



**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

ADDENDUM NO. 1

**PROJECT NO. 43-18-05 (PART A)
BRIDGE REPAIR AND REHABILITATION
OHIO TURNPIKE RAMP OVER OHIO TURNPIKE (EXIT 218), M.P. 218.7
MAHONING COUNTY, OHIO**

**PROJECT NO. 43-18-05 (PART B)
BRIDGE REPLACEMENT
OHIO TURNPIKE OVER MILL CREEK BIKEWAY, M.P. 223.0
MAHONING COUNTY, OHIO**

**OPENING DATE:
2:00 P.M. (EASTERN TIME), MAY 25, 2018**

ATTENTION OF BIDDERS IS DIRECTED TO:

QUESTIONS RECEIVED THROUGH 10:00 AM ON MAY 22, 2018

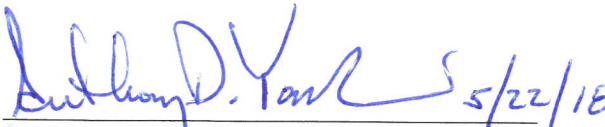
-AND-

**REVISIONS TO 43-18-05-PART B PLAN SHEET NOS. TITLE, 2, 3, 5, 6, 7, 8, 9, 12, 13, 15, 20, 21, 22,
23, 24, 27, 30, 31, 32, 33, 37, 43, 44, 46, 47, 48, 49, 50, 56 AND 57 OF 57**

-AND-

**REVISIONS TO THE BID SCHEDULE OF ITEMS REF NOS. 46, 47, 48, 49, 50, 51, 54, 55, 76, 78, 81,
82, 83, 99, 121, 122, 123, 124 AND 125**

Issued by the Ohio Turnpike and Infrastructure Commission on May 22, 2018 by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contracts Administration.


Anthony D. Yacobucci Date 5/22/18


Mark R. Musson Date 5/22/18

ANSWERS TO QUESTIONS RECEIVED THROUGH 10:00 AM ON MAY 22, 2018:

Q#1 Please provide existing plans for Part B, M.P. 223.0.

A#1 The as-built drawings are furnished with this Addendum No. 1 in accordance with IB 2.1.4.

Q#2 Concerning established bid items in Part B but included in Maintenance of traffic in Part A. (i.e., Work Zone Impact Attenuator, Portable Concrete Barrier, Zone Person, Portable Changeable Message Sign). To stay consistent within the same project and to eliminate confusion please add bid items to part A or increase the quantity in Part B to cover Items needed in Part A.

A#2 The separate Bid items for the MOT components requested will not be added to Part A. The Part A work zone is simply OTIC Standard Drawing TCR-14 (as stated on the plans in Part A at TCR-14). As stated on the standard drawing, attenuators and barrier wall are included in the SP 614 lump sum bid. SP 614 requires a zone person any time a zone is set. It is lump sum unless itemized separately. For part A it is lump sum.

As indicated on Plan Sheet No. 4 of 18, Part A will require a PCMB for each deck pour for a total of approximately 2 days and is to be included in SP 614 lump sum.

Q#3 Concerning Highway Patrol Officer needed per plan note page 4/18. Is the contractor responsible for the cost of the Patrol Officer and if so can you provide us with a rate the OSP will charge for these services.

A#3 Ohio State Highway Patrol is required in Part A and OTIC will coordinate and compensate the Patrol for those services.

Q#4 Please post the existing/as-built construction drawings for the Turnpike Bridges over the Mill Creek Bikeway M.P. 223.0.

A#4 See the response to Q#1.

Q#5 Please post the soil borings for this project.

A#5 The soil borings are furnished with this Addendum No. 1 in accordance with IB 2.1.4.

Q#6 Bid Items #85 – “Existing Crossover to be Closed/Re-Opened” and #121 – “SGB Inspection and Compaction Testing” are both set up as a unit of Lump and Quantity of 4. How will these bid items be paid, as a Lump Sum or a Quantity of 4 each? Please clarify.

A#6 The bid quantity for both items has been revised to “Lump Sum.”

Q#7 Please verify the quantity for Ref #98 – “Unclassified Excavation, As Per Plan”. The plans show that this excavation is undercut excavation under the culvert footings and includes the backfill quantity. The Granular Material, Type B quantity of 280 cubic yards seems like the correct quantity for both backfill and Unclassified Excavation. Where is the remaining excavation quantity? Please review this quantity.

A#7 The estimated quantity of 836 cu. yd. for unclassified excavation was determined using an estimated average excavation depth of 3 feet for the length of the culvert. The estimated quantity of 280 cu. yd. for the granular material was determined using a depth of 1 foot for the length of the culvert.

Q#8 The plan note on Page 5/57 has a note regarding the Endangered Bat Habitat Removal. The note states that all necessary tree removal shall occur from October 1 through March 31st. The plans currently have the contractor installing the Mill Creek Bikeway Detour first thing this year and then closing the path underneath the existing OTIC Bridges to start the construction of the path. After a field visit, there are multiple mature trees that would have to be cleared in order to install the temporary bikeway path and construct MSE Walls #1 & #2. If this clearing and ultimate bikeway construction does not begin until October 1st it will be near impossible to meet the interim Completion Milestone 2018 of November 2nd, 2018 as listing in the SP 103. How will the clearing for this project be handled in relation to the Indiana Bat?

A#8 To comply with environmental requirements, no trees shall be removed under this project from April 1 through September 30, as stated in the note on Plan Sheet No. 5 of 57. In that regard, construction of the bikeway detour will not begin until after September 30, 2018 and must be completed by the interim completion date of November 2, 2018, so that it may be used during the 2019 construction phases.

The Maintenance of Traffic Sequence on Plan Sheet No. 6 of 57 is revised through this Addendum No. 1 to provide follows:

STAGE 1 (YEAR 1): CLOSE THE MILL CREEK BIKEWAY UNDER THE BRIDGE, CONSTRUCT THE BIKEWAY CULVERT AND PARTIAL BACKFILL, THEN CONSTRUCT THE MILL CREEK BIKEWAY DETOUR.

STAGE 2 (YEAR 2): IMPLEMENT THE BIKEWAY DETOUR. SHIFT OHIO TURNPIKE TRAFFIC OFF THE EASTBOUND LANES INTO A SINGLE LANE CONTRAFLOW CONDITION ON THE WESTBOUND LANES. REMOVE THE EASTBOUND BRIDGE, COMPLETE THE RIGHT PORTION OF THE CULVERT BACKFILL AND MSE WINGWALLS, AND RECONSTRUCT THE EASTBOUND ROADWAY.

STAGE 3 (YEAR 2): CONTINUE THE BIKEWAY DETOUR. SHIFT OHIO TURNPIKE TRAFFIC OFF THE WESTBOUND LANES AND ON TO THE NEWLY CONSTRUCTED EASTBOUND SIDE IN A SINGLE LANE CONTRAFLOW CONDITION. REMOVE THE WESTBOUND BRIDGE, COMPLETE THE LEFT PORTION OF THE CULVERT BACKFILL AND MSE WINGWALLS, AND RECONSTRUCT THE WESTBOUND ROADWAY. REOPEN ALL OHIO TURNPIKE LANES TO NORMAL TRAFFIC FLOW. REOPEN THE MILL CREEK BIKEWAY AFTER THE COMPLETION OF CONSTRUCTION AND REMOVE THE MILL CREEK BIKEWAY DETOUR, EXCEPT FOR THE PAVEMENT ALONG KIRK ROAD.

Also, the Stage 1 construction sequence on Plan Sheet No. 44 of 57 has been revised as follows:

- 1.) IMPLEMENT TEMPORARY TRAFFIC CONTROL ON OHIO TURNPIKE.*
- 2.) No changes.*
- 3.) No changes.*
- 4.) No changes.*
- 5.) No changes.*
- 6.) CONSTRUCT THE BIKEWAY DETOUR.*

Also, the following note has been added to Plan Sheet No. 7 of 57:

BIKEWAY NOTICE OF CLOSURE SIGNS

NOTICE OF CLOSURE SIGNS (MODIFIED W20-H13) SHALL BE ERECTED ON THE MILL CREEK BIKEWAY BY THE CONTRACTOR 7 DAYS PRIOR TO THE SCHEDULED BIKEWAY CLOSURE, SUBSEQUENTLY MAINTAINED, AND THEN REMOVED AT THE END OF THE 2018 CLOSURE PERIOD.

THE SIGN SHALL DISPLAY “BIKEWAY CLOSED AHEAD, # MILES”, THE SCHEDULED DATE OF THE CLOSURE AND THE SCHEDULED DATE OF THE RE-OPENING, BOTH IN MMM-DD FORMAT.

THE SIGNS SHALL BE PLACED AT THE FOLLOWING LOCATIONS ON THE BIKEWAY: AT THE KIRK ROAD TRAILHEAD NEAR THE WALKWAY TO THE PARKING LOT, ON THE NORTHSIDE OF THE BIKEWAY CROSSING OF HERBERT ROAD, AND AT THE MILL CREEK METROPARKS FARM TRAILHEAD (7574 COLUMBIANA-CANFIELD ROAD), NEAR THE WALKWAY TO THE PARKING LOT.

PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614 – MAINTAINING TRAFFIC, MISC.: MILL CREEK BIKEWAY DETOUR.

Q#9 **How does the OTIC intend the contractor to access the project for the construction of the proposed Cast-In-Place Box Culvert and Three-sided culvert supported by pedestal walls? Have any temporary provisions been made by the OTIC for additional right-of-way access of construction vehicles for the path and culvert construction? Are there any areas of environmental concern when accessing the construction work? Please provide the contractor with access to the construction.**

A#9 *The Contractor may access the culvert site from Kirk Road only along the northeastern side of the Ohio Turnpike right-of-way. The Contractor is on notice of the underground utilities and must use every precaution and care to prevent any interference or damage to the existing stormwater drainage facilities and CenturyLink’s fiber optic cable. No access will be permitted at any time via the Mill Creek Metroparks Bikeway from Kirk Road or other public road crossings or public access points of the Bikeway.*

The Contractor also may access the culvert site from the Ohio Turnpike mainline shoulders in accordance with the general conditions, special provisions, and temporary traffic control standard drawings of the Ohio Turnpike and Infrastructure Commission.

Q#10 The Bid Form for Bid Items # 54 & #55 have the depth listed for each of the two types underdrain runs. The depths on the bid form and on the general summary pages do not match the depths on the typical sections or the specifications. Please review and clarify.

A#10 The description for Bid Item #54 has been revised to 6" Shallow Pipe Underdrains with Fabric Wrap (D=30") and the description for Bid Item #55 has been revised to 6" Base Pipe Underdrains with Fabric Wrap (D=18").

Plan Sheet Nos. 6, 7, 13, and 44 of 57 and the Bid Schedule of Items accordingly are revised through this Addendum 1.

Q#11 The amount of work indicated in the Pre-phase 1 maintenance of traffic sequence on plan page 6/57 is not achievable in the 4 months period from July 9, 2018 to November 2, 2018. Removal of the eastbound bridge needs to be shifted to Phase 1. We would be hard pressed to complete the work associated with: resurfacing the crossovers, construct the bikeway detour, close the bikeway under the bridge, construct the bikeway culvert and backfill in the 2018 season. There is not enough time to also; remove the eastbound bridge, construct the bike culvert headwall, construct MSE wingwalls 1 and 2, backfill the void and reconstruct the eastbound OTC lanes. The 6 months period from April 1, 2019 to September 27, 2019 should be adequate time to do all these activities for both the eastbound and westbound bridges and reconstruct the associated roadways. Please consider this modification to the schedule.

A#11 See the revisions to the Maintenance of Traffic Sequence and the Stage 1 construction sequence in response to Q#8.

Q#12 What season is the EB mainline part B to be performed. Contract documents only address date for completion of seeding.

A#12 See the response to Q#8.

Q#13 Will the bike path be allowed to close again in the 2019 season. We believe it is necessary to close the bike path in 2019 to perform the following. Construction of the lid of the cast in place end sections. To construct the mse walls.

A#13 Construction of the bikeway detour will not begin until after September 30, 2018 and must be completed by the interim completion date of November 2, 2018, so that it may be used during the 2019 construction phases. See the response to Q#8.

Q#14 Does "Pre-Phase 1(Year 1)" correspond to Phase 1 and does "Phase 1 (Year 2)" correspond to "Phase 2"? The Maintenance of Traffic Sequence on page 6 of the plans lists the phases as "Pre-

Phase 1(Year 1)” and “Phase 1 (Year 2)”. Sheets 8 and 9 that are referenced in this note are listed as “Phase 1” and “Phase 2”.

A#14 See the response to Q#8.

Q#15 Could you please clarify when the bike & pedestrian traffic is to be returned to the proposed permanent bike path?

In Proposal Section SP-3 page 3 of 22 the note states “All work related to the installation of the precast concrete culvert in Project 43-18-05 Part B completed and the bike traffic switched back to the proposed permanent bike path by November 2, 2018.”

The Maintenance of Traffic Sequence on page 6 of the plans states under Phase 1 (Year 2) “reopen the Mill Creek Bikeway after the completion of construction and remove the Mill Creek Bikeway Detour.” This would mean not opening the Bike Path until project completion in the fall of 2019, which seems like the preferred option.

A#15 The bikeway will be closed during Stage 1 construction in 2018. Construction of the bikeway detour will not begin until after September 30, 2018 and must be completed by the interim completion date of November 2, 2018, so that it may be used during construction Stages 2 and 3 in 2019. Refer to the response to Q#8 above for additional information on the plan revisions regarding the sequence of construction.

Q#16 Would the Commission allow the contractor to complete the precast bike path structure in 2018 but not remove the existing EB bridge until the 2019 construction season?

Precast suppliers are advising delivery dates of mid to late September. This would require the implementation of bidirectional traffic, removal of the EB structure, backfilling, pavement replacement, striping and returning traffic to its normal pattern all during the month of October, in order to meet the November 2nd interim completion date. A construction schedule of April 1 – November 1 of 2019 would allow ample time to complete the structure removal and pavement replacement for both the EB and WB structures.

A#16 See the response to Q#8

Q#17 Could the Commission provide cross sections and excavation and embankment quantities for the temporary bike path?

A#17 There are no cross sections of the bikeway detour. The pavement section of the detour, shown on Plan Sheet No. 10 of 57, is to be constructed along the existing ground contours and follow the general alignment of the detour as shown on Plan Sheet Nos. 10 and 11 of 57.

Q#18 Have trees that are suitable habitat for Indiana and Northern Long Eared Bats already been removed or has it been determined that there are not any of these trees in the area that requires clearing for the temporary bike path?

If these trees have not been removed, the clearing for the temporary bike path could not begin until October 1st.

A#18 To comply with environmental requirements, no trees shall be removed under this project from April 1 through September 30, as stated in the note on Plan Sheet No. 5 of 57. In that regard, construction of the bikeway detour will not begin until after September 30, 2018 and must be completed by the interim completion date of November 2, 2018, so that it may be used during the 2019 construction phases. Refer to the responses to Q#14 and Q#15 above for additional information.

Q#19 Please add bid items for all Work Zone Pavement Markings for both Parts A & B and remove note 3 on Pgs. 6/18 & 8/18.

A#19 Since Part A is a short term project and Part B is long term, the MOT work and associated pay items are bid separately. Part A includes the items listed in the lump sum SP 614, Maintaining Traffic pay item. Part B is done separately, as indicated.

Q#20 Please add bid items for guardrail delineation and remove Note V. B. on Pg 3/18 Part A and Note V. B. on Pg 6/57 Part B

A#20 Guardrail delineation is to be included with Item SP 614 Maintaining Traffic as is stated in note V. B. on Plan Sheet No. 6 of 57 of Part B.

Q#21 Bid Items #81 & #82 – Construction Zone Markers, One-Way Mode are both set up on the bid sheet to be paid by the Foot; however, SP 626A states that these will be paid by the each. Please change the bid sheet to pay for these by the each.

A#21 The unit of measurement has been revised to “Each” for Part B.

Q#22 Currently, the part B has Bid Item #79 – 32” Temporary Portable Barrier (without Glare Screen); however, there does not appear to be any PCB without glare screen required for Part B. Is this where the Part A Temporary Portable Barrier wall is to be paid or is this for the PCB wall along the pedestrian detour along Kirk Rd or both. Please clarify.

A#22 This quantity is for the temporary portable barrier that is to be placed between Kirk Road and the Bikeway Detour

Q#23 Please set up bid items for Part A Temporary Portable Barrier Wall and Impact Attenuators.

A#23 As indicated in the notes for Part A, these shall be including with the lump sum item, SP 614, Maintaining Traffic.

Q#24 Bid Item #76 – Portable Changeable Message Sign, As Per Plan is set up for 960 Days on bid form; however, the note on page 6/57 Part B states that the quantity is for 480 days. Are this additional days for the Part A Portable Changeable Message Signs? Please clarify.

A#24 The PCMS shall be in place for approximately 1 week before the implementation of contraflow operations, and remain through the completion of contraflow operations. It is estimated that they will be in place from April 1st, 2019 through November 30, 2019. The 480 days listed on Plan Sheet No. 6 of 57 is correct for Part B

Q#25 Please clarify what Bid Item #74 – Work Zone Impact Attenuator for 24” Wide Hazards (bidirectional) is to be used for in Part B. Is this for the Impact Attenuators along Kirk Rd and the Pedestrian Detour?

A#25 The two (2) Workzone Impact Attenuators for 24” Wide Hazards are for the portable barrier along Kirk Road that is shown on Plan Sheet No. 11 of 57 in Part B

Q#26 Bid Item #78 – Zone Person is set up for 11,520 Hours on the bid form; however, the part B General Summary and plan note on Pg. 7/57 has a total of 8,640 hours. Please review and clarify.

A#26 The 8,640 hours shown on the General Summary for Part B and on Plan Sheet No. 7 of 57 is correct.

Q#27 Could you please provide clarification for the following? The unit measure listed in the quantity worksheets for Reference Numbers 81 and 82 is stated “FOOT”. Per SP-626A the unit measure for this item in “EACH”. Could the Commission please review and address this in an addendum?

A#27 See the response to Q#21.

Q#28 Page 41/57 of the plans has a note for Item 503 - Unclassified Excavation, As Per Plan and a detail for Item 503 – Unclassified Excavation on page 47/57. The General Summary on page 13/57 also has a description of Item 503 Unclassified Excavation, APP. However, Ref. 98 Unclassified Excavation, As Per Plan listed in the Estimated Quantities Worksheet references Item SP 202 Portions of Structure Removed. Please provide clarification as to which Specification is correct.

A#28 The listings for Item 503 - Unclassified Excavation, As Per Plan on the General Summary on Plan Sheet No. 13 and on the Estimated Structure Quantities on Plan Sheet No. 43 are correct. The listing has been updated in the bid form

Q#29 Construction Zone Markers are by the Each in SP 626A. However the Estimated Quantity Worksheet show Refs. 79 & 80 for 39,400 Feet?

A# 29 In the General Summary and Bid Schedule of Items for Part B, the unit of measurement has been revised to “Each” through this Addendum No. 1.

Q#30 After reviewing the schedule with the MSE Wall & Precast Arch Section suppliers, they are stating that they won't be able to supply this material early enough in the 2018 construction season in order to leave enough time on the schedule to install the eastbound embankment and roadway work. With the late start in the season for this project, is it possible to have the culvert work performed in the 2018 season and both the eastbound and westbound mainline work performed in the 2019 season?

A#30 See the response to Q#8.

Q#31 In the Special Provisions Section 103, the 2018 Interim Completion Milestone includes completing all work at the Part "A" Bridge and work related to the installation of the precast concrete culvert in Part "B" and bike traffic switched back to the proposed permanent bike path. The Special Provisions do not mention when the eastbound mainline work is to be performed; however, the MOT Sequence note on Pg. 6/57 states that "Pre-Phase 1 (Year 1) is to include the Bikeway Culvert and Reconstruction of the Mainline Eastbound roadway. Please consider moving the eastbound bridge removal and roadway reconstruction into the 2019 season along with the westbound bridge removal and roadway reconstruction. If all of the mainline roadway work can be performed in the 2019 season this will only inconvenience traffic for one season versus two and for less time overall.

A#31 See the response to Q#8.

**Receipt of Addendum No. 1
Project No. 43-18-05 (PART A & B) is hereby acknowledged:**

(Firm Name) _____

(Signature) _____

(Printed Name) _____

(Date) _____

**BIDDERS MUST RETURN THE ABOVE ACKNOWLEDGEMENT
OF RECEIPT OF ADDENDUM NO. 1 WITH THEIR BID.**



OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

THE JAMES W. SHOCKNESSY OHIO TURNPIKE PROJECT NO. 43-18-05

SCOPE OF WORK - PART B BRIDGE REPLACEMENT

OHIO TURNPIKE OVER MILL CREEK BIKEWAY, M.P. 223.0 MAHONING COUNTY, OHIO

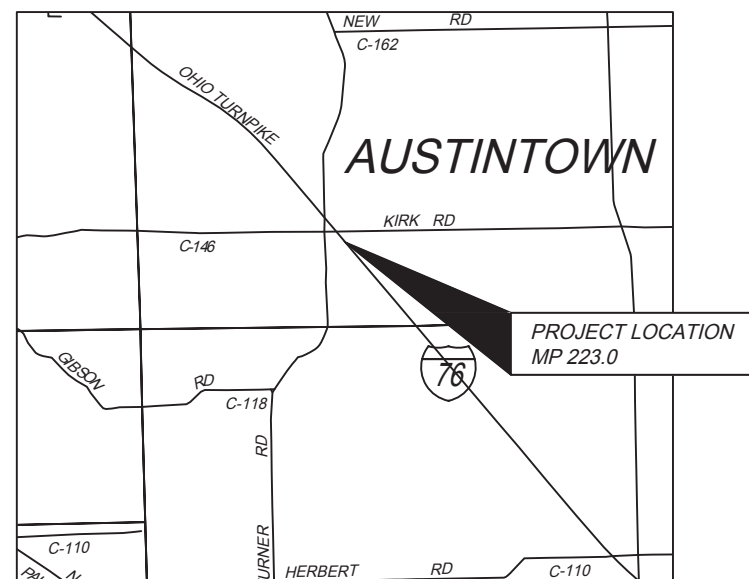
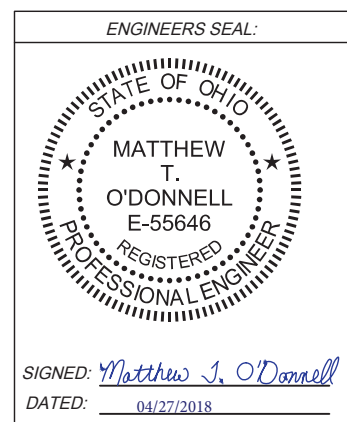
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PLANS PREPARED BY:

Gannett Fleming

SUITE 230
2500 CORPORATE EXCHANGE DRIVE
COLUMBUS, OH 43231



APPROVED FOR
THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
BY

CHIEF ENGINEER

DATE



UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
OR 811 (TOLL FREE)

OHIO UTILITIES PROTECTION
SERVICE NON-MEMBERS
MUST BE CALLED DIRECTLY

OHIO OIL & GAS PRODUCERS UNDERGROUND
PROTECTIVE SERVICE CALL: 614-715-2984 OR 811

OTIC DIVISION TRADES SUPERVISOR:
440-971-2731 - WEST (M.P. 0.0 - M.P. 126.4)
440-971-2781 - EAST (M.P. 126.4 - M.P. 241.26)

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION STANDARD DRAWINGS

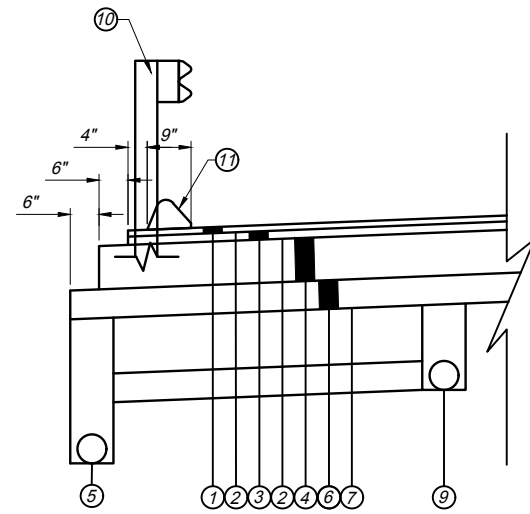
F-1	RIGHT OF WAY FENCE
RPM-1	RAISED PAVEMENT MARKER AND STRIPING LAYOUT
TC-3	TRAFFIC CONTROL MAINLINE DELINEATION
TCB-1	REQUIREMENTS FOR PORTABLE BARRIER SETTING AND REMOVAL OPERATIONS
TCR-1	TEMPORARY TRAFFIC CONTROL GENERAL NOTES
TCR-2	TEMPORARY TRAFFIC CONTROL DETAILS, LEGEND, NOTES, AND STANDARD SINGLE LANE CLOSURE
TCR-3	TEMPORARY TRAFFIC CONTROL BI-DIRECTIONAL TRAFFIC
TCR-4	TEMPORARY TRAFFIC CONTROL BI-DIRECTION ROADSIDE DELINEATION
TCR-7	TEMPORARY TRAFFIC CONTROL CROSSOVER DETAILS
TCR-9	TEMPORARY TRAFFIC CONTROL SHORT DURATION/SHORT TERM SHOULDER CLOSURE
TCR-11PS	TEMPORARY TRAFFIC CONTROL PAVEMENT STRIPING MOVING ZONE
TCR-13	SONIC NAP ALERT PATTERN (SNAP)
TCB-14	TEMPORARY TRAFFIC CONTROL SINGLE LANE CLOSURE WITH PORTABLE CONCRETE BARRIER
TCR-15	TEMPORARY TRAFFIC CONTROL SIGNS FOR MAINTENANCE AND CONSTRUCTION
XOV-1	EXISTING CROSSOVER RESURFACING DETAIL

OHIO DEPARTMENT OF TRANSPORTATION STANDARD DRAWINGS

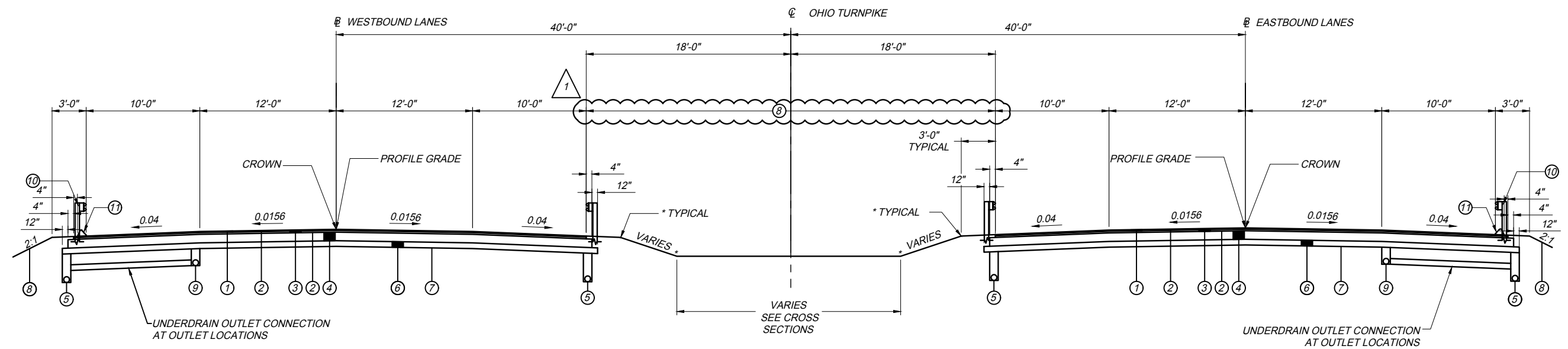
BB-5.1	CONCRETE CURBS AND COMBINED CURB & GUTTER	07/19/13
DM-1.1	OUTLETS, DRAINS AND SEWERS	07/21/17
F-1.1	CHAIN LINK FENCE	07/19/13
F-3.3	FENCE TERMINALS	07/19/13
HL-60.11	POLE WIRING I	07/21/17
HL-60.12	POLE WIRING II	07/15/16
HL-60.21	TOWER WIRING DETAILS	01/16/15
MGS-1.1	GUARDRAIL DETAILS	01/19/18
MGS-2.1	MIDWEST GUARDRAIL SYSTEM, STANDARD TYPE MGS	01/19/18
MH-1.2	MANHOLE NO. 3	01/15/16
MT-95.40	CLOSING LEFT OR RIGHT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH PORTABLE CONCRETE BARRIER	01/20/17
MT-97.11	FLAGGER CLOSING 1-LANE FOR 2-LANE HIGHWAY	01/20/17
MT-100.00	WORKZONE CROSSOVER LIGHTING SYSTEM	01/15/16
MT-101.60	ROAD CLOSURE USING TYPE 3 BARRIERS	01/20/17
MT-101.90	DROP-OFFS IN WORK ZONES	01/20/17
MT-105.10	TEMPORARY SIGN SUPPORT	07/19/13
RM-5.2	BIKEWAY RAILING	01/17/14
TC-52.10	SIGN BLANK DETAILS 1	10/18/13
TC-52.20	SIGN BLANK DETAILS 2	01/19/18

OHIO DEPARTMENT OF TRANSPORTATION SUPPLEMENTAL SPECIFICATIONS

SS 800	REVISIONS TO THE 2016 CONSTRUCTION & MATERIALS SPECIFICATIONS	01/19/18
SS 821	ARROW BOARD	04/20/12
SS 832	TEMPORARY SEDIMENT AND EROSION CONTROL	01/17/14
SS 840	MECHANICALLY STABILIZED EARTH WALL	10/20/17
SS 921	ARROW BOARD	04/20/12



SHOULDER DETAIL



FULL DEPTH REPLACEMENT TYPICAL SECTION
 WESTBOUND: STA 323+92.00 TO STA 327+92.00
 EASTBOUND: STA 325+70.00 TO STA 329+60.00.

LEGEND:

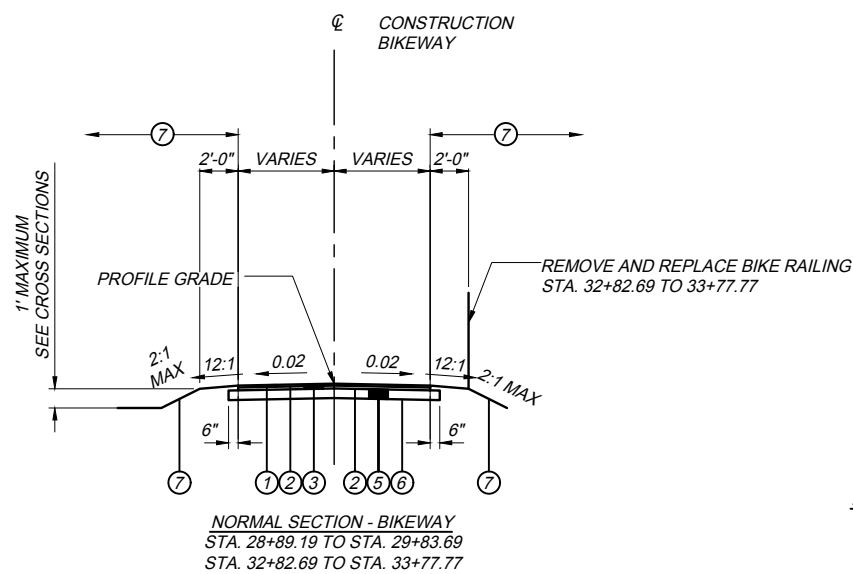
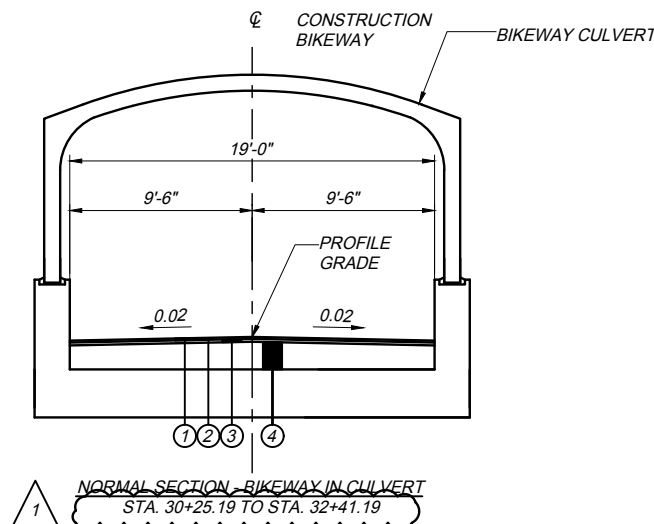
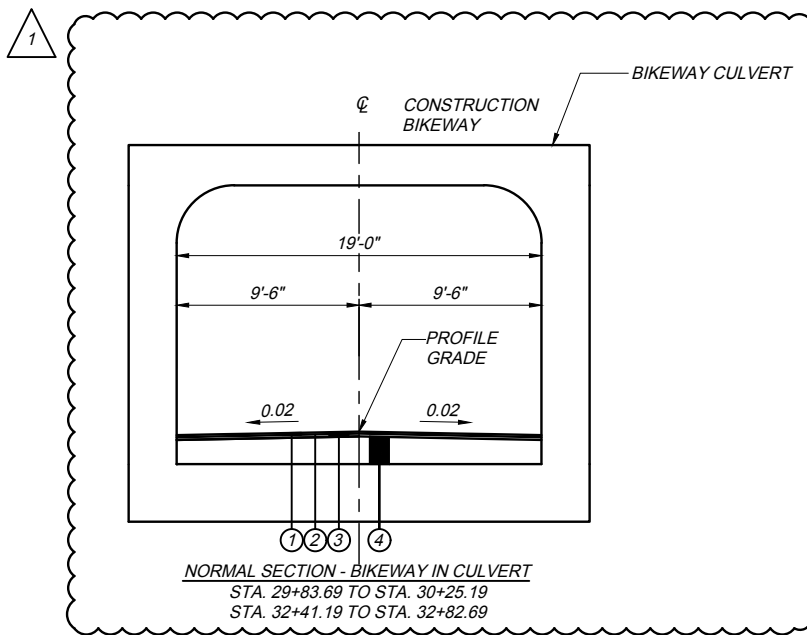
- ① ITEM SP 404 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR)
- ② ITEM 407 - NON-TRACKING TACK COAT
- ③ ITEM SP 402 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, PG70-22 (FR)
- ④ ITEM SP 302 - 12" ASPHALT CONCRETE BASE, PG 64-22 (CONTRACTOR TO PLACE IN TWO (2) EQUAL LIFTS)
- ⑤ ITEM SP 605 - 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP (D=30")
- ⑥ ITEM 304 - 10" AGGREGATE BASE
- ⑦ ITEM 204 - SUBGRADE COMPACTION
- ⑧ ITEM 659 - SEEDING AND MULCHING
- ⑨ ITEM SP 605 - 6" BASE PIPE UNDERDRAINS (D=18")
- ⑩ ITEM 606 - GUARDRAIL, TYPE MGS, WITH STEEL POSTS
- ⑪ ITEM 609 - ASPHALT CONCRETE CURB, TYPE 1

* 4' ROUNDING

OTMP223_TS.dwg: 5/19/18 - 10:49am

PROJECT 43-18-05B DATE: 4/27/18	TYPICAL SECTIONS		DESIGNED CNB DRAWN DBM	CHECKED PRS IN CHARGE CNB	NO. 1	REVISIONS ADDENDUM #1	BY DATE VDT 8/18/18	DESIGN AGENCY 	OHIO TURNPIKE
	2 57								

OTMP223_TS_BIKEPATH.dwg: 5/19/18 - 10:49am



STATION RANGE	VARYING WIDTH
STA 28+89.19 TO 29+83.69	5'-0" TO 9'-6"
STA 32+82.69 TO 33+77.77	9'-6" TO 5'-0"

LEGEND:

- ① ITEM SP 404 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR)
- ② ITEM 407 - TACK COAT
- ③ ITEM SP 402 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, PG70-22 (FR)
- ④ ITEM 304 - AGGREGATE BASE (THICKNESS VARIES, SEE PROFILE)
- ⑤ ITEM 304 - 6" MIN AGGREGATE BASE
- ⑥ ITEM 204 - SUBGRADE COMPACTION
- ⑦ ITEM 659 - SEEDING AND MULCHING

TYPICAL SECTIONS
MILL CREEK BIKEWAY

DESIGNED	CHECKED	NO.	REVISIONS	BY	DATE
CNB	PRS	1	ADDENDUM #1	AAF	5/14/18
DRAWN	IN CHARGE				
DBM	CNB				

PROJECT 43-18-05B DATE: 4/27/18

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

3
57

Gannett Fleming
OHIO TURNPIKE

SOFT SUBGRADE

THE FOLLOWING CONTINGENCY ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR REPAIR OF SOFT SUBGRADE AS DIRECTED BY THE CHIEF ENGINEER FOR FULL DEPTH PAVEMENT AND/OR SHOULDER RECONSTRUCTION:

ITEM 204, EXCAVATION OF SUBGRADE	100 CU. YD.
ITEM 204, EMBANKMENT	100 CU. YD.
ITEM 204, SUBGRADE COMPACTION	4361 SQ. YD.
ITEM 304, AGGREGATE BASE	1138 CU. YD.

FENCE LENGTHS

THE LENGTHS OF FENCE SHOWN IN THE PLANS ARE HORIZONTAL DIMENSIONS. MEASUREMENTS OF THE FINAL QUANTITIES WILL BE IN ACCORDANCE WITH ITEM 607.

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

IF EXISTING FENCE TO BE REBUILT IS FOUND TO BE UNSATISFACTORY FOR RE-USE, AS DETERMINED BY THE CHIEF ENGINEER, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE EXISTING FENCE IN ACCORDANCE WITH CMS 202.09, AND FURNISH AND INSTALL NEW FENCING IN ACCORDANCE WITH CMS 607 AND OTIC STANDARD DRAWING F-1.

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

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 202, FENCE REMOVED	504 FOOT
ITEM 601, FENCE, TYPE 47, AS PER PLAN	188 FOOT

ITEM SPECIAL - SNAP MILL AND FILL

MAINTENANCE OF TRAFFIC ON THE MEDIAN/LEFT SHOULDERS, AND THE RIGHT SHOULDERS, WILL REQUIRE THE EXISTING "SNAPS" TO BE MILLED AND FILLED. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL OF THE FOLLOWING:

REMOVAL OF THE EXISTING "SNAPS" BY MILLING 1 1/2" DEEP AND 5' WIDE;
TACK COATING ALL EXPOSED MILLED SURFACES;
AND PAVING THE MILLED AREA WITH 1 1/2" OF ITEM SP 404 - ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22.

ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE-MENTIONED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL - SNAP MILL AND FILL.

ADDITIONALLY, FOR EASTBOUND AND WESTBOUND, THE 5' WIDE SNAP MILL AND FILL SHALL BE CENTERED TO INCLUDE THE REMOVAL OF THE EXISTING SNAPS, THE AREA BETWEEN THE YELLOW / WHITE EDGE LINE AND THE EXISTING SNAPS, AND THE YELLOW / WHITE EDGE LINE. THE CONTRACTOR SHALL PLAN ITS OPERATIONS ACCORDINGLY TO COMPLETE THIS WORK. ADJUSTMENTS MAY BE MADE BY THE CHIEF ENGINEER TO ENSURE THAT THE YELLOW / WHITE EDGE LINE AND SNAPS ARE REMOVED APPROPRIATELY.

ITEM SP 621 - RAISED PAVEMENT MARKER

THIS ITEM SHALL BE INSTALLED IN ACCORDANCE WITH SP 621 WITH THE SPACING PER OTIC STANDARD DRAWING RPM-1.

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

ITEM 607 - FENCE, TYPE 47, AS PER PLAN

SEE OTIC STANDARD CONSTRUCTION DRAWING F-1 FOR FENCE DETAILS.

ITEM 611- CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN

REMOVE TOP SECTION OF EXISTING CATCH BASIN AND REPLACE WITH ODOT STD MH-1.2 FLAT SLAB TOP MANHOLE.

SURVEY CONTROL POINTS

POINT NO.	DESCRIPTION	STATION	OFFSET	SIDE	PROJECT GROUND COORDINATES (FEET)		ELEVATION
					NORTHING	EASTING	
MN04	OHIO TURNPIKE CENTERLINE STATION	324+82.15	19.90	LT	515209.5522	2440509.0954	1048.59
MN02	OHIO TURNPIKE CENTERLINE STATION	328+58.78	21.03	RT	514891.5360	2440721.0314	1049.06
GP01	OHIO TURNPIKE CENTERLINE STATION	334+95.40	15.74	RT	514408.1915	2441135.3867	1045.10
GP03	MILL CREEK BIKEWAY CENTERLINE STATION	25+29.51	9.25	LT	514453.0977	2440734.7637	1022.19
MN05	MILL CREEK BIKEWAY CENTERLINE STATION	29+27.70	3.75	RT	514845.1653	2440663.9904	1022.54
MN07	MILL CREEK BIKEWAY CENTERLINE STATION	33+74.95	9.52	LT	515279.6900	2440557.2415	1021.12
-	OHIO TURNPIKE CENTERLINE STATION	322+00.00	0.00	-	515408.1514	2440311.7114	-
-	OHIO TURNPIKE CENTERLINE STATION	332+00.00	0.00	-	514644.5677	2440957.4202	-
-	OHIO TURNPIKE WESTBOUND BASELINE STATION	322+00.00	40.00	LT	515433.9798	2440342.2548	-
-	OHIO TURNPIKE WESTBOUND BASELINE STATION	332+00.00	40.00	LT	514670.3960	2440987.9636	-
-	OHIO TURNPIKE EASTBOUND BASELINE STATION	322+00.00	40.00	RT	515382.3231	2440281.1681	-
-	OHIO TURNPIKE EASTBOUND BASELINE STATION	332+00.00	40.00	RT	514618.7393	2440926.8769	-
-	MILL CREEK BIKEWAY CENTERLINE STATION	26+00.00	0.00	-	514523.9643	2440729.0242	-
-	MILL CREEK BIKEWAY CENTERLINE STATION	35+00.00	0.00	-	515403.9621	2440540.3341	-

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 OHIO TURNPIKE	PROJECT 43-18-05B DATE: 4/27/18	GENERAL NOTES AND SURVEY CONTROL POINTS	DESIGN AGENCY Gannett Fleming	OHIO TURNPIKE
5 57	NO. 1 CHECKED PRS DESIGNED CNB DRAWN DBM	REVISIONS ADDENDUM #1	BY DATE VDT 5/15/18	OHIO TURNPIKE

ITEM 630 - SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER
 WHEN ADDITIONAL SIGNING IS NEEDED TO MAINTAIN TRAFFIC, THE CONTRACTOR SHALL FURNISH THE SIGN OR SIGNS AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE GROUND MOUNTED AND MEET ALL THE SPECIFICATIONS OF THE PLAN, PROPOSAL AND CURRENT YEAR CMS.

PAYMENT FOR THIS ITEM SHALL INCLUDE, BUT NOT BE LIMITED TO, THE COST TO FURNISH AND ERECT THE SIGN, INCLUDING DRIVING POSTS OR OTHER APPROVED METHODS OF SIGN SUPPORT, MAINTAINING THE SIGN AND REMOVAL OF THE SIGN. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 630, SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER..... 16 SQ FT

ITEM 614 - REPLACEMENT SIGN

FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE CHIEF ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE CHIEF ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 614, REPLACEMENT SIGN..... 5 EACH

CONSTRUCTION TRAFFIC

ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY.

SUSPENSION OF WORK

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, THE CHIEF ENGINEER WILL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

ITEM SP 614 - ZONE PERSON

THE ZONE PERSON REQUIREMENTS OF SP 614 - MAINTAINING TRAFFIC ARE MODIFIED AS FOLLOWS:

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

THE ZONE PERSON SHALL SUBMIT DOCUMENTATION VERIFYING THE STATUS OF TRAFFIC CONTROL AT THE END OF EACH SHIFT TO THE CHIEF ENGINEER.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
 ITEM SP 614 - ZONE PERSON 8,640 HOURS

ITEM 614 - WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE ODOT OFFICE OF ROADWAY ENGINEERING APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

WORK ZONE PAVEMENT MARKINGS

THE WORK ZONE PAVEMENT MARKINGS SHALL BE 4" WIDE, UNLESS NOTED OTHERWISE ON THE PLANS OR ODOT/OTIC STANDARD DRAWING. ITEM SP 614C - REMOVAL OF PAVEMENT MARKINGS SHALL BE UTILIZED FOR THE REMOVAL OF EXISTING PAVEMENT MARKINGS, THAT WERE PRESENT PRIOR TO THE START OF CONSTRUCTION THAT CONFLICT WITH THE WORK ZONE PAVEMENT MARKINGS AND FOR THE REMOVAL OF ITEM 614 - WORK ZONE PAVEMENT MARKINGS.

ITEM SPECIAL - "SNAP" MILL AND FILL

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

PAYMENT FOR THIS ITEM SHALL INCLUDE REMOVAL OF EXISTING "SNAPS" AND THE EXISTING PAVEMENT JOINT BY MILLING 1 1/2" DEEP AND 5' WIDE, COATING ALL EXPOSED MILLED SURFACES WITH ITEM 407 NON-TRACKING TACK COAT, AND PAVING THE MILLED AREA WITH 1 1/2" OF ITEM SP 404 - ASPHALT CONCRETE SURFACE COURSE, PG 64-22. ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL - "SNAP" MILL AND FILL.

ITEM SPECIAL - "SNAP" MILL AND FILL 38,080 FOOT

BIKEWAY NOTICE OF CLOSURE SIGNS

NOTICE OF CLOSURE SIGNS (MODIFIED W20-H13) SHALL BE ERECTED ON THE MILL CREEK BIKEWAY BY THE CONTRACTOR 7 DAYS PRIOR TO THE SCHEDULED BIKEWAY CLOSURE, SUBSEQUENTLY MAINTAINED, AND THEN REMOVED AT THE END OF THE 2018 CLOSURE PERIOD.

THE SIGN SHALL DISPLAY "BIKEWAY CLOSED AHEAD, # MILES", THE SCHEDULED DATE OF THE CLOSURE AND THE SCHEDULED DATE OF THE REOPENING, BOTH IN MM-DD FORMAT.

THE SIGNS SHALL BE PLACED AT THE FOLLOWING LOCATIONS ON THE BIKEWAY:

- AT THE KIRK ROAD TRAILHEAD NEAR THE WALKWAY TO THE PARKING LOT
- ON THE NORTHSIDE OF THE BIKEWAY CROSSING OF HERBERT ROAD
- AT THE MILL CREEK METROPARKS FARM TRAILHEAD (7574 COLUMBIANA-CANFIELD ROAD), NEAR THE WALKWAY TO THE PARKING LOT.

PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614 - MAINTAINING TRAFFIC, MISC.: MILL CREEK BIKEWAY DETOUR.

ITEM 614 MAINTAINING TRAFFIC, MISC.: MILL CREEK BIKEWAY DETOUR

THE CONTRACTOR SHALL CONSTRUCT THE MILL CREEK BIKEWAY DETOUR AS DETAILED ON SHEETS 10 AND 11. THE CONTRACTOR SHALL CONSTRUCT THE DETOUR, MAINTAIN THE DETOUR DURING CONSTRUCTION, REMOVE THE DETOUR AND RESTORE THE DISTURBED AREA TO A PRE-CONSTRUCTION CONDITION EXCEPT WHERE NOTED.

THE TRAIL SHALL PROVIDE SAFE PASSAGE WAY FOR PEDESTRIANS AND BIKE USERS. THE TRAIL SHALL NOT HAVE GRADES EXCEEDING 5.0%.

THE CONTRACTOR SHALL FOLLOW ALL DETAILS IN THE ODOT STANDARD CONSTRUCTION DRAWING MT-101.90, DROP-OFFS IN WORK ZONES, WHILE CONSTRUCTING THE PATH ALONG KIRK ROAD. PAVING ALONG KIRK ROAD SHALL BE IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING MT-97.11.

ALL TREES, BRANCHES, SHRUBS AND BRUSH SHALL BE CLEARED ALONG THE PATH ALIGNMENT. CLEARING SHALL BE CENTERED ON THE PATH AND BE AT LEAST 14 FEET WIDE AND 10 FEET HIGH.

THE FOLLOWING QUANTITIES ARE PROVIDED FOR INFORMATION ONLY:

ITEM 659, SEEDING AND MULCHING	914 SQ YD
ITEM 448, ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 2, PG64-22	98 CU YD
ITEM 304, AGGREGATE BASE	78 CU YD
SP 622, PORTABLE CONCRETE BARRIER	410 FOOT
ITEM 607, FENCE, MISC.: SAFETY FENCE	1540 FOOT

ALL EQUIPMENT, MATERIALS, AND LABOR REQUIRED TO COMPLETE THE WORK OUTLINED ABOVE IS TO BE INCLUDED FOR PAYMENT UNDER THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC, MISC.: MILL CREEK BIKEWAY DETOUR, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

SP 614C - REMOVAL OF PAVEMENT MARKING

ALL PAVEMENT MARKINGS WHICH CONFLICT WITH THE PROPOSED MAINTENANCE OF TRAFFIC PAVEMENT MARKINGS ARE TO BE REMOVED AS PER SP 614C - REMOVAL OF PAVEMENT MARKINGS.

REMOVAL OF EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY EITHER GRINDING OR WATER BLASTING AS APPROVED BY THE CHIEF ENGINEER, IN ACCORDANCE WITH SP 641 C. IN NO INSTANCE SHALL BLACKOUT TAPE BE USED. MEASUREMENT OF THIS ITEM SHALL BE IN ACCORDANCE WITH SP 641 C AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO REMOVE CONFLICTING PAVEMENT MARKINGS TO THE SATISFACTION OF THE CHIEF ENGINEER.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE UTILIZED AS DIRECTED BY THE CHIEF ENGINEER.

SP 614C - REMOVAL OF PAVEMENT MARKING 6.00 MILE

ITEM 614 - WORK ZONE CROSSOVER LIGHTING SYSTEM

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, OPERATING, MAINTAINING AND REMOVING A WORK ZONE LIGHTING SYSTEM FOR A SINGLE CROSSOVER, OR OVERLAPPING A PAIR OF CROSSOVERS. THE SYSTEM SHALL BE AS SHOWN ON SCD MT- 100.00. THE CONTRACTOR SHALL PROVIDE A PLAN, WHICH REFLECTS THE PROPOSED LOCATIONS OF THE POLES, IN RELATION TO THE CLEAR ZONE WHICH SHALL BE SUBMITTED TO THE CHIEF ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION OF THE POLES. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR POWER. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 625 AND 725 EXCEPT: THE PERFORMANCE TEST OF 625.19F, AND CERTIFIED DRAWING REQUIREMENT OF 625.04, ARE WAIVED AND USED MATERIALS IN GOOD CONDITION ARE ACCEPTABLE.

POLES WHICH ARE NOT PROTECTED BY GUARDRAIL OR PORTABLE BARRIER SHALL BE LOCATED OUTSIDE THE CLEAR ZONE AND SHOULD BE LOCATED AT LEAST 30 FT (PREFERABLY 40 FT) FROM THE EDGE OF PAVEMENT WHEN POSSIBLE. ADDITIONAL POLE LINES, CABLES AND APPURTENANCES

NECESSARY TO FURNISH POWER TO THE LIGHTING SYSTEM SHALL BE INCLUDED IN THIS ITEM. SERVICE POLES SHALL BE POSITIONED WITH THE SAME CONSTRAINTS AS THE LIGHTING POLES AS A MINIMUM.

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH FOR ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM THROUGHOUT ALL PHASES OF WORK WHEN THE CROSSOVER ROADWAYS ARE USED.

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

ITEM 614 - WORK ZONE CROSSOVER LIGHTING SYSTEM 2 EACH

ITEM SP 622 - PORTABLE BARRIER (WITH GLARE SCREEN)
ITEM SP 622 - PORTABLE BARRIER (WITHOUT GLARE SCREEN)

THE CONTRACTOR SHALL REPLACE ANY DAMAGED PORTABLE BARRIER WITH IN 24 HOURS OF A DAMAGING IMPACT. TO FACILITATE THIS PROMPT REPLACEMENT, AN ADDITIONAL THREE HUNDRED FEET OF EACH TYPE OF BARRIER SHALL BE ON THE PROJECT AT ALL TIMES.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN SHOWN FOR INFORMATIONAL PURPOSES ONLY. A LUMP SUM QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR REPLACEMENT OF PORTABLE BARRIER.

ITEM SP 622 - PORTABLE BARRIER, 32" (WITH GLARE SCREEN) 100 FEET

ITEM SP 622 - PORTABLE CONCRETE BARRIER, 32" (WITHOUT GLARE SCREEN) 100 FEET

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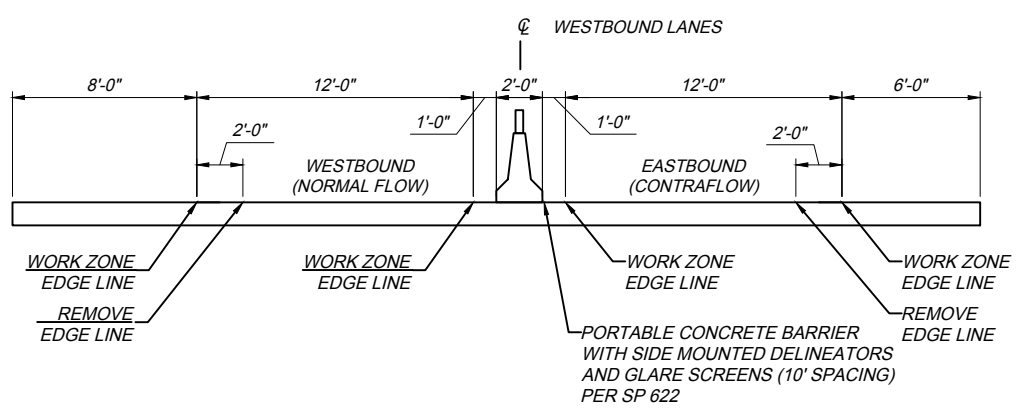
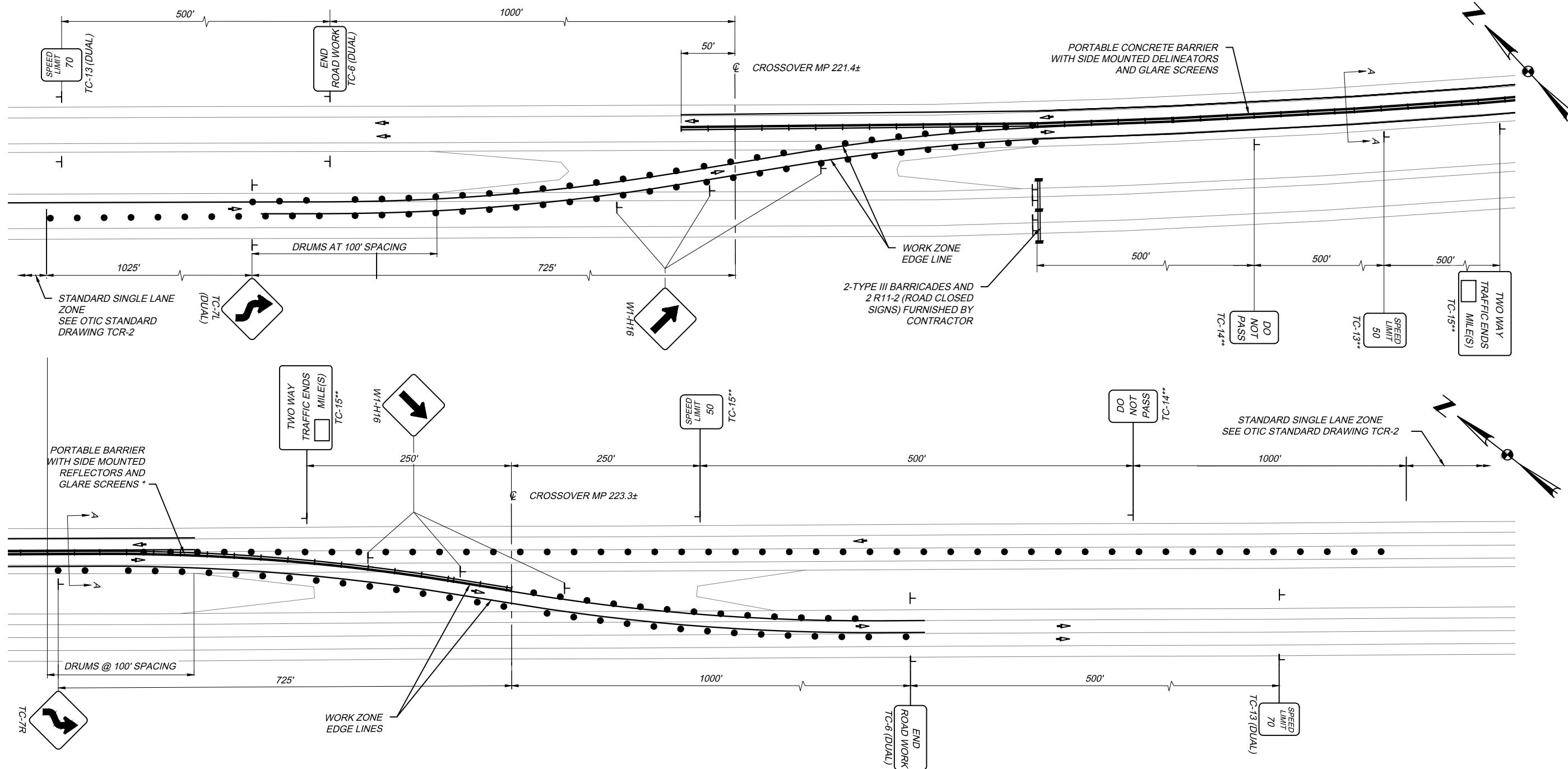
PROJECT 43-18-05B	MAINTENANCE OF TRAFFIC GENERAL NOTES				DATE: 4/27/18
	DESIGNED AAF	CHECKED PRS	NO. 1	REVISED ADDENDUM #1	BY DATE VDT 5/18/18
DRAWN AAF	IN CHARGE MTO				
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Gannett Fleming

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

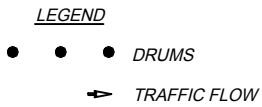
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WESTBOUND LANES
SECTION A-A (NTS)

* -SEE SPECIAL PROVISION, ITEM SPECIAL - GLARE SCREENS; FOR ADDITIONAL INFORMATION REGARDING TYPE AND INSTALLATION OF GLARE SCREENS. ALL COST ASSOCIATED WITH GLARE SCREENS SHALL BE INCLUDED IN LUMP SUM BID PRICE FOR SP 622 - PORTABLE BARRIER AND SHALL INCLUDE FURNISHING, INSTALLATION, MAINTAINING, MOVING, TRANSPORTING, STORING AND RESETTING, AS REQUIRED, OF THE GLARE SCREEN THROUGHOUT THE TERM OF THE CONTRACT.

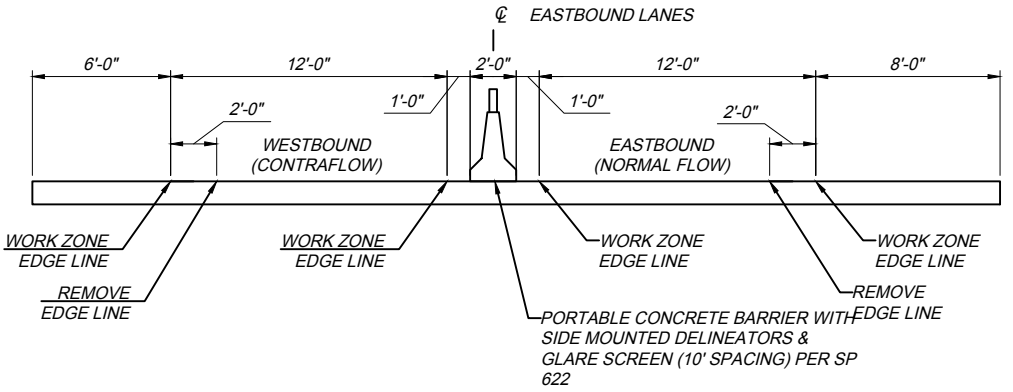
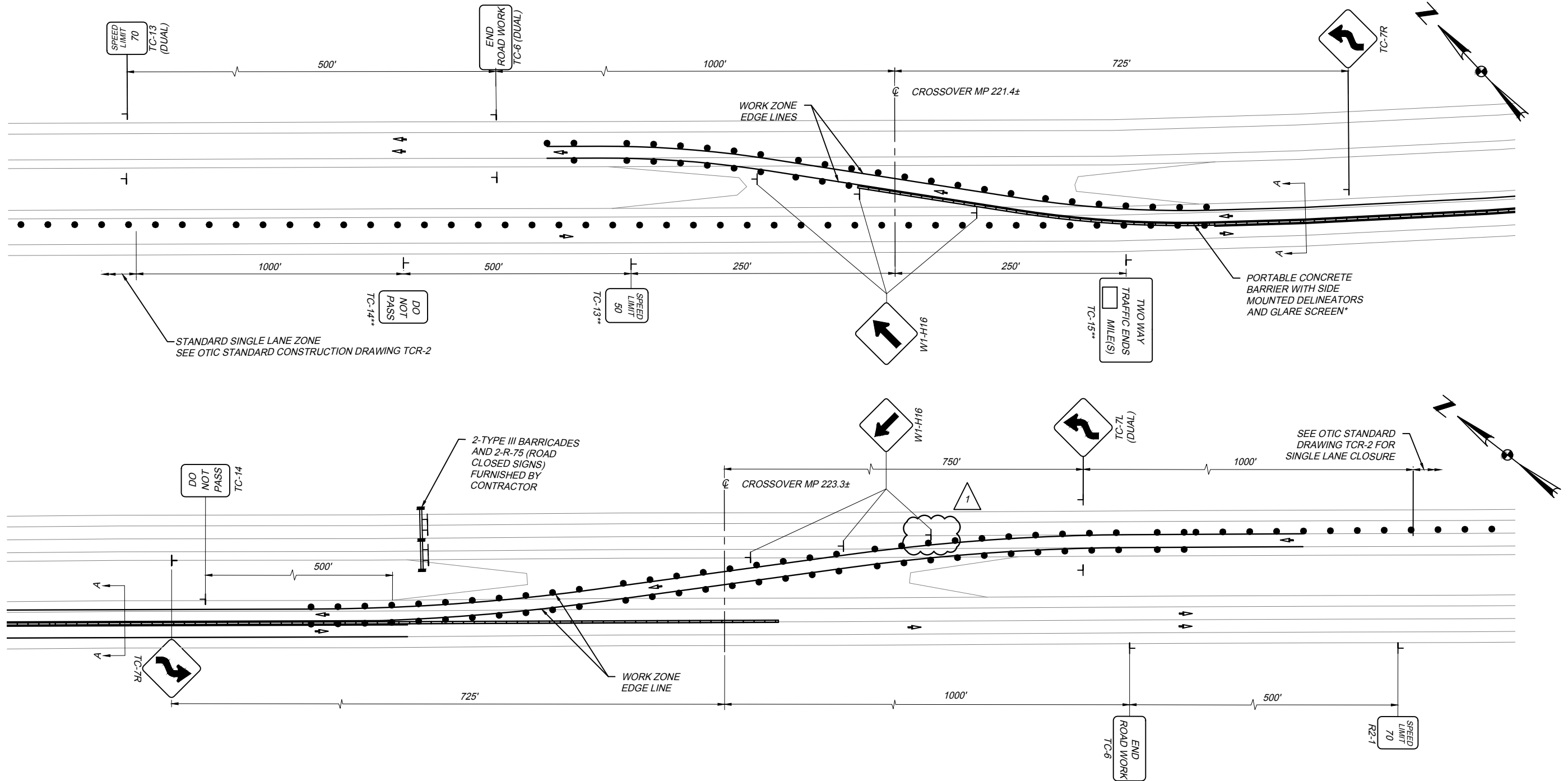
** -SIGN REPEATED EVERY MILE



- NOTES:**
- EXISTING CROSSOVERS ARE TO BE RESURFACED PER OTIC STANDARD DRAWING XOY-1 PRIOR TO MAINTENANCE OF TRAFFIC OPERATIONS.
 - ALL TRAILING ENDS OF EXISTING GUARDRAIL THAT WILL BECOME LEADING ENDS OF GUARDRAIL DURING CONTRAFLOW MUST BE UPDATED TO TYPE E ANCHOR ASSEMBLIES AND ALL EXISTING GUARDRAIL MUST BE RELAPPED IN THE DIRECTION OF TRAVEL PRIOR TO SHIFTING TRAFFIC TO CONTRAFLOW OPERATIONS. ONCE TRAFFIC IS RESTORED TO ITS NORMAL DIRECTION OF TRAVEL THE GUARDRAIL MUST BE RELAPPED AGAIN. ALL EQUIPMENT, MATERIALS, AND LABOR REQUIRED TO COMPLETE THIS WORK IS TO BE INCLUDED FOR PAYMENT UNDER THE LUMP SUM PRICE FOR SP 614 - MAINTAINING TRAFFIC.
 - ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE CURRENT EDITION OF THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".
 - THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL BARRICADES, SIGNS, SIGN SUPPORTS AND INCIDENTALS AS SHOWN ON THIS SHEET.
 - ALL SIGNAGE, TAPER RATES, AND TAPERS LENGTHS SHALL BE PER OTIC STANDARD CONSTRUCTION DRAWINGS TCR-2, TCR-3, AND TCR-7.
 - CROSSOVER LIGHTING SHALL BE INSTALLED PER ODOT STANDARD CONSTRUCTION DRAWING MT-100.00.
 - MAINTENANCE OF TRAFFIC ON THE MEDIAN/LEFT AND RIGHT SHOULDERS WILL REQUIRE THE EXISTING "SNAPS" TO BE MILLED AND FILLED INSIDE AND OUTSIDE THE WORK LIMITS FOR TEMPORARY TRAFFIC PURPOSES.

MAINTENANCE OF TRAFFIC STAGE 2	NO. 1	BY DATE	DESIGN AGENCY
	CHECKED	ADDENDUM #1	Gannett Fleming
DESIGNED	NO. 1	BY DATE	OHIO TURNPIKE
DRAWN	IN/CHARGE	VDT 8/18/18	OHIO TURNPIKE
PROJECT 43-18-05B	DATE: 4/27/18	8	OHIO TURNPIKE
57			

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EASTBOUND LANES
SECTION A-A (NTS)

* -SEE SPECIAL PROVISION, ITEM SPECIAL - GLARE SCREENS, FOR ADDITIONAL INFORMATION REGARDING TYPE AND INSTALLATION OF GLARE SCREENS. ALL COST ASSOCIATED WITH GLARE SCREENS SHALL BE INCLUDED IN LUMP SUM BID PRICE FOR SP 622 - PORTABLE BARRIER AND SHALL INCLUDE FURNISHING, INSTALLATION, MAINTAINING, MOVING, TRANSPORTING, STORING AND RESETTING, AS REQUIRED, OF THE GLARE SCREEN THROUGHOUT THE TERM OF THE CONTRACT.

** -SIGN REPEATED EVERY MILE

LEGEND

● ● ● DRUMS

➔ TRAFFIC FLOW

- NOTES:**
- ALL TRAILING ENDS OF EXISTING GUARDRAIL THAT WILL BECOME LEADING ENDS OF GUARDRAIL DURING CONTRAFLOW MUST BE UPDATED TO TYPE E ANCHOR ASSEMBLIES AND ALL GUARDRAIL MUST BE RELAPPED IN THE DIRECTION OF TRAVEL PRIOR TO SHIFTING TRAFFIC TO CONTRAFLOW OPERATIONS. ONCE TRAFFIC IS RESTORED TO ITS NORMAL DIRECTION OF TRAVEL THE GUARDRAIL MUST BE RELAPPED AGAIN. ALL EQUIPMENT, MATERIALS, AND LABOR REQUIRED TO COMPLETE THIS WORK IS TO BE INCLUDED FOR PAYMENT UNDER THE LUMP SUM PRICE FOR SP 614 MAINTAINING TRAFFIC.
 - ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE CURRENT EDITION OF THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".
 - THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL BARRICADES, SIGNS, SIGN SUPPORTS AND INCIDENTALS AS SHOWN ON THIS SHEET.
 - ALL SIGNAGE, TAPER RATES, AND TAPERS LENGTHS SHALL BE PER OTIC STANDARD CONSTRUCTION DRAWINGS TCR-2, TCR-3, AND TCR-7.
 - CROSSOVER LIGHTING SHALL BE INSTALLED PER ODOT STANDARD CONSTRUCTION DRAWING MT-100.00.
 - MAINTENANCE OF TRAFFIC ON THE MEDIAN/LEFT AND RIGHT SHOULDERS WILL REQUIRE THE EXISTING "SNAPS" TO BE MILLED AND FILLED INSIDE AND OUTSIDE THE WORK LIMITS FOR TEMPORARY TRAFFIC PURPOSES.

MAINTENANCE OF TRAFFIC STAGE 3	CHECKED PRS IN CHARGE	NO. 1	REVISIONS ADDENDUM #1	BY DATE VOT 5/18/18	DESIGN AGENCY Gannett Fleming
	DESIGNED AAF DRAWN AAF	NO. 1	REVISIONS ADDENDUM #1	BY DATE VOT 5/18/18	PROJECT 43-18-05B DATE: 4/27/18
9 57					OHIO TURNPIKE

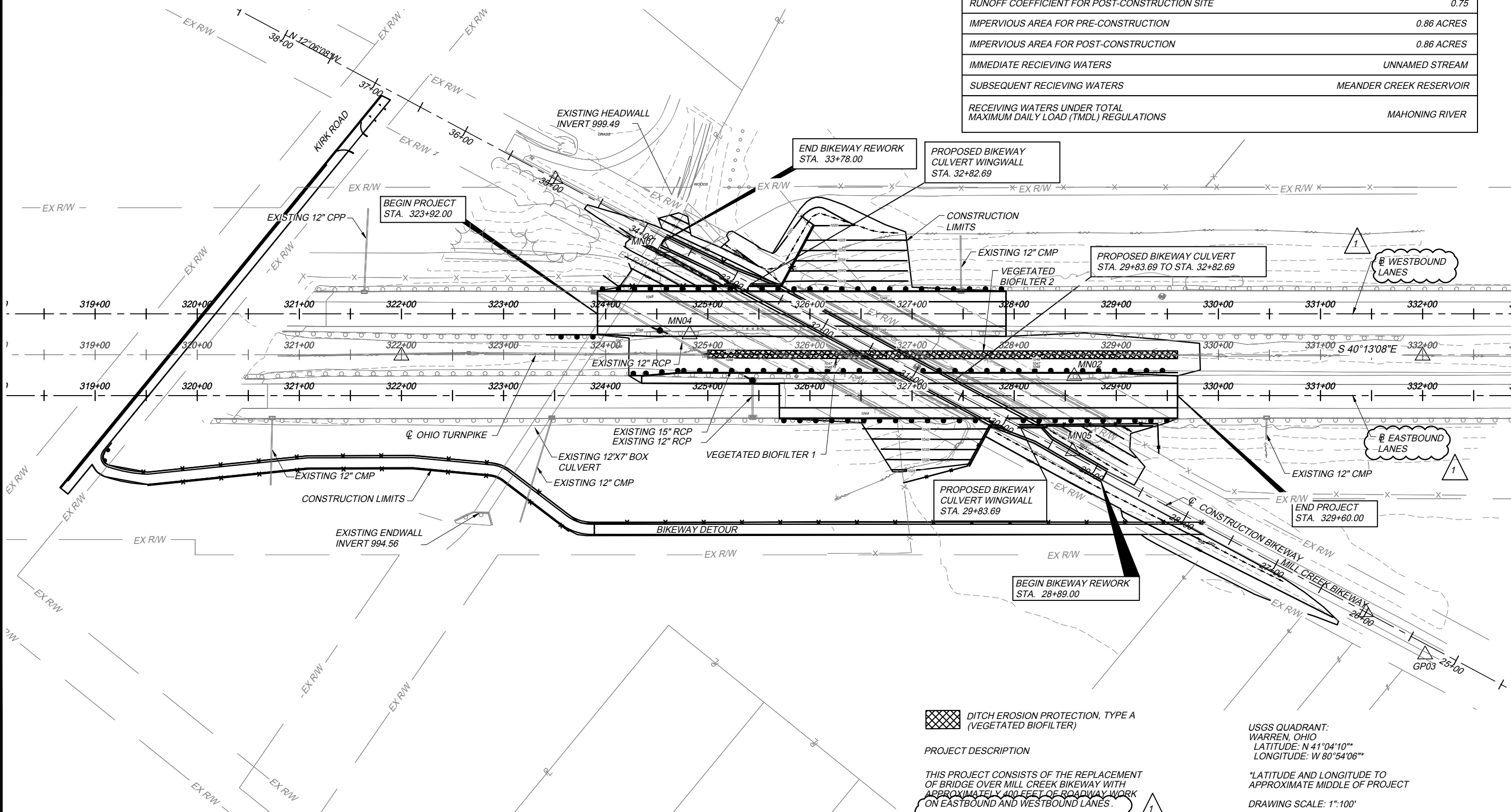
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

BMP TYPE	STATION##		LATITUDE/LONGITUDE				EDA TREATMENT CREDIT (ACRES)
	BEGIN	END	BEGIN	END	BEGIN	END	
VEGETATED BIOFILTER 1	325+00.00	326+75.00	41.069746°	80.902139°	41.069373°	80.901741°	0.32
VEGETATED BIOFILTER 2	326+75.00	329+60.00	41.069373°	80.901741°	41.068766°	80.901087°	0.52

TREATMENT PROVIDED	0.84
TREATMENT REQUIRED#	0.55

CALCULATED PER L&D VOL. 2, SEC. 1115.7
 ## STATIONING BASED ON @ OHIO TURNPIKE

PROJECT DATA	
TOTAL AREA (RIGHT-OF-WAY)	2.8 ACRES
PROJECT EARTH DISTURBED AREA	2.8 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	0.25 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA	3.05 ACRES
RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.75
RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE	0.75
IMPERVIOUS AREA FOR PRE-CONSTRUCTION	0.86 ACRES
IMPERVIOUS AREA FOR POST-CONSTRUCTION	0.86 ACRES
IMMEDIATE RECEIVING WATERS	UNNAMED STREAM
SUBSEQUENT RECEIVING WATERS	MEANDER CREEK RESERVOIR
RECEIVING WATERS UNDER TOTAL MAXIMUM DAILY LOAD (TMDL) REGULATIONS	MAHONING RIVER



DITCH EROSION PROTECTION, TYPE A (VEGETATED BIOFILTER)

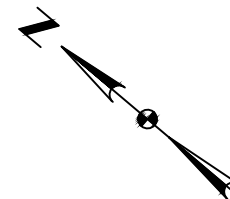
PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF THE REPLACEMENT OF BRIDGE OVER MILL CREEK BIKEWAY WITH APPROXIMATELY 400 FEET OF ROADWAY WORK ON EASTBOUND AND WESTBOUND LANES.

USGS QUADRANT:
 WARREN, OHIO
 LATITUDE: N 41°04'10\"/>

*LATITUDE AND LONGITUDE TO APPROXIMATE MIDDLE OF PROJECT

DRAWING SCALE: 1"=100'



OTMP223_SP.dwg; 5/19/18 - 10:56am

PROJECT SITE PLAN		DESIGNED CNB	CHECKED AAF	NO. 1	REVISIONS ADDENDUM #1	BY DATE AAF 5/14/18	DESIGN AGENCY Gannett Fleming	
PROJECT 43-18-05B		DRAWN DBM	IN CHARGE CNB					DATE: 4/27/18
12								OHIO TURNPIKE
57								OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

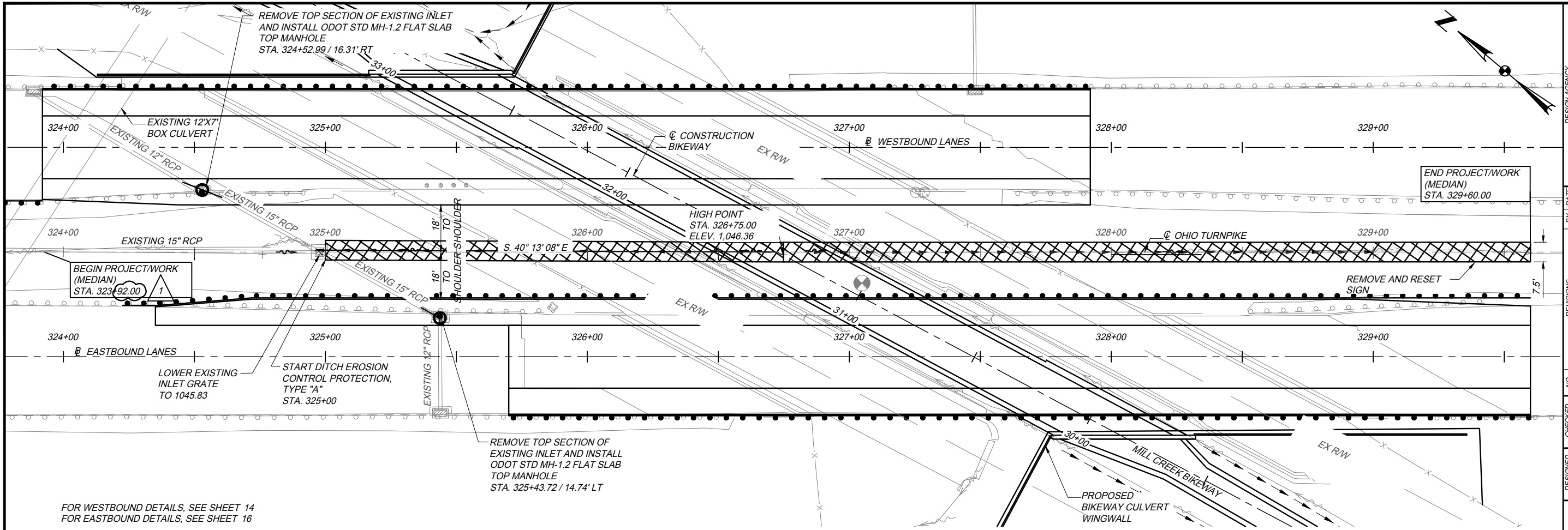
GENERAL SUMMARY

Table with columns: ITEM NO., QUANTITY, UNIT, ITEM DESCRIPTION, REFERENCE NO. Includes sections: ROADWAY, EROSION CONTROL, DRAINAGE, PAVEMENT, TRAFFIC CONTROL.

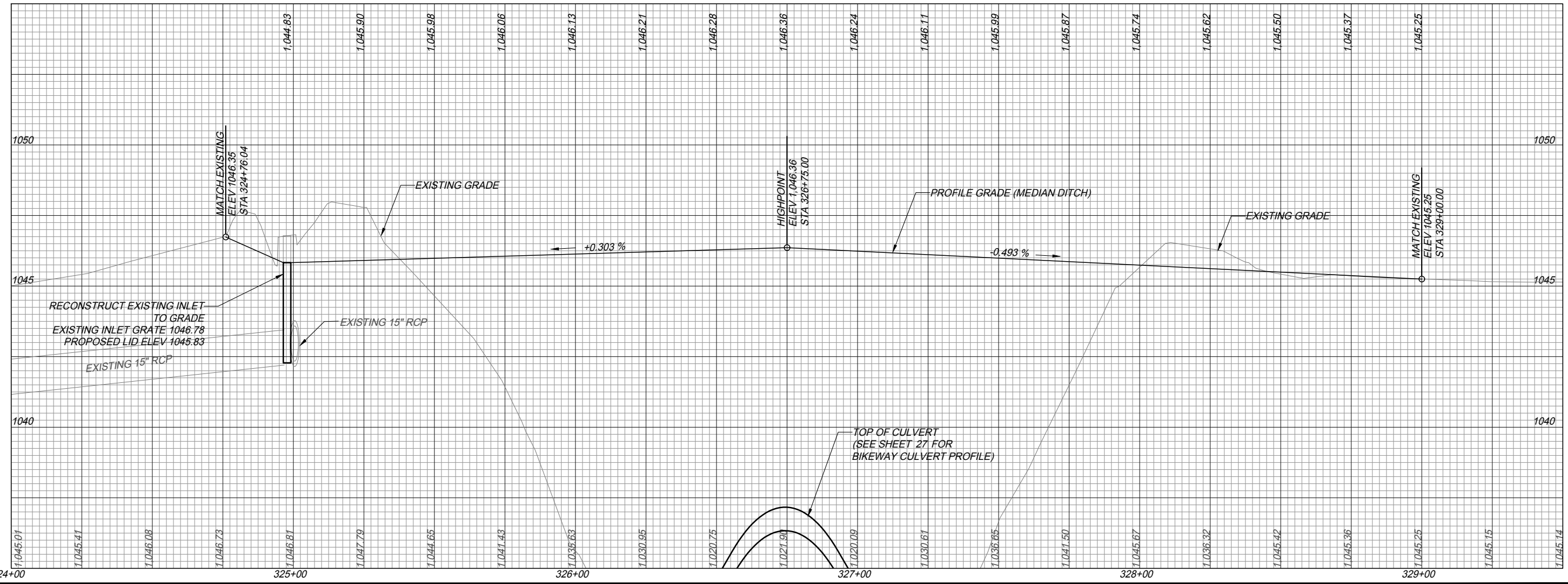
GENERAL SUMMARY

Table with columns: ITEM NO., QUANTITY, UNIT, ITEM DESCRIPTION, REFERENCE NO. Includes sections: MAINTENANCE OF TRAFFIC, LIGHTING, GENERAL, STRUCTURES.

OTNP23_PP-MEADIAN.dwg: 5/19/18 - 10:57am



FOR WESTBOUND DETAILS, SEE SHEET 14
FOR EASTBOUND DETAILS, SEE SHEET 16



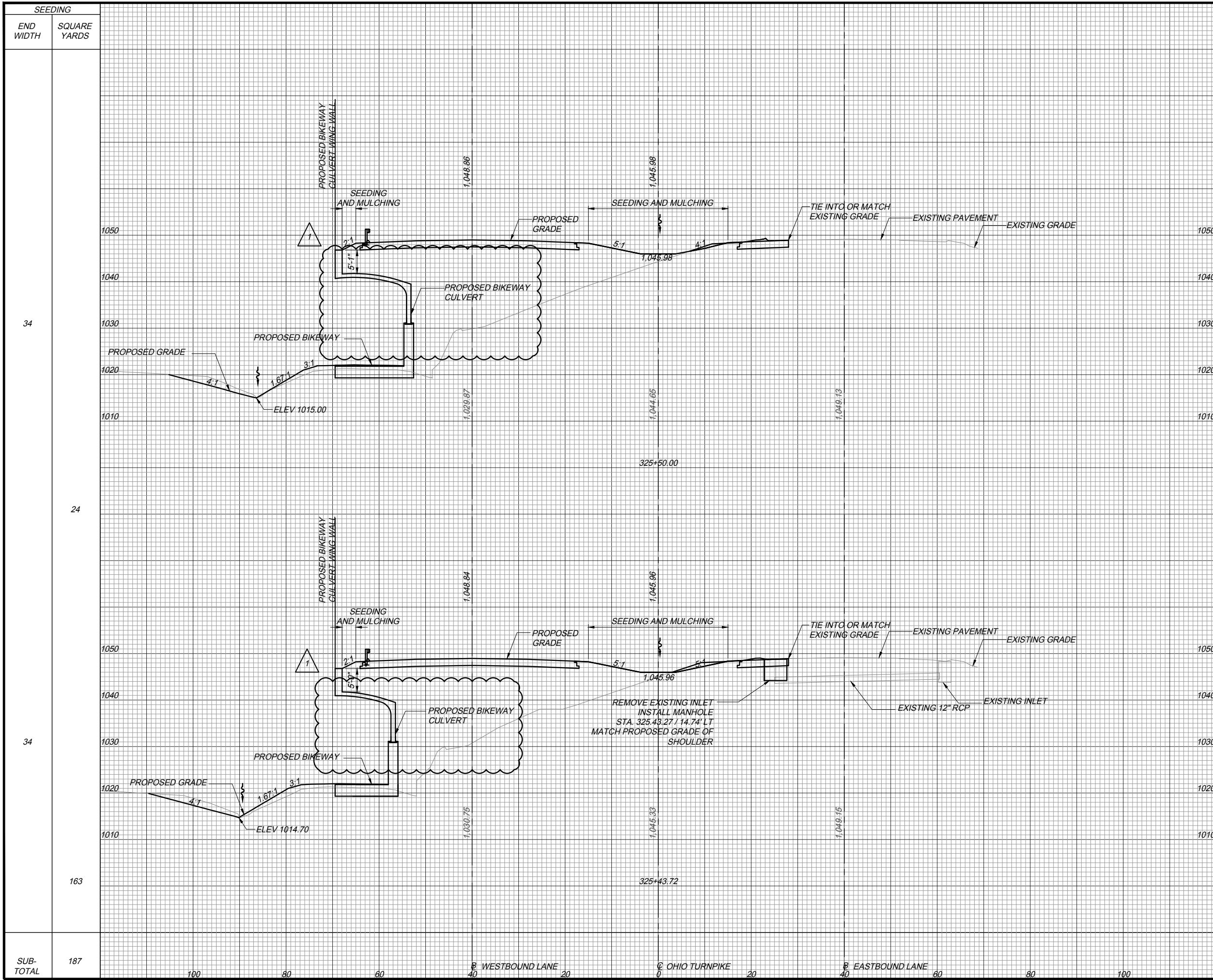
	DESIGN AGENCY
	BY DATE
NO. 1	REVISIONS
ADDENDUM #1	
CNB	CHECKED
DBM	PRS
	IN/CHARGE
	CNB
PLAN AND PROFILE CENTER LINE TURNPIKE (MEDIAN) STA. 323+92.00 TO STA. 329+60.00	
PROJECT 43-18-05B DATE: 4/27/18	
15	
57	

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

OHIO TURNPIKE

OTMP223_XS - ROAD.dwg; 5/19/18 - 10:57am

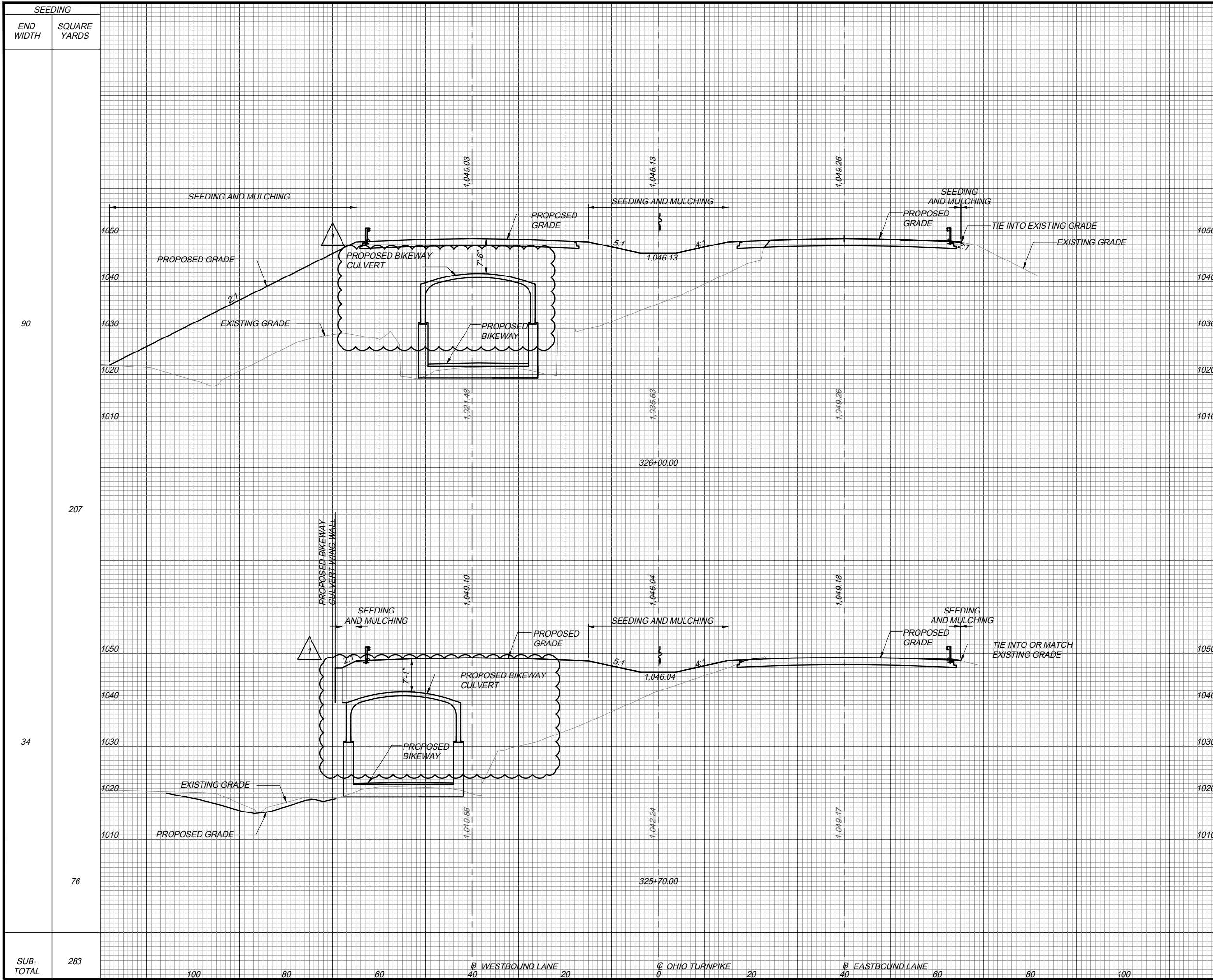


SEEDING	END AREA (SY)		VOLUME (CY)	
	CUT	FILL	CUT	FILL
34	20	863		
24			5	199
34	25	820		
163			64	916
SUB-TOTAL			69	1,215

PROJECT 43-18-05B
CROSS SECTIONS
 OHIO TURNPIKE
 STA. 325+43.72 TO STA. 325+50.00
 DATE: 4/27/18
 DESIGN AGENCY: **Gannett Fleming**
 BY DATE: AAF 5/14/18
 REVISIONS: ADDENDUM #1
 CHECKED: PRS IN CHARGE
 DESIGNED: CNB DRAWN: DBM
 NO. 1
 20
 57

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

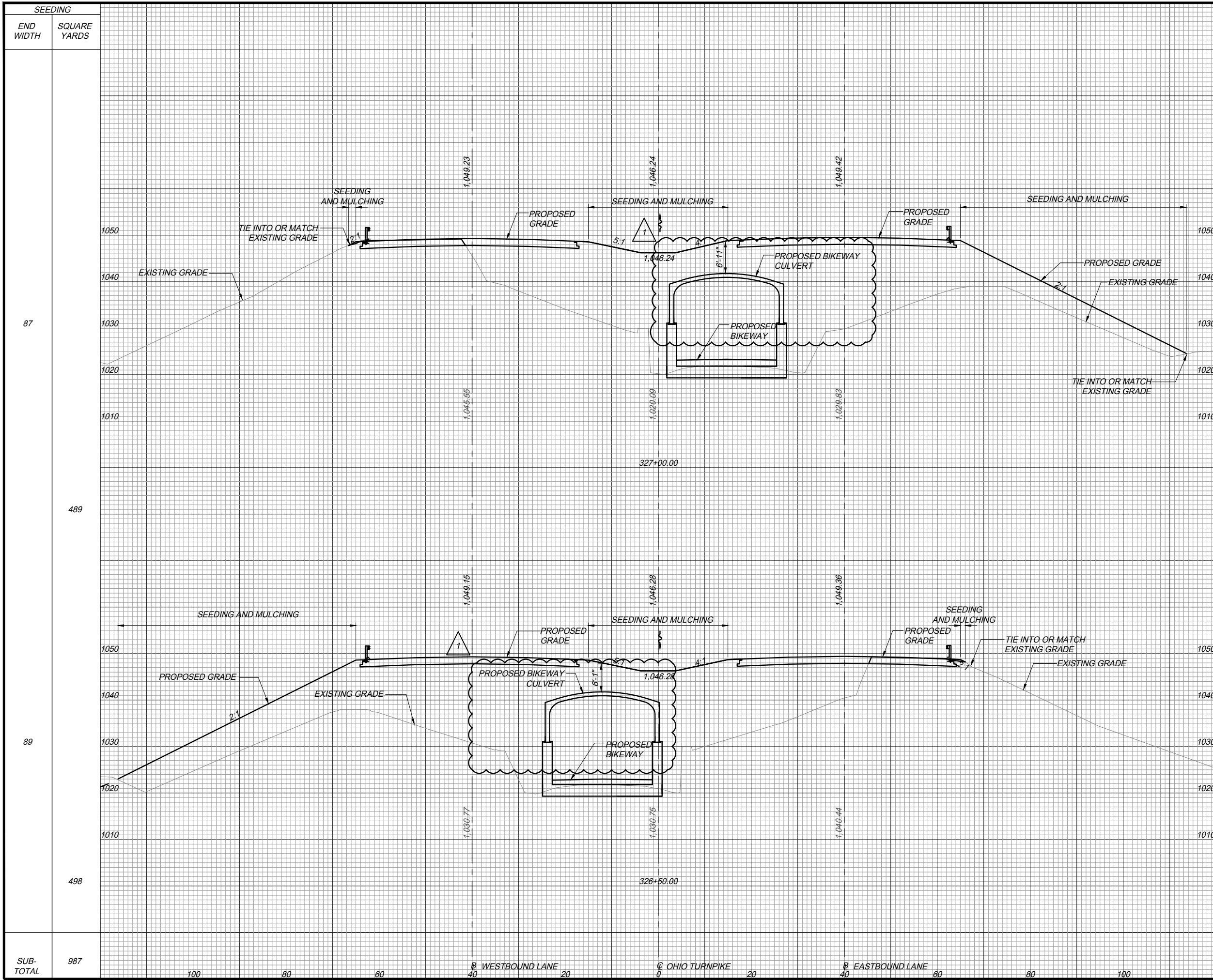
OTMP223_XS - ROAD.dwg; 5/19/18 - 10:57am



SEEDING	END AREA (SY)		VOLUME (CY)	
	CUT	FILL	CUT	FILL
90	87	1860		
207			88	1,151
34	72	211		
76			34	398
SUB-TOTAL			122	1,549

PROJECT 43-18-05B
CROSS SECTIONS
 OHIO TURNPIKE
 STA. 325+70.00 TO STA. 326+00.00
 DATE: 4/27/18
 DESIGN AGENCY: **Gannett Fleming**
 BY DATE: AAF 5/14/18
 REVISIONS: ADDENDUM #1
 CHECKED: PRS IN CHARGE
 DESIGNED: CNB DRAWN: DBM
 NO. 1
 CNB

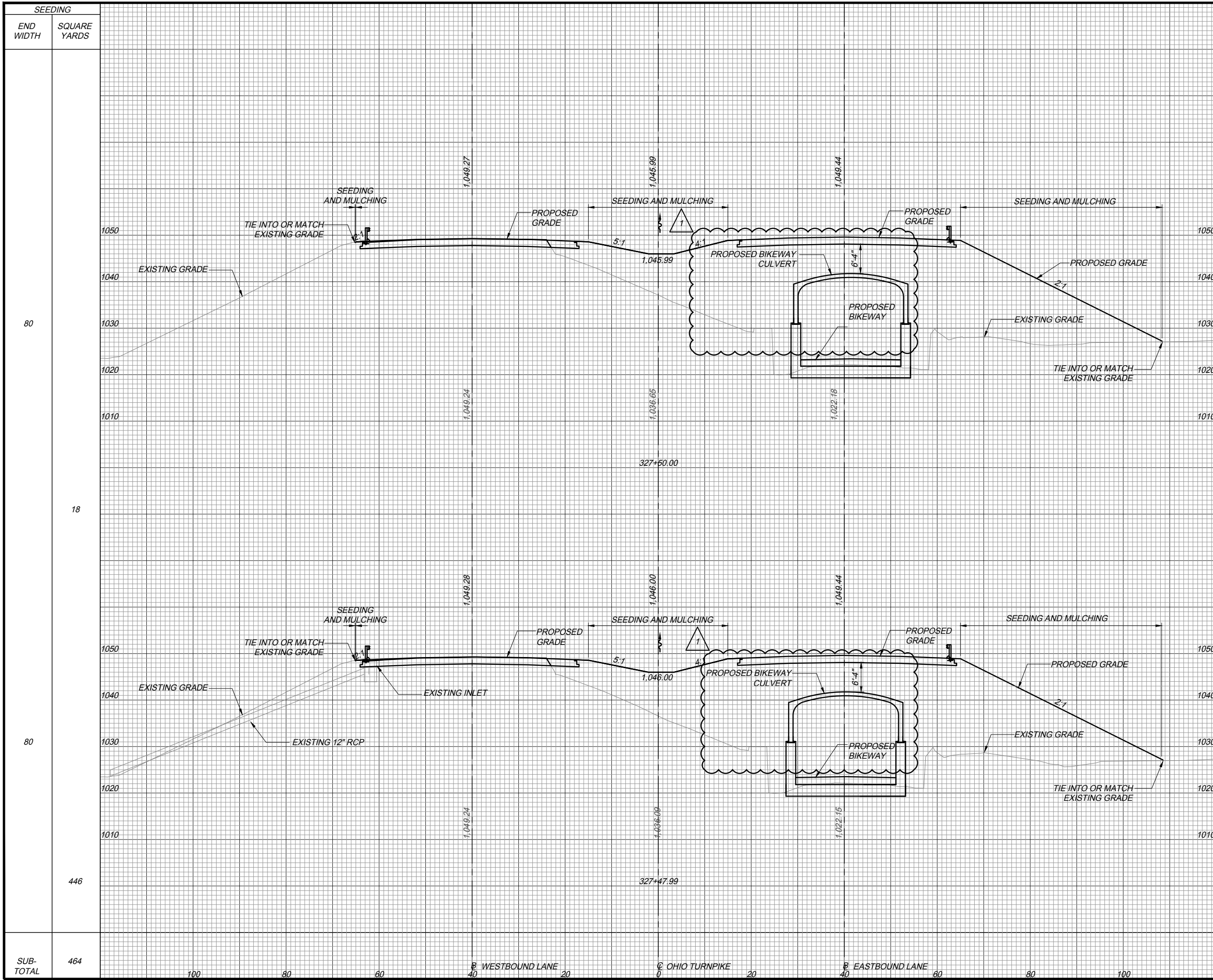
OTMP223_XS - ROAD.dwg; 5/19/18 - 10:57am



SEEDING	END WIDTH	SQUARE YARDS	END AREA (SY)		VOLUME (CY)	
			CUT	FILL	CUT	FILL
87			32	1714		
489					55	3695
89			27	2277		
498					106	3831
SUB-TOTAL	987				161	7,526

PROJECT 43-18-05B
CROSS SECTIONS
 OHIO TURNPIKE
 STA. 326+50.00 TO STA. 327+00.00
 DATE: 4/27/18
 DESIGN AGENCY: **Gannett Fleming**
 BY DATE: AAF 8/14/18
 REVISIONS: ADDENDUM #1
 CHECKED: PRS IN CHARGE
 DESIGNED: CNB DRAWN: DBM
 NO. 1
 CNB

OTMP223_XS - ROAD.dwg; 5/19/18 - 10:57am



SEEDING	END AREA (SY)		VOLUME (CY)	
	CUT	FILL	CUT	FILL
80	58	1626		
18			4	122
80	58	1643		
446			80	2983
SUB-TOTAL			84	3,105

PROJECT 43-18-05B
CROSS SECTIONS
 OHIO TURNPIKE
 STA. 327+47.99 TO STA. 327+50.00

DATE: 4/27/18

DESIGNED: CNB
 DRAWN: DBM

CHECKED: PRS
 IN CHARGE: CNB

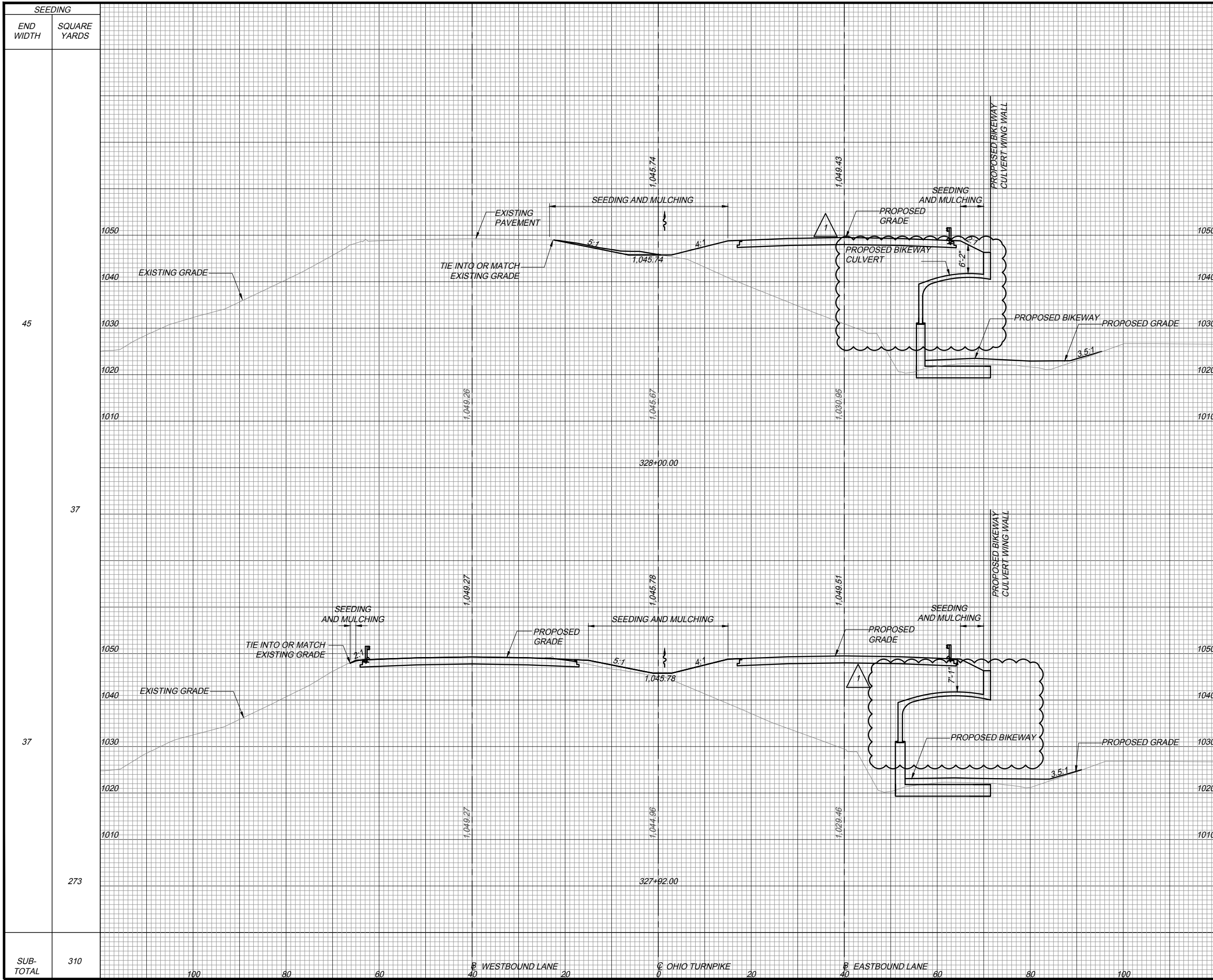
NO. 1

REVISIONS: AAF 8/14/18

BY DATE: AAF 8/14/18

DESIGN AGENCY: **Gannett Fleming**

OTMP223_XS - ROAD.dwg; 5/19/18 - 10:57am



SEEDING	END WIDTH	SQUARE YARDS	END AREA (SY)		VOLUME (CY)	
			CUT	FILL	CUT	FILL
45			9	853		
37					12	260
37			70	900		
273					100	1965
SUB-TOTAL	310				112	2,225

PROJECT 43-18-05B
CROSS SECTIONS
 OHIO TURNPIKE
 STA. 327+92.00 TO STA. 328+00.00

DATE: 4/27/18

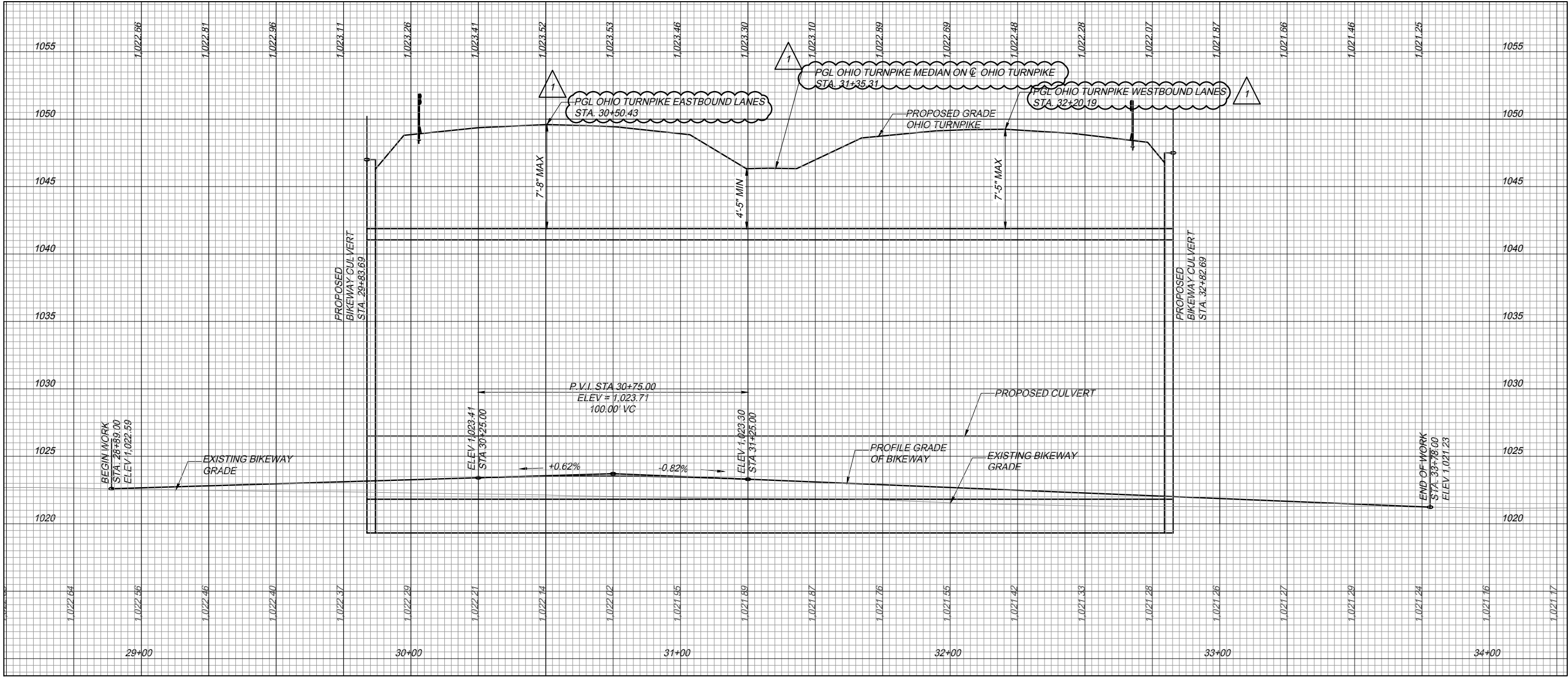
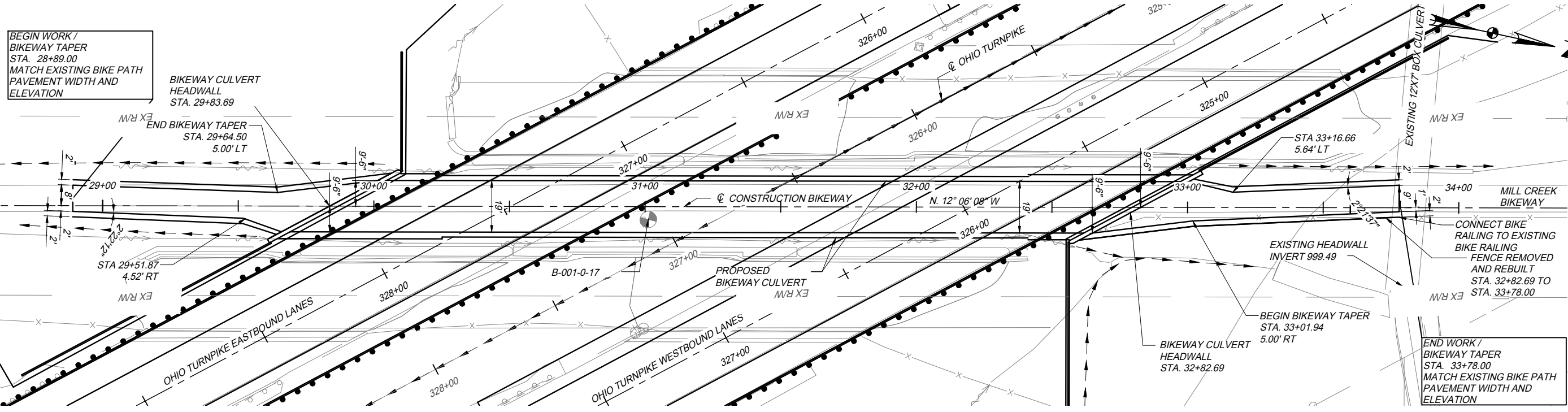
DESIGNED: CNB
 DRAWN: DBM
 CHECKED: PRS
 IN CHARGE: CNB

NO. 1
 ADDENDUM #

BY DATE
 AAF 5/14/18

REVISIONS

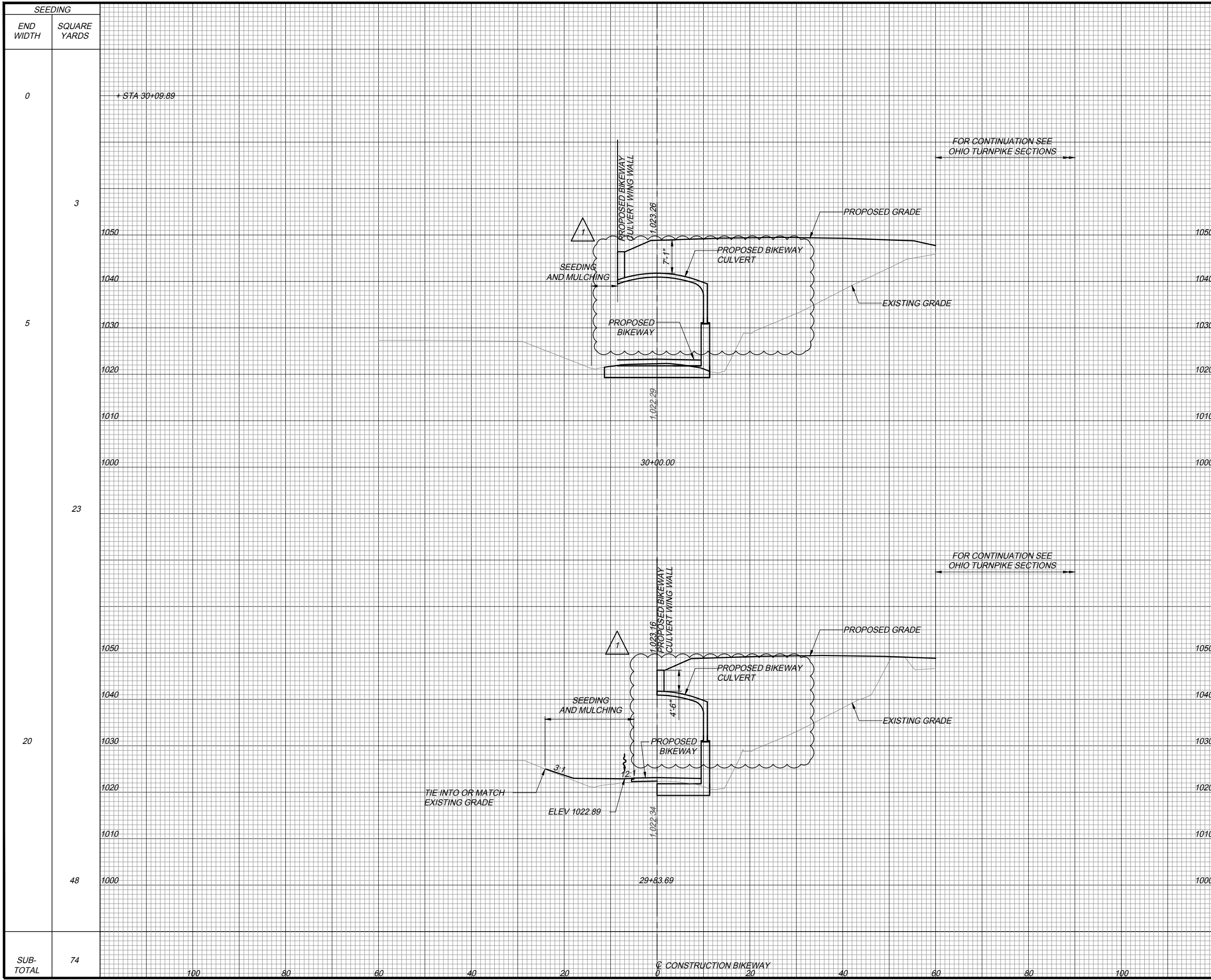
DESIGN AGENCY
Gannett Fleming



DESIGNED	CNB	PR	CH	NO.	1
	DRAWN	DBM	IN/CHARGE	CNB	
PROJECT 43-18-05B	PLAN AND PROFILE		REVISIONS	NO.	1
DATE: 4/27/18	MILL CREEK BIKEWAY		ADDENDUM #1	AAF	5/14/18
	STA. 28+89.00 TO STA. 33+78.00				

DESIGN AGENCY
Gannett Fleming

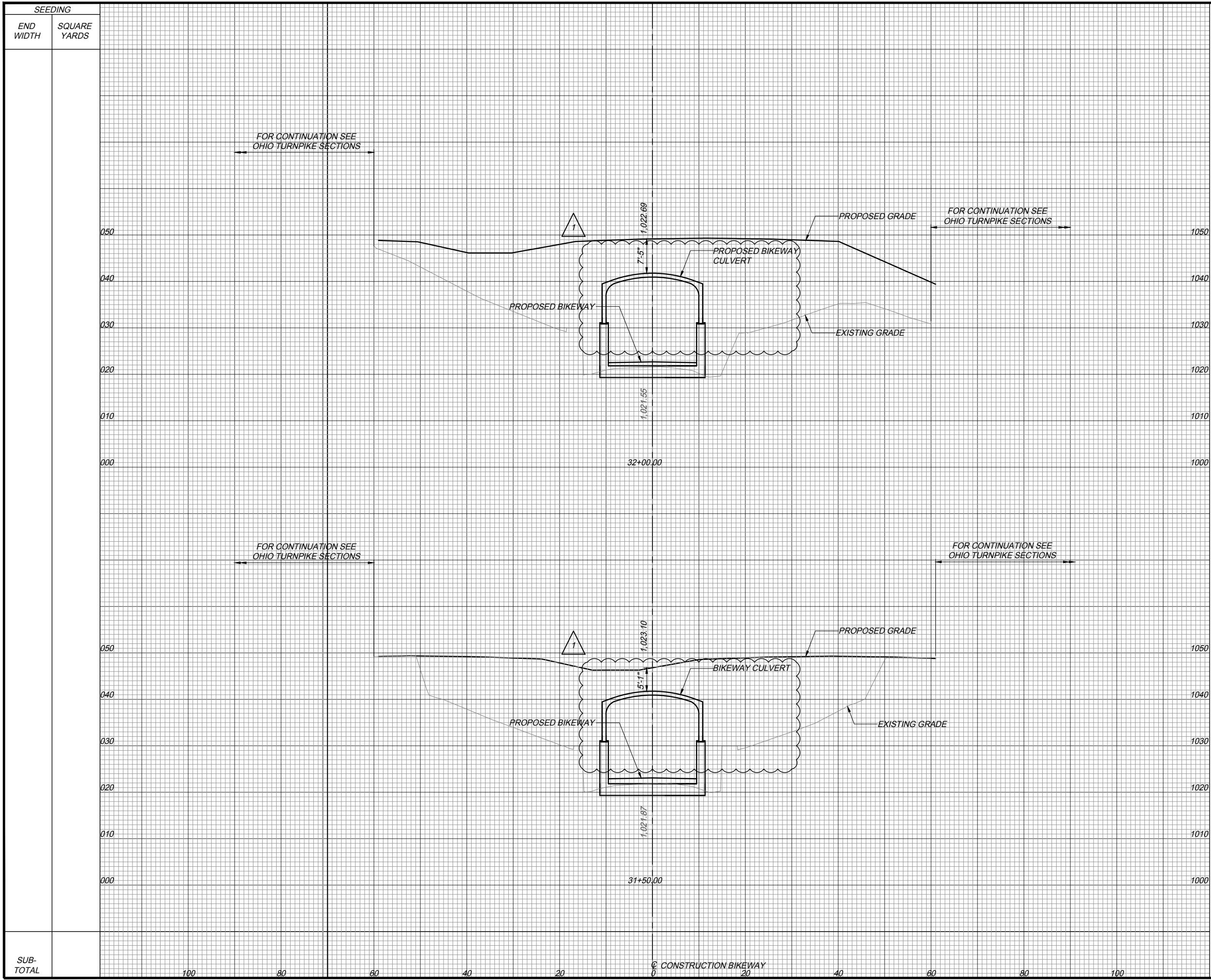
OTNP223_XS - CULVERT.dwg: 5/19/18 - 10:58am



SEEDING		END AREA (SY)		VOLUME (CY)	
END WIDTH	SQUARE YARDS	CUT	FILL	CUT	FILL
0	+ STA 30+09.89				
3					
5					
23				27	5
20		29	17		
48				11	14
SUB-TOTAL	74			38	19

PROJECT 43-18-05B
CROSS SECTIONS
 MILL CREEK BIKEWAY
 STA. 29+83.69 TO STA. 30+00.00
 DATE: 4/27/18
 DESIGN AGENCY: **Gannett Fleming**
 BY DATE: AAF 5/14/18
 REVISIONS: ADDENDUM #1
 CHECKED: PRS IN CHARGE
 DESIGNED: CNB DRAWN: DBM
 NO. 1
 DESIGN AGENCY: **Gannett Fleming**

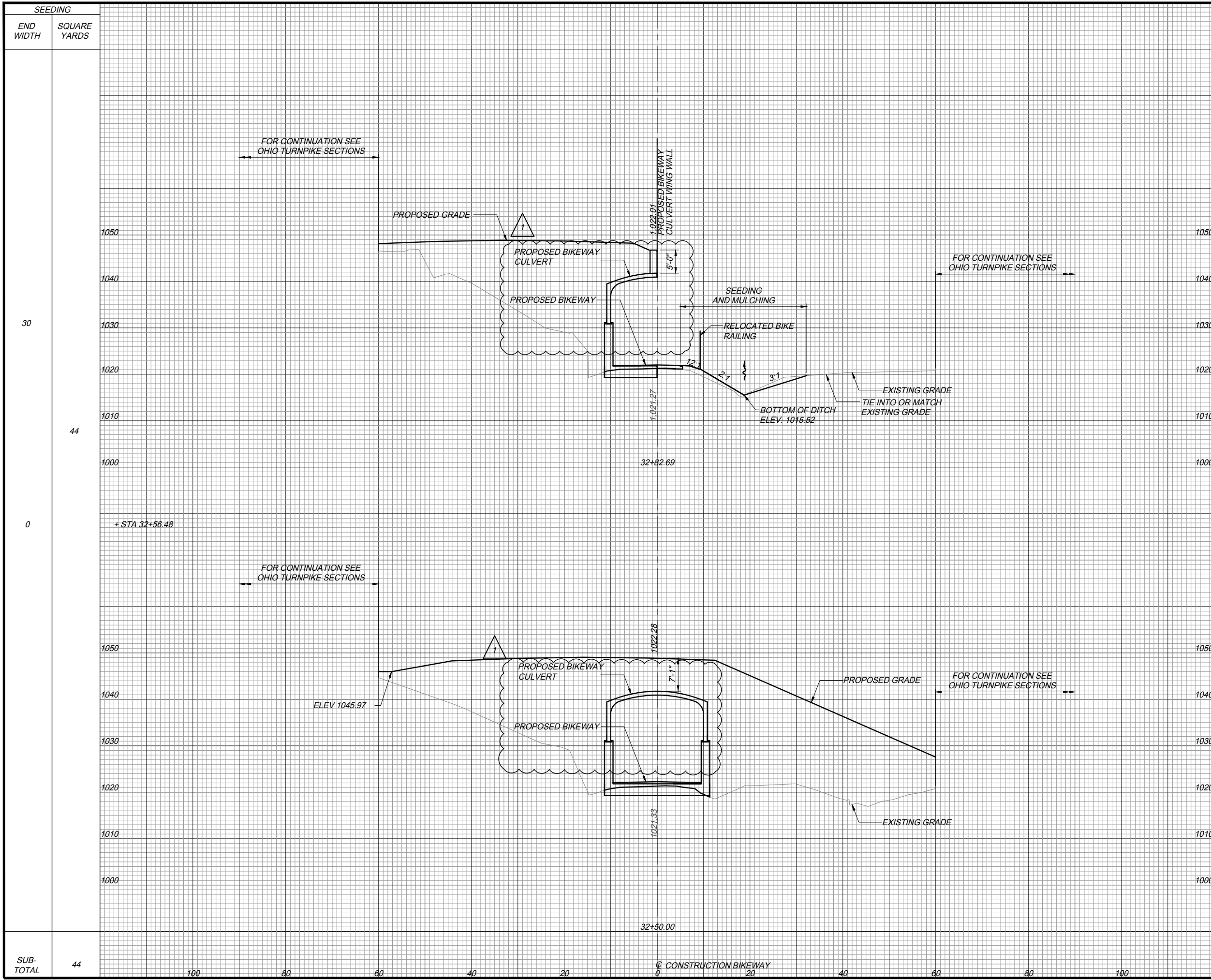
OTMP223_XS - CULVERT.dwg: 5/19/18 - 10:58am



SEEDING	END AREA (SY)		VOLUME (CY)	
	CUT	FILL	CUT	FILL
END WIDTH				
SQUARE YARDS				
			42	
			84	
			49	
			93	
SUB-TOTAL	100	80	177	

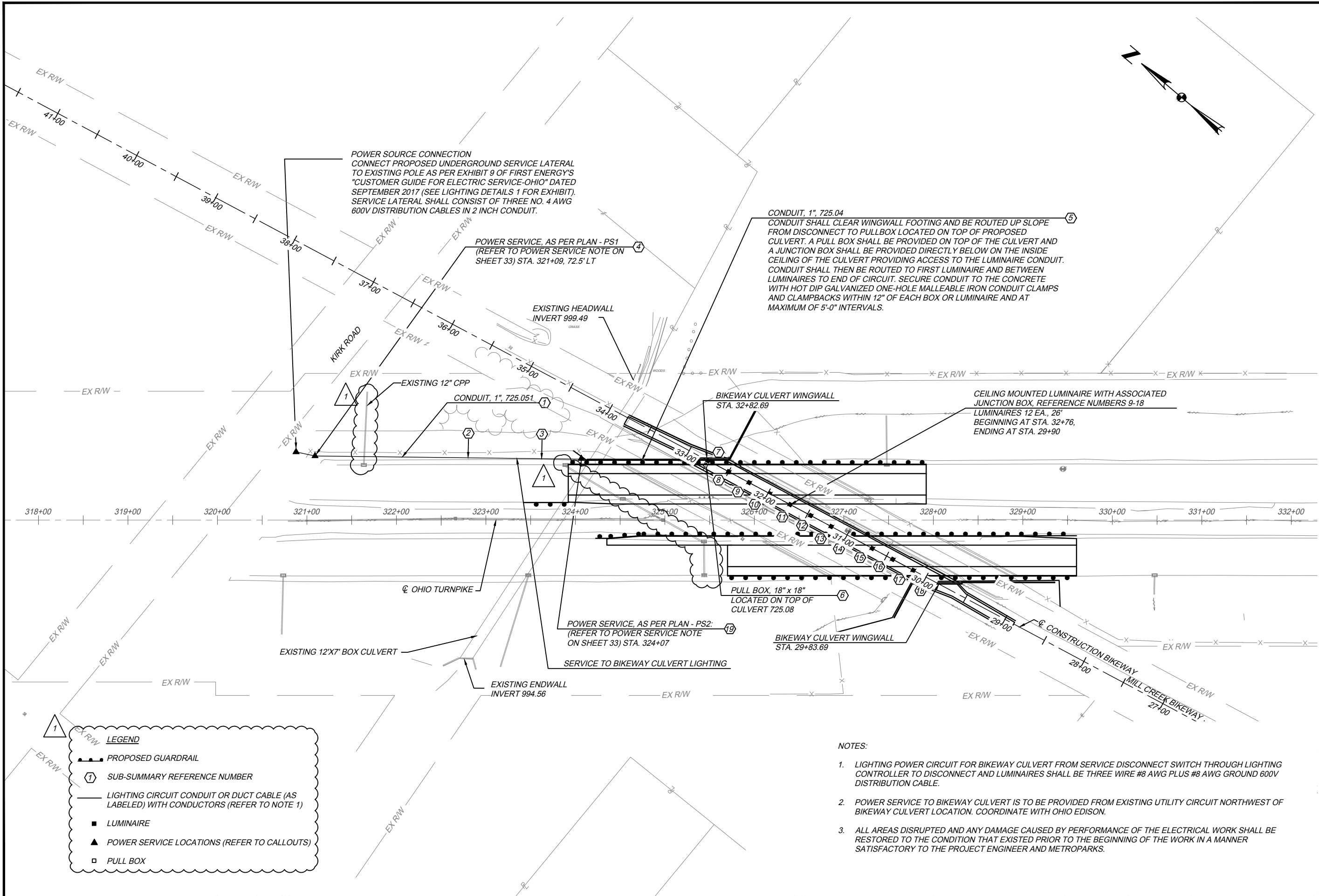
PROJECT 43-18-05B
 CROSS SECTIONS
 MILL CREEK BIKEWAY
 STA. 31+50.00 TO STA. 32+00.00
 DATE: 4/27/18
 DESIGN AGENCY: **Gannett Fleming**
 BY DATE: AAF 5/14/18
 REVISIONS: NO. 1
 CHECKED: PRS
 DESIGNED: CNB
 DRAWN: DBM
 IN CHARGE: CNB
 ADDENDUM #: .

OTMP223_XS - CULVERT.dwg: 5/19/18 - 10:58am



SEEDING	END AREA (SY)		VOLUME (CY)	
	CUT	FILL	CUT	FILL
30		28		12
44				
0		37		
SUB-TOTAL			112	7

PROJECT 43-18-05B DATE: 4/27/18
CROSS SECTIONS MILL CREEK BIKEWAY STA. 32+50.00 TO STA. 32+82.69
 DESIGN AGENCY: **Gannett Fleming**
 BY DATE: AAF 5/14/18
 REVISIONS: ADDENDUM #1
 CHECKED: PRS IN CHARGE
 DESIGNED: CNB DRAWN: DBM
 NO. 1
 7



POWER SOURCE CONNECTION
CONNECT PROPOSED UNDERGROUND SERVICE LATERAL TO EXISTING POLE AS PER EXHIBIT 9 OF FIRST ENERGY'S "CUSTOMER GUIDE FOR ELECTRIC SERVICE-OHIO" DATED SEPTEMBER 2017 (SEE LIGHTING DETAILS 1 FOR EXHIBIT). SERVICE LATERAL SHALL CONSIST OF THREE NO. 4 AWG 600V DISTRIBUTION CABLES IN 2 INCH CONDUIT.

POWER SERVICE, AS PER PLAN - PS1
(REFER TO POWER SERVICE NOTE ON SHEET 33) STA. 321+09, 72.5' LT

CONDUIT, 1", 725.04
CONDUIT SHALL CLEAR WINGWALL FOOTING AND BE ROUTED UP SLOPE FROM DISCONNECT TO PULLBOX LOCATED ON TOP OF PROPOSED CULVERT. A PULL BOX SHALL BE PROVIDED ON TOP OF THE CULVERT AND A JUNCTION BOX SHALL BE PROVIDED DIRECTLY BELOW ON THE INSIDE CEILING OF THE CULVERT PROVIDING ACCESS TO THE LUMINAIRE CONDUIT. CONDUIT SHALL THEN BE ROUTED TO FIRST LUMINAIRE AND BETWEEN LUMINAIRES TO END OF CIRCUIT. SECURE CONDUIT TO THE CONCRETE WITH HOT DIP GALVANIZED ONE-HOLE MALLEABLE IRON CONDUIT CLAMPS AND CLAMPBACKS WITHIN 12" OF EACH BOX OR LUMINAIRE AND AT MAXIMUM OF 5'-0" INTERVALS.

EXISTING HEADWALL
INVERT 999.49

EXISTING 12" CPP
CONDUIT, 1", 725.051

BIKEWAY CULVERT WINGWALL
STA. 32+82.69

CEILING MOUNTED LUMINAIRE WITH ASSOCIATED JUNCTION BOX. REFERENCE NUMBERS 9-18
LUMINAIRES 12 EA., 26" BEGINNING AT STA. 32+76, ENDING AT STA. 29+90

PULL BOX, 18" x 18"
LOCATED ON TOP OF CULVERT 725.08

POWER SERVICE, AS PER PLAN - PS2
(REFER TO POWER SERVICE NOTE ON SHEET 33) STA. 324+07

BIKEWAY CULVERT WINGWALL
STA. 29+83.69

SERVICE TO BIKEWAY CULVERT LIGHTING

EXISTING ENDWALL
INVERT 994.56

LEGEND

- PROPOSED GUARDRAIL
- ① SUB-SUMMARY REFERENCE NUMBER
- LIGHTING CIRCUIT CONDUIT OR DUCT CABLE (AS LABELED) WITH CONDUCTORS (REFER TO NOTE 1)
- LUMINAIRE
- ▲ POWER SERVICE LOCATIONS (REFER TO CALLOUTS)
- PULL BOX

NOTES:

1. LIGHTING POWER CIRCUIT FOR BIKEWAY CULVERT FROM SERVICE DISCONNECT SWITCH THROUGH LIGHTING CONTROLLER TO DISCONNECT AND LUMINAIRES SHALL BE THREE WIRE #8 AWG PLUS #8 AWG GROUND 600V DISTRIBUTION CABLE.
2. POWER SERVICE TO BIKEWAY CULVERT IS TO BE PROVIDED FROM EXISTING UTILITY CIRCUIT NORTHWEST OF BIKEWAY CULVERT LOCATION. COORDINATE WITH OHIO EDISON.
3. ALL AREAS DISRUPTED AND ANY DAMAGE CAUSED BY PERFORMANCE OF THE ELECTRICAL WORK SHALL BE RESTORED TO THE CONDITION THAT EXISTED PRIOR TO THE BEGINNING OF THE WORK IN A MANNER SATISFACTORY TO THE PROJECT ENGINEER AND METROPARKS.

DESIGN AGENCY
Gannett Fleming
OHIO TURNPIKE

NO.	BY	DATE	REVISIONS
1	AAF	8/14/18	
			ADDENDUM #1

LIGHTING PLAN

PROJECT 43-18-05B DATE: 4/27/18

37
57

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
OHIO TURNPIKE

ESTIMATED QUANTITIES

ITEM NO.	QUANTITY	UNIT	ITEM DESCRIPTION	MP 223.0						
				CULVERT	MSE WINGWALL #1	MSE WINGWALL #2	MSE WINGWALL #3	MSE WINGWALL #4	REFERENCE SHEET	
SP 202	LUMP	LUMP SUM	PORTIONS OF STRUCTURE REMOVED	LUMP						
SP 202	343	SQ. YD.	APPROACH SLAB REMOVED	343						
503	836	CU. YD.	UNCLASSIFIED EXCAVATION, AS PER PLAN	836						8
SP 509	205,811	POUND	EPOXY COATED REINFORCING STEEL	205,811						
511	1,263	CU. YD.	CLASS QC1 CONCRETE	1,263						
511	1	EACH	CONCRETE, MISC.: MOCKUP PANEL	1						
511	864	SQ. FT.	CONCRETE, MISC.: FORMLINER	864						
512	1,005	SQ. YD.	SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)	173	263	112	295	162		8
512	2,061	SQ. YD.	TYPE 2 WATERPROOFING	2,061						
512	1,005	SQ. YD.	SEALING, MISC.: STAINING OF CONCRETE SURFACES	173	263	112	295	162		
516	70	SQ. FT.	1" PREFORMED EXPANSION JOINT FILLER	70						
518	1,027	CU. YD.	POROUS BACKFILL WITH FILTER FABRIC	1,027						
518	584	FOOT	6" PERFORATED CORRUGATED PLASTIC PIPE	584						
518	8	FOOT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	8						
SP 527	LUMP	LUMP SUM	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	LUMP						
SP 536	1,005	SQ. YD.	CONCRETE WEATHERPROOFING	173	263	112	295	162		
611	216	FOOT	CONDUIT, TYPE A, PRECAST REINFORCED ARCH SECTIONS, AS PER PLAN (20'-SPAN X 10' RISE)	216						3 & 8
840	6,517	SQ. FT.	MECHANICALLY STABILIZED EARTH WALL		2,089	852	2,348	1,228		
840	2,189	CU. YD.	WALL EXCAVATION		850	219	933	187		
840	690	SQ. YD.	FOUNDATION PREPARATION		215	96	235	144		
840	4,371	CU. YD.	SELECT GRANULAR BACKFILL		1,407	522	1,669	773		
840	704	FOOT	6" DRAINAGE PIPE, PERFORATED CORRUGATED PLASTIC PIPE		240	90	241	133		
840	8	FOOT	6" DRAINAGE PIPE, NON-PERFORATED CORRUGATED PLASTIC PIPE		2	2	2	2		
840	318	FOOT	CONCRETE COPING		104	44	104	66		
840	4	DAYS	ON-SITE ASSISTANCE		1	1	1	1		
840	5,830	SQ. FT.	AESTHETIC SURFACE TREATMENT		1,843	764	2,127	1,096		
840	LUMP	LUMP SUM	SGB INSPECTION AND COMPACTION TESTING	LUMP	LUMP	LUMP	LUMP	LUMP		

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

MAHONING COUNTY

ESTIMATED STRUCTURE QUANTITIES
OHIO TURNPIKE OVER MILL CREEK BIKEWAY
M.P. 223.0

PROJECT 43-18-05B DATE: 4/27/18

4 / 18

DESIGN AGENCY: **Gannett Fleming**

BY DATE: VOT 5/15/18

REVISIONS: NO. 1

ADDENDUM #1

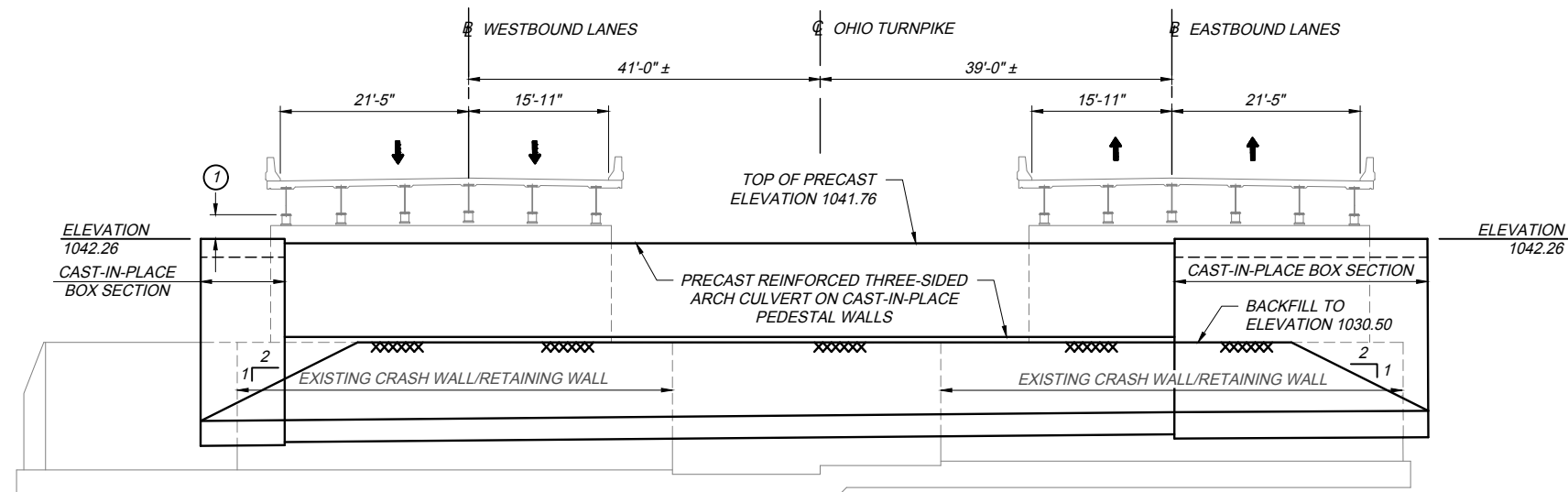
DESIGNED: CJP DRAWN: CJP

CHECKED: GTK IN CHARGE: MTO

OHIO TURNPIKE

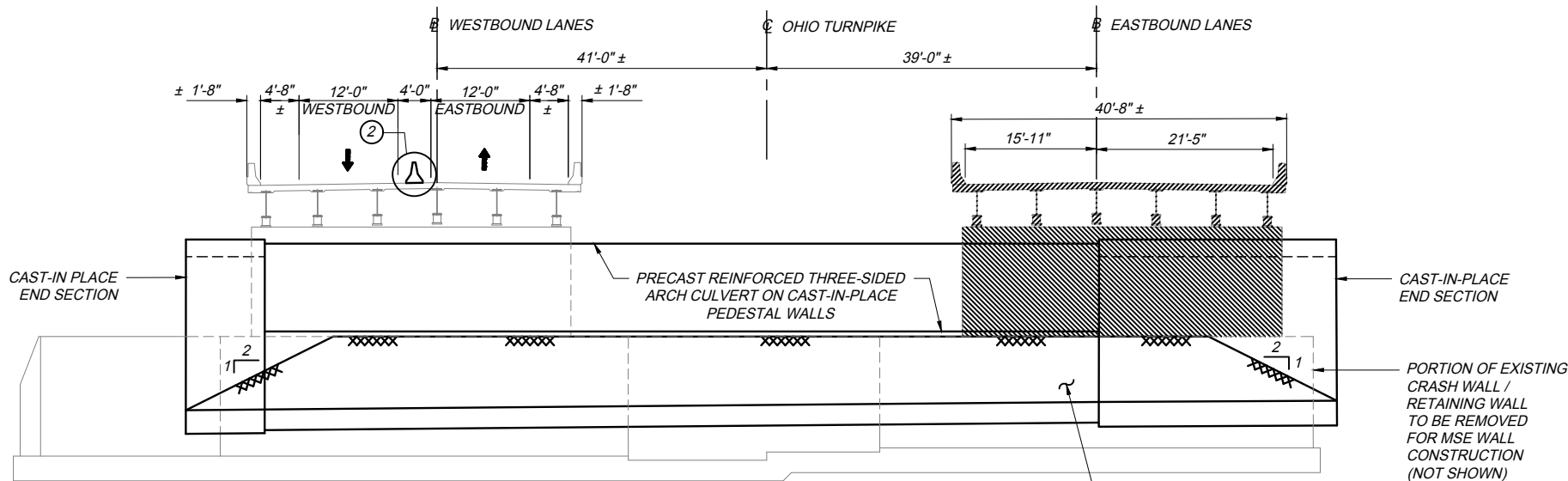
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05_OTMP223_SC1.dwg: 5/19/18 - 10:58am



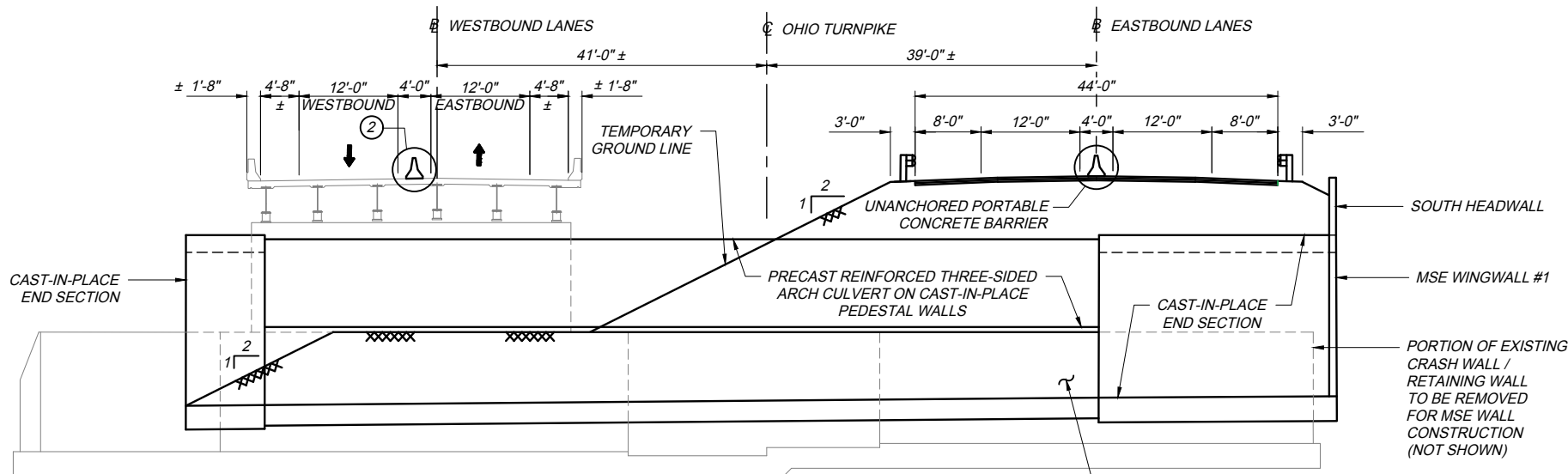
① MINIMUM CLEARANCE BETWEEN BOTTOM OF EXISTING BEAM AND TOP OF CAST-IN-PLACE BOX CULVERT END SECTION = 2'-2" ±

STAGE 1 - CONSTRUCTION
(LOOKING AHEAD)



② ANCHORED PORTABLE CONCRETE BARRIER AS PER PLAN STD. DWG. PCB-91, SEE NOTES, THIS SHEET.

STAGE 2A - REMOVAL
(LOOKING AHEAD)



STAGE 2B - CONSTRUCTION
(LOOKING AHEAD)

STAGED CONSTRUCTION SEQUENCE

STAGE 1

- 1.) IMPLEMENT TEMPORARY TRAFFIC CONTROL ON OHIO TURNPIKE.
- 2.) CONSTRUCT CAST-IN-PLACE PEDESTAL WALLS.
- 3.) INSTALL PRECAST REINFORCED THREE-SIDED ARCH CULVERT ON CAST-IN-PLACE PEDESTAL WALLS.
- 4.) CONSTRUCT CAST-IN-PLACE CULVERT END SECTIONS. NOTE: AT THE CONTRACTOR'S DISCRETION, THE TOP SLABS OF THE CAST-IN-PLACE END SECTIONS MAY BE CONSTRUCTED IN STAGE 2B (SOUTH) OR STAGE 3B (NORTH).
- 5.) BACKFILL TO THE TOP OF PEDESTAL WALLS. USE FLOWABLE FILL BETWEEN EXISTING CRASH WALLS AND CULVERT WALLS IF PROPER COMPACTION OF POROUS BACKFILL CANNOT BE ACHIEVED. DO NOT USE PERFORATED DRAINS IN AREAS BACKFILLED USING FLOWABLE FILL.
- 6.) CONSTRUCT THE BIKEWAY DETOUR.

STAGES 2A & 2B

- 1.) IMPLEMENT TEMPORARY TRAFFIC CONTROL (BIKEWAY & OHIO TURNPIKE).
- 2.) REMOVE EXISTING EASTBOUND SUPERSTRUCTURE & SUBSTRUCTURE TO THE LIMITS REQUIRED FOR PROPER CONSTRUCTION OF MSE WINGWALLS #1 & #2 AND EASTBOUND ROADWAY PAVEMENT STRUCTURE. REMOVE EXISTING STRUCTURES A MINIMUM OF 2 FEET BELOW FINISHED GRADE.
- 3.) CONSTRUCT SOUTH HEADWALL.
- 4.) CONSTRUCT MSE WINGWALL #1 & MSE WINGWALL #2.
- 5.) CONSTRUCT NEW EASTBOUND PAVEMENT AND EMBANKMENT AS INDICATED.

STAGES 3A & 3B

- 1.) IMPLEMENT TEMPORARY TRAFFIC CONTROL (BIKEWAY & OHIO TURNPIKE).
- 2.) REMOVE EXISTING WESTBOUND SUPERSTRUCTURE AND SUBSTRUCTURE TO THE LIMITS REQUIRED FOR PROPER CONSTRUCTION OF MSE WINGWALLS #3 & #4 AND WESTBOUND ROADWAY PAVEMENT STRUCTURE. REMOVE EXISTING STRUCTURES A MINIMUM OF 2 FEET BELOW FINISHED GRADE.
- 3.) CONSTRUCT NORTH HEADWALL.
- 4.) CONSTRUCT MSE WINGWALL #3 & MSE WINGWALL #4.
- 5.) CONSTRUCT NEW WESTBOUND PAVEMENT AND EMBANKMENT AS INDICATED.

STAGE 4

- 1.) IMPLEMENT FINAL TRAFFIC PATTERN.

NOTES:

- 1.) FOR PORTABLE CONCRETE BARRIER PLACED ON CONCRETE BRIDGE DECK, A MINIMUM OF TWO ANCHORS SHALL BE PROVIDED ON THE TRAFFIC SIDE FOR EACH PORTABLE CONCRETE BARRIER SEGMENT, WITH THE ANCHOR PATTERN SYMMETRICAL ABOUT THE CENTER OF EACH SEGMENT. FURNISHING, INSTALLING, MAINTAINING, AND REMOVING PORTABLE CONCRETE BARRIER ANCHORED TO THE BRIDGE DECK, INCLUDING THE COMPLETE OR PARTIAL REMOVAL OF ANCHOR HARDWARE, SHALL BE INCLUDED FOR PAYMENT IN ITEM 622 - PORTABLE BARRIER, 32", BRIDGE MOUNTED. QUANTITY IS CARRIED IN THE ROADWAY GENERAL SUMMARY.

LEGEND:

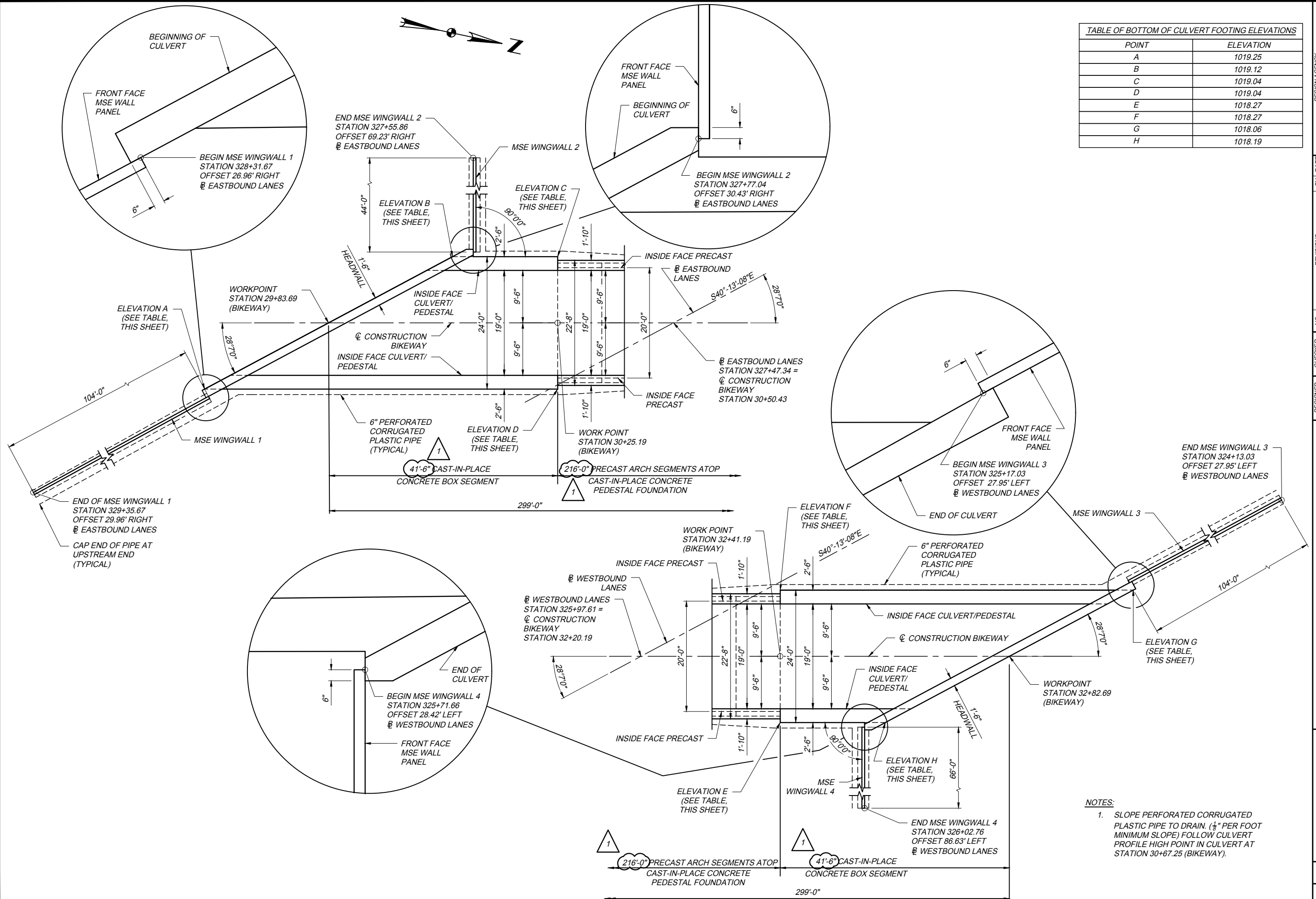
- ITEM SP 202 - PORTIONS OF STRUCTURE REMOVED

DESIGN AGENCY		Gannett Fleming	
BY DATE	VDI 6/15/18	NO.	1
REVISIONS	ADDENDUM #1	CHECKED	GTG
		IN CHARGE	MTG
DESIGNED	GTG	DRAWN	CJP
STAGED CONSTRUCTION DETAILS		MAHONING COUNTY	
OHIO TURNPIKE OVER MILL CREEK BIKEWAY			
PROJECT 43-18-05B		M.P. 223.0	
DATE: 4/27/18			
5 / 18			
44			
57			

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

07_OTMP223_CL.dwg; 5/19/18 - 10:58am



POINT	ELEVATION
A	1019.25
B	1019.12
C	1019.04
D	1019.04
E	1018.27
F	1018.27
G	1018.06
H	1018.19

NOTES:
 1. SLOPE PERFORATED CORRUGATED PLASTIC PIPE TO DRAIN. (1/8" PER FOOT MINIMUM SLOPE) FOLLOW CULVERT PROFILE HIGH POINT IN CULVERT AT STATION 30+67.25 (BIKEWAY).

PLAN

DESIGN AGENCY
Gannett Fleming

BY DATE
 VDT 6/15/18

REVISIONS
 ADDENDUM #1

NO. 1

CHECKED
 GTK MTO

DESIGNED
 GTK CJP

PROJECT 43-18-05B
 OHIO TURNPIKE OVER MILL CREEK BIKEWAY
 MAHONING COUNTY
 M.P. 223.0

DATE: 4/27/18

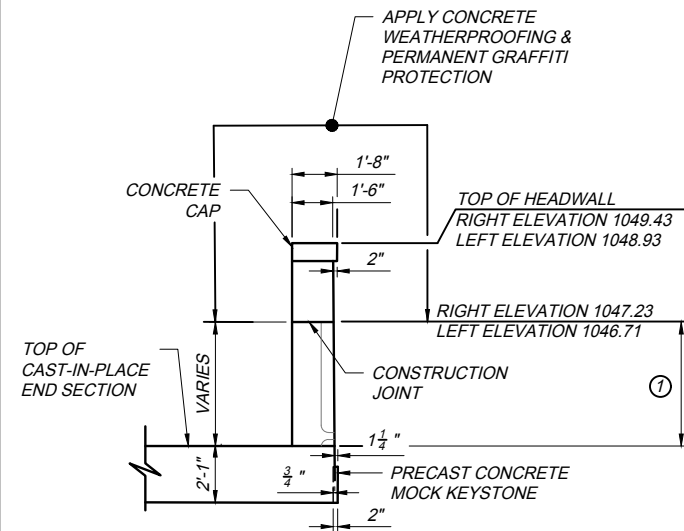
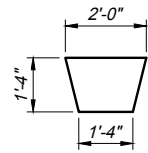
7 / 18

46
 57

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

08_OTMP223_CEL.dwg: 5/19/18 - 10:59am

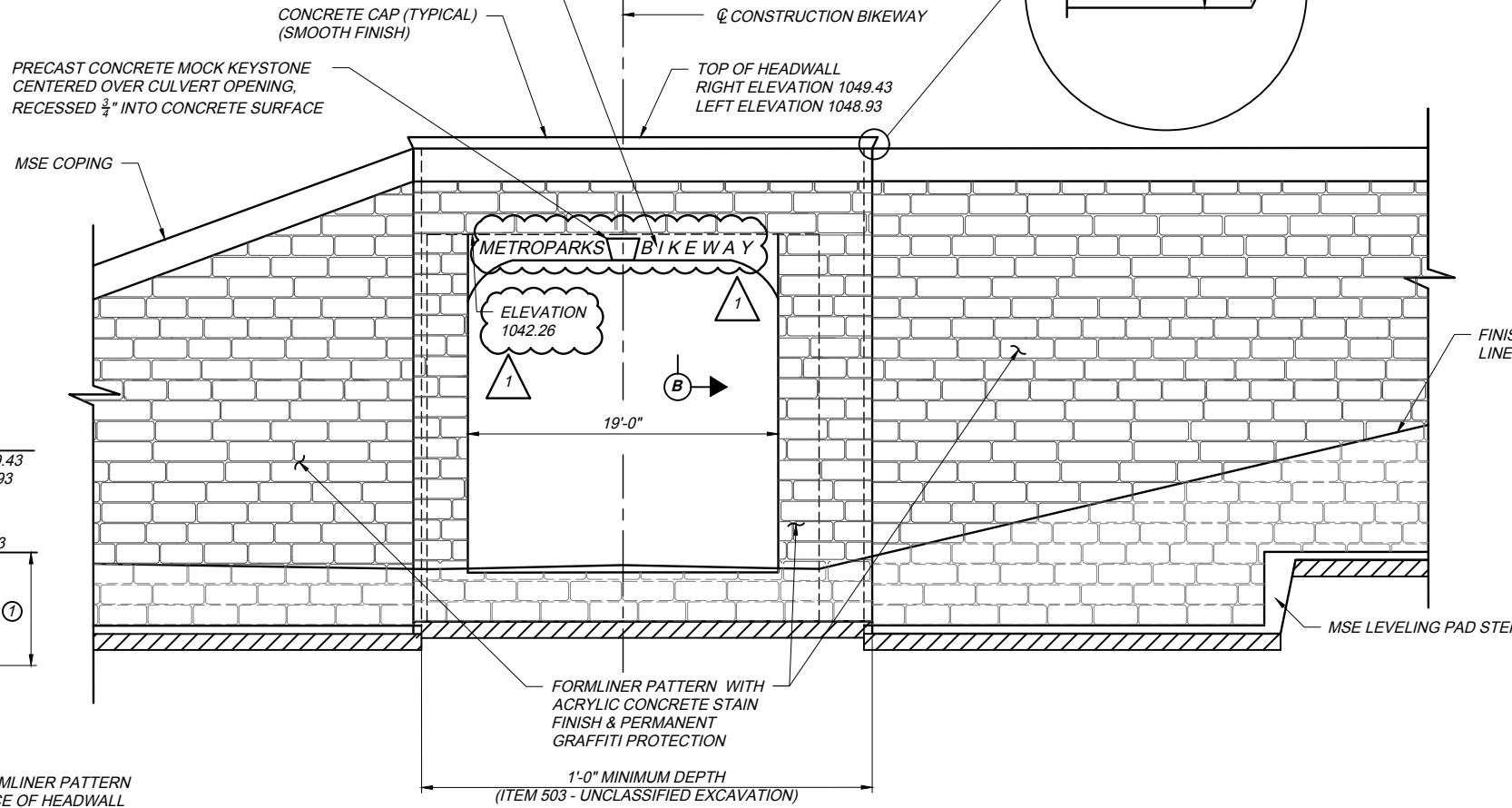
**PRECAST CONCRETE
MOCK KEYSTONE**



SECTION B-B

① LIMITS OF FORMLINER PATTERN ON FRONT FACE OF HEADWALL

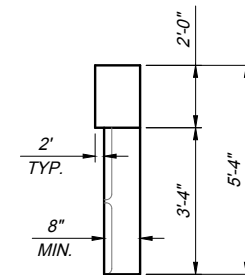
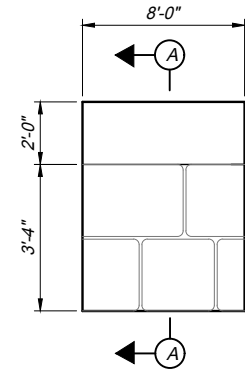
"METROPARKS BIKEWAY" TEXT RECESSED 3/4" INTO CONCRETE. CULVERT; 9 INCH HIGH LETTER; TIMES NEW ROMAN TEXT FONT



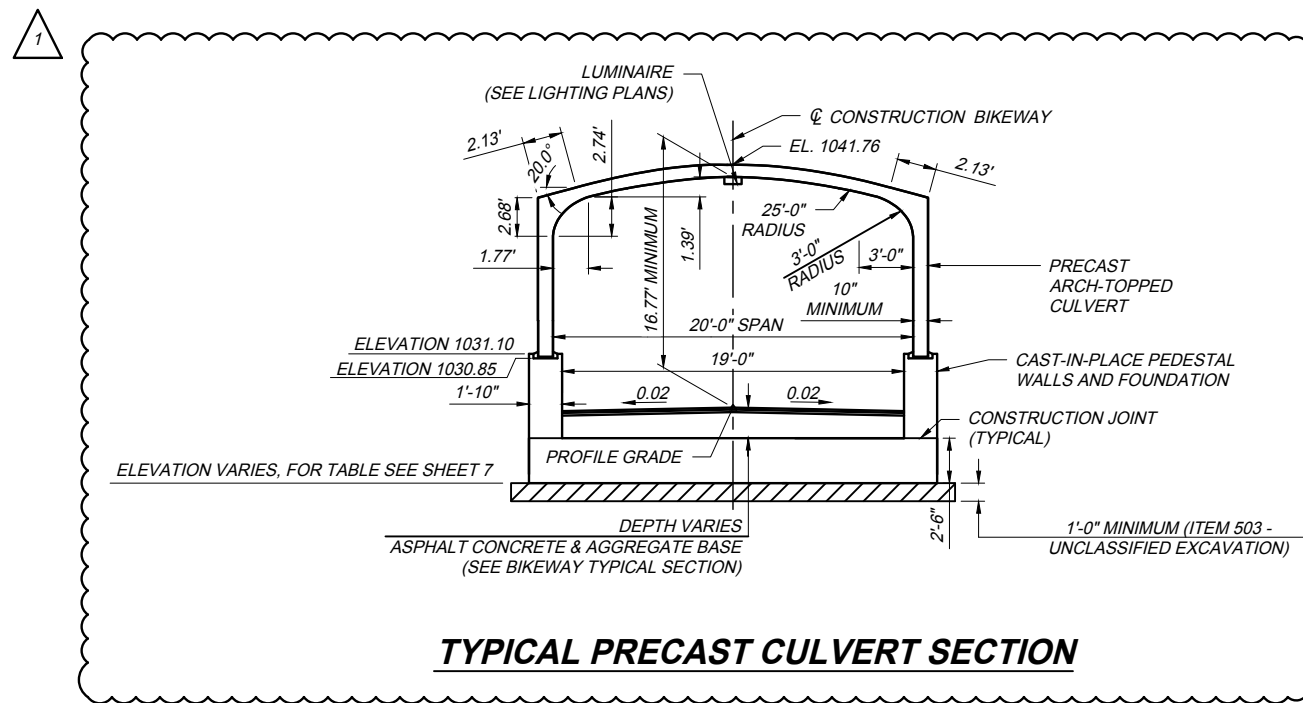
END ELEVATION

(RIGHT ELEVATION SHOWN, LEFT ELEVATION SIMILAR)

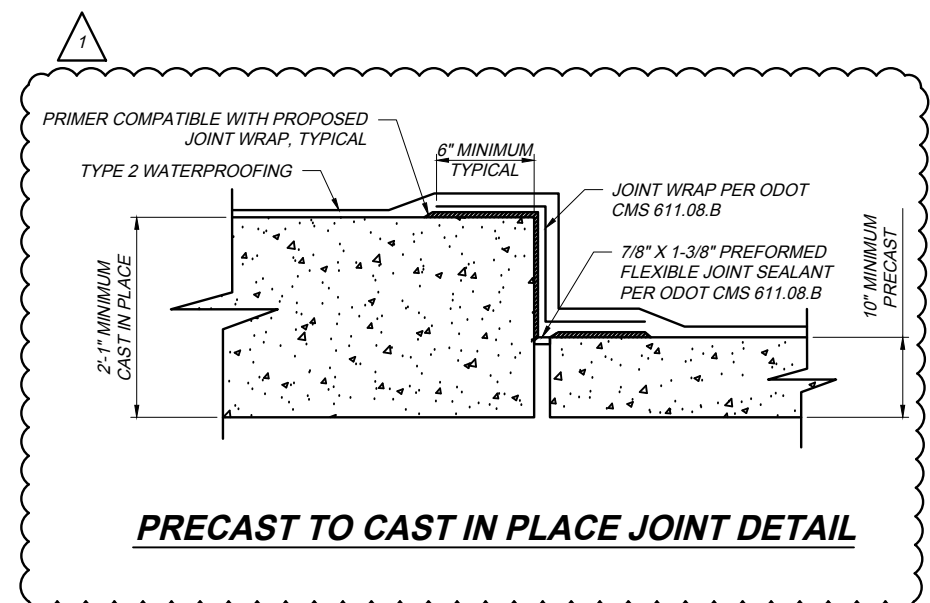
**MOCKUP WALL
ELEVATION DETAIL**



SECTION A-A



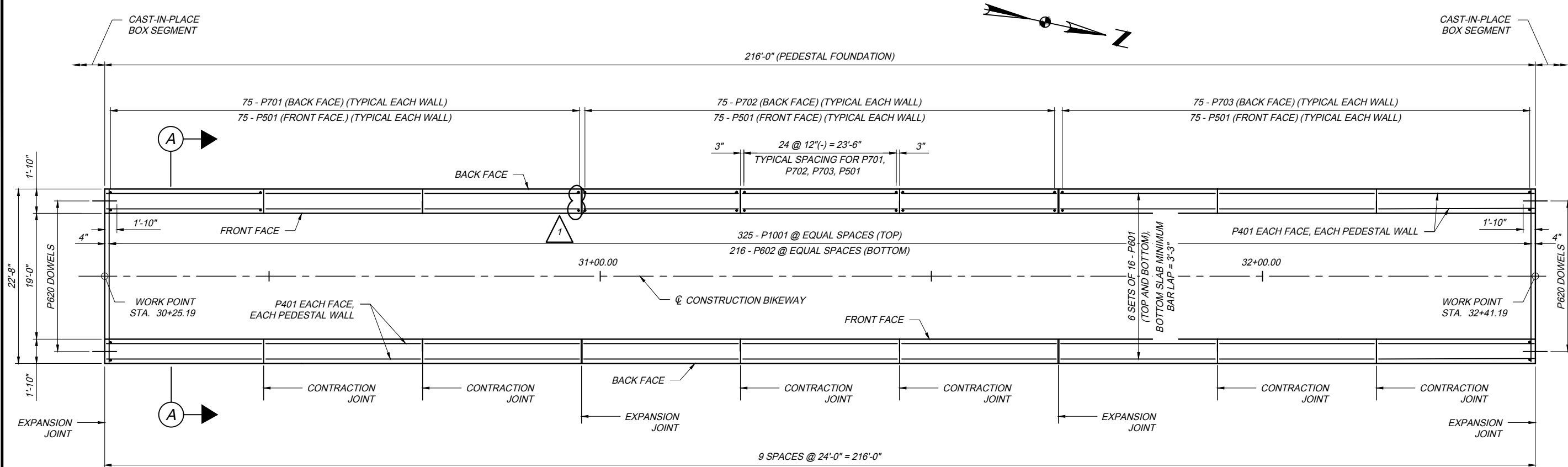
TYPICAL PRECAST CULVERT SECTION



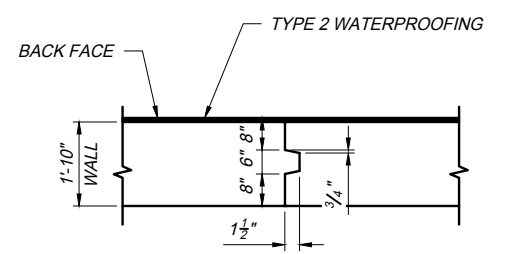
PRECAST TO CAST IN PLACE JOINT DETAIL

DESIGN AGENCY		Gannett Fleming		OHIO TURNPIKE	
BY DATE	REVISIONS	CHECKED	NO.	DESIGNED	PROJECT 43-18-05B
VDT 5/15/18	ADDENDUM #1	JMB	1	JMB	DATE: 4/27/18
		GTG		JMB	8 / 18
		IN CHARGE		JMB	47
		MTG		JMB	57
					OHIO TURNPIKE
					OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
					OHIO TURNPIKE
					M.P. 223.0
					MAHONING COUNTY
					OHIO TURNPIKE OVER MILL CREEK BIKEWAY

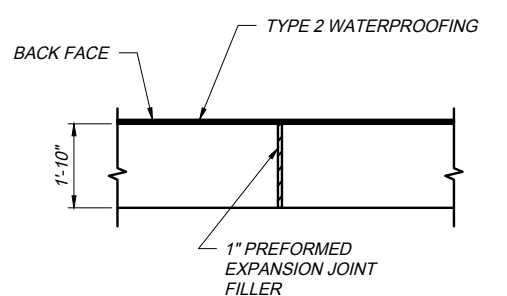
09_OTMP223_CPD.dwg: 5/19/18 - 10:59am



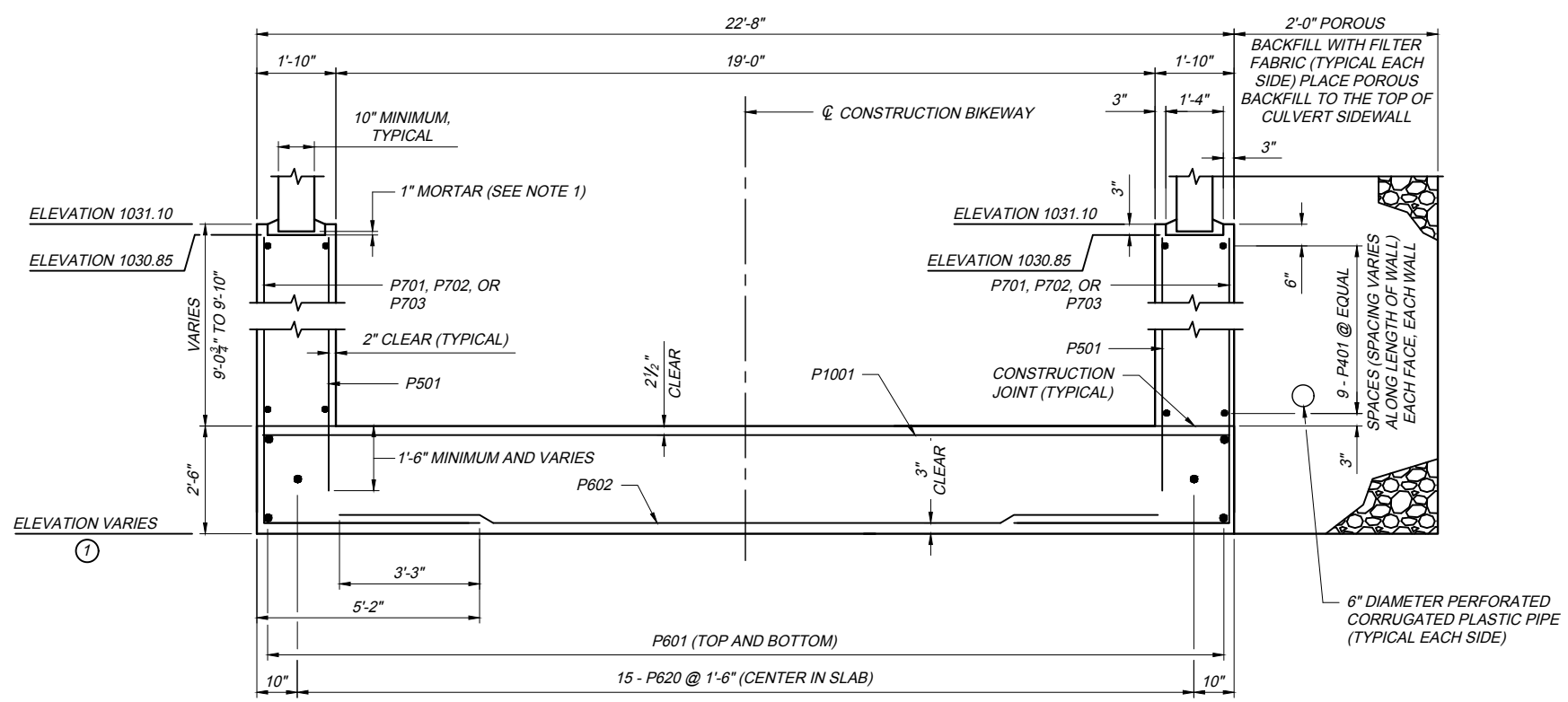
PEDESTAL WALL AND FOUNDATION PLAN



PEDESTAL WALL CONTRACTION JOINT DETAIL



PEDESTAL WALL EXPANSION JOINT DETAIL



SECTION A-A

① ELEVATION VARIES FROM ELEVATION 1019.5 @ STATION 30+25.19 TO ELEVATION 1018.8 @ STATION 32+41.19

NOTES:
1. FILL KEYWAY WITH MORTAR CONFORMING TO CMS 602.03F (INCLUDED IN ITEM 611 FOR PAYMENT).

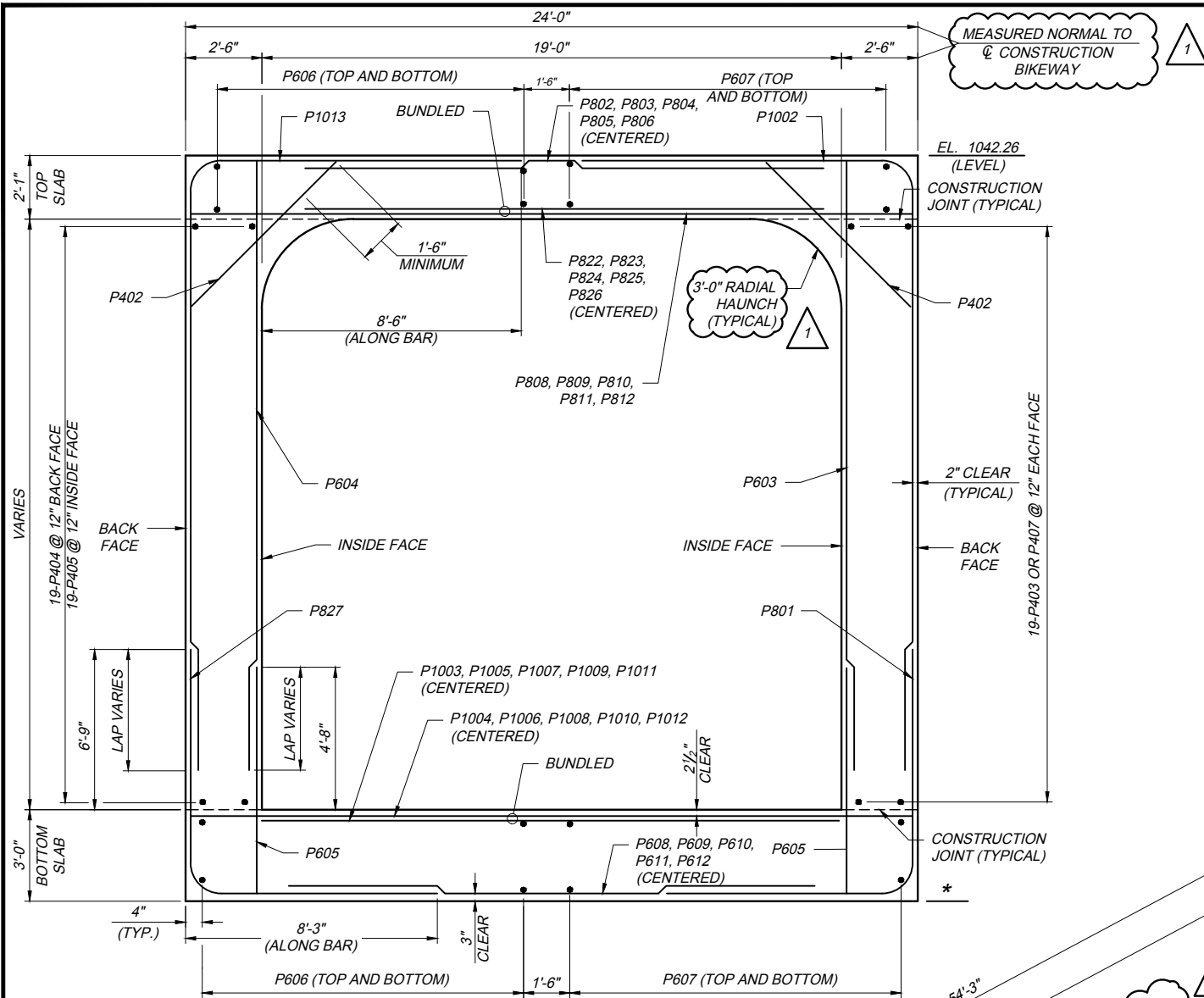
DESIGN AGENCY Gannett Fleming	
BY DATE VDT 5/15/18	NO. 1
REVISIONS ADDENDUM #1	CHECKED GTK
	IN CHARGE MTO
DESIGNED GDK	DRAWN JMB
PROJECT 43-18-05B	
DATE: 4/27/18	
CULVERT PEDESTAL DETAILS OHIO TURNPIKE OVER MILL CREEK BIKEWAY MAHONING COUNTY M.P. 223.0	
9 / 18	48
	57

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

OHIO TURNPIKE

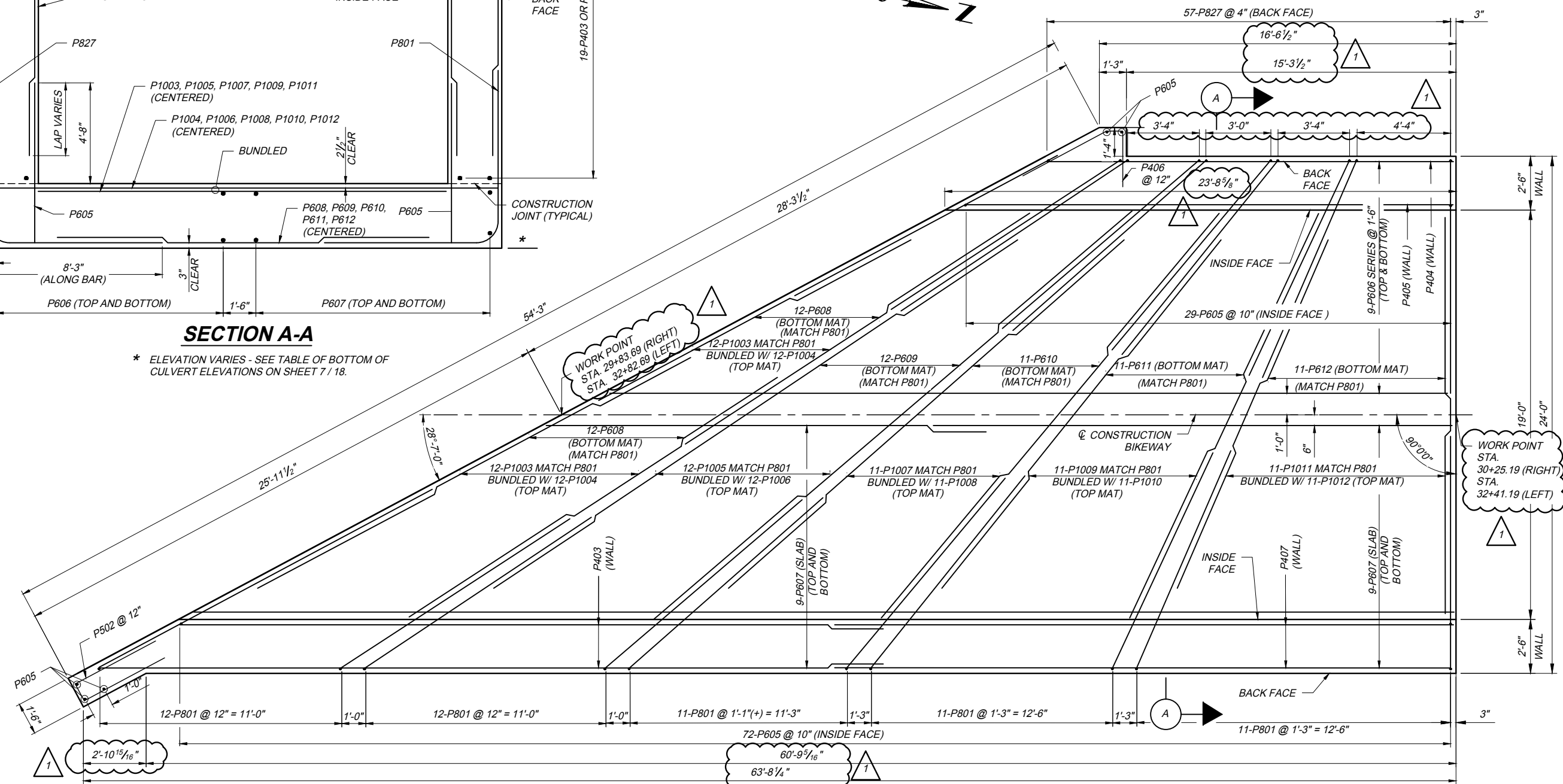
10_OTMP223_CIP1.dwg: 5/19/18 - 10:59am



SECTION A-A

* ELEVATION VARIES - SEE TABLE OF BOTTOM OF CULVERT ELEVATIONS ON SHEET 7 / 18.

- NOTES:**
- FOR AESTHETIC DETAILS NOT SHOWN, SEE SHEET 8 / 18.
 - RIGHT CAST-IN-PLACE END SECTION SHOWN. LEFT CAST-IN-PLACE END SECTION SIMILAR BUT ROTATED 180°.



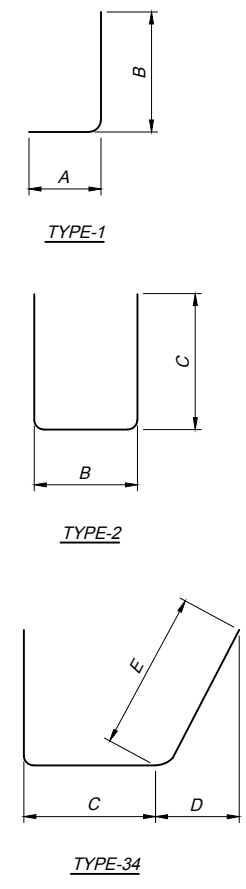
BOX CULVERT - BOTTOM SLAB PLAN

DESIGNED GTK	DRAWN CJP	CHECKED GTK	INCHARGE MTO	NO.	REVISIONS	BY	DATE
				1		VD	5/15/18
PROJECT 43-18-05B				DATE: 4/27/18			
CAST-IN-PLACE CULVERT DETAILS				DESIGN AGENCY Gannett Fleming			
OHIO TURNPIKE OVER MILL CREEK BIKEWAY				ADDENDUM #1			
MAHONING COUNTY				OHIO TURNPIKE			
M.P. 223.0				OHIO TURNPIKE			

17_OTMP223_RL.dwg; 5/19/18 - 11:00am

MARK	QUANTITY	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
LEFT BOX CULVERT END SECTION											
P402	76	6'-0"	305	STR.							
P403	38	32'-9"	831	STR.							
P404	19	19'-0"	241	STR.							
P405	19	22'-9"	289	STR.							
P406	25	8'-0"	134	34							
P407	38	32'-9"	831	STR.							
P502	25	11'-8"	304	2	5'-3"	1'-2"	5'-3"				
P603	75	19'-6"	2197	STR.							
P604	31	19'-9"	920	STR.							
P605	106	7'-6"	1194	STR.							
P606	4 SER OF 9	18'-10" to	1550	STR.							1'-10 1/4"
P607	72	33'-3"	3596	STR.							
P608	24	22'-0"	793	STR.							
P609	12	33'-3"	599	STR.							
P610	11	26'-3"	434	STR.							
P611	11	20'-0"	330	STR.							
P612	11	15'-3"	252	STR.							
P801	57	17'-7"	2676	1	8'-1"	9'-6"					
P802	12	38'-3"	1226	STR.							
P803	12	32'-0"	1025	STR.							
P804	11	26'-6"	778	STR.							
P805	11	21'-6"	631	STR.							
P806	11	17'-6"	514	STR.							
P808	2 SER OF 12	28'-9" to	1730	STR.							3 1/2"
P809	2 SER OF 12	25'-0" to	1498	STR.							3 1/4"
P810	1 SER OF 11	36'-0" to	975	STR.							6 3/8"
P811	1 SER OF 11	29'-11" to	811	STR.							4 9/16"
P812	1 SER OF 11	25'-0" to	715	STR.							1 7/16"
P822	12	23'-8"	857	STR.							
P823	12	20'-6"	657	STR.							
P824	11	15'-0"	441	STR.							
P825	11	10'-0"	294	STR.							
P826	11	6'-0"	176	STR.							
P827	57	17'-7"	2676	1	8'-1"	9'-6"					
P1002	57	30'-3"	7419	1	10'-10"	19'-5"					
P1003	24	26'-0"	2685	STR.							
P1004	2 SER OF 12	30'-9" to	3008	STR.							3 1/4"
P1005	12	34'-6"	1781	STR.							
P1006	2 SER OF 12	27'-0" to	2633	STR.							3"
P1007	11	29'-0"	374	STR.							
P1008	1 SER OF 11	36'-0" to	1572	STR.							6 3/8"
P1009	11	24'-0"	1136	STR.							
P1010	1 SER OF 11	29'-11" to	1307	STR.							4 9/16"
P1011	11	20'-0"	947	STR.							
P1012	1 SER OF 11	25'-0" to	1152	STR.							1 7/16"
P1013	57	30'-7"	7501	1	10'-10"	19'-9"					
SUB-TOTAL			63995								

MARK	QUANTITY	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
RIGHT BOX CULVERT END SECTION											
P402	76	6'-0"	305	STR.							
P403	38	32'-9"	831	STR.							
P404	19	19'-0"	241	STR.							
P405	19	22'-9"	289	STR.							
P406	25	8'-0"	134	34							
P407	38	32'-9"	831	STR.							
P502	25	11'-8"	304	2	5'-3"	1'-2"	5'-3"				
P603	75	19'-6"	2197	STR.							
P604	31	19'-9"	920	STR.							
P605	106	7'-6"	1194	STR.							
P606	4 SER OF 9	18'-10" to	1550	STR.							1'-10 1/4"
P607	72	33'-3"	3596	STR.							
P608	24	22'-0"	793	STR.							
P609	12	33'-3"	599	STR.							
P610	11	26'-3"	434	STR.							
P611	11	20'-0"	330	STR.							
P612	11	15'-3"	252	STR.							
P801	57	17'-7"	2676	1	8'-1"	9'-6"					
P802	12	38'-3"	1226	STR.							
P803	12	32'-0"	1025	STR.							
P804	11	26'-6"	778	STR.							
P805	11	21'-6"	631	STR.							
P806	11	17'-6"	514	STR.							
P808	2 SER OF 12	28'-9" to	1730	STR.							3 1/2"
P809	2 SER OF 12	25'-0" to	1498	STR.							3 1/4"
P810	1 SER OF 11	36'-0" to	975	STR.							6 3/8"
P811	1 SER OF 11	29'-11" to	811	STR.							4 9/16"
P812	1 SER OF 11	25'-0" to	715	STR.							1 7/16"
P822	12	26'-9"	857	STR.							
P823	12	20'-6"	657	STR.							
P824	11	15'-0"	441	STR.							
P825	11	10'-0"	294	STR.							
P826	11	6'-0"	176	STR.							
P827	57	17'-7"	2676	1	8'-1"	9'-6"					
P1002	57	30'-3"	7419	1	10'-10"	19'-5"					
P1003	24	26'-0"	2685	STR.							
P1004	2 SER OF 12	30'-9" to	3008	STR.							3 1/4"
P1005	12	34'-6"	1781	STR.							
P1006	2 SER OF 12	27'-0" to	2633	STR.							3"
P1007	11	29'-0"	374	STR.							
P1008	1 SER OF 11	36'-0" to	1572	STR.							6 3/8"
P1009	11	24'-0"	1136	STR.							
P1010	1 SER OF 11	29'-11" to	1307	STR.							4 9/16"
P1011	11	20'-0"	947	STR.							
P1012	1 SER OF 11	25'-0" to	1152	STR.							1 7/16"
P1013	57	30'-7"	7501	1	10'-10"	19'-9"					
SUB-TOTAL			63995								
SHEET TOTAL			127990								



NOTES:

- ALL REINFORCING BAR SHALL BE EPOXY COATED.
- BAR DIMENSIONS ARE OUT TO OUT UNLESS OTHERWISE INDICATED.
- BAR SIZE IS INDICATED IN THE BAR MARK BY THE FIRST DIGIT.
- EPOXY COATED REINFORCING STEEL SUPPORT: IN ACCORDANCE WITH THE REQUIREMENTS OF SP509 AND 509.09, THE TOP AND BOTTOM MATS OF THE LONGITUDINAL AND TRANSVERSE EPOXY COATED REINFORCING STEEL SHALL BE SUPPORTED BY APPROVED EPOXY COATED DEVICES WITH SPACING NOT EXCEEDING 3'-0" CENTERS IN EACH DIRECTION. BROKEN CONCRETE, BRICKS, ETC. SHALL NOT BE USED FOR SUPPORT OF REINFORCING STEEL.
- REINFORCING STEEL SAMPLES: REFER TO CMS SECTION 700, 709.01 THROUGH 709.05 AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL SPLICED IN ACCORDANCE WITH 509.08.

REINFORCING STEEL LIST
OHIO TURNPIKE OVER MILL CREEK BIKEWAY
MAHONING COUNTY

DESIGN AGENCY: **Gannett Fleming**
OHIO TURNPIKE

PROJECT 43-18-05B
DATE: 4/27/18
M.P. 223.0

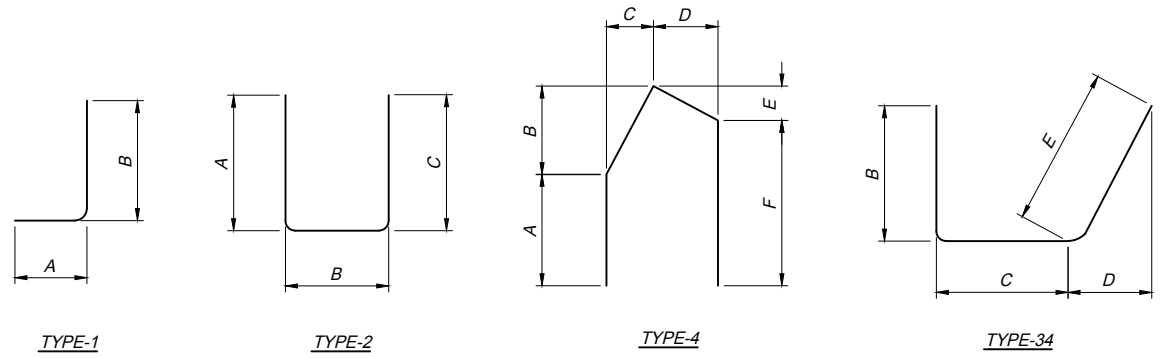
DESIGNED BY: **GTK**
DRAWN BY: **CJP**
CHECKED BY: **GTK**
IN CHARGE BY: **MITO**

REVISIONS: 1
ADDENDUM #1

17 / 18
56
57

18_OTMP223_RL(2).dwg: 5/19/18 - 11:00am

MARK	QUANTITY	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	F	INC
PEDESTAL FOOTING & WALLS											
P401	324	23'-6"	5086	STR.							
P501	432	11'-0"	4956	STR.							
P601	192	38'-9"	11175	STR.							
P602	216	19'-0"	6164	STR.							
P620	30	3'-9"	169	STR.							
P701	150	16'-0"	4906	1	5'-0"	11'-0"					
P702	150	16'-3"	4982	1	5'-0"	11'-3"					
P703	150	16'-6"	5059	1	5'-0"	11'-6"					
P1001	325	22'-3"	31116	STR.							
		SUB-TOTAL	73613								
RIGHT HEADWALL											
P413	32	28'-3"	604	STR.							
P415	8	8'-7"	46	4	3'-1"	11"	6"	8"	6"	3'-9"	
P614	112	8'-9"	1472	STR.							
		SUB-TOTAL	2122								
LEFT HEADWALL											
P413	32	28'-3"	604	STR.							
P415	8	8'-7"	46	4	3'-1"	11"	6"	8"	6"	3'-9"	
P616	112	8'-6"	1436	STR.							
		SUB-TOTAL	2086								
		SHEET TOTAL	77821								



NOTES:

- ALL REINFORCING BAR SHALL BE EPOXY COATED.
- BAR DIMENSIONS ARE OUT TO OUT UNLESS OTHERWISE INDICATED.
- BAR SIZE IS INDICATED IN THE BAR MARK BY THE FIRST DIGIT.
- EPOXY COATED REINFORCING STEEL SUPPORT: IN ACCORDANCE WITH THE REQUIREMENTS OF SP509 AND 509.09, THE TOP AND BOTTOM MATS OF THE LONGITUDINAL AND TRANSVERSE EPOXY COATED REINFORCING STEEL SHALL BE SUPPORTED BY APPROVED EPOXY COATED DEVICES WITH SPACING NOT EXCEEDING 3'-0" CENTERS IN EACH DIRECTION. BROKEN CONCRETE, BRICKS, ETC. SHALL NOT BE USED FOR SUPPORT OF REINFORCING STEEL.
- REINFORCING STEEL SAMPLES: REFER TO CMS SECTION 700, 709.01 THROUGH 709.05 AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL SPLICED IN ACCORDANCE WITH 509.08.

PROJECT 43-18-05B	REINFORCING STEEL LIST	DESIGNED GTK	CHECKED GTK	NO. 1	BY DATE VDT 5/15/18	DESIGN AGENCY Gannett Fleming
	OHIO TURNPIKE OVER MILL CREEK BIKEWAY MAHONING COUNTY	DRAWN JMB	IN CHARGE MTO			OHIO TURNPIKE
18 / 18	DATE: 4/27/18					
57						OHIO TURNPIKE
57						OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION