

OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 1

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

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

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

ALL BIDS MUST BE ELECTRONICALLY SUBMITTED THROUGH BID EXPRESS

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00PM ON DECEMBER 8, 2015

MODIFICATIONS TO THE CONTRACT DOCUMENTS

Project 39-16-01A – Plan Sheets 217, 238, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 388, 391, 392, 393, 394, 405, 406, 407, 409, 411, 412, 413, 415, 417, 418, 419, 420, 421, 423, 425, 426, 427 and 431 of 432; Plan Insert Sheet 2 of 2;

Project 39-16-01B – Plan Sheet 7 of 24; and

Bid Schedule of Items at Ref. 161, 104, 119, 212, 213, 224, 226, 227, 240, 242, 243, 255257, 258, and 273

Issued by the Ohio Turnpike and Infrastructure Commission on December 9, 2015. Issuance authorized by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contract Administration.


Anthony D Yacobucci
Date 12/9/15


Mark R Musson
Date 12/9/15

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
ADDENDUM NO. 1
PROJECT NO. 39-16-01 (PART A & PART B)

QUESTIONS AND ANSWERS THROUGH 5:00 PM DECEMBER 8, 2015

Q#1 Sheets 400-401 show the removal of parapet and median wall concrete to accommodate the removal of steel extrusions inside the walls. Please clarify how the replacement concrete is to be placed & paid. For example all median wall concrete and outside parapet transitions that are not removed?

A#1 Approximately 7 ½" long sections of the existing parapet, on both sides of an expansion joint, must be removed and replaced in order to install a new expansion joint seal. The concrete needed to reconstruct these short sections of parapet (approximately 1 Cu Yd.) is included in the quantity of Item SP 511B – Class S Concrete, Barriers and Parapets, using Type I Cement. The replacement concrete for these short sections of parapet will be poured in forms shaped the same as the existing parapet.

Q#2 Will hand tining of abutment slabs and/or approach slabs be permitted?

A#2 No, the Contractor shall follow the Specifications detailed in ODOT CMS 511.20.

Q#3 Sheets 405,411,417,425 call for D801 Approach Dowels Per Note 3. Is the intent of this bar to replace the #6 bars called out on OTIC SD AS-5 Note 5? Please define spacing of D801 bars and #6 bars to be installed. Also, please clarify how the doweling of the D801 bars are to be paid.

A#3 Through this Addendum No.1, the specifications for D801 bars are deleted and replaced with D601 bars and the spacing of these D601 bars to agree with OTIC Standard Drawing AS-5. Plan notes and Plan callouts have been modified on Sheets 375 through 384 of 432 and Sheets 405, 406, 407, 409, 411, 412, 413, 415, 417, 418, 419, 420, 421, 423, 425, 426, 427 and 431 of 432 to substitute D601 for D801 bars. The cost of the dowel holes and D601 bars are incidental to SP526 – Approach Slab, As Per Plan therefore quantities for Item 510 – Dowel Holes with Non-shrink, Non-Metallic Grout and SP 509 – Epoxy Coated Reinforcing Steel, As Per Plan have been reduced on Sheets 391 through 394 of 432.

Q#4 Sheets 375-384 - Note 7 shows the installation of a 6" drain pipe per OTIC SD AS-5. Neither the plans, nor AS-5 show the depth of the drain. Please specify drain depth.

A#4 OTIC Standard Drawing AS-5 shows the drain pipe at the bottom of the grade beam. The depth of the grade beam bottom below the approach slab bottom varies. Record OTIC bridge plans for construction completed in the 1950's, 1980's and 1990's within the this project's limits show or scale the following depths: Mill Creek +/- 4'-0" to +/- 4'-6"; NS RR, +/-2'-8" to +/-3'-7"; Portland Road +/-3'-2" to +/-5'-1"; SR 99: +/- 3'-0" to +/- 3"-7".

Q#5 Sheets 375-384 show the installation of 6" drain pipe per OTIC SD AS-5 directly behind the abutment backwall. However, various locations in the plans call for the installation of a parapet wall that extends behind the backwall and below grade. Can the drain pipe be directed under or around the parapet wall or does the drain pipe need to extend straight through the parapet wall?

A#5 The 6" drain pipe is located behind the existing grade beam. The alignment of this 6" drain pipe shall be kept straight behind the grade beam and shall outlet into the embankment slope as shown on Sheets 375 through 384 of 432 of the plans. The Contractor shall drop this drain pipe under the two proposed parapet walls at the Mill Creek bridge, shall drop this drain pipe under the two proposed parapet walls at the NS Railroad bridge and drop this drain pipe under the three proposed parapet walls at the SR 99 bridge. There are no conflicts with this drain pipe at the Portland Road Bridge

Q#6 PART B Sheet 8 of 24 - Note 3, Second sentence says "Trim beam ends, as necessary, and as directed by / approved by the chief engineer...Payment shall be incidental to item SP202, Portions Of Structure Removed". Please either give more information as to the criteria that will be used to determine necessary beam end trimming or setup a unit price bid line item for this work.

A#6 Whether or not the ends of the beams need to be trimmed, it cannot be determined until the existing deck is removed at the joint and forming of the new deck end is performed. Any beams that cause an obstruction with the forming of the deck shall be trimmed in accordance with SP 529 - Trim End of Structural Steel Member. Payment shall be incidental to SP 202 - Portions of Structure Removed

Q#7 The bid tabs for this project REF224,240,255,273 ITEM SPECIAL BRIDGE DECK PATCHING, TYPE B show a Unit of CY, but the plan note on method of measurement on sheet 389 says that the item is measured in square yards. Please clarify.

A#7 The Units for Ref Nos. 224, 240, 255 and 273 – Item Special Bridge Deck Patching, Type B should be SY as stated on Plan Sheet 389. This Addendum No. 1 revises Plan Sheet 391 of 432 and the bid schedule to correctly provide the units basis for those items as SY.

Q#8 The bid form show a quantity of 842 C Y for ref. # 120 SP 617 – Compacted Aggregate. The general summary on sht 217 shows a quantity of 1670 CY. Please clarify correct quantity.

A#8 The General Summary correctly specifies the quantity for SP 617 – Compacted Aggregate. This Addendum No. 1 modifies the bid schedule at Ref. No. 120 to provide a quantity of 1,670 cubic yards.

Q#9 The bid form has an alternate deduct for TP110 waste site use. The plan sheet shows both a non-fence cut entry off SR 4 and a fence-cut entry from the WB turnpike. Is this alternate to be for the base bid (non-fence cut) entry to the site only? Please specify for which type of entry this deduct applies.

A#9 *This Addendum No. 1 modifies Note 6-E on Plan Sheet 2 of 2 to include the Westbound Construction Drive/Fence Cut in the Toll Plaza 110 Waste Site Deduct Alternate. Therefore, there are two (2) access locations being provided to this waste site, one for the eastbound and one for the westbound.*

Q#10 Bid items 59, 61, and 67 (partial): plan sheet 238 has a note describing the purpose for these items, but no standard drawing and/or breakdown of how many areas, dimensions, locations, etc. has been provided. Please provide better and more concise information (such as whether in ditch line, on slopes near bridges, etc.) on these items given their dollar value.

A#10 *This Addendum No. 1 modifies the "Vegetative Filter Strips and Biofilters" General Note on Sheet 238 of 432. The criteria for a vegetative filter strip is a vegetative slope that has a width of 15 feet or greater from the edge of berm to the inside edge of ditch bottom or a slope steeper than 3:1. This vegetative slope shall be 3:1 and flatter with an 80% Vegetation or greater. The Project goal is 3 miles of a 15 foot wide Vegetative Filter Strip and estimated quantity of 6" of topsoil is provided for 50% of the Project goal Approach slab and Bridge slopes will not be considered a Vegetative Filter Strip. See the modified General Note for more details*

Q#11 Bid Item 104 "Underdrain Rock Excavation"- plan sheet 17 note calls for payment by the cubic yard. Proposal and plan general summary (sheet 217) call for payment by the foot. Please clarify correct unit of payment.

A#11 *The unit of payment for Item SP 605 – Underdrain Rock Excavation is cubic yards. This Addendum No. 1 modifies the Bid Schedule and General Summary Sheet 217 of 432 to reflect cubic yards for this Item.*

Q#12 Bid item 96- Tied Concrete Block Mat, Type 1: the proposal and plan sheet 217 summary each show 161 each. The subsummary charts on plan sheets 225 and 226 show a total of 90 locations at 1.78 sy/location to total to 161 square yards. This item is typically paid for by the square yard. Please review and revise accordingly to correct this conflict.

A#12 *This Addendum No. 1 modifies Bid Schedule and General Summary Sheet 217 of 432 to provide the unit of payment for Item 604 – Tied Concrete Block Mat, Type 1 as square yards.*

Q#13 PART B SHEET 7/24, Last paragraph defines the restrictions on overlay placement and requires the placement to be on a Friday night. Will the contractor be required to take a lane closures before, during, or after the placement of an overlay?

A#13 *Traffic shall be placed in a single lane during and at least 12 hours after the deck pour. The speed limit shall be reduced to 35 MPH through the single lane section. During EB deck pours, PCMBs shall be relocated to notify traffic of possible delays. During WB deck pours, there will be additional traffic control needed on US 250 SB and SR 2 WB in Perkins Township. This Addendum No. 1 adds a PCMB location map and notes to Plan Sheet 7 of 24.*

Q#14 Bid items 1 and 280, SP 119- Railroad Protective Liability Insurance- NS: the SP 119 special provision doesn't give information for both bridges as far as number of passenger and commercial trains per day, number of active lines, and maximum track speed. In order to get a quote on a policy, the contractor needs this information in the prebid stage. Please provide this information.

A#14 At the 39-16-01A NS Bridge (MP109.2), there are 12 to 15 trains per day that average 20 to 30 MPH.

At the 39-16-01B NS Bridge (MP117.3), there are 24 trains per day that average 60 MPH, and the anticipated typical track outage time is 60 minutes but longer track outages may be obtained by coordinating with NS Railroad Flagman

MODIFIED CONTRACT DOCUMENTS

With this Addendum No. 1, the Commission substitutes the enclosed materials for the following Plan Drawings:

Project 39-16-01A: Plan Sheet Nos 217, 238, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 388, 391, 392, 393, 394, 405, 406, 407, 409, 411, 412, 413, 415, 417, 418, 419, 420, 421, 423, 425, 426, 427 and 431 of 432; Plan Insert Sheet 2 of 2; and
Project 39-16-01B: Plan Sheet No. 7 of 24.

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



With this Addendum No. 1, the Commission modifies the Bid Schedule of Items for the following Reference Numbers:

Bid Schedule of Items at Ref. Nos. 161, 104, 119, 212, 213, 224, 226, 227, 240, 242, 243, 255, 257, 258, and 273

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

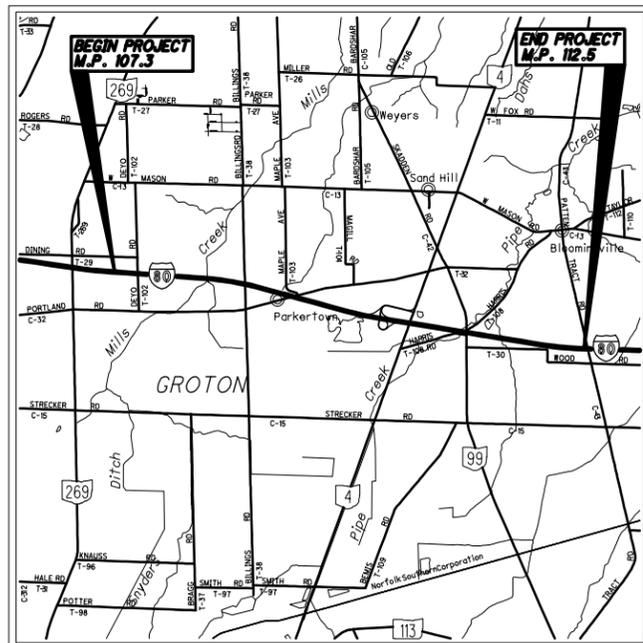
Bidders Acknowledgment of Addendum No. 1
to Contract No. 39-16-01 (PART A & PART B):

(Firm Name)

(Signature)

(Printed Name)

Date: _____



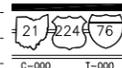
LOCATION MAP

LATITUDE: 41°20'31" N LONGITUDE: 82°46'21" W

SCALE IN MILES



PORTION TO BE IMPROVED _____
 STATE & FEDERAL ROUTES _____
 COUNTY & TOWNSHIP ROUTES _____



POST-CONSTRUCTION STORM WATER CONTROLS:
 VEGETATED FILTER STRIPS WILL BE INSTALLED TO MEET WATER QUALITY TREATMENT REQUIREMENTS.

PROJECT DESCRIPTION:
 RECONSTRUCTION OF THE EASTBOUND AND WESTBOUND RIGHT TWO LANES AND THE SHOULDER OF THE OHIO TURNPIKE (IR-80, IR-90) BETWEEN MILEPOSTS 107.3 AND 112.5.

PROJECT DATA

TOTAL AREA (RIGHT-OF-WAY)	210.5 AC.
PROJECT EARTH DISTURBED AREA	68.8 AC.
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	5.0 AC.
NOTICE OF INTENT EARTH DISTURBED AREA	73.8 AC.
RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.90
RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE	0.90
TOTAL IMPERVIOUS AREA (PRE-CONSTRUCTION)	210.5 AC.
TOTAL IMPERVIOUS AREA (POST-CONSTRUCTION)	210.5 AC.
PERCENT IMPERVIOUS (POST-CONSTRUCTION)	100%
SOIL MAP REFERENCE	ERIE COUNTY SOIL SURVEY (NRCS WEB SOIL SURVEY)
IMMEDIATE RECEIVING WATERS	MILL CREEK, PIPE CREEK, UNNAMED TRIBUTARY
SUBSEQUENT RECEIVING WATERS	LAKE ERIE
LATITUDE	41°20'31" N
LONGITUDE	82°46'21" W
USGS MAP REFERENCE	BELLVUE AND KIMBALL QUADRANGLES

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

THE JAMES W. SHOCKNESSY OHIO TURNPIKE



PROJECT NO. 39-16-01A

MAINLINE PAVEMENT RECONSTRUCTION

MP 107.3 TO MP 112.5

ERIE COUNTY, OHIO

DATE PREPARED: 10/09/15

SITE OPERATOR: _____ SWP3 AUTHORIZATION: _____

 _____ JAMES M. PETERS, P.E., CPESC
 _____ CT CONSULTANTS, INC.
 _____ 8150 STERLING COURT
 _____ MENTOR, OHIO 44060
 _____ 440.951.9000

INDEX OF SHEETS:

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VEGETATIVE FILTER STRIPS AND BIOFILTERS

AT THE BEGINNING OF THE CONSTRUCTION SEASON, THE CHIEF ENGINEER SHALL DELINEATE ALL THE AREAS WITHIN THE PROJECT THAT MEET THE CRITERIA OF A VEGETATIVE FILTER STRIP. THE COMPILED LIST OF VEGETATIVE FILTER STRIP AREAS WILL BE GIVEN TO THE CONTRACTOR TO EITHER CONSTRUCT OR MAINTAIN. THE CONTRACTOR SHALL NOT DISTURB EXISTING VEGETATION IN AN AREA WHERE NO CONSTRUCTION IS PROPOSED AND THE EXISTING AREA IS ALREADY CONSIDERED A VEGETATIVE FILTER STRIP. THESE EXISTING AREAS WILL BE NOTED IN THE COMPILED LIST OF VEGETATION FILTER STRIPS. THE COMPILED LIST WILL ALSO DESCRIBE THE WORK REQUIRED TO ESTABLISH THE VEGETATIVE FILTER STRIPS.

THE CRITERIA FOR A VEGETATIVE FILTER STRIP IS AS FOLLOWS: A VEGETATIVE SLOPE THAT HAS A WIDTH OF 15 FEET OR GREATER FROM THE EDGE OF BERM TO THE INSIDE EDGE OF DITCH BOTTOM OR A SLOPE STEEPER THAN 3:1. THIS VEGETATIVE SLOPE SHALL BE 3:1 AND FLATTER WITH AN 80% VEGETATION OR GREATER. AREAS THAT MEET ALL THE CRITERIA EXCEPT THE 80% VEGETATION COVERAGE SHALL BE GRADED FLAT BY REMOVING HIGH SPOTS AND FILLING LOW/ERODED AREAS. THEN PLACE 6" OF TOPSOIL OVER THE ENTIRE AREA, SEED AND MULCH AND COVER WITH AN EROSION CONTROL MAT.

AREAS THAT HAVE BEEN IDENTIFIED AND ARE IN THE CONSTRUCTION AREAS SHALL BE GRADED AND TOPPED WITH 6" OF TOPSOIL, SEED AND MULCH AND COVER WITH EROSION CONTROL MATTING. THE CONTRACTOR SHALL USE THE 659 PAY ITEMS LOCATED ON SHEET 18 OF 432 TO PROMOTE THE GROWTH OF THE GRASS. THE GRASS SHALL BE WATERED EVERY 2 DAYS UNLESS IT RAINS.

APPROACH SLAB AND BRIDGE SLOPES WILL NOT BE CONSIDERED A VEGETATIVE FILTER STRIP.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR PLACING 6" OF TOPSOIL, CLASS 3A SEEDING, AND EROSION CONTROL MATTING FOR INSTALLING VEGETATIVE FILTER STRIPS IN ACCORDANCE WITH ODOT CMS ITEM 659 WITHIN THE PROJECT AREA. ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS TO INSTALL NEW VEGETATIVE FILTER STRIPS SHALL BE PAID FOR IN ACCORDANCE WITH THE FOLLOWING BID ITEMS:

ITEM 653 - TOPSOIL FURNISHED AND PLACED	4,400 CY
ITEM 659 - SEEDING AND MULCHING, CLASS 3A	26,400 SY
ITEM 671- EROSION CONTROL MAT, TYPE B	26,400 SY

APPLICABLE STANDARD DRAWINGS:

ODOT HYDRAULIC STANDARD CONSTRUCTION DRAWING DM-4.3
 ODOT HYDRAULIC STANDARD CONSTRUCTION DRAWING DM-4.4

WATERS OF THE STATE PROTECTION:

IF CONSTRUCTION ACTIVITIES DISTURB AREAS ADJACENT TO WATERS OF THE STATE, STRUCTURAL PRACTICES SHALL BE IMPLEMENTED ON SITE TO PROTECT ALL ADJACENT WATERS OF THE STATE FROM THE IMPACTS OF SEDIMENT RUNOFF. NO STRUCTURAL SEDIMENT CONTROLS SHALL BE USED IN THE WATERS OF THE STATE. FOR ALL CONSTRUCTION ACTIVITIES IMMEDIATELY ADJACENT TO SURFACE WATERS OF THE STATE, A FIFTY (50) FOOT PERMANENT BUFFER SETBACK FROM AN INTERMITTENT STREAM AND A SEVENTY-FIVE (75) FOOT SETBACK FROM A PERENNIAL STREAM SHOULD BE MAINTAINED IN ITS NATURAL STATE AND LEFT UNDISTURBED ALONG WATERS OF THE STATE, AS MEASURED FROM THE ORDINARY HIGH WATER MARK OF THE SURFACE WATER. WHERE IMPACTS WITHIN THIS SETBACK ARE UNAVOIDABLE DUE TO THE NATURE OF THE CONSTRUCTION ACTIVITY, THE PROJECT SHALL BE DESIGNED SUCH THAT THE NUMBER OF STREAM CROSSINGS AND THE WIDTH OF THE DISTURBANCE WITHIN THE SETBACK AREA ARE MINIMIZED.

THE CONTRACTOR SHALL NOT PLACE ANY EQUIPMENT IN OR PERFORM ANY WORK IN ANY OF THE STREAMS CROSSING THE PROJECT AREA. EQUIPMENT SHALL BE MOVED ACROSS STREAM CHANNELS ON EXISTING BRIDGES. NO TEMPORARY STREAM CROSSINGS MAY BE CONSTRUCTED.

ADDITIONAL CONTROLS:

ANY ADDITIONAL SEDIMENT AND EROSION CONTROLS REQUIRED TO MANAGE SEDIMENT AND EROSION FOR THIS PROJECT, NOT SEPARATELY ITEMIZED IN THE PLANS, AND REQUIRED IN THE STORM WATER POLLUTION PREVENTION PLAN AND/OR REQUIRED AS PART OF SUPPLEMENTAL SPECIFICATION 832, SHALL BE PAID FOR AT THE UNIT BID PRICE FOR ITEM 832 - EROSION CONTROL PER EACH.

REQUIRED SWP3 SUBMITTALS:

THE CONTRACTOR SHALL PREPARE AND SUBMIT THE FOLLOWING TO THE OHIO COMMISSION IN ORDER TO FINALIZE THE STORM WATER POLLUTION PREVENTION PLAN:

- NOI CO-PERMITTEE FORM (SUBMIT TO OHIO EPA).
- SCHEDULE OF DISTURBANCE.
- IDENTIFICATION OF ALL ON-SITE BATCH PLANTS (IF ANY).
- IDENTIFICATION OF PROPOSED WASTE AND BORROW AREAS.
- IDENTIFICATION OF PROPOSED ON-SITE FUELING AREAS.
- IDENTIFICATION OF STAGING AND MATERIAL STORAGE AREAS.
- IDENTIFICATION OF BATCHING AREAS AND MIXING AREAS.
- SPILL PREVENTION CONTROL AND COUNTER MEASURES PLAN (IF NEC.).
- WASTE HANDLING PLAN.
- HAZARDOUS WASTE SPILL PLAN.

SWP3 NOTES:

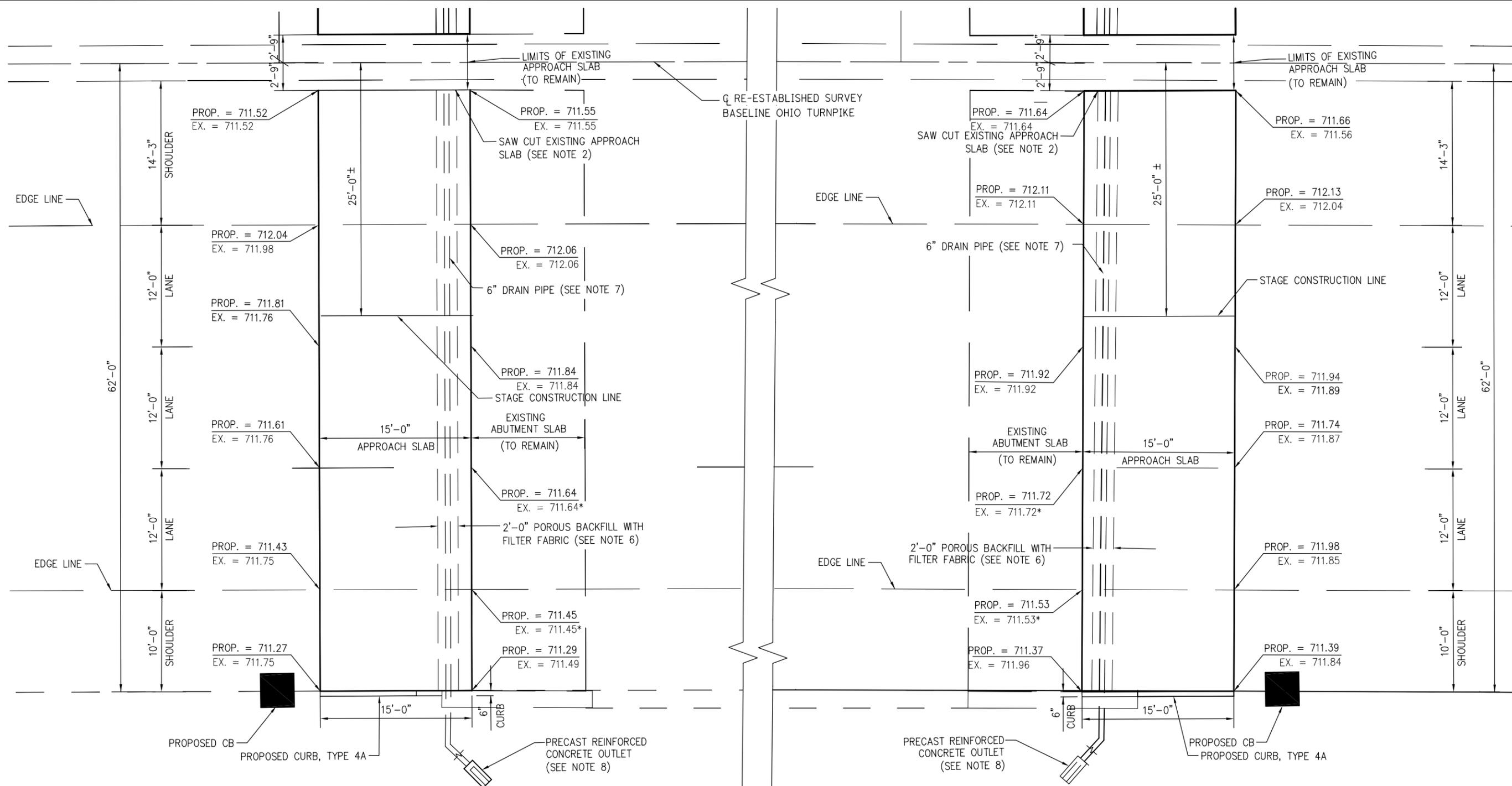
THIS SWP3 IS MEANT TO BE USED AS A BASE PLAN FOR THE CONTRACTOR AND IS REQUIRED TO BE MODIFIED, AS NECESSARY, AND CERTIFIED THAT THE PLAN IS APPROPRIATE FOR THE MEANS, METHODS, AND CONSTRUCTION SCHEDULE TO BE EMPLOYED BY THE CONTRACTOR DURING CONSTRUCTION OF THIS PROJECT. FURTHERMORE, ANY MODIFICATIONS TO THE SWP3 REQUIRED AS A RESULT OF A CONTROL(S) NOT PERFORMING AS INTENDED, NOT INITIALLY PROPOSED, OR NOT REQUIRED SHALL BE TREATED AS A CHANGE ORDER ITEM. ONCE A CHANGE ORDER IS APPROVED, THE CONTRACTOR IS RESPONSIBLE FOR MAKING SURE THE SWP3 IS REVISED AND LOGGED IN THE SWP3 REVISION LOG.

BASED ON SOIL MAPPING IN THE ERIE COUNTY SOIL SURVEYS, HIGHLY UNSTABLE OR ERODIBLE OGONTZ (OhB) AND RANDOLPH (RdA) NATIVE SOILS ARE PRESENT. AREAS OF MODERATELY ERODIBLE BENNINGTIN (BgA), CARDINGTON (CaB), COLWOOD (CmA, CmB), FRIES (FrA), HASKINS (HkA), HORNELL (HsA), JOLIET (JJA), MERMILL (MmA), MILLSDALE (MmM), MILTON (MnA, MnB), PEWAMO (PcA), AND RITCHEY (RrA) NATIVE SOILS ARE ALSO PRESENT. THE ERODIBLE PROPERTIES OF FILL MATERIAL (UdB) USED FOR EMBANKMENT CONSTRUCTION OF THE TURNPIKE THROUGHOUT THE MAJORITY OF THE PROJECT AREA IS UNKNOWN, BUT THE CONTRACTOR SHALL TAKE CARE TO AVOID UNNECESSARILY DISTURBING EMBANKMENTS IN THE PROJECT AREA. FOR EXISTING SOIL DATA, SEE SOIL BORINGS.

NO PERMANENT STORM WATER MANAGEMENT BASINS ARE PROPOSED AS PART OF THIS PROJECT.

DESIGNED BY: JMP	CHECKED BY:
DATE: 01/26/15	DATE:
DRAWN BY: PSL	REVISED BY:
DATE: 01/26/15	DATE:
CAD FILE NAME: 493-SWPPP TITLE.DWG	

ADDENDUM NO. 1		MZP 12/8/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION OHIO TURNPIKE MAINLINE PAVEMENT RECONSTRUCTION STORM WATER POLLUTION PREVENTION PLAN TITLE SHEET			
DESIGNED: JMP	CHECKED: JMP	DATE: APRIL 2015	
DRAWN: DLF	IN CHARGE: WDB	SCALE: 1"=50'	
PROJECT 39-16-01A SHEET 238 OF 432			



APPROACH SLABS FOR MILL CREEK BRIDGE, EASTBOUND

NOTES:

- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTIC STANDARD DRAWING AS-3.
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE SECTION D-D ON OTIC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP-516B SHALL BE INCIDENTAL TO THIS WORK.
- FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE REMOVAL SUBSUMMARY FOR QUANTITIES.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 12.
- POROUS BACKFILL WITH FILTER FABRIC SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5.
- 6" DRAIN PIPE SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5 AND OUTLETTED AS SHOWN ABOVE.

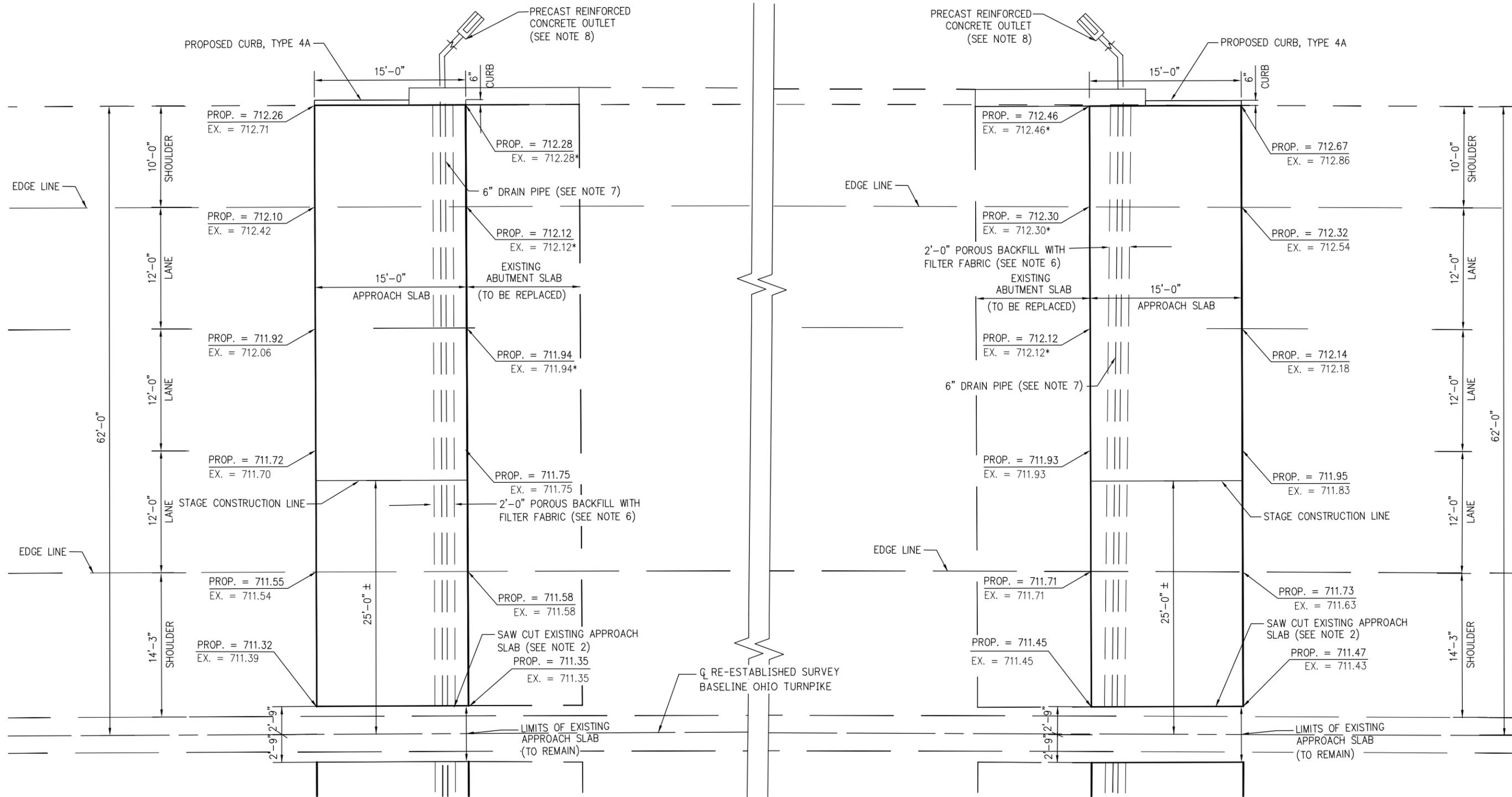
- FOR PRECAST REINFORCED CONCRETE OUTLET DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING DM-1.1. THE COST IS INCIDENTAL TO THE COST OF SP 526 - APPROACH SLAB.
- QUANTITIES FOR POROUS BACKFILL AND 6" DRAIN PIPE AND PRECAST CONCRETE OUTLETS ARE CARRIED TO THE STRUCTURE ESTIMATED QUANTITY TABLE.

THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT.

* EXISTING ELEVATION CALCULATED AND ADJUSTED TO AGREE WITH EXPECTED CROSS SLOPES.

DESIGNED BY: WDB	CHECKED BY:
DATE: 06/30/15	DATE:
DRAWN BY: MZP	REVISD BY:
DATE: 06/30/15	DATE:
CAD FILE NAME: 14693-APPROACH.DWG	

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINLINE PAVEMENT RECONSTRUCTION MILL CREEK BRIDGE, MP 108.3 APPROACH SLAB DETAIL			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: WDB	CHECKED: JMP	DATE: JUNE 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: NTS	
PROJECT 39-16-01A SHEET 375 OF 432			



APPROACH SLABS FOR MILL CREEK BRIDGE, WESTBOUND

NOTES:

- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTIC STANDARD DRAWING AS-3.
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE SECTION D-D ON OTIC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP-516B SHALL BE INCIDENTAL TO THIS WORK.
- FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE REMOVAL SUBSUMMARY FOR QUANTITIES.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 12.
- POROUS BACKFILL WITH FILTER FABRIC SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5.
- 6" DRAIN PIPE SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5 AND OUTLETTED AS SHOWN ABOVE.

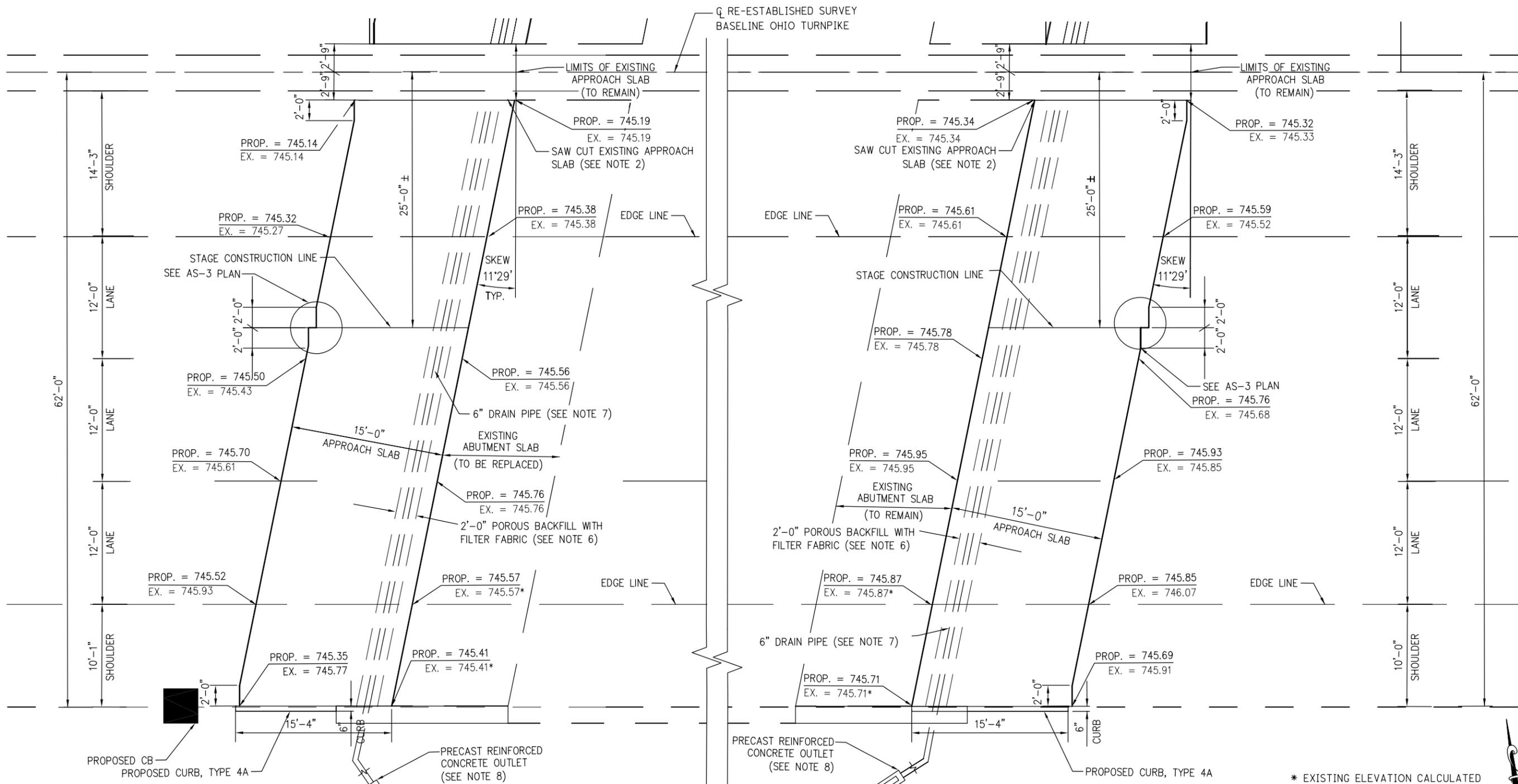
- FOR PRECAST REINFORCED CONCRETE OUTLET DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING DM-1.1. THE COST IS INCIDENTAL TO THE COST OF SP 526 - APPROACH SLAB.
- QUANTITIES FOR POROUS BACKFILL AND 6" DRAIN PIPE AND PRECAST CONCRETE OUTLETS ARE CARRIED TO THE STRUCTURE ESTIMATED QUANTITY TABLE.

THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT.

* EXISTING ELEVATION CALCULATED AND ADJUSTED TO AGREE WITH EXPECTED CROSS SLOPES.

DESIGNED BY: WDB	CHECKED BY:
DATE: 06/30/15	DATE:
DRAWN BY: MZP	REVISIONS:
DATE: 06/30/15	DATE:
CAD FILE NAME: 14693-APPROACH.DWG	

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINLINE PAVEMENT RECONSTRUCTION MILL CREEK BRIDGE, MP 108.3 APPROACH SLAB DETAIL			
DESIGNED: WDB	CHECKED: JMP	DATE: JUNE 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: NTS	
PROJECT 39-16-01A SHEET 376 OF 432			



APPROACH SLABS FOR BRIDGE OVER NORFOLK SOUTHERN RR, EASTBOUND

NOTES:

- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTIC STANDARD DRAWING AS-3.
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE SECTION D-D ON OTIC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP-516B SHALL BE INCIDENTAL TO THIS WORK.
- FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE REMOVAL SUBSUMMARY FOR QUANTITIES.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 12.
- POROUS BACKFILL WITH FILTER FABRIC SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5.
- 6" DRAIN PIPE SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5 AND OUTLETTED AS SHOWN ABOVE.

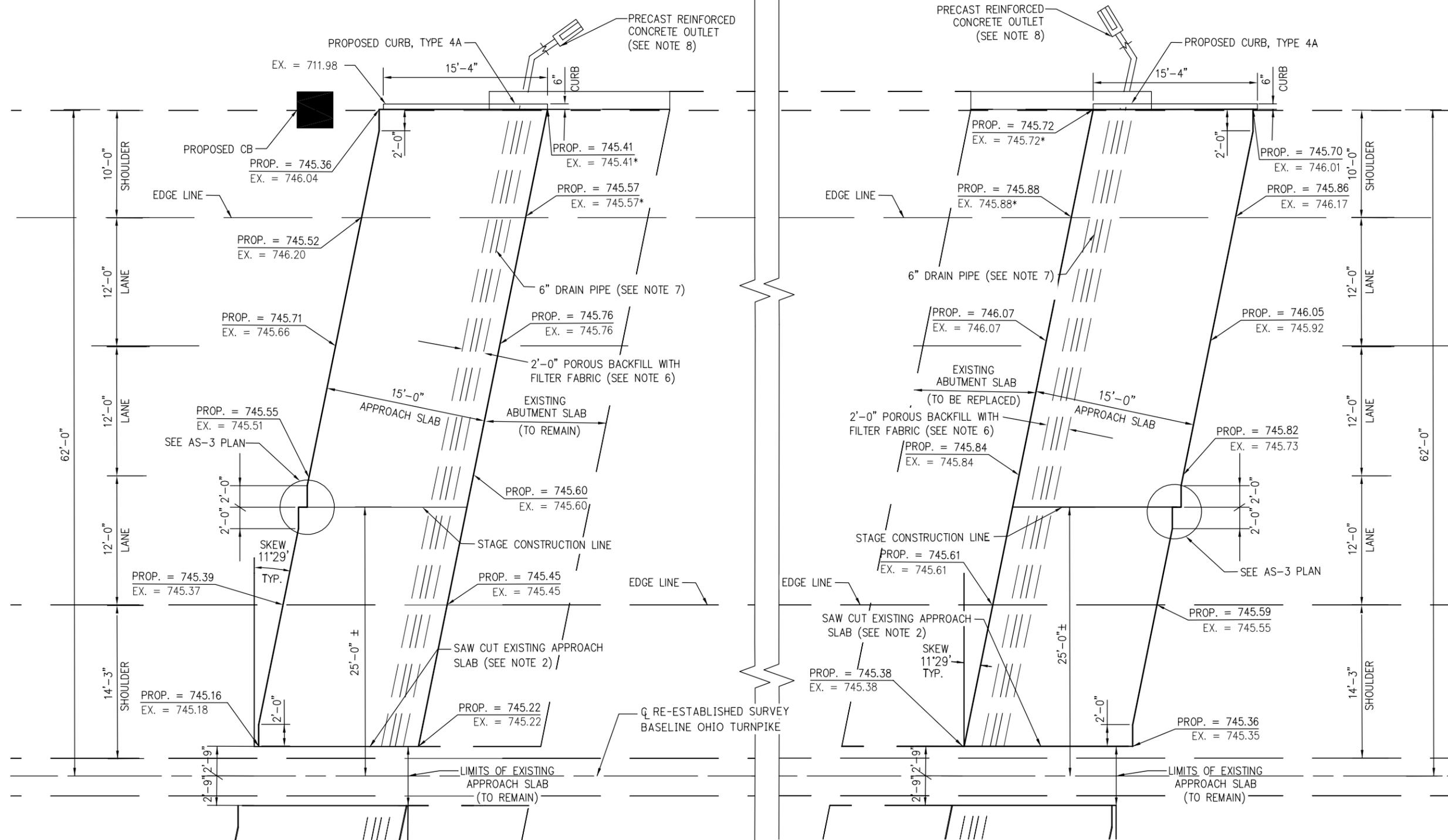
- FOR PRECAST REINFORCED CONCRETE OUTLET DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING DM-1.1. THE COST IS INCIDENTAL TO THE COST OF SP 526 - APPROACH SLAB.
- QUANTITIES FOR POROUS BACKFILL AND 6" DRAIN PIPE AND PRECAST CONCRETE OUTLETS ARE CARRIED TO THE STRUCTURE ESTIMATED QUANTITY TABLE.

THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT.

* EXISTING ELEVATION CALCULATED AND ADJUSTED TO AGREE WITH EXPECTED CROSS SLOPES.

DESIGNED BY: WDB	CHECKED BY:
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ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINLINE PAVEMENT RECONSTRUCTION NS RR BRIDGE, MP 109.1 APPROACH SLAB DETAIL			
DESIGNED: WDB	CHECKED: JMP	DATE: JUNE 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: NTS	
PROJECT 39-16-01A SHEET 377 OF 432			



APPROACH SLABS FOR BRIDGE OVER NORFOLK SOUTHERN RR, WESTBOUND

NOTES:

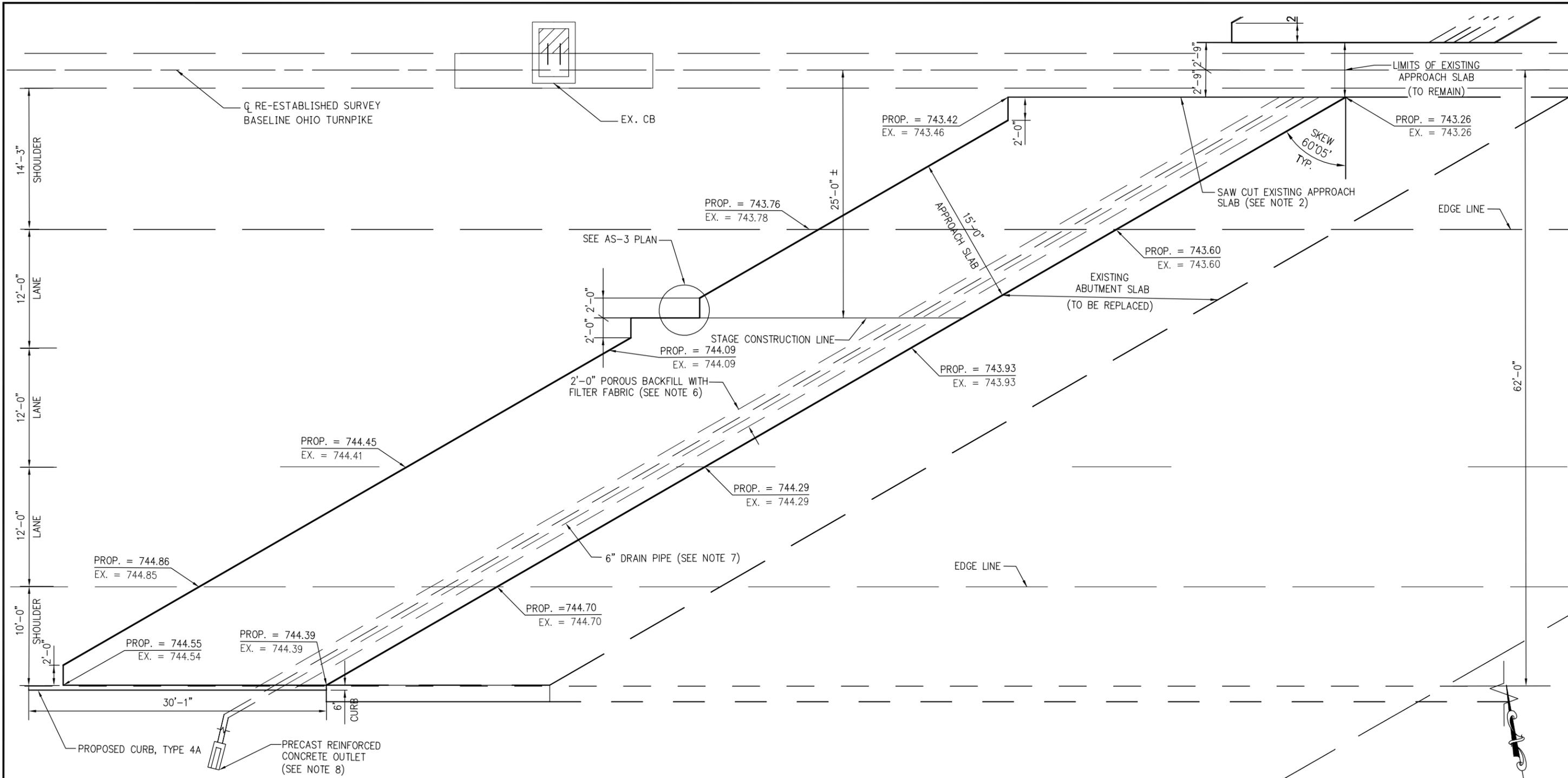
- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTIC STANDARD DRAWING AS-3.
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE SECTION D-D ON OTIC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP-516B SHALL BE INCIDENTAL TO THIS WORK.
- FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE REMOVAL SUBSUMMARY FOR QUANTITIES.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 12.
- POROUS BACKFILL WITH FILTER FABRIC SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5.
- 6" DRAIN PIPE SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5 AND OUTLETTED AS SHOWN ABOVE.

- FOR PRECAST REINFORCED CONCRETE OUTLET DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING DM-1.1. THE COST IS INCIDENTAL TO THE COST OF SP 526 - APPROACH SLAB.
- QUANTITIES FOR POROUS BACKFILL (AND 6" DRAIN PIPE, AND PRECAST CONCRETE OUTLETS) ARE CARRIED TO THE STRUCTURE ESTIMATED QUANTITY TABLE.
- THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT.

* EXISTING ELEVATION CALCULATED AND ADJUSTED TO AGREE WITH EXPECTED CROSS SLOPES.

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ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINLINE PAVEMENT RECONSTRUCTION NS RR BRIDGE, MP 109.1 APPROACH SLAB DETAIL			
DESIGNED: WDB	CHECKED: JMP	DATE: JUNE 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: NTS	
PROJECT 39-16-01A SHEET 378 OF 432			



APPROACH SLABS FOR BRIDGE OVER PORTLAND ROAD, EASTBOUND, REAR

NOTES:

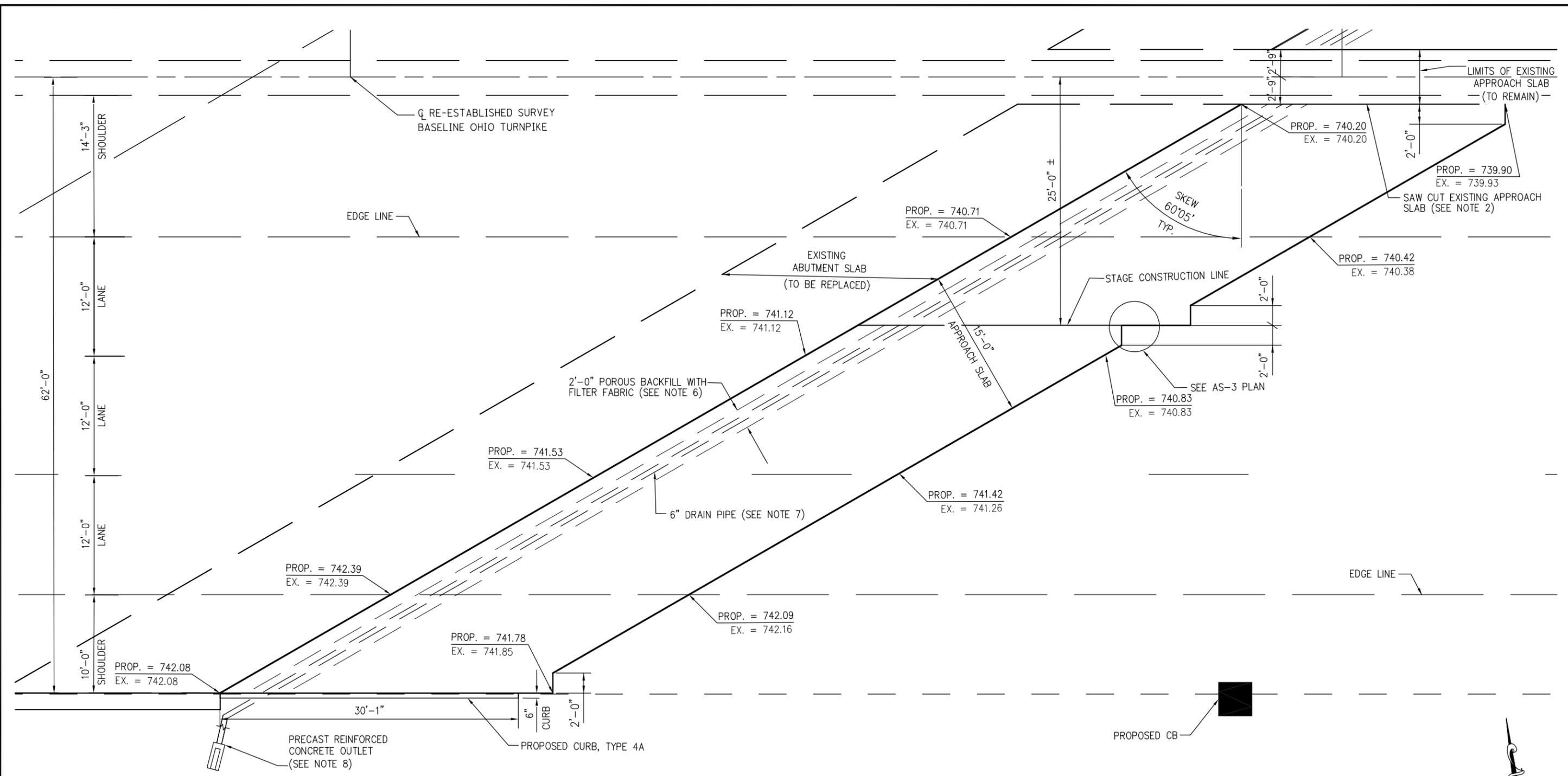
- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTIC STANDARD DRAWING AS-3.
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE SECTION D-D ON OTIC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP-516B SHALL BE INCIDENTAL TO THIS WORK.
- FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE REMOVAL SUBSUMMARY FOR QUANTITIES.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 12.
- POROUS BACKFILL WITH FILTER FABRIC SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5.
- 6" DRAIN PIPE SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5 AND OUTLETTED AS SHOWN ABOVE.

- FOR PRECAST REINFORCED CONCRETE OUTLET DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING DM-1.1. THE COST IS INCIDENTAL TO THE COST OF SP 526 - APPROACH SLAB.
- QUANTITIES FOR POROUS BACKFILL AND 6" DRAIN PIPE AND PRECAST CONCRETE OUTLETS ARE CARRIED TO THE STRUCTURE ESTIMATED QUANTITY TABLE.

THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT.

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ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINLINE PAVEMENT RECONSTRUCTION PORTLAND ROAD BRIDGE, MP 109.2 APPROACH SLAB DETAIL			
DESIGNED: WDB	CHECKED: JMP	DATE: JUNE 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: NTS	
PROJECT 39-16-01A SHEET 379 OF 432			



APPROACH SLABS FOR BRIDGE OVER PORTLAND ROAD, EASTBOUND, FORWARD

NOTES:

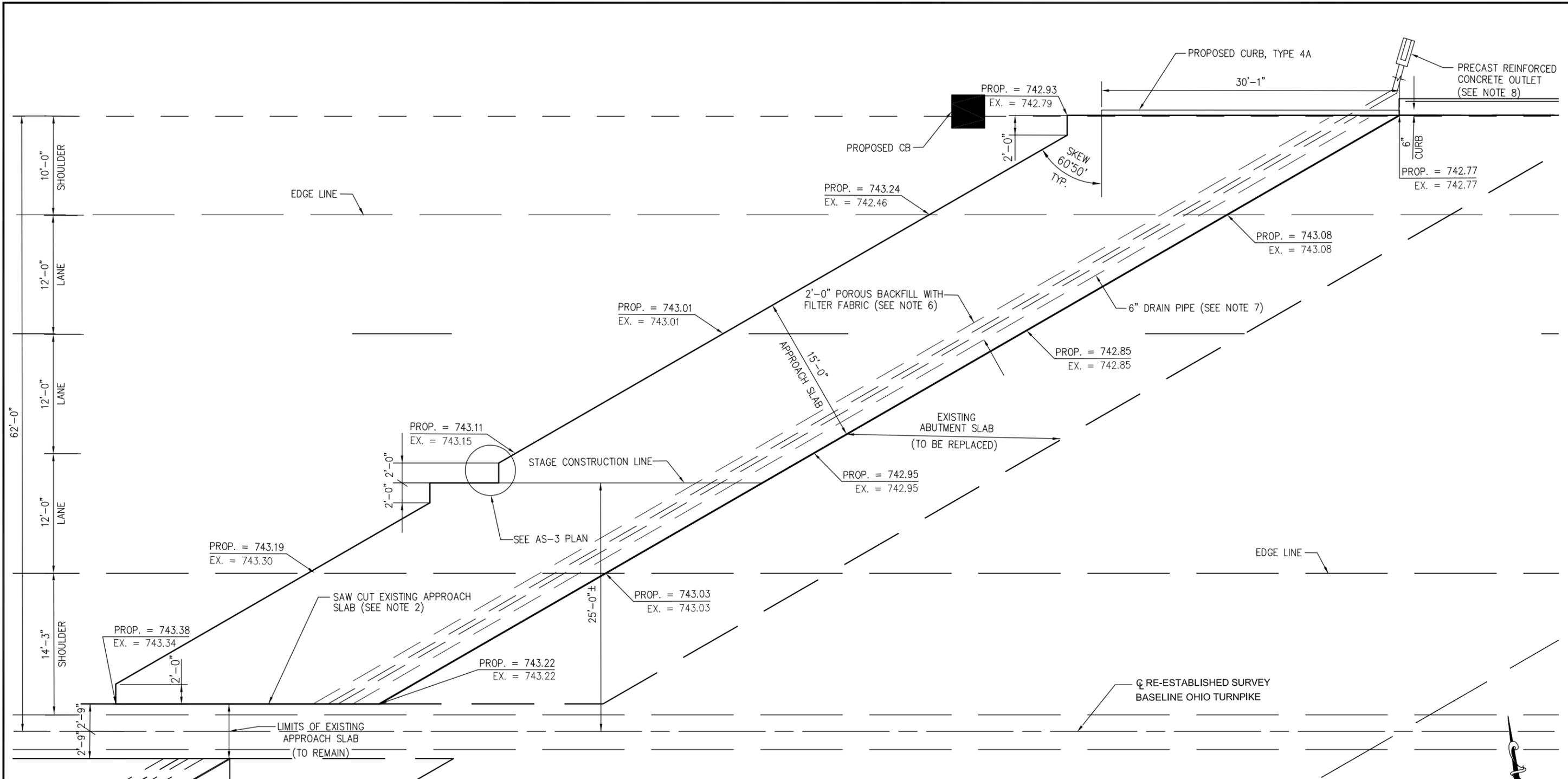
- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTIC STANDARD DRAWING AS-3.
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE SECTION D-D ON OTIC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP-516B SHALL BE INCIDENTAL TO THIS WORK.
- FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE REMOVAL SUBSUMMARY FOR QUANTITIES.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 12.
- POROUS BACKFILL WITH FILTER FABRIC SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5.
- 6" DRAIN PIPE SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5 AND OUTLETTED AS SHOWN ABOVE.

- FOR PRECAST REINFORCED CONCRETE OUTLET DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING DM-1.1. THE COST IS INCIDENTAL TO THE COST OF SP 526 - APPROACH SLAB.
- QUANTITIES FOR POROUS BACKFILL AND 6" DRAIN PIPE AND PRECAST CONCRETE OUTLETS ARE CARRIED TO THE STRUCTURE ESTIMATED QUANTITY TABLE.

THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT.

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ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINLINE PAVEMENT RECONSTRUCTION PORTLAND ROAD BRIDGE, MP 109.2 APPROACH SLAB DETAIL			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: WDB	CHECKED: JMP	DATE: JUNE 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: NTS	
PROJECT 39-16-01A SHEET 380 OF 432			



APPROACH SLABS FOR BRIDGE OVER PORTLAND ROAD, WESTBOUND, REAR

NOTES:

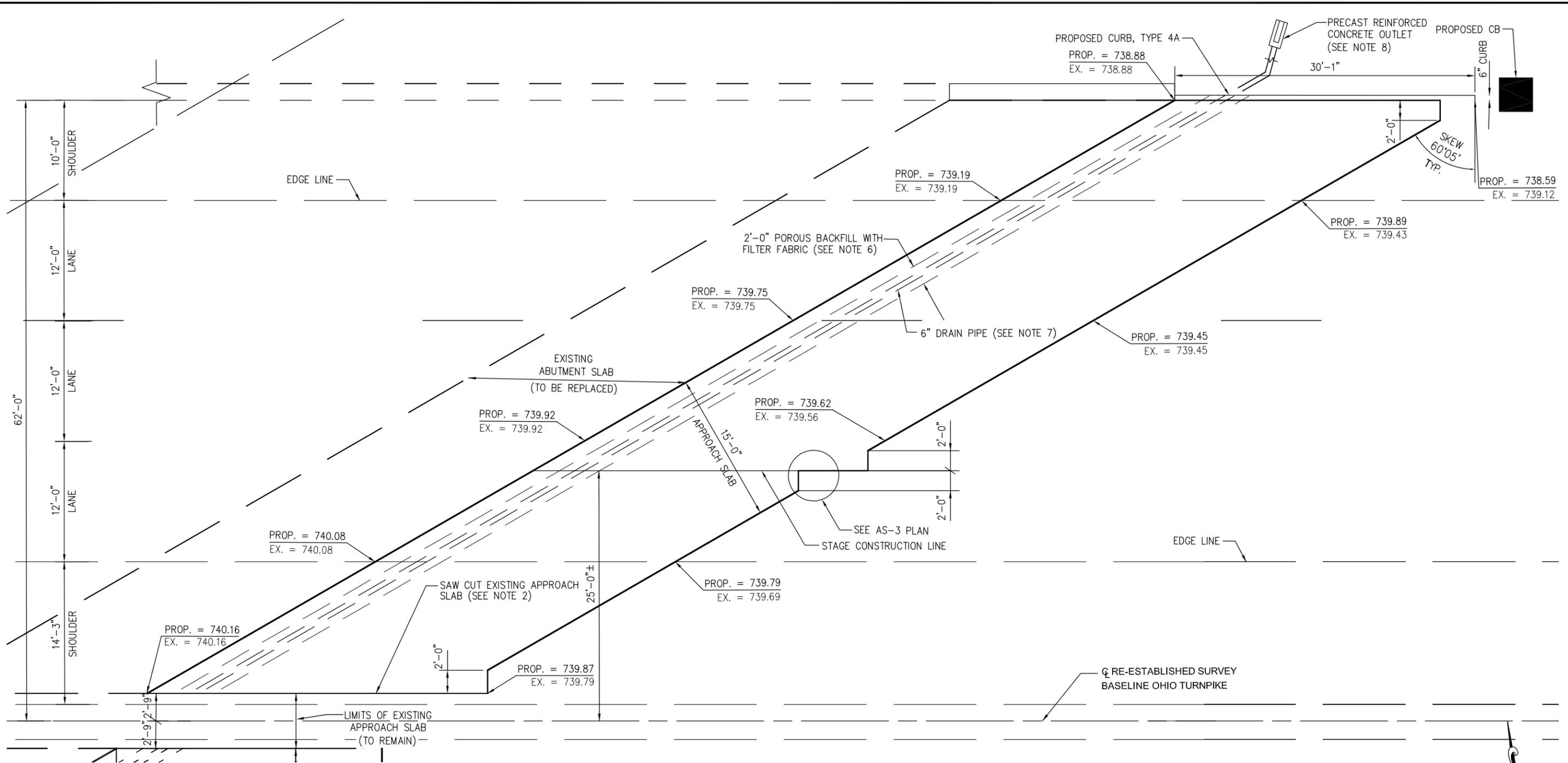
- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTIC STANDARD DRAWING AS-3.
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE SECTION D-D ON OTIC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP-516B SHALL BE INCIDENTAL TO THIS WORK.
- FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE REMOVAL SUBSUMMARY FOR QUANTITIES.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 12.
- POROUS BACKFILL WITH FILTER FABRIC SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5.
- 6" DRAIN PIPE SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5 AND OUTLETTED AS SHOWN ABOVE.

- FOR PRECAST REINFORCED CONCRETE OUTLET DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING DM-1.1. THE COST IS INCIDENTAL TO THE COST OF SP 526 - APPROACH SLAB.
- QUANTITIES FOR POROUS BACKFILL AND 6" DRAIN PIPE AND PRECAST CONCRETE OUTLETS ARE CARRIED TO THE STRUCTURE ESTIMATED QUANTITY TABLE.

THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT.

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ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINLINE PAVEMENT RECONSTRUCTION PORTLAND ROAD BRIDGE, MP 109.2 APPROACH SLAB DETAIL			
DESIGNED: WDB	CHECKED: JMP	DATE: JUNE 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: NTS	
PROJECT 39-16-01A SHEET 381 OF 432			



APPROACH SLABS FOR BRIDGE OVER PORTLAND ROAD, WESTBOUND, FORWARD

NOTES:

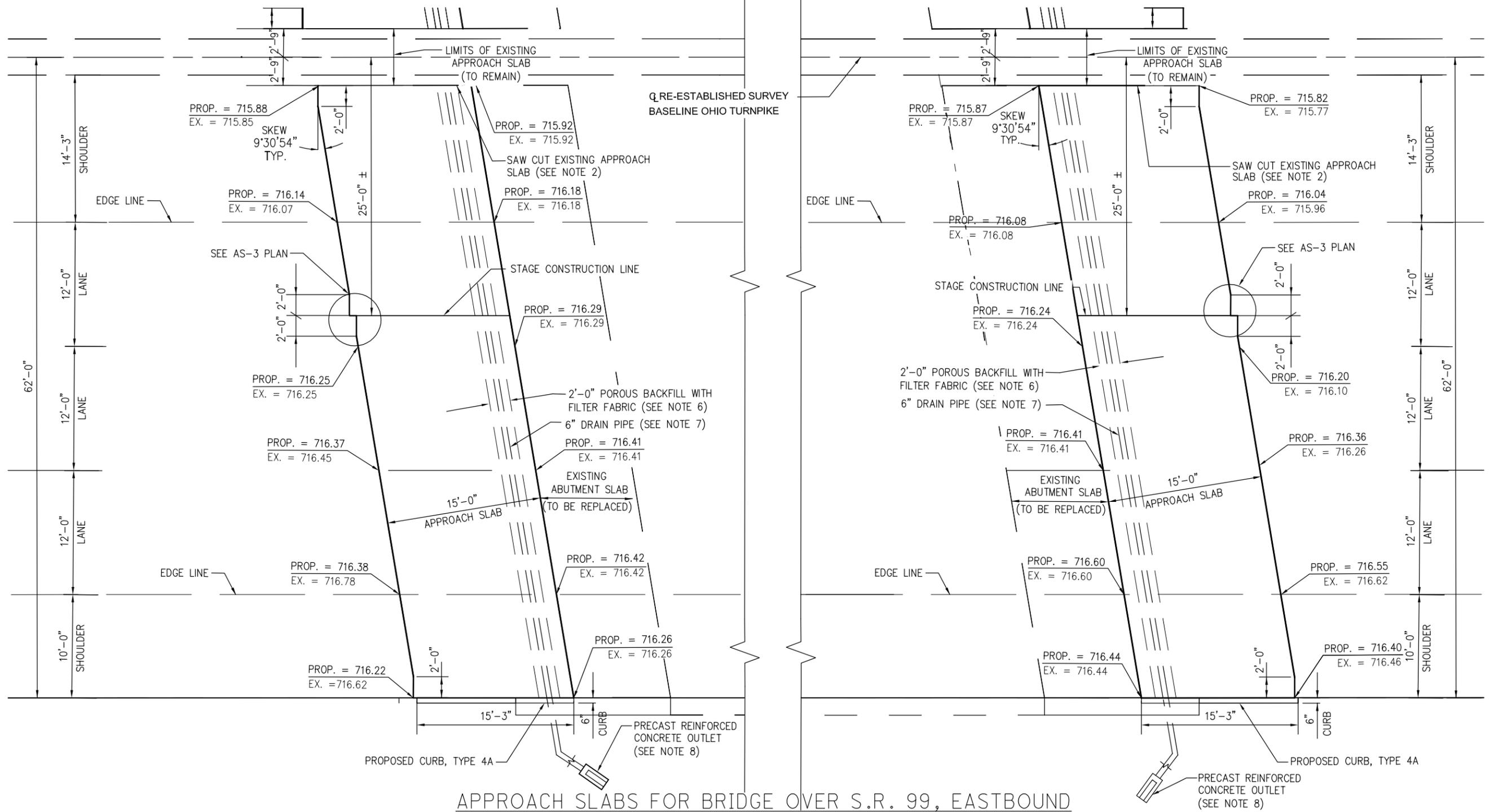
- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTIC STANDARD DRAWING AS-3.
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE SECTION D-D ON OTIC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP-516B SHALL BE INCIDENTAL TO THIS WORK.
- FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE REMOVAL SUBSUMMARY FOR QUANTITIES.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 12.
- POROUS BACKFILL WITH FILTER FABRIC SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5.
- 6" DRAIN PIPE SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5 AND OUTLETTED AS SHOWN ABOVE.

- FOR PRECAST REINFORCED CONCRETE OUTLET DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING DM-1.1. THE COST IS INCIDENTAL TO THE COST OF SP 526 - APPROACH SLAB.
- QUANTITIES FOR POROUS BACKFILL AND 6" DRAIN PIPE AND PRECAST CONCRETE OUTLETS ARE CARRIED TO THE STRUCTURE ESTIMATED QUANTITY TABLE.

THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT.

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ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINLINE PAVEMENT RECONSTRUCTION PORTLAND ROAD BRIDGE, MP 109.2 APPROACH SLAB DETAIL			
DESIGNED: WDB	CHECKED: JMP	DATE: JUNE 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: NTS	
PROJECT 39-16-01A SHEET 382 OF 432			



APPROACH SLABS FOR BRIDGE OVER S.R. 99, EASTBOUND

NOTES:

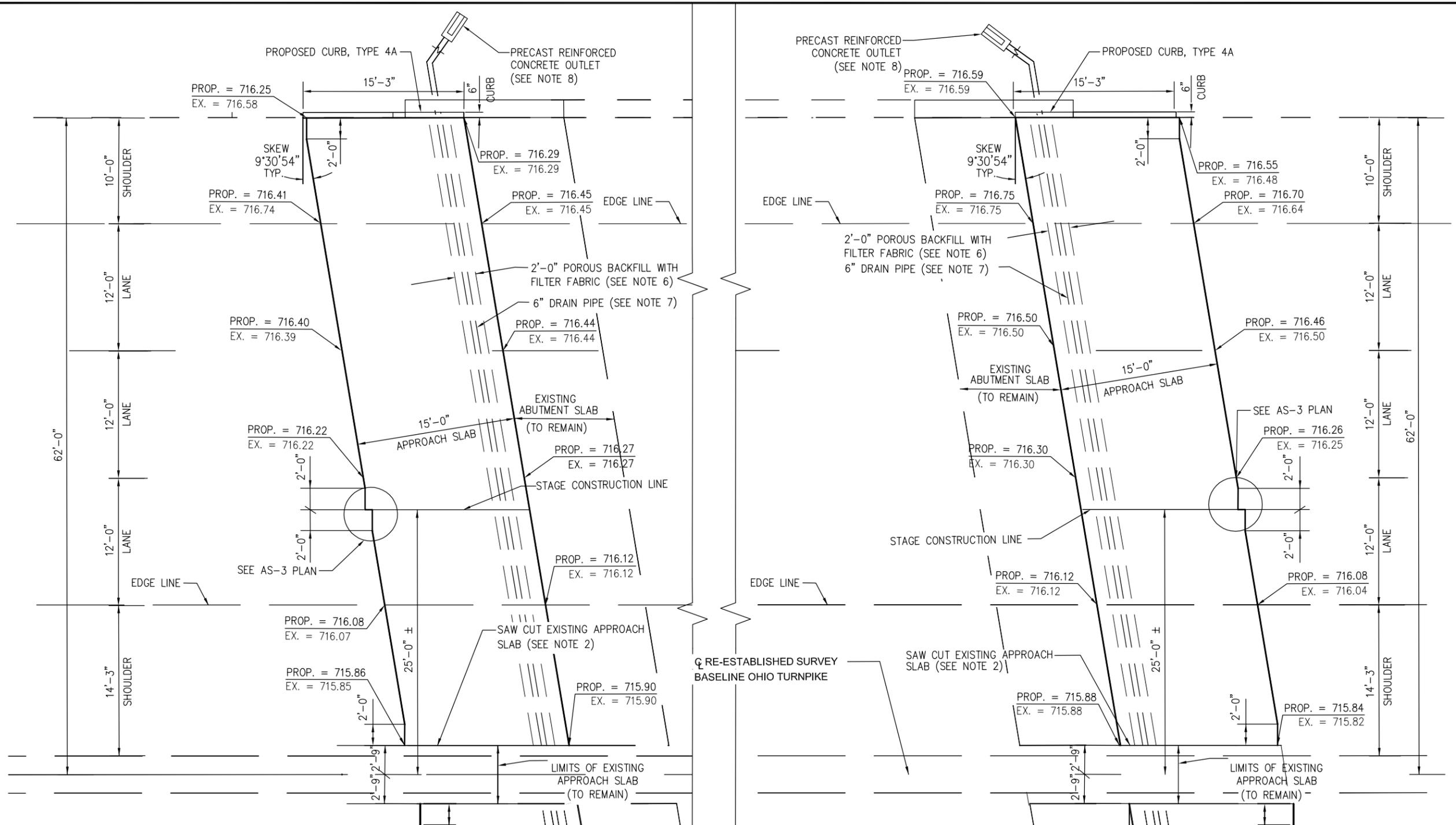
- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTIC STANDARD DRAWING AS-3.
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE SECTION D-D ON OTIC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP-516B SHALL BE INCIDENTAL TO THIS WORK.
- FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE REMOVAL SUBSUMMARY FOR QUANTITIES.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 12.
- POROUS BACKFILL WITH FILTER FABRIC SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5.
- 6" DRAIN PIPE SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5 AND OUTLETTED AS SHOWN ABOVE.

- FOR PRECAST REINFORCED CONCRETE OUTLET DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING DM-1.1. THE COST IS INCIDENTAL TO THE COST OF SP 526 - APPROACH SLAB.
- QUANTITIES FOR POROUS BACKFILL AND 6" DRAIN PIPE AND PRECAST CONCRETE OUTLETS ARE CARRIED TO THE STRUCTURE ESTIMATED QUANTITY TABLE.

THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT.

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ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINLINE PAVEMENT RECONSTRUCTION SR 99 BRIDGE, MP 111.2 APPROACH SLAB DETAIL			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: WDB	CHECKED: JMP	DATE: JUNE 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: 1"=5'	
PROJECT 39-16-01A SHEET 383 OF 432			



APPROACH SLABS FOR BRIDGE OVER S.R. 99, WESTBOUND

NOTES:

- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE OTIC STANDARD DRAWING AS-3.
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE SECTION D-D ON OTIC STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP-516B SHALL BE INCIDENTAL TO THIS WORK.
- FOR TYPE 4-A INTEGRAL CURB DETAILS, SEE ODOT STANDARD DRAWING BP-5.1.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED. NEW APPROACH SLAB IS INCLUDED UNDER ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12"). SEE REMOVAL SUBSUMMARY FOR QUANTITIES.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 12.
- POROUS BACKFILL WITH FILTER FABRIC SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5.
- 6" DRAIN PIPE SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD DRAWING AS-5 AND OUTLETTED AS SHOWN ABOVE.
- FOR PRECAST REINFORCED CONCRETE OUTLET DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING DM-1.1. THE COST IS INCIDENTAL TO THE COST OF SP 526 - APPROACH SLAB.
- QUANTITIES FOR POROUS BACKFILL AND 6" DRAIN PIPE AND PRECAST CONCRETE OUTLETS ARE CARRIED TO THE STRUCTURE ESTIMATED QUANTITY TABLE.
- THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 526 - CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT.

DESIGNED BY: WDB	CHECKED BY:
DATE: 06/30/15	DATE:
DRAWN BY: MZP	REVISIONS:
DATE: 06/30/15	DATE:
CAD FILE NAME: 14693-APPROACH.DWG	

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINLINE PAVEMENT RECONSTRUCTION SR 99 BRIDGE, MP 111.2 APPROACH SLAB DETAIL			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: WDB	CHECKED: JMP	DATE: JUNE 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: NTS	
PROJECT 39-16-01A SHEET 384 OF 432			

CONSTRUCTION SPECIFICATIONS

THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, CONSTRUCTION AND MATERIALS SPECIFICATIONS DATED JANUARY, 2010, AND THE SPECIAL PROVISIONS CONTAINED IN THE CONTRACT DOCUMENTS SHALL GOVERN THIS PROJECT.

REFERENCE SHALL BE MADE TO THE FOLLOWING STANDARD CONSTRUCTION DRAWINGS

- OHIO TURNPIKE STANDARD AS-2 DATED 11-28-14
- OHIO TURNPIKE STANDARD AS-5 DATED 11-28-14
- OHIO TURNPIKE STANDARD DJ-7 DATED 09-01-15
- ODOT STANDARD MGS-3.1 DATED 07-18-14
- ODOT STANDARD MGS-3.2 DATED 01-18-13

SCOPE OF WORK

THE SCOPE OF MAINTENANCE REPAIR WORK AT EACH BRIDGE STRUCTURE OR CULVERT GENERALLY INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING:

A. OHIO TURNPIKE BRIDGE OVER MILL CREEK AT M.P. 108.3

1. REMOVE EXISTING STEEL JOINT ARMOR AND STRIP SEALS. REPLACE THEM WITH CONTINUOUS ELASTOMER SEAL IN PORTLAND CEMENT CONCRETE JOINT IN ACCORDANCE WITH SP 533D AND THE PLAN DETAILS.
2. PARTLY REMOVE AND REPLACE BOTH WESTBOUND ABUTMENT SLABS FOLLOWING THE PLAN DETAILS.
3. REMOVE AND REPLACE ALL FOUR OUTSIDE PARAPETS ON THE ABUTMENT SLABS FOLLOWING THE PLAN DETAILS.
4. PATCH CONCRETE WEARING SURFACE ON THE WESTBOUND BRIDGE DECK SLAB AND ON THE EASTBOUND REAR ABUTMENT SLAB WHERE NOTED ON THE PLANS AND AS DIRECTED BY THE CHIEF ENGINEER IN ACCORDANCE WITH ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECKS, TYPE B.
5. INSTALL A PROTECTIVE STRUCTURE UNDER THE OUTSIDE PARAPETS AND IN ACCORDANCE WITH SP 527 BEFORE SURFACE PREPARATION FOR CONCRETE WEATHERPROOFING.
6. WEATHERPROOF CONCRETE DECK SLABS, ABUTMENT SLABS, APPROACH SLABS, AND PARAPETS IN ACCORDANCE WITH SP 536.
7. PARTLY REMOVE AND REPLACE APPROACH SLABS (SEE THE ROADWAY PLANS FOR THIS WORK).

B. OHIO TURNPIKE BRIDGE OVER NORFOLK SOUTHERN RAILROAD AT M.P. 109.1

1. REMOVE EXISTING STEEL JOINT ARMOR AND STRIP SEALS. REPLACE THEM WITH CONTINUOUS ELASTOMER SEAL IN PORTLAND CEMENT CONCRETE JOINT IN ACCORDANCE WITH SP 533D AND THE PLAN DETAILS.
2. PARTLY REMOVE AND REPLACE THE WESTBOUND REAR AND THE EASTBOUND FORWARD ABUTMENT SLABS FOLLOWING THE PLAN DETAILS.
3. REMOVE AND REPLACE ALL FOUR OUTSIDE PARAPETS ON THE ABUTMENT SLABS FOLLOWING THE PLAN DETAILS.
4. PATCH CONCRETE WEARING SURFACE ON BOTH EASTBOUND AND WESTBOUND BRIDGE DECK SLABS; ON THE WESTBOUND REAR ABUTMENT SLAB; AND ON THE EASTBOUND FORWARD ABUTMENT SLAB WHERE NOTED ON THE PLANS AND AS DIRECTED BY THE CHIEF ENGINEER IN ACCORDANCE WITH ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECKS, TYPE B.
5. INSTALL A PROTECTIVE STRUCTURE UNDER THE OUTSIDE PARAPETS IN ACCORDANCE WITH SP 527 BEFORE SURFACE PREPARATION FOR CONCRETE WEATHERPROOFING.
6. WEATHERPROOF CONCRETE DECK SLABS, ABUTMENT SLABS, APPROACH SLABS, AND PARAPETS IN ACCORDANCE WITH SP 536.
7. PARTLY REMOVE AND REPLACE APPROACH SLABS (SEE THE ROADWAY PLANS FOR THIS WORK).
8. RE-ESTABLISH FULL SUPPORT UNDER THE ELASTOMERIC PAD OF BEAM 13, BEAM 14 AND BEAM 17 AT THE EASTBOUND FORWARD ABUTMENT IN ACCORDANCE WITH ITEM 516 - REMOVE AND RESET BEARING, AS PER PLAN AND ITEM 511 - CONCRETE, MISC.: REPLACE EXISTING CONCRETE BEARING PEDESTAL.

C. OHIO TURNPIKE OVER PORTLAND ROAD AT M.P. 109.2

1. REMOVE EXISTING STEEL JOINT ARMOR AND STRIP SEALS. REPLACE THEM WITH CONTINUOUS ELASTOMER SEAL IN PORTLAND CEMENT CONCRETE JOINT IN ACCORDANCE WITH SP 533D AND THE PLAN DETAILS.
2. PARTLY REMOVE AND REPLACE BOTH EASTBOUND AND BOTH WESTBOUND ABUTMENT SLABS FOLLOWING THE PLAN DETAILS.
3. REMOVE AND REPLACE ALL FOUR OUTSIDE PARAPETS ON THE ABUTMENT SLABS FOLLOWING THE PLAN DETAILS.
4. PATCH CONCRETE WEARING SURFACE ON BOTH THE EASTBOUND AND WESTBOUND BRIDGE DECK SLABS WHERE NOTED ON THE PLANS AND AS DIRECTED BY THE CHIEF ENGINEER IN ACCORDANCE WITH ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECKS, TYPE B.
5. INSTALL A PROTECTIVE STRUCTURE UNDER THE OUTSIDE PARAPETS IN ACCORDANCE WITH SP 527 BEFORE SURFACE PREPARATION FOR CONCRETE WEATHERPROOFING.

6. PATCH UNSOUND CONCRETE ON THE EASTBOUND BRIDGE'S OUTSIDE PARAPET WHERE NOTED ON THE PLANS AND IN ACCORDANCE WITH ITEM SP 519C - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR.
7. WEATHERPROOF CONCRETE DECK SLABS, ABUTMENT SLABS, APPROACH SLABS, AND PARAPETS IN ACCORDANCE WITH SP 536.
8. PARTLY REMOVE AND REPLACE APPROACH SLABS (SEE THE ROADWAY PLANS FOR THIS WORK).

D. 8'-10" W X 6'-1" H CMP ARCH AT M.P. 110.6 WESTBOUND (UNDER STATE ROUTE 4 BRIDGE NORTH ABUTMENT SLOPE)

1. CLEAN THE INVERT PER ITEM 603 - CONDUIT MISC.: CONDUIT CLEANOUT GENERAL NOTE ON SHEET 19.
2. REMOVE EXISTING BITUMINOUS PAVING FROM THE CORRUGATED STEEL FLOOR PLATES PER 202 - REMOVAL, MISC.: BITUMINOUS PAVEMENT ON PIPE ARCH FLOOR GENERAL NOTE ON SHEET 390.
3. FIELD PAVE THE FLOOR WITH CLASS C CONCRETE PER THE PLAN DETAILS AND 603 - FIELD PAVING OF EXISTING PIPE, AS PER PLAN GENERAL NOTE ON SHEET 390.

E. OHIO TURNPIKE BRIDGE OVER STATE ROUTE 99 (SKADDEN ROAD) AT M.P. 111.2

1. REMOVE EXISTING STEEL JOINT ARMOR AND COMPRESSION SEALS. REPLACE THEM WITH CONTINUOUS ELASTOMER SEAL IN PORTLAND CEMENT CONCRETE JOINT IN ACCORDANCE WITH SP 533D AND THE PLAN DETAILS.
2. PARTLY REPLACE BOTH EASTBOUND ABUTMENT SLABS FOLLOWING THE PLAN DETAILS.
3. REMOVE AND REPLACE ALL FOUR OUTSIDE PARAPETS ON THE ABUTMENT SLABS FOLLOWING THE PLAN DETAILS.
4. PATCH CONCRETE WEARING SURFACE ON THE EASTBOUND BRIDGE DECK SLAB WHERE NOTED ON THE PLANS AND AS DIRECTED BY THE CHIEF ENGINEER IN ACCORDANCE WITH ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECKS, TYPE B.
5. PATCH UNSOUND CONCRETE ON THE WESTBOUND BRIDGE'S OUTSIDE PARAPET WHERE NOTED ON THE PLANS AND IN ACCORDANCE WITH SP 519C - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR.
6. WEATHERPROOF CONCRETE DECK SLABS, ABUTMENT SLABS, APPROACH SLABS, AND PARAPETS IN ACCORDANCE WITH SP 536.
7. PARTLY REMOVE AND REPLACE APPROACH SLABS (SEE THE ROADWAY PLANS FOR THIS WORK).
8. INSTALL A PROTECTIVE STRUCTURE UNDER THE OUTSIDE PARAPETS IN ACCORDANCE WITH SP 527 BEFORE SURFACE PREPARATION FOR CONCRETE WEATHERPROOFING.
9. RE-ESTABLISH FULL SUPPORT UNDER THE STEEL MASONRY PLATE OF BEAM 6 AT THE WESTBOUND FORWARD ABUTMENT USING SP 516K - REBUILD EXPANSION BEARING DEVICE AND ITEM 511 - CONCRETE, MISC.: REPLACE EXISTING CONCRETE BEARING PEDESTAL.
10. REMOVE PACK RUST BETWEEN SOLE AND MASONRY PLATES THEN RECOAT DESIGNATED SLIDING PLATE BEARINGS ON THE ABUTMENTS IN ACCORDANCE WITH ITEM 516 - REFURBISH AND RESET BEARING, AS PER PLAN.

F. 7'-10" W X 5'-5" H CMP ARCH AT M.P. 111.41

1. CLEAN THE INVERT PER ITEM 603 - CONDUIT MISC.: CONDUIT CLEANOUT GENERAL NOTE ON SHEET 19.
2. REMOVE EXISTING BITUMINOUS PAVING FROM THE CORRUGATED STEEL FLOOR PLATES PER 202 - REMOVAL, MISC.: BITUMINOUS PAVEMENT ON PIPE ARCH FLOOR GENERAL NOTE ON SHEET 390.
3. FIELD PAVE THE FLOOR WITH CLASS C CONCRETE PER THE PLAN DETAILS AND 603 - FIELD PAVING OF EXISTING PIPE, AS PER PLAN GENERAL NOTE ON SHEET 390.

DESIGNED BY: MZP	CHECKED BY:
DATE: 09/14/15	DATE:
DRAWN BY: MZP	REVISED BY:
DATE: 09/14/15	DATE:
CAD FILE NAME: 4693-STR-GEN-NOTES.DWG	

ADDENDUM NO. 1		JPR	12/7/15
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINLINE PAVEMENT RECONSTRUCTION BRIDGE MAINTENANCE STRUCTURE GENERAL NOTES			
 CT Consultants <small>engineers architects planners</small>		<small>3310 Denney Court, Mentor, Ohio 44060 440.255.0000 www.ctconsultants.com</small>	
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: NO SCALE	
PROJECT 39-16-01A SHEET 388 OF 432			

BRIDGE ESTIMATED QUANTITY SUMMARY

ITEM	TOTAL	UNIT	DESCRIPTION	STRUCTURE MILE POST LOCATION				AS PER PLAN SHEET SPECIAL SHEET MISC. SHEET
				M.P. 108.3	M.P. 109.1	M.P. 109.2	M.P. 111.2	
SP 202	4	LUMP	PORTIONS OF STRUCTURE REMOVED	1	1	1	1	
SP 509	103,909	POUND	EPOXY COATED REINFORCING STEEL, GRADE 60	15,697*	15,934*	58,741*	13,537*	
510	76	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT	16	16		44	
SP 511B	332	CY	CLASS HP4 CONCRETE, ABUTMENT SLABS	49	48	194	41	
SP 511B	23	CY	CLASS S CONCRETE, BARRIERS AND PARAPETS, USING TYPE I CEMENT	7	7	12	9	
511	4	EACH	CONCRETE MISC.: REPLACE EXISTING CONCRETE BEARING PEDESTAL		3		1	389
SP 516B	2,109	FT	SEALING OF CONCRETE CONSTRUCTION JOINTS	448	456	763	442	
SP 516K	1	EACH	REBUILD EXPANSION BEARING DEVICE				1	
516	9	EACH	REFURBISH AND RESET BEARING, AS PER PLAN				9	396
516	3	EACH	REMOVE AND RESET BEARING, AS PER PLAN		3			395
518	317	CY	POROUS BACKFILL WITH FILTER FABRIC	63	64	126	64	
518	1,215	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	241	246	483	245	
518	660	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	150	150	210	150	
SP 519C	32	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR			20	12	
SP 527	4	LUMP	FALSEWORK, TEMPORARY BRACING, AND PROTECTIVE STRUCTURES	1	1	1	1	
SP 533D	1,231	FT	CONTINUOUS ELASTOMER SEAL IN A PORTLAND CEMENT CONCRETE JOINT	244	249	490	248	
SP 536	1,948	SY	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS	317	517	753	361	
SP 536	10,981	SY	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS, AND APPROACH SLABS	1,773	2,833	4,344	2,031	
SPECIAL	32	SY	PATCHING CONCRETE BRIDGE DECKS, TYPE B	8	10	7	7	389

* INCLUDES A CONTINGENCY QUANTITY OF 100 POUNDS TO BE USED AT THE DISCRETION OF THE ENGINEER

CULVERT ESTIMATED QUANTITY SUMMARY

ITEM	TOTAL	UNIT	DESCRIPTION	CULVERT MILE POST LOCATION				AS PER PLAN SHEET MISC. SHEET
				M.P. 110.6	M.P. 111.41			
202	312	FT	REMOVAL MISC.: BITUMINOUS PAVEMENT ON CMP ARCH FLOOR	145	167			390
603	312	FT	FIELD PAVING OF EXISTING PIPE, AS PER PLAN	145	167			390
603	312	FT	CONDUIT MISC.: CONDUIT CLEANOUT	145	167			19

DESIGNED BY: JPR
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 DATE: 9/3/15
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 DATE: 9/3/15
 CAD FILE NAME: 14693-STRUCT-QUANTITIES.DWG

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINLINE PAVEMENT RECONSTRUCTION BRIDGE AND CULVERT MAINTENANCE STRUCTURE GENERAL SUMMARY			
			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: N/A	
PROJECT 39-16-01A SHEET 391 OF 432			

STRUCTURE ESTIMATED QUANTITIES – OHIO TURNPIKE BRIDGE OVER MILL CREEK AT M.P. 108.3

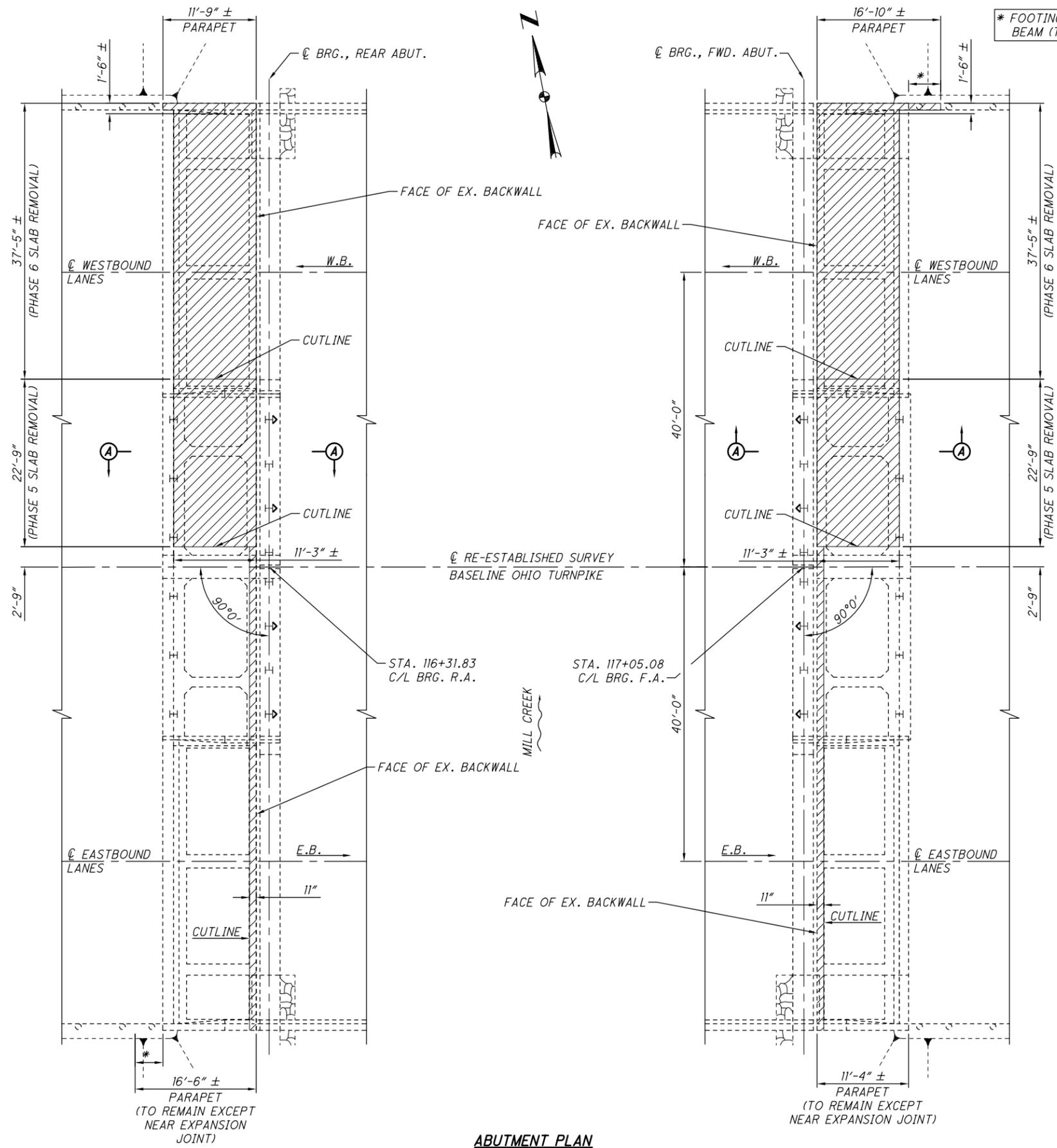
ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	SUPERSTRUCTURE	GENERAL	CONTINGENCY	AS PER PLAN SHEET SPECIAL SHEET MISC. SHEET
SP 202	1	LUMP	PORTIONS OF STRUCTURE REMOVED			1		
SP 509	15,697	POUND	EPOXY COATED REINFORCING STEEL, GRADE 60	14,816	781		100	
510	16	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT	16				
SP 511B	49	CY	CLASS HP4 CONCRETE, ABUTMENT SLABS	49				
SP 511B	13	CY	CLASS S CONCRETE, BARRIERS AND PARAPETS, USING TYPE I CEMENT	7				
SP 516B	448	FT	SEALING OF CONCRETE CONSTRUCTION JOINTS	202	246			
518	63	CY	POROUS BACKFILL WITH FILTER FABRIC	63				
518	241	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	241				
518	150	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	150				
SP 527	1	LUMP	FALSEWORK, TEMPORARY BRACING, AND PROTECTIVE STRUCTURES			1		
SP 533D	244	FT	CONTINUOUS ELASTOMER SEAL IN A PORTLAND CEMENT CONCRETE JOINT		244			
SP 536	317	SY	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS	77	204	36		
SP 536	1,773	SY	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS, AND APPROACH SLABS	300	1,073	400		
SPECIAL	8	SY	PATCHING CONCRETE BRIDGE DECKS, TYPE B	2.5	0.5		5	389

STRUCTURE ESTIMATED QUANTITIES – OHIO TURNPIKE BRIDGE OVER N.S. R.R. AT M.P. 109.1

ITEM	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	SUPERSTRUCTURE	GENERAL	CONTINGENCY	AS PER PLAN SHEET SPECIAL SHEET MISC. SHEET
SP 202	1	LUMP	PORTIONS OF STRUCTURE REMOVED			1		
SP 509	15,934	POUND	EPOXY COATED REINFORCING STEEL, GRADE 60	15,038	796		100	
510	16	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT	16				
SP 511B	48	CY	CLASS HP4 CONCRETE, ABUTMENT SLABS	48				
SP 511B	7	CY	CLASS S CONCRETE, BARRIERS AND PARAPETS, USING TYPE I CEMENT	7				
511	3	EACH	CONCRETE MISC.: REPLACE EXISTING CONCRETE BEARING PEDESTAL	3				389
516	3	EACH	REMOVE AND RESET BEARING, AS PER PLAN	3				395
SP 516B	456	FT	SEALING OF CONCRETE CONSTRUCTION JOINTS	205	251			
518	64	CY	POROUS BACKFILL WITH FILTER FABRIC	64				
518	246	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	246				
518	150	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	150				
SP 527	1	LUMP	FALSEWORK, TEMPORARY BRACING, AND PROTECTIVE STRUCTURES			1		
SP 533D	249	FT	CONTINUOUS ELASTOMER SEAL IN A PORTLAND CEMENT CONCRETE JOINT		249			
SP 536	517	SY	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS	77	403	37		
SP 536	2,833	SY	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS, AND APPROACH SLABS	305	2,121	407		
SPECIAL	10	SY	PATCHING CONCRETE BRIDGE DECKS, TYPE B	4	1		5	389

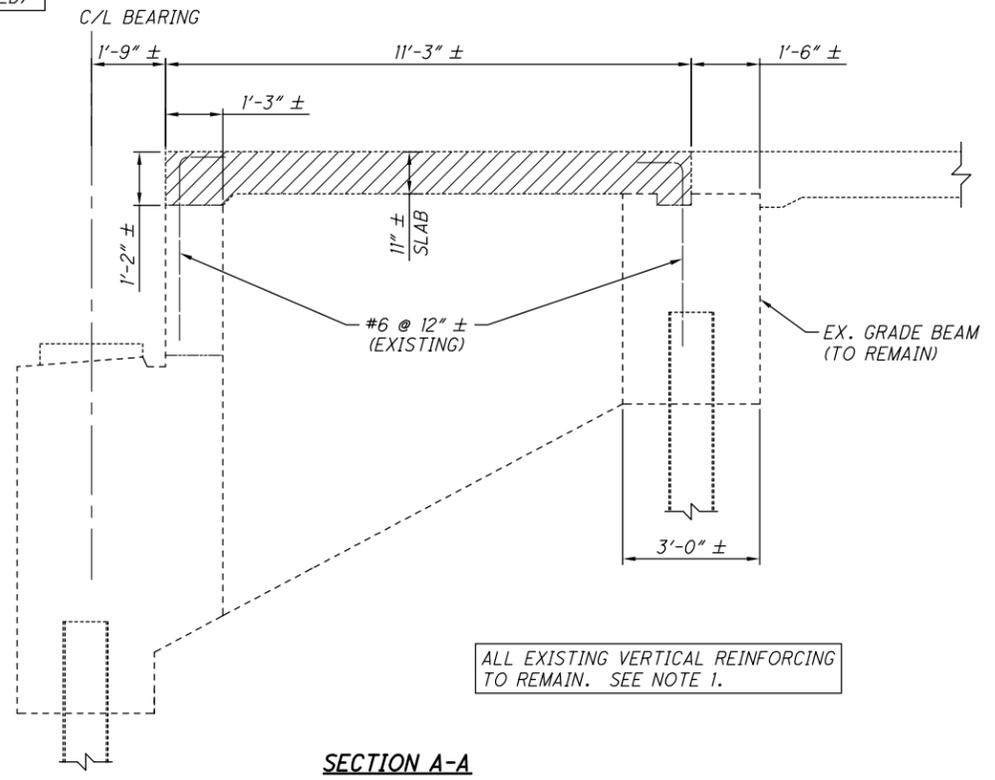
DESIGNED BY: JPR CHECKED BY: DATE: 9/3/15
 DRAWN BY: MZP REVISIONS: DATE: 9/3/15
 CAD FILE NAME: 14693-STRUCT-QUANTITIES.DWG

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION MAINLINE PAVEMENT RECONSTRUCTION BRIDGE AND CULVERT MAINTENANCE STRUCTURE ESTIMATED QUANTITIES			
 CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MZP	IN CHARGE: WDB	SCALE: N/A	
PROJECT 39-16-01A SHEET 392 OF 432			



ABUTMENT PLAN

* FOOTING BEYOND GRADE BEAM (TO BE REMOVED)



SECTION A-A

LEGEND:

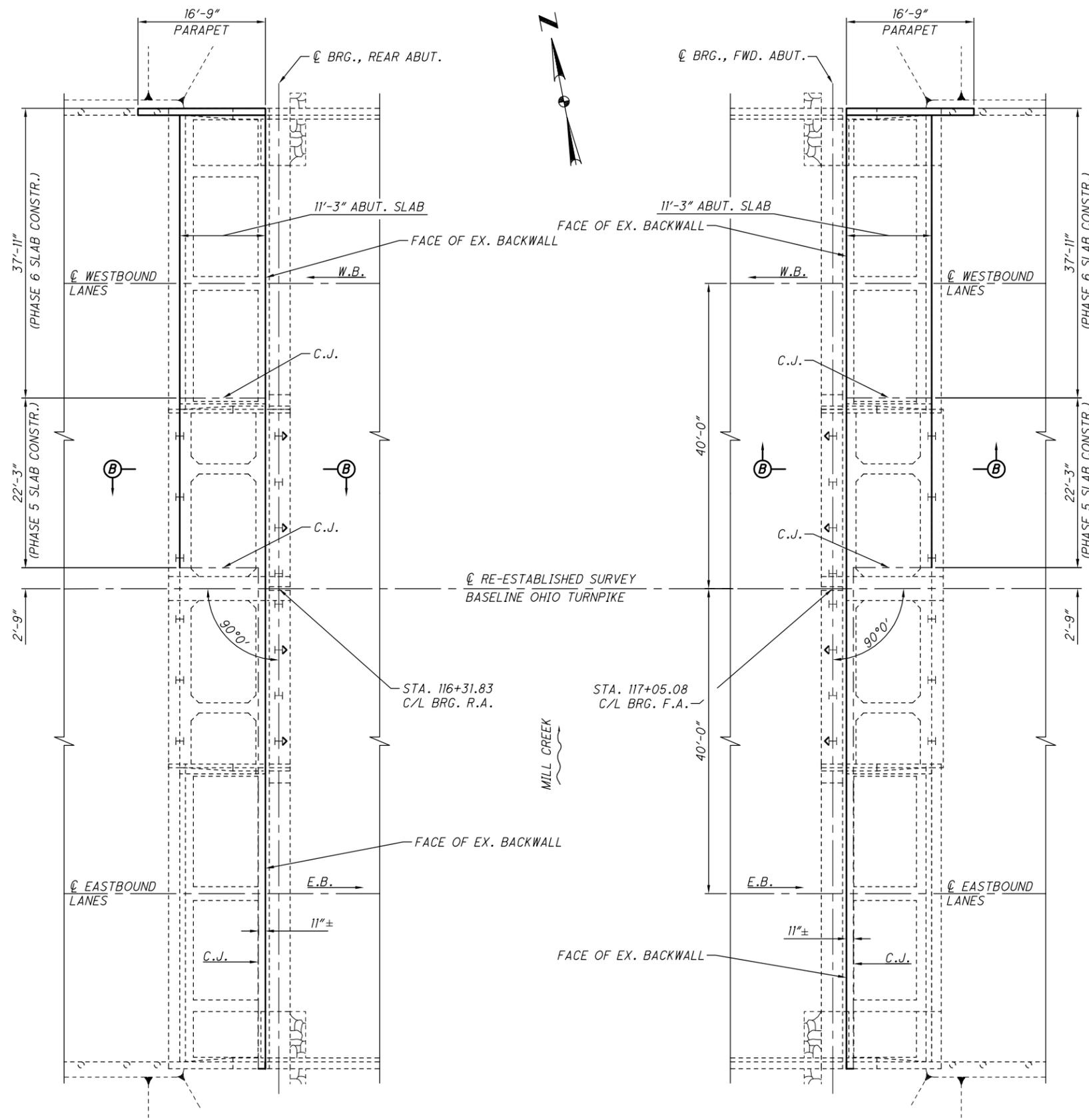
INDICATES PORTIONS OF STRUCTURE TO BE REMOVED PER SP 202.

NOTES:

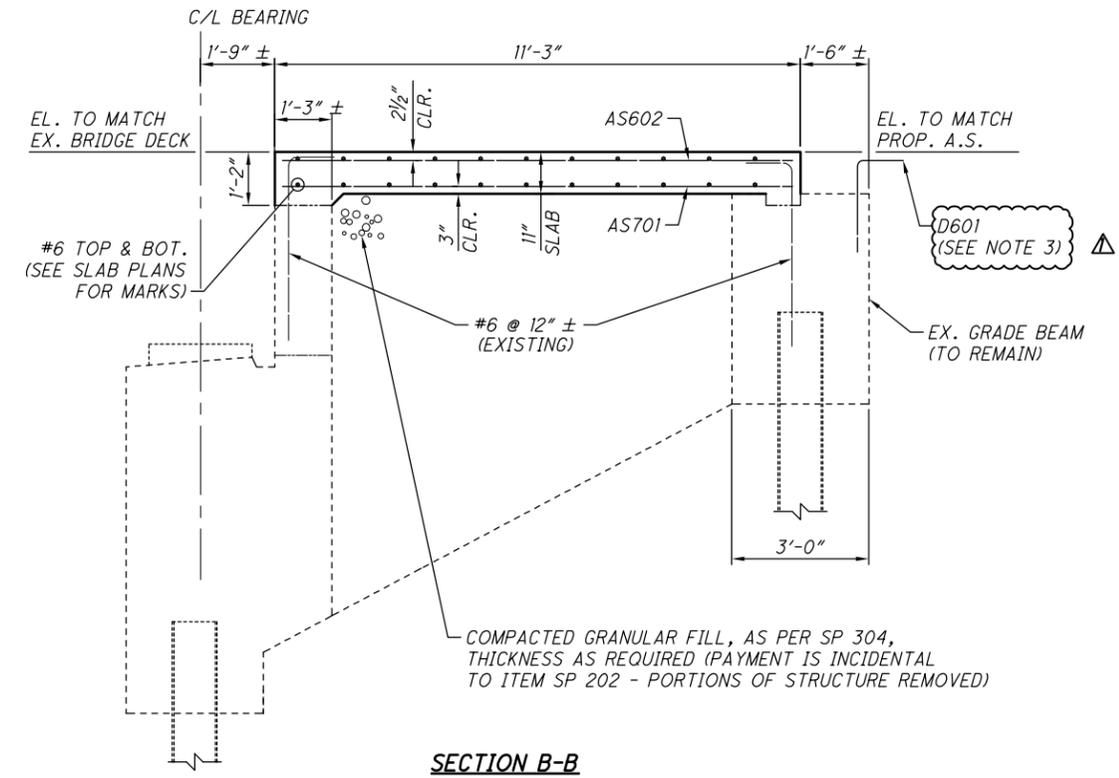
1. THE EXISTING REINFORCING STEEL (INCLUDING HORIZONTAL LEGS) TO REMAIN AND BE REUSED SHALL BE CLEAN OF RUST AND AN EPOXY COATING APPLIED PER THE MANUFACTURER'S INSTRUCTIONS. THE COATING SHALL BE A LIQUID SYSTEM THAT MEETS THE REQUIREMENTS OF ASTM A775/A775M-07b (2014) ANNEX A2 SPECIFICATION. THE COST TO BE INCIDENTAL TO ITEM SP 202-PORCTIONS OF STRUCTURE REMOVED.
2. FOR ABUTMENT SLAB REPLACEMENT DETAILS, SEE SHEETS 2 THRU 4 OF 6.
3. WORK THIS SHEET WITH SHEETS 399 AND 403.

DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISD BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-MILL CREEK SLAB...DWG	

NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER MILL CREEK, M.P. 108.3 ABUTMENT SLAB REMOVAL DETAILS			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	



ABUTMENT PLAN



SECTION B-B

NOTE: SEE APPROACH SLAB PLANS FOR PROPOSED DRAINAGE ALONG THE GRADE BEAM

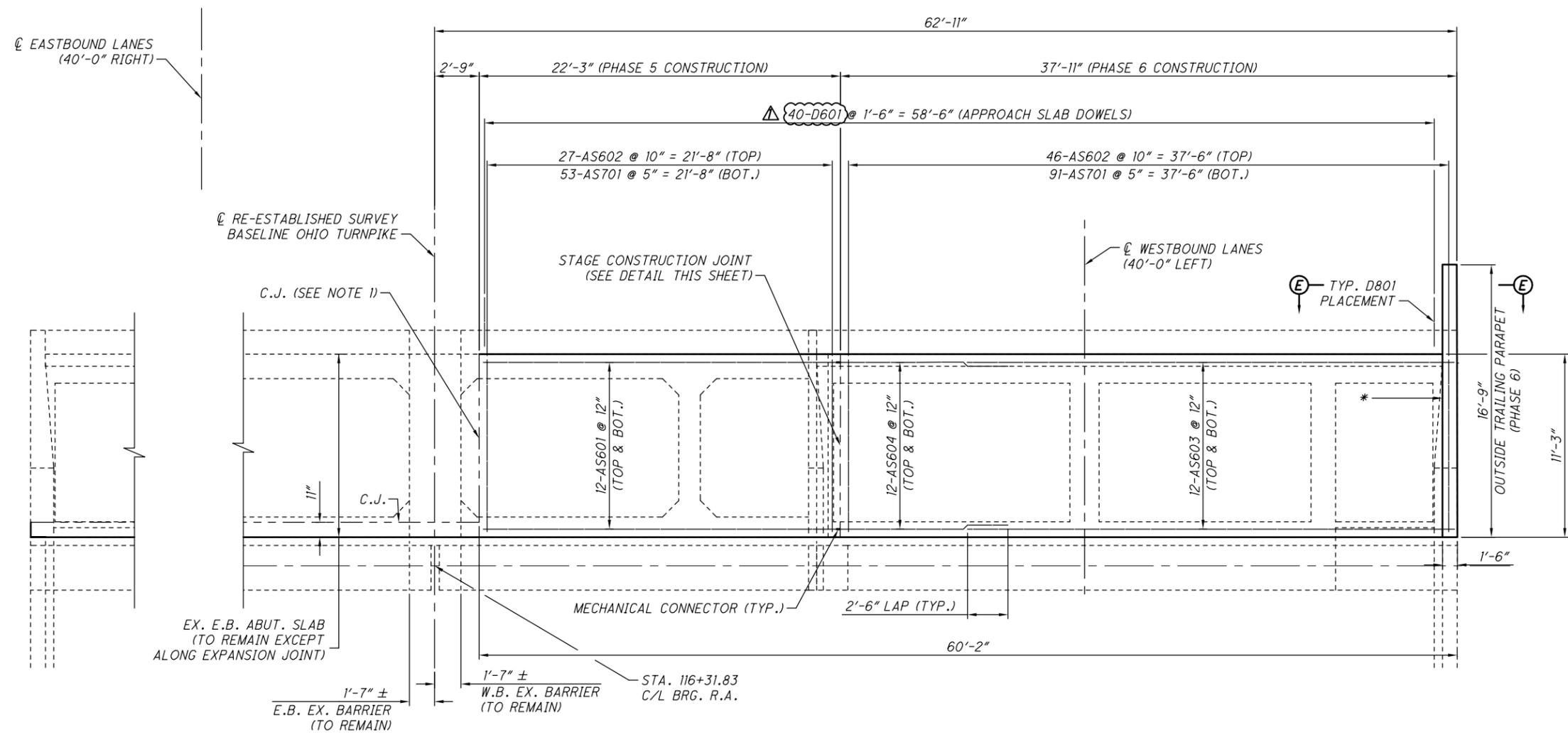
NOTES:

1. FOR ABUTMENT SLAB REMOVAL DETAILS, SEE SHEET 1 OF 6.
2. FOR REINFORCING BAR PLACEMENT DETAILS, SEE SHEETS 3 & 4 OF 6.

3. INSTALL D601 APPROACH SLAB DOWELS PER C&MS 510. PLACE DOWEL WITH NON-SHRINK, NON-METALLIC GROUT. DRILL DOWEL HOLES 4" (MIN.) CLEAR OF GRADE BEAM'S EDGE AND 12" DEEP. DOWEL HOLES COST IS INCIDENTAL TO THE COST OF SP 526 - APPROACH SLAB. D601 COST IS INCLUDED UNDER SP 509 - EPOXY COATED REINFORCING STEEL, AS PER PLAN.

DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISOR BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14893-MILL CREEK SLAB...DWG	

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER MILL CREEK, M.P. 108.3 ABUTMENT SLAB DETAILS			
 CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	

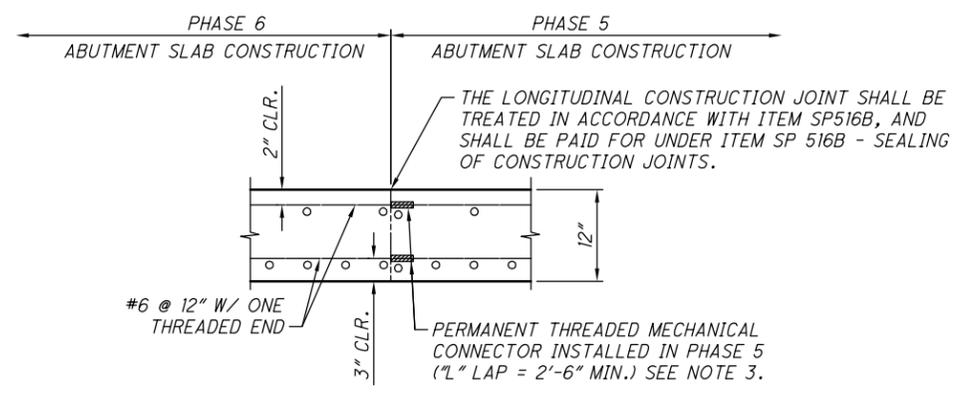


REAR ABUTMENT REINFORCING PLAN

* - TREAT THE INTERFACE BETWEEN SLAB AND PARAPET IN ACCORDANCE WITH SP 516B, AND SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONSTRUCTION JOINTS.

NOTES:

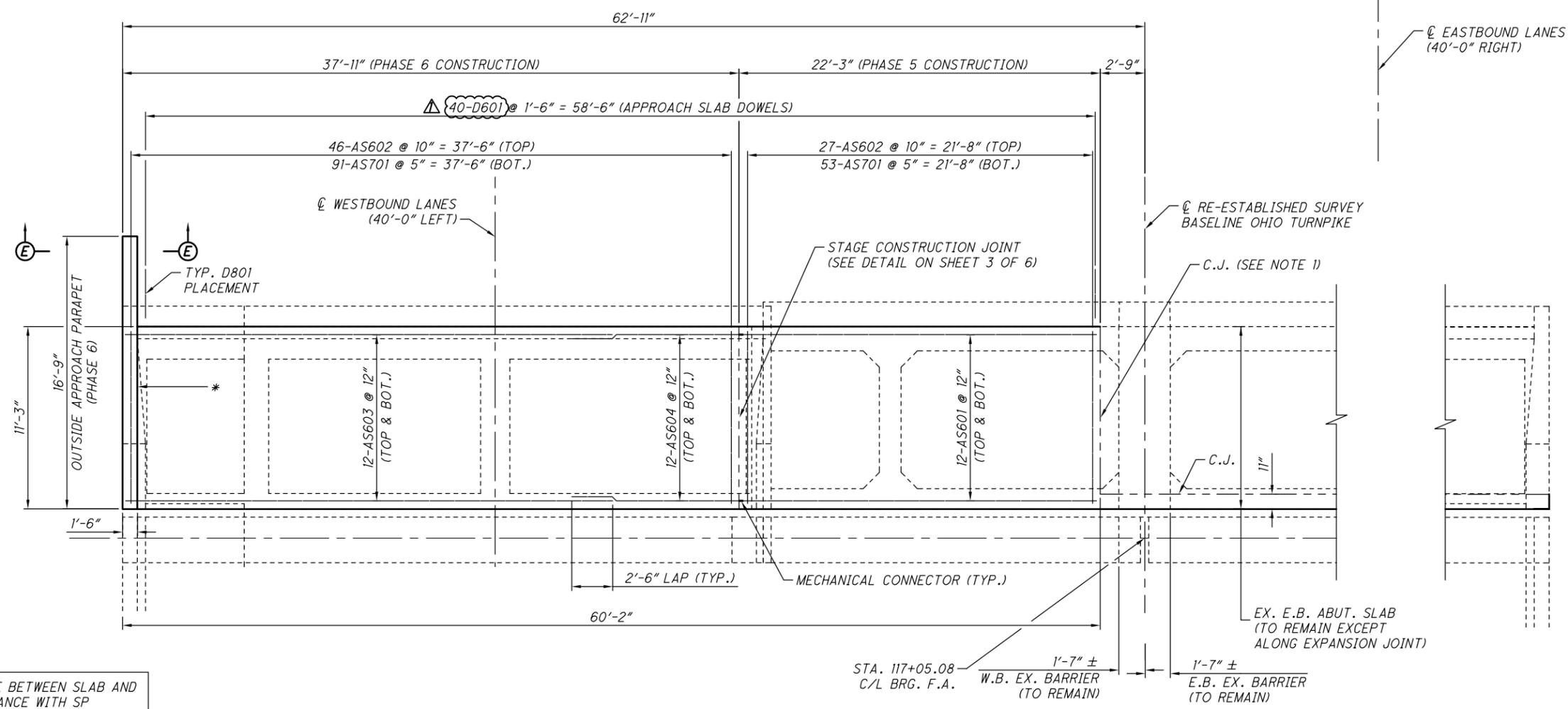
1. FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED ABUTMENT SLABS, SEE SECTION D-D ON STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP 516B SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONSTRUCTION JOINTS.
 2. FOR PROPOSED OUTSIDE TRAILING PARAPET DETAIL AND SECTION E-E, SEE SHEET 5 OF 6.
 3. MECHANICAL CONNECTORS: AN APPROVED TYPE OF MECHANICAL CONNECTOR FOR REINFORCING BARS SHALL BE PROVIDED. INSTALLATION OF CONNECTORS SHALL CONFORM WITH MANUFACTURER'S RECOMMENDED PROCEDURES. IF A DOWEL BAR SPLICE TYPE OF CONNECTOR IS FURNISHED, THE MINIMUM DOWEL BAR LENGTH TO BE FURNISHED WITH THE CONNECTOR SHALL BE AS GIVEN BY THE DIMENSION "L" SHOWN ON THE STAGE CONSTRUCTION JOINT DETAIL.
- CONNECTORS AND DOWEL BARS USED WITH EPOXY COATED BARS SHALL BE EPOXY COATED. COATING FOR BOTH CONNECTORS AND BARS SHALL CONFORM TO THE SAME SPECIFICATIONS. COATINGS WHICH HAVE BEEN DAMAGED OR OTHERWISE DO NOT MEET SPECIFICATIONS WITH RESPECT TO COLOR, CONTINUITY, AND UNIFORMITY SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER OR THEY SHALL BE REPLACED WITH MATERIAL WHICH MEETS THE SPECIFICATIONS.
- CONNECTORS AND DOWEL BARS SHALL CONFORM WITH ITEM SP 509 AND BE INCLUDED IN THE BID PRICE PER POUND FOR ITEM SP 509.



ABUTMENT SLAB STAGE CONSTRUCTION JOINT DETAIL

DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISOR BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14893-MILL CREEK SLAB...DWG	

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER MILL CREEK, M.P. 108.3 ABUTMENT SLAB DETAILS			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	
PROJECT 39-16-01A SHEET 406 OF 432			



* - TREAT THE INTERFACE BETWEEN SLAB AND PARAPET IN ACCORDANCE WITH SP 516B, AND SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONSTRUCTION JOINTS.

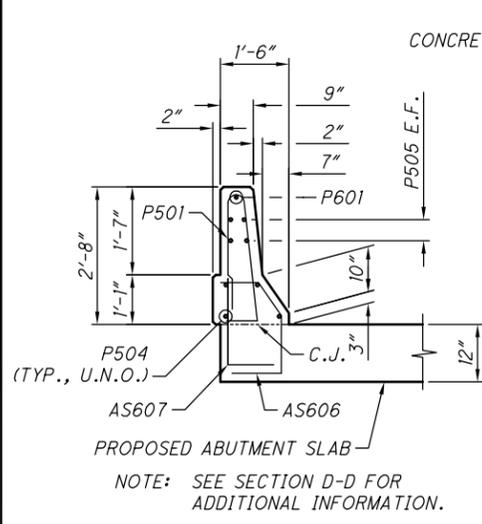
FORWARD ABUTMENT REINFORCING PLAN

NOTES:

1. FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED ABUTMENT SLABS, SEE SECTION D-D ON STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP 516B SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONSTRUCTION JOINTS.
2. FOR PROPOSED OUTSIDE APPROACH PARAPET DETAILS AND SECTION E-E, SEE SHEET 5 OF 6.

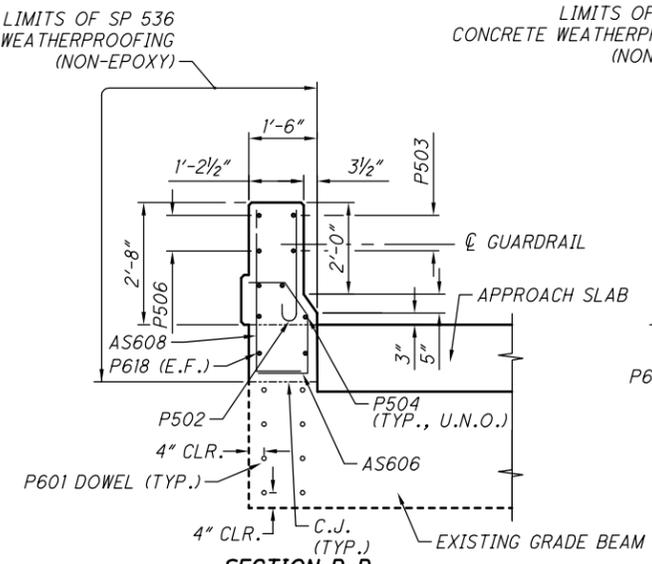
DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISED BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-MILL CREEK SLAB...DWG	

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER MILL CREEK, M.P. 108.3 ABUTMENT SLAB DETAILS			
 CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JPR	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	
PROJECT 39-16-01A SHEET 407 OF 432			

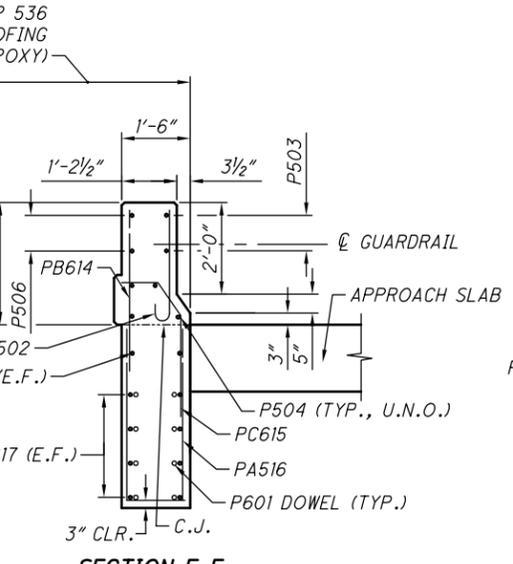


SECTION C-C

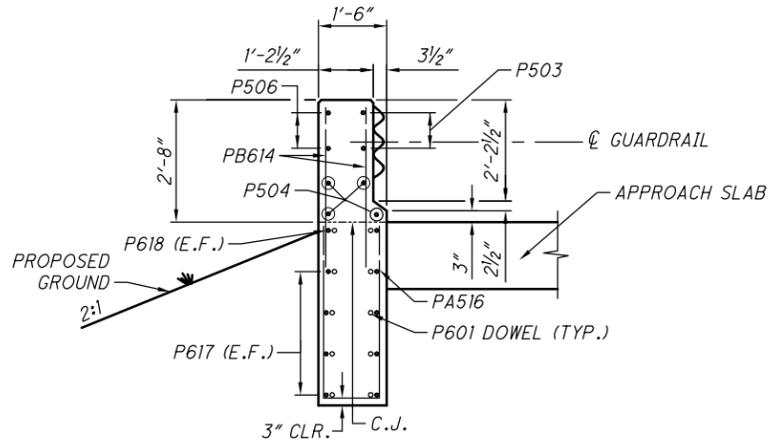
NOTE: SEE SECTION D-D FOR ADDITIONAL INFORMATION.



SECTION D-D

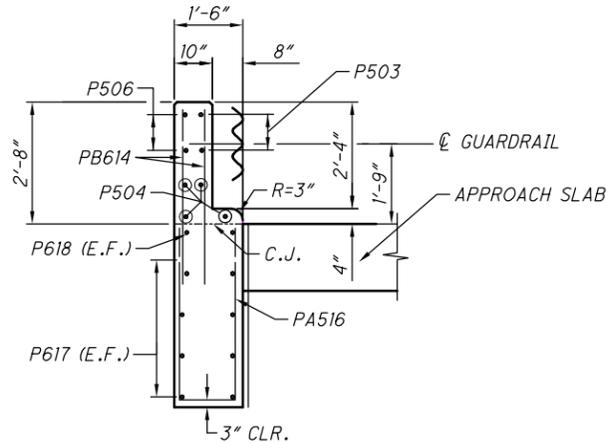


SECTION E-E



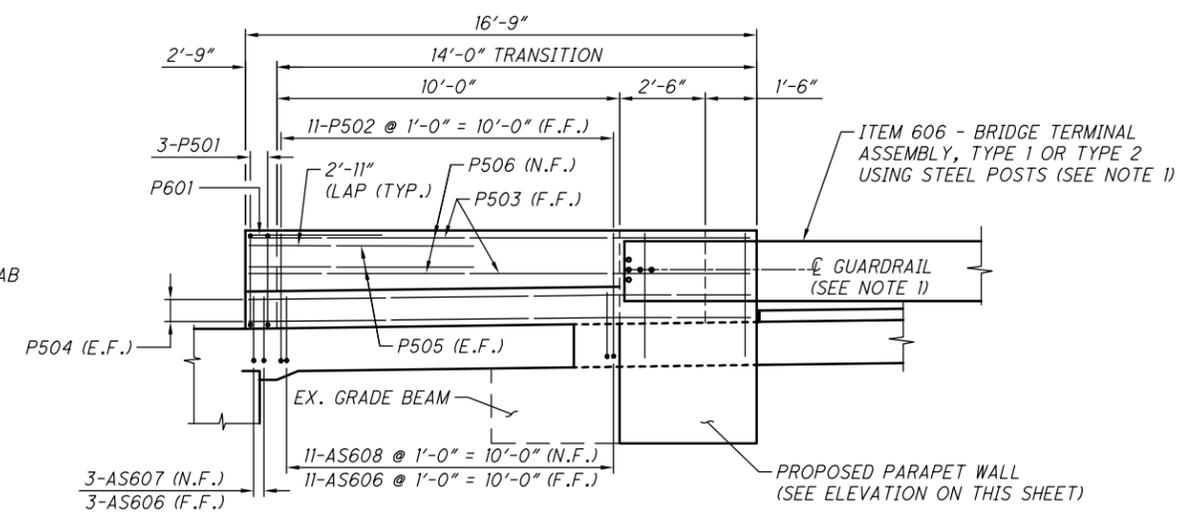
SECTION F-F

NOTE: SEE SECTION E-E FOR ADDITIONAL INFORMATION.



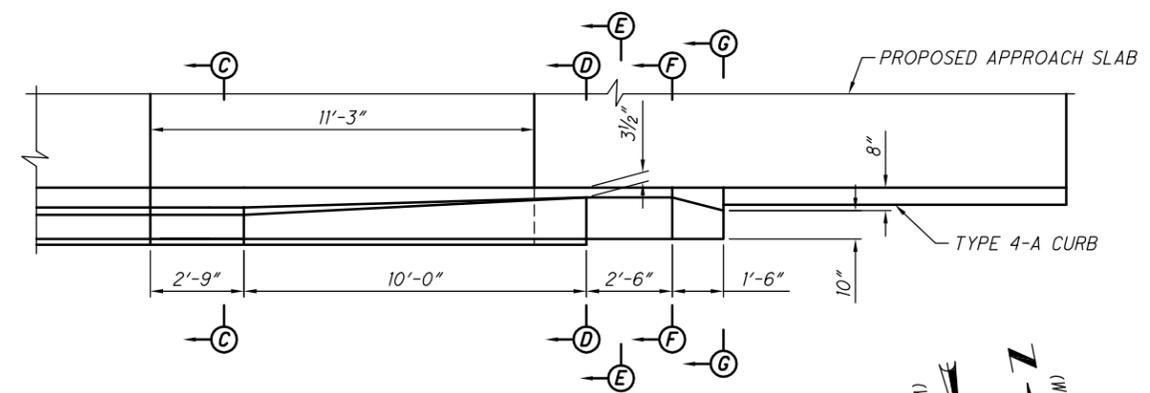
SECTION G-G

NOTE: SEE SECTION E-E FOR ADDITIONAL INFORMATION.



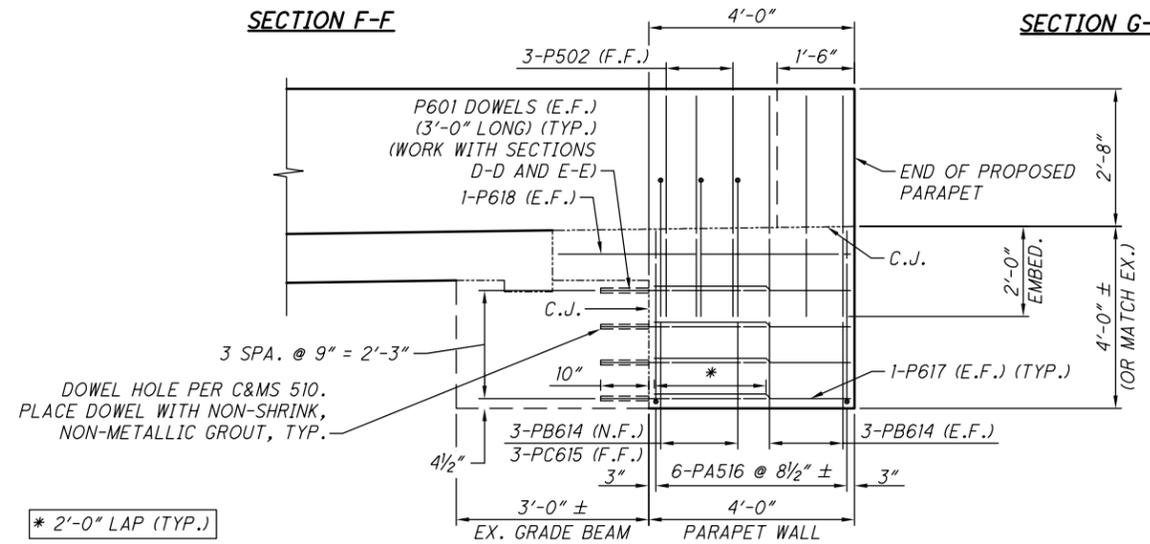
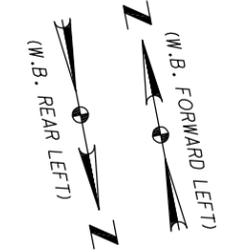
DEFLECTOR PARAPET ELEVATION

(LOOKING INWARD FROM THE APPROACH EMBANKMENT)
(W.B. REAR LEFT AS SHOWN)
(W.B. FORWARD LEFT OPPOSITE HAND)



PARAPET PLAN VIEW

(GRADE BEAM IS NOT SHOWN)



PARAPET WALL ELEVATION

(LOOKING INWARD FROM THE APPROACH EMBANKMENT)

* 2'-0" LAP (TYP.)

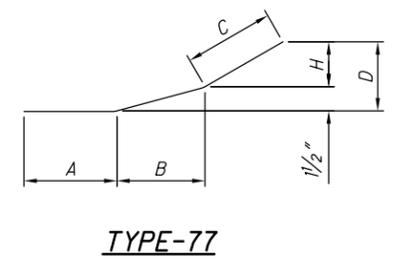
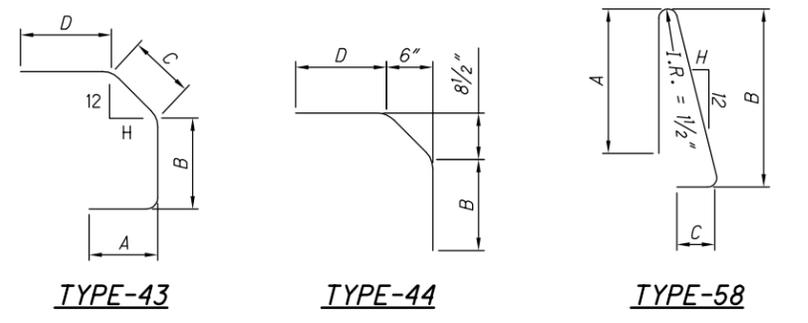
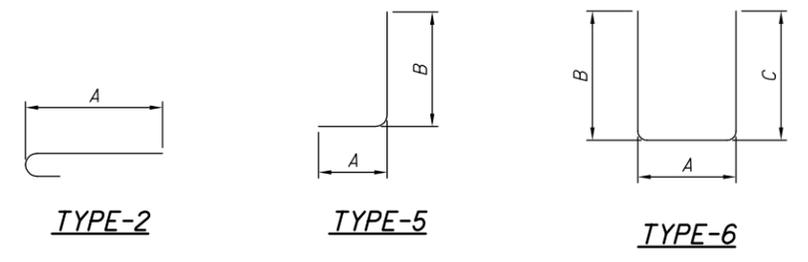
NOTES:

1. INSTALL TYPE 1 BRIDGE TERMINAL ASSEMBLY ON THE E.B. REAR PARAPET. INSTALL TYPE 2 BRIDGE TERMINAL ASSEMBLY ON THE E.B. FORWARD PARAPET. FOR BRIDGE TERMINAL ASSEMBLY DETAILS AND BOLT LOCATION, SEE ODOT STD. DRAWINGS MGS-3.1 AND MGS-3.2.

DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISOR BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-MILL CREEK SLAB...DWG	

NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER MILL CREEK, M.P. 108.3 PARAPET DETAILS			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	
PROJECT 39-16-01A SHEET 408 OF 432			

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS									
	R.A.		F.A.					TOTAL	A	B	C	D	E	H	INC		
	PHASE 5	PHASE 6	PHASE 5	PHASE 6													
BRIDGE OVER MILL CREEK, M.P. 108.5																	
ABUTMENT SLABS																	
AS601*	24		24		48	22'-1"	1,592	STR									
AS602	27	46	27	46	146	10'-11"	2,394	STR									
AS603		24		24	48	30'-0"	2,163	STR									
AS604*		24		24	48	10'-3"	739	STR									
AS605	(NOT USED)																
AS606		14		14	28	3'-5"	144	43	10½"	1'-0"	10½"	9"			8½"		
AS607		3		3	6	2'-6"	23	5	1'-9"	11"							
AS608		11		11	22	3'-0"	99	5	2'-3"	11"							
AS701	53	91	53	91	288	10'-11"	6,426	STR									
D601	15	25	15	25	80	3'-0"	361	5	1'-9"	1'-5"							
SUB-TOTAL							13,941	POUNDS									
PARAPETS (ON WBL)																	
P501		3		3	6	5'-6"	34	58	2'-2"	2'-5"	8"				1¼"		
P502		14		14	28	3'-0"	88	2	2'-5"								
P503		2		2	4	13'-8"	57	77	9'-11"	2'-4"	1'-5"	6½"			5"		
P504		4		4	8	16'-5"	137	STR									
P505		4		4	8	5'-8"	47	STR									
P506		2		2	4	13'-8"	57	STR									
PA516		6		6	12	8'-5"	105	6	1'-2"	3'-9"	3'-9"						
P601		9		9	18	3'-0"	81	STR									
PB614		9		9	18	4'-6"	122	STR									
PC615		3		3	6	3'-8"	33	44		2'-2½"		8"					
P617		8		8	16	3'-6"	84	STR									
P618		2		2	4	5'-0"	30	STR									
SUB-TOTAL							875	POUNDS									
DECK SLABS (ALONG EXPANSION JOINTS)																	
	(ON EBL)		(ON WBL)														
	PHASE 2	PHASE 3	PHASE 5	PHASE 6													
S601*	4		4		8	24'-9"	297	STR									
S603		4		4	8	30'-0"	361	STR									
S604*		4		4	8	10'-3"	123	STR									
SUB-TOTAL							781	POUNDS									



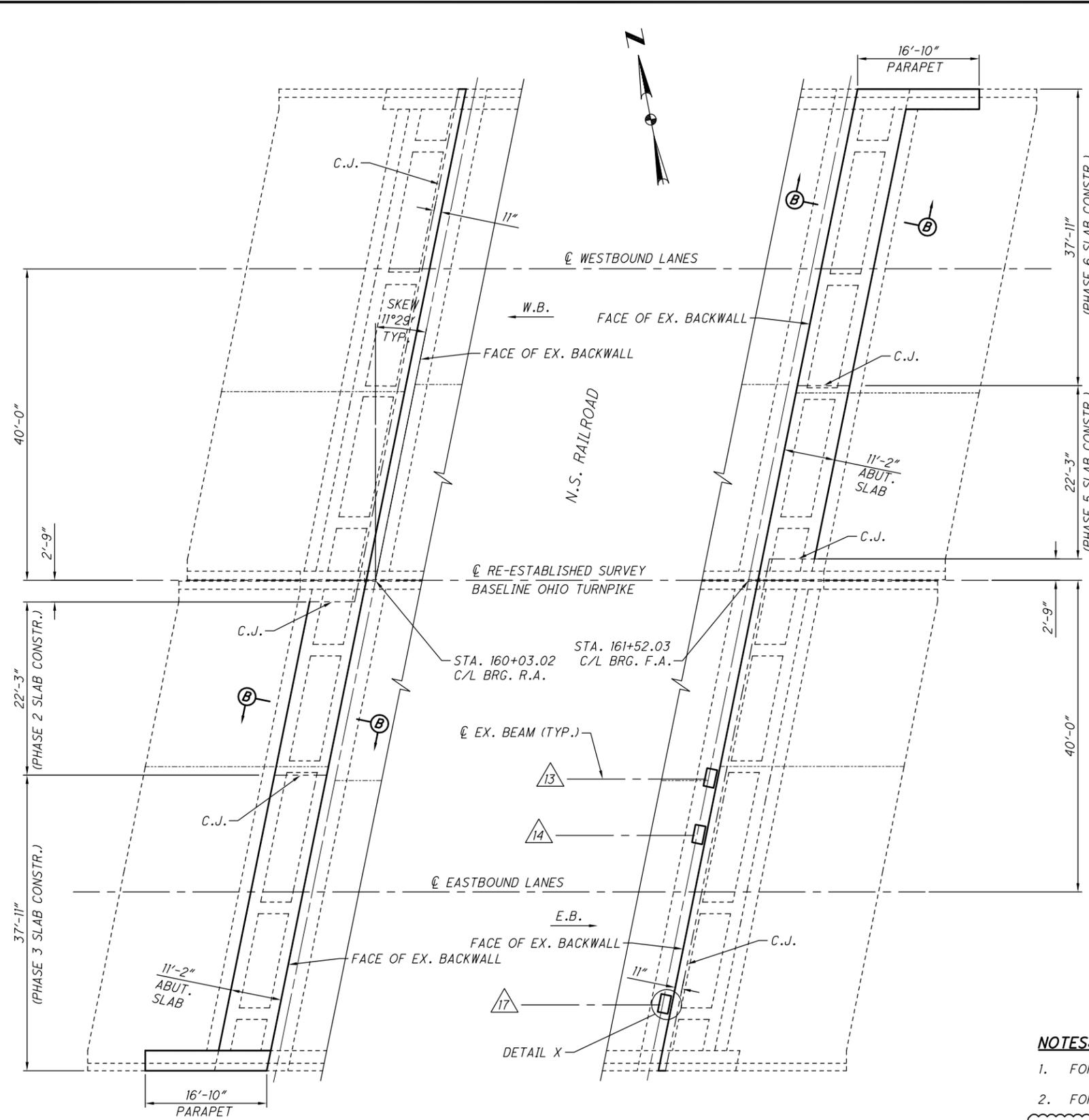
NOTES:

1. BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATE THE BAR SIZE NUMBER. FOR EXAMPLE, A700 IS A NO. 7 AND A1014 IS A NO. 10 SIZE. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD" WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
2. ALL REINFORCING STEEL IS TO BE EPOXY COATED.

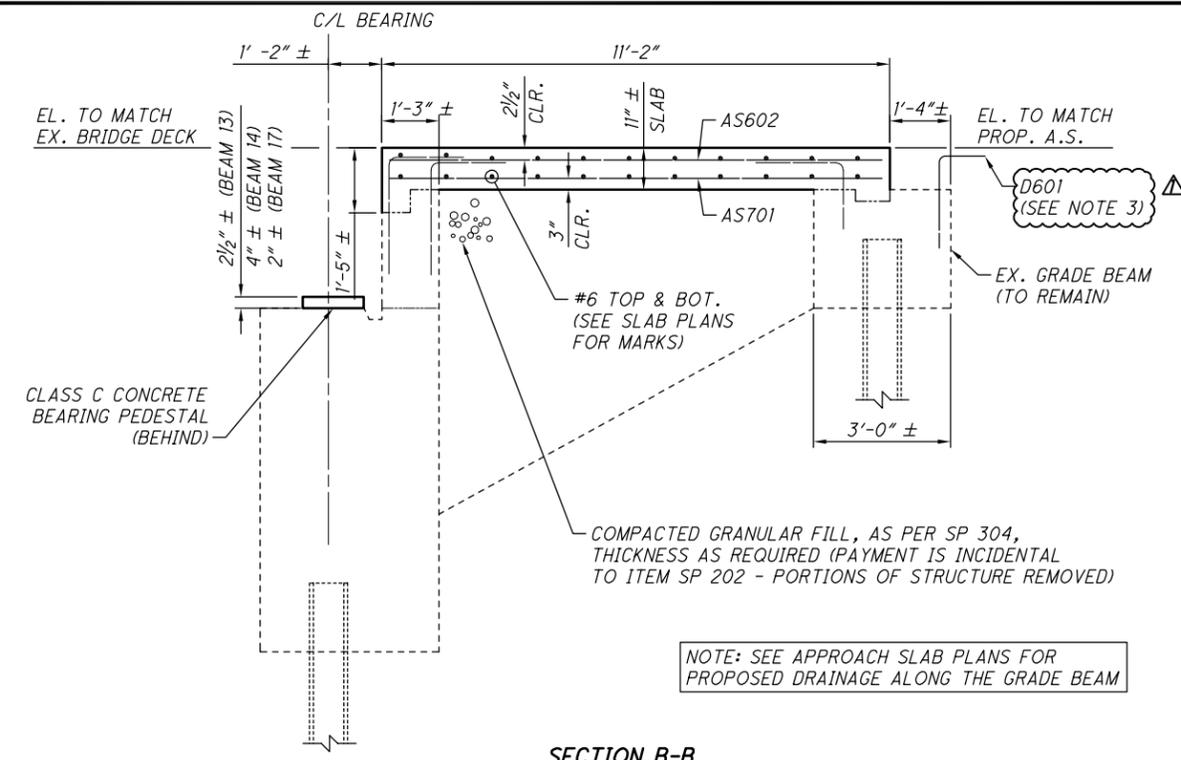
DESIGNED BY: JPR
 DATE: 06/15
 DRAWN BY: MLF
 DATE: 06/15
 CAD FILE NAME: 14693-MILL CREEK SLAB...DWG

* REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH FOR PAYMENT IS MEASURED TO THE CONSTRUCTION JOINT. A REVISED BAR LENGTH AND/OR BAR END PREPARATION MAY BE NECESSARY DEPENDING ON THE TYPE OF MECHANICAL CONNECTOR FURNISHED.

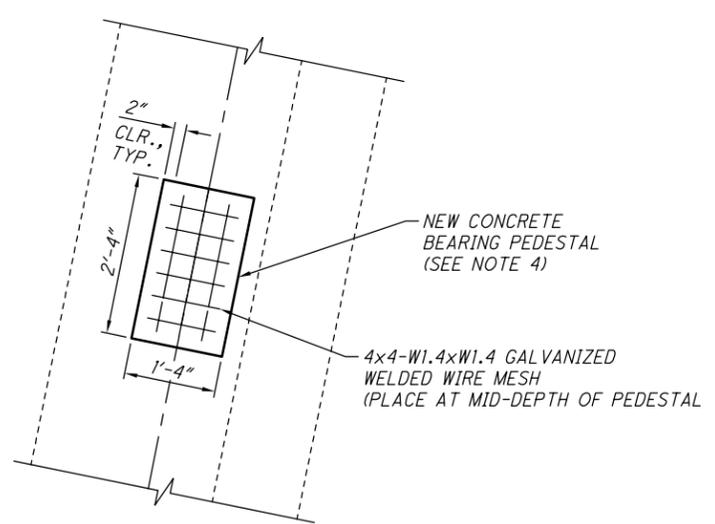
ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER MILL CREEK, M.P. 108.3 BAR SCHEDULE			
 CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	



ABUTMENT PLAN



SECTION B-B



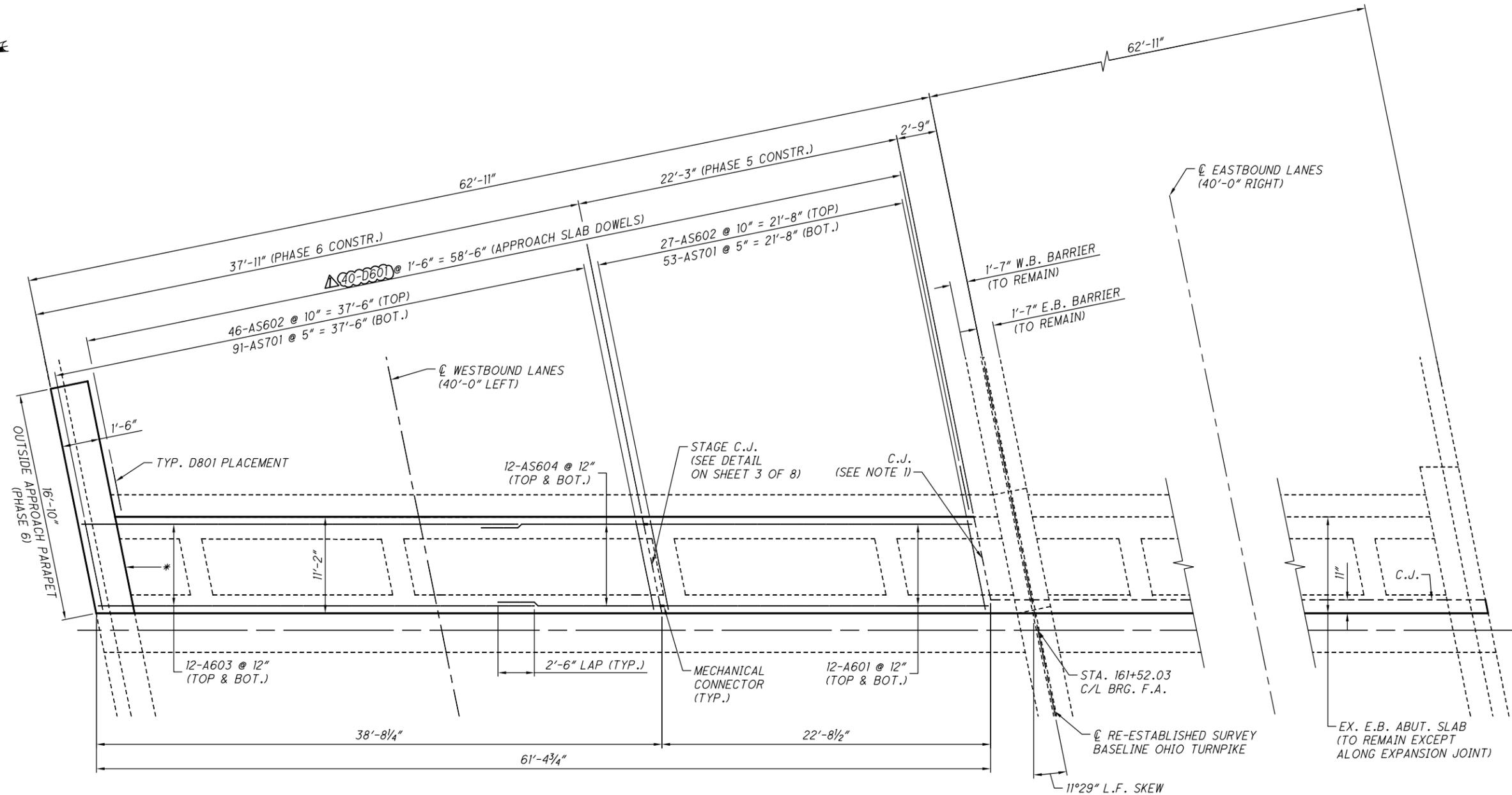
DETAIL X
(TYP. @ BEAMS 13, 14, & 17, FORWARD ABUT.)
(SEE SECTION B-B FOR THICKNESS)

NOTES:

1. FOR ABUTMENT SLAB REMOVAL DETAILS, SEE SHEET 1 OF 6.
2. FOR REINFORCING BAR PLACEMENT DETAILS, SEE SHEET 3 & 4 OF 6.
3. INSTALL D601 APPROACH SLAB DOWELS PER C&MS 510. PLACE DOWEL WITH NON-SHRINK, NON-METALLIC GROUT. DRILL DOWEL HOLES 4" (MIN.) CLEAR OF GRADE BEAM'S EDGE AND 12" DEEP. DOWEL HOLES COST IS INCIDENTAL TO THE COST OF SP 526 - APPROACH SLAB. D601 COST IS INCLUDED UNDER SP 509 - EPOXY COATED REINFORCING STEEL, AS PER PLAN.
4. PAYMENT FOR REPLACING CONCRETE BEARING PEDESTALS IS UNDER ITEM 511 - CONCRETE MISC.: REPLACE EXISTING CONCRETE BEARING PEDESTAL. SEE THE ITEM 511 GENERAL NOTE FOR ADDITIONAL INFORMATION.

DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISD BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-N.S. RAILROAD SLAB...DWG	

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER N.S. RAILROAD, M.P. 109.1 ABUTMENT SLAB DETAILS			
 CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	



* - TREAT THE INTERFACE BETWEEN SLAB AND PARAPET IN ACCORDANCE WITH SP 516B, AND SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONCRETE CONSTRUCTION JOINTS.

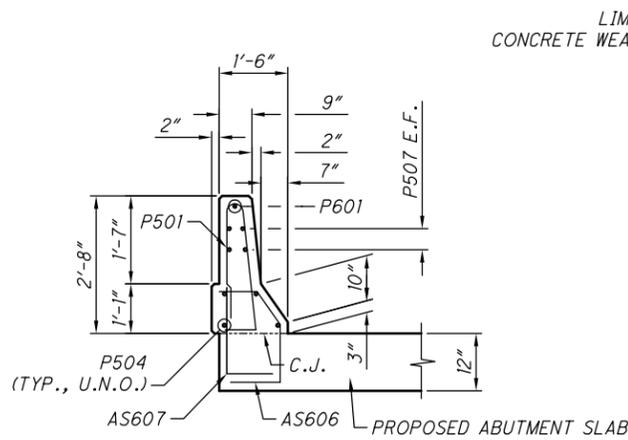
FORWARD ABUTMENT REINFORCING PLAN

NOTES:

- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED ABUTMENT SLABS, SEE SECTION D-D ON STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP 516B SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONCRETE CONSTRUCTION JOINTS.
- FOR PROPOSED OUTSIDE APPROACH PARAPET DETAILS, SEE SHEET 5 OF 6.

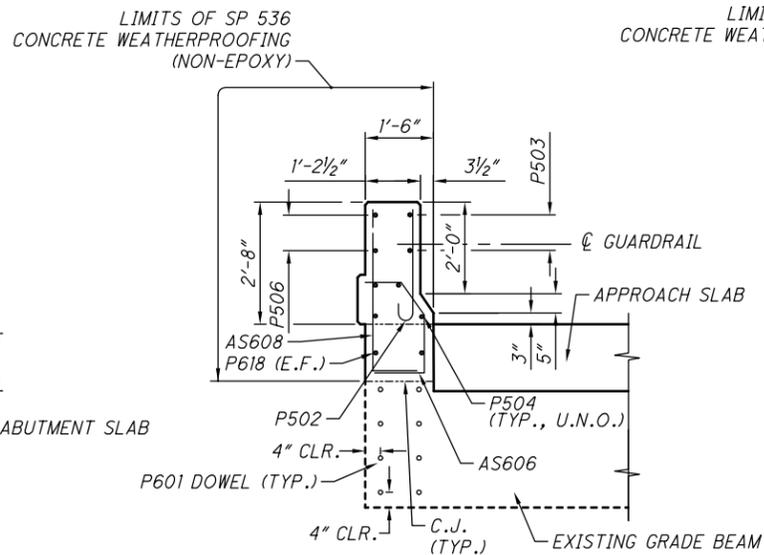
DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISED BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-N.S. RAILROAD SLAB...DWG	

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER N.S. RAILROAD, M.P. 109.1 ABUTMENT SLAB DETAILS			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	
PROJECT 39-16-01A SHEET 413 OF 432		4/6	

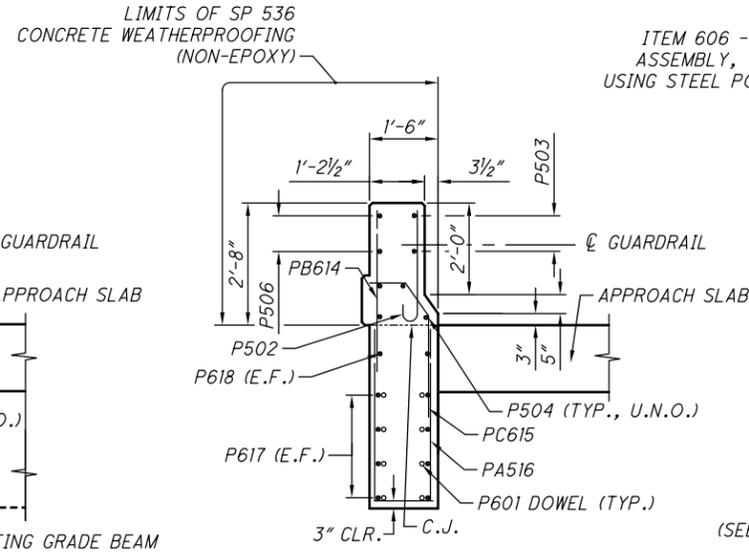


NOTE: SEE SECTION D-D FOR ADDITIONAL INFORMATION.

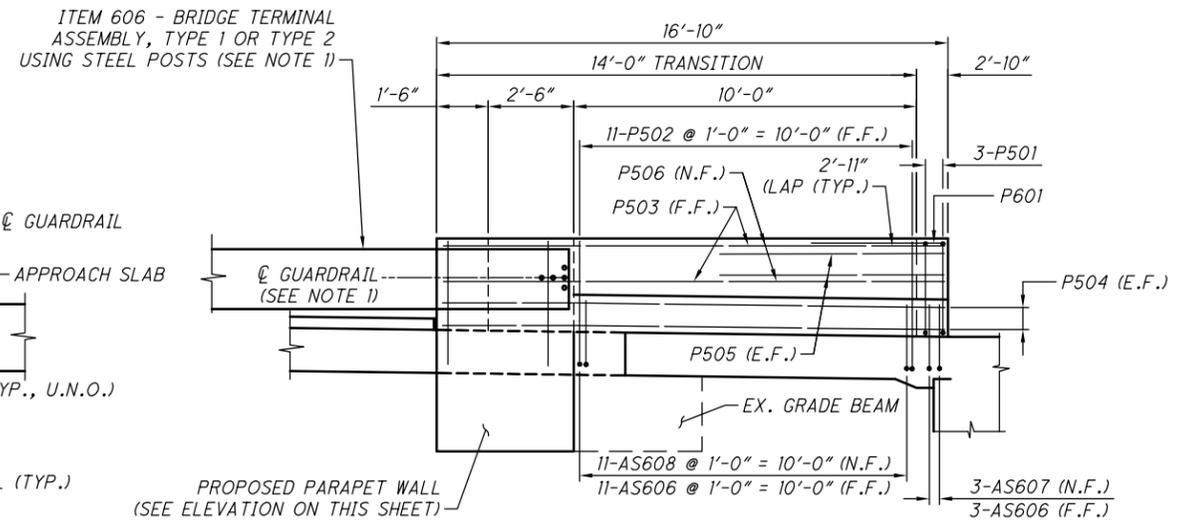
SECTION C-C



SECTION D-D

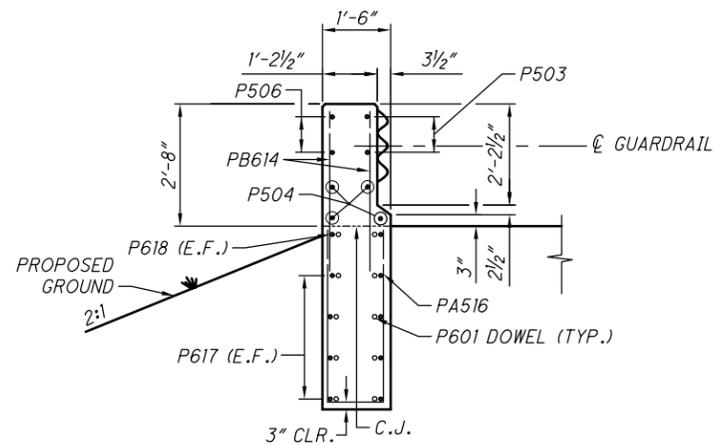


SECTION E-E



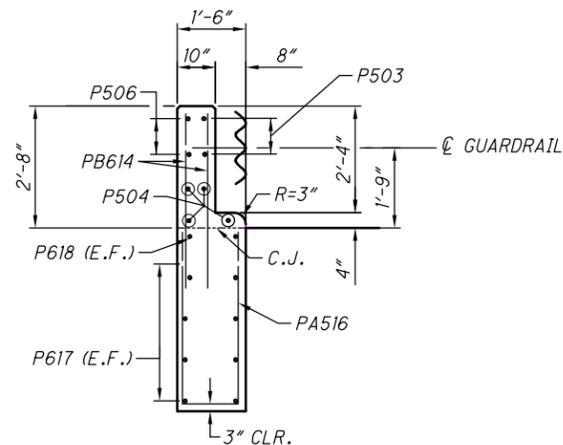
DEFLECTOR PARAPET ELEVATION

(LOOKING INWARD FROM THE APPROACH EMBANKMENT)
(E.B. REAR RIGHT AND W.B. FORWARD LEFT AS SHOWN)



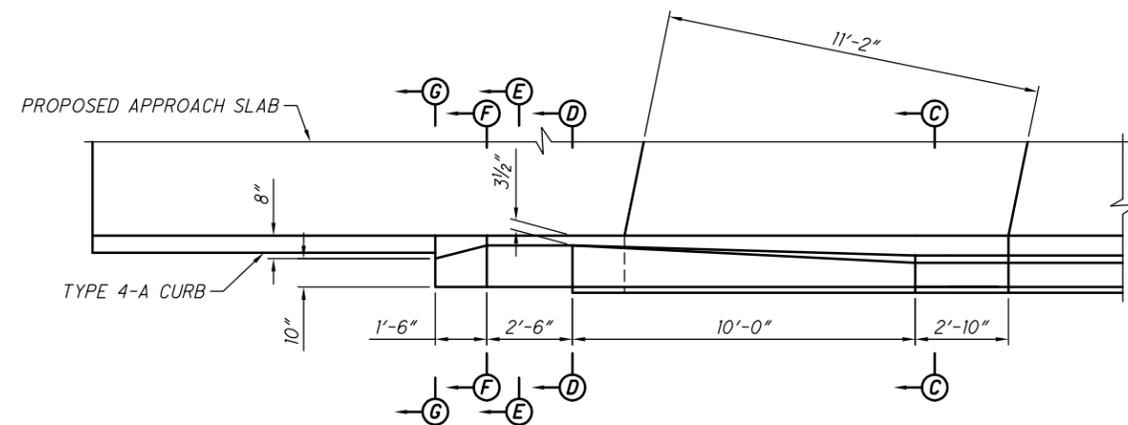
NOTE: SEE SECTION E-E FOR ADDITIONAL INFORMATION.

SECTION F-F



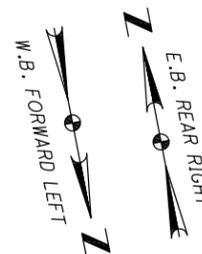
NOTE: SEE SECTION E-E FOR ADDITIONAL INFORMATION.

SECTION G-G

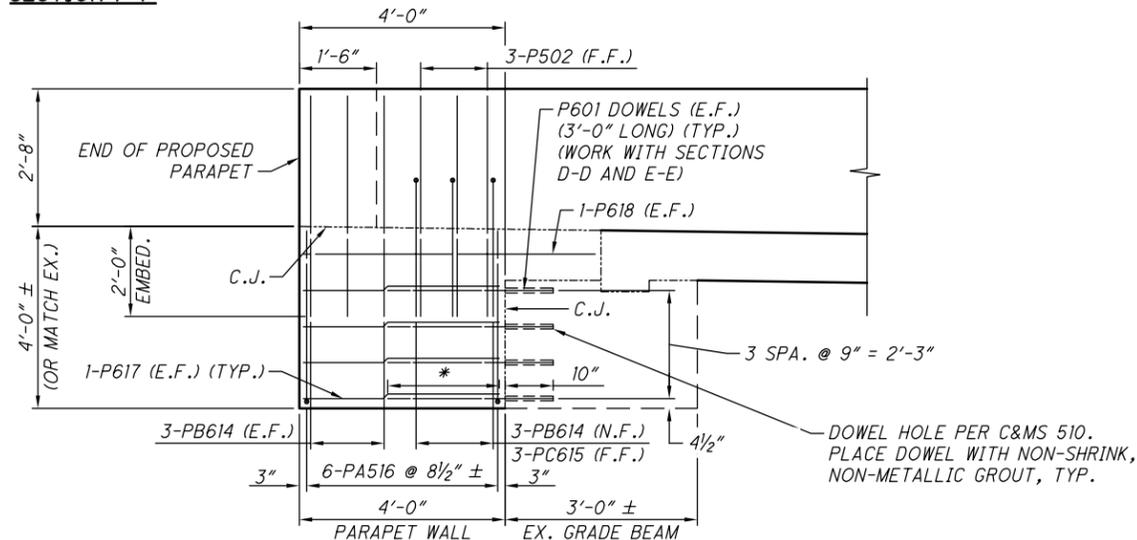


PARAPET PLAN VIEW

(GRADE BEAM IS NOT SHOWN)



SECTION F-F



PARAPET WALL ELEVATION
(LOOKING INWARD FROM THE APPROACH EMBANKMENT)

DOWEL HOLE PER C&M 510. PLACE DOWEL WITH NON-SHRINK, NON-METALLIC GROUT, TYP.

* 2'-0" LAP (TYP.)

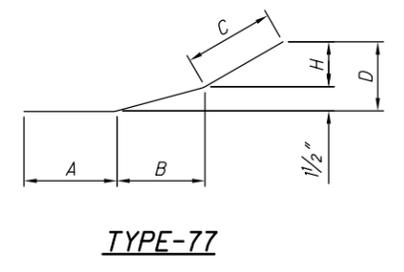
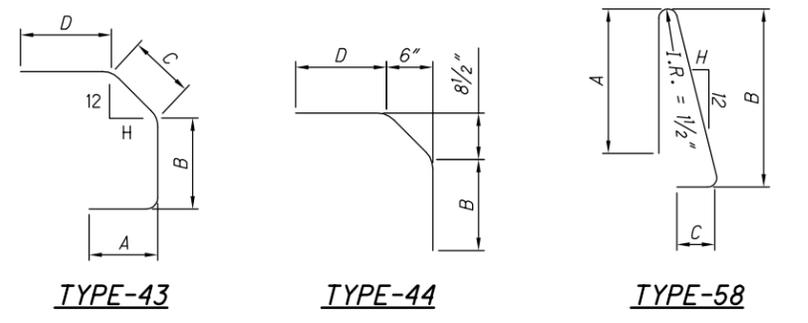
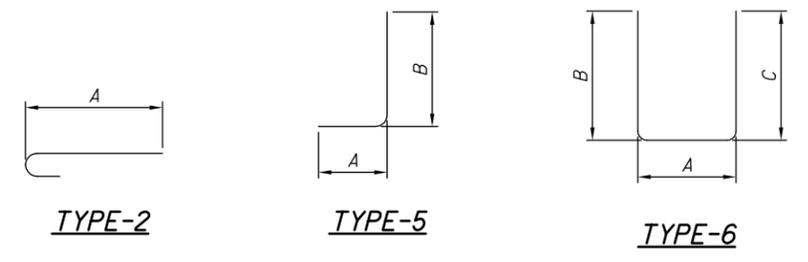
NOTES:

1. INSTALL TYPE 1 BRIDGE TERMINAL ASSEMBLY ON THE W.B. FORWARD PARAPET AND ON THE E.B. REAR PARAPET. FOR BRIDGE TERMINAL ASSEMBLY DETAILS AND BOLT LOCATION, SEE ODOT STD. DRAWING MGS-3.1.

DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISIONS:
DATE: 06/15	BY:
CAD FILE NAME: 14693-N.S. RAILROAD SLAB...DWG	DATE:

NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER N.S. RAILROAD, M.P. 109.1 PARAPET DETAILS			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	
PROJECT 39-16-01A SHEET 414 OF 432			

MARK	NUMBER					LENGTH	WEIGHT	TYPE	DIMENSIONS							
	R.A.		F.A.						TOTAL	A	B	C	D	E	H	INC
	PHASE 2	PHASE 3	PHASE 5	PHASE 6												
BRIDGE OVER N.S. RAILROAD, M.P. 109.1																
ABUTMENT SLABS																
AS601*	24		24		48	22'-6"	1,622	STR								
AS602	27	46	27	46	146	11'-1"	2,431	STR								
AS603		24		24	48	30'-0"	2,163	STR								
AS604*		24		24	48	11'-0"	793	STR								
AS605	(NOT USED)							STR								
AS606		14		14	28	3'-5"	144	43	10½"	1'-0"	10½"	9"		8½"		
AS607		3		3	6	2'-6"	23	5	1'-9"	11"						
AS608		11		11	22	3'-0"	99	5	2'-3"	11"						
AS701	53	91	53	91	288	11'-1"	6,525	STR								
△ D601	15	25	15	25	80	3'-0"	361	5	1'-9"	1'-5"						
SUB-TOTAL							14,161	POUNDS								
PARAPETS (R.A. EBL AND F.A. WBL)																
P501		3		3	6	5'-6"	34	58	2'-2"	2'-5"	8"			1¼"		
P502		14		14	28	3'-0"	88	2	2'-5"							
P503		2		2	4	13'-8"	57	77	9'-11"	2'-4"	1'-5"	6½"		5"		
P504		4		4	8	16'-6"	138	STR								
P505		4		4	8	5'-9"	48	STR								
P506		2		2	4	13'-8"	57	STR								
PA516		6		6	12	8'-5"	105	6	1'-2"	3'-9"	3'-9"					
P601		9		9	18	3'-0"	81	STR								
PB614		9		9	18	4'-6"	122	STR								
PC615		3		3	6	3'-8"	33	44		2'-2½"		8"				
P617		8		8	16	3'-6"	84	STR								
P618		2		2	4	5'-0"	30	STR								
SUB-TOTAL							877	POUNDS								
DECK SLABS (ALONG EXPANSION JOINTS)																
	(ON EBL)			(ON WBL)												
	PHASE 2	PHASE 3	PHASE 5	PHASE 6												
S601*	4		4		8	25'-3"	303	STR								
S603		4		4	8	30'-0"	361	STR								
S604*		4		4	8	11'-0"	132	STR								
SUB-TOTAL							796	POUNDS								



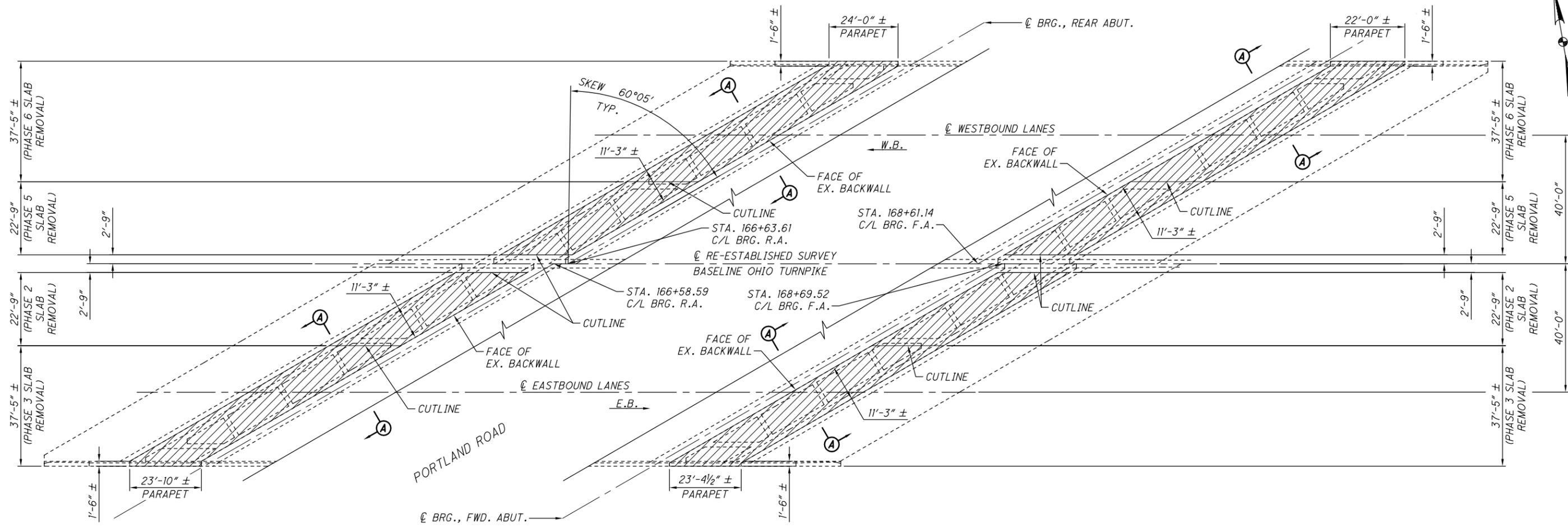
NOTES:

- BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATE THE BAR SIZE NUMBER. FOR EXAMPLE, A700 IS A NO. 7 AND A1014 IS A NO. 10 SIZE. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD" WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
- ALL REINFORCING STEEL IS TO BE EPOXY COATED.

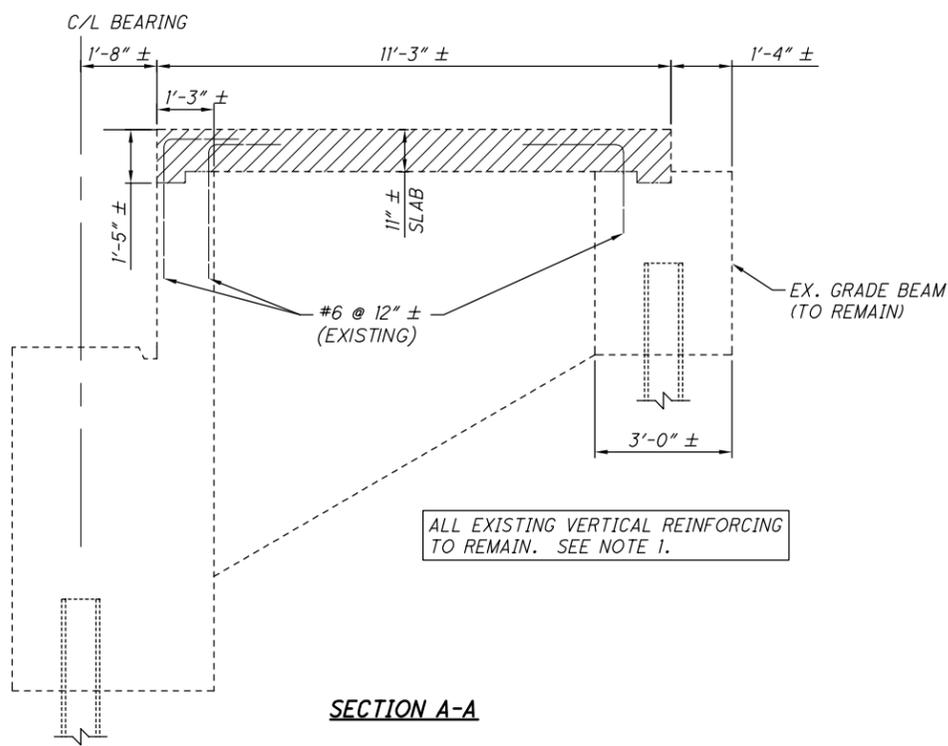
* REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH FOR PAYMENT IS MEASURED TO THE CONSTRUCTION JOINT. A REVISED BAR LENGTH AND/OR BAR END PREPARATION MAY BE NECESSARY DEPENDING ON THE TYPE OF MECHANICAL CONNECTOR FURNISHED.

DESIGNED BY: JPR
 DATE: 06/15
 DRAWN BY: MLF
 DATE: 06/15
 CAD FILE NAME: 14693-N.S. RAILROAD SLAB...DWG

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER N.S. RAILROAD, M.P. 109.1 BAR SCHEDULE			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	



ABUTMENT PLAN



SECTION A-A

LEGEND:

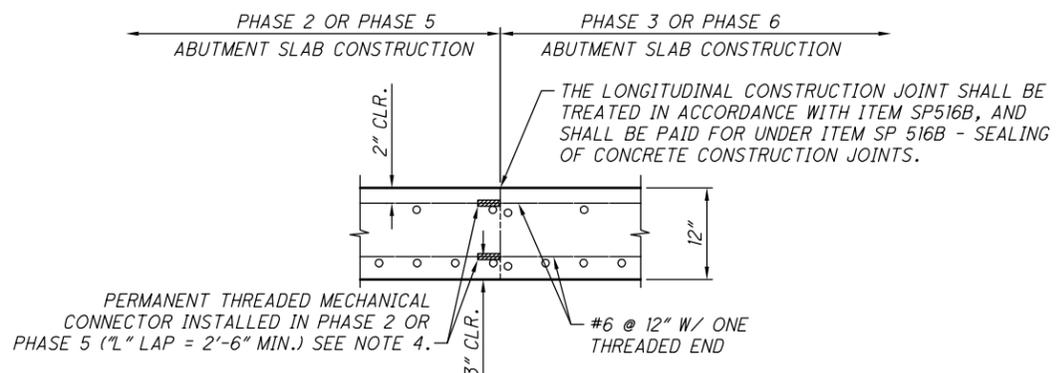
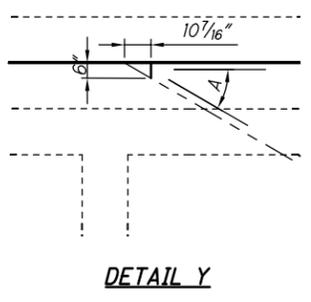
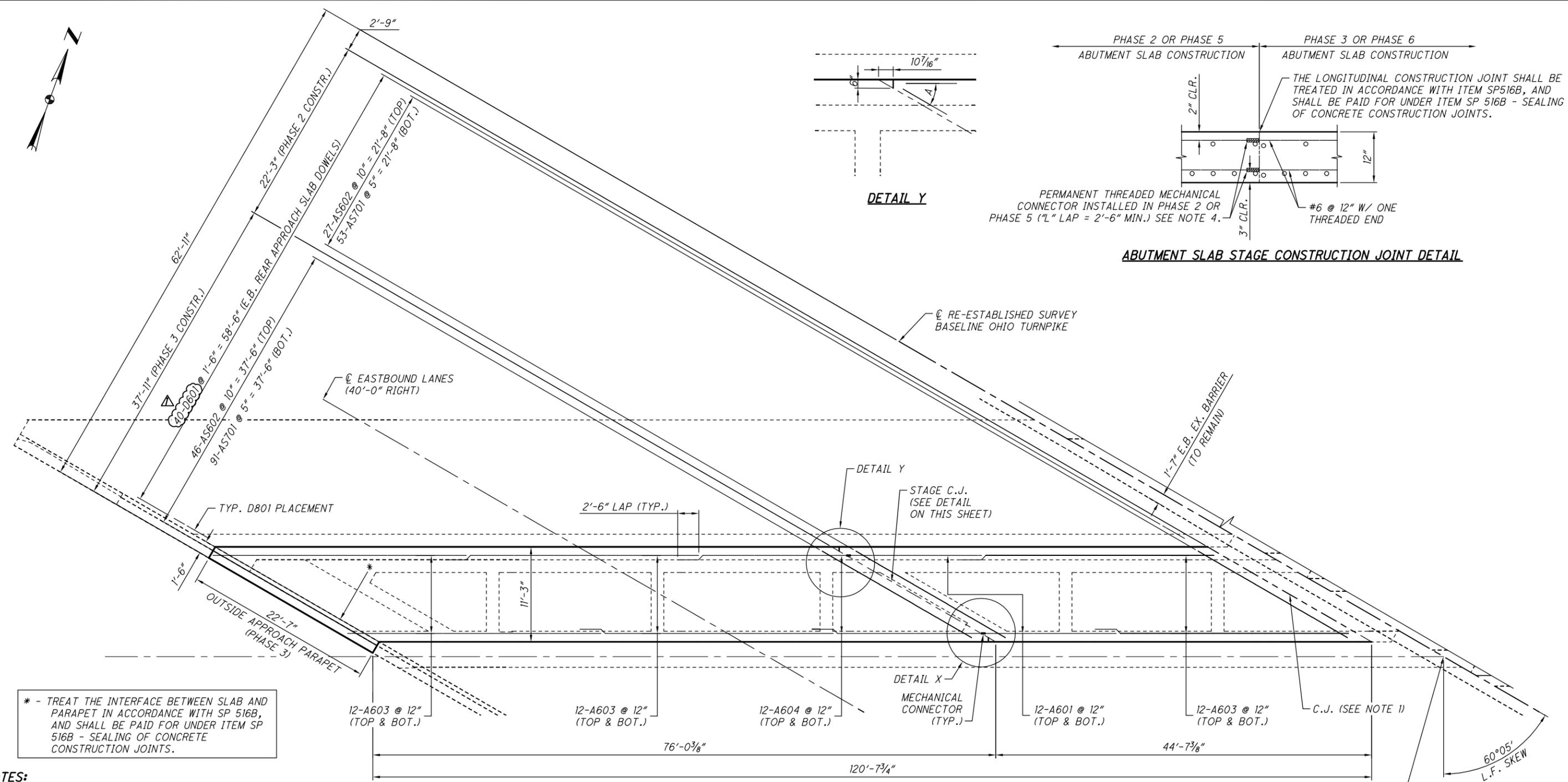
INDICATES PORTIONS OF STRUCTURE TO BE REMOVED PER SP 202.

NOTES:

1. THE EXISTING REINFORCING STEEL (INCLUDING HORIZONTAL LEGS) TO REMAIN AND BE REUSED SHALL BE CLEAN OF RUST AND AN EPOXY COATING APPLIED PER THE MANUFACTURER'S INSTRUCTIONS. THE COATING SHALL BE A LIQUID SYSTEM THAT MEETS THE REQUIREMENTS OF ASTM A775/A775M-07b (2014) ANNEX A2 SPECIFICATION. THE COST TO BE INCIDENTAL TO THE COST OF ITEM SP 202-PORTIONS OF STRUCTURE REMOVED.
2. FOR ABUTMENT SLAB REPLACEMENT DETAILS, SEE SHEETS 2 THRU 5 OF 8.

DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISOR BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-PORTLAND RD SLAB...DWG	

NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER PORTLAND RD., M.P. 109.2 ABUTMENT SLAB CONSULTANTS			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	



ABUTMENT SLAB STAGE CONSTRUCTION JOINT DETAIL

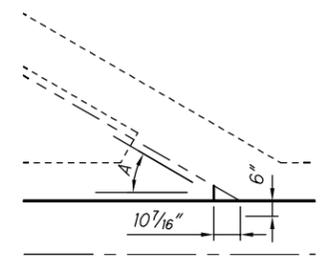
* - TREAT THE INTERFACE BETWEEN SLAB AND PARAPET IN ACCORDANCE WITH SP 516B, AND SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONCRETE CONSTRUCTION JOINTS.

- NOTES:**
1. FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED ABUTMENT SLABS, SEE SECTION D-D ON STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP 516B SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONCRETE CONSTRUCTION JOINTS.
 2. FOR PROPOSED W.B. REAR ABUTMENT REINFORCING PLAN, SEE SHEET 4 OF 8.
 3. FOR PROPOSED OUTSIDE PARAPET DETAILS, SEE SHEET 7 OF 8.
 4. MECHANICAL CONNECTORS: AN APPROVED TYPE OF MECHANICAL CONNECTOR FOR REINFORCING BARS SHALL BE PROVIDED. INSTALLATION OF CONNECTORS SHALL CONFORM WITH MANUFACTURER'S RECOMMENDED PROCEDURES. IF A DOWEL BAR SPLICE TYPE OF CONNECTOR IS FURNISHED, THE MINIMUM DOWEL BAR LENGTH TO BE FURNISHED WITH THE CONNECTOR SHALL BE AS GIVEN BY THE DIMENSION "L" SHOWN ON THE STAGE CONSTRUCTION JOINT DETAIL.

CONNECTORS AND DOWEL BARS USED WITH EPOXY COATED BARS SHALL BE EPOXY COATED. COATING FOR BOTH CONNECTORS AND BARS SHALL CONFORM TO THE SAME SPECIFICATIONS. COATINGS WHICH HAVE BEEN DAMAGED OR OTHERWISE DO NOT MEET SPECIFICATIONS WITH RESPECT TO COLOR, CONTINUITY, AND UNIFORMITY SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER OR THEY SHALL BE REPLACED WITH MATERIAL WHICH MEETS THE SPECIFICATIONS.

CONNECTORS AND DOWEL BARS SHALL CONFORM WITH ITEM SP509 AND BE INCLUDED IN THE BID PRICE PER POUND FOR ITEM SP 509.
 5. FOR PROPOSED W.B. REAR ABUTMENT SLAB REINFORCING PLAN, SEE SHEET 4 OF 8.

E.B. REAR ABUTMENT REINFORCING PLAN



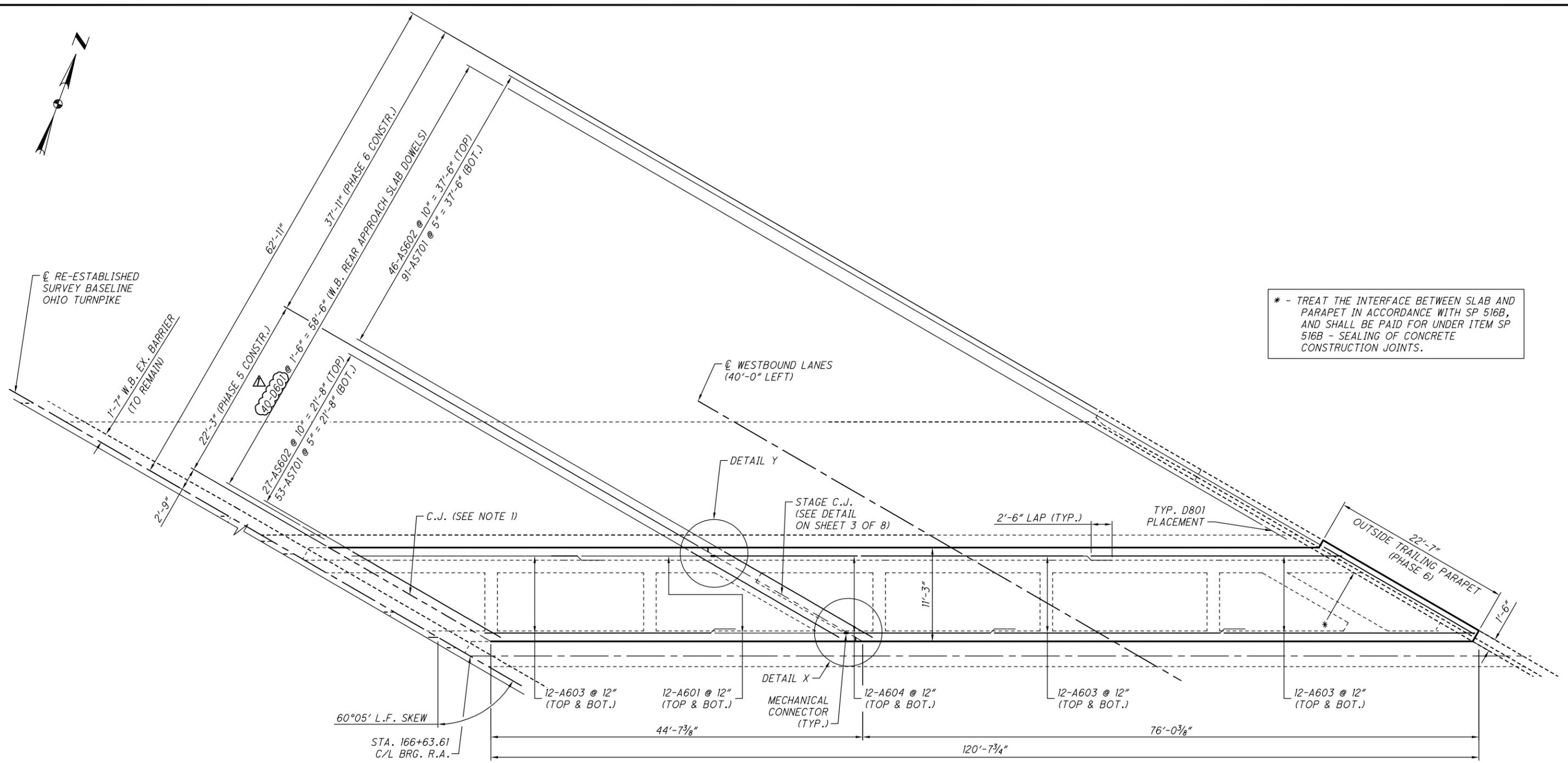
DETAIL X

A = FAN 4-AS605 TOP & BOTTOM

STA. 166+58.59
C/L BRG. R.A.

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DRAWN BY: MLF	REVISIONS:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-PORTLAND RD SLAB...DWG	

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER PORTLAND RD., M.P. 109.2 ABUTMENT SLAB DETAILS			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	
PROJECT 39-16-01A SHEET 418 OF 432		3/8	



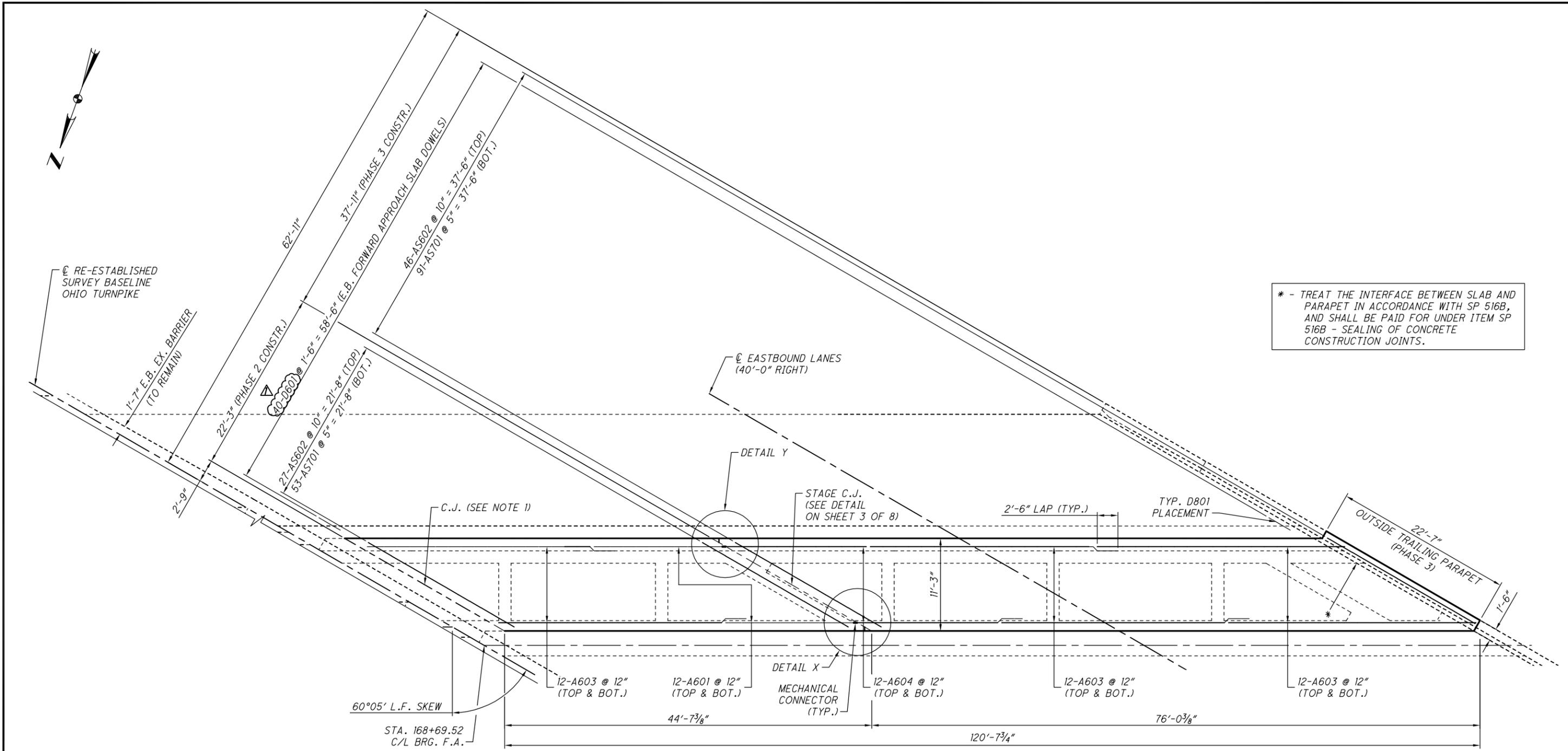
* - TREAT THE INTERFACE BETWEEN SLAB AND PARAPET IN ACCORDANCE WITH SP 516B, AND SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONCRETE CONSTRUCTION JOINTS.

W.B. REAR ABUTMENT REINFORCING PLAN

- NOTES:**
1. FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED ABUTMENT SLABS, SEE SECTION D-D ON STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP 516B SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONCRETE CONSTRUCTION JOINTS.
 2. FOR PROPOSED OUTSIDE PARAPET DETAILS, SEE SHEETS 7 OF 8.
 3. FOR PROPOSED E.B. REAR ABUTMENT SLAB REINFORCING PLAN, SEE SHEET 3 OF 8.
 4. FOR DETAIL X AND DETAIL Y, SEE SHEET 3 OF 8.

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DRAWN BY: MLF	REVISOR BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-PORTLAND RD SLAB...DWG	

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER PORTLAND RD., M.P. 109.2 ABUTMENT SLAB DETAILS			
 CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	
4/8		PROJECT 39-16-01A SHEET 419 OF 432	

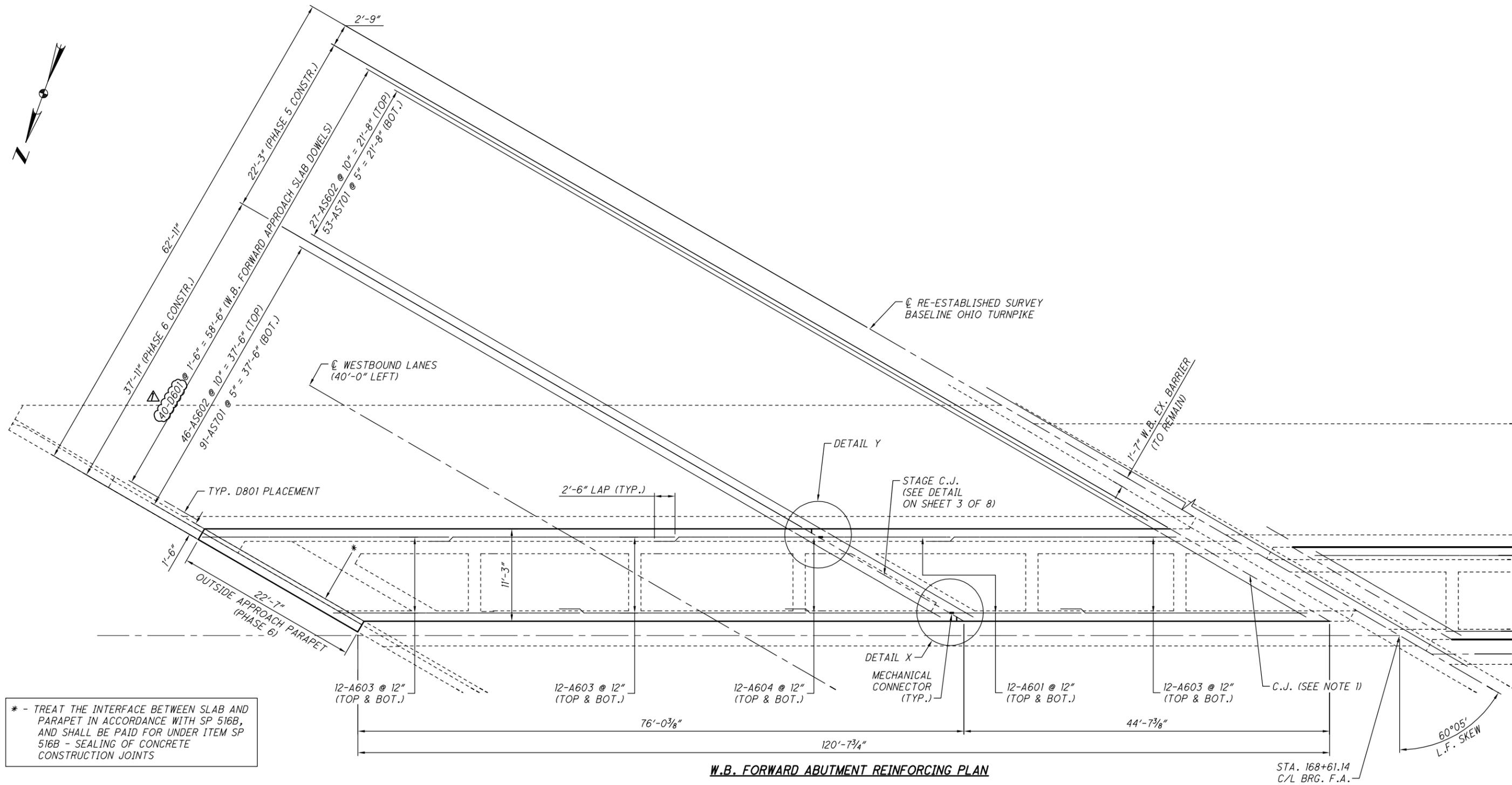


E.B. FORWARD ABUTMENT REINFORCING PLAN

DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISOR BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-PORTLAND RD SLAB...DWG	

- NOTES:**
1. FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED ABUTMENT SLABS, SEE SECTION D-D ON STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP 516B SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONCRETE CONSTRUCTION JOINTS.
 2. FOR PROPOSED OUTSIDE PARAPET DETAILS, SEE SHEETS 7 OF 8.
 3. FOR PROPOSED W.B. FORWARD ABUTMENT SLAB REINFORCING PLAN, SEE SHEET 6 OF 8.
 4. FOR DETAIL X AND DETAIL Y, SEE SHEET 3 OF 8.

ADDENDUM NO. 1		JPR	12/7/15
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER PORTLAND RD., M.P. 109.2 ABUTMENT SLAB DETAILS			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	
PROJECT 39-16-01A SHEET 420 OF 432			



* - TREAT THE INTERFACE BETWEEN SLAB AND PARAPET IN ACCORDANCE WITH SP 516B, AND SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONCRETE CONSTRUCTION JOINTS

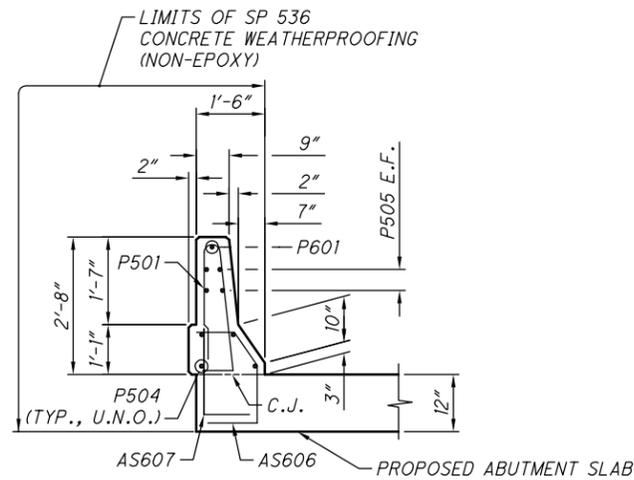
W.B. FORWARD ABUTMENT REINFORCING PLAN

STA. 168+61.14
C/L BRG. F.A.

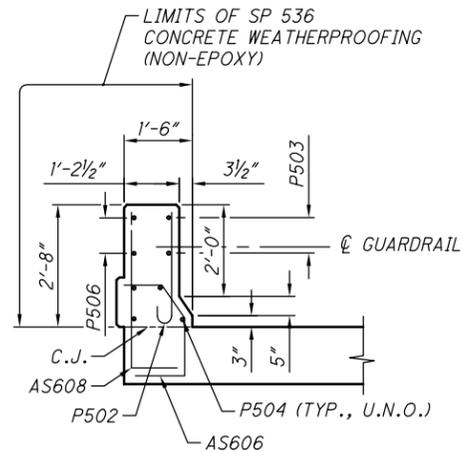
- NOTES:**
1. FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED ABUTMENT SLABS, SEE SECTION D-D ON STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP 516B SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONCRETE CONSTRUCTION JOINTS.
 2. FOR PROPOSED OUTSIDE PARAPET DETAILS, SEE SHEETS 7 OF 8.
 3. FOR PROPOSED E.B. FORWARD ABUTMENT SLAB REINFORCING PLAN, SEE SHEET 5 OF 8.
 4. FOR DETAIL X AND DETAIL Y, SEE SHEET 3 OF 8.

DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISOR BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-PORTLAND RD SLAB...DWG	

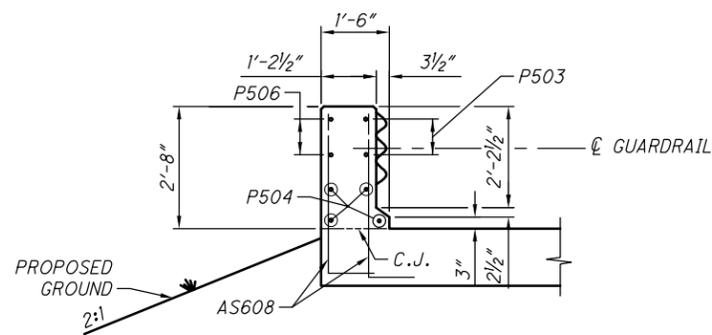
ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER PORTLAND RD., M.P. 109.2 ABUTMENT SLAB DETAILS			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	
6/8		PROJECT 39-16-01A SHEET 421 OF 432	



SECTION C-C

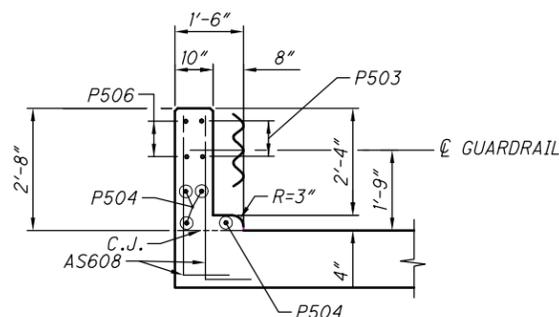


SECTION D-D



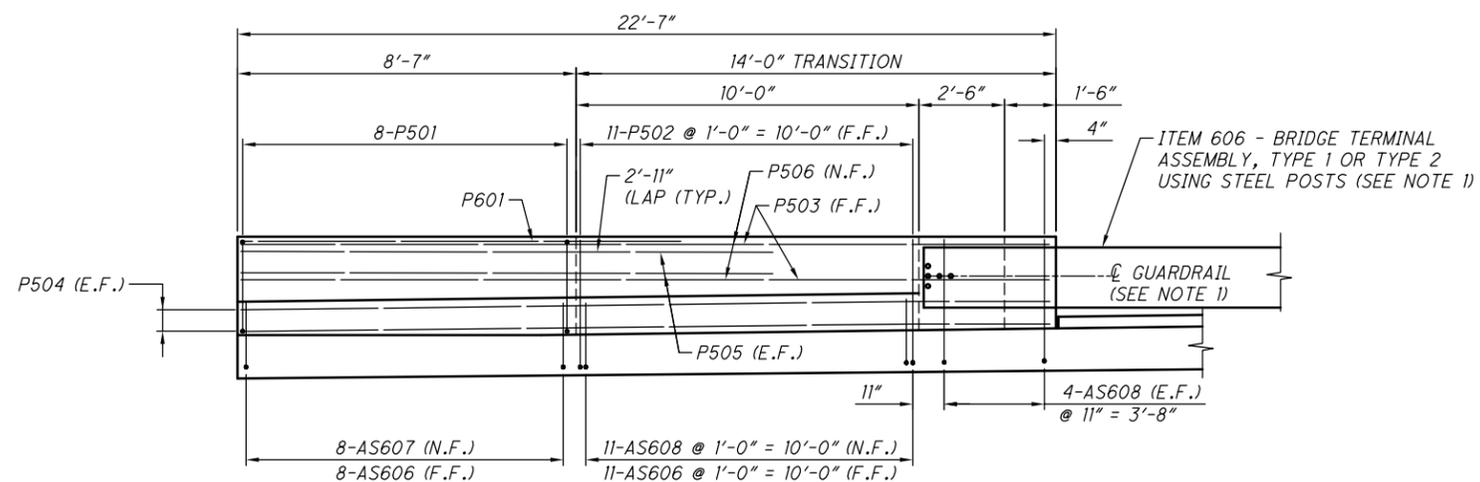
NOTE: SEE SECTION D-D FOR ADDITIONAL INFORMATION.

SECTION E-E



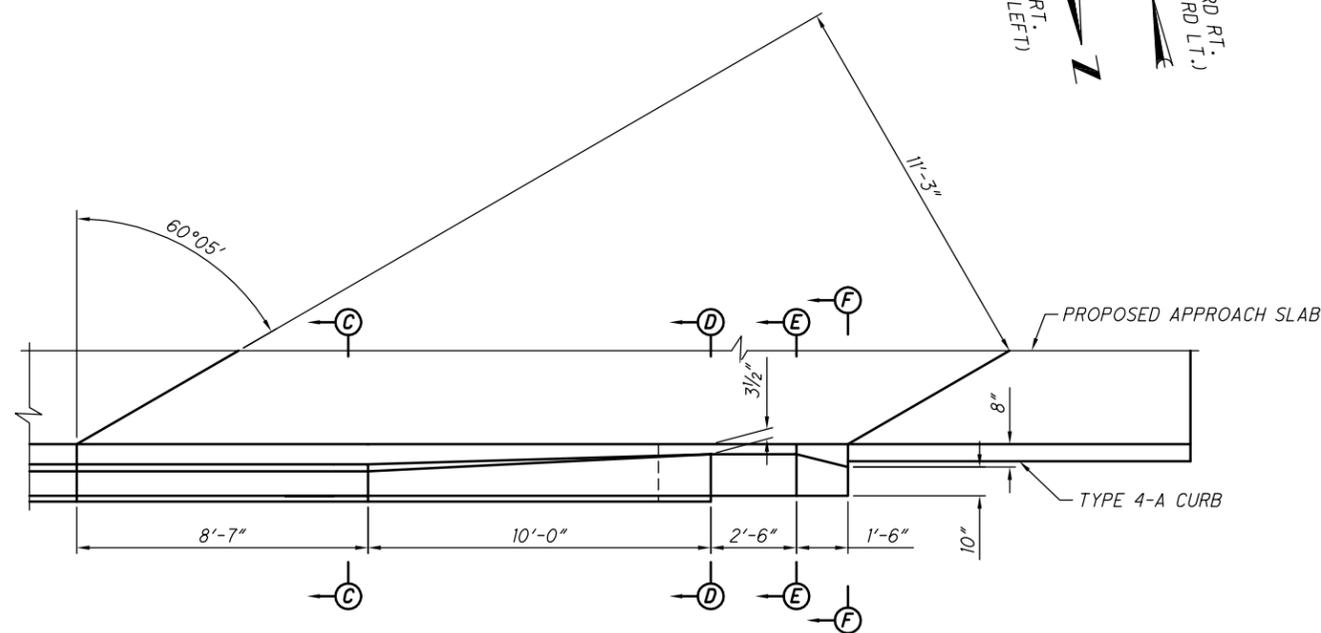
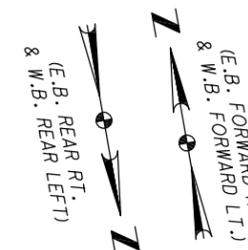
NOTE: SEE SECTION D-D FOR ADDITIONAL INFORMATION.

SECTION F-F



DEFLECTOR PARAPET ELEVATION

(LOOKING INWARD FROM THE APPROACH EMBANKMENT)
(W.B. REAR LEFT AND E.B. FORWARD RIGHT AS SHOWN)
(W.B. FORWARD LEFT AND E.B. REAR RIGHT OPPOSITE HAND)



PARAPET PLAN VIEW
(GRADE BEAM IS NOT SHOWN)

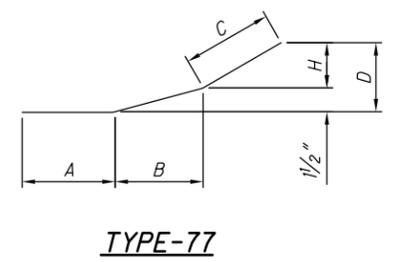
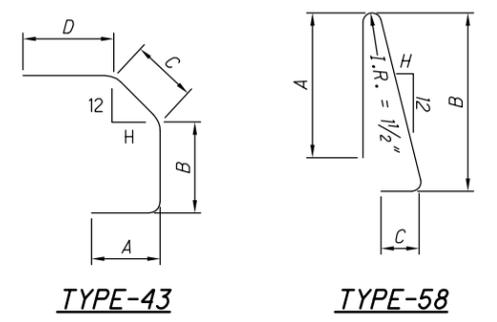
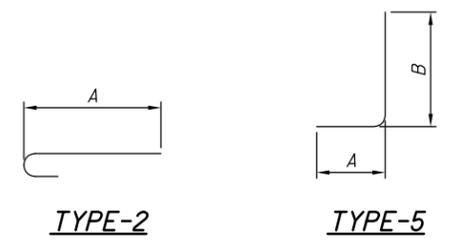
NOTES:

- INSTALL TYPE 1 BRIDGE TERMINAL ASSEMBLY ON THE W.B. FORWARD PARAPET AND ON THE E.B. REAR PARAPET. INSTALL TYPE 2 BRIDGE TERMINAL ASSEMBLY ON THE W.B. REAR PARAPET AND ON THE E.B. FORWARD PARAPET. FOR BRIDGE TERMINAL ASSEMBLY DETAILS AND BOLT LOCATION, SEE ODOT STD. DRAWINGS MGS-3.1 AND MGS-3.2.

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DRAWN BY: MLF	REVISIONS:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-PORTLAND RD SLAB...DWG	

NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER PORTLAND RD., M.P. 109.2 PARAPET DETAILS			
 CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	
PROJECT 39-16-01A SHEET 422 OF 432			

MARK	NUMBER								LENGTH	WEIGHT	TYPE	DIMENSIONS							
	R.A.				F.A.							TOTAL	A	B	C	D	E	H	INC
	PHASE 2	PHASE 3	PHASE 5	PHASE 6	PHASE 2	PHASE 3	PHASE 5	PHASE 6											
BRIDGE OVER PORTLAND ROAD, M.P. 109.2																			
ABUTMENT SLABS																			
AS601*	24		24		24		24		96	16'-11"	2,439	STR							
AS602	27	46	27	46	27	46	27	46	292	21'-10"	9,576	STR							
AS603	24	48	24	48	24	48	24	48	288	30'-0"	12,977	STR							
AS604*		24		24		24		24	96	20'-10"	3,044	STR							
AS605	8	8	8	8	8	8	8	8	64	3'-0"	288	STR							
AS606		19		19		19		19	76	3'-5"	390	43	10½"	1'-0"	10½"	9"	8½"		
AS607		8		8		8		8	32	2'-6"	120	5	1'-9"	11"					
AS608		19		19		19		19	76	3'-0"	343	5	2'-3"	11"					
AS701	53	91	53	91	53	91	53	91	576	21'-10"	25,705	STR							
△ D601	15	25	15	25	15	25	15	25	160	3'-0"	721	5	1'-9"	1'-5"					
SUB-TOTAL											55,603	POUNDS							
PARAPETS																			
P501		8		8		8		8	32	5'-6"	184	58	2'-2"	2'-5"	8"		1¼"		
P502		11		11		11		11	44	3'-0"	138	2	2'-5"						
P503		2		2		2		2	8	13'-8"	114	77	9'-11"	2'-4"	1'-5"	6½"	5"		
P504		4		4		4		4	16	22'-3"	371	STR							
P505		4		4		4		4	16	11'-6"	192	STR							
P506		2		2		2		2	8	13'-8"	114	STR							
P601		1		1		1		1	4	9'-0"	54	STR							
SUB-TOTAL											1,167	POUNDS							
DECK SLABS (ALONG EXPANSION JOINTS)																			
	(ON EBL)				(ON WBL)														
	PHASE 2	PHASE 3	PHASE 5	PHASE 6															
S601*	4		4						8	22'-5"	269	STR							
S603	4	8	4	8					24	30'-0"	1,082	STR							
S604*		4		4					8	20'-10"	250	STR							
SUB-TOTAL											1,601	POUNDS							



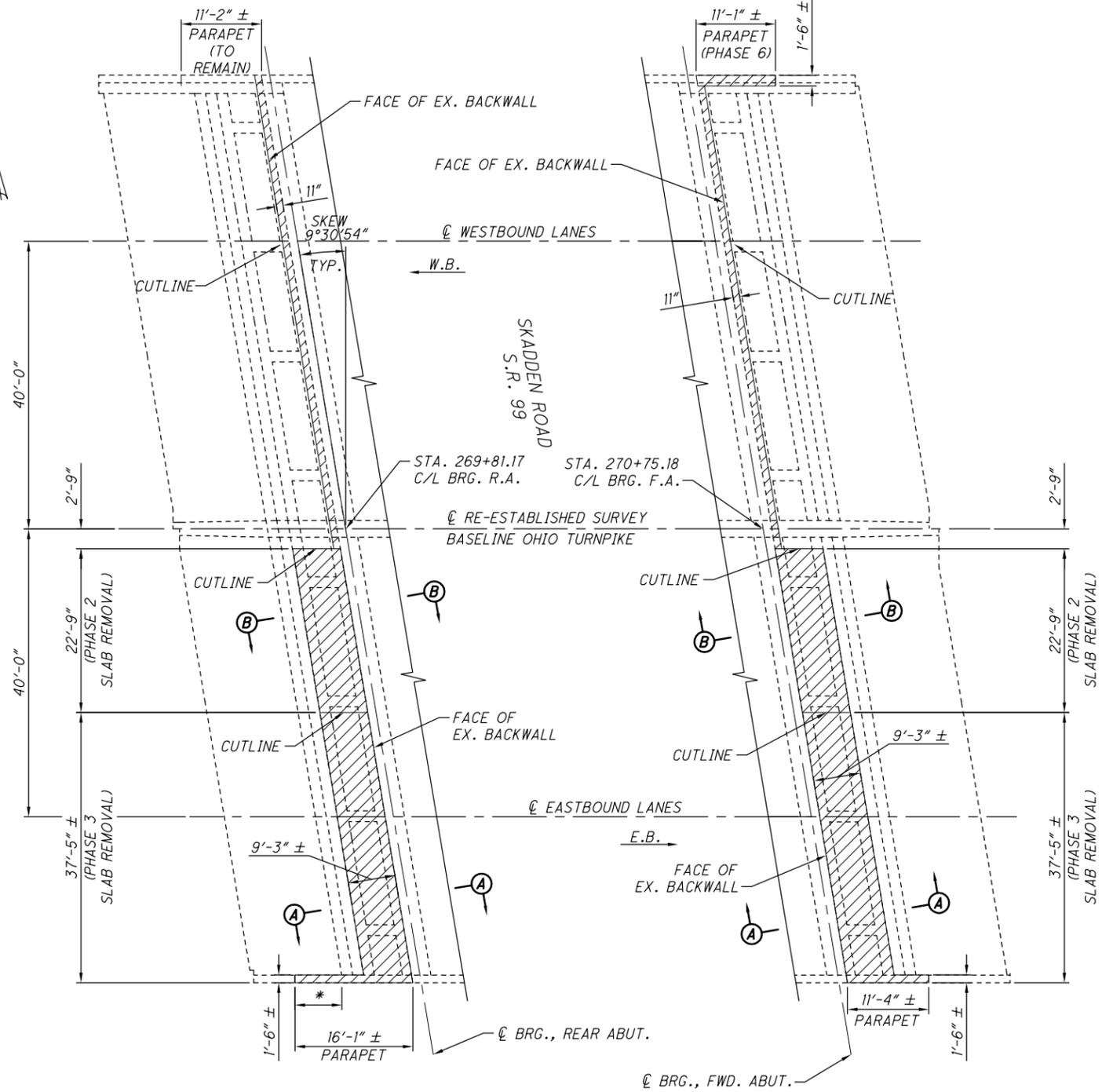
NOTES:

- BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATE THE BAR SIZE NUMBER. FOR EXAMPLE, A700 IS A NO. 7 AND A1014 IS A NO. 10 SIZE. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD" WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
- ALL REINFORCING STEEL IS TO BE EPOXY COATED.

* REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH FOR PAYMENT IS MEASURED TO THE CONSTRUCTION JOINT. A REVISED BAR LENGTH AND/OR BAR END PREPARATION MAY BE NECESSARY DEPENDING ON THE TYPE OF MECHANICAL CONNECTOR FURNISHED.

DESIGNED BY: JPR
 DATE: 06/15
 DRAWN BY: MLF
 DATE: 06/15
 CAD FILE NAME: 14693-PORTLAND RD SLAB...DWG

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER PORTLAND RD., M.P. 109.2 BAR SCHEDULE			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	



ABUTMENT PLAN

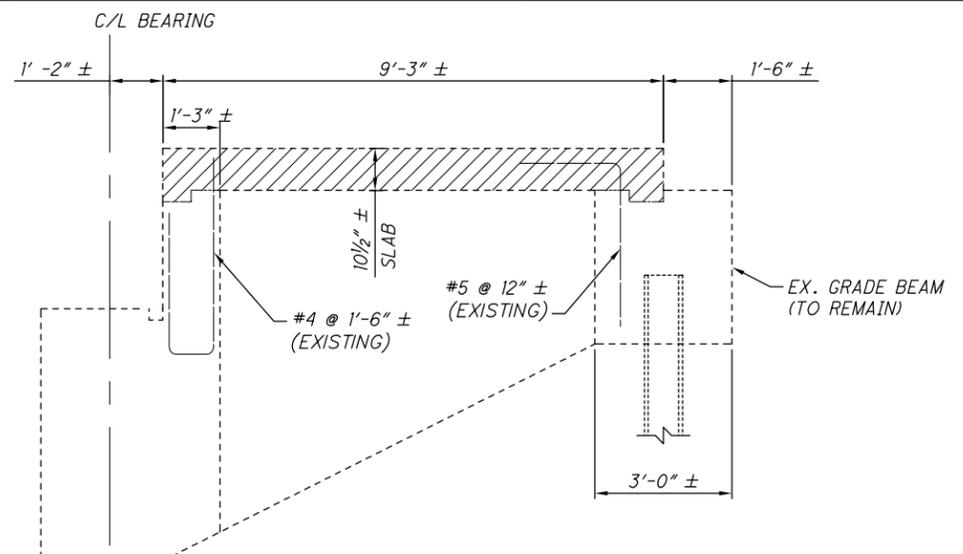
* FOOTING BEYOND GRADE BEAM (TO BE REMOVED)

LEGEND:

INDICATES PORTIONS OF STRUCTURE TO BE REMOVED PER SP 202.

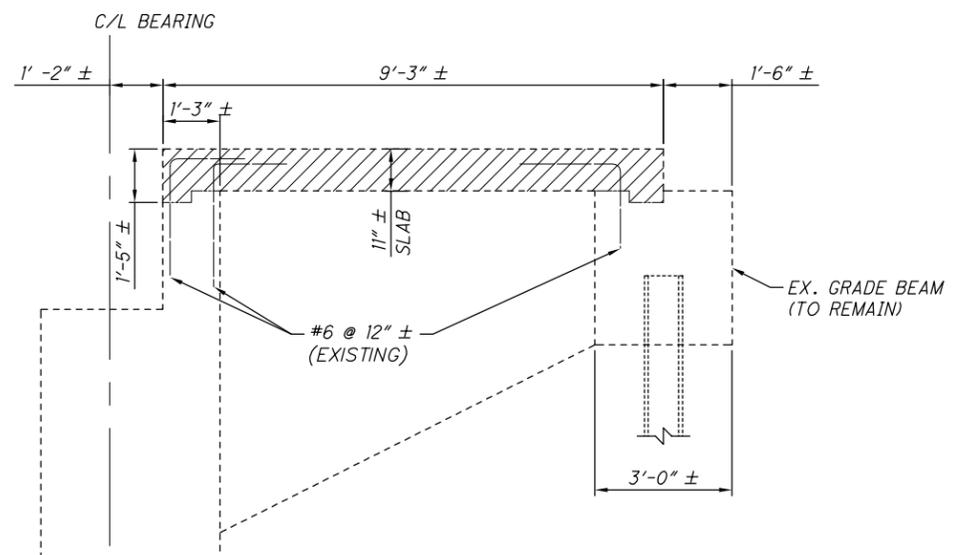
NOTES:

1. THE EXISTING REINFORCING STEEL (INCLUDING HORIZONTAL LEGS) TO REMAIN AND BE REUSED SHALL BE CLEAN OF RUST AND AN EPOXY COATING APPLIED PER THE MANUFACTURER'S INSTRUCTIONS. THE COATING SHALL BE A LIQUID SYSTEM THAT MEETS THE REQUIREMENTS OF ASTM A775/A775M-07b (2014) ANNEX A2 SPECIFICATION. THE COST TO BE INCIDENTAL TO ITEM SP 202 - PORTIONS OF STRUCTURE REMOVED.
2. FOR ABUTMENT SLAB REPLACEMENT DETAILS, SEE SHEET 2 OF 8.
3. WORK THIS SHEET WITH SHEETS 399 AND 403.



SECTION A-A

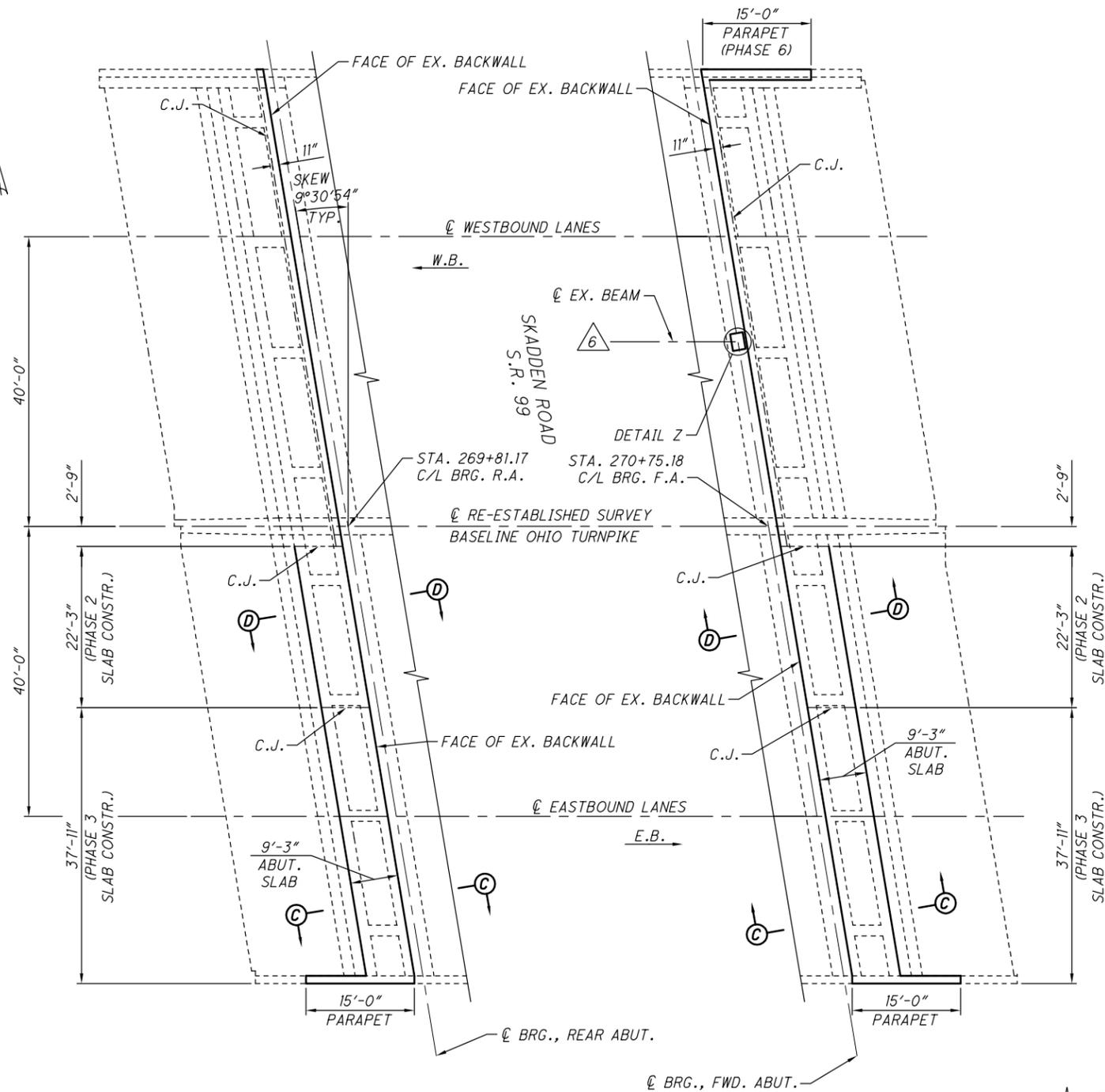
ALL EXISTING VERTICAL REINFORCING TO REMAIN. SEE NOTE 1.



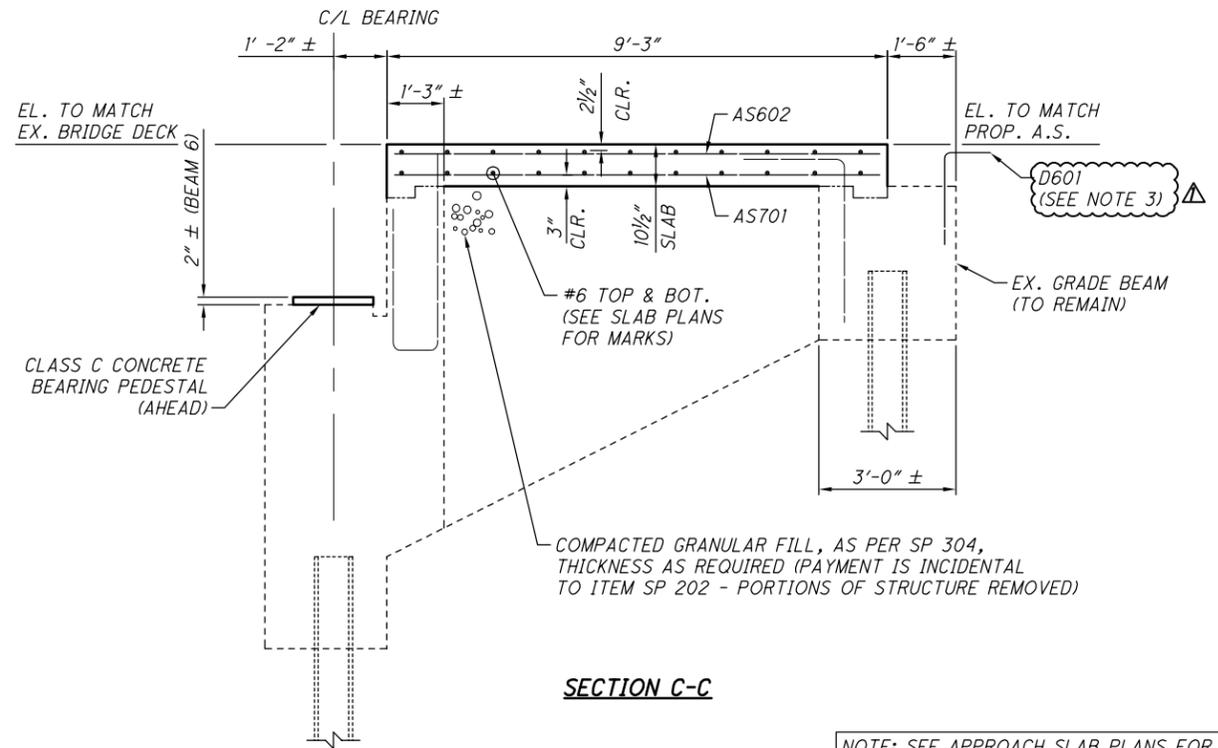
SECTION B-B

DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISED BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-SR-99 SLAB REMOVAL.DWG	

NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER S.R. 99, M.P. 111.2 ABUTMENT SLAB REMOVAL DETAILS			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	

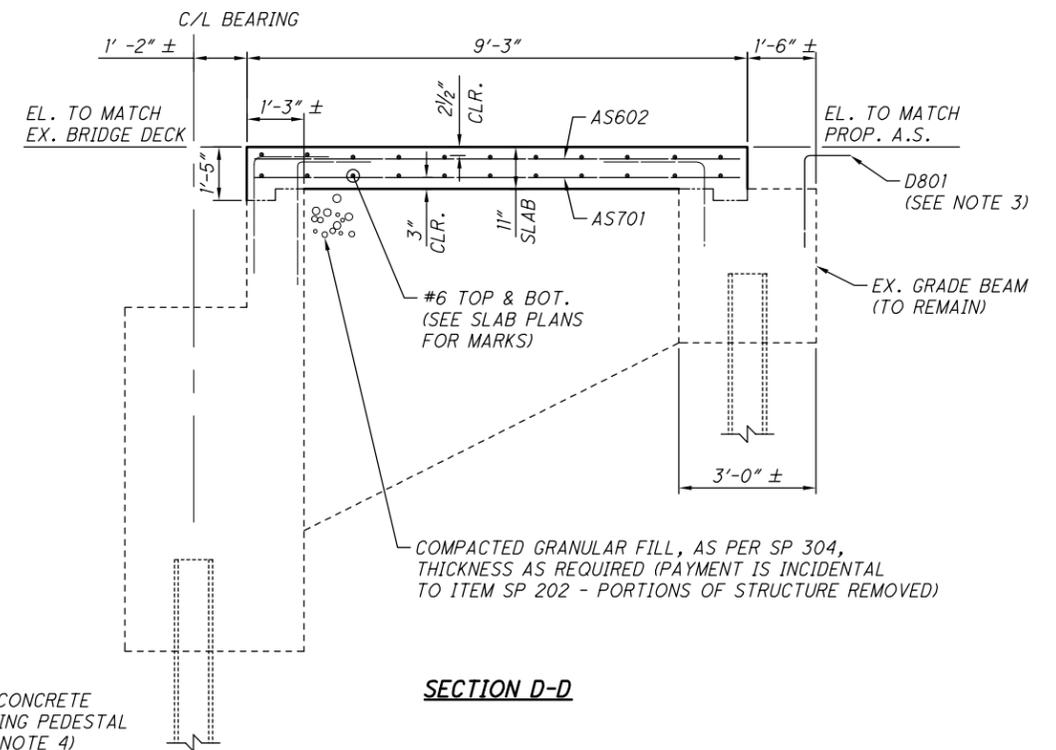


ABUTMENT PLAN

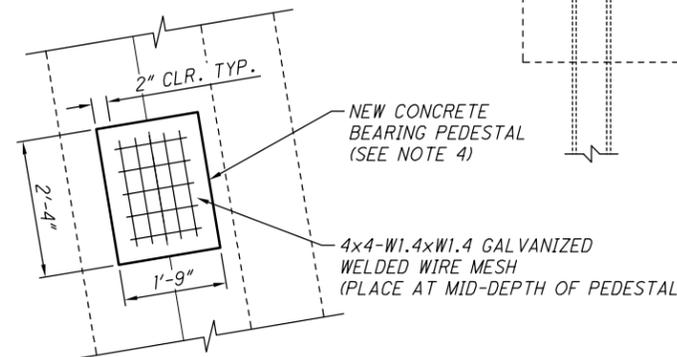


SECTION C-C

NOTE: SEE APPROACH SLAB PLANS FOR PROPOSED DRAINAGE ALONG THE GRADE BEAM



SECTION D-D



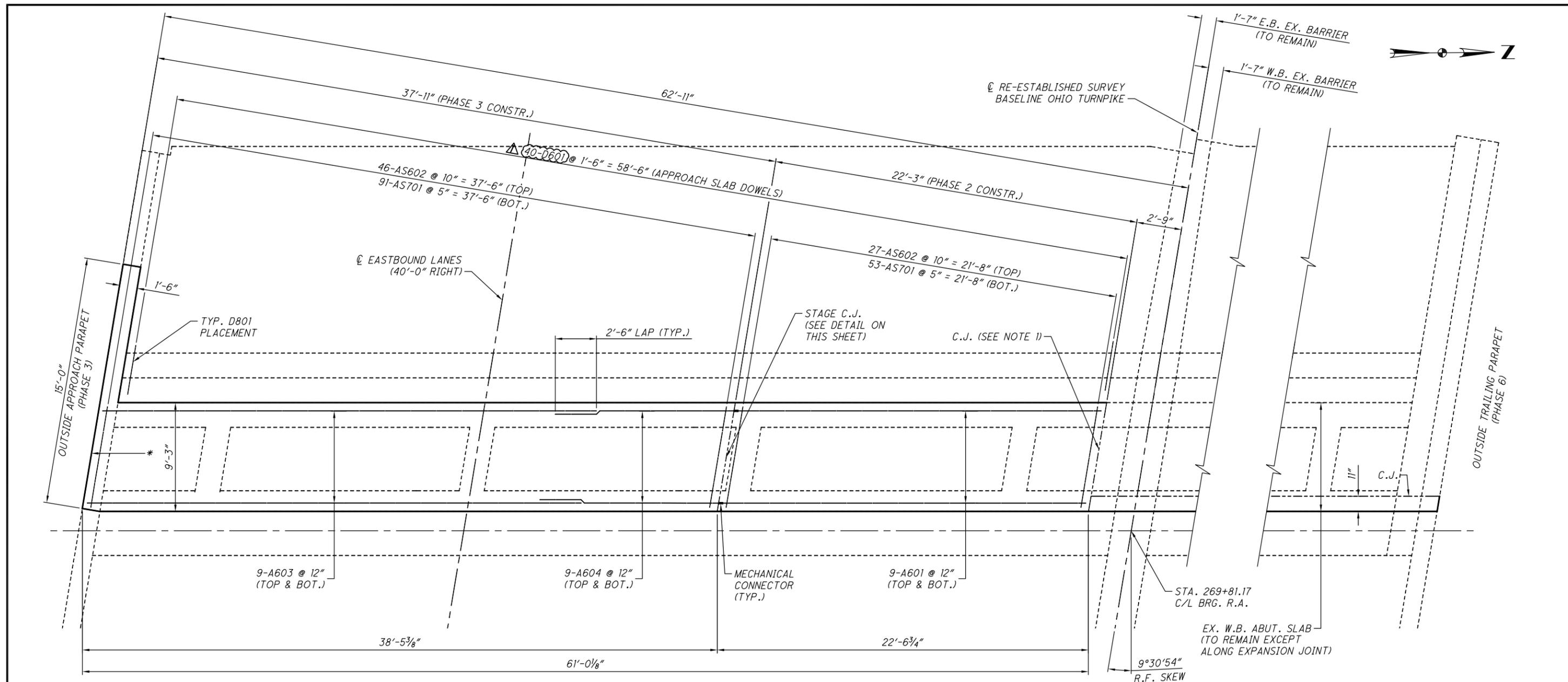
DETAIL Z
(AT BEAM 6, FORWARD ABUT.)
(SEE SECTION C-C FOR THICKNESS)

NOTES:

- FOR ABUTMENT SLAB REMOVAL DETAILS, SEE SHEET 1 OF 8.
- FOR REINFORCING BAR PLACEMENT DETAILS, SEE SHEETS 3 & 4 OF 8.
- INSTALL D601 APPROACH SLAB DOWELS PER C&MS 510. PLACE DOWEL WITH NON-SHRINK, NON-METALLIC GROUT. DRILL DOWEL HOLES 4" (MIN.) CLEAR OF GRADE BEAM'S EDGE AND 12" DEEP. DOWEL HOLES COST IS INCIDENTAL TO THE COST OF SP 526 - APPROACH SLAB. D601 COST IS INCLUDED UNDER SP 509 - EPOXY COATED REINFORCING STEEL, AS PER PLAN.
- PAYMENT FOR REPLACING CONCRETE BEARING PEDESTALS IS UNDER ITEM 511 - CONCRETE MISC.: REPLACE EXISTING CONCRETE BEARING PEDESTAL. SEE ITEM 511 GENERAL NOTE FOR ADDITIONAL INFORMATION.

DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISED BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-SR-99 SLAB REMOVAL.DWG	

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OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER S.R. 99, M.P. 111.2 ABUTMENT SLAB DETAILS			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	
2/8 PROJECT 39-16-01A SHEET 425 OF 432			



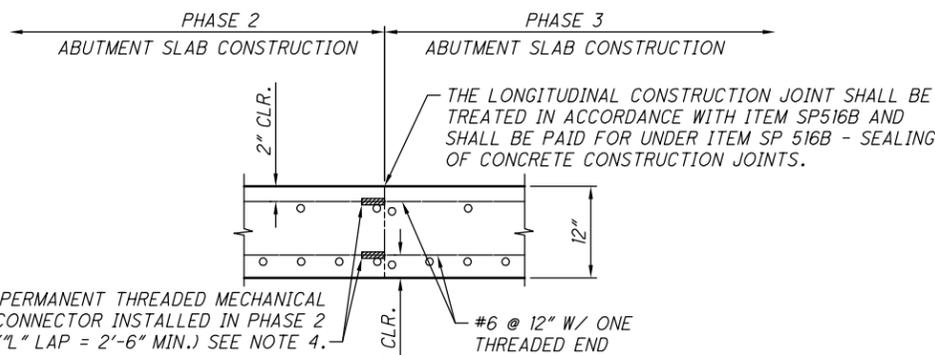
REAR ABUTMENT REINFORCING PLAN

* - TREAT THE INTERFACE BETWEEN SLAB AND PARAPET IN ACCORDANCE WITH SP 516B, AND SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONCRETE CONSTRUCTION JOINTS.

NOTES:

1. FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED ABUTMENT SLABS, SEE SECTION D-D ON STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP 516B SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONCRETE CONSTRUCTION JOINTS.
2. FOR PROPOSED OUTSIDE TRAILING PARAPET DETAIL, SEE SHEETS 6 & 7 OF 8.
3. FOR PROPOSED OUTSIDE APPROACH PARAPET DETAILS, SEE SHEET 5 OF 8.
4. MECHANICAL CONNECTORS: AN APPROVED TYPE OF MECHANICAL CONNECTOR FOR REINFORCING BARS SHALL BE PROVIDED. INSTALLATION OF CONNECTORS SHALL CONFORM WITH MANUFACTURER'S RECOMMENDED PROCEDURES. IF A DOWEL BAR SPLICE TYPE OF CONNECTOR IS FURNISHED, THE MINIMUM DOWEL BAR LENGTH TO BE FURNISHED WITH THE CONNECTOR SHALL BE AS GIVEN BY THE DIMENSION "L" SHOWN ON THE STAGE CONSTRUCTION JOINT DETAIL.
CONNECTORS AND DOWEL BARS USED WITH EPOXY COATED BARS SHALL BE EPOXY COATED. COATING FOR BOTH CONNECTORS AND BARS SHALL CONFORM TO THE SAME SPECIFICATIONS. COATINGS WHICH HAVE BEEN DAMAGED OR OTHERWISE DO NOT MEET SPECIFICATIONS WITH RESPECT TO COLOR, CONTINUITY, AND UNIFORMITY SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER OR THEY SHALL BE REPLACED WITH MATERIAL WHICH MEETS THE SPECIFICATIONS.

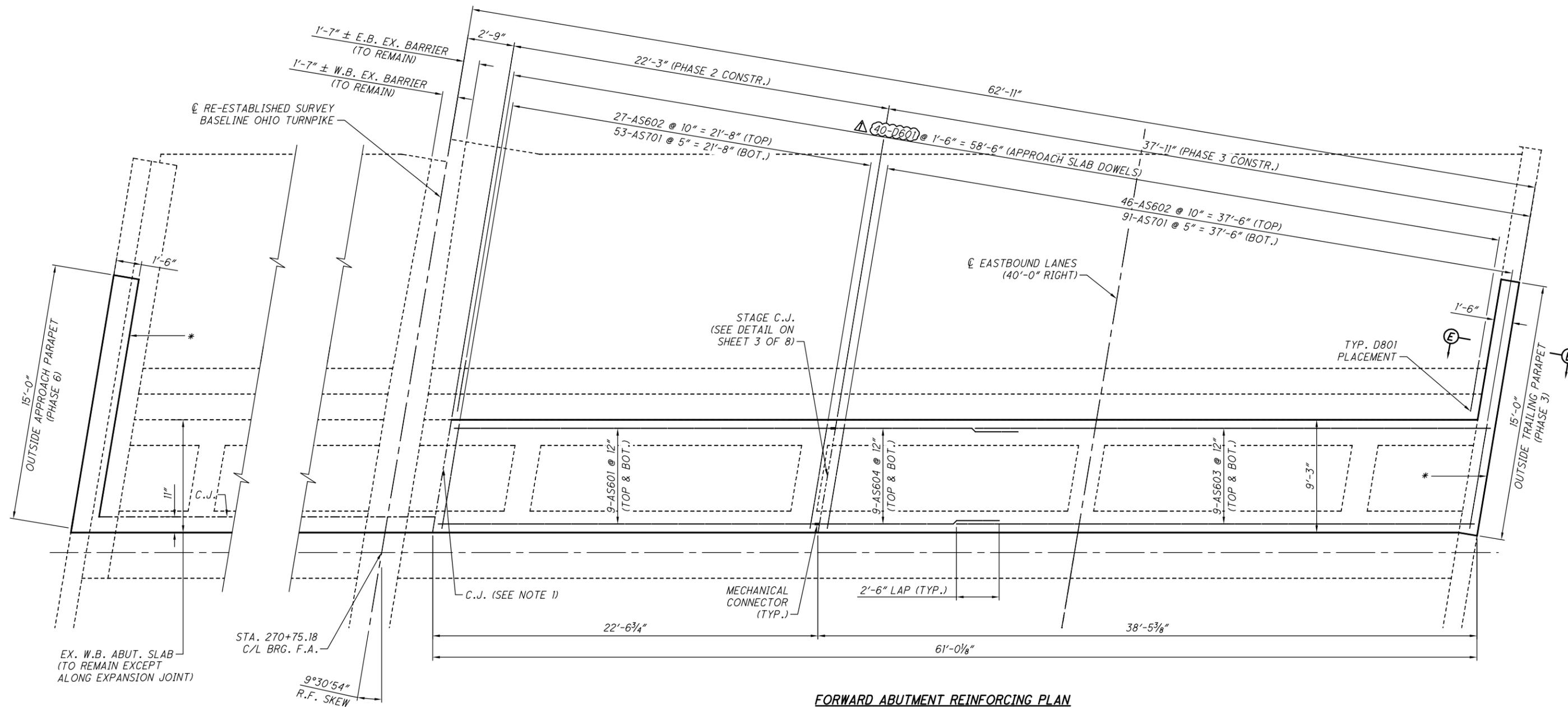
CONNECTORS AND DOWEL BARS SHALL CONFORM WITH ITEM SP 509 AND BE INCLUDED IN THE BID PRICE PER POUND FOR ITEM SP 509.



ABUTMENT SLAB STAGE CONSTRUCTION JOINT DETAIL

DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISOR BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14893-SR-99 SLAB REMOVAL.DWG	

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER S.R. 99, M.P. 111.2 ABUTMENT SLAB DETAILS			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	
PROJECT 39-16-01A SHEET 426 OF 432			



FORWARD ABUTMENT REINFORCING PLAN

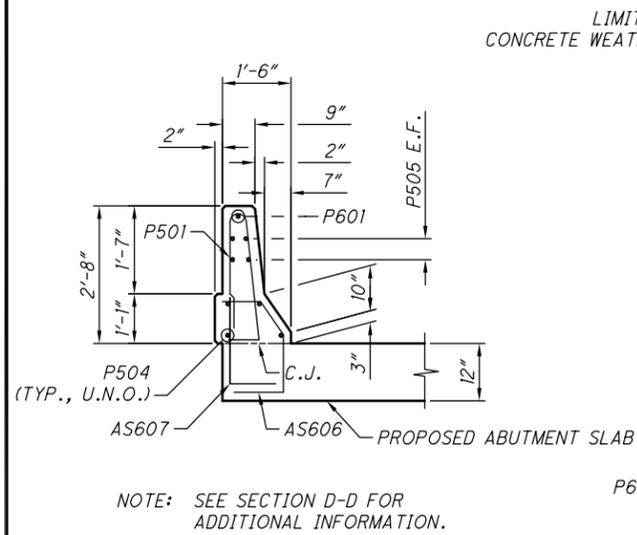
* - TREAT THE INTERFACE BETWEEN SLAB AND PARAPET IN ACCORDANCE WITH SP 516B, AND SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONCRETE CONSTRUCTION JOINTS.

NOTES:

1. FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED ABUTMENT SLABS, SEE SECTION D-D ON STANDARD DRAWING AS-2. TREATMENT OF JOINT PER SP 516B SHALL BE PAID FOR UNDER ITEM SP 516B - SEALING OF CONCRETE CONSTRUCTION JOINTS.
2. FOR PROPOSED OUTSIDE TRAILING PARAPET DETAILS AND SECTION E-E, SEE SHEET 6 & 7 OF 8.
3. FOR PROPOSED OUTSIDE APPROACH PARAPET DETAILS, SEE SHEET 5 OF 8.

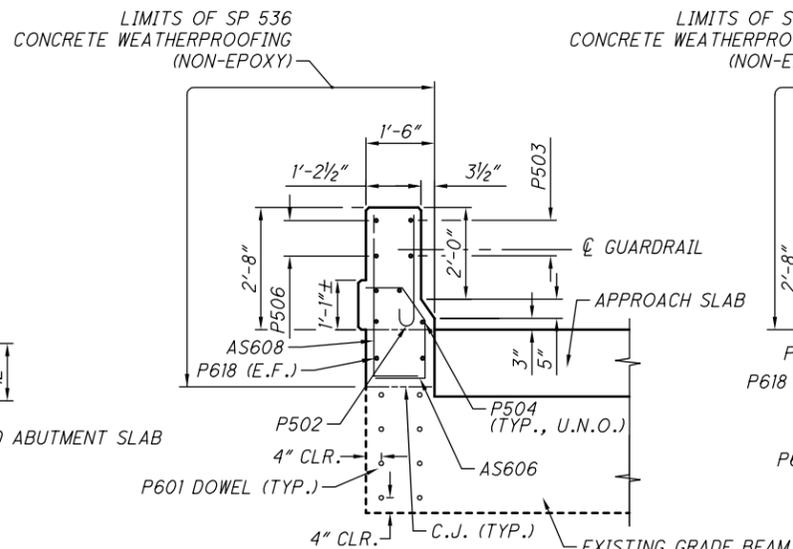
DESIGNED BY: JPR	CHECKED BY:
DATE: 06/15	DATE:
DRAWN BY: MLF	REVISED BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-SR-99 SLAB REMOVAL.DWG	

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER S.R. 99, M.P. 111.2 ABUTMENT SLAB DETAILS			
 CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
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4/8		PROJECT 39-16-01A SHEET 427 OF 432	

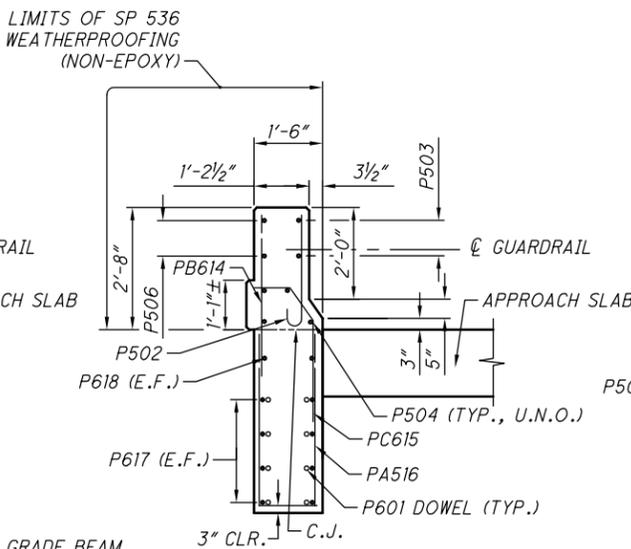


SECTION C-C

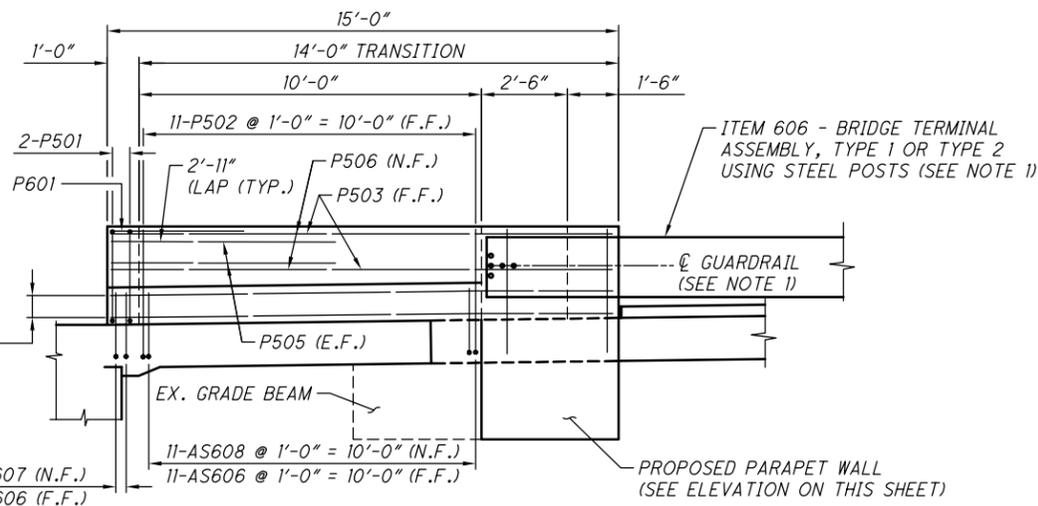
NOTE: SEE SECTION D-D FOR ADDITIONAL INFORMATION.



SECTION D-D

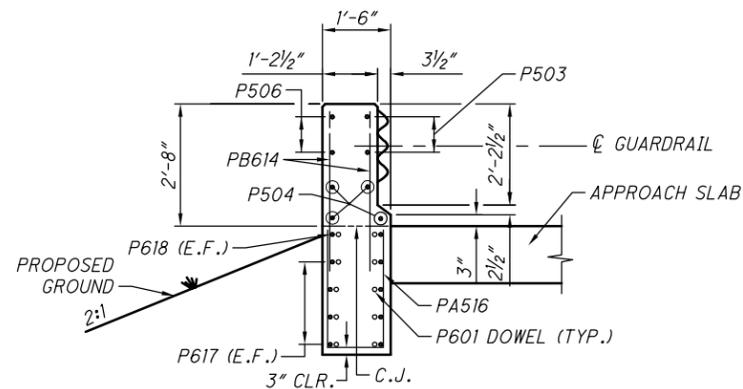


SECTION E-E



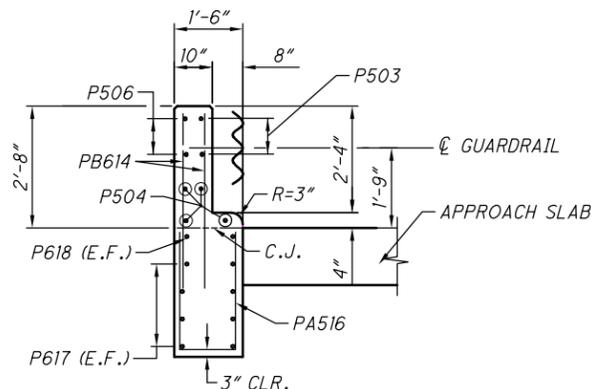
DEFLECTOR PARAPET ELEVATION

(LOOKING INWARD FROM THE APPROACH EMBANKMENT)
(E.B. FORWARD RIGHT AS SHOWN)
(E.B. REAR RIGHT OPPOSITE HAND)



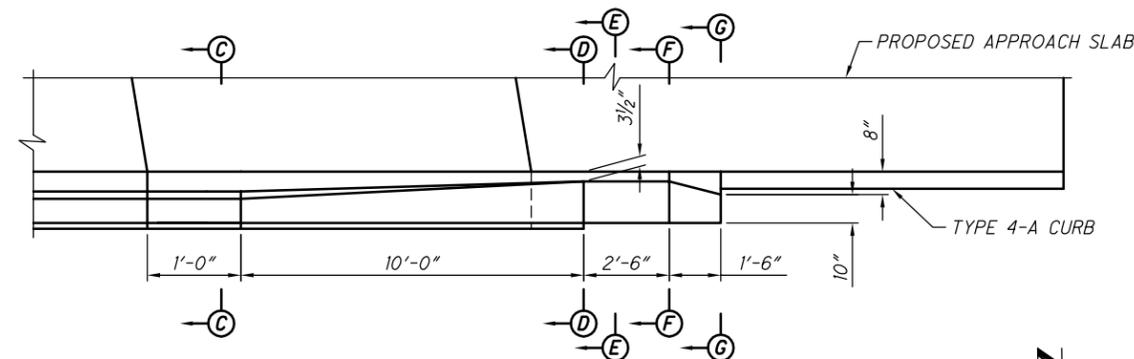
SECTION F-F

NOTE: SEE SECTION E-E FOR ADDITIONAL INFORMATION.

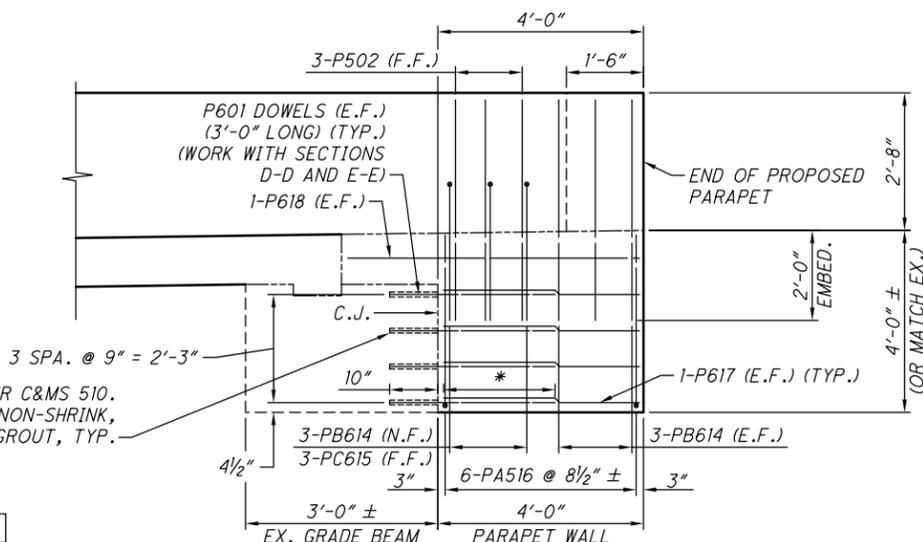


SECTION G-G

NOTE: SEE SECTION E-E FOR ADDITIONAL INFORMATION.



PARAPET PLAN VIEW
(GRADE BEAM IS NOT SHOWN)



PARAPET WALL ELEVATION

(LOOKING INWARD FROM THE APPROACH EMBANKMENT)

DOWEL HOLE PER C&MS 510. PLACE DOWEL WITH NON-SHRINK, NON-METALLIC GROUT, TYP.

* 2'-0" LAP (TYP.)

NOTES:

- INSTALL TYPE 1 BRIDGE TERMINAL ASSEMBLY ON THE E.B. REAR PARAPET. INSTALL TYPE 2 BRIDGE TERMINAL ASSEMBLY ON THE E.B. FORWARD PARAPET. FOR BRIDGE TERMINAL ASSEMBLY DETAILS AND BOLT LOCATION, SEE ODOT STD. DRAWINGS MGS-3.1 AND MGS-3.2.

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DRAWN BY: MLF	REVISOR BY:
DATE: 06/15	DATE:
CAD FILE NAME: 14693-SR-99 SLAB REMOVAL.DWG	

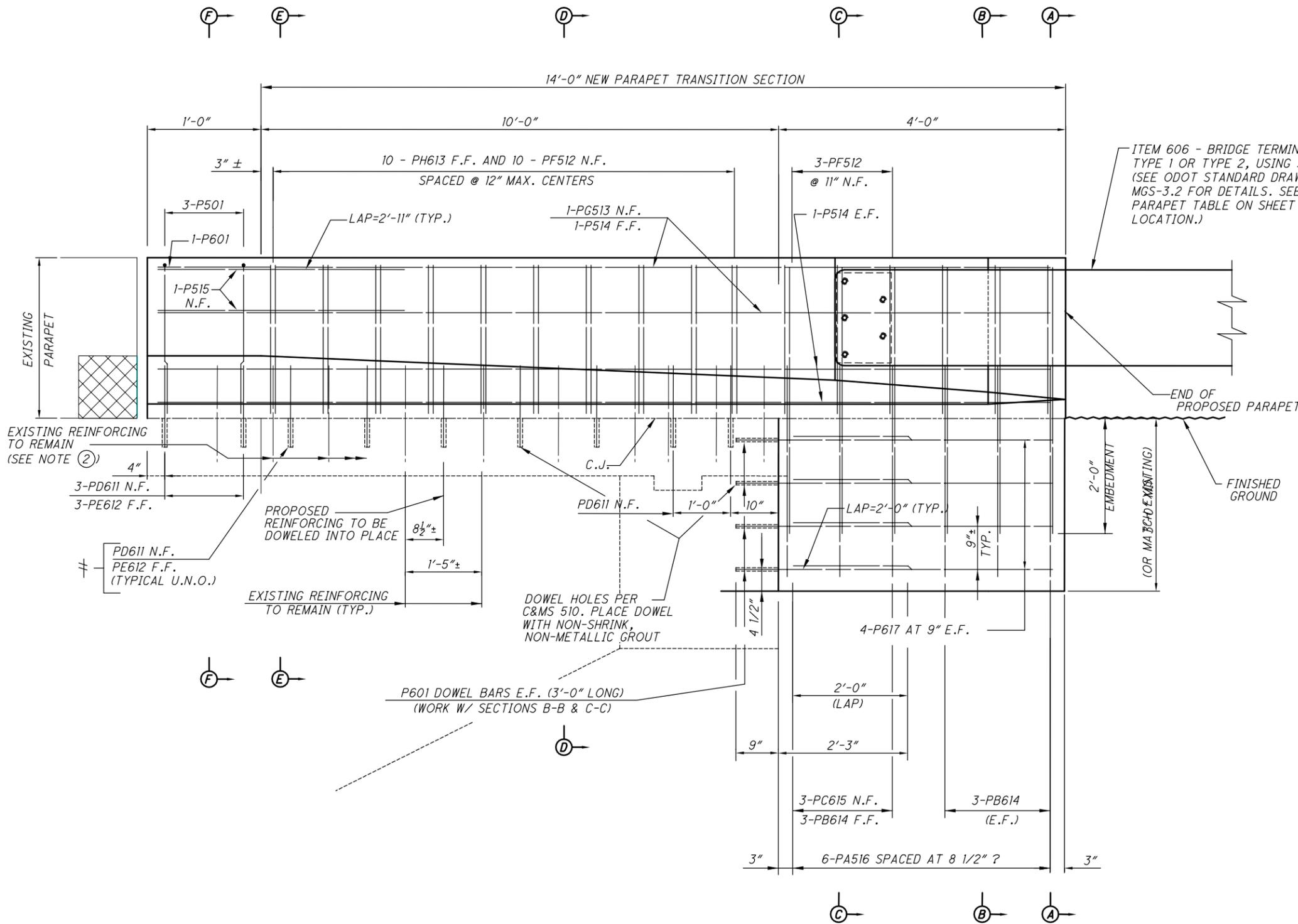
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER S.R. 99, M.P. 111.2 PARAPET DETAILS			
CT Consultants <small>engineers architects planners</small>			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	
PROJECT 39-16-01A SHEET 428 OF 432			

NOTES:

- FOR SECTIONS A-A, B-B, C-C, D-D, AND E-E, AND ADDITIONAL NOTES, SEE SHEET 7 OF 8.
- EXISTING REINFORCING STEEL TO BE CLEANED, EPOXY COATING REPAIRED, AND REUSED. COST OF THIS WORK IS INCIDENTAL TO SP 202 - PORTIONS OF STRUCTURE REMOVED.
- REINFORCING STEEL SHALL BE AS PER C&MS 509. BARS SHALL BE GRADE 60 AND EPOXY COATED REINFORCING STEEL.
- DOWEL HOLES SHALL BE AS PER C&MS 510. FILL HOLES WITH NON-SHRINK, NON-METALLIC GROUT.
- CONCRETE SHALL BE AS PER ITEM 511A - CLASS 5 CONCRETE, USING TYPE 1 CEMENT.
- ABBREVIATIONS:
 N.F. NEAR FACE
 F.F. FAR FACE
 E.F. EACH FACE
 C.J. CONSTRUCTION JOINT
 TYP. TYPICAL
 CLR. MINIMUM CLEAR
 CL., @ CENTERLINE
 U.N. UNLESS NOTED
- FOR ADDITIONAL DETAILS AND NOTES NOT SHOWN ON THIS SHEET, WORK WITH ODOT STANDARD DRAWING MGS-3.1 OR MGS-3.2.
- FOR EXISTING PARAPET REMOVAL DETAILS AND SECTION F-F, SEE SHEET 403.
- FOR REINFORCING SCHEDULE, SEE SHEET 8 OF 8.

LEGEND:

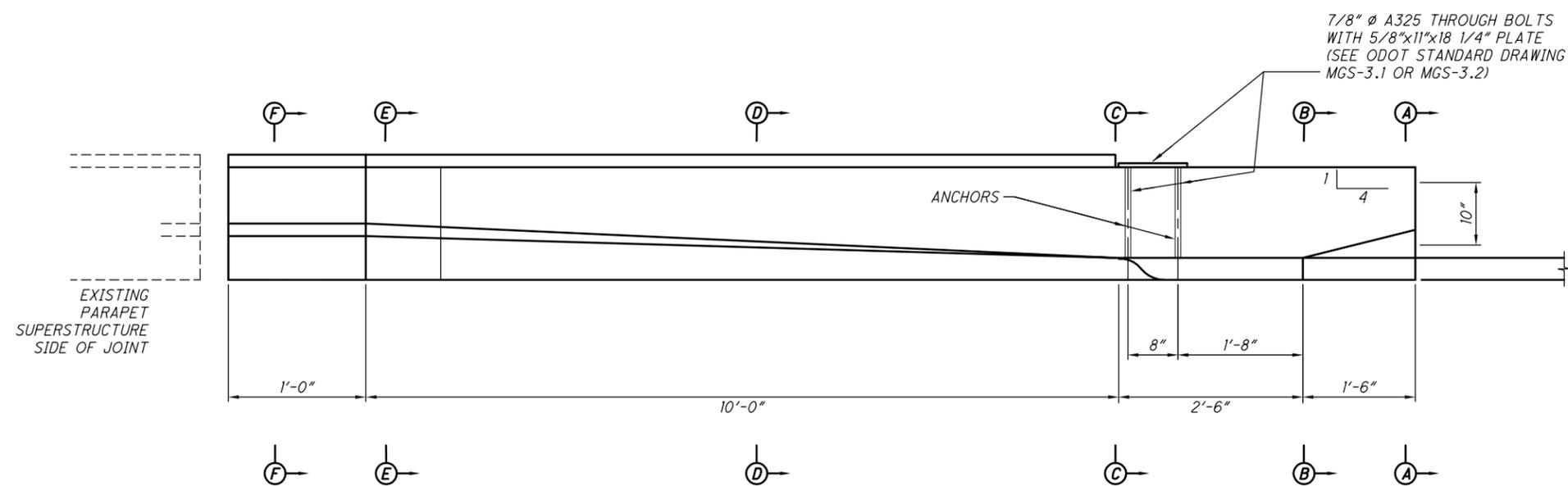
-  INDICATES AREA TO BE REMOVED FOR INSTALLING PROPOSED EXPANSION JOINT ARMOR.
-  TO BE PLACED BETWEEN EXISTING BARS THAT ARE SPACED AT GREATER THAN 12" APART.



ELEVATION
 (LOOKING OUTWARD FROM ROADWAY SIDE OF PARAPET)
 (W.B. FORWARD LEFT AS SHOWN)

DESIGNED BY: JPR
 DATE: 06/15
 DRAWN BY: MLF
 DATE: 06/15
 CAD FILE NAME: 14693-SR-99 SLAB REMOVAL.DWG

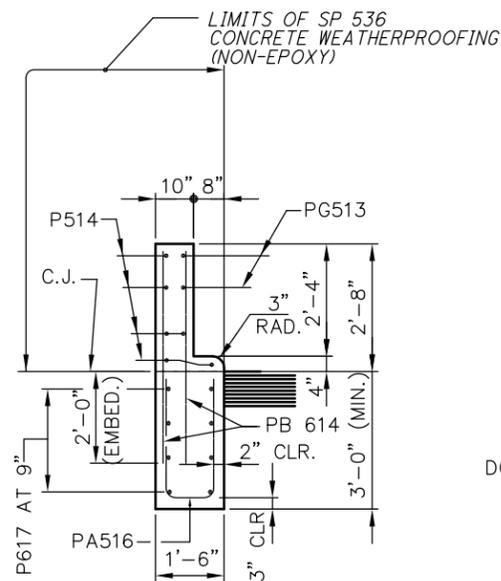
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER S.R. 99, M.P. 111.2 PARAPET REPLACEMENT (AT ABUTMENT SLABS)			
 CT Consultants engineers architects planners			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	



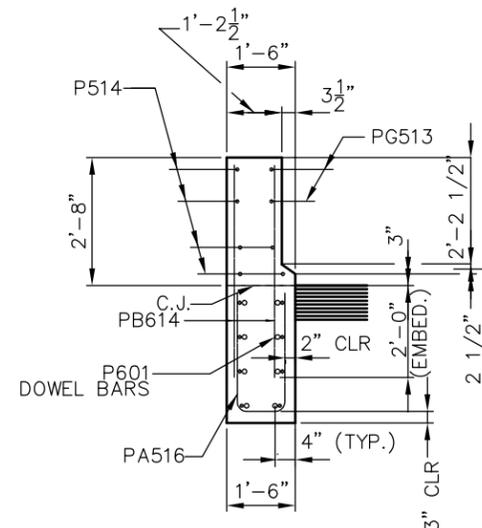
PLAN
(W.B. FORWARD LEFT AS SHOWN)

NOTES:

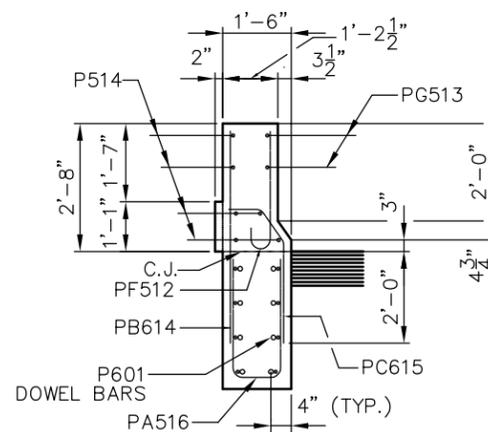
1. FOR ELEVATION VIEW OF PARAPET WALL EXTENSION, AND ADDITIONAL NOTES SEE SHEET 6 OF 8.
2. EXISTING REINFORCING STEEL TO BE CLEANED, EPOXY COATING REPAIRED, AND REUSED. COST OF THIS WORK IS INCIDENTAL TO SP 202 - PORTIONS OF STRUCTURE REMOVED.
3. FOR REINFORCING SCHEDULE, SEE SHEET 8 OF 8.
4. FOR SECTION F-F, SEE SHEET 403.



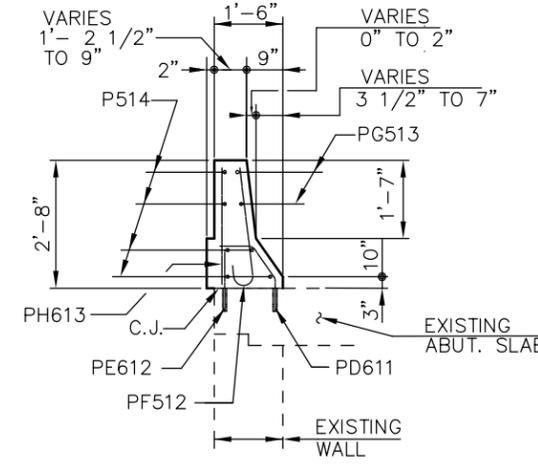
SECTION A-A



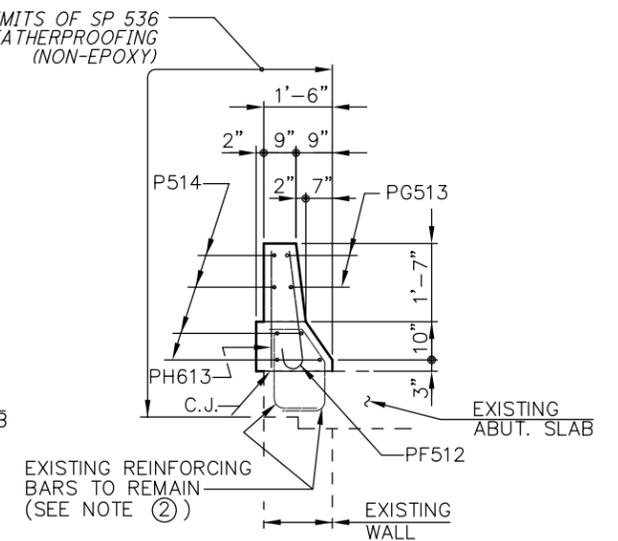
NOTE: SEE SECTION A-A FOR ADDITIONAL INFORMATION
SECTION B-B



NOTE: SEE SECTION A-A FOR ADDITIONAL INFORMATION
SECTION C-C



NOTE: SEE SECTION E-E FOR ADDITIONAL INFORMATION
SECTION D-D
(THRU TRANSITION AREA EXISTING REINFORCING NOT SHOWN FOR CLARITY)



SECTION E-E
(BEGIN/END OF PARAPET TRANSITION)

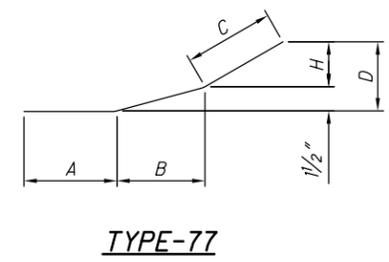
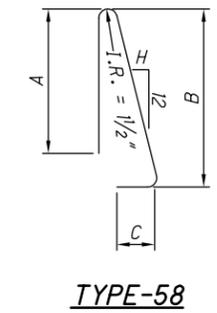
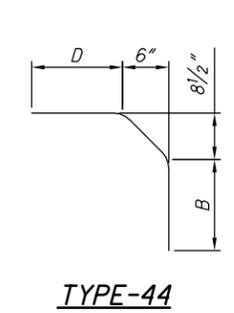
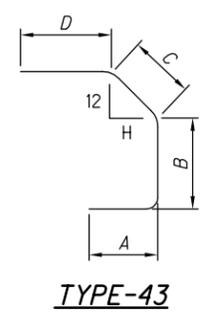
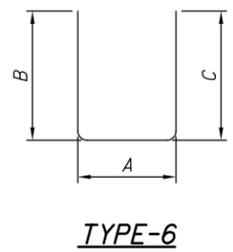
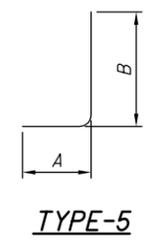
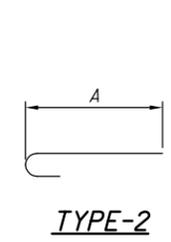
LEGEND:

- REPRESENTS PROPOSED APPROACH SLAB

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DATE: 06/15	DATE:
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CAD FILE NAME: 14693-SR-99 SLAB REMOVAL.DWG	

NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER S.R. 99, M.P. 111.2 PARAPET REPLACEMENT (AT ABUTMENT SLABS)			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	

MARK	NUMBER				TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	R.A.		F.A.						A	B	C	D	E	H	INC
	PHASE 2	PHASE 3	PHASE 2	PHASE 3											
BRIDGE OVER S.R. 99, M.P. 111.2															
ABUTMENT SLABS															
AS601*	18		18		36	22'-1"	1,194	STR							
AS602	27	46	27	46	146	9'-0"	1,974	STR							
AS603		18		18	36	30'-0"	1,622	STR							
AS604*		18		18	36	10'-9"	581	STR							
AS605	(NOT USED)							STR							
AS606		13		13	26	3'-5"	134	43	10½"	1'-0"	10½"	9"	8½"		
AS607		2		2	4	2'-6"	15	5	1'-9"	11"					
AS608		11		11	22	3'-0"	99	5	2'-3"	11"					
AS701	53	91	53	91	288	9'-0"	5,298	STR							
D601	15	25	15	25	80	3'-0"	361	5	1'-9"	1'-5"					
SUB-TOTAL							11,278	POUNDS							
PARAPETS (EBL R.A. & F.A.)															
P501		2		2	4	5'-6"	23	58	2'-2"	2'-5"	8"	1¼"			
P502		14		14	28	3'-0"	88	2	2'-5"						
P503		2		2	4	13'-8"	57	77	9'-11"	2'-4"	1'-5"	6½"	5"		
P504		4		4	8	14'-8"	122	STR							
P505		4		4	8	3'-11"	33	STR							
P506		2		2	4	13'-8"	57	STR							
PA516		6		6	12	8'-5"	105	6	1'-2"	3'-9"	3'-9"				
P601		9		9	18	3'-0"	81	STR							
PB614		9		9	18	4'-6"	122	STR							
PC615		3		3	6	3'-8"	33	44		2'-2½"		8"			
P617		8		8	16	3'-6"	84	STR							
P618		2		2	4	5'-0"	30	STR							
SUB-TOTAL							835	POUNDS							
PHASE 6 PARAPET REPLACEMENT (WBL F.A.)															
P501			3		3	5'-6"	17	58	2'-2"	2'-5"	8"	1¼"			
PF512			13		13	3'-0"	41	2	2'-5"						
PG513			2		2	13'-8"	29	77	9'-11"	2'-4"	1'-5"	6½"	5"		
P514			10		10	14'-8"	153	STR							
P515			2		2	3'-11"	8	STR							
PA516			6		6	6'-5"	40	6	1'-2"	2'-9"	2'-9"				
P601			9		9	3'-0"	41	STR							
PD611			10		10	1'-7"	24	44		10"		8"			
PE612			10		10	1'-6"	23	STR							
PH613			10		10	2'-5"	36	STR							
PB614			9		9	4'-6"	61	STR							
PC615			3		3	3'-8"	17	44		2'-2½"		8"			
P617			8		8	3'-6"	42	STR							
SUB-TOTAL							532	POUNDS							
DECK SLABS (ALONG EXPANSION JOINTS)															
	(ON EBL)		(ON WBL)												
	PHASE 2	PHASE 3	PHASE 5	PHASE 6											
S601*	4		4		8	25'-1"	302	STR							
S603		4		4	8	30'-0"	361	STR							
S604*		4		4	8	10'-9"	129	STR							
SUB-TOTAL							792	POUNDS							



NOTES:

1. BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATE THE BAR SIZE NUMBER. FOR EXAMPLE, A700 IS A NO. 7 AND A1014 IS A NO. 10 SIZE. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD" WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
2. ALL REINFORCING STEEL IS TO BE EPOXY COATED.

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* REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH FOR PAYMENT IS MEASURED TO THE CONSTRUCTION JOINT. A REVISED BAR LENGTH AND/OR BAR END PREPARATION MAY BE NECESSARY DEPENDING ON THE TYPE OF MECHANICAL CONNECTOR FURNISHED.

ADDENDUM NO. 1		JPR 12/7/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION BRIDGE MAINTENANCE OHIO TURNPIKE OVER S.R. 99, M.P. 111.2 BAR SCHEDULE			
DESIGNED: JPR	CHECKED: JMP	DATE: OCT. 2015	
DRAWN: MLF	IN CHARGE: WDB	SCALE: N/A	

TOLL PLAZA 110 WASTE SITE DEDUCT ALTERNATE

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

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

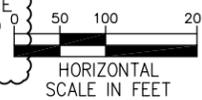
1. EXISTING AND PROPOSED CONTOURS (ONE-FOOT INTERVALS), RAMPS, SITE ACCESS RAMPS, DRAINAGE, LIGHTING, UTILITIES, AND ALL OTHER DETAILS REQUIRED TO PERFORM THE PROPOSED WORK.
2. APPROXIMATE CUBIC YARDS OF MATERIAL TO BE DISPOSED OF AT THE WASTE SITE.
3. PROPOSED DRAINAGE PLAN DETAILING HOW WATER WILL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

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

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



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



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

ADDENDUM NO. 1		MZP 12/8/15	
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION OHIO TURNPIKE EASTBOUND AND WESTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION TOLL PLAZA 110 WASTE SITE			
CT Consultants engineers architects planners			
DESIGNED: JMP	CHECKED: WDB	DATE: JULY 2015	
DRAWN: DLF	IN CHARGE: WDB	SCALE: 1"=100'	
PROJECT 39-16-01A SHEET 2 OF 2		PLAN INSERT SHEET 2	

SS 848 - BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING HYDRO-DEMOLITION (CONTINUED)

SS 848.01 ONLY LIMESTONE OR SLAG MAY BE USED FOR COARSE AGGREGATE. GRAVEL MAY NOT BE USED.

SS 848.20 PRIOR TO ANY CONCRETE REMOVAL OPERATIONS, THE CONTRACTOR SHALL SAW CUT THE LONGITUDINAL REMOVAL LIMITS AS IDENTIFIED IN THE PLANS. THE SAWCUTTING SHALL BE CONSIDERED INCIDENTAL TO ITEM 848 AND NO ADDITIONAL COMPENSATION SHALL BE GRANTED.

THE FIRST TWO SENTENCES OF THE THIRD PARAGRAPH SHALL BE REVISED AS FOLLOWS:

THE CONTRACTOR MAY CHOOSE TO USE CONVENTIONAL SCARIFYING EQUIPMENT TO MAKE AN INITIAL PASS ACROSS THE DECK TO REMOVE A MAXIMUM OF 1". NO ADJUSTMENT IN THE UNIFORM OVERLAY THICKNESS, "T" SHALL BE MADE IF SCARIFICATION IS USED.

ADD THE FOLLOWING TO THE END OF THE SEVENTH PARAGRAPH:

IN NO CASE SHALL THE DEPTH OF REMOVAL BETWEEN THE ORIGINAL TOP OF DECK AND THE REMAINING DECK SURFACE AFTER HYDRO-DEMOLITION (DEFINED AS THE REMAINING AGGREGATE AND/OR MORTAR LINE) BE LESS THAN 1 1/2".

SS 848.21 UPON COMPLETION OF THE RESOUNDING AND CONCRETE REMOVAL OPERATIONS, THE CONTRACTOR SHALL EPOXY INJECT ANY CRACKS 1/8" WIDE OR LARGER AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH SP 516A. A CONTINGENCY QUANTITY OF 50 FEET HAS BEEN INCLUDED IN THE PLANS FOR THIS WORK.

SS 848.25 THE PARAGRAPH SHALL BE REVISED AS FOLLOWS:

AFTER THE SCREED RAILS HAVE BEEN SET TO PROPER PROFILE AND PRIOR TO PLACING THE OVERLAY, THE CONTRACTOR SHALL CHECK THE FINISHING MACHINE CLEARANCE TO ASSURE THE ENGINEER THAT THE SPECIFIED REMOVAL THICKNESS HAS BEEN ACHIEVED, AND THE SPECIFIED NOMINAL THICKNESS OF OVERLAY WILL BE ATTAINED, OVER THE ENTIRE DECK. THE FINISHING MACHINE SCREED SHALL BE SET TO ACHIEVE THE PROPER PROFILE AND FINAL DECK ELEVATIONS AND SHALL BE SET TO CLEAR THE DECK JOINT ARMOR AT NO MORE THAN 1/4" OVER THE DECK JOINT ARMOR.

SS 848.31.d SHALL BE REVISED AS FOLLOWS:

COMPRESSIVE STRENGTH TEST CYLINDERS SHALL BE MADE FOR EVERY 25 CUBIC YARDS.

RESTRICTIONS DURING BRIDGE DECK OVERLAY PLACEMENT

THE PLACEMENT OF THE BRIDGE DECK OVERLAY SHALL BE DONE ON NON-HOLIDAY WEEKENDS WITH THE PLACEMENT BEGINNING ON FRIDAY EVENINGS AFTER 8 PM WITH PLACEMENT SCHEDULED TO BE COMPLETED BY 6 AM SATURDAY MORNING. IF THE PLACEMENT IS DELAYED (DUE TO WEATHER, SUPPLIER ISSUES, ETC.), THE PLACEMENT SHALL NOT BE PERFORMED UNTIL THE FOLLOWING NON-HOLIDAY WEEKEND.

TRAFFIC WILL BE PLACED INTO A SINGLE LANE ZONE DURING EACH BRIDGE DECK POUR AND FOR AT LEAST 12 HOURS AFTER EACH POUR. THE SPEED LIMIT IN THE SINGLE LANE ZONE SHALL BE REDUCED TO 35 MPH DURING THE SINGLE LANE CLOSURE.

THE 35 MPH SPEED ZONE SHALL BE ESTABLISHED AS FOLLOWS:

- ONE SET OF DUAL R2-1 35 MPH SIGNS PLACED APPROXIMATELY ONE AND A HALF (1.5) MILES PRIOR TO THE BRIDGE DECK
- LOCATE A PCMB APPROXIMATELY ONE (1) MILE PRIOR TO THE BRIDGE DECK. ACTIVATE THE MESSAGE [REDUCE / SPEED], [SPEED / LIMIT / 35 MPH]
- ONE SET OF DUAL R2-1 35 MPH SIGNS PLACED APPROXIMATELY A HALF (0.5) MILE PRIOR TO THE BRIDGE DECK
- A HIGHWAY PATROL OFFICER SHALL BE LOCATED ON THE SHOULDER APPROXIMATELY ONE-TENTH (0.1) OF A MILE FROM THE BRIDGE DECK FROM FRIDAY AT 9 PM UNTIL THE 2 LANE ZONE IS REESTABLISHED.

WHEN PERFORMING ANY EASTBOUND BRIDGE DECK OVERLAY LOCATE TWO PCMBs, APPROXIMATELY 1 MILE APART, NEAR THE BEGINNING OF THE PROJECT'S MAINTENANCE OF TRAFFIC ZONE (APPROXIMATELY MP 107.3). THE PCMBs WILL BE USED TO NOTIFY MOTORISTS OF POSSIBLE DELAYS AHEAD.

THE FIRST BOARD SHALL BE PROGRAMMED WITH THE FOLLOWING MESSAGE: [DELAYS / MP XXX], [CONSIDER / ALT / ROUTE], WHERE XXX IS THE MILEPOST OF THE FIRST MERGE TAPER FOR THE BRIDGE DECK POUR. (THIS MESSAGE SHOULD ONLY BE ACTIVATED IF THERE IS A BACKUP CREATED BY THE DECK POUR)

THE SECOND BOARD SHALL BE PROGRAMMED WITH THE FOLLOWING MESSAGE: [CEDAR / POINT / TRAFFIC], [USE / EXIT 110] (THIS MESSAGE SHOULD ONLY BE ACTIVATED 2 HOURS BEFORE CEDAR POINT OPENS AND SHALL BE DISCONTINUED AFTER IT HAS CLOSED)

WHEN PERFORMING ANY WESTBOUND (WB) BRIDGE DECK OVERLAY LOCATE TWO PCMBs ALONG US 250 SOUTHBOUND (SB) PRIOR TO SR 2. THE TWO PCMBs PLACED ALONG US 250 SB WILL BE USED TO NOTIFY MOTORISTS OF POSSIBLE DELAYS. THE PCMBs SHALL BE IN ADDITION TO THE FOUR PCMBs BEING USED ALONG THE TURNPIKE MAINLINE.

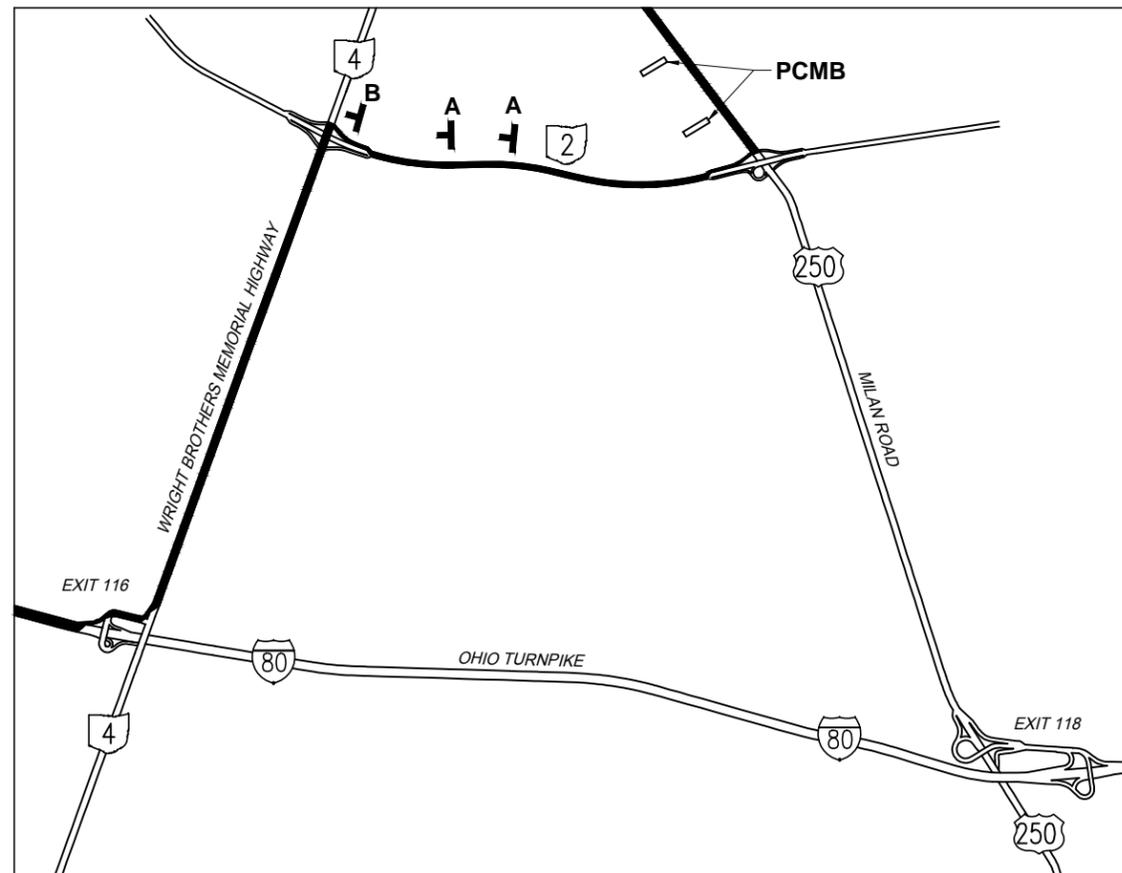
THE FIRST PCMB SHALL BE PLACED APPROXIMATELY 6,000 FEET NORTH OF THE SR 2 WESTBOUND ENTRANCE RAMP. THE SECOND PCMB SHALL BE PLACED APPROXIMATELY 1,000 FEET NORTH OF THE SR 2 WESTBOUND ENTRANCE RAMP.

BOTH BOARDS WILL BE PROGRAMMED WITH THE FOLLOWING 3 PANEL MESSAGE: [OHIO TPK / WESTBND / DELAYED], [TAKE ALT / ROUTE / SR2 WB], [TO SR4 / SB TO / OHIO TPK]. IN ADDITION, TEMPORARY SIGNS (A & B) SHALL BE PLACED ALONG SR 2 WB, ON PORTABLE SUPPORTS, TO HELP GUIDE MOTORISTS THROUGH THE DETOUR. THE COMMISSION WILL SUPPLY THE SIGNS A & B TO THE CONTRACTOR.

THE 35 MPH SIGNS, THE PCMB(S) ALONG US 250 SB AND SIGNS ALONG SR 2 WB SHALL BE REMOVED AS SOON AS TWO LANES ARE REESTABLISHED.

SIGN AND PCMB LOCATIONS MAY BE ADJUSTED BY THE ENGINEER.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE FOR 39-16-01B SP 614. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND HARDWARE NECESSARY TO PERFORM THE ABOVE DESCRIBED WORK.



**WESTBOUND BRIDGE DECK POUR
PCMB & SIGN LOCATION MAP**



3.1" Radius, 0.5" Border, 0.5" Indent, Black on Orange:
"OHIO" C; "TURNPIKE" C; "WESTBOUND" C; "ALT ROUTE" C; "NEXT RIGHT" C;



3.1" Radius, 0.5" Border, 0.5" Indent, Black on Orange:
"OHIO" C; "TURNPIKE" C; "WESTBOUND" C; "ALT ROUTE" C;
Standard Arrow Custom 12.0" X 7.5" 180°;

SIGN B

DESIGNED CAC	DRAWN CAC	IN CHARGE DCA	BY DATE	DESIGN AGENCY	OHIO TURNPIKE
GENERAL NOTES					M.P. 117.3 AND 118.1
PROJECT 39-16-01B					
DATE: 12/8/15					OHIO TURNPIKE
7 24					