN BY THE CONTRACTOR TO PRESERVE AND PROTECT THE FIBER OPTIC CABLE DURING THE EXISTING STRUCTURE REMOVAL AND NEW STRUCTURE CONSTRUCTION. THE CABLE LOCATION IS DEPICTED ON THE PLAN AND PROFILE SHEETS. ANY EXCAVATION ADJACENT TO THE CABLE FOR ANY REASON SHALL NOT BE PERFORMED WITHOUT LCI FIRST LOCATING THE CABLE. AFTER THE CABLE HAS BEEN LOCATED BY LCI, THE CONTRACTOR SHALL EXCAVATE TO WITHIN 12" OF THE CABLE DEPTH AS PROVIDED. LCI REPRESENTATIVES WILL THEN HAND DIG TO EXPOSE THE CABLE.

THE CONTRACTOR SHALL ALSO BE AWARE OF THE EXISTING MCI CABLE WHEN EXCAVATING TO FORM THE PROPOSED OUTSIDE ROADWAY DITCHES. PARTICULAR AREA OF CONCERN FOR BOTH LCI AND MCI CABLES IS THE LEFT SIDE BETWEEN STA. 551+00 TO STA. 560+00, AND THE RIGHT SIDE BETWEEN STA. 567+00 AND 570+00. CABLES WERE PLOTTED FROM EXISTING AVAILABLE PLANS. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANIES FOR DEPTH VERIFICATION PRIOR TO ANY EXCAVATION WORK, ESPECIALLY IN NON-ANTICIPATED WORK AREAS. NO ADDITIONAL PAYMENT WILL BE MADE TO THE CONTRACTOR FOR TIME DELAY WAITING FOR DEPTH VERIFICATION FROM UTILITY COMPANIES.

BUCKEYE PIPELINE

AN EXISTING 16" C.S.G. OIL LINE IS LOCATED AT STA. 351+57± (M.P. 159.92). SINCE THE DEPTH OF THE LINE IS UNKNOWN THE CONTRACTOR SHALL CONTACT A REPRESENTATIVE OF BUCKEYE PIPELINE PRIOR TO DIGGING. THE CONTRACTOR SHALL REQUEST THE REPRESENTATIVE TO LOCATE THE EXISTING 16" C.S.G. OIL LINE PRIOR TO WORK AND BE PRESENT WHILE THE CONTRACTOR DIGS.

PROJECT SURVEY

EXISTING ELEVATIONS SHOWN ON PAVEMENT ELEVATION TABLES, AND PLAN AND PROFILE SHEETS ARE AT THE RIGHT EDGE OF THE THIRD LANE (DIRECTION OF TRAFFIC) AND DERIVED FROM THE EXISTING THIRD LANE DESIGN PLANS. CONTRACTOR SHALL CONSTRUCT PROPOSED PAVEMENT TO MATCH EDGE OF EXISTING PAVEMENT AND INSURE DESIGN CROSS SLOPES AND SUPERELEVATION RATES ARE MET AS SHOWN ON THE PLANS. IN ADDITION, THE CONTRACTOR SHALL VERIFY ELEVATIONS AND CROSS SLOPES AS NECESSARY TO INSURE THAT NO WATER PONDING WILL OCCUR BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT FOR THE LENGTH OF THE PROJECT.

ELEVATION DATUM

ALL ELEVATIONS ARE BASED ON NGVD29 DATUM.

AS-BUILT PLANS

THE AS-BUILT PLANS FROM THE ORIGINAL 1953 CONSTRUCTION, 3RD LANE WIDENING, DECK REPLACEMENT AND OTHER MODIFICATIONS, INCLUDING CROSS-SECTIONS, STANDARD DRAWINGS AND TURNPIKE SPECIFIC STANDARD DRAWINGS MAY BE INSPECTED IN THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION OFFICE LOCATED AT 682 PROSPECT STREET, BEREA, OHIO 44017, TELEPHONE (440) 234-2081.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE CHIEF ENGINEER" UNLESS AUTHORIZED BY THE CHIEF ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

ITEM 203 - EXCAVATION

THIS ITEM INCLUDES EXCAVATING THE EXISTING GRANULAR BASE UNDER THE LEFT, CENTER AND RIGHT LANES, APPROACH SLABS, FULL DEPTH EXCAVATION OF THE EXISTING RIGHT SHOULDER AFTER MILLING ASPHALT OVERLAY AND TRENCH EXCAVATION FOR AGGREGATE DRAIN. EXISTING GRANULAR BASE THICKNESS VARIES WITH A ESTIMATED 9 INCHES THICK UNDER THE RIGHT AND CENTER LANES AND AN ESTIMATED 7 INCHES THICK UNDER THE LEFT LANE. THE EXCAVATION OF THE EXISTING SHOULDER, AFTER MILLING, INCLUDES APPROXIMATELY 6 TO 10 INCH OF MATERIAL INCLUDING, BUT NOT LIMITED TO, CHIP AND SEAL, GRANULAR BASE AND EARTH. TOTAL THICKNESS FOR SHOULDER EXCAVATION IS APPROXIMATELY 16.25+/- INCHES. THESE THICKNESSES WERE DERIVED FROM THE EXISTING PLANS AND MAY VARY IN THE FIELD.

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 ODOT STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

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. DEPTH FOR PARTIAL REMOVAL WILL BE 5" (+/-) ASPHALT ON CONCRETE TO THE SURFACE OF THE CONCRETE BASE. REPLACEMENT MATERIALS ARE SPECIFIED IN 251.03 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.

PLAN STATIONING
UNLESS NOTED OTHERWISE, PLAN STATIONING CALL OUTS REFERENCE THE ALIGNMENT THAT THE ITEM IS ADJACENT TO IF THERE IS MORE THAN ONE ALIGNMENT SHOWN IN THE PLAN. PAVEMENT CALCULATIONS AND ROADWAY SUMMARIES USE THE ALIGNMENT FOR THE TRAVELED LANE SO THAT IN AN AREA THAT HAS RELOCATED LANES THOSE STATIONS ARE USED RATHER THAN THE RE-ESTABLISHED SURVEY BASELINE. THE EXCEPTIONS TO THIS ARE UNDERDRAINS AND APPROACH SLABS WHICH USE RE-ESTABLISHED SURVEY BASELINE STATIONING.

SPECIAL - TRACKLESS TACK

SPECIAL - TRACKLESS TACK FOR INTERMEDIATE

DESCRIPTION: THIS WORK CONSISTS OF PREPARING AND TREATING A PAVED SURFACE WITH NTSS-IHM TRACKLESS TACK PRODUCED BY BLACKLIDGE EMULSIONS, INC. AE-NT NO TRACK TACK PRODUCED BY K-TECH SPECIALTY COATINGS, INC., OR APPROVED EQUAL BY THE CHIEF ENGINEER. THE PRODUCT SHALL MEET ALL REQUIREMENTS OF CONSTRUCTION AND MATERIAL SPECIFICATIONS ITEM 407 TACK COAT EXCEPT AS NOTED BELOW.

MATERIAL: CONFORM TO THE FOLLOWING TYPICAL PHYSICAL PROPERTIES:

PARAMETER METHOD	MIN.	MAX.	TEST
SAYBOLT FUROL VISCOSITY, SFS @ 25C			AASHTO
T59	15	100	
STORAGE STABILITY, 5 DAYS, %			AASHTO
T59	--	5	
RESIDUE BY DISTILLATION, %			AASHTO
T59	50	--	
OIL DISTILLATE, %			AASHTO
T59	--	1	
SIEVE TEST, %			AASHTO
T59	--	0.30	
TEST ON RESIDUE: PENETRATION, @ 25C			AASHTO
T49	--	25	
SOFTENING POINT RANGE DEG C			AASHTO
T53	65	--	
SOLUBILITY,%			AASHTO
T44	97.5	--	

NOTE: PRODUCT SHOULD NOT CONTAIN FILLER SUCH AS CLAY, ETC. KEEP FROM FREEZING. SUPPLY CERTIFIED TEST DATA FROM AN INDEPENDENT LAB TO THE ENGINEER SHOWING THE MATERIAL SUPPLIED WAS TESTED FOR AND MEETS THE ABOVE PROPERTIES.

EQUIPMENT: ALL REQUIREMENTS OF 407.03 APPLY. SEE MANUFACTURER'S REPRESENTATIVE FOR CORRECT DISTRIBUTOR SETTINGS. THOROUGHLY CLEAN ALL EQUIPMENT IF CATIONIC EMULSION WAS PREVIOUSLY USED.

WEATHER LIMITATIONS: ALL REQUIREMENTS OF 407.04 APPLY.

PREPARATION OF SURFACE: ALL REQUIREMENTS OF 407.05 APPLY.

APPLICATION OF ASPHALT MATERIAL: UNIFORMLY APPLY THE ASPHALT MATERIAL WITH A DISTRIBUTOR PER THE REQUIREMENTS OF 407.06 EXCEPT AS NOTED. IF PRODUCT IS STORED FOR AN EXTENDED PERIOD OF TIME, PRIOR TO APPLICATION, AGITATE OR GENTLY CIRCULATE THE MATERIAL. ALL NOZZLES AND SPRAY PATTERNS SHALL BE IDENTICAL TO ONE ANOTHER ALONG THE DISTRIBUTOR SPRAY BAR. THE ANGLE OF THE NOZZLE SHOULD BE A 15 TO 30 DEGREE ANGLE TO THE SPRAY BAR AXIS TO MAXIMIZE OVERLAP OR AS RECOMMENDED BY THE NOZZLE MANUFACTURER. CONTACT THE MANUFACTURER'S REPRESENTATIVE FOR REQUIRED SPRAY NOZZLE SIZE, AND DISTRIBUTOR AND NOZZLE SETTINGS. APPLY AT A RATE OF 0.075 GALLONS PER SQUARE YARD TO ALL MILLED SURFACES AND AT A RATE OF 0.06 GALLONS PER SQUARE YARD TO ALL SMOOTH PAVED SURFACES AND BETWEEN COURSES OF ASPHALT. RECOMMENDED APPLICATION TEMPERATURE IS 160F TO 180F. DO NOT EXCEED 180F. DILUTION IS NOT ALLOWED.

THE ENGINEER AND MANUFACTURER'S REPRESENTATIVE WILL APPROVE RATE OF APPLICATION, TEMPERATURE, DISTRIBUTOR SETTINGS, AND AREAS TO BE TREATED BEFORE APPLICATION OF THE TACK COAT. THE ENGINEER WILL DETERMINE THE ACTUAL APPLICATION IN GALLONS PER SQUARE YARD BY A CHECK ON THE PROJECT. THE APPLICATION IS CONSIDERED SATISFACTORY WHEN THE MATERIAL IS APPLIED UNIFORMLY WITH NO VISIBLE EVIDENCE OF STREAKING OR RIDGING AND THE APPLICATION RATE IS ±10% OF THE SPECIFIED RATE.

METHOD OF MEASUREMENT: ALL REQUIREMENTS OF 407.07 APPLY.

BASIS OF PAYMENT: ALL REQUIREMENTS OF 407.08 APPLY.

COATED DOWEL BARS

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

CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING

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

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

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OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL NOTES			
GPD GROUP 330-572-2100 320 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2101 Copyright, Glass, Pfele, Schommar, Burns & Derksen, Inc. 2013			
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CONTRACT	39-14-02	SHEET	13 OF 414

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 31" ABOVE THE GUTTER LINE.

GUARDRAIL REPLACEMENT

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE THE EXISTING GUARDRAIL, PREPARE THE SITE, AND INSTALL NEW GUARDRAIL IN A CONTINUOUS OPERATION. THE REMOVAL OF ALL GUARDRAIL SHALL AT ALL TIMES BE AS DIRECTED BY THE CHIEF ENGINEER. NO GUARDRAIL SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS ON THE SITE, READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED UNTIL SUCH TIME AS THE CHIEF ENGINEER IS ASSURED OF COMPLIANCE.

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 ODOT STANDARD CONSTRUCTION DRAWING MGS-1.1. THE TRANSITION IN HEIGHT WILL OCCUR IN THE LAST TWENTY FIVE (25) FEET OF EXISTING GUARDRAIL. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

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, EQUIPMENT AND OTHER INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK.

ITEM 202 - CONCRETE BARRIER REMOVED, AS PER PLAN

IN ADDITION TO THE BARRIER REMOVAL, ITEM 202 - CONCRETE BARRIER REMOVED, AS PER PLAN SHALL INCLUDE ALL LABOR AND MATERIALS NEEDED TO PROVIDE A WEATHER TIGHT CAP ON THE EXISTING SP625-CONDUIT WITH MULTI-CELL INTERDUCT. PAYMENT FOR ALL MATERIALS AND LABOR SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 202 - CONCRETE BARRIER REMOVED, AS PER PLAN.

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN SHALL BE CONSTRUCTED IN ACCORDANCE WITH ODOT STANDARD DRAWINGS RM-4.5 AND RM-4.6, OTC STANDARD DRAWING CBR-2 AND CBR-3 AND SECTION 622 OF THE SPECIFICATIONS.

THE CONCRETE FOUNDATION AND AGGREGATE BASE FOR THIS BARRIER WILL BE CONSTRUCTED AS SHOWN IN OTC STANDARD DRAWING CBR-2.

IN LIEU OF THE CURING COMPOUNDS SPECIFIED IN SECTION 622.07 OF THE SPECIFICATIONS, THE CONCRETE BARRIER SHALL BE CURED USING THE MATERIAL SPECIFIED IN SP 536A. THE SP 536A MATERIAL APPLICATION SHALL BE AS PER THE RECOMMENDATIONS OF THE MANUFACTURER. THE CONTRACTOR SHALL SUBMIT TECHNICAL DATA FOR THE SP 536A MATERIAL TO THE ENGINEER FOR APPROVAL. THE COST OF CURING THE WALL AND BARRIER SHALL BE INCLUDED IN THE BID PRICE FOR SP 536A - MASONRY COATING. ALL OTHER PROVISIONS OF SECTION 622 OF THE SPECIFICATIONS SHALL APPLY.

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE EXISTING GUARDRAIL, EXCAVATE FOR AND INSTALL THE BARRIER, CURE THE BARRIER FOR 3 DAYS, PRIOR TO SEALING OF CONCRETE SURFACES, AND RECONNECT THE EXISTING OR REBUILT GUARDRAIL. THE REMOVAL OF GUARDRAIL SHALL AT ALL TIMES BE AS DIRECTED BY THE CHIEF ENGINEER. NO GUARDRAIL SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED ON THIS PROJECT UNTIL SUCH TIME THE CHIEF ENGINEER IS ASSURED OF SAID COMPLIANCE.

THE COST OF THE CONCRETE FOUNDATION, AGGREGATE BASE, DEFORMED STEEL BARS, JOINT AND THE BARRIER TRANSITION SHALL BE INCIDENTAL TO ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN. THE BARRIER TRANSITION SHALL BE CONSTRUCTED IN ACCORDANCE WITH ODOT STANDARD DRAWING RM-4.6. PAYMENT FOR ALL MATERIALS AND LABOR SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN.

ITEM 622 - CONCRETE BARRIER, TYPE D, AS PER PLAN

ITEM 622 - CONCRETE BARRIER, TYPE D, AS PER PLAN SHALL BE CONSTRUCTED IN ACCORDANCE WITH OTC STANDARD DRAWINGS CBR-3, CBR-5, CBR-6 AND SECTION 622 OF THE SPECIFICATIONS.

THE FOUNDATION FOR THIS BARRIER WILL BE CONSTRUCTED BY EXTENDING THE CONCRETE PAVEMENT AND AGGREGATE BASE AS SHOWN IN THE PLANS. NO. 8 EPOXY COATED REBARS WILL BE SPACED AT 4 FEET.

IN LIEU OF THE CURING COMPOUNDS SPECIFIED IN SECTION 622.07 OF THE SPECIFICATIONS, THE CONCRETE BARRIER SHALL BE CURED USING THE MATERIAL SPECIFIED IN SP 536A. THE SP 536A MATERIAL APPLICATION SHALL BE AS PER THE RECOMMENDATIONS OF THE MANUFACTURER. THE CONTRACTOR SHALL SUBMIT TECHNICAL DATA FOR THE SP 536A MATERIAL TO THE ENGINEER FOR APPROVAL. THE COST OF CURING THE WALL AND BARRIER SHALL BE INCLUDED IN THE BID PRICE FOR SP 536A MASONRY COATING. ALL OTHER PROVISIONS OF SECTION 622 OF THE SPECIFICATIONS SHALL APPLY.

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE EXISTING GUARDRAIL, EXCAVATE FOR AND INSTALL THE BARRIER, CURE THE BARRIER FOR 3 DAYS, PRIOR TO SEALING OF CONCRETE SURFACES, AND RECONNECT THE EXISTING OR REBUILT GUARDRAIL. THE REMOVAL OF GUARDRAIL SHALL AT ALL TIMES BE AS DIRECTED BY THE CHIEF ENGINEER. NO GUARDRAIL SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED ON THIS PROJECT UNTIL SUCH TIME THE CHIEF ENGINEER IS ASSURED OF SAID COMPLIANCE. BARRIER SHALL BE HAVE A NEW JERSEY STYLE FACE AND COMPLY WITH OTC STANDARD DRAWINGS CBR-5 AND CBR-6.

THE COST OF THE NO. 8 EPOXY COATED REBARS, THE FOUNDATION AND THE BARRIER TRANSITION SHALL BE INCIDENTAL TO ITEM 622 - CONCRETE BARRIER, TYPE D, AS PER PLAN. THE BARRIER TRANSITION SHALL BE CONSTRUCTED IN ACCORDANCE WITH OTC STANDARD DRAWING CBR-6. PAYMENT FOR ALL MATERIALS AND LABOR SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 622 - CONCRETE BARRIER, TYPE D, AS PER PLAN.

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

ITEM 622 - CONCRETE BARRIER, TYPE B-50 AS PER PLAN SHALL HAVE A NEW JERSEY STYLE FACE AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH OTC STANDARD DRAWING CBR-3 AND SECTION 622 OF THE SPECIFICATIONS.

IN LIEU OF THE CURING COMPOUNDS SPECIFIED IN SECTION 622.07 OF THE SPECIFICATIONS, THE CONCRETE BARRIER SHALL BE CURED USING THE MATERIAL SPECIFIED IN SP 536A. THE SP 536A MATERIAL APPLICATION SHALL BE AS PER THE RECOMMENDATIONS OF THE MANUFACTURER. THE CONTRACTOR SHALL SUBMIT TECHNICAL DATA FOR THE SP 536A MATERIAL TO THE ENGINEER FOR APPROVAL. THE COST OF CURING THE WALL AND BARRIER SHALL BE INCLUDED IN THE BID PRICE FOR SP 536A MASONRY COATING. ALL OTHER PROVISIONS OF SECTION 622 OF THE SPECIFICATIONS SHALL APPLY.

THE COST OF THE SP625-CONDUIT WITH MULTI-CELL INTERDUCT AND SP625A-JUNCTION BOX, POLYMER CONCRETE, 18"X8"X8" SHALL BE INCIDENTAL TO ITEM 622 - CONCRETE BARRIER, TYPE B-50, AS PER PLAN. LOCATIONS OF THE SP625A-JUNCTION BOXES WILL BE AS DIRECTED BY THE CHIEF ENGINEER. PAYMENT FOR ALL MATERIALS AND LABOR SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 622 - CONCRETE BARRIER, TYPE B-50, AS PER PLAN.

ITEM 606 - BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING LONG STEEL POSTS, AS PER PLAN

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS AS AN ATTACHMENT TO AN EXISTING CONCRETE BARRIER TO REMAIN. THE EXISTING HOLES FOR THE ATTACHMENT BOLTS IN THE BARRIER TRANSITION SECTION WILL BE FILLED WITH NON-SHRINK GROUT. NEW HOLES WILL THEN BE DRILLED AT LOCATIONS SHOWN ON ODOT STANDARD DRAWING MGS-3.1.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID PER EACH FOR ITEM 606, BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING LONG STEEL POSTS, AS PER PLAN, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL BRIDGE TERMINAL ASSEMBLY SYSTEM.

ITEM 606 - BRIDGE TERMINAL ASSEMBLY, TYPE 2, USING LONG STEEL POSTS, AS PER PLAN

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS AS AN ATTACHMENT TO AN EXISTING CONCRETE BARRIER TO REMAIN. THE EXISTING HOLES FOR THE ATTACHMENT BOLTS IN THE BARRIER TRANSITION SECTION WILL BE FILLED WITH NON-SHRINK GROUT. NEW HOLES WILL THEN BE DRILLED AT LOCATIONS SHOWN ON ODOT STANDARD DRAWING MGS-3.2.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID PER EACH FOR ITEM 606, BRIDGE TERMINAL ASSEMBLY, TYPE 2, AS PER PLAN, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL BRIDGE TERMINAL ASSEMBLY SYSTEM.

ITEM 201 - CLEARING AND GRUBBING

ALL TREES, BRUSH AND STUMPS SHALL BE REMOVED WITHIN THE CONSTRUCTION LIMITS AS SHOWN IN THE CONSTRUCTION PLANS AND/OR ALL AREAS WITHIN THIRTY FEET OF THE EDGE OF PAVEMENT. THIS WORK SHALL BE COMPLETED UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING; EXCEPT THOSE OTHERWISE DESIGNATED BY THE CHIEF ENGINEER SHALL NOT TO BE REMOVED. LANDOWNERS SHALL BE ALLOWED TO SALVAGE THE WOOD FROM TREES BEING REMOVED ON THEIR PROPERTY. TREES DESIGNATED AS BEING SALVAGED FOR WOOD, SHALL BE CUT ABOVE THE BASE AND PLACED OUTSIDE OF THE RIGHT-OF-WAY.

THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES THAT HAS BEEN MARKED WITH A RIBBON TO BE REMOVED WITHIN THE TURNPIKE RIGHT OF WAY OR EASEMENTS. ALL ASH TREES SHALL BE REMOVED WITHIN THE TURNPIKE RIGHT OF WAY AND ARE NOT MARKED WITH A RIBBON. THE CHIEF ENGINEER RESERVES THE RIGHT TO ORDER THE REMOVAL OF ADDITIONAL TREES.

EASTBOUND

ITEM 201 - TREE REMOVED, 18" 104 EACH (ORANGE RIBBON)
ITEM 201 - TREE REMOVED, 30" 24 EACH (RED RIBBON)
ITEM 201 - TREE REMOVED, 18" ASH 214 EACH (NOT MARKED)

WESTBOUND

ITEM 201 - TREE REMOVED, 18" 20 EACH (ORANGE RIBBON)
ITEM 201 - TREE REMOVED, 30" 6 EACH (RED RIBBON)
ITEM 201 - TREE REMOVED, 18" ASH 150 EACH (NOT MARKED)


PAYMENT FOR THE REMOVAL OF TREES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 201 - TREE REMOVED, ---, EACH. ALL STUMPS OUTSIDE OF THE CLEARING AND GRUBBING LIMITS MAY BE LEFT IN PLACE, FLUSH WITH THE ADJACENT GROUND AND TREATED/SPRAYED WITH A GARLON HERBICIDE MIXED WITH BASE OIL. ALL STUMPS LEFT IN PLACE SHALL BE SPRAYED WITH THE HERBICIDE MIXTURE.

BENCHING OF SLOPES

ALTHOUGH CROSS-SECTIONS DO NOT INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATION, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. ALL SLOPED EMBANKMENT AREAS SHALL BE BENCHED AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05. SEE BENCHING DETAIL, SHEET 10.

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1	ADDENDUM NO. 1	CLH	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL NOTES			
 GPD GROUP <small>Glass, Pfeiffer, Schommer, Burns & DeKoven, Inc.</small> <small>320 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2100</small> <small>Copyright, Glass, Pfeiffer, Schommer, Burns & DeKoven, Inc., 2013</small>			
DESIGNED:	CLH	CHECKED:	PJF
DRAWN:	CLH	IN CHARGE:	MRG
		DATE:	11/18/13
		SCALE:	N/A
CONTRACT		39-14-02	SHEET 14 OF 414

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE CHIEF ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE CHIEF ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEM.

VIDEOS OF STORM CULVERTS

RECENT VIDEOS WERE TAKEN OF CULVERTS THAT ARE TO BE SLIP LINED OR REPAIRED. THESE VIDEOS ARE AVAILABLE FOR VIEWING AT THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION OFFICE LOCATED AT 682 PROSPECT STREET, BEREA, OHIO 44017, TELEPHONE (440) 234-2081.

ITEM 837 - LINER PIPE, AS PER PLAN

SUPPLEMENTAL SPECIFICATION 837 LINER PIPE SHALL BE AMENDED AS FOLLOWS:

837.02 MATERIALS. THE LINER PIPE MATERIAL SHALL BE LIMITED TO 707.42, SS937 OR SS938.

837.03 INSTALLATION. INSTALLATION SHALL BE ADHERED TO WITH THE FOLLOWING ADDITIONS:

E. CONTRACTOR SHALL SUBMIT A WRITTEN INSTALLATION PROCEDURE FOR THE LINER PIPE FOR APPROVAL. THE CONTRACTOR SHALL ALSO PROVIDE: METHOD OF HOLDING THE LINER PIPE IN PLACE DURING THE GROUTING PROCEDURE TO INSURE THE LINER PIPE DOES NOT FLOAT; PROCEDURE FOR CONNECTING ALL LATERAL PIPES; A GROUT MIX DESIGN; THE GROUTING PROCEDURE SHALL BE APPROVED BY THE MANUFACTURER; THE CONTRACTOR SHALL SUPPLY AT LEAST FIVE VERIFIABLE PROJECTS WITH THE ENGINEER'S CONTACT NAME, ADDRESS AND PHONE NUMBER FOR EACH PROJECT WITH A SIMILAR SCOPE.

F. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE SPECIFIED PIPE WILL FIT INTO THE EXISTING CONDUIT AND VERIFY THE LENGTH PRIOR TO ORDERING THE LINER PIPE.

G. ALL EXISTING LATERAL PIPES OR UNDERDRAIN CONNECTIONS SHALL BE CONNECTED TO THE PROPOSED LINER PIPE. THESE CONNECTIONS MAY OR MAY NOT BE SHOWN OR SPECIFIED IN THE PLANS. THE CONTRACTOR SHALL VERIFY THE NUMBER, SIZE AND LOCATION OF ALL CONNECTING PIPES. LATERAL PIPES MAY NEED TO BE TRIMMED IN ORDER TO INSTALL THE LINER PIPE.

837.05 BASIS OF PAYMENT. PAYMENT FOR THE ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT REPRESENTS FULL COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND OTHER INCIDENTALS NECESSARY TO COMPLETE THE ITEM OF WORK DESCRIBED IN THE SUPPLEMENTAL SPECIFICATION 837 LINER PIPE AND ABOVE.

- 48" CMP AT MP 163.24, STA. 520+85 18" RCP WEST AT 90' +/- FROM IR 80 WESTBOUND END
- 54" CMP AT MP 163.41, STA. 530+20 NO CROSS PIPES
- 42" RCP AT MP 163.71, STA. 546+00 18" RCP EAST AT 84' +/- FROM IR 80 WESTBOUND END
6" CPVC WEST AT 76' +/- FROM IR 80 WESTBOUND END

ITEM SP 536A - MASONRY COATING

ALL NEW AND EXPOSED CONCRETE BARRIER SURFACES SHALL RECEIVE A COATING PER SP 536A. THE MASONRY COATING SHALL ALSO BE USED AS THE CURE COAT. THE FINAL APPEARANCE SHALL BE UNIFORM AND CONSISTENT AND SHALL CONFORM TO ALL PROVISIONS IN SP 536A. NO ADDITIONAL PAYMENT SHALL BE MADE IF THE CONTRACTOR IS REQUIRED TO APPLY ADDITIONAL COATINGS TO ACHIEVE A UNIFORM APPEARANCE. THE MATERIAL SHALL BE APPLIED PER THE MANUFACTURER'S RECOMMENDATIONS. ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE BID PRICE PER SQUARE YARD FOR SP 536A - MASONRY COATING.

ITEM 601 - PAVED GUTTER, MISC.: GUTTER BROKEN IN-PLACE

THIS ITEM INCLUDES BREAKING UP THE PAVED GUTTER CONCRETE IN PLACE TO BE USED AS ROCK CHANNEL PROTECTION. THE CONTRACTOR SHALL REMOVE THE BROKEN CONCRETE FROM THE CHANNEL, EXCAVATE THE CHANNEL 18 INCHES AND PLACE FABRIC FILTER AT THE EXCAVATED GRADE. THE CONTRACTOR SHALL PLACE THE BROKEN CONCRETE IN THE CHANNEL IN CONJUNCTION WITH ROCK CHANNEL PROTECTION AT A TOTAL DEPTH OF 18 INCHES. THE BROKEN CONCRETE AND THE ROCK CHANNEL PROTECTION SHALL MEET THE REQUIREMENTS OF 703.19, TYPE D. THE PROPOSED CHANNEL SHALL MATCH THE WIDTHS AND SLOPES OF THE EXISTING CHANNEL. POSITIVE DRAINAGE SHALL BE MAINTAINED THROUGHOUT THE CHANNEL.

ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE BID PRICE PER FOOT FOR ITEM 601 - PAVED GUTTER, MISC.: GUTTER BROKEN IN-PLACE

PIPE CONNECTIONS TO CORRUGATED METAL STRUCTURES

CONNECTIONS OF PROPOSED LONGITUDINAL DRAINAGE TO CORRUGATED METAL STRUCTURES SHALL BE MADE BY MEANS OF A SHOP FABRICATED OR FIELD WELDED STUB ON THE STRUCTURE. THE STUB SHALL MEET THE REQUIREMENTS OF 707 AND HAVE A MINIMUM LENGTH OF TWO FEET AND A MINIMUM WALL THICKNESS OF 0.064 INCHES.

THE LOCATION AND ELEVATION OF THE STUB ARE TO BE CONSIDERED APPROXIMATE AND MAY BE ADJUSTED BY THE CHIEF ENGINEER TO AVOID CUTTING THROUGH JOINTS IN THE STRUCTURE.

THE FIELD WELDED JOINT, IF USED, SHALL BE THOROUGHLY CLEANED AND REGALVANIZED OR OTHERWISE SUITABLE REPAIRED. WELDING SHALL MEET THE REQUIREMENTS OF 513.21.

A MASONRY COLLAR, AS PER ODOT STANDARD DRAWING, DM-1.1, WILL BE REQUIRED TO CONNECT THE LONGITUDINAL DRAINAGE TO THE STUB, WHEN PIPE OTHER THAN CORRUGATED METAL IS PROVIDED FOR THE LONGITUDINAL DRAINAGE.

PAYMENT FOR CUTTING INTO THE STRUCTURE AND PROVIDING THE CONNECTION DESCRIBED, SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 603.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE OTIC, REPRESENTATIVES OF THE OTIC AND THE CONTRACTOR, SHALL MAKE AN AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE OTIC REPRESENTATIVE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION OR REVISED AS SHOWN IN THESE PLANS. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE CHIEF ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 603 CONDUIT ITEMS.

ITEM SPECIAL - PRECAST CONCRETE END SECTION

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

ITEM SPECIAL - PRECAST REINFORCED CONCRETE OUTLET

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

EXISTING UNDERDRAINS

ALL EXISTING UNDERDRAINS ENCOUNTERED IN THE THIRD LANE AND AT THE PAVEMENT SAW CUT LOCATION SHALL NOT BE DISTURBED.

ITEM SP604 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN

THE FOLLOWING CONTINGENCY ITEM HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE IN ADJUSTING, REPAIRING, AND/OR REBUILDING MANHOLES. THE CONTRACTOR SHALL REBUILD FROM THE TOP OF STRUCTURE TO THE BOTTOM OF THE CASTING AT THE EXISTING GRADE. THE USE OF BRICK TO REBUILD THE MANHOLE SHALL BE PROHIBITED. THE CONTRACTOR SHALL SAWCUT PAVEMENT AROUND THE EXISTING MANHOLE, A MINIMUM OF 12" AROUND THE CASTING AND REMOVE THE CASTING AND SAWCUT ASPHALT CONCRETE. THE CONTRACTOR SHALL FORM AND POUR, USING CLASS "C" CONCRETE, TO REBUILD THE MANHOLE. TO SECURE CONCRETE TO THE EXISTING PRECAST STRUCTURE, THE CONTRACTOR SHALL INSTALL #4 DOWEL BARS, SPACED 12" O/C 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 SP 952. THE CONTRACTOR SHALL USE FORMS SIZED TO CONFORM TO THE INTERIOR OF THE MANHOLE, AND THAT WILL INSURE A SMOOTH INTERIOR FINISH. ALL OTHER CONCRETE SURFACES SHALL HAVE A BROOMED FINISH. AFTER THE CASTING IS SET TO THE FINAL GRADE, THE AREA AROUND THE ADJUSTED MANHOLE CASTING SHALL BE BACK FILLED WITH CLASS "C" CONCRETE TO THE BOTTOM OF THE PROPOSED PAVEMENT BASE. A CONTINGENCY QUANTITY OF SP604-MANHOLE ADJUSTED TO GRADE, AS PER PLAN, HAS BEEN INCLUDED FOR USE AS DIRECTED BY THE CHIEF ENGINEER. THE REPLACEMENT CASTING SUPPLIED SHALL BE HEAVY DUTY AND BOLTED.

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 EACH:

ITEM SP604 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN EACH

ITEM 603 - 42" CONDUIT, TYPE B

RECORD PLANS SHOW STORM MANHOLES NEAR THE BASE LINE OF RAMP E AT STA. 62+00 AND 64+00 WITH A CONNECTING 42" CONDUIT THA A RECENT FIELD SURVEY COULD NOT LOCATE. THE CONTRACTOR SHALL LOCATE THE MANHOLES AND THE CONNECTING PIPE AND RECONSTRUCT IF THE CHIEF ENGINEER DETERMINES THAT RELOCATION IS NEEDED. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE BID PRICE PER FOOT:

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER.

ITEM 603 - 42" CONDUIT, TYPE B 250 FEET

ITEM SP605 - 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 SP605 - AGGREGATE DRAIN, AS PER PLAN.


AGGREGATE DRAINS SHALL BE PLACED AT THE LONGITUDINAL JOINT AS SHOWN IN TYPICAL SECTIONS AND AT 50 FOOT INTERVALS ON EACH SIDE OF NORMAL CROWNED SECTIONS, STAGGERED SO THAT EACH DRAIN IS 25 FEET FROM THE ADJACENT DRAIN ON THE OPPOSITE SIDE, AND AT 25 FOOT INTERVALS ON THE LOW SIDE ONLY OF SUPERELEVATED SECTIONS. AN AGGREGATE DRAIN SHALL BE PLACED AT THE LOW POINT OF EACH SAG VERTICAL CURVE. THE TABLE BELOW SHALL BE USED FOR THE APPROXIMATE LOCATION AND LENGTH FOR THESE AGGREGATE DRAINS. ACTUAL LOCATION AND LENGTH WILL BE AS DIRECTED BY ENGINEER.

ITEM SP605 - AGGREGATE DRAIN, AS PER PLAN		
STATION	SIDE	FT.
463+50.00	LT.	22
464+00.00	LT.	22
464+50.00	LT.	22
461+00.00	RT.	10
461+50.00	RT.	10
576+00.00	RT.	18
576+50.00	RT.	18
577+00.00	RT.	18
577+50.00	RT.	18
578+00.00	RT.	18
578+50.00	RT.	18
579+00.00	RT.	18
579+50.00	RT.	18
580+00.00	RT.	18
580+50.00	RT.	18
581+00.00	RT.	18
581+50.00	RT.	18
582+00.00	RT.	18
582+50.00	RT.	18
583+00.00	RT.	18
583+50.00	RT.	18
585+50.00	RT.	18
586+00.00	RT.	18
586+50.00	RT.	18
587+00.00	RT.	18
587+50.00	RT.	18
588+00.00	RT.	18
588+50.00	RT.	18
589+00.00	RT.	18
589+50.00	RT.	18
590+00.00	RT.	18
590+50.00	RT.	18
591+00.00	RT.	18
591+50.00	RT.	18
592+00.00	RT.	18
592+50.00	RT.	18
593+00.00	RT.	18
TOTAL		662

IN ADDITION TO THE QUANTITIES SHOWN IN THE TABLE, A CONTINGENCY QUANTITY OF TYPE 1 AND TYPE 2 AGGREGATE DRAIN AS PER PLAN ARE PROVIDED BELOW TO BE USED AS SHOWN IN OTIC STD DWG CJ-1 AND AS DIRECTED BY THE CHIEF ENGINEER.

ITEM SP605- TYPE 1 AGGREGATE DRAIN WITH WRAP, AS PER PLAN 200 FEET.

ITEM SP605- TYPE 2 AGGREGATE DRAIN WITH WRAP, AS PER PLAN 200 FEET.

1	ADDENDUM NO. 1	CLH	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL NOTES			
 GPD GROUP <small>Glenn P. DeSantis, Bureau & DeSantis, Inc.</small> <small>320 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2100</small> <small>Copyright, Glenn P. DeSantis, Bureau & DeSantis, Inc., 2013</small>			
DESIGNED: CLH	CHECKED: P.JF	DATE: 11/18/13	
DRAWN: CLH	IN CHARGE: MRG	SCALE: N/A	
CONTRACT 39-14-02		SHEET 16 OF 414	

ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN

THIS WORK SHALL COMPLY WITH ALL REQUIREMENTS SPECIFIED IN ITEM 206-CHEMICALLY STABILIZED SUBGRADE OF THE ODOT CMS EXCEPT AS AMENDED/ADDED BELOW.

FOR QUANTITY ESTIMATING PURPOSES ONLY, ASSUME 4% LIME AND 6% CEMENT BY DRY UNIT WEIGHT. THE CONTRACTOR SHALL HIRE A QUALIFIED GEOTECHNICAL FIRM TO DESIGN THE CHEMICALLY STABILIZED SUBGRADE. THE FIRMS QUALIFICATION SHALL BE SUBMITTED TO THE CHIEF ENGINEER FOR APPROVAL. THE ACTUAL PERCENTAGE AND APPLICATION RATES SHALL BE DETERMINED PER THE MOST RECENT VERSION OF ODOT SUPPLEMENTAL SPECIFICATION 1120 EXCEPT AS AMENDED BELOW:

- A. 1120.03 SAMPLING AND TESTING OF UNTREATED SOIL. COLLECT ONE SOIL SAMPLE FOR EVERY 5000 SQUARE YARDS OF TREATED SUBGRADE AREA AND ALTERNATE LANE DIRECTIONS BETWEEN EACH SAMPLE, BUT NOT LESS THAN A TOTAL OF FOUR SAMPLES FOR A PROJECT. EACH SAMPLE CONSISTS OF 75 POUNDS OF SOIL (ABOUT A FIVE GALLON BUCKET). RECORD THE STATION, OFFSET, LANE DIRECTION, AND ELEVATION OF EACH SAMPLE LOCATION. ALL SAMPLES SHALL BE TAKEN IN THE RIGHT WHEEL PATH OF THE RIGHT HAND (DRIVING) LANE AND OBTAINED PRIOR TO BEGINNING THE IMPLEMENTATION OF ANY CONSTRUCTION-RELATED MAINTENANCE OF TRAFFIC ZONE. ALL TEMPORARY MAINTENANCE OF TRAFFIC COSTS FOR SOIL SAMPLING SHALL BE INCLUDED IN ITEM SP614-MAINTAINING TRAFFIC.

THE CONTRACTOR'S GEOTECHNICAL FIRM SHALL EVALUATE THE USE OF EITHER LIME OR PORTLAND CEMENT AFTER COMPLETING THE UNTREATED SOIL TESTING AND SUBMIT HIS RECOMMENDATION FOR THE REMAINDER OF THE MIXTURE DESIGN TESTING TO THE CHIEF ENGINEER FOR REVIEW AND ACCEPTANCE. THE CONTRACTOR SHALL SUBMIT THE COMPLETED MIXTURE DESIGN FOR REVIEW AT LEAST 30 DAYS PRIOR TO STARTING CHEMICALLY STABILIZED SUBGRADE.

SECTION 206 OF THE SPECIFICATIONS SHALL BE AMENDED/ADDED TO INCLUDE THE FOLLOWING:

ITEM 206.02 MATERIALS. CURING COAT IS NOT REQUIRED.

ITEM 206.05 CONSTRUCTION.

- A. SPREADING-USE THE APPLICATION RATE AS DETERMINED BY 206.06 MIXTURE DESIGN.

- D. 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. MAINTAIN THE SURFACE OF THE CHEMICALLY STABILIZED SOIL SUBGRADE IN A CONTINUALLY MOIST CONDITION DURING THE CURING PERIOD. 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 ACCEPTANCE OF THE STABILIZED SOIL SUBGRADE WILL BE EVALUATED AFTER 72 HOURS OF CURING AS DETERMINED IN ITEM E - PROOF ROLLING. PROTECT THE STABILIZED SOIL SUBGRADE FROM FREEZING FOR 7 DAYS AFTER COMPLETION AND ACCEPTANCE OR AS DETERMINED BY THE CHIEF ENGINEER.

- E. PROOF ROLLING - AFTER THE INITIAL 72-HOUR CURE PERIOD, THE COMMISSION'S AGENT WILL USE AN AUTOMATIC DYNAMIC CONE PENETROMETER (ADCP) 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 PROOF ROLLING PER ODOT ITEM 204.
 2. IF THE AVERAGE PR IS 8 MM/BLOW OR LOWER THE CONTRACTOR MAY PROCEED WITH CONSTRUCTION ON THE STABILIZED SOIL SUBGRADE.

- F. 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 REQUIRED TO REPAIR THE STABILIZED SOIL SUBGRADE THAT ARISES DUE TO HIS OPERATIONS.

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

ITEM 206 - LIME STABILIZED SUBGRADE, 14 INCHES DEEP, AS PER PLAN	217,718 SQ. YD.
ITEM 206 - LIME	5,258 TON
ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP, AS PER PLAN	217,718 SQ. YD.
ITEM 206 - CEMENT	7,894 TON
ITEM 206 - WATER FOR CURING	3000 M GAL
ITEM 206 - TEST ROLLING	73 HOURS
ITEM 206 - MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	LUMP

LIME/CEMENT STABILIZATION AT CULVERTS AND APPROACH SLAB AREAS

BOX CULVERTS WHERE DEPTH OF COVER IS GREATER THAN 4 FEET:
CHEMICALLY STABILIZE ACCORDING TO ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN.

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.

BOX CULVERTS WHERE DEPTH OF COVER IS LESS THAN 2 FEET:
EXCAVATE 14 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 THESE AREAS SHALL BE INCLUDED IN AND INCIDENTAL TO ITEM 206 - LIME/CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP, AS PER PLAN.

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 TABLE BELOW. 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 - SECURING MANHOLE LID					
STATION	SIDE	OFFSET (FT.)	STATION	SIDE	OFFSET (FT.)
355+10.00	LT.	10	399+25.00	LT.	10
357+10.00	LT.	10	401+75.00	LT.	10
360+10.00	LT.	10	403+25.00	LT.	10
363+10.00	LT.	10	417+35.00	RT.	5
365+50.00	LT.	12	447+70.00	RT.	10
368+50.00	LT.	16	452+05.00	LT.	10
371+35.00	LT.	18	455+00.00	LT.	10
372+33.00	LT.	18	457+50.00	LT.	10
378+10.10	RT.	11	460+50.00	LT.	10
389+00.00	LT.	10	462+00.00	RT.	87
396+70.00	LT.	10	463+94.30	RT.	77
TOTAL NUMBER OF MANHOLES					22

ITEM 642 - PERMANENT PAVEMENT MARKINGS

PERMANENT PAVEMENT MARKING LOCATIONS SHALL BE DETERMINED BY REFERENCING THE BASE PAVEMENT JOINTS, AS SHOWN ON OTIC STANDARD DRAWING RPM-1.

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 - 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. THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY:

ITEM SPECIAL - SAW CUT JOINT 57110 FT.

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

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1	ADDENDUM NO. 1	CLH	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL NOTES			
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DRAWN: CLH	IN CHARGE: MRG	SCALE: N/A	
CONTRACT 39-14-02		SHEET 17 OF 414	

MAINTENANCE OF TRAFFIC NOTES

SEQUENCE OF CONSTRUCTION

THE INTENT OF THIS PROJECT IS TO RECONSTRUCT THE PAVEMENT OF THE OUTSIDE (2) LANES AND OUTSIDE SHOULDER OF THE EASTBOUND AND WESTBOUND TRAFFIC ON THE OHIO TURNPIKE (I.R. 80) BETWEEN MILE POSTS 159.80 AND 164.82 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.

PHASE 1

THE CONTRACTOR SHALL CLOSE THE EASTBOUND AND WESTBOUND INSIDE TURNPIKE LANES (LEFT LANE IN BOTH DIRECTIONS) AT THE PROPOSED TEMPORARY CROSSOVER LOCATIONS. 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 CONTRA-FLOW MAINTENANCE OF TRAFFIC SCHEME THAT WILL BE USED DURING PHASE 2 CONSTRUCTION ACTIVITIES.

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

PHASE 2

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

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 ON THE WESTBOUND SIDE USING A CONTRA-FLOW MAINTENANCE OF TRAFFIC SCHEME AS DETAILED IN THE MAINTENANCE OF TRAFFIC PLANS.

PHASE 2A

VARYING OFFSETS AND WIDTHS OF THE EXISTING MEDIAN WALL PREVENT THE USE OF A STANDARD TYPICAL SECTION THROUGHOUT THE ENTIRE PROJECT LIMITS.

MAINTAINING A CONTRA-FLOW PATTERN, THE CONTRACTOR SHALL DIRECT THE SINGLE EASTBOUND LOCAL AND THRU TRAFFIC LANE MAINTAINED ON THE EASTBOUND PAVEMENT TO THE OUTSIDE LANE. A SINGLE LANE OF CONTRA-FLOW EASTBOUND TRAFFIC ON THE WESTBOUND PAVEMENT SHALL ALSO BE MAINTAINED.

AT THIS TIME, THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE INSIDE EASTBOUND LANE AND STRUCTURES, INCLUDING APPROACH SLAB REPLACEMENT AND THE COMPLETION OF THE EXPANSION JOINT REPLACEMENT.

AFTER COMPLETION OF THE PHASE 2A CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROCEED TO THE PHASE 2B CONSTRUCTION ACTIVITIES.

PHASE 2B

THE CONTRACTOR SHALL SHIFT THE EASTBOUND LOCAL AND THRU TRAFFIC LANE FROM THE PHASE 2A PATTERN. AT THIS TIME, THE CONTRACTOR SHALL CONSTRUCT THE EASTBOUND OUTSIDE SHOULDER, OUTSIDE LANE, MIDDLE LANE AND INTERCHANGE IMPROVEMENTS OF THE EASTBOUND PAVEMENT THROUGHOUT THE PROJECT LIMITS, EXCEPT FOR PORTIONS OF THE INTERCHANGE AREA AS ILLUSTRATED ON THE PHASE 2B MAINTENANCE OF TRAFFIC PLANS.

AFTER COMPLETION OF THE PHASE 2B CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROCEED TO THE PHASE 2C CONSTRUCTION ACTIVITIES.

PHASE 2C

AT THIS TIME, THE CONTRACTOR SHALL SHIFT THE EASTBOUND LOCAL AND THRU TRAFFIC LANE AS ILLUSTRATED ON THE PHASE 2C 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 PERMANENT EASTBOUND PAVEMENT MARKINGS ONCE THE OUTSIDE SHOULDER, OUTSIDE LANE AND MIDDLE LANE PAVING OPERATIONS ARE COMPLETE.

AFTER COMPLETION OF THE PHASE 2C CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROCEED TO THE PHASE 3 CONSTRUCTION ACTIVITIES.

PHASE 3

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.

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 ON THE EASTBOUND SIDE USING A CONTRA-FLOW MAINTENANCE OF TRAFFIC SCHEME AS DETAILED IN THE PHASE 3A MAINTENANCE OF TRAFFIC PLANS.

PHASE 3A

VARYING OFFSETS AND WIDTHS OF THE EXISTING MEDIAN WALL PREVENT THE USE OF A STANDARD TYPICAL SECTION THROUGHOUT THE ENTIRE PROJECT LIMITS.

EAST OF STA. 460+00, THE WESTBOUND LOCAL AND THRU TRAFFIC LANE SHALL BE SHIFTED TO THE INSIDE TO FACILITATE CONSTRUCTION OF THE OUTSIDE SHOULDER, OUTSIDE LANE, MIDDLE LANE AND INTERCHANGE AREAS TO BE CONSTRUCTED DURING PHASE 3B.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 3A (CONTINUED)

WEST OF STA. 460+00, THE WESTBOUND LOCAL AND THRU TRAFFIC LANE SHALL BE SHIFTED TO THE OUTSIDE TO FACILITATE THE CONSTRUCTION OF THE INSIDE WESTBOUND LANE AND STRUCTURES, INCLUDING APPROACH SLAB REPLACEMENT AND THE COMPLETION OF THE EXPANSION JOINT REPLACEMENT. THE SINGLE LANE OF CONTRA-FLOW WESTBOUND TRAFFIC MAINTAINED ON THE EASTBOUND PAVEMENT SHALL REMAIN UNCHANGED.

AFTER COMPLETION OF THE PHASE 3A CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROCEED TO THE PHASE 3B CONSTRUCTION ACTIVITIES.

PHASE 3B

THE CONTRACTOR SHALL SHIFT THE WESTBOUND LOCAL AND THRU TRAFFIC LANE FROM THE PHASE 3A PATTERN. AT THIS TIME, THE CONTRACTOR SHALL CONSTRUCT THE WESTBOUND OUTSIDE SHOULDER, OUTSIDE LANE, MIDDLE LANE AND INTERCHANGE IMPROVEMENTS OF THE WESTBOUND PAVEMENT THROUGHOUT THE PROJECT LIMITS, EXCEPT FOR PORTIONS OF THE INTERCHANGE AREA AS ILLUSTRATED ON THE PHASE 3B MAINTENANCE OF TRAFFIC PLANS.

AFTER COMPLETION OF THE PHASE 3B CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROCEED TO THE PHASE 3C CONSTRUCTION ACTIVITIES.

PHASE 3C

AT THIS TIME, THE CONTRACTOR SHALL SHIFT THE WESTBOUND LOCAL AND THRU TRAFFIC LANE AS ILLUSTRATED ON THE PHASE 3C MAINTENANCE OF TRAFFIC PLAN.

AT THIS TIME, THE CONTRACTOR SHALL CONSTRUCT THE REMAINING WESTBOUND INTERCHANGE IMPROVEMENTS AND ANY REMAINING PHASE 3 IMPROVEMENTS.

THE CONTRACTOR SHALL PLACE THE PERMANENT WESTBOUND OUTER EDGE LINE, EXIT RAMP, GORE AND ENTRANCE RAMP PAVEMENT MARKINGS ONCE THE OUTSIDE SHOULDER, OUTSIDE LANE AND MIDDLE LANE PAVING OPERATIONS ARE COMPLETE.

AFTER COMPLETION OF THE PHASE 3C CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROCEED TO THE PHASE 4 CONSTRUCTION ACTIVITIES.

PHASE 4

THE CONTRACTOR SHALL RESTORE THE TEMPORARY CROSSOVERS AND PLACE THE REMAINING PERMANENT PAVEMENT MARKINGS AND FINAL SIGNAGE AT THIS TIME AS PER OHIO TURNPIKE COMMISSION STANDARD DRAWING.

MAINTAINING TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. ALL TRAFFIC CONTROL DEVICES, DRUMS, TRAFFIC CONTROL SIGNS, FLASHING ARROW PANELS, FLAGGERS, ETC., AS SHOWN AND LOCATED ON THE MAINTENANCE OF TRAFFIC PLANS, SHALL BE INCORPORATED FOR THE VARIOUS TYPES OF WORK AREAS UNDER NORMAL TRAFFIC CONDITIONS. IF SPECIAL TRAFFIC CONDITIONS EXIST, THE MAINTENANCE OF TRAFFIC PLANS MAY HAVE TO BE MODIFIED. HOWEVER, NO MODIFICATIONS TO THE MAINTENANCE OF TRAFFIC PLANS SHALL BE MADE UNLESS APPROVED BY THE CHIEF ENGINEER IN WRITING PRIOR TO FIELD IMPLEMENTATION.
2. SINCE FLAGGERS ARE RESPONSIBLE FOR HUMAN SAFETY AND MAKE THE GREATEST NUMBER OF CONTACTS WITH THE TRAVELING PUBLIC OF ALL CONSTRUCTION PERSONNEL, IT IS IMPORTANT THEY ARE, MENTALLY ALERT, COURTEOUS BUT WITH A FIRM MANNER, PROPERLY ATTIRED WITH A NEAT APPEARANCE, AWARE OF THEIR RESPONSIBILITY FOR THE SAFETY OF THE MOTORISTS AND THE CONSTRUCTION PERSONNEL, AND INFORMED OF THE EXACT TRAFFIC MOVEMENTS THAT THEY ARE TO CONTROL. FLAGGERS SHALL WEAR APPROVED VESTS. FLAGGERS ARE TO USE RED FLAGS. (RED FLAGS SHALL BE A MINIMUM OF 24" X 24" IN SIZE.)
3. FLAGGERS SHALL BE REQUIRED TO BE IN PLACE WHERE CONSTRUCTION TRAFFIC CROSSES ACTIVE RAMP LANES AT ANY TIME WHEN CONSTRUCTION IS TAKING PLACE.
4. AT ALL ACTIVE HIGH SPEED CROSSOVERS, THE EXISTING CONFLICTING PAVEMENT MARKINGS AND RPM (RAISED PAVEMENT MARKINGS), SHALL BE REMOVED AND CONSTRUCTION ZONE MARKERS AND EDGE LINE SHALL BE INSTALLED TO THE LIMITS AS INDICATED ON THE MAINTENANCE OF TRAFFIC PLANS PRIOR TO OPENING THE ZONE TO TRAFFIC. REMOVAL OF THE EXISTING PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH NOTE (6).
5. SUPPLEMENTAL GUIDE SIGNS WITHIN A BI-DIRECTIONAL ZONE:
 - A) ADVANCED GUIDE SIGNS FOR BI-DIRECTIONAL ZONES EXCEEDING TWO (2) MILES IN LENGTH: WHEN BI-DIRECTIONAL TRAFFIC ZONES EXCEED TWO (2) MILES IN LENGTH, SUPPLEMENTAL GUIDE SIGNS ARE TO BE PLACED EVERY 2 MILES TO INFORM MOTORISTS OF THE NUMBER OF MILES OF SINGLE LANE TRAFFIC REMAINING AS WELL AS THE POSTED CONSTRUCTION ZONE SPEED LIMIT.
6. CONSTRUCTION ZONE MARKERS AND TEMPORARY PORTABLE BARRIERS SHALL BE PLACED IN ACCORDANCE WITH OTC STANDARD DRAWINGS AND AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS.
7. REMOVAL OF EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY EITHER GRINDING OR WATER BLAST AS APPROVED BY THE CHIEF ENGINEER, IN ACCORDANCE WITH SP 641C. IN NO INSTANCE SHALL BLACKOUT TAPE BE USED.


MAINTAINING TRAFFIC (CONTINUED)

8. TRUCK MOUNTED ATTENUATORS (TMA) ARE CRASH CUSHIONS THAT ARE ATTACHED TO THE REAR OF PROTECTIVE VEHICLES TO REDUCE THE SEVERITY OF REAR-END COLLISIONS. TMA'S ARE INTENDED TO BE USED ON SHADOW VEHICLES IN MOVING OPERATIONS (THAT PARTIALLY OR TOTALLY ENCROACH ON THE PAVED SHOULDER OR TRAVELED LANE), OPERATIONS IN WHICH THE SHADOW VEHICLE IS BEING OCCUPIED, AND WHEN THERE ARE FEW OR NO ADVANCED WARNING SIGNS OR TRAFFIC CONTROL DEVICES. TMA'S ARE TO BE ATTACHED TO MEDIUM TRUCKS AND ARE TO BE LOCATED IN ADVANCE (AT THE BACK) OF MOVING OPERATIONS.
3. THE CONTRACTOR'S RESPONSIBILITY TO THE SAFETY OF THE MOTORING PUBLIC WHILE PERFORMING THE REQUIREMENTS OF THE CONTRACT SHALL BE IN ACCORDANCE WITH THESE MAINTENANCE OF TRAFFIC PLANS, THE OHIO DEPARTMENT OF TRANSPORTATION, THE OHIO TURNPIKE COMMISSION THE SPECIFICATIONS AND SPECIAL PROVISIONS, THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (THE MANUAL) AND "TEMPORARY TRAFFIC CONTROL STANDARDS OF THE OHIO TURNPIKE", CURRENT EDITION, LATEST REVISION.
10. THE CONTRACTOR SHALL COVER ALL PERMANENT SIGNS, OR PORTIONS THEREOF, AS REQUIRED BY THE PLANS, AND/OR AS DIRECTED BY THE CHIEF ENGINEER.
11. TEMPORARY SIGN OVERLAYS FOR OVERHEAD SIGNS SHALL BE OF THE SAME COLOR AS THE BACKGROUND OF THE SIGN AND SHALL BE HIGH INTENSITY GRADE SHEETING (TYPE G) ON 0.080 INCH THICK ALUMINUM. ALL TEMPORARY OVERLAY'S SHALL BE SECURELY FASTENED TO THE EXISTING SIGN IN A MANNER THAT DOES NOT DAMAGE THE ORIGINAL SIGN, AND SHALL BE FURNISHED, INSTALLED AND REMOVED BY THE CONTRACTOR.
12. THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION SHALL COORDINATE WITH THE OHIO STATE HIGHWAY PATROL OFFICE TO OBTAIN THE SERVICES OF LAW ENFORCEMENT OFFICERS AS REQUIRED.

PAYMENT FOR THE MAINTENANCE OF TRAFFIC ITEMS, UNLESS OTHERWISE SPECIFIED SEPARATELY, SHALL BE PAID FOR UNDER THE LUMP SUM PRICE BID FOR ITEM SP614-MAINTAINING TRAFFIC, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THE WORK AS DETAILED IN THE PLANS.



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1	ADDENDUM NO. 1	LOB	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINTENANCE OF TRAFFIC NOTES SHEET 1 OF 4			
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		DATE:	11/27/13
		SCALE:	N/A
CONTRACT 39-14-02			SHEET 20 OF 414

MAINTENANCE OF TRAFFIC GENERAL NOTES

ITEM SPECIAL – "SNAP" MILL AND FILL

MAINTENANCE OF TRAFFIC ON THE MEDIAN SHOULDER AND PORTIONS OF THE OUTSIDE SHOULDER WILL REQUIRE THE EXISTING "SNAPS" TO BE MILLED AND FILLED OUTSIDE THE WORK LIMITS FOR TEMPORARY TRAFFIC CONTROL PURPOSES.

PAYMENT FOR THIS ITEM SHALL INCLUDE REMOVAL OF EXISTING "SNAPS" AND THE EXISTING PAVEMENT JOINT BY MILLING 1 1/2" DEEP AND 5' WIDE, TACK COATING ALL EXPOSED MILLED SURFACES, AND PAVING THE MILLED AREA WITH 1 1/2" OF ITEM SP 404 – ASPHALT CONCRETE SURFACE COURSE, PG 64-22. ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL – "SNAP" MILL AND FILL.

ITEM SPECIAL – "SNAP" MILL AND FILL..... 116.034 FT

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE CHIEF ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 2,000 M GAL.

ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 300 CU. YD.

ITEM 615 – PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

THIS ITEM SHALL BE AS PER SECTION 615 OF THE CMS. IN ADDITION, PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR AND MATERIALS REQUIRED TO INSTALL THE REQUIRED 12" SLOTTED DRAIN, TYPE 2 AT THE PROPOSED CROSSOVER LOCATIONS.

THE PROPOSED 12" SLOTTED DRAIN, TYPE 2 SHALL BE 12 INCH DIAMETER SLOTTED DRAIN ALUMINUM COATED STEEL CONDUIT 707.01 WITH 6 INCH TRAPEZOIDAL GALVANIZED SOLID BAR GRATE AS APPROVED BY THE CHIEF ENGINEER.

ALL COSTS FOR THE PLACEMENT OF THE TEMPORARY PAVEMENT, LABOR AND MATERIALS, INCLUDING TYPE 2 BEDDING, AND BACKFILLING AS DETAILED ON STANDARD CONSTRUCTION DRAWING DM-1.3 SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 615 – PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.....4842 SQ. YD.

ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, FOUR (4) PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS). TWO (2) OF THE SIGNS SHALL BE LOCATED NEAR THE PROJECT SITE, ONE FOR EACH DIRECTION OF TRAVEL, FOR THE DURATION OF THE PROJECT. TWO OF THE SIGNS SHALL BE LOCATED APPROXIMATELY TWENTY-FIVE (25) MILES OUTSIDE THE PROJECT LIMITS, ONE FOR EACH DIRECTION OF TRAVEL, AS DIRECTED BY THE ENGINEER FOR THE DURATION OF THE PROJECT. THE SIGNS SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED CLASS "A" PCMS UNITS MAINTAINED BY THE ODOT DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH CMS 614.03, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE CHIEF ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE CHIEF ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW REFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE CHIEF ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE AUTHORIZED PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE CHIEF ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. THE CONTRACTOR SHALL ONLY BE PAID FOR THE PCMS UNITS WHEN THEY ARE IN OPERATION ON THE PROJECT AS SPECIFIED IN THE PLANS OR BY THE CHIEF ENGINEER.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 1960 DAY

ITEM SP 614 – ZONE PERSON REPORT FORM

THE ZONE PERSON REQUIREMENTS OF SP 614 – MAINTAINING TRAFFIC ARE MODIFIED AS FOLLOWS: THE CONTRACTOR SHALL DESIGNATE A ZONE PERSON, (SUBJECT TO THE APPROVAL OF THE CHIEF ENGINEER), OTHER THAN THE SUPERINTENDENT, TO BE RESPONSIBLE FOR THE MAINTENANCE OF TRAFFIC. THE DESIGNATED ZONE PERSON SHALL HAVE A FULL WORKING KNOWLEDGE OF THE MAINTENANCE OF TRAFFIC PLANS AND SPECIAL PROVISIONS. THE ZONE PERSON SHALL SUPERVISE THE SET-UP AND REMOVAL OF THE TRAFFIC CONTROL DEVICES AS WELL AS THE MAINTENANCE, ON A CONTINUAL BASIS TWENTY-FOUR(24) HOURS PER DAY, SEVEN (7) DAYS PER WEEK, WHILE THEY ARE IN PLACE. THE ZONE PERSON SHALL BE RESPONSIBLE TO ENSURE THAT ANY DAMAGED OR MISSING TRAFFIC CONTROL DEVICES ARE REPAIRED OR REPLACED IMMEDIATELY. IN ADDITION, THE ZONE PERSON SHALL CONTINUALLY CHECK THE REFLECTIVE SURFACES OF ALL THE TRAFFIC CONTROL DEVICES TO INSURE THAT THE DEVICES ARE CLEAN AND ARE PERFORMING ITS INTENDED FUNCTION. THE ZONE PERSON SHALL HAVE NO OTHER CONSTRUCTION RELATED DUTIES.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY:

ITEM SP 614 – ZONE PERSON 10,000 HOURS

EARTHWORK FOR MAINTAINING TRAFFIC


THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY:

EXCAVATION FOR MAINTAINING TRAFFIC..... 13.1 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC..... 48.4 CU. YD.

STORAGE OF TEMPORARY PORTABLE BARRIER


THE COMMISSION WILL ALLOW STORAGE OF TEMPORARY PORTABLE BARRIER WALL ON TURNPIKE RIGHT OF WAY AT TOLL PLAZAS (TP) 152, 161 AND 173. SPACE IS AVAILABLE AT EACH TOLL PLAZA WITH LIMITED SPACE AVAILABLE AT TP161. THE CONTRACTOR SHALL VERIFY THE AMOUNT OF SPACE THAT IS AVAILABLE AT EACH TOLL PLAZA. THE AVAILABLE SPACE AT THE TOLL PLAZAS MAY REQUIRE MINIMAL GRADING TO PREPARE THE SURFACE FOR LEVEL AND STABLE STORAGE. EITHER ASPHALT MILLINGS OR CRUSHED AGGREGATE MAY BE USED AT THE CONTRACTOR'S OWN EXPENSE TO GRADE AND STABILIZE THE STORAGE AREA. TEMPORARY PORTABLE BARRIER SHALL NOT BE STORED HIGHER THAN THREE PIECES HIGH. TYPICAL STORAGE ANTICIPATED WOULD BE IN CUBES OF 5 TEMPORARY PORTABLE BARRIER SECTIONS ALTERNATELY STACKED 3 HIGH OR AS RECOMMENDED BY THE MANUFACTURE. RESTORATION OF THE AREA WILL BE REQUIRED TO ORIGINAL OR BETTER CONDITIONS AS APPROVED BY THE CHIEF ENGINEER PRIOR TO FINAL COMPLETION. ALL BROKEN BARRIER AND DEBRIS SHALL BE REMOVED FROM THESE AREAS ONCE COMPLETE AND DISPOSED IN ACCORDANCE WITH SP105. FLAGGERS WILL BE REQUIRED FOR ANY TURNING MOVEMENTS IN FRONT OF THE TOLL PLAZAS PER THE OTIC'S STANDARDS. THE CONTRACTOR SHALL PROVIDE A UTILIZATION PLAN TO THE CHIEF ENGINEER FOR APPROVAL. THIS PLAN SHALL INCLUDE THE FOLLOWING: AN AERIAL DRAWING OF THE TOLL PLAZA WHICH DEFINES THE STORAGE AREA, SIZE OF AREA REQUIRED, DESCRIPTION OF HOW THE BARRIER IS TO BE STORED, DESCRIPTION OF WORK REQUIRED TO PREPARE THE STORAGE AREA WHICH INCLUDES TYPE OF SURFACE TO BE INSTALLED IF REQUIRED, GRADING THAT PROVIDES POSITIVE DRAINAGE AND ANY EROSION CONTROL MEASURES REQUIRED, AND THE LOGISTICS TO STORE AND RETRIEVE THE STORED TEMPORARY PORTABLE BARRIER TO AND FROM THE TOLL PLAZA. ALL COSTS ASSOCIATED WITH THE STORAGE OF TEMPORARY PORTABLE BARRIER SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM PRICE BID OF ITEM SP622A – TEMPORARY PORTABLE BARRIER, 32".

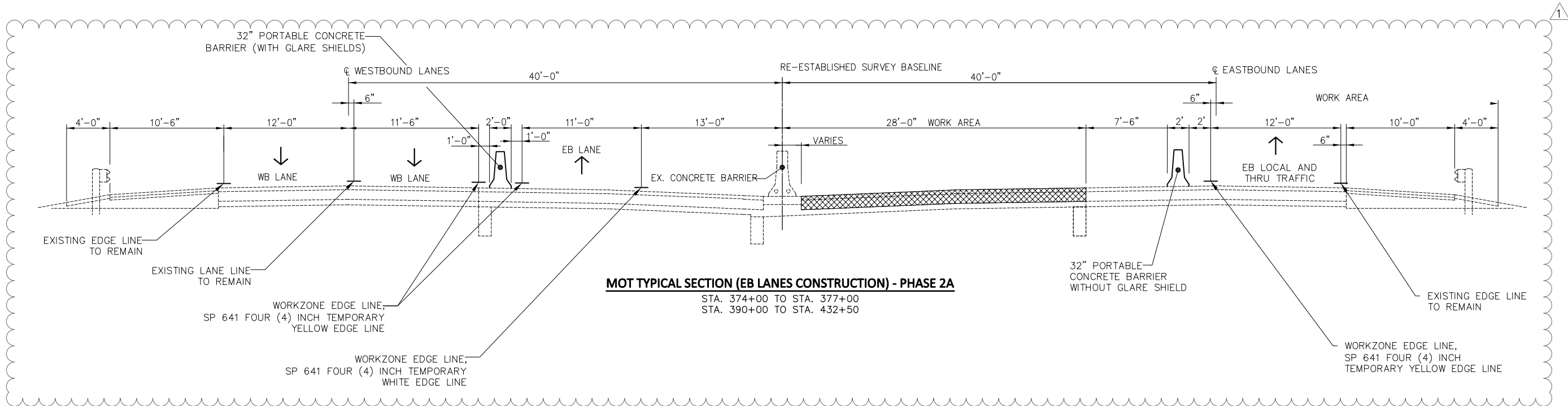
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1	ADDENDUM NO. 1	LOB	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
MAINTENANCE OF TRAFFIC NOTES SHEET 3 OF 4			
 GPD GROUP. <small>Glass, Pyle, Schomer, Burns & Dalveren, Inc. 330-572-2100 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2101 Copyright: Glass, Pyle, Schomer, Burns & Dalveren, Inc. 2013</small>			
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CONTRACT 39-14-02		SHEET 22 OF 414	

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21	22	23	25	31	32	33	39	40	41	42						
			4	10	1	3	5		3	2	614	EACH	28	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL), 24"		
20											614	EACH	20	REPLACEMENT SIGN		
2											614	EACH	2	WORK ZONE CROSSOVER LIGHTING SYSTEM		
	300										614	CU YD	300	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC		
			108	1,351	161	118	1,138	193	63	154	614	EACH	3,286	OBJECT MARKER, ONE WAY		
				0.58		0.15	0.20	0.09	0.10		614	MILE	1.11	WORK ZONE LANE LINE, CLASS I, 642 PAINT		
			2.54	28.24	3.81	2.50	27.70	3.92	0.90	3.37	614	MILE	72.98	WORK ZONE EDGE LINE, CLASS I, 642 PAINT		
				3,100			3,100				614	FT	6,200	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT		
				978		1,050	900	600		2,001	614	FT	5,529	WORK ZONE DOTTED LINE, CLASS I, 642 PAINT		
				158			155				614	FT	313	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1, 740.06, TYPE I		
	10,000										SP614	HOUR	10,000	ZONE PERSON		
											SP614	LUMP		MAINTAINING TRAFFIC		
				349			85		125		615	SQ YD	559	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A		
	4,842										615	SQ YD	4,842	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN		
											616	M GAL	2,000	WATER		
											SP622A	LUMP		TEMPORARY PORTABLE BARRIER, "Y" CONNECTOR		
											SP622A	LUMP		TEMPORARY PORTABLE BARRIER, 32" (WITH GLARE SHIELD)		
											SP622A	LUMP		TEMPORARY PORTABLE BARRIER, 32" (WITHOUT GLARE SHIELD)		
				739	125		387			45	SP626A	EACH	1,296	CONSTRUCTION ZONE MARKER, ONE WAY MODEL, (WHITE)		
				499	125		387			45	SP626A	EACH	1,056	CONSTRUCTION ZONE MARKER, ONE WAY MODEL, (YELLOW)		
500											630	SQ FT	500	SIGNING, MISC.: ADDITIONAL SIGNS WITH SUPPORTS, AS DIRECTED BY THE CHIEF ENGINEER	21	
110											SP641C	MILE	110	REMOVAL OF PAVEMENT MARKING		
											SPECIAL	FT	116,034	"SNAP" MILL AND FILL	22	
3											SPECIAL	EACH	3	EXISTING CROSSOVER TO BE CLOSED / RE-OPENED, AS PER PLAN	21	
	116,034										614	DAY	1,960	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	22	
	1,960															

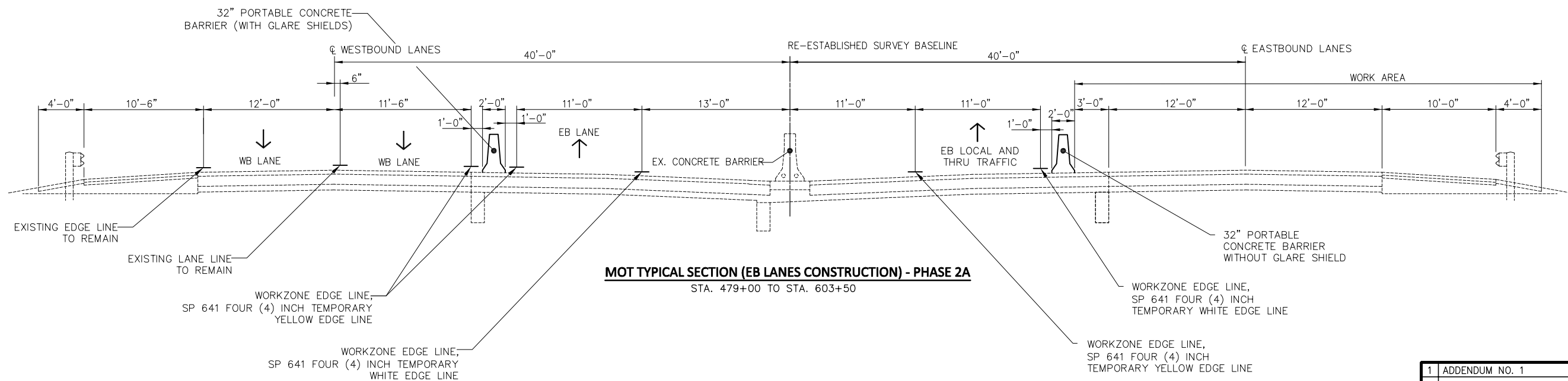
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1	ADDENDUM NO. 1	LOB	1-14-14
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINTENANCE OF TRAFFIC GENERAL SUMMARY			
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CONTRACT 39-14-02 SHEET 24 OF 414			



MOT TYPICAL SECTION (EB LANES CONSTRUCTION) - PHASE 2A

STA. 374+00 TO STA. 377+00
 STA. 390+00 TO STA. 432+50



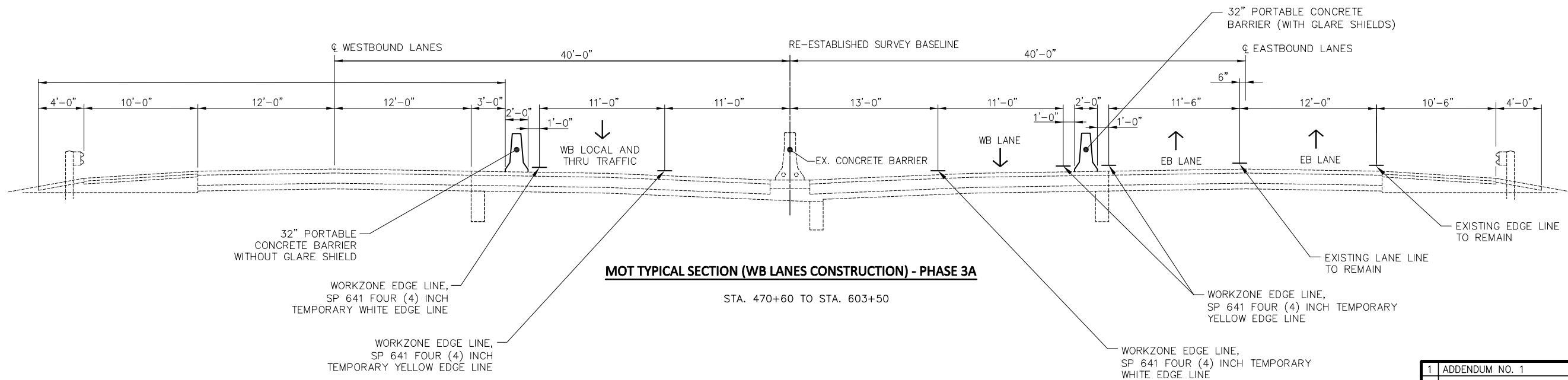
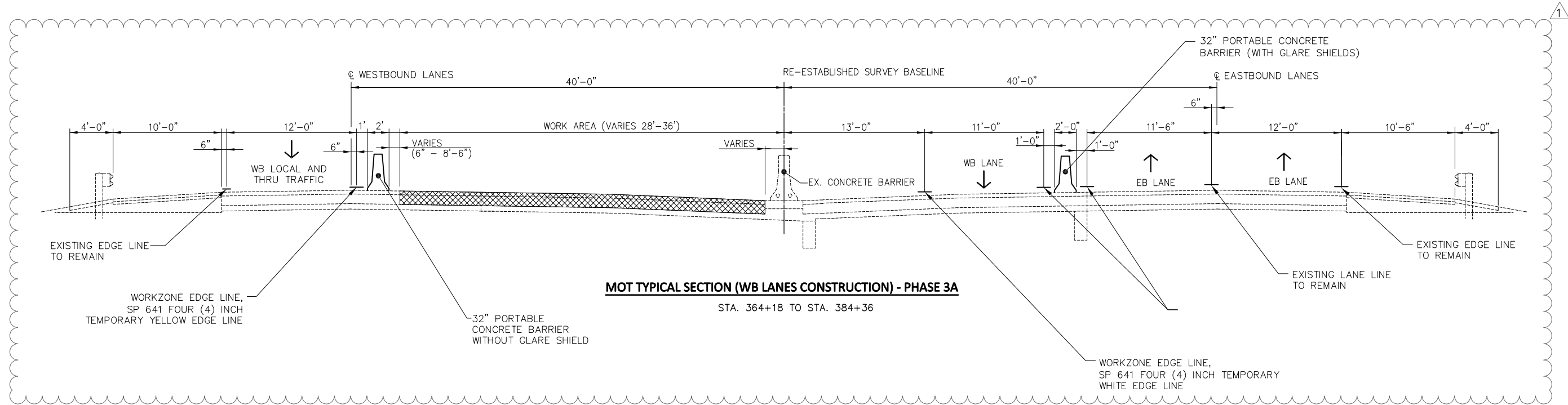
MOT TYPICAL SECTION (EB LANES CONSTRUCTION) - PHASE 2A

STA. 479+00 TO STA. 603+50

LEGEND	
	WORK AREA

1	ADDENDUM NO. 1	LOB	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
MAINTENANCE OF TRAFFIC CONSTRUCTION PHASE 2A MOT TYPICAL SECTION			
GPD GROUP <small>Glass, Pfeil, Schomer, Burns & DeBruin, Inc.</small>			
<small>520 South Main Street, Suite 2531, Akron, Ohio 44311</small>		<small>330-572-2100 Fax 330-572-2101</small>	
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CONTRACT 39-14-02 SHEET 43 OF 414			

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LEGEND	
	WORK AREA

1	ADDENDUM NO. 1	LOB	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
MAINTENANCE OF TRAFFIC CONSTRUCTION PHASE 3A MOT TYPICAL SECTION			
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CONTRACT 39-14-02 SHEET 45 OF 414			


SHEET NUMBER														ITEM	GRAND TOTAL	UNIT	DESCRIPTION	REF. NO.		
13	14	15	16	17	18	19	222	223	224	227	228	229	323	INSERT						
	LUMP															201	LUMP		CLEARING AND GRUBBING	
	124															201	124	EACH	TREE REMOVED, 18"	
	30															201	30	EACH	TREE REMOVED, 30"	
	364															201	364	EACH	TREE REMOVED, 18" ASH	
																202	5	EACH	CATCH BASIN OR INLET REMOVED	
																202	368	FT	PIPE REMOVED	
																202	12463	FT	GUARDRAIL REMOVED	
		10363														202	10363	FT	GUARDRAIL REMOVED FOR SALVAGE, AS PER PLAN	15
																202	1247	SQ YD	APPROACH SLAB REMOVED	
																202	600	FT	CONCRETE BARRIER REMOVED, AS PER PLAN	14
																202	1665	FT	CONCRETE BARRIER REMOVED	
																202	215074	SQ YD	PAVEMENT REMOVED	
																203	54424	CU YD	EXCAVATION	
						344	2992									203	1956	CU YD	EMBANKMENT	
						229	1727									203	2605	CU YD	BORROW	
						250										203	4710	CU YD	EXCAVATION INCLUDING EMBANKMENT, AS PER PLAN	INSERT
																204	2124	SQ YD	SUBGRADE COMPACTION	
																209	20210	FT	DITCH CLEANOUT	
					20210											254	1621	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (T=1 1/2")	
																254	7133	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (T=3 1/4")	
																254	1827	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE THICKNESS)	
																SP526	1252	SQ YD	CLASS C CONCRETE, APPROACH SLAB, USING TYPE I CEMENT (T=12")	
																SP536A	2218	SQ YD	MASONRY COATING	
																606	18143	FT	GUARDRAIL, TYPE MGS, USING LONG STEEL POSTS	
																606	125	FT	GUARDRAIL, REBUILT, TYPE MGS TO MEET EXISTING	
																606	20	EACH	ANCHOR ASSEMBLY, TYPE T, USING LONG STEEL POSTS	
																606	21	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING LONG STEEL POSTS	
																606	4	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING LONG STEEL POSTS, AS PER PLAN	14
																606	8	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2, USING LONG STEEL POSTS	
																606	3	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2, USING LONG STEEL POSTS, AS PER PLAN	14
																SP606E	31	EACH	ANCHOR ASSEMBLY, TYPE E (ET-31)	
																606	1	EACH	IMPACT ATTENUATOR, TYPE 3	
																609	690	FT	ASPHALT CONCRETE CURB, TYPE 1, PG64-22	
																609	63	FT	CURB, TYPE 4-C	
																622	600	FT	CONCRETE BARRIER, TYPE B-50, AS PER PLAN	14
																622	188	FT	CONCRETE BARRIER, TYPE D, AS PER PLAN	14
																622	1991	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN	14
																626	246	EACH	BARRIER REFLECTOR, TYPE A	
																626	49	EACH	BARRIER REFLECTOR, TYPE B	
																			EROSION CONTROL	
																SP113	LUMP		SWP3 MANAGEMENT	229
																207	80	CU YD	SEDIMENT BASINS AND DAMS	
																207	150	FT	INLET PROTECTION	
																207	48707	FT	PERIMETER FILTER FABRIC FENCE	
																207	3690	FT	FILTER FABRIC DITCH CHECK	
																SPECIAL	400	CU YD	LIMESTONE SAND	INSERT
																659	6	EACH	SOIL ANALYSIS TEST	
																659	12198	CU YD	TOPSOIL	
																659	109900	SQ YD	SEEDING AND MULCHING	
																659	5400	SQ YD	REPAIR SEEDING AND MULCHING	
																659	5400	SQ YD	INTER-SEEDING	
																659	14.58	TON	COMMERCIAL FERTILIZER	
																659	22.32	ACRE	LIME	
																659	587	M GAL	WATER	
																671	5186	SQ YD	EROSION CONTROL MAT, TYPE B	
																832	LUMP		EROSION CONTROL	228

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1	ADDENDUM NO. 1	PJF	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL SUMMARY SHEET 1 OF 3			
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CONTRACT 39-14-02 SHEET 219 OF 414			

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 Date: Jan 14, 2014 Time: 2:09 PM
 Technician: chuff

1	ADDENDUM NO. 1	PJF	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL SUMMARY SHEET 2 OF 3			
 GPD GROUP <small>Glenn Pyle, Schommer, Burns & DeHaven, Inc.</small> 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2101 Copyright © Glenn Pyle, Schommer, Burns & DeHaven, Inc. 2013			
DESIGNED:	CLH	CHECKED:	PJF
DRAWN:	CLH	IN CHARGE:	MRG
		DATE:	12/19/13
		SCALE:	NTS
CONTRACT 39-14-02 SHEET 220 OF 414			

Main table with columns for Station to Station, Side, Length, Pavement Width, Shoulder Width, Surface Area, Approach Slab Area, Planimetered Area, and various pavement types like EXCAVATION, SUBGRADE COMPACTION, ASPHALT CONCRETE, etc. Includes sub-sections for TRAVELED LANES AND OUTSIDE SHOULDER, ENTRANCE AND EXIT RAMP, and EMERGENCY PULL OFF AREAS. Ends with a TOTALS CARRIED TO SHEET 227 row.

Drawing File: C:\2013\2013161\Roadway\Sheets\2013161\2013161.dwg Layout: Model Date: Jan 14, 2014 Time: 4:13 pm Technician: chuff

ADDENDUM NO. 1, REVISIONS, OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION, OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION PAVEMENT CALCULATIONS, GPD GROUP logo and contact info, DESIGNED: CLH, CHECKED: P.J.F., DATE: 12/19/13, DRAWN: CLH, IN CHARGE: MRG, SCALE: NTS, CONTRACT 39-14-02 SHEET 226 OF 414

Drawing File: C:\2013\2013161\Roadway\sheds\2013161\05003.dwg Layout: Model
 Date: 08/14/2014 Time: 12:12 PM
 Plotter: HP DesignJet 5000

STATION TO STATION	SIDE	LENGTH	PAVEMENT WIDTH	SHOULDER WIDTH	SURFACE AREA	APPROACH SLAB AREA	PLANIMETERED AREA	202	203	204	252	254			SP304	452	SP402		SP403	SP404		SP404A	SPECIAL		SP302	526	SP605	SPECIAL	SPECIAL						
								PAVEMENT REMOVED	EXCAVATION (T=7' +/- MAINLINE PAVEMENT, T=9' +/- THIRD LANE PAVEMENT, T=11-1/4' +/- SHOULDERS, T=14' +/- APPROACH SLABS)	SUBGRADE COMPACTION	FULL DEPTH PAVEMENT SAWING	PAVEMENT PLANING, ASPHALT CONCRETE (T=3' 1/4' +/-)	PAVEMENT PLANING, ASPHALT CONCRETE (T=1' 1/2' +/-)	PAVEMENT PLANING ASPHALT CONCRETE (VARIABLE THICKNESS)	9" AGGREGATE BASE (SHOULDER)	6" AGGREGATE BASE	12" AGGREGATE BASE	NON-REINFORCED CONCRETE PAVEMENT (T=15')	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)	ASPHALT CONCRETE LEVELING COURSE, PG 64-22	ASPHALT CONCRETE LEVELING COURSE, PG 70-22 (FR)	1-1/2" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22	1-1/2" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR)	JOINT SEALER	TRACKLESS TACK FOR INTERMEDIATE COURSE (0.06 GAL./S.Y.)	TRACKLESS TACK (0.075 GAL./S.Y.)	BITUMINOUS AGGREGATE BASE, PG 64-22 (T = 12-1/2" PAVEMENT, T = 8" SHOULDERS)	CLASS C CONCRETE, APPROACH SLAB, USING TYPE I CEMENT (T=12")	AGGREGATE DRAIN, AS PER PLAN	ASPHALT PAVEMENT REINFORCEMENT	SONIC NAP ALERT PATTERN (SNAP)			
EMERGENCY PULL OFF AREAS - CONTINUED								SQ. YD.	CU. YD.	SQ. YD.	FT.	SQ. YD.	SQ. YD.	SQ. YD.	CU. YD.	CU. YD.	SQ. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	FT.	GAL.	GAL.	CU. YD.	SQ. YD.	FT.	SQ. YD.	MILE					
Eastbound																																			
565+09.46	565+49.01	EB	39.55	6.00	237								26																						
565+49.01	569+29.95	EB	380.94	12.00	4571								508																						
569+29.95	570+89.93	EB	159.98	6.00	960								107																						
SERVICE DRIVE																																			
Westbound																																			
438+00.77	439+83.48	WB	182.71		4146		4146	461	88.2					120																					
Eastbound																																			
438+83.88	440+57.35	EB	173.47		773		773																												
MEDIAN SHOULDER AT APPROACH SLABS																																			
373+38.48	374+39.17	WB	100.69	12.56	1265																														
376+09.10	377+10.00	WB	100.90	12.56	1267																														
390+17.50	391+17.50	WB	100.00	12.49	1249																														
396+60.96	397+66.81	WB	105.85	12.50	1323																														
373+39.01	374+43.08	EB	104.07	12.51	1302																														
376+14.11	377+13.95	EB	99.84	12.39	1237																														
390+03.28	391+12.83	EB	109.55	12.50	1369																														
396+58.81	397+58.81	EB	100.00	12.50	1250																														
THIRD LANE AT APPROACH SLABS																																			
390+17.50	391+27.05	WB	109.55	12.00	1315																														
396+66.81	397+66.81	WB	100.00	12.00	1200																														
373+39.01	374+37.81	EB	98.80	12.00	1186																														
376+07.50	377+13.95	EB	106.45	12.00	1277																														
390+03.28	391+03.28	EB	100.00	12.00	1200																														
SUBTOTALS FROM THIS SHEET								461	88	0	0	0	727	1827	120	0	0	0	22	0	71	33	97	29	0	137	226	104	0	0	0	0.00			
SUBTOTALS FROM SHEET 225								190178	42982	1488	51485	7133	0	8699	26201	210	829	1603	7948	0	0	1374	6813	51357	11789	14736	61759	627	43572	14266	6.42				
SUBTOTALS FROM SHEET 226								24435	8019	636	0	0	894	0	5369	678	210	0	990	198	0	0	886	169	0	1466	1900	6015	626	0	0	3.99			
SUBTOTALS FROM SHOULDER ADDITIONS														16						3			3			4	5	14							
TOTALS CARRIED TO GENERAL SUMMARY								215074	51089	2124	51485	7133	1621	1827	14203	27298	829	2619	8146	71	33	2360	7011	51357	13396	16867	67892	1252	43572	14266	10.41				

SHOULDER ADDITIONS

LOCATION	LENGTH	SHOULDER WIDTH	SURFACE AREA	SP304	SP402	SP404	SPECIAL		SP302	617	617	SP627
				9" AGGREGATE BASE (SHOULDER)	1-3/4" ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG64-22	1-1/2" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22	TRACKLESS TACK FOR INTERMEDIATE COURSE (0.06 GAL./S.Y.)	TRACKLESS TACK (0.075 GAL./S.Y.)	BITUMINOUS AGGREGATE BASE, PG 64-22 (T = 8" SHOULDERS)	COMPACTED AGGREGATE (T=3')	SHOULDER PREPARATION	STONE SHOULDER PROTECTION (T=3")
	FT.	FT.	SQ. FT.	CU. YD.	CU. YD.	CU. YD.	GAL.	GAL.	CU. YD.	CU. YD.	SQ. YD.	TON
SHLDR. WITHOUT BARRIER	26641.45	4.00	106566							987	11841	
SHLDR. BEHIND BARRIER	22681.68	3.00	68045								7561	1197
SHLDR. WITH CURB	689.68	0.83	575	16	3	3	4	5	14			
TOTALS CARRIED TO TABLE ABOVE				16	3	3	4	5	14			
TOTALS CARRIED TO GENERAL SUMMARY										987	19401	1197

1	ADDENDUM NO. 1	PJF	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION PAVEMENT CALCULATIONS			
GPD GROUP <small>Glenn Ryle, Subcontractor, Burns & McDonnell, Inc.</small> <small>520 South Main Street, Suite 2531, Akron, Ohio 44311</small> 330-572-2100 <small>Copyright: Glenn, Ryle, Schommer, Burns & McDonnell, Inc. 2013</small> Fax 330-572-2101			
DESIGNED: CLH	CHECKED: PJF	DATE: 12/19/13	
DRAWN: CLH	IN CHARGE: MRG	SCALE: NTS	
CONTRACT 39-14-02 SHEET 227 OF 414			

Technician: chuff

SWPPP & PERMIT NOTES:

1. THE NPDES GENERAL PERMIT FOR CONSTRUCTION STORM WATER (OHCO00004) IS INCORPORATED INTO AND MADE PART OF THIS STORM WATER POLLUTION PREVENTION PLAN.
2. THE CONDITIONS OF THE NPDES CONSTRUCTION STORM WATER GENERAL PERMIT (OHCO00004) SHALL BE MET DURING ALL STAGES OF CONSTRUCTION. THE LOCATION, QUANTITY, AND TIMING OF ALL EROSION AND SEDIMENT CONTROL ITEMS SHALL BE FIELD ADJUSTED TO PREVENT SIGNIFICANT IMPACTS ON RECEIVING WATERS. IMPLEMENTATION OF THIS STORM WATER POLLUTION PREVENTION PLAN SHALL CONTINUE THROUGHOUT THE DURATION OF THE PROJECT OR UNTIL SUCH TIME THAT THE UPSLOPE DISTURBED AREAS ARE STABILIZED.
3. THE CONTRACTOR SHALL SEEK COVERAGE UNDER THE OHIO EPA NPDES PERMIT FOR CONSTRUCTION ACTIVITY AS A CO-PERMITTEE OF THE OTIC FOR THIS PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INFORM ALL SUBCONTRACTORS OF THE PERMIT REQUIREMENTS AND THEIR DUTY TO COMPLY WITH THOSE REQUIREMENTS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ANY EPA ENFORCEMENT ACTION TAKEN AND SUBSEQUENT PENALTIES LEVIED AS A RESULT OF HIS ACTIVITY AND/OR ANY ACTIVITY OF THE SUBCONTRACTORS AS PART OF THIS PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND ARRANGE FOR ALLOCATION OF FINANCIAL RESPONSIBILITY AMONG THE SUBCONTRACTORS FOR ACTIONS TRIGGERING EPA ENFORCEMENT ACTION.
4. THIS STORM WATER POLLUTION PREVENTION PLAN, ALONG WITH A COPY OF THE NPDES GENERAL PERMIT FOR CONSTRUCTION STORM WATER SHALL BE RETAINED ONSITE FOR THE DURATION OF CONSTRUCTION AND SHALL BE MADE AVAILABLE FOR INSPECTION UPON DEMAND.

5. THE CONTRACTOR SHALL COMPLETE AND MAINTAIN ALL STORM WATER MANAGEMENT DOCUMENTATION IN ACCORDANCE WITH THE PROJECT SPECIAL PROVISIONS SECTION SPII3. DOCUMENTATION SHALL INCLUDE REQUIRED REPORTING THAT IS TO BE COMPLETED EVERY SEVEN (7) DAYS OR AFTER A RAIN EVENT OF ONE-HALF (0.5) INCH OR GREATER WITHIN A 24-HOUR PERIOD. ALL REPORTING IS REQUIRED TO BE COMPLETED BY A THIRD-PARTY INSPECTOR AND THE COMMISSION MUST BE COPIED ON SUBMITTALS OF ANY STORM WATER INSPECTION REPORTS TO THE CONTRACTOR. INSPECTIONS ARE REQUIRED TO CONTINUE UNTIL 70% VEGETATION IS ACHIEVED. INSPECTION FREQUENCY MAY BE REDUCED DUE TO WEATHER CONDITIONS. ALSO INSPECTION MAY BE DISCONTINUED FOR PORTIONS OF THE SITE THAT HAVE REACHED FINAL STABILIZATION.

6. THE CONTRACTOR MAY INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL BMP ON A ROLLING BASIS AS CONSTRUCTION PROCEEDS. NO EARTH DISTURBANCE MAY OCCUR IN AN AREA UNLESS THE BMP ASSOCIATED WITH THE TRIBUTARY AREA IS IN PLACE. THE CONTRACTOR SHALL APPRISE OTIC OF THE ANTICIPATED INSTALLATION RANGE AND DATE FOR INSTALLED CONTROLS AND LOG THE ACTUAL PLACEMENT RANGE AND DATE IN THE SWP3 LOG. THE CONTRACTOR SHALL KEEP A RUNNING TOTAL OF DISTURBED AREA, INCLUDING TOTAL AREA DISTURBED AND BMP INSTALLED AND A RUNNING TOTAL OF AREAS BROUGHT TO FINAL STABILIZATION WITH TEMPORARY BMP REMOVED. THE DATES OF BMP PLACEMENT, INITIAL EARTH DISTURBANCE, STABILIZATION, AND BMP REMOVAL FOR PROJECT AREAS SHALL BE RECORDED IN THE SWP3 LOG.

SWPPP BEST MANAGEMENT PRACTICE CONTROLS:

7. INSTALLATION OF SEDIMENT AND EROSION CONTROLS SHALL BE INSTALLED CONCURRENT WITH CLEARING AND GRUBBING AND/OR GRADING OPERATIONS.
8. ALL REASONABLE ATTEMPTS SHOULD BE MADE TO MINIMIZE THE TOTAL AREA OF DISTURBED LAND. EXISTING VEGETATION SHALL BE PROTECTED TO THE MAXIMUM EXTENT POSSIBLE.
9. THE STORM WATER POLLUTION PREVENTION PLAN AS HEREIN DELINEATED IS SUBJECT TO ADJUSTMENT TO ENSURE EROSION CONTROL MEASURES ARE PROPERLY COORDINATED WITH SUCCESSIVE CONSTRUCTION STAGES. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO MINIMIZE THE TOTAL AMOUNT OF AREA DISTURBED AT ONE TIME.
10. ALL TEMPORARY EROSION AND SEDIMENT CONTROL ITEMS SHALL BE PLACED ENTIRELY WITHIN THE RIGHT-OF-WAY LIMITS.
11. ALL PROPOSED EROSION AND SEDIMENT CONTROLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ODOT STANDARD HYDRAULIC CONSTRUCTION DRAWINGS DM-4.3 AND DM-4.4 AND SUPPLEMENTAL SPECIFICATION 832.05. THE CONTRACTOR SHALL PLACE STONE AT DITCH CHECKS IN ACCORDANCE WITH STANDARD DRAWING DM-4.4. PAYMENT FOR INSTALLATION OF ANY SEDIMENT OR EROSION CONTROLS SHALL BE MADE ACCORDING TO THE APPLICABLE BID ITEM. ADDITIONAL BID ITEMS HAVE BEEN ADDED TO THE PROJECT AS CONTINGENCY ITEMS IN THE EVENT THAT THE PLANNED EROSION AND SEDIMENT CONTROLS WILL NOT EFFECTIVELY MANAGE THE SITE STORM WATER RUN-OFF WITH REGARDS TO THE CONTRACTOR'S CONSTRUCTION PLAN. PRIOR TO INSTALLATION OF ANY ADDITIONAL OR CONTINGENCY CONTROLS, THE CONTRACTOR SHALL SUBMIT ANY CHANGES TO THE SWP3 FOR APPROVAL BY THE COMMISSION AND SHALL DOCUMENT ALL APPROVED REVISIONS IN THE SWP3 REVISION LOG.
12. ALL CONTROLS SHALL BE MAINTAINED IN ACCORDANCE WITH ODOT SUPPLEMENTAL SPECIFICATION 832.08. PAYMENT FOR SEDIMENT REMOVAL SHALL BE MADE UNDER ITEM 832 - BASIN SEDIMENT REMOVAL AT ANY SEDIMENT BASINS OR ITEM 832 - MISCELLANEOUS SEDIMENT REMOVAL FOR ANY OTHER CONTROLS REQUIRING SEDIMENT REMOVAL.

13. THE CONTRACTOR SHALL SUBMIT A REVISED SWP3 IDENTIFYING ALL REVISIONS REQUIRED AS A RESULT OF THE WORK. REVISIONS SHALL INCLUDE ALL PROPOSED CONSTRUCTION ENTRANCES, BORROW/WASTE SITES, STAGING AREAS, FUELING AREAS, ADDITIONAL CONTROLS NOT PROPOSED IN THE CONTRACT DOCUMENTS, ETC. AND SHALL UPDATE THIS PLAN AS CONTROLS ARE PLACED IN THE FIELD. PAYMENT FOR ALL WORK AND MATERIALS RELATED TO THIS IS INCLUDED IN THE BID FOR ITEM SPII3 - SWP3 MANAGEMENT.

SWPPP BEST MANAGEMENT PRACTICE CONTROLS (CONT.):

14. AREAS TO REMAIN DORMANT FOR MORE THAN 14 DAYS SHOULD BE STABILIZED WITH SEEDING AND MULCHING, EROSION CONTROL MATTING, OR OTHER APPROPRIATE EROSION CONTROL MEASURES. THESE MEASURES SHALL BE PLACED WITHIN SEVEN (7) DAYS OF THE LAST CONSTRUCTION ACTIVITY EXCEPT FOR AREAS WITHIN FIFTY (50) FEET OF A STREAM CHANNEL OR WATERCOURSE, WHERE MEASURES MUST BE PLACED WITHIN TWO (2) DAYS OF THE LAST CONSTRUCTION ACTIVITY. THE PLAN NOTE QUANTITIES ON SHEET 19 PROVIDE FOR THIS SEEDING AND MULCHING AND PAYMENT FOR ONLY PERMANENT SEEDING AND MULCHING SHALL BE MADE UNDER ITEM 659 - SEEDING AND MULCHING. ALL OTHER STABILIZATION SHALL BE ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 832 AND THE APPLICABLE BID ITEMS).
15. FOR AREAS BROUGHT TO FINAL STABILIZATION OR WHICH WILL LIE DORMANT FOR OVER ONE (1) YEAR, APPLY PERMANENT EROSION CONTROLS WITHIN SEVEN (7) DAYS OF FINAL STABILIZATION, THE DATE OF LAST CONSTRUCTION ACTIVITY, OR PRIOR TO OCTOBER 1ST, WHICHEVER COMES FIRST.
16. IN ACCORDANCE WITH THE OHIO EPA PERMIT SECTION PART II.B, IF THE PROJECT SPANS MULTIPLE CONSTRUCTION SEASONS, ALL AREAS LEFT DORMANT OVER THE WINTER MONTHS BUT NOT BROUGHT TO FINAL STABILIZATION SHALL BE SEEDED WITH WINTER SEEDING PRIOR TO OCTOBER 1ST AND PAYMENT FOR ANY WINTER SEEDING SHALL BE MADE UNDER ITEM 832 - WINTER SEEDING AND MULCHING.
17. ALL PERMANENT EROSION CONTROL ITEMS SHALL BE PLACED IMMEDIATELY AFTER PLACEMENT OF STRUCTURE(S).
18. ADDITIONAL QUANTITIES OF TEMPORARY SEDIMENT AND EROSION CONTROLS MAY BE REQUIRED AND MAY BE PLACED BY THE CONTRACTOR WITH THE CONCURRENCE OF THE CHIEF ENGINEER. SEE SHEET 228 FOR PLAN QUANTITIES AND PROVISION FOR THE PLACEMENT OF AND PAYMENT FOR ANY SEDIMENT AND EROSION CONTROLS NOT PROVIDED FOR ON SHEETS 230 THROUGH 234. ADDITIONALLY, SWP3 GENERAL NOTE II PROVIDES ADDITIONAL INFORMATION REGARDING CONTINGENCY BID ITEMS.

19. ALTERNATIVE SEDIMENT AND EROSION CONTROLS THAT ARE NOT PROVIDED IN THE CONTRACT DOCUMENTS ARE TO BE PROPOSED BY THE CONTRACTOR WITH SUFFICIENT INFORMATION TO IDENTIFY THAT THE CONTROL IS, AT A MINIMUM, AS EFFECTIVE AS THE CONTROLS APPROVED FOR USE.

ANCILLARY OPERATIONS:

20. THE CONTRACTOR MAY PERFORM ON-SITE FUELING OF PROJECT VEHICLES USING PORTABLE METHODS. REFUELING ACTIVITIES SHALL NOT OCCUR NEAR WATERCOURSES. FUEL SPILLS DURING REFUELING ACTIVITY SHALL BE TREATED IN ACCORDANCE WITH THE HAZARDOUS WASTE REQUIREMENTS IN THESE NOTES. IF A PROPOSED RE-FUELING AREA IS NOT INTENDED TO BE PORTABLE, THE REFUELING AREA SHALL BE DESIGNATED ON THE SWP3 BY THE CONTRACTOR AS A SWP3 REVISION.
21. MATERIAL MIXING AND BATCHING AREAS SHALL BE WITHIN PROJECT LIMITS IN A PROTECTED AREA AWAY FROM WATERCOURSES. IF THE PROPOSED MIXING AREA IS LOCATED OUTSIDE AREAS ON THIS PLAN, THE CONTRACTOR SHALL EFFECTIVELY DESCRIBE THE LOCATION AND ANY SPECIFIC CONTROLS AND/OR PROCEDURES TO CONTAIN ANY SPILLS THAT COULD OCCUR.
22. WASHOUT AREAS SHALL BE LOCATED AS NEEDED IN THE PROJECT AREA BUT AWAY FROM EXISTING WATERCOURSES. THE CONTRACTOR MAY PLACE WASHOUT AREAS AS NEEDED IN THE PROJECT AREA, BUT ALL WASHOUT AREAS SHALL BE ENTIRELY CONTAINED WITHIN THE RIGHT-OF-WAY AND MUST INSURE THAT NO WASH WATER IS DISCHARGED FROM THE WASHOUT AREA. ALL WASHOUT AREA LOCATIONS, WHETHER PERMANENT OR PORTABLE, ARE TO BE INDICATED ON THE SWP3 PLAN PAGES. IF WASHOUT AREAS ARE INTENDED TO BE PORTABLE, THE INITIAL REVISIONS TO THE SWP3 MUST IDENTIFY THAT THEY ARE PORTABLE AND NO FURTHER ENTRIES WILL BE REQUIRED TO BE LOGGED IN THE SWP3 REVISION LOG FOR WASHOUT AREAS.
23. PROCESS WASTE WATER AND MATERIALS FROM WASHOUT OPERATIONS OR MATERIAL MIXING OPERATIONS SHALL BE DISPOSED OF AS WASTEWATER AND SHALL NOT BE DISCHARGED DIRECTLY TO STREAM COURSES. PROJECT WASTE WATER SHALL BE DISPOSED OF IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS.
24. IF THE CONTRACTOR PROPOSES THE USE OF ABOVE GROUND FUEL STORAGE FOR THIS PROJECT, A SPILL PREVENTION CONTROL AND COUNTERMEASURES PLAN MAY BE REQUIRED. SEE 40 C.F.R. PART 112 FOR PLAN APPLICABILITY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY IF A SPILL PREVENTION CONTROL AND COUNTERMEASURES PLAN IS REQUIRED. IF SUCH A PLAN IS REQUIRED, THE CONTRACTOR SHALL DEVELOP AND SUBMIT THE PLAN TO THE OTIC FOR APPROVAL PRIOR TO INSTALLATION OF ABOVEGROUND FUEL STORAGE FACILITIES. ANY COSTS INCURRED BY THE COMMISSION AS A RESULT OF THE CONTRACTOR'S FAILURE TO DEVELOP AND SUBMIT AN ACCEPTABLE PLAN SHALL BE REIMBURSED TO THE COMMISSION IN FULL. ADDITIONALLY, APPROVAL BY THE COMMISSION OF THE SPILL PREVENTION CONTROL AND COUNTERMEASURES PLAN MAY NOT BE CONSIDERED AS THE COMMISSION'S ACKNOWLEDGEMENT THAT THE PLAN IS COMPLIANT WITH THE PREVIOUSLY MENTIONED FEDERAL REGULATION.
25. WATER MAY BE USED FOR DUST CONTROL. USED OIL MAY NOT BE USED FOR DUST CONTROL ON ANY COMMISSION PROJECT.

CONSTRUCTION WASTE & HAZARDOUS OR TOXIC WASTE:

26. THE CONTRACTOR SHALL DEVELOP A PLAN OR PROCEDURE FOR THE IDENTIFICATION, STORAGE AND HANDLING OF SOLID, SANITARY, AND TOXIC WASTE. THIS PLAN SHALL ADDRESS THE TEMPORARY STORAGE OF THESE MATERIALS AND THE DISPOSAL METHOD (INCLUDING DISPOSAL LOCATION IF KNOWN) FOR EACH TYPE OF WASTE. THE CONTRACTOR SHALL SUBMIT THIS STORAGE AND HANDLING PLAN TO THE OTIC FOR APPROVAL AND MAY NOT TRANSPORT MATERIAL OFF THE PROJECT SITE EXCEPT UNDER AN APPROVED PLAN. THE PROPOSED STORAGE LOCATION MUST BE INDICATED ON THE CONTRACTOR'S REVISED SWP3.
27. THE CONTRACTOR SHALL DEVELOP A PLAN AND PROCEDURE FOR DEALING WITH HAZARDOUS WASTE SPILLS ON THE PROJECT SITE. THIS PLAN SHALL ADDRESS THE PROCEDURE FOR CONTAINING, CLEANING UP, AND DISPOSING OF SPILLED MATERIALS AND SHALL CONTAIN A LIST OF SPILL CONTROL MEASURES PRESENT ON THE WORK SITE. THE CONTRACTOR SHALL SUBMIT THIS PLAN TO THE OTIC FOR REVIEW AND APPROVAL.

CONSTRUCTION WASTE & HAZARDOUS OR TOXIC WASTE (CONT.):

28. BEST MANAGEMENT PRACTICES ARE TO BE IMPLEMENTED TO MINIMIZE WATER QUALITY IMPACTS. SPILLS OF FUELS, OILS, CHEMICALS, OR OTHER MATERIALS WHICH COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY. IF THE SPILL IS A REPORTABLE AMOUNT, THE FOLLOWING ENTITIES ARE TO BE CONTACTED WITHIN 30 MINUTES OF THE SPILL:


OHIO EPA (1-800-282-9378)
CUYAHOGA COUNTY LOCAL EMERGENCY PLANNING COMMITTEE (216) 771-1365
310 W. LAKESIDE AVE., SUITE 795-A, CLEVELAND, OHIO 44113
- LOCAL FIRE DEPARTMENTS:
BEREA FIRE DEPARTMENT (BEREA, OHIO) (440) 234-1212
STRONGSVILLE FIRE DEPARTMENT (STRONGSVILLE, OHIO) (440) 238-7333
NORTH ROYALTON FIRE DEPARTMENT (NORTH ROYALTON, OHIO) (440) 237-7989
29. THE CONTRACTOR SHALL MANAGE, TEMPORARILY STORE AND DISPOSE OF ALL SOLID, SANITARY, AND TOXIC WASTE IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS. ALL CONTAINERS SHALL BE LEAK-PROOF.
30. CONSTRUCTION AND DEMOLITION DEBRIS SHALL BE DISPOSED OF IN AN OHIO EPA APPROVED CONSTRUCTION AND DEMOLITION DEBRIS LANDFILL AS REQUIRED BY CHAPTER 3714 OF THE REVISED CODE.
31. NO CONTAMINATED SOILS ARE KNOWN TO EXIST WITHIN THE PROJECT LIMITS. IF THE CONTRACTOR ENCOUNTERS CONTAMINATED SOILS, THEY SHOULD BE TREATED AS HAZARDOUS WASTE AND STORED, TRANSPORTED, AND DISPOSED OF IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL LAWS.

CONSTRUCTION SEQUENCE:

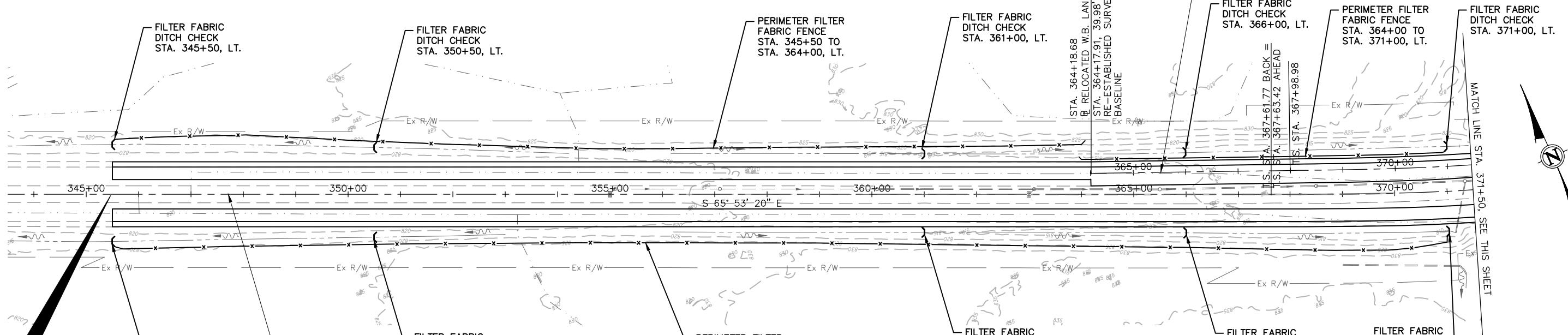
32. CONSTRUCTION SEQUENCE SCHEDULE:

1. MOBILIZATION
 2. INSTALL PROJECT TRAFFIC CONTROL
 3. DEMOLISH OLD ROADWAY (INSTALL BMP ON ROLLING BASIS)
 4. INSTALL NEW ROADWAY
 5. BRING TO FINAL STABILIZATION (ROLLING BASIS)
 6. PROJECT CLEAN-UP AND RESTORATION OF TRAFFIC PATTERNS
 7. REMOVE BMP AFTER FINAL STABILIZATION
33. IF THE CONTRACTOR PROPOSES THE USE OF CLEAN HARD FILL ON THE PROJECT, ALL BLOCKS, HARDENED CONCRETE AND SOIL WASTE SHALL BE FREE FROM ANY CONTAMINATION THAT MAY LEACH CONSTITUENTS INTO THE WATERS OF THE STATE.
 34. SWP3 INSPECTIONS SHALL BE COMPLETED IN ACCORDANCE WITH SECTION III.G.2.i OF THE GENERAL PERMIT. SWP3 INSPECTIONS ARE TO OCCUR EVERY SEVEN (7) DAYS AND WITHIN TWENTY-FOUR (24) HOURS AFTER RAIN EVENTS WITH ONE HALF (0.5) INCH OR GREATER TOTAL PRECIPITATION THAT OCCURS IN A GIVEN 24-HOUR PERIOD.
 35. IF THE SITE WILL BE DORMANT AND IS STABILIZED, THE CONTRACTOR MAY REQUEST A LESS FREQUENT SWP3 INSPECTION SCHEDULE BY SUBMITTING A REQUEST TO APPLY FOR A WAIVER TO THE OHIO EPA. TO BE ELIGIBLE FOR A WAIVER, THE CONTRACTOR MUST SUBMIT IN WRITING ITS REQUEST, THE ENTIRE SITE IS TEMPORARILY STABILIZED, IS GREATER THAN ONE (1) MONTH FROM THAWING, LAND DISTURBANCE ACTIVITIES ARE SUSPENDED, AND THE BEGINNING AND ENDING DATES ARE RECORDED IN THE SWP3. FURTHER DETAILS ARE PROVIDED IN SECTION III.G.2.i. UNTIL THIS WAIVER IS GRANTED BY THE OHIO EPA, THE CONTRACTOR SHALL CONTINUE INSPECTIONS IN ACCORDANCE WITH THE GENERAL PERMIT AND NOTE 34.
 36. THE SWPPP INSPECTIONS SHALL ONLY BE PERFORMED BY QUALIFIED INSPECTION PERSONNEL AS INDICATED IN SUPPLEMENTAL SPECIFICATION 832. THE INSPECTOR SHALL USE THE INSPECTION FORM PROVIDED BY THE COMMISSION AND SHALL FULLY COMPLETE AND SIGN THE FORM AFTER EACH INSPECTION. OTHER INSPECTION FORMS MAY BE USED, BUT MUST BE APPROVED PRIOR TO COMPLETING INSPECTIONS.
 37. ALL SWPPP INSPECTION RECORDS SHALL BE RETAINED FOR AT LEAST THREE (3) YEARS AFTER COMPLETION OF CONSTRUCTION ACTIVITIES.
 38. SHOULD THE SWPPP INSPECTION INDICATE THAT ANY BMP'S REQUIRE MAINTENANCE OR REPAIR, THE CONTRACTOR SHALL REPAIR NON-SEDIMENT POND BMP'S WITHIN THREE (3) DAYS OF INSPECTION AND REPAIR OR CLEAN OUT SEDIMENT PONDS WITHIN TEN (10) DAYS OF INSPECTION.
 39. IF THE INSPECTION INDICATES THAT A BMP IS NOT MEETING ITS INTENDED FUNCTION, THE CONTRACTOR SHALL INSTALL A NEW BMP WITHIN TEN (10) DAYS OF INSPECTION.
 40. SHOULD THE INSPECTION INDICATE ANY MISSING BMP'S REQUIRED TO BE INSTALLED UNDER THIS PLAN, THE CONTRACTOR SHALL INSTALL ANY MISSING BMP'S WITHIN TEN (10) DAYS OF INSPECTION.

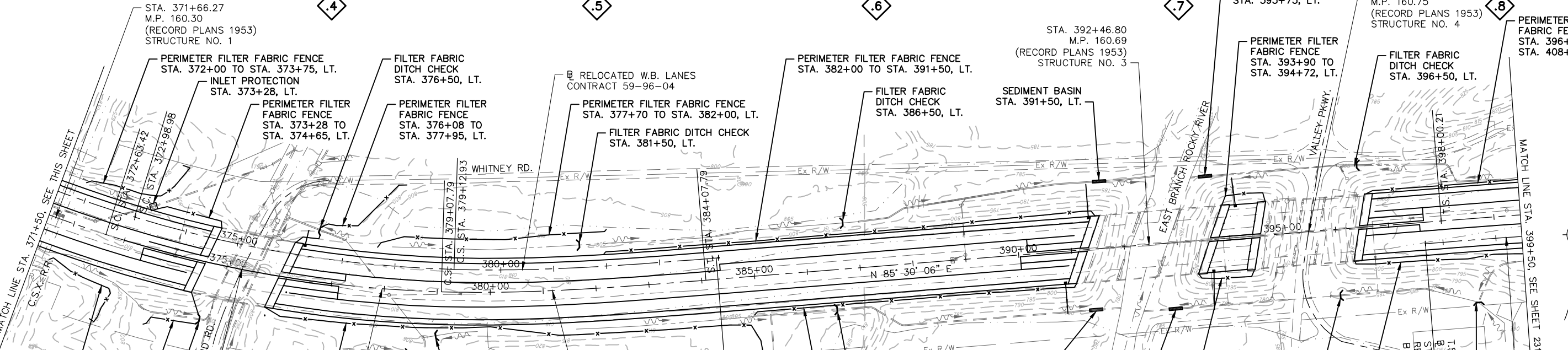
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Date: Jan 14, 2014 Time: 4:15 pm
Plot: 13702633

1	ADDENDUM NO. 1	PJF	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION SWPPP GENERAL NOTES			
 <small>320 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2100</small>			
DESIGNED: PJF	CHECKED: CJT	DATE: 12/19/13	
DRAWN: CLH	IN CHARGE: MRG	SCALE: N/A	
CONTRACT 39-14-02		SHEET 229 OF 414	

8 9 160 1 2 3



BEGIN PROJECT
STA. 345+50.00
M.P. 159.80
39-14-02



PERIMETER FILTER FABRIC FENCE
STA. 371+85 TO
STA. 373+03, RT.

PERIMETER FILTER FABRIC FENCE
STA. 373+80 TO
STA. 374+70, RT.

FILTER FABRIC DITCH CHECK
STA. 374+70, RT.

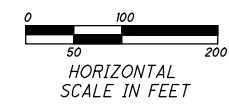
STA. 375+28.99
M.P. 160.37
(RECORD PLANS 1953)
STRUCTURE NO. 2

LEGEND
) FILTER FABRIC DITCH CHECK
 □ INLET PROTECTION
 — PERIMETER FILTER FABRIC FENCE
 - - - DRAINAGE BOUNDARY

EX. 24" CMP
STA. 378+00.00
M.P. 160.42

FOR CURVE DATA, SEE SHEET 2.

NOTE: THE ESTIMATED SIZE OF THE SEDIMENT BASINS ARE BASED ON THE FOLLOWING CALCULATIONS:
 VOLUME = 25' X 5' X 4.33' = 20 CU. YD.
 THE ACTUAL SEDIMENT BASINS SHALL BE CONSTRUCTED AS PER ODOT STD. DWG. DM-4.3 AND AS DIRECTED BY THE CHIEF ENGINEER.



STATION		SIDE	ESTIMATED QUANTITIES			
FROM	TO OR AT		PERIMETER FILTER FABRIC FENCE (FT.)	FILTER FABRIC DITCH CHECK (FT.)	INLET PROTECTION (FT.)	SEDIMENT BASINS AND DAMS (CU. YD.)
345+50	371+50	LT.	2557	150		
345+50	371+50	RT.	2557	150		
371+50	399+50	LT.	2390	120	50	40
371+50	399+50	RT.	2429	210		40
TOTALS TO SWPPP SUBSUMMARY			9933	630	50	80

1	ADDENDUM NO. 1	PJF	1-14-14
NO. REVISIONS		BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION SWPPP - STA. 343+50 TO STA. 399+50			
CPD GROUP			
520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2100			
DESIGNED: PJF	CHECKED: CLH	DATE: 12/19/13	
DRAWN: PJF	IN CHARGE: MRG	SCALE: 1" = 100'	
CONTRACT 39-14-02 SHEET 230 OF 414			

Drawing File: C:\2013\2013161\Drawings\sheds\2013161D02.dwg Layout: PLAN001
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 Technician: tgrinstead

FOR ROADWAY QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEET 222.

FOR PAVEMENT QUANTITIES SUB-SUMMARY SEE SHEETS 225-227.

FOR UNDERDRAIN QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEET 223.

FOR REMOVAL AND DRAINAGE QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEET 224.

FOR PAVEMENT DETAILS SEE SHEETS 313-323.

FOR RAMP PLAN AND PROFILES SEE SHEETS 262-265.

CURVE DATA
RE-ESTABLISHED BASELINE

PI STA. 416+59.03
 $\Delta = 60^\circ 06' 19''$ RT.
 $D_c = 02' 00' 00''$
 $R = 2864.79'$
 $L_s = 400.00'$
 $\Theta_s = 04' 00' 00''$
 $LT = 266.73'$
 $ST = 133.40'$
 $\Delta_c = 52' 06' 19''$ RT.
 $L_c = 2605.27'$
 $T_s = 1858.82'$
 $E_s = 447.63'$

$e_{MAX} =$ MATCH EX. RATE
 $= 0.0755$ FT/FT (W.B.)
 $= 0.0625$ FT/FT (E.B.)
(NDC = 0.066 FT/FT)

T.S. STA. 398+00.21 C.S. STA. 428+05.48
S.C. STA. 402+00.21 S.T. STA. 432+05.48

CURVE DATA
EXIST. RELOC. E.B. LANES

PI STA. 416+34.95
 $\Delta = 60^\circ 04' 18''$ RT.
 $D_c = 01' 59' 15''$
 $R = 2883.00'$
 $L_s = 400.00'$
 $\Theta_s = 03' 58' 29''$
 $LT = 266.73'$
 $ST = 133.39'$
 $L_c = 2622.68'$
 $T_s = 1868.21'$
 $E_s = 449.88'$

$e_{MAX} =$ MATCH EX. RATE
 $= 0.0625$ FT/FT

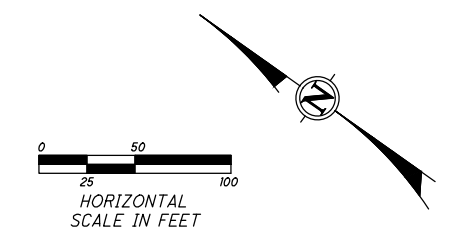
T.S. STA. 397+66.74 C.S. STA. 427+89.42
S.C. STA. 401+66.74 S.T. STA. 431+89.42

CURVE DATA
EXIST. RELOC. W.B. LANES

PI STA. 429+99.78
 $\Delta = 05^\circ 54' 11''$ RT.
 $D_c = 01' 00' 00''$
 $R = 5729.58'$
 $T = 295.42'$
 $L = 590.32'$
 $E = 7.61'$

$e_{max} =$ MATCH EXIST.
 $= 0.0755$ FT./FT.

P.C.C. STA. 427+04.36
P.T. STA. 432+94.68



1	ADDENDUM NO. 1	CLH	1-14-14
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NO.	REVISIONS	BY	DATE

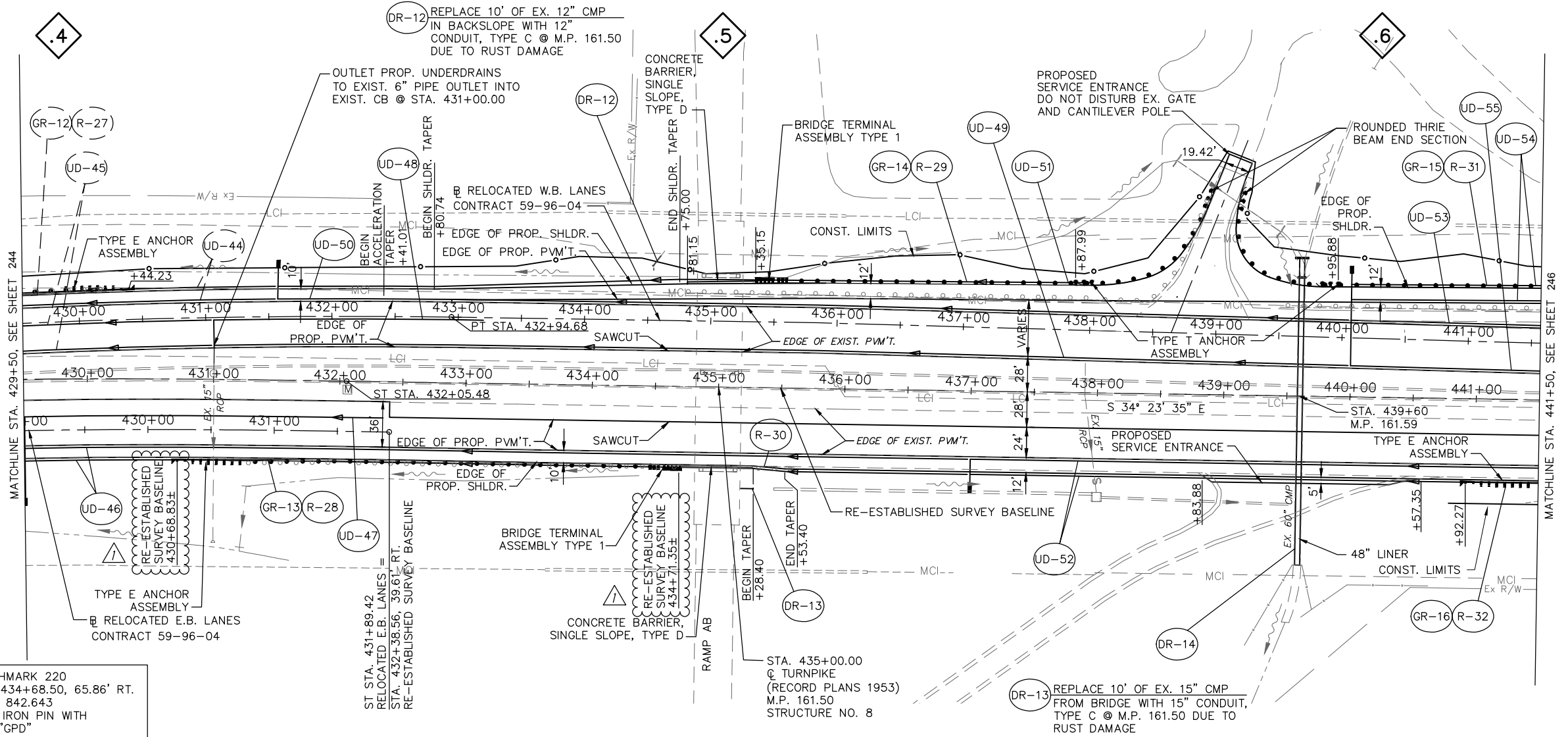
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
 OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION
 PLAN & PROFILE - 429+50 TO 441+50

GPD GROUP
Geotechnical, Planning, Surveying, Design & Construction, Inc.

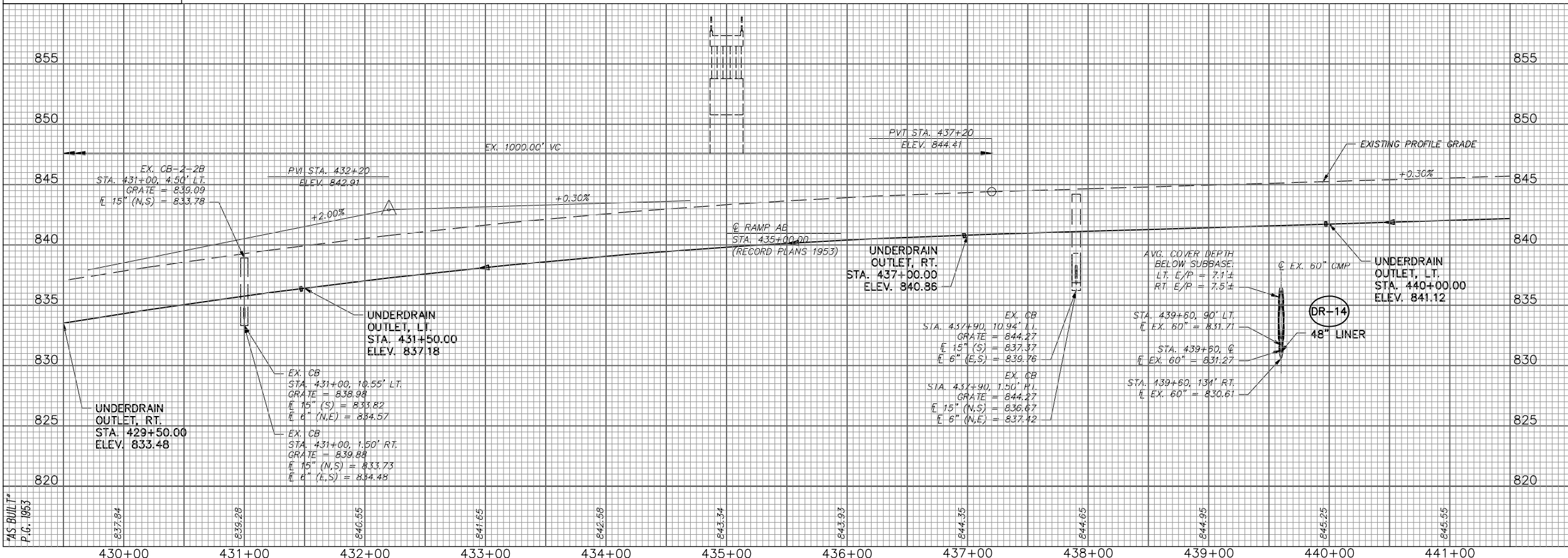
DESIGNED: P/JF CHECKED: CLH DATE: 12/19/13
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330-572-2100
 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2101

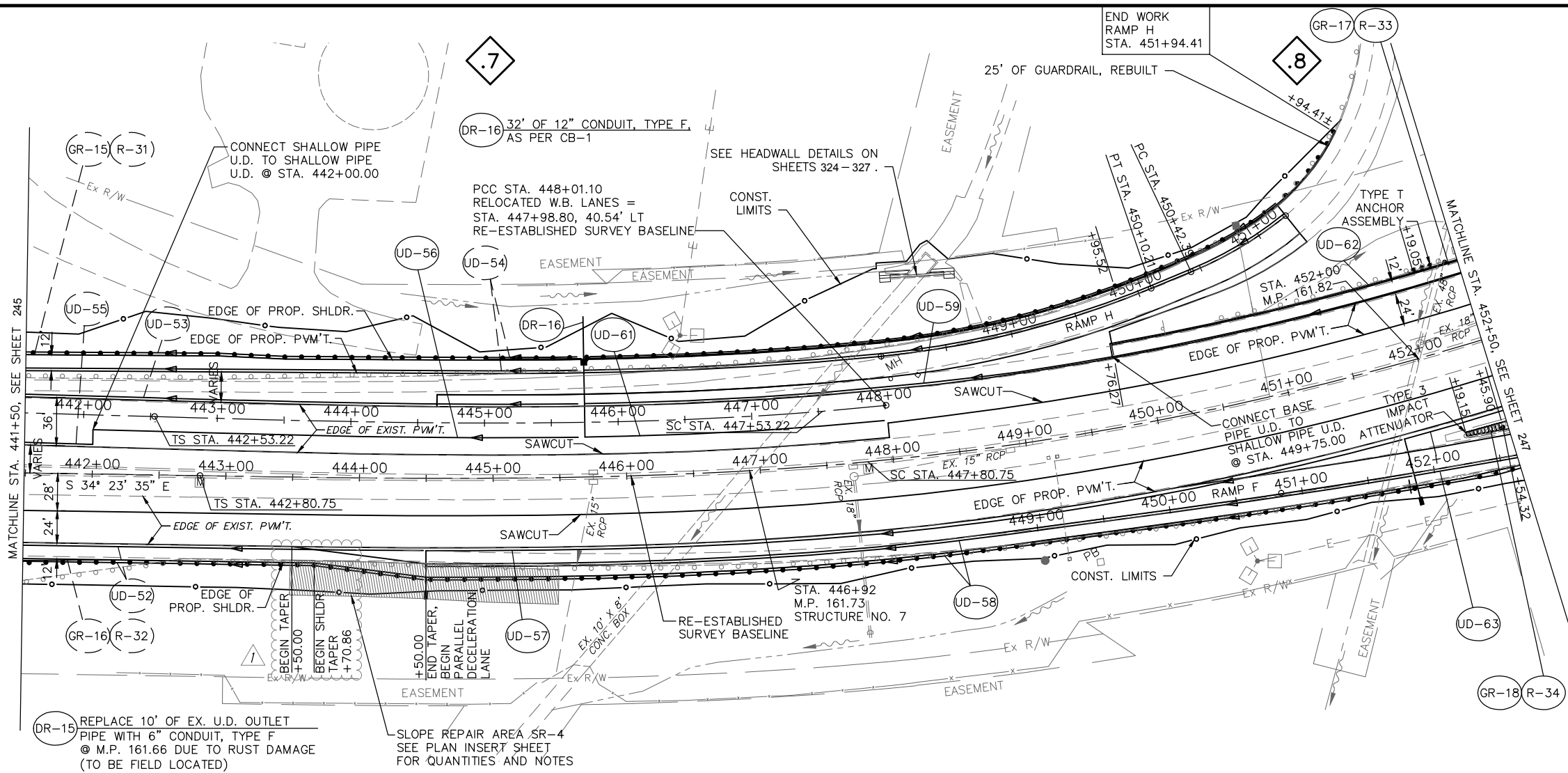
CONTRACT 39-14-02 SHEET 245 OF 414



BENCHMARK 220
 STA. 434+68.50, 65.86' RT.
 ELEV. 842.643
 5/8" IRON PIN WITH
 CAP "GPD"



Drawing File: c:\2013\12161\roadway\sheet\2013161\GP010.dwg Layout: 10-429+50
 Date: Jan 14, 2014 Time: 1:58 pm User: jrg27853
 P.C. 1053
 Technician: tgrinstead



FOR ROADWAY QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEET 222.

FOR PAVEMENT QUANTITIES SUB-SUMMARY SEE SHEETS 225-227.

FOR UNDERDRAIN QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEET 223.

FOR REMOVAL AND DRAINAGE QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEET 224.

FOR PAVEMENT DETAILS SEE SHEETS 313-323.

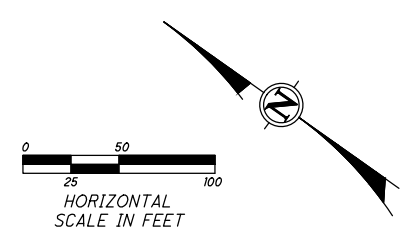
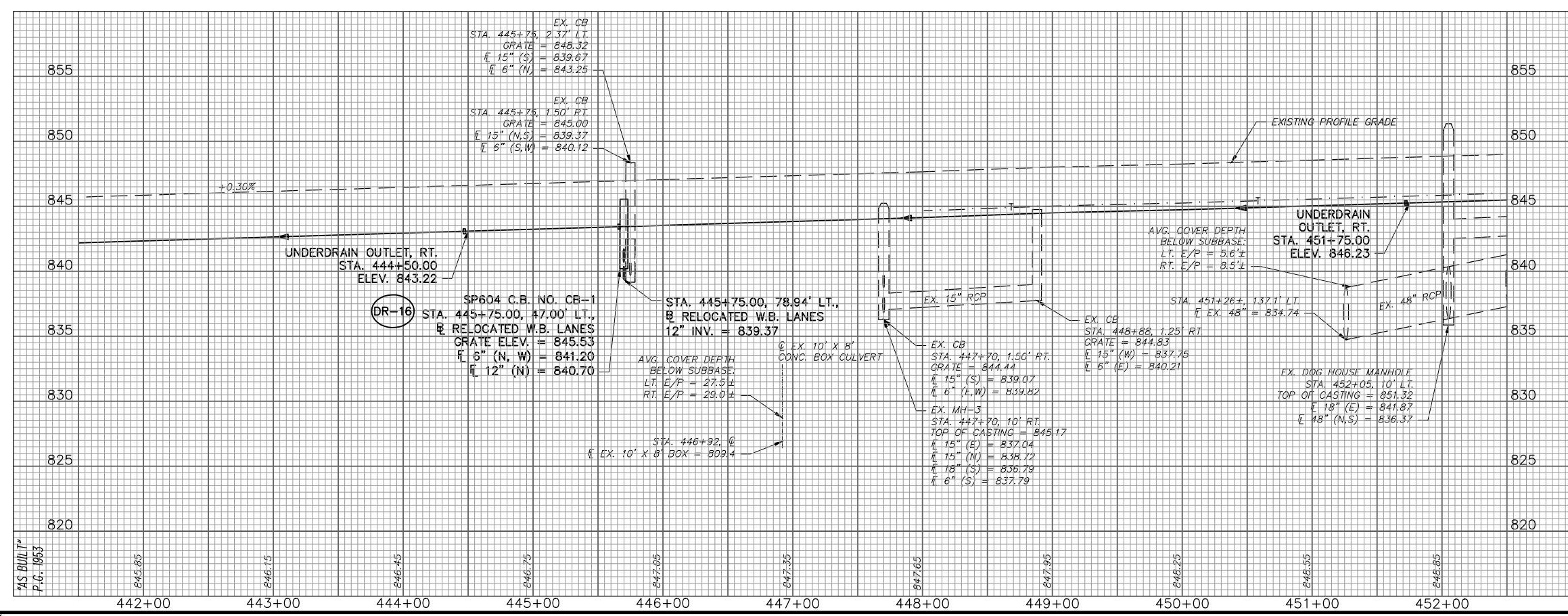
FOR RAMP PLAN AND PROFILES SEE SHEETS 262-265.

CURVE DATA
 RE-ESTABLISHED BASELINE
 PI = STA. 451+80.76
 Δ = 31°38'40" LT.
 Δc = 19°19'22" LT.
 R = 2291.83'
 Dc = 02°30'00"
 Lc = 772.91'
 Ts_{in} = 900.01'
 Lq_n = 500.00'
 Os_{in} = 6°15'00"
 Es = 94.79'
 e_{max} = 0.077 FT./FT.
 = 0.0819 FT./FT. (W.B.)
 = 0.0833 FT./FT. (E.B.)
 SPI = STA. 457+14.87
 Δ = 6°04'18" LT.
 R1 = 2291.83'
 $D1$ = 02°30'00"
 $R2$ = 28,857.56'
 $D2$ = 00°11'55"
 Ls = 450.00'
 p = 3.39'
 $\Delta 1$ = 05°37'30"
 $\Delta 2$ = 00°26'48"
 $Ts1$ = 161.21'
 $Ts2$ = 289.15'

T.S. STA. 442+80.75
 S.C. STA. 447+80.75
 C.S. STA. 455+53.66
 S.C. STA. 460+03.66

CURVE DATA
 EXIST. RELOC. W.B. LANES
 PI STA. 446+17.51
 Δ = 07°25'41" LT.
 Dc = 02°29'37"
 R = 2297.71'
 Ls = 500.00'
 Os = 06°14'02"
 LT = 333.54'
 ST = 166.85'
 Lc = 47.89'
 Ts = 364.29'
 Es = 7.01'
 e_{max} = MATCH EXIST.
 = 0.0819 FT./FT.

T.S. STA. 442+53.22
 S.C. STA. 447+53.22
 P.C.C. STA. 448+01.10



1	ADDENDUM NO. 1	PJF	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION PLAN & PROFILE - 441+50 TO 452+50			
GPD GROUP 330-572-2100 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2101			
DESIGNED: PJF	CHECKED: CLH	DATE: 12/19/13	
DRAWN: PJF	IN CHARGE: MRG	SCALE: 1" = 50'	
CONTRACT 39-14-02 SHEET 246 OF 414			

Drawing File: c:\2013\2013161\Roadway\Sheets\2013161\0201.dwg Layout: 11-441+50
 Date: 09-29-2014 Time: 11:22 am User: j3579553
 Technician: chuff

FOR ROADWAY QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEET 222.

FOR PAVEMENT QUANTITIES SUB-SUMMARY SEE SHEETS 225-227.

FOR UNDERDRAIN QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEET 223.

FOR REMOVAL AND DRAINAGE QUANTITIES AND LIMITING STATIONS SEE SUB-SUMMARY ON SHEET 224.

FOR PAVEMENT DETAILS SEE SHEETS 313-323.

FOR RAMP PLAN AND PROFILES SEE SHEETS 262-265.

CURVE DATA
RE-ESTABLISHED BASELINE

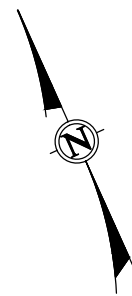
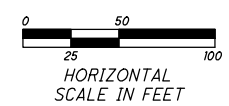
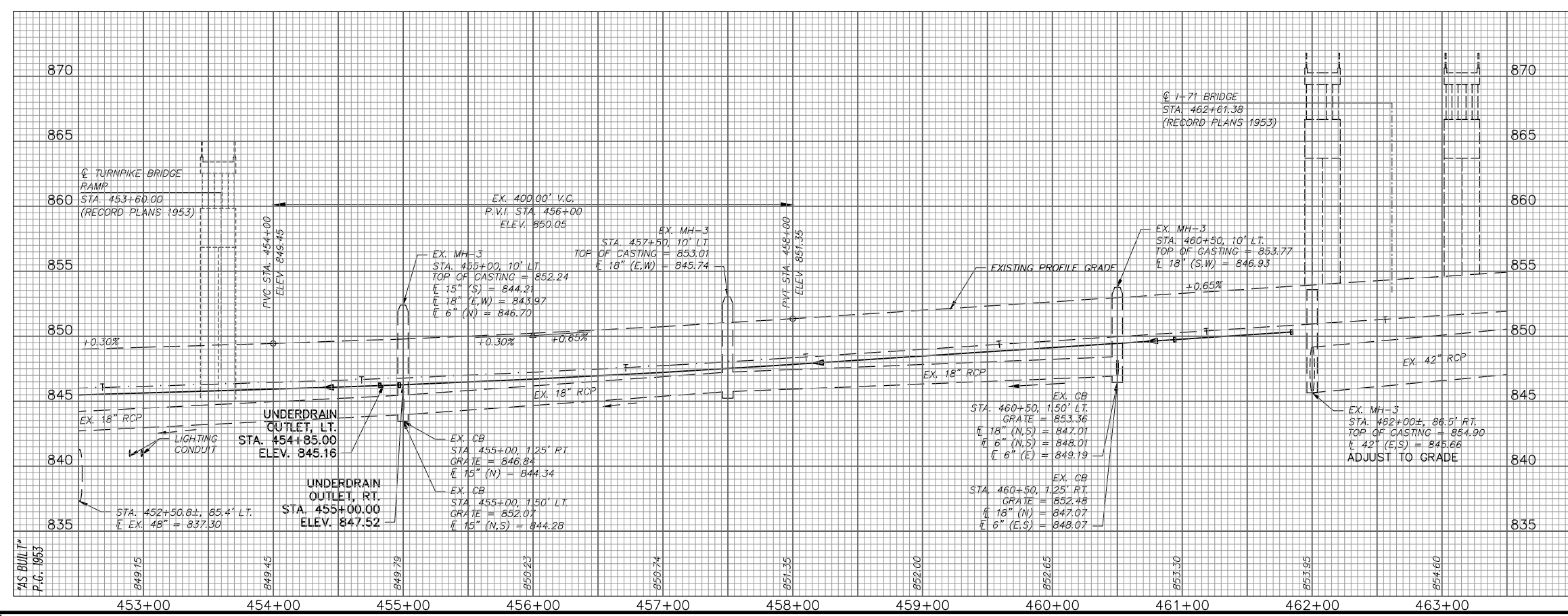
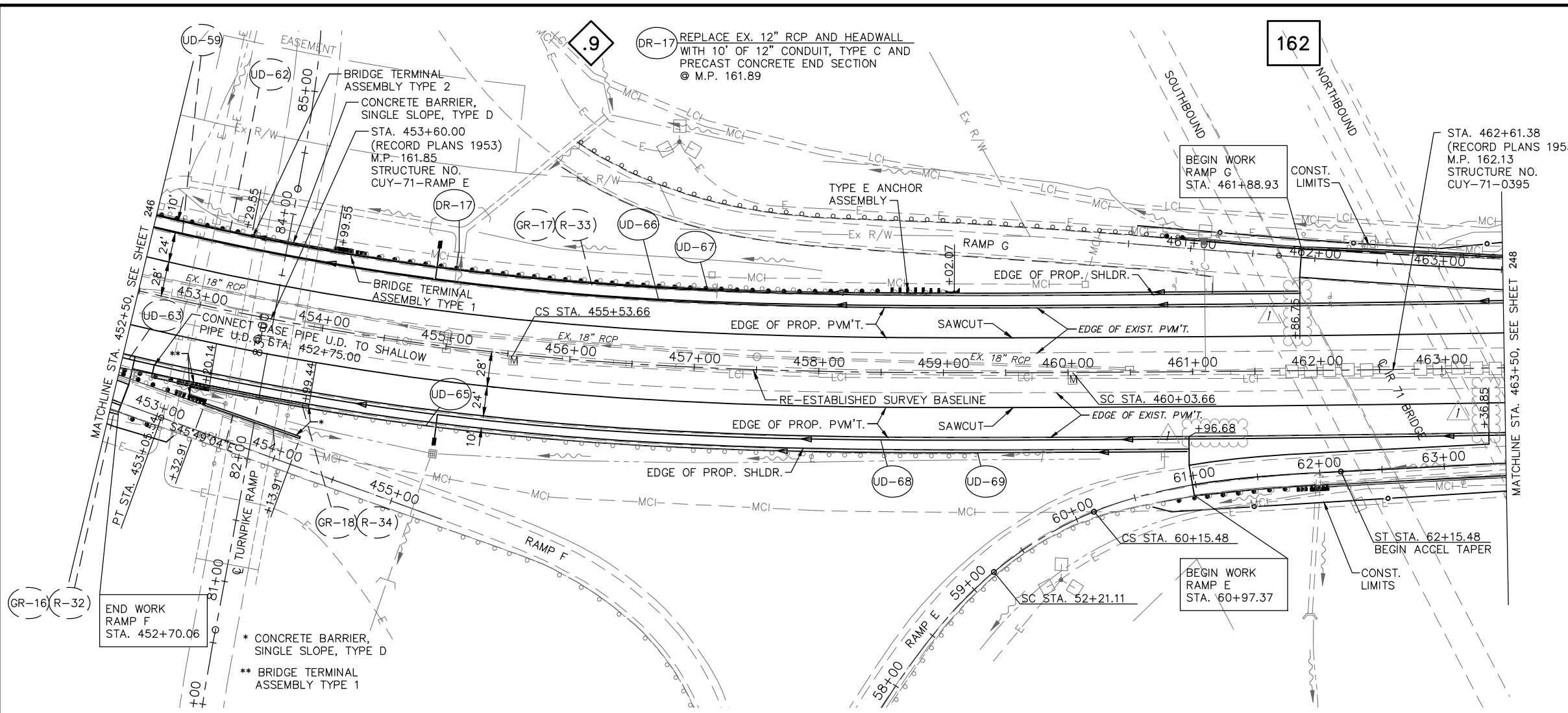
PI = STA. 451+80.76
 Δ = 31°38'40" LT.
 Δc = 19°19'22" LT.
R = 2291.83'
Dc = 02°30'00"
Lc = 772.91'
Tsin = 900.01'
Lsin = 500.00'
Esin = 6°15'00"
Es = 94.79'
 e_{max} = 0.077 FT./FT.
= 0.0819 FT./FT. (W.B.)
= 0.0833 FT./FT. (E.B.)

SPI = STA. 457+14.87
 Δ = 6°04'18" LT.
R1 = 2291.83'
D1 = 02°30'00"
R2 = 28,857.56'
D2 = 00°11'55"
Ls = 450.00'
p = 3.39'
 Δ_1 = 05°37'30"
 Δ_2 = 00°26'48"
T_{s1} = 161.21'
T_{s2} = 289.15'
T.S. STA. 442+80.75
S.C. STA. 442+80.75
C.S. STA. 455+53.66
S.C. STA. 460+03.66

CURVE DATA
RE-ESTABLISHED BASELINE

PI STA. 480+94.50
 Δ = 8°17'17" LT.
Dc = 0°11'55"
R = 28,857.56'
T = 2,090.84'
L = 4174.39'
E = 75.65'
 e_{max} = MATCH EXISTING
= 0.0172 FT./FT. (W.B.)
= 0.0230 FT./FT. (E.B.)

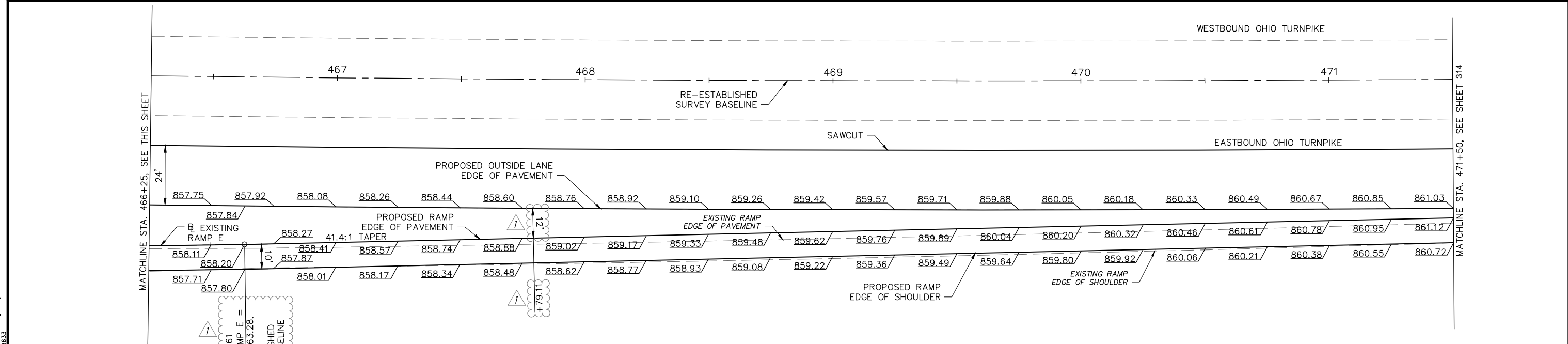
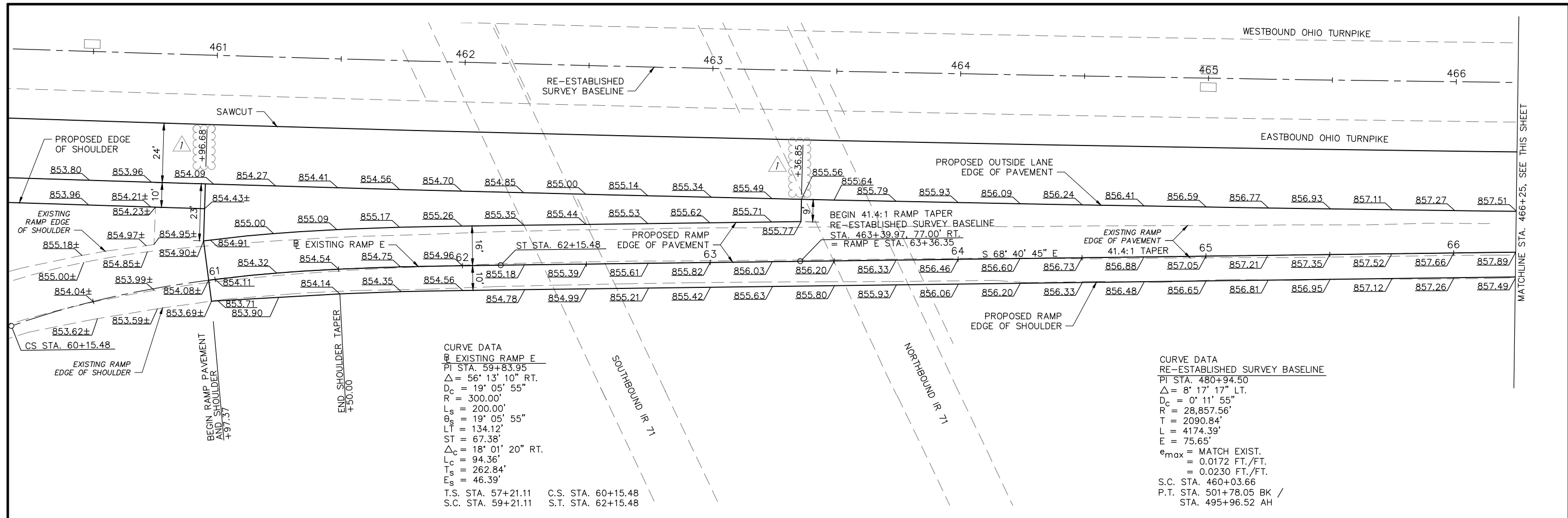
S.C. STA. 460+03.66
P.T. STA. 501+78.05 BK /
STA. 495+96.52 AH



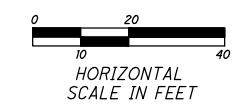
1	ADDENDUM NO. 1	PJF	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION PLAN & PROFILE - 452+50 TO 463+50			
GPD GROUP		330-572-2100	
520 South Main Street, Suite 2531, Akron, Ohio 44311		Fax 330-572-2101	
DESIGNED: PJF	CHECKED: CLH	DATE: 12/19/13	
DRAWN: PJF	IN CHARGE: MRG	SCALE: 1" = 50'	
CONTRACT 39-14-02 SHEET 247 OF 414			

Drawing File: c:\2013\2013161\roadway\sheet\2013161\02012.dwg Layout: 12-452+50
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Drawing File: c:\2013\2013161\roadway\sheet\2013161\GA001.dwg Layout: RAMP E 1
 Date: Jan 09, 2014 Time: 11:29 am User: jls27953



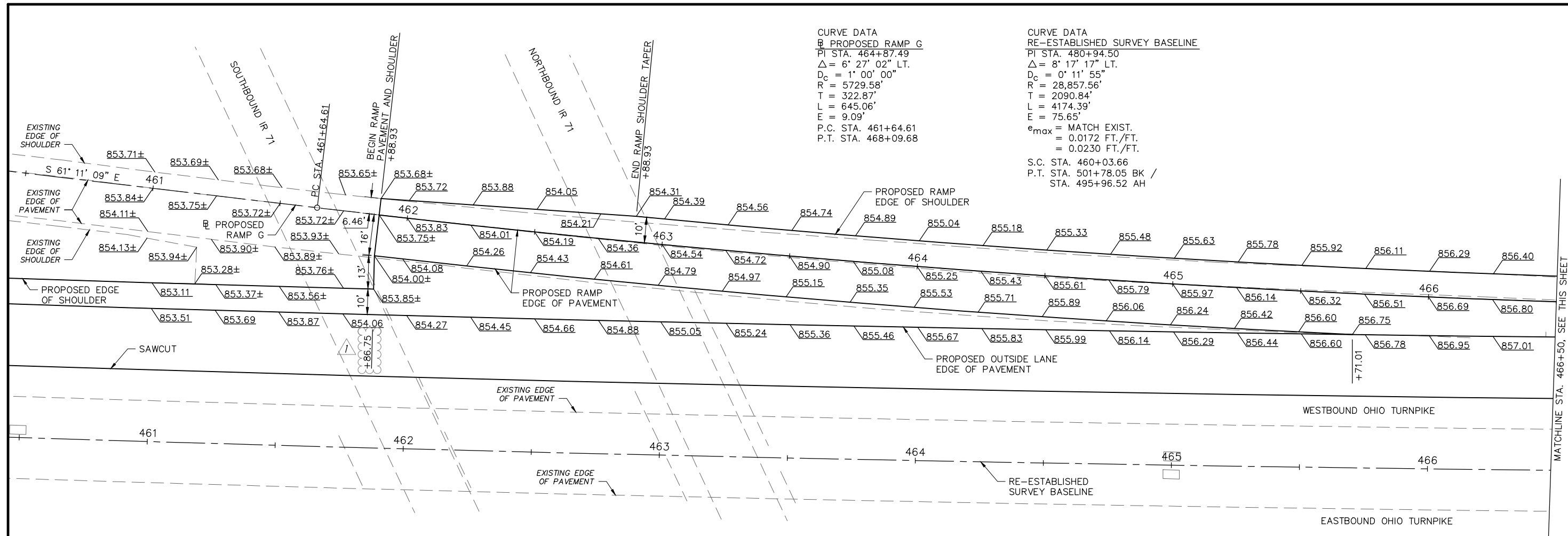
NOTE: ELEVATIONS SHOWN ARE DESIGNED USING ELEVATIONS OBTAINED IN A RECENT FIELD SURVEY OF EXISTING CONDITIONS. AS A RESULT, DIFFERENCES MAY OCCUR FROM THOSE ELEVATIONS SHOWN IN THE PAVEMENT ELEVATION TABLES WHICH ARE BASED ON EXISTING THIRD LANE DESIGN PLANS.



1	ADDENDUM NO. 1	PJF	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION PAVEMENT DETAILS - RAMP E			
<small>GPD GROUP 520 South Main Street, Suite 2531, Akron, Ohio 44311 Copyright © GPD, PA, Schomberg & Oshroff, Inc. 2013</small>			
DESIGNED: PJF	CHECKED: CLH	DATE: 12/19/13	330-572-2100
DRAWN: RTG	IN CHARGE: MRG	SCALE: 1" = 20'	Fax 330-572-2101
CONTRACT 39-14-02 SHEET 313 OF 414			

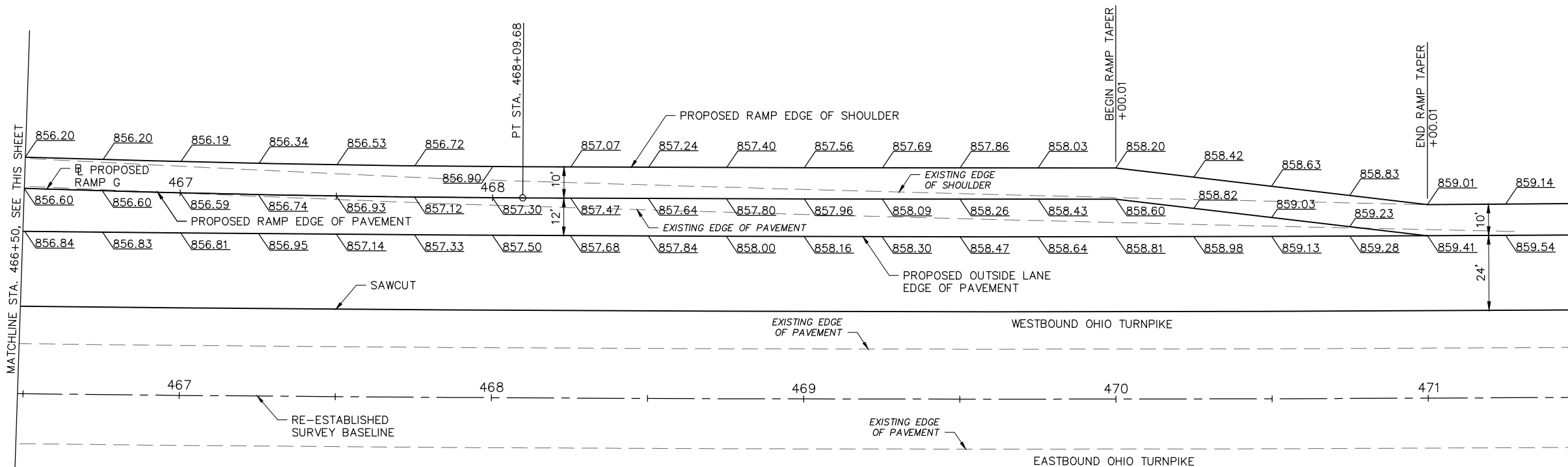
CURVE DATA
 PROPOSED RAMP G
 PI STA. 464+87.49
 $\Delta = 6^\circ 27' 02''$ LT.
 $D_c = 1' 00' 00''$
 $R = 5729.58'$
 $T = 322.87'$
 $L = 645.06'$
 $E = 9.09'$
 P.C. STA. 461+64.61
 P.T. STA. 468+09.68

CURVE DATA
 RE-ESTABLISHED SURVEY BASELINE
 PI STA. 480+94.50
 $\Delta = 8^\circ 17' 17''$ LT.
 $D_c = 0' 11' 55''$
 $R = 28,857.56'$
 $T = 2090.84'$
 $L = 4174.39'$
 $E = 75.65'$
 $e_{max} = \text{MATCH EXIST.}$
 $= 0.0172 \text{ FT./FT.}$
 $= 0.0230 \text{ FT./FT.}$
 S.C. STA. 460+03.66
 P.T. STA. 501+78.05 BK /
 STA. 495+96.52 AH



MATCHLINE STA. 466+50. SEE THIS SHEET

NOTE: ELEVATIONS SHOWN ARE DESIGNED USING ELEVATIONS OBTAINED IN A RECENT FIELD SURVEY OF EXISTING CONDITIONS. AS A RESULT, DIFFERENCES MAY OCCUR FROM THOSE ELEVATIONS SHOWN IN THE PAVEMENT ELEVATION TABLES WHICH ARE BASED ON EXISTING THIRD LANE DESIGN PLANS.

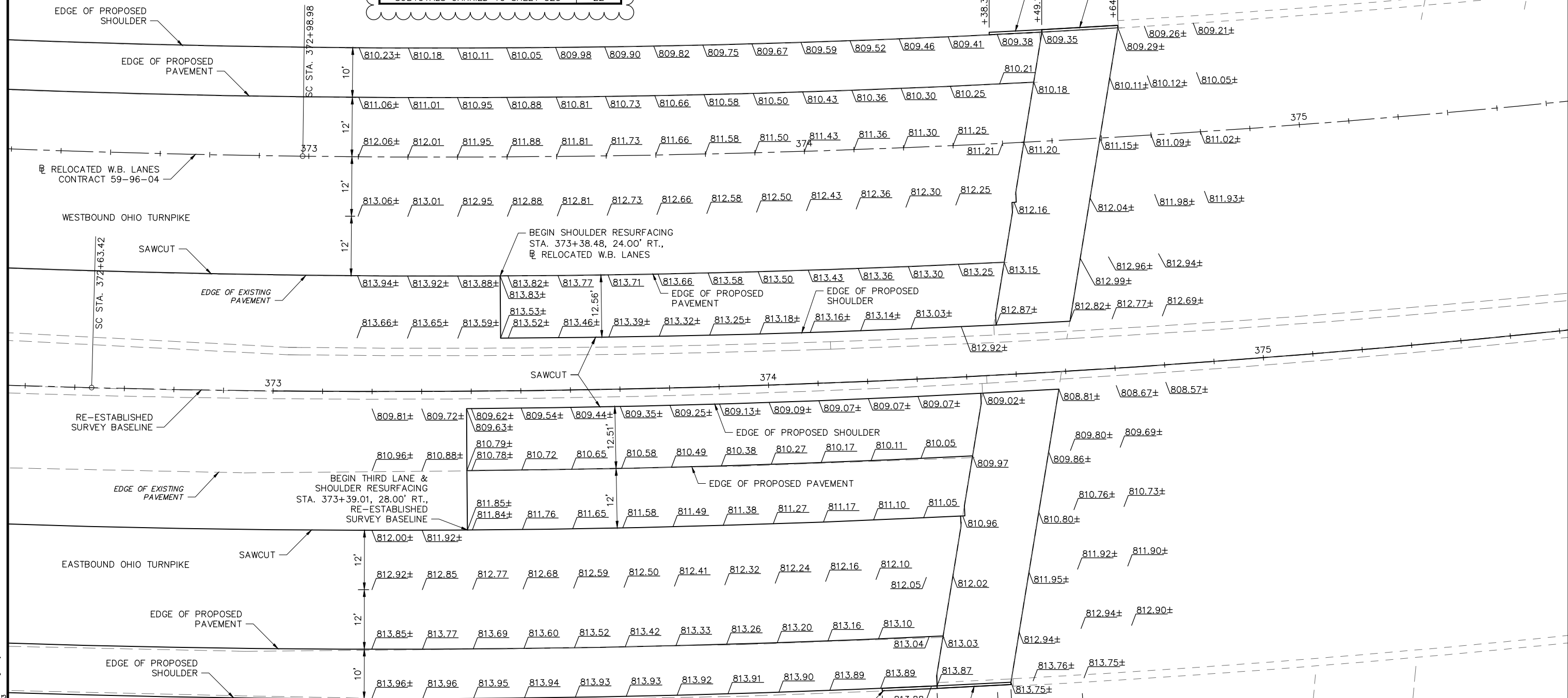


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 Date: 09/20/14 Time: 11:28 am User: 10279653
 Technician: chuff

1	ADDENDUM NO. 1	PJF	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION PAVEMENT DETAILS - RAMP G			
GPD GROUP <small>Glenn, Pyle, Schaefer, Burns & DeHaven, Inc.</small> 320 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2100 Copyright: Glenn, Pyle, Schaefer, Burns & DeHaven, Inc. 2013			
DESIGNED:	PJF	CHECKED:	CLH
DRAWN:	RTG	IN CHARGE:	MRG
		DATE:	12/19/13
		SCALE:	1" = 20'
CONTRACT 39-14-02 SHEET 316 OF 414			

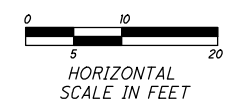
FOR CURVE DATA, SEE SHEET 310.

ESTIMATED QUANTITIES			
STATION TO STATION		SIDE	CURB, TYPE 4-C
FROM	TO		
374+20.30	374+31.09	RT.	11
374+38.38	374+49.12	LT.	11
SUBTOTALS CARRIED TO SHEET 323			22



Drawing File: C:\2013\2013161\Roadway\Sheets\2013161\GA002.dwg Layout: Eastland Rd-west
 Date: Jan 14, 2014 Time: 2:23 PM
 Technician: tgrinstead

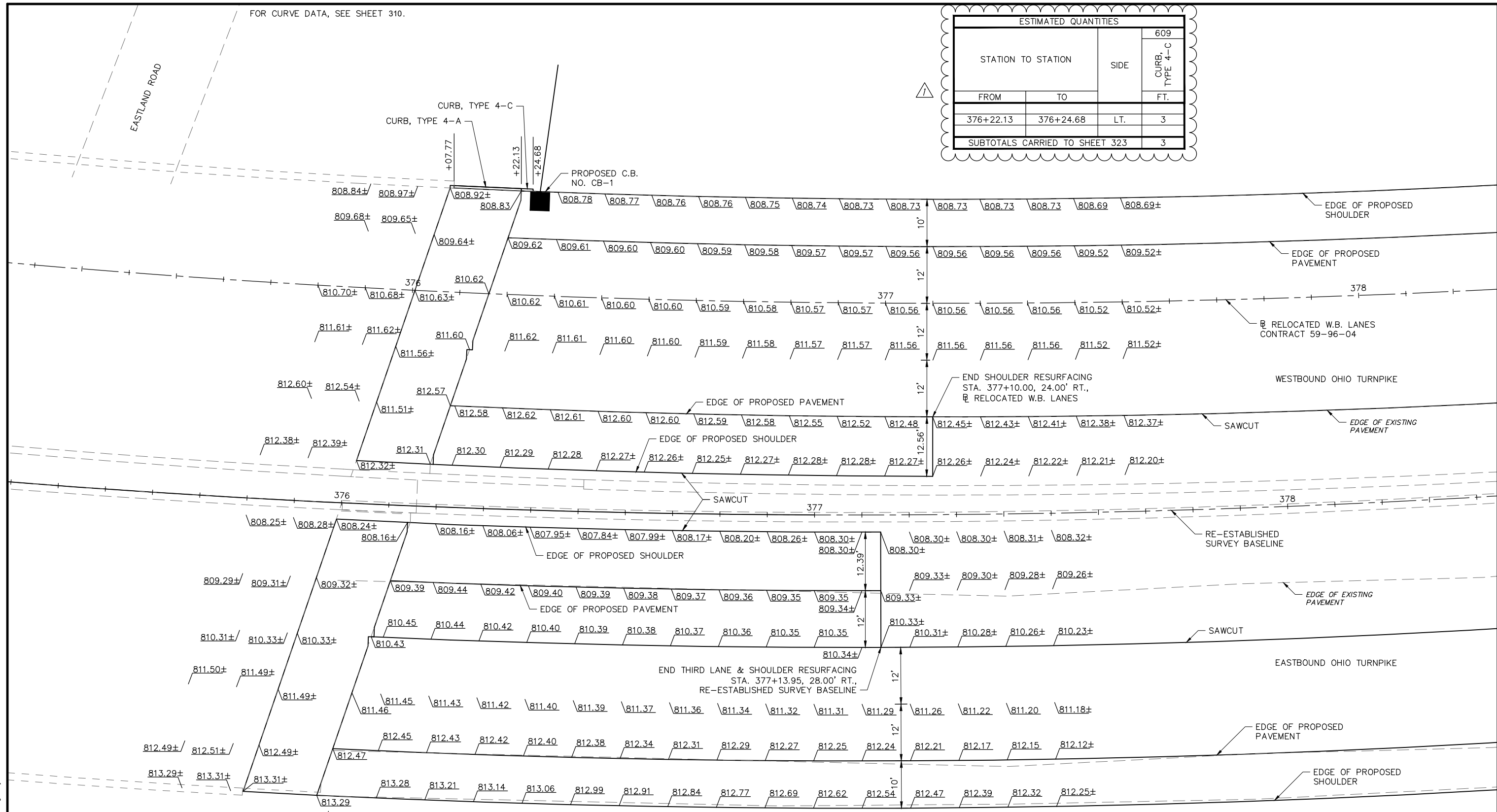
- NOTES:
- THE CONTRACTOR SHALL CONSTRUCT THE PAVEMENT IN THIS AREA WITH THE ELEVATIONS SHOWN TO ENSURE A SMOOTH PROFILE TRANSITION FROM THE BRIDGE TO THE APPROACH PAVEMENT ON EACH END.
 - ELEVATIONS ARE SHOWN AT 10' INTERVALS AND AT THE BEGINNING OF RESURFACING AND ALONG EDGE OF APPROACH SLABS. THESE ELEVATIONS WERE DESIGNED BASED UPON A RECENT FIELD SURVEY OF EXISTING CONDITIONS. AS A RESULT, DIFFERENCES MAY OCCUR FROM THOSE ELEVATIONS SHOWN IN THE PAVEMENT ELEVATION TABLES WHICH ARE BASED ON EXISTING THIRD LANE DESIGN PLANS. THE +/- ELEVATIONS ARE PROVIDED TO TRANSITION FROM THE RECENTLY SURVEYED ELEVATIONS TO THOSE SHOWN IN THE PAVEMENT ELEVATION TABLES. ADJUSTMENTS MAY BE MADE AS DIRECTED AND/OR APPROVED BY THE CHIEF ENGINEER.



1	ADDENDUM NO. 1	PJF	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION PAVEMENT DETAILS - EASTLAND RD. BRIDGE			
<small>520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2101</small>			
DESIGNED: PJF	CHECKED: CLH	DATE: 12/19/13	330-572-2100
DRAWN: PJF	IN CHARGE: MRG	SCALE: 1" = 10'	
CONTRACT 39-14-02 SHEET 319 OF 414			

FOR CURVE DATA, SEE SHEET 310.

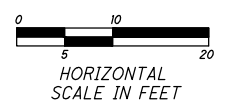
ESTIMATED QUANTITIES			
STATION TO STATION	SIDE	609	
		CURB, TYPE 4-C	FT.
FROM	TO		
376+22.13	376+24.68	LT.	3
SUBTOTALS CARRIED TO SHEET 323			3



BEGIN APPROACH SLAB
STA. 376+00.11,
RE-ESTABLISHED
SURVEY BASELINE

END APPROACH SLAB
STA. 376+15.74,
RE-ESTABLISHED
SURVEY BASELINE

- NOTES:
1. THE CONTRACTOR SHALL CONSTRUCT THE PAVEMENT IN THIS AREA WITH THE ELEVATIONS SHOWN TO ENSURE A SMOOTH PROFILE TRANSITION FROM THE BRIDGE TO THE APPROACH PAVEMENT ON EACH END.
 2. ELEVATIONS ARE SHOWN AT 10' INTERVALS AND AT THE BEGINNING OF RESURFACING AND ALONG EDGE OF APPROACH SLABS. THESE ELEVATIONS WERE DESIGNED BASED UPON A RECENT FIELD SURVEY OF EXISTING CONDITIONS. AS A RESULT, DIFFERENCES MAY OCCUR FROM THOSE ELEVATIONS SHOWN IN THE PAVEMENT ELEVATION TABLES WHICH ARE BASED ON EXISTING THIRD LANE DESIGN PLANS. THE +/- ELEVATIONS ARE PROVIDED TO TRANSITION FROM THE RECENTLY SURVEYED ELEVATIONS TO THOSE SHOWN IN THE PAVEMENT ELEVATION TABLES. ADJUSTMENTS MAY BE MADE AS DIRECTED AND/OR APPROVED BY THE CHIEF ENGINEER.

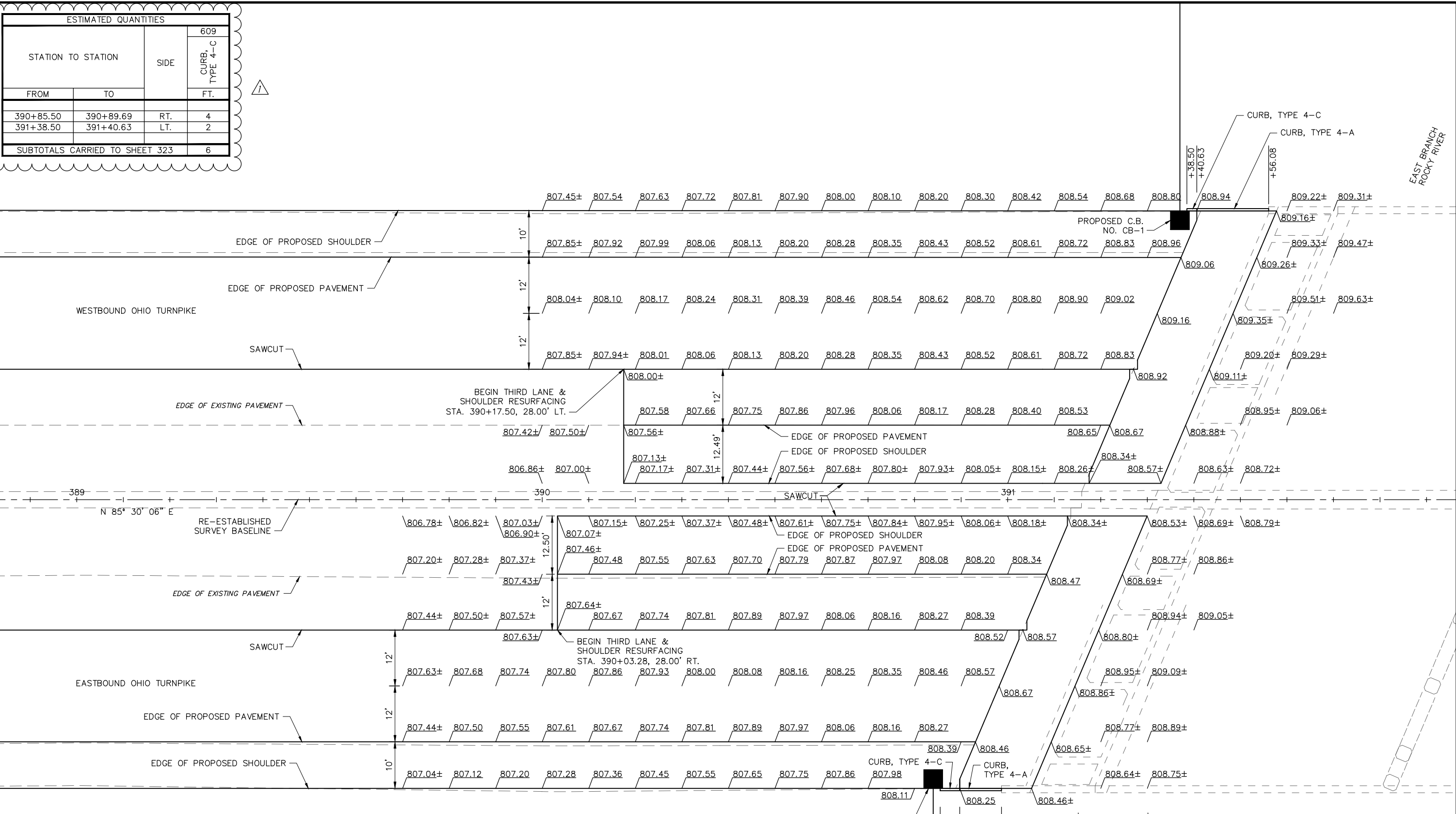


1	ADDENDUM NO. 1	PJF	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION PAVEMENT DETAILS - EASTLAND RD. BRIDGE			
GPD GROUP <small>Civil, Pkg, Software, Business Development</small>		330-572-2100 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2101	
DESIGNED: PJF	CHECKED: CLH	DATE: 12/19/13	
DRAWN: PJF	IN CHARGE: MRG	SCALE: 1" = 10'	
CONTRACT 39-14-02 SHEET 320 OF 414			

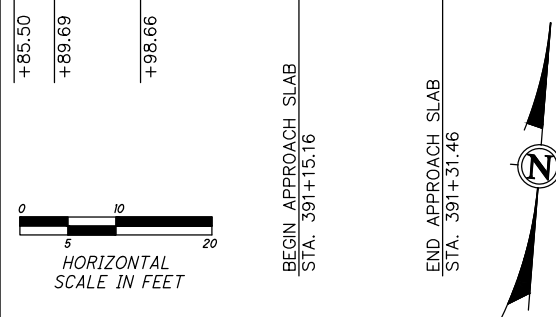
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 Date: Jan 14, 2014 Time: 2:27 pm
 Technician: tgrinstead

ESTIMATED QUANTITIES			
STATION TO STATION		SIDE	CURB, TYPE 4-C
FROM	TO		
390+85.50	390+89.69	RT.	4
391+38.50	391+40.63	LT.	2
SUBTOTALS CARRIED TO SHEET 323			6

Drawing File: C:\2013\2013161\roadway\sheet\2013161\GA003.dwg Layout: Rocky - west
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 Technician: tgrinstead

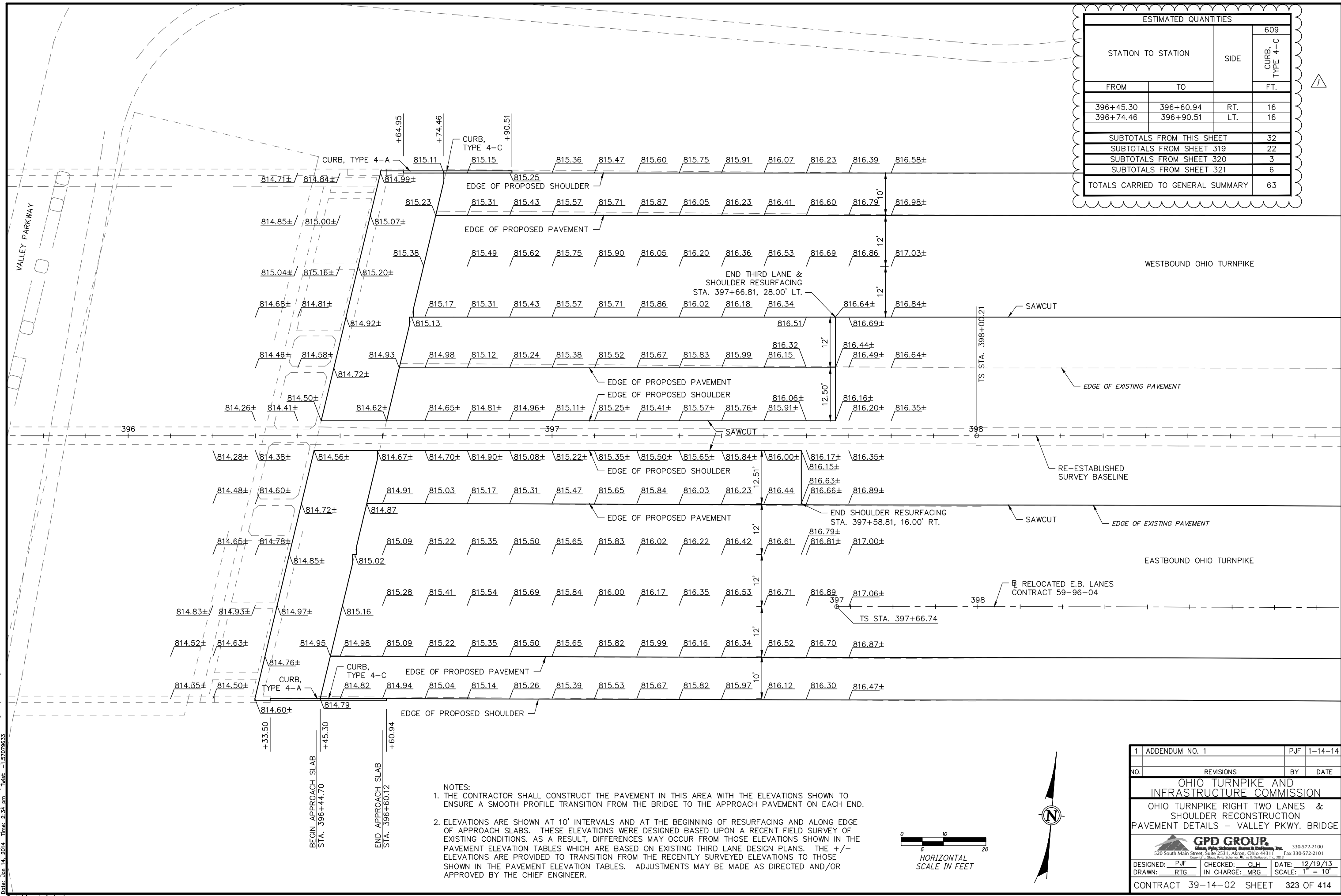


- NOTES:
- THE CONTRACTOR SHALL CONSTRUCT THE PAVEMENT IN THIS AREA WITH THE ELEVATIONS SHOWN TO ENSURE A SMOOTH PROFILE TRANSITION FROM THE BRIDGE TO THE APPROACH PAVEMENT ON EACH END.
 - ELEVATIONS ARE SHOWN AT 10' INTERVALS AND AT THE BEGINNING OF RESURFACING AND ALONG EDGE OF APPROACH SLABS. THESE ELEVATIONS WERE DESIGNED BASED UPON A RECENT FIELD SURVEY OF EXISTING CONDITIONS. AS A RESULT, DIFFERENCES MAY OCCUR FROM THOSE ELEVATIONS SHOWN IN THE PAVEMENT ELEVATION TABLES WHICH ARE BASED ON EXISTING THIRD LANE DESIGN PLANS. THE +/- ELEVATIONS ARE PROVIDED TO TRANSITION FROM THE RECENTLY SURVEYED ELEVATIONS TO THOSE SHOWN IN THE PAVEMENT ELEVATION TABLES. ADJUSTMENTS MAY BE MADE AS DIRECTED AND/OR APPROVED BY THE CHIEF ENGINEER.

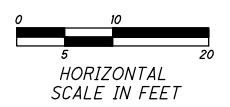


1	ADDENDUM NO. 1	PJF	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION PAVEMENT DETAILS - ROCKY RIVER BRIDGE			
GPD GROUP		330-572-2100	
<small>520 South Main Street, Suite 2531, Akron, Ohio 44311</small>		<small>Fax 330-572-2101</small>	
DESIGNED: PJF	CHECKED: CLH	DATE: 12/19/13	
DRAWN: RTG	IN CHARGE: MRG	SCALE: 1" = 10'	
CONTRACT 39-14-02 SHEET 321 OF 414			

ESTIMATED QUANTITIES			
STATION TO STATION	SIDE	609	
FROM	TO	CURB, TYPE 4-C	
		FT.	
396+45.30	396+60.94	RT.	16
396+74.46	396+90.51	LT.	16
SUBTOTALS FROM THIS SHEET			32
SUBTOTALS FROM SHEET 319			22
SUBTOTALS FROM SHEET 320			3
SUBTOTALS FROM SHEET 321			6
TOTALS CARRIED TO GENERAL SUMMARY			63



- NOTES:
1. THE CONTRACTOR SHALL CONSTRUCT THE PAVEMENT IN THIS AREA WITH THE ELEVATIONS SHOWN TO ENSURE A SMOOTH PROFILE TRANSITION FROM THE BRIDGE TO THE APPROACH PAVEMENT ON EACH END.
 2. ELEVATIONS ARE SHOWN AT 10' INTERVALS AND AT THE BEGINNING OF RESURFACING AND ALONG EDGE OF APPROACH SLABS. THESE ELEVATIONS WERE DESIGNED BASED UPON A RECENT FIELD SURVEY OF EXISTING CONDITIONS. AS A RESULT, DIFFERENCES MAY OCCUR FROM THOSE ELEVATIONS SHOWN IN THE PAVEMENT ELEVATION TABLES WHICH ARE BASED ON EXISTING THIRD LANE DESIGN PLANS. THE +/- ELEVATIONS ARE PROVIDED TO TRANSITION FROM THE RECENTLY SURVEYED ELEVATIONS TO THOSE SHOWN IN THE PAVEMENT ELEVATION TABLES. ADJUSTMENTS MAY BE MADE AS DIRECTED AND/OR APPROVED BY THE CHIEF ENGINEER.



1	ADDENDUM NO. 1	PJF	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
OHIO TURNPIKE RIGHT TWO LANES & SHOULDER RECONSTRUCTION PAVEMENT DETAILS - VALLEY PKWY. BRIDGE			
GPD GROUP <small>Geotechnical Engineering, Planning & Construction, Inc.</small>		<small>330-572-2100 520 South Main Street, Suite 2531, Akron, Ohio 44311 Fax 330-572-2101 Copyright © GPD, P.O. Box 8, Ostrander, Ohio 43053</small>	
DESIGNED: PJF	CHECKED: CLH	DATE: 12/19/13	
DRAWN: RTG	IN CHARGE: MRG	SCALE: 1" = 10'	
CONTRACT 39-14-02 SHEET 323 OF 414			

Drawing File: c:\2013\2013161\roadway\sheets\2013161\GA003.dwg Layout: Valley east
 Date: Jan 14, 2014 Time: 2:34 pm User: tgrinstead

Technician: tgrinstead

TRAFFIC CONTROL NOTES

ITEM 620 – REMOVAL OF DELINEATOR

THIS ITEM SHALL BE AS OUTLINED IN ITEM 620. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING DELINEATORS LOCATED WITHIN THE PROJECT LIMITS FROM MP 159.80 TO MP 164.82.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE TRAFFIC CONTROL GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER:

ITEM 620 – REMOVAL OF DELINEATOR 92 EACH

ITEM 620 – DELINEATOR, POST MOUNTED, AS PER PLAN

THIS ITEM SHALL BE AS OUTLINED IN 620 EXCEPT THAT ALL DELINEATORS AND SUPPORTS TO BE INSTALLED SHALL BE PROVIDED BY THE COMMISSION. THE CONTRACTOR SHALL CONTACT THE CHIEF ENGINEER TO ARRANGE FOR PICKUP OF THE DELINEATORS AND POST MATERIALS FOR THE PROJECT. ALL DELINEATORS SHALL BE INSPECTED BY COMMISSION STAFF IN THE PRESENCE OF THE CONTRACTOR PRIOR TO LOADING OF PROVIDED MATERIALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFE TRANSPORTATION OF THE MATERIALS PROVIDED TO THE JOB SITE. UPON ARRIVAL AT THE JOB SITE, THE TRANSPORTED DELINEATOR MATERIALS SHALL BE INSPECTED BY COMMISSION PERSONNEL TO ENSURE THAT NO DAMAGE OCCURRED DURING TRANSPORT. COSTS ASSOCIATED WITH THE PICK-UP OF THE DELINEATORS AND SUPPORTS, THE TRANSPORTATION TO THE PROJECT SITE AND ANY STORAGE COSTS UNTIL ERECTION SHALL BE CONSIDERED INCIDENTAL TO THE ITEM NECESSITATING THE WORK. THIS ITEM SHALL INCLUDE ALL LABOR AND EQUIPMENT COSTS NECESSARY TO INSTALL THE DELINEATORS AS SHOWN IN THE PLANS.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE TRAFFIC CONTROL GENERAL SUMMARY TO BE USED EVER 0.1 MILES IN BETWEEN THE TENTH MARKERS:

ITEM 620 – DELINEATOR, AS PER PLAN 92 EACH

ITEM 621 – RAISED PAVEMENT MARKER REMOVED

RAISED PAVEMENT MARKERS SHALL BE REMOVED FROM THE OHIO TURNPIKE ON ALL LANES WITHIN THE LIMITS OF THE MAINTENANCE OF TRAFFIC ZONE. THE CONTRACTOR SHALL ONLY REMOVE THE EXISTING REFLECTORS OUTSIDE THE PROJECT LIMITS AS SHOWN IN THE PLANS.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE TRAFFIC CONTROL GENERAL SUMMARY TO BE USED THROUGHOUT THE PROJECT AS DIRECTED BY THE ENGINEER.

ITEM 621 – RAISED PAVEMENT MARKER REMOVED 1412 EACH

ITEM 630 – SIGNING, MISC.: MILE POST SIGN REMOVED

THIS ITEM SHALL BE AS OUTLINED IN ITEM 630. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING MILE POST AND 10TH MILE POST SIGNS AND SUPPORTS WITHIN THE PROJECT LIMITS FROM MP 159.80 TO MP 164.82 AS SHOWN ON THE PLAN SHEETS.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE TRAFFIC CONTROL GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER:

ITEM 630 – SIGNING, MISC.: MILE POST SIGN REMOVED 100 EACH

ITEM 630 – SIGNING, MISC.: MILEPOST SIGN ERECTED

THIS ITEM SHALL BE AS OUTLINED IN ITEM 630 EXCEPT THAT ALL SIGNS AND SUPPORTS TO BE INSTALLED SHALL BE PROVIDED BY THE COMMISSION. THE CONTRACTOR SHALL CONTACT THE CHIEF ENGINEER TO ARRANGE FOR PICKUP OF THE SIGN AND POST MATERIALS FOR THIS PROJECT. ALL SIGNS SHALL BE INSPECTED BY COMMISSION STAFF IN THE PRESENCE OF THE CONTRACTOR PRIOR TO LOADING OF PROVIDED MATERIALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFE TRANSPORTATION OF THE MATERIALS PROVIDED TO THE JOB SITE. UPON ARRIVAL AT THE JOB SITE, THE TRANSPORTED SIGNING MATERIALS SHALL BE INSPECTED BY COMMISSION PERSONNEL TO ENSURE THAT NO DAMAGE OCCURRED DURING TRANSPORT. COSTS ASSOCIATED WITH THE PICK-UP OF THE SIGNS AND SUPPORTS, THE TRANSPORTATION TO THE PROJECT SITE AND ANY STORAGE COSTS UNTIL ERECTION SHALL BE CONSIDERED INCIDENTAL TO THE ITEM NECESSITATING THE WORK. THIS ITEM SHALL INCLUDE ALL LABOR AND EQUIPMENT COSTS NECESSARY TO INSTALL THE SIGNS AS SHOWN IN THE PLANS.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE TRAFFIC CONTROL GENERAL SUMMARY TO BE USED IN THE LOCATIONS SHOWN ON THE SIGNING AND PAVEMENT MARKING PLANS:

ITEM 630 – SIGNING, MISC.: MILEPOST SIGN ERECTED 8 EACH

ITEM 630 – SIGNING, MISC.: TENTH MILEPOST SIGN ERECTED

THIS ITEM SHALL BE AS OUTLINED IN ITEM 630 EXCEPT THAT ALL SIGNS AND SUPPORTS TO BE INSTALLED SHALL BE PROVIDED BY THE COMMISSION. THE CONTRACTOR SHALL CONTACT THE CHIEF ENGINEER TO ARRANGE FOR PICKUP OF THE SIGN AND POST MATERIALS FOR THIS PROJECT. ALL SIGNS SHALL BE INSPECTED BY COMMISSION STAFF IN THE PRESENCE OF THE CONTRACTOR PRIOR TO LOADING OF PROVIDED MATERIALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFE TRANSPORTATION OF THE MATERIALS PROVIDED TO THE JOB SITE. UPON ARRIVAL AT THE JOB SITE, THE TRANSPORTED SIGNING MATERIALS SHALL BE INSPECTED BY COMMISSION PERSONNEL TO ENSURE THAT NO DAMAGE OCCURRED DURING TRANSPORT. COSTS ASSOCIATED WITH THE PICK-UP OF THE SIGNS AND SUPPORTS, THE TRANSPORTATION TO THE PROJECT SITE AND ANY STORAGE COSTS UNTIL ERECTION SHALL BE CONSIDERED INCIDENTAL TO THE ITEM NECESSITATING THE WORK. THIS ITEM SHALL INCLUDE ALL LABOR AND EQUIPMENT COSTS NECESSARY TO INSTALL THE SIGNS AS SHOWN IN THE PLANS.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE TRAFFIC CONTROL GENERAL SUMMARY TO BE USED IN THE LOCATIONS SHOWN ON THE SIGNING AND PAVEMENT MARKING PLANS:

ITEM 630 – SIGNING, MISC.: TENTH MILEPOST SIGN ERECTED 92 EACH

SP 802 – BARRIER REFLECTORS

FOLLOWING COMPLETION OF THE PROJECT, NEW BARRIER REFLECTORS SHALL BE INSTALLED ON THE EXISTING MEDIAN WALL FROM THE BEGINNING OF PROJECT AT MILE POST (MP) 159.80 (STA. 345+50) TO THE END OF THE PROJECT AT MILE POST (MP) 164.82 (STA. 603+50). BARRIER REFLECTOR SPACING SHALL CONFORM TO SP 802. MATERIAL SPECIFICATIONS SHALL CONFORM TO SP 802.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE TRAFFIC CONTROL GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER:

SP 802 – BARRIER REFLECTOR, TYPE B 540 EACH



WINTER PAVEMENT MARKINGS

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY, AND ARE INCLUDED FOR USE AS DIRECTED BY THE ENGINEER FOR THE PURPOSE OF RE-APPLYING THE PAVEMENT MARKINGS BETWEEN PHASES 2 AND 3 DURING THE WINTER OVER PERIOD.


- ITEM 642 – EDGE LINE, 6", TYPE 1 26.64 MILES
- ITEM 642 – LANE LINE, 6", TYPE 1 26.32 MILES
- ITEM 642 – CENTER LINE, TYPE 1 0.02 MILES
- ITEM 642 – CHANNELIZING LINE, 12", TYPE 1 2.943 FEET
- ITEM 642 – STOP LINE, TYPE 1 18 FEET
- ITEM 642 – TRANSVERSE/DIAGONAL LINE, TYPE 1 549 FEET
- ITEM 642 – DOTTED LINE, 6", TYPE 1 2.631 FEET

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Date: Jan 14, 2014 Time: 4:11 pm
Technician: tgrinstead

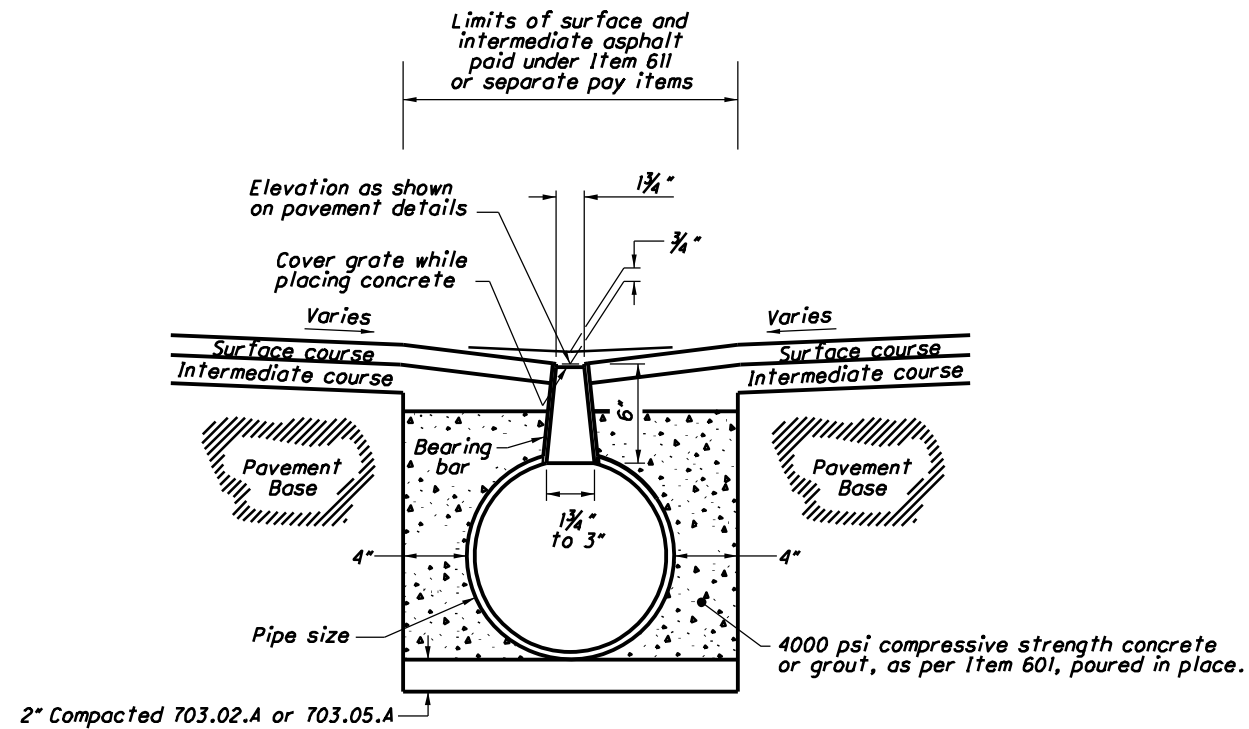
1	ADDENDUM NO. 1	LOB	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			
TRAFFIC CONTROL NOTES			
GPD GROUP <small>Class, Plan, Survey, Easement & Utilities, Inc.</small> <small>520 South Main Street, Suite 2531, Akron, Ohio 44311</small>			
DESIGNED: CJD	CHECKED: MAH	DATE: 11/27/13	330-572-2100
DRAWN: RMG	IN CHARGE: MAH	SCALE:	Fax 330-572-2101
CONTRACT 39-14-02 SHEET 328 OF 414			

SHEET NUMBER														ITEM	UNIT	GRAND TOTAL	DESCRIPTION	SEE SHEET NO.
328	331	332	333	334	335	336	337	338	339	340	341	342	343					
														92	EACH	92	DELINEATOR, POST MOUNTED, AS PER PLAN	
														92	EACH	92	REMOVAL OF DELINEATOR	
														1,399	EACH	1,399	RAISED PAVEMENT MARKER REMOVED	328
										1	3			625	EACH	4	GROUND ROD	
	130						110							SP626	EACH	240	REPLACEMENT PRISMATIC RETRO REFLECTOR (WHITE)	
	56	250	215	201	176	220	64							SP626	EACH	1,182	RAISED PAVEMENT MARKER STIMSONITE MODEL 101 LPCR	
								96	124					630	FT	220	GROUND MOUNTED SUPPORT, NO. 3 POST	
											43			630	FT	43	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8X18	
											2			630	EACH	2	GROUND MOUNTED SUPPORT, PIPE	
											4			630	EACH	4	SIGN POST REFLECTOR	
												2		630	EACH	2	BREAKAWAY STRUCTURAL BEAM CONNECTION	
														630	EACH	2	TRIANGULAR SLIP BASE CONNECTION	
										1	3			630	EACH	4	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 12	
								54	106	33	36			630	SQ FT	229	SIGN, FLAT SHEET	
									56					630	SQ FT	56	SIGN, GROUND MOUNTED EXTRUSHEET	
												2		630	EACH	2	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
														630	EACH	4	RIGID OVERHEAD SUPPORT FOUNDATION	
								10	16	7	11	2		630	EACH	46	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
								12	15	7	10	2		630	EACH	46	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
												2		630	EACH	2	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	
								2	2	4	4			630	EACH	12	REMOVAL OF STRUCTURE MOUNTED SIGN AND DISPOSAL	
														630	EACH	30	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
								4	7	6	4	9		630	EACH	3	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL	
											1	2		630	EACH	38	SIGNING, MISC.: SIGN ERECTED, FLAT SHEET	
								7	8	8	11	4		630	EACH	33	SIGNING, MISC.: SIGN ERECTED, EXTRUSHEET	
								6	7	6	6	8		630	EACH	8	SIGNING, MISC.: MILEPOST SIGN ERECTED	
8														630	EACH	8	SIGNING, MISC.: MILEPOST SIGN ERECTED	
92														630	EACH	92	SIGNING, MISC.: TENTH MILEPOST SIGN ERECTED	
100														630	EACH	100	SIGNING, MISC.: MILE POST SIGN REMOVED	
													10	631	EACH	10	REMOVAL OF LUMINAIRE	
													2	631	EACH	2	REMOVAL OF DISCONNECT SWITCH	
													4	631	EACH	4	REMOVAL OF SIGNS WIRED	
													10	631	EACH	10	REMOVAL OF BALLAST	
													2	631	EACH	2	REMOVAL OF SIGN SERVICE	
	4.25	4.28	2.70	2.90	3.55	4.36	4.72							642	MILE	26.76	EDGE LINE, 6", TYPE 1	
	4.25	4.28	2.58	2.58	3.55	4.36	4.72							642	MILE	26.32	LANE LINE, 6", TYPE 1	
			0.02											642	MILE	0.02	CENTER LINE, TYPE 1	
			2,247	1,522										642	FT	3,769	CHANNELIZING LINE, 12", TYPE 1	
			18											642	FT	18	STOP LINE, TYPE 1	
				195	354									642	FT	549	TRANSVERSE/DIAGONAL LINE, TYPE 1	
				1,292	1,325									642	FT	2,617	DOTTED LINE, 6", TYPE 1	
540														SP802	EACH	540	BARRIER REFLECTOR, TYPE B	328

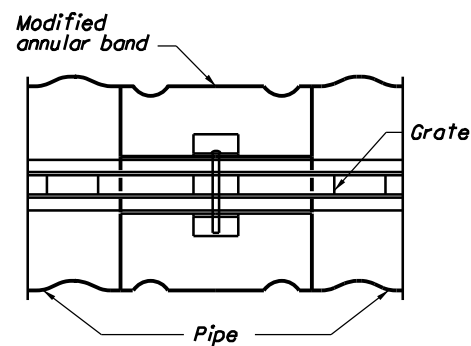
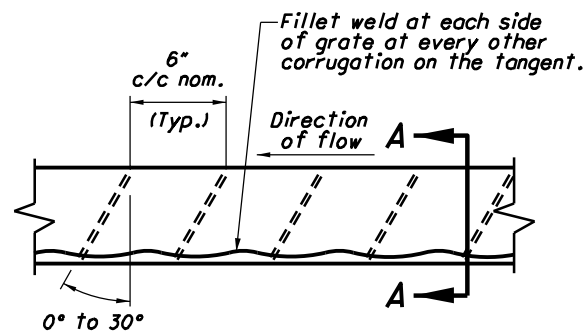
Drawing File: c:\2013\2013161\traffic\sheets\2013161T0001.dwg Layout: 1-328+00
 Date: Jun 14, 2014 Time: 4:18 pm User: 15727633

1	ADDENDUM NO. 1	LOB	1-14-14
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION TRAFFIC CONTROL GENERAL SUMMARY			
 GPD GROUP <small>Glenn, Pike, Schommer, Burns & DeHaven, Inc.</small> 520 South Main Street, Suite 2531, Akron, Ohio 44311 Copyright © Glenn, Pike, Schommer, Burns & DeHaven, Inc. 2013 330-572-2100 Fax 330-572-2101			
DESIGNED: CJD	CHECKED: MAH	DATE: 11/27/13	
DRAWN: RMG	IN CHARGE: MAH	SCALE: 1" = 50'	
CONTRACT 39-14-02 SHEET 330 OF 414			

TYPE 1



SECTION A-A



PLAN

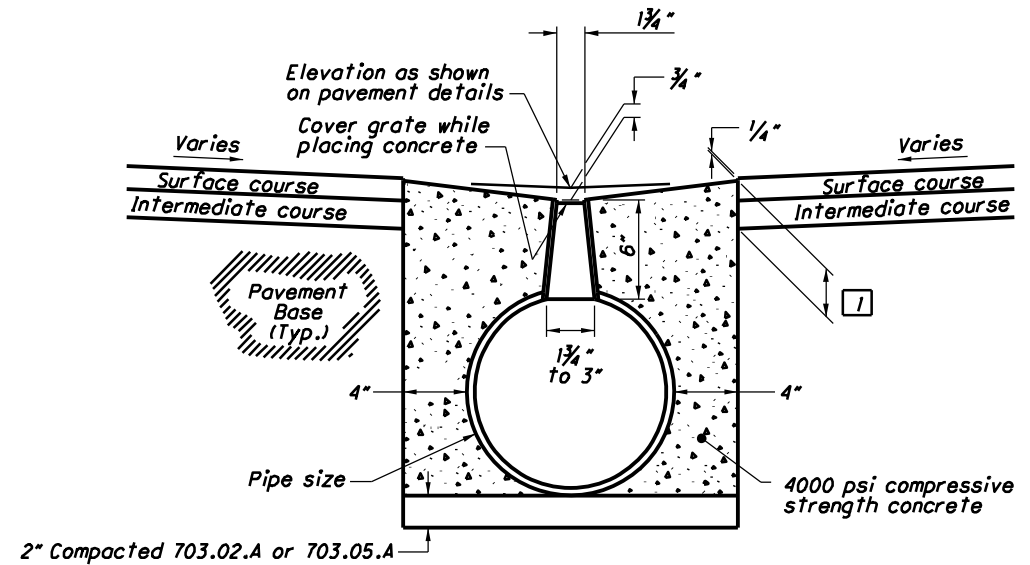
NOTE: Provide a continuous bearing bar by means of a slot or plate through the joint.

-----" SLOTTED DRAIN, TYPE 1
(Refer to Sample Plan Note D120)

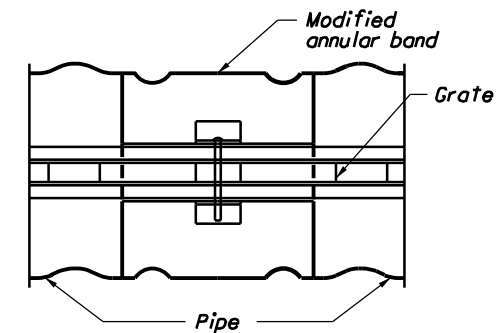
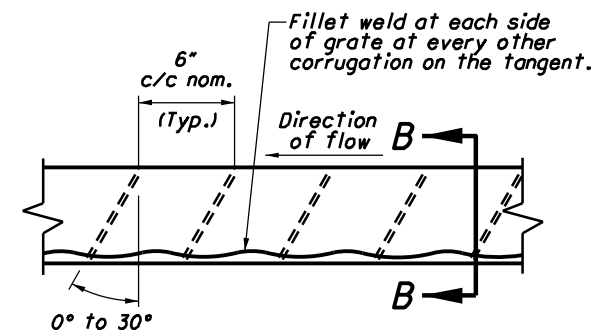
TYPE 2

NOTE: The asphalt surface course shall be placed 1/4" higher than the outside edge of the concrete surface.

1 Surface on the side shall be formed to provide a straight edge for the top 3".



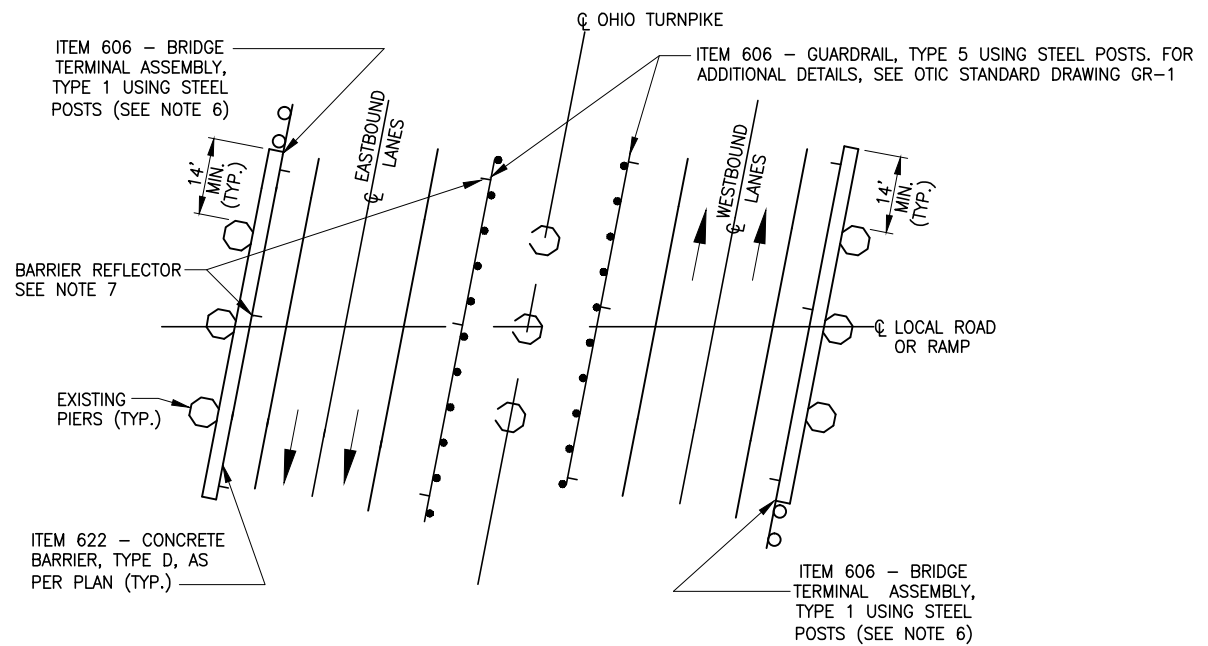
SECTION B-B



PLAN

NOTE: Provide a continuous bearing bar by means of a slot or plate through the joint.

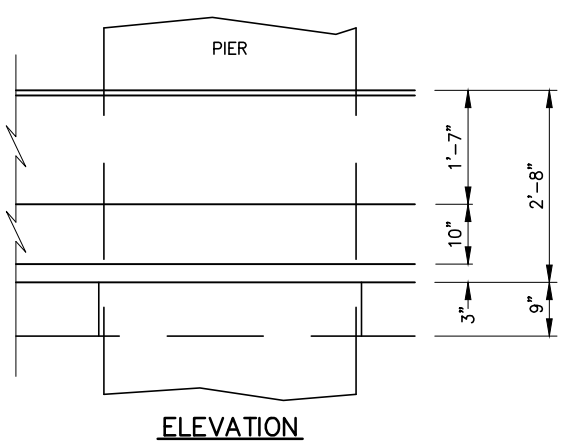
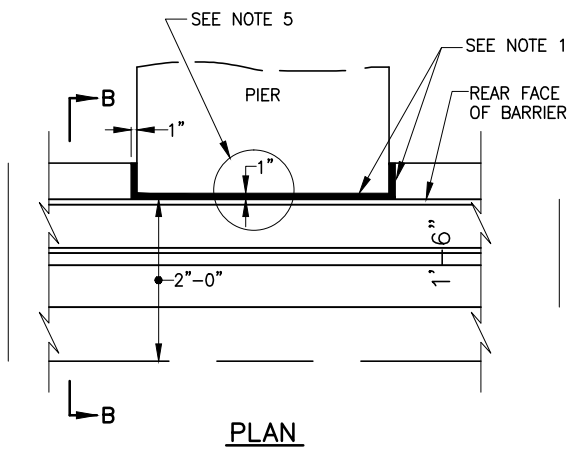
-----" SLOTTED DRAIN, TYPE 2
(Refer to Sample Plan Note D120)



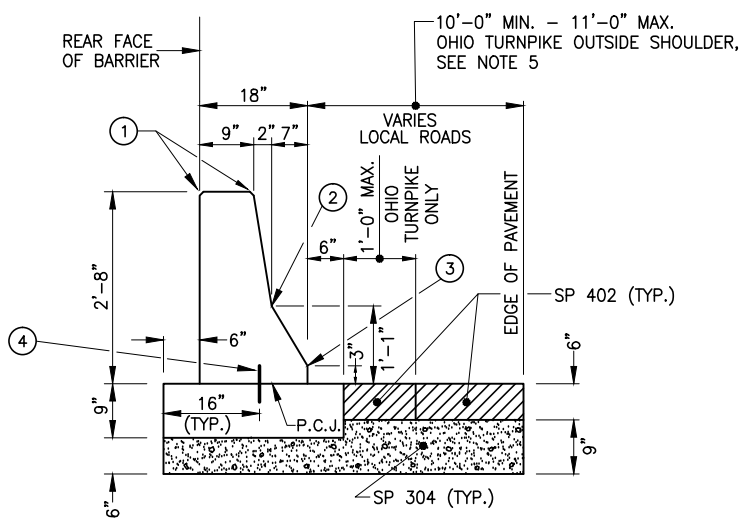
**CONCRETE BARRIER PLAN LOCAL ROAD OR RAMP
STRUCTURE OVER TURNPIKE**

NOTES:

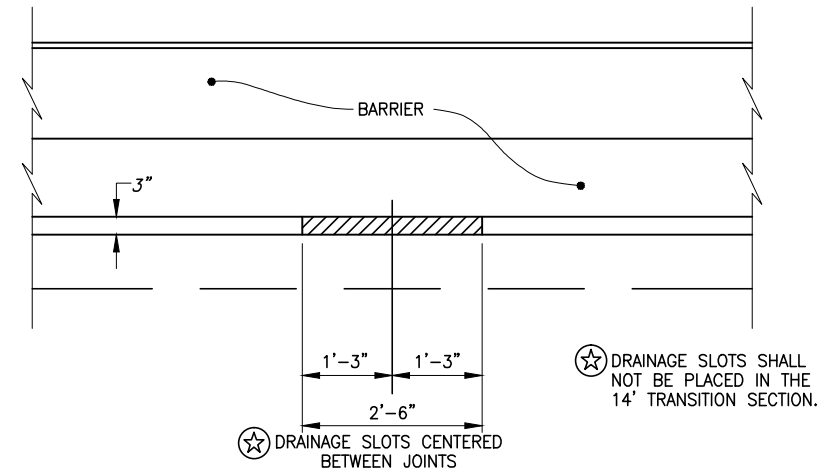
1. 1" PREFORMED EXPANSION JOINT MATERIAL IS TO BE PLACED BETWEEN ALL SURFACES (OF BOTH THE CONCRETE BARRIER AND BARRIER FOUNDATION) WHERE THE NEW CONCRETE BARRIER WILL BUTT AGAINST THE CONCRETE BRIDGE PIERS (TYPICAL).
2. UNSEALED CONTRACTION JOINTS SPACED AT 10' O/C (MAX.) SHALL BE CONSTRUCTED THROUGHOUT THE UNREINFORCED RUN OF CONCRETE BARRIER. CONTRACTION JOINTS SHALL NOT BE PLACED IN THE 14' TRANSITION SECTION. CONTRACTION JOINTS MAY BE CONSTRUCTED WITH METAL INSERTS INSIDE THE FORMS, PREFORMED FULL WIDTH JOINT FILLER, A GROOVING TOOL, OR BY SAWING. CONTRACTION JOINT TO BE A MIN. DEPTH OF 3" AND SHALL BE CONSTRUCTED FOR THE FULL HEIGHT OF THE BARRIER INCLUDING THE BARRIER FOUNDATION. SAWING SHALL BE DONE AS SOON AS CURING WILL ALLOW, TO PREVENT SPALLING. DRAINAGE SLOTS SHALL BE PROVIDED BETWEEN EACH CONTRACTION JOINT.
3. **ITEM 622-CONCRETE BARRIER, TYPE D, AS PER PLAN**
THIS ITEM SHALL BE AS PER SECTION 622 OF THE SPECIFICATIONS AND AS SHOWN ON OTIC STANDARD DRAWING CBR-3. THE CONCRETE BARRIER SHALL ALSO INCLUDE THE DRAINAGE SLOT AS DETAILED ON THIS SHEET. THE UNIT PRICE BID FOR ITEM 622-CONCRETE BARRIER, TYPE D, AS PER PLAN SHALL INCLUDE ALL MATERIALS AND LABOR INCLUDING EXCAVATION AND BACKFILL AS SPECIFIED IN SECTION 622.09 OF THE SPECIFICATIONS.
4. ALL EXCAVATION COSTS SHALL BE INCLUDED UNDER ITEM 622-CONCRETE BARRIER, TYPE D, AS PER PLAN. THERE SHALL BE NO SEPARATE PAYMENT FOR THE CONCRETE FOOTING. THESE SHALL BE INCLUDED UNDER ITEM 622-CONCRETE BARRIER, TYPE D, AS PER PLAN.
5. THE LOCATION OF THE BARRIER SHALL BE ADJUSTED TO MAINTAIN A 1" CLEARANCE BETWEEN THE BARRIER AND THE EXISTING PIERS, PROVIDED THE MAXIMUM DIMENSION SHOWN ON SECTION B-B IS NOT EXCEEDED.
6. PROVIDE REINFORCED TRANSITION SECTION PER OTIC STANDARD DRAWINGS CBR-5 AND CBR-6 ON BOTH ENDS OF ALL BARRIERS.
7. BARRIER REFLECTORS SHALL BE INSTALLED AND PAID AS PER SP 802.



TYPICAL BARRIER AT PIER
SCALE: 3/4" = 1'-0"



SECTION B-B
SCALE: 3/4" = 1'-0"



DRAINAGE SLOT DETAIL
SCALE: 3/4" = 1'-0"

LEGEND:

- ① 1" RADIUS OR 3/4" CHAMFER
 - ② PERMISSIBLE 10" RADIUS
 - ③ PERMISSIBLE 1" RADIUS
 - ④ NO. 8 EPOXY COATED DEFORMED STEEL BARS, 12" LONG, SPACED 4' BETWEEN SUCCESSIVE BARS ON A STAGGERED (EXCEPT TYPE D) PATTERN. OMIT DOWELS WHEN TOP IS CONSTRUCTED INTEGRAL WITH THE BASE.
 - ⑤ EXPANSION JOINT, 3/4" MIN. PREFORMED FILLER 705.03
- P.C.J. PERMISSIBLE CONSTRUCTION JOINT

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION	
CONCRETE BARRIER AT OVERHEAD BRIDGES	
DATE: JUNE 25, 2007	SCALE: N.T.S.
O.T.I.C. STANDARD DRAWING CBR-2	