OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 1

PROJECT NO. 59-16-01

REPAIRS AND RESURFACING
EASTBOUND AND WESTBOUND ROADWAYS
MILEPOST 38.90 TO MILEPOST 43.30
FULTON COUNTY, OHIO

OPENING DATE: 2:00 P.M. (EASTERN TIME), FEBRUARY 2, 2016

ALL BIDS MUST BE ELECTRONICALLY SUBMITTED

ATTENTION OF RESPONDENTS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED
THROUGH 5:00 P.M. JANUARY 27, 2016

AND

CHANGES TO THE CONTRACT DOCUMENTS
PLAN SHEETS 2, 5, 10 and 11 of 11

AND

CHANGES TO THE BID SCHEDULE OF ITEMS

AND

INCLUSION OF STANDARD DRAWING RPM-1

AND

PROVISION OF AS-BUILT DRAWINGS FOR FIBER OPTIC CABLE

Issued by the Ohio Turnpike and Infrastructure Commission on January 28, 2016. Issuance authorized by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contract Administration.

1/28/16
Anthony D. Yacobucci Date

1/28/16
Mark R. Musson Date

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
ADDENDUM NO. 1
PROJECT NO. 59-16-01

ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 P.M., JANUARY 27, 2016

Q#1 Item SP 402 Asphalt concrete Intermediate course PG 76-22 (FR) on sheet 10 has an (*) directing this all as an contingency quantity. Is this all an contingency item?

A#1 This Addendum modifies Plan Sheet 10 of 11 to remove the asterisk (*) from item SP 402 Asphalt Concrete Intermediate Course, PG 76-22 (FR) and revise the quantity from ~~8,420~~ to ***7,420*** CU.YD. This addendum adds item ***SP 402 ASPHALT CONCRETE INTERMEDIATE COURSE, PG 64-22, 1,000 CU.YD.*** to Plan Sheet 10 of 11. Additionally, the Bid Form has been modified to correct the quantity for Reference No. 19 from ~~8,420~~ to ***7,420*** CU.YD. and add Reference No. ***62 SP 402 ASPHALT CONCRETE INTERMEDIATE COURSE, PG 64-22, 1,000 CU.YD.*** The revised Plan Sheet and Bid Form are included with this Addendum No. 1.

Q#2 On sheet 5/11, the details for shoulder replacement and shoulder surface repairs both call for an contingent item of SP 402 Asphalt concrete Intermediate course PG 64-22. There is no bid item for Asphalt concrete Intermediate course PG 64-22 listed in the bid items?

A#2 This Addendum modifies Plan Sheet 5 of 11 to revise TYPICAL SECTION - SHOULDER SURFACE REPAIR detail description for ITEM SP 402 as follows: ASPHALT CONCRETE INTERMEDIATE COURSE, ~~USING CRUSHED STONE,~~ PG 64-22. The revised plan sheet is included with this Addendum No. 1. For the addition of the Bid Items, see the response to Q#1.

Q#3 With the large number of areas to be excavated on this project (1450 locations for Ref 61 Existing Aggregate drain outlet clean out), can the owner provide information on where the utilities are located on this project? Will any of the utilities require that they have a representative on site if your excavating over their line, If so what are their hours?

*A#3 The Contractor is required to contact the Ohio Utilities Protection Service to locate any utilities within the Project limits. The utility owners will determine the need for any field representatives if it is affected by the proposed work. The Commission is also providing as-built drawings, in accordance with IB Art. 2.1.4 for information purposes only, showing the approximate location of the fiber optic cable in the right of way. However, the Plan Note for Item SPECIAL - EXISTING AGGREGATE DRAIN OUTLET CLEAN OUT on Plan Sheet 2 of 11 is modified so that the work will only be performed on the right/outside shoulder, and the associated quantity on Plan Sheet 10 of 11 and Reference No. 61 on the Bid Form have been revised from ~~14,500~~ SQ. YD. to **7,250** SQ. YD.*

Q#4 Ref # 19 SP402 Asphalt Intermediate course PG76-22 (FR). Is crushed aggregate allowed in this mix or is crushed Slag to be used?

A#4 Per SP 400 at Article II. (C)(1)(a), the course aggregate can consist of crushed carbonate stone or crushed air cooled blast furnace slag, whichever the Contractor prefers. Accordingly, crushed stone is permitted for Reference No. 19 SP 402 ASPHALT CONCRETE INTERMEDIATE COURSE, PG 76-22 (FR).

Q#5 Can the as-built drawings for the fiber optic be provided to bidders. Per the specifications, the location of the fiber optic was to be shown in the plans. There is nothing that shows this location within the plans.

A#5 Plans showing the approximate location of the QWEST fiber optic cable within the limits of the Project are being made available with this Addendum No. 1.

Q#6 Per OTIC SD TCR -2, Will a barrier vehicle be required at each crew work location within one continuous closure, or does one barrier vehicle at the beginning of closed lane suffice coverage for all crews working within said closure?

A#6 A barrier vehicle and flagger is needed 100' prior to each work area.

MODIFICATIONS TO THE CONTRACT DOCUMENTS

The following changes are made to the Contract Documents for Contract No. 59-16-01:

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

Plan Sheets 2, 5 and 10 of 11 are modified as described in the responses to the questions above.

Plan Sheet 11 of 11 is modified to insert a Note for ***ITEM SPECIAL - LONGITUDINAL JOINT STABILIZER, POLYMER EMULSION***.

The Bid Form is modified as described in response to Q#1 and Q#3, and as described in the new Note on Plan Sheet 11 of 11.

This Addendum No. 1 also serves to furnish Standard Drawing RPM-1 to the plan holders, and as-built plans for the fiber optic cable.

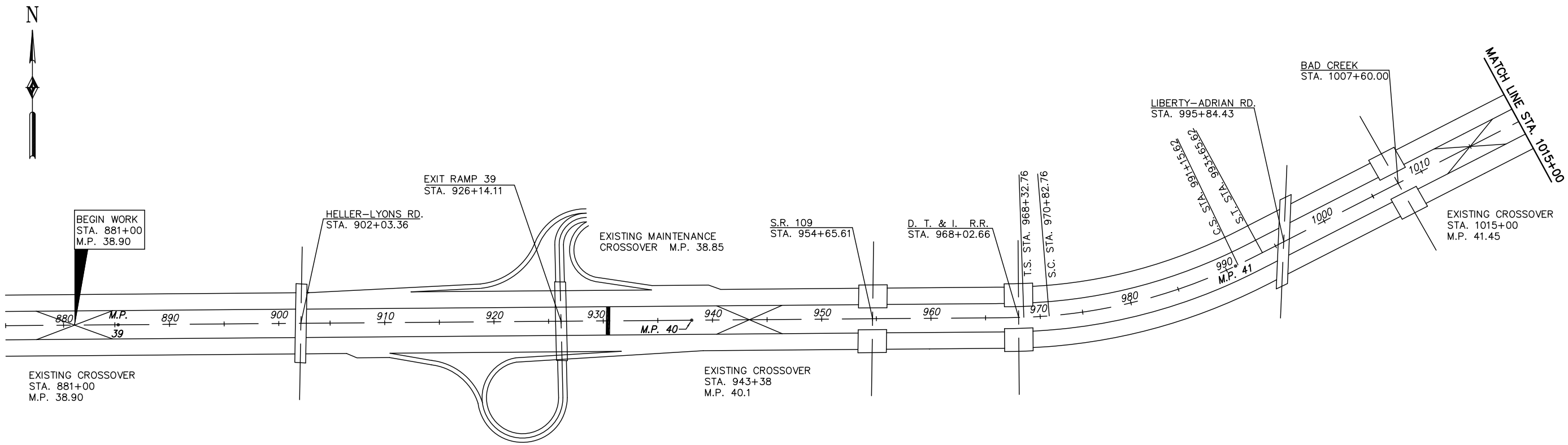
Addendum No. 1 to Contract 59-16-01
is hereby acknowledged:

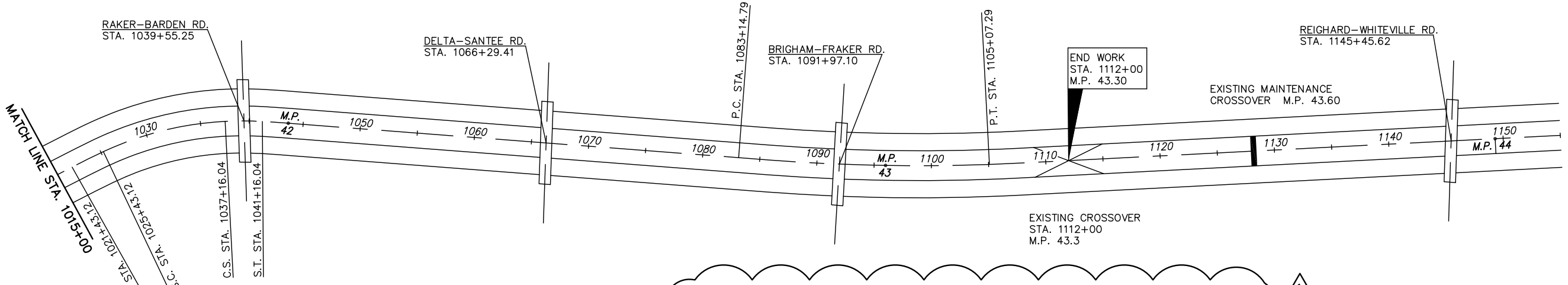
_____
(Firm Name)

_____
(Signature)

_____
(Printed Name)

Date: _____





CENTERLINE MONUMENTS	
	STA. 885+72.00
	STA. 901+50.00
	STA. 902+50.00
	STA. 925+00.00
	STA. 967+00.00
S.C.	STA. 970+82.76
S.T.	STA. 993+65.62
	STA. 996+50.00
T.S.	STA. 1021+43.21
S.T.	STA. 1041+16.04
	STA. 1065+50.00
	STA. 1067+00.00
P.C.	STA. 1083+14.79
	STA. 1091+50.00
	STA. 1092+50.00
P.T.	STA. 1105+07.29
	STA. 1119+00.00

SP 536 CONCRETE WEATHERPROOFING – DECK, ABUTMENT AND APPROACH SLAB (FOR WEATHERPROOFING THE BRIDGE DECK, ABUTMENT SLAB & APPROACH SLAB SURFACES)		
S.R. 109	E.B. & W.B.	1350 S.Y.
D.T. & I. R.R.	E.B. & W.B.	1316 S.Y.
BAD CREEK	E.B. & W.B.	1235 S.Y.
	SUBTOTAL	3,901 S.Y.

** SP 536 CONCRETE WEATHERPROOFING – PARAPETS FOR WEATHERPROOFING THE FRONT FACE, TOP AND BACK FACE OF THE BRIDGE PARAPETS AND THE UNDERSIDES OF THE BRIDGE DECKS TO THE FACIA BEAM UNLESS OTHERWISE NOTED.		
S.R. 109	E.B. & W.B.	730 S.Y.
+ D.T. & I. R.R.	E.B. & W.B.	712 S.Y.
+ BAD CREEK	E.B. & W.B.	670 S.Y.
	SUBTOTAL	2,112 S.Y.

** PARAPET WEATHERPROOFING WILL REQUIRE TEMPORARY TRAFFIC CONTROL ON LOCAL ROADS IN ACCORDANCE WITH APPLICABLE SECTIONS OF THE OHIO MANUAL UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION). TEMPORARY TRAFFIC CONTROL ON LOCAL ROADS IS INCIDENTAL TO SP 614 MAINTAINING TRAFFIC.

+ FOR WEATHERPROOFING THE FRONT FACE, TOP AND UPPER 2'–8" OF THE BACK FACE OF THE BRIDGE PARAPET.

1

SPECIAL – EXISTING AGGREGATE DRAIN OUTLET CLEAN OUT

THE FOLLOWING ITEM HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE IN UNCOVERING AND EXPOSING EXISTING TYPE II AGGREGATE DRAIN OUTLETS ON THE RIGHT/OUTSIDE SHOULDER ONLY. THE CONTRACTOR SHALL SUBMIT, FOR APPROVAL, ITS PROPOSED METHOD FOR PERFORMING THE WORK.

THE APPROXIMATE LOCATION OF EXISTING TYPE II AGGREGATE DRAIN OUTLET IS AT EACH EXISTING PAVEMENT JOINT WHICH SHOULD BE SPACED AT APPROXIMATELY 61'–6" O/C. FOR ESTIMATING PURPOSES, THE WORK TO BE PERFORMED SHALL INCLUDE THE FOLLOWING: STARTING 4' FROM THE OUTSIDE EDGE OF THE SHOULDER, REMOVE UP TO 1' IN DEPTH OF SLOPE MATERIAL, REMOVE AT A WIDTH OF 3', REMOVE AT A LENGTH OF APPROXIMATELY 30', AND ALLOW TO DRAIN UNTIL WATER IS NO LONGER FLOWING. PLACE NEW MATERIAL IN EXCAVATED AREA TO RESTORE OUTLET USING MATERIAL IN ACCORDANCE WITH SP 605.

CONTRACTOR SHALL DISPOSE OF ALL EXCAVATED MATERIAL IN ACCORDANCE WITH SP 105.

ALL AREAS ARE TO BE REVIEWED BY THE CHIEF ENGINEER AND CONTRACTOR TO DETERMINE APPROXIMATE LOCATION PRIOR TO COMMENCING ANY APPROVED WORK. THE CHIEF ENGINEER MAY ADJUST NUMBER, SPACING, AND/OR LOCATION AFTER REVIEW TO ENSURE PLAN INTENT IS MET. NO WORK WILL BE PERFORMED OVER AN EXISTING ACTIVE UTILITY. ALL REVIEW AND LAYOUT WORK, BY THE CONTRACTOR, SHALL BE CONSIDERED INCIDENTAL TO SP 623.

ITEM SPECIAL – EXISTING AGGREGATE DRAIN OUTLET CLEAN OUT, SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK:

ITEM SPECIAL – AGGREGATE DRAIN OUTLET CLEAN OUT 7,250 SQ.YD.

X EXISTING HIGH SPEED CROSSOVER

EXISTING MAINTENANCE CROSSOVER

DESIGNED JJS
DRAWN JJS
CHECKED TWB
IN CHARGE DCA

NO.	REVISIONS	BY	DATE
1	ADDENDUM NO. 1	JJS	1/28/16
-	-	-	-
-	-	-	-

DESIGN AGENCY

OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

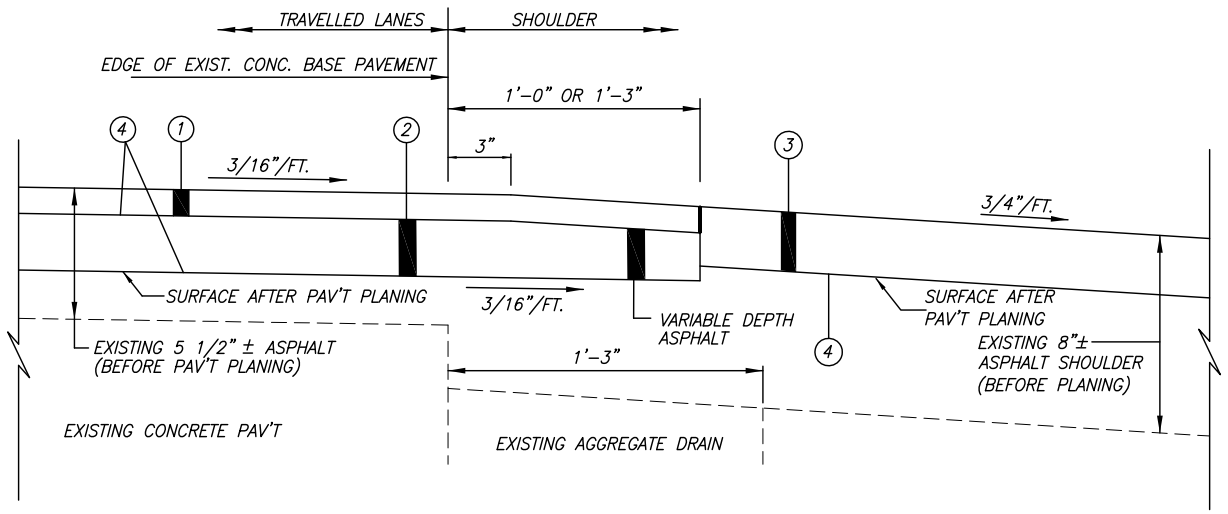
RESURFACING PLAN
STA. 881+00 TO STA. 1112+00

PROJECT 59-16-01

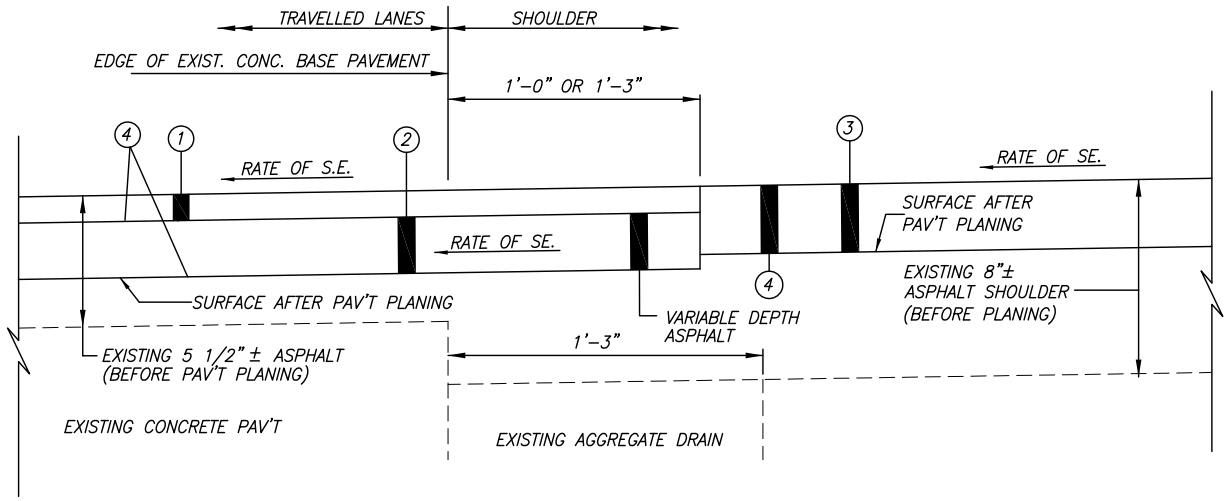
2
11

OHIO TURNPIKE

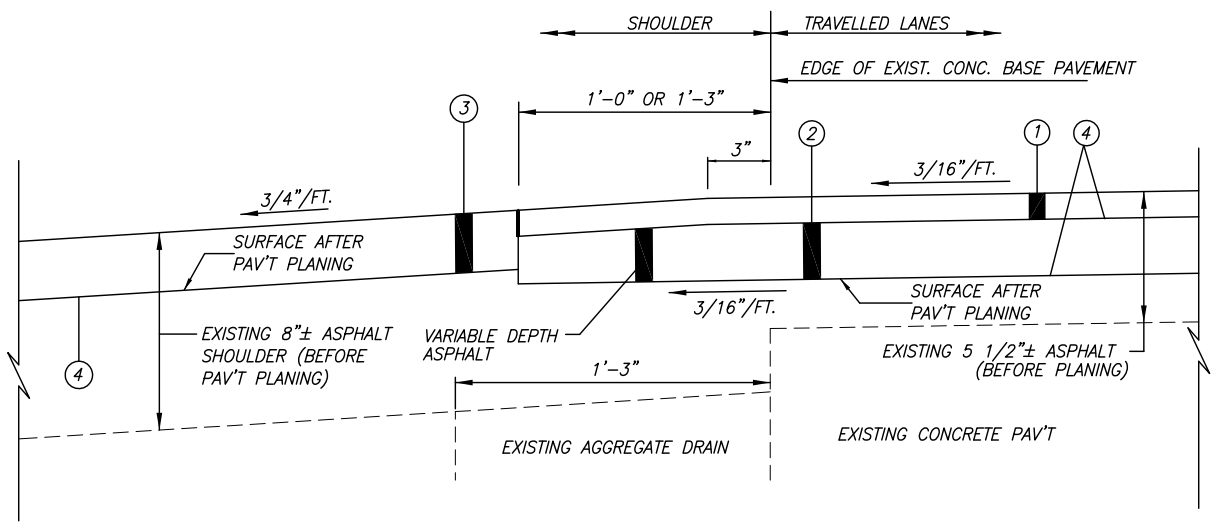
59–16–01–002.dwg: 1/25/16 – 8:07am



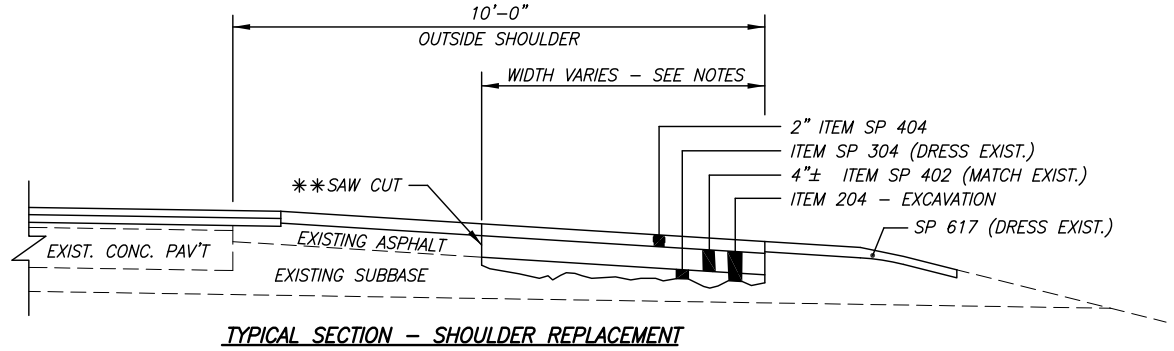
DETAIL "A" – AT OUTSIDE EDGE OF PAVEMENT – NORMAL SECTION



DETAIL "B" – AT OUTSIDE EDGE OF PAVEMENT – HIGH SIDE – SUPERELEVATED SECTION
FOR LOW SIDE SUPERELEVATED SECTION – SEE DETAIL "C"



DETAIL "C" – AT MEDIAN EDGE OF PAVEMENT – NORMAL SECTION

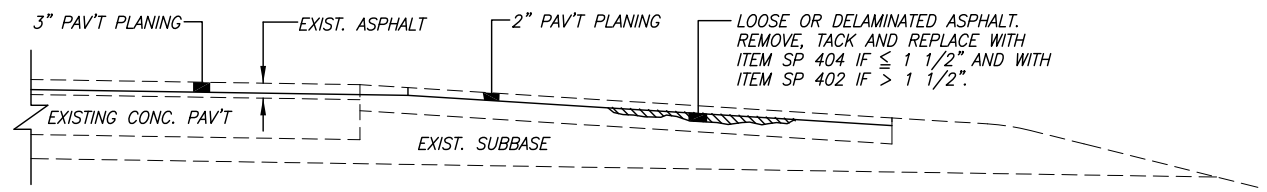


TYPICAL SECTION – SHOULDER REPLACEMENT

EXISTING PAVED SHOULDERS THAT HAVE DETERIORATED SHALL BE REMOVED AND REPLACED, AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THE ABOVE SECTION. DETERMINATION OF SHOULDER REPLACEMENT AREAS WILL BE MADE BY THE ENGINEER AFTER PAVEMENT PLANING IS COMPLETE AND PRIOR TO RESURFACING. THE FOLLOWING **CONTINGENCY QUANTITIES** HAVE BEEN INCLUDED IN THE PROPOSAL TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM	204 – EXCAVATION OF SUBGRADE	333 C.Y.
ITEM	204 – SUBGRADE COMPACTION	1000 S.Y.
ITEM SP 304	– AGGREGATE BASE	167 C.Y.
ITEM SP 402	– ASPHALT CONCRETE INTERMEDIATE COURSE, PG 64–22	500 C.Y.

** REMOVE TO A NEAT LINE BY SAW CUTTING OR OTHER APPROVED METHOD (INCIDENTAL TO THE PROJECT).



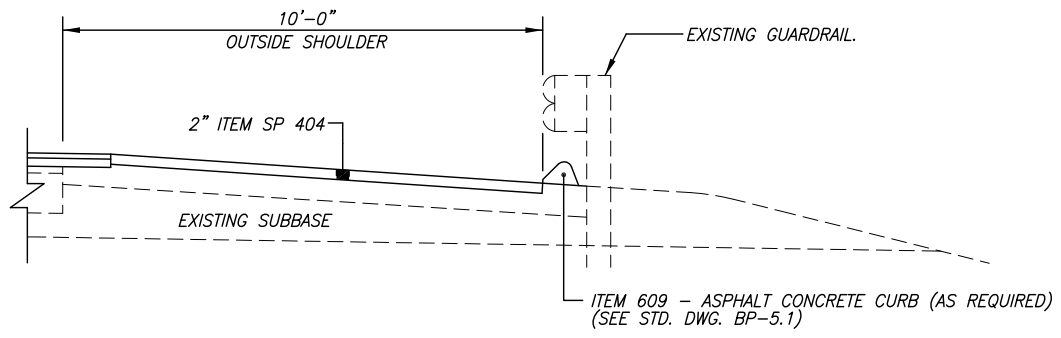
TYPICAL SECTION – SHOULDER SURFACE REPAIRS

LOOSE OR DELAMINATED ASPHALT THAT MAY BE PRESENT ON THE PAVED SHOULDER SURFACE, AFTER MILLING, SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH THE ABOVE SECTION PRIOR TO RESURFACING. THE FOLLOWING **CONTINGENCY QUANTITIES** HAVE BEEN INCLUDED IN THE PROPOSAL TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM	254 – PAVEMENT PLANING, ASPHALT CONCRETE	11733 S.Y.
* ITEM SP 404	– ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64–22	500 C.Y.
ITEM SP 402	– ASPHALT CONCRETE INTERMEDIATE COURSE, PG 64–22	500 C.Y.
SPECIAL	– TRACKLESS TACK	940 GAL.

1

* THIS QUANTITY MAY ALSO BE USED FOR LEVELING LOW AREAS IN THE PAVED SHOULDERS INCLUDING TYPE II UNDERDRAINS THAT MAY HAVE SETTLED AND FOR LEVELING LOW AREAS ≤ 1" REMAINING OVER THE MAINLINE CONCRETE PAVEMENT AFTER COMPLETION OF THE MILLING OPERATION.



TYPICAL SECTION – CURB REPLACEMENT DETAIL

SEE PREVIOUS SHEET FOR LEGEND AND NOTES

59-16-01-003-004-005.dwg; 1/22/16 – 10:51am

NO.	REVISIONS	BY	DATE
1	ADDENDUM NO. 1	JJS	1/28/16
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DESIGN AGENCY

DESIGNED JJS | CHECKED TWB
DRAWN JJS | IN CHARGE DCA

TYPICAL SECTIONS
MISCELLANEOUS TYPICAL(S) AND DETAIL(S)

PROJECT 59-16-01

5
11

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

	ESTIMATED QUANTITY			ITEM DESCRIPTION
	ITEM	TOTAL	UNIT	
	IB. ART.6	1	LUMP	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND
	SP 623	1	LUMP	CONSTRUCTION LAYOUT SURVEY
*	202	1000	FOOT	GUARDRAIL REMOVED FOR REUSE
*	202	3000	FOOT	GUARDRAIL REMOVED
	202	123.33	SQ.YD.	APPROACH SLAB REMOVED
*	SP 202B	20	CU.YD.	CRACK REPAIR, 1" OR LESS, USING SAND ASPHALT
*	SP 202B	2,000	GALLON	CRACK REPAIR, 1" OR LESS, USING HOT JOINT SEALER
*	SP 202B	20	CU.YD.	CRACK REPAIR, WIDER THAN 1" AND LESS THAN 1" IN DEPTH, USING ITEM SP 404 (PG 64-22)
*	SP 202B	20	CU.YD.	CRACK REPAIR, WIDER THAN 1" AND GREATER THAN 1" IN DEPTH, USING SP 402 (PG 64-22)
*	SP 202B	20	CU.YD.	3 CORNER CRACK REPAIR, USING ITEM SP 402 (PG 64-22)
*	SP 202B	20	CU. YD.	REPAIR EXISTING EXPANSION JOINT, USING ITEM SP 404 (PG 64-22)
*	204	383	CU.YD.	EXCAVATION OF SUBGRADE
*	204	50	CU.YD.	EMBANKMENT
*	204	1300	SQ.YD.	SUBGRADE COMPACTION
**	254	154,610	SQ.YD.	PAVEMENT PLANING, ASPHALT CONCRETE (T=3")
**	254	103,429	SQ.YD.	PAVEMENT PLANING, ASPHALT CONCRETE (T=2")
	254	740	SQ.YD.	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN
**	SP 304	217	CU.YD.	AGGREGATE BASE
1 *	***SP 402***	***1,000***	***CU.YD.***	***ASPHALT CONCRETE INTERMEDIATE COURSE, PG 64-22***
	SP 402	***7,420***	CU.YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, PG 76-22(FR)
**	SP 404	5,108	CU.YD.	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22
	SP 404	5,300	CU.YD.	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 76-22(FR)
**	SP 404A	99,776	FOOT	JOINT SEALER
**	SPECIAL	28,940	GALLON	TRACKLESS TACK
	SP 451	346.67	SQ.YD.	FULL DEPTH PAVEMENT REPAIRS (ASPHALT)
	SP 526	123.33	SQ.YD.	CLASS C CONCRETE, APPROACH SLAB, USING TYPE I CEMENT (12")
	SP 536	3,901	SQ.YD.	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS AND APPROACH SLABS
	SP 536	2,112	SQ.YD.	CONCRETE WEATHERPROOFING, PARAPETS
*	604	5	EACH	CATCH BASIN, ADJUSTED TO GRADE, LESS THAN 4", AS PER PLAN
*	604	5	EACH	CATCH BASIN, ADJUSTED TO GRADE, 4" - 12", AS PER PLAN
*	604	5	EACH	CATCH BASIN, ADJUSTED TO GRADE, GREATER THAN 12", AS PER PLAN
*	604	5	EACH	CATCH BASIN, GRATE AND CASTING, AS PER PLAN
**	SP 605	600	FOOT	AGGREGATE DRAINS, TYPE II
*	606	3,000	FOOT	GUARDRAIL, TYPE MGS, USING LONG STEEL POSTS
*	606	1,000	FOOT	GUARDRAIL REBUILT, TYPE 5, USING STEEL POSTS
*	606	3	EACH	ANCHOR ASSEMBLY, MGS TYPE T
	606	3	EACH	ANCHOR ASSEMBLY, MGS TYPE E
*	609	200	FOOT	ASPHALT CONCRETE CURB, TYPE I, PG 64-22
	SP 614	1	LUMP	MAINTAINING TRAFFIC
	SP 614	2,112	HOURS	ZONE PERSON
	614	50	CU.YD.	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN
	614	19	MILE	WORK ZONE EDGE LINE, CLASS 1, 740.02 TYPE 1
	614	1,000	FOOT	WORK ZONE EDGE LINE, CLASS 1, 740.06 TYPE I
	617	21,800	SQ.YD.	SHOULDER PREPARATION
	SP 617	1,820	CU.YD.	COMPACTED AGGREGATE
	617	50	M. GAL.	WATER
	619	1	LUMP	FIELD OFFICE, AS PER PLAN
	621	757	EACH	RAISED PAVEMENT MARKERS REMOVED
	SP 621	757	EACH	RAISED PAVEMENT MARKERS, STIMSONITE MODEL 101 LPCR
	624	1	LUMP	MOBILIZATION
**	SP 626	200	EACH	BARRIER REFLECTOR, TYPE A (WHITE)
**	SP 626	20	EACH	BARRIER REFLECTOR, TYPE B (YELLOW)
	SP 627	700	CU.YD.	STONE SHOULDER PROTECTION
**	SP 641C	30.00	MILE	REMOVAL OF PAVEMENT MARKINGS
**	642	11.40	MILE	6" WHITE LANE LINE, TYPE 1
**	642	11.40	MILE	6" WHITE EDGE LINE, TYPE 1
**	642	11.40	MILE	6" YELLOW EDGE LINE, TYPE 1
	642	2,000	FOOT	12" WHITE CHANNELIZING LINE, TYPE 1
	642	4,000	FOOT	WHITE DOTTED LINE, 6" WHITE, TYPE 1
	SPECIAL	0.60	MILE	SNAP MILL AND FILL
	SPECIAL	18.40	MILE	SONIC NAP ALERT PATTERN (SNAP)
	SPECIAL	***7,250***	SQ.YD.	EXISTING AGGREGATE DRAIN OUTLET CLEAN OUT
1	***SPECIAL***	***1,200***	***GALLON***	***LONGITUDINAL JOINT STABILIZER, POLYMER EMULSION***

* CONTINGENCY QUANTITY TO BE USED AS DIRECTED BY CHIEF ENGINEER (SEE GENERAL NOTES).

** PORTION OF THIS ITEM IS CONTINGENCY QUANTITY (SEE GENERAL NOTES).

59-16-01-010-011.dwg; 1/26/16 - 10:47am

DESIGN AGENCY

NO.	REVISIONS	BY	DATE
1	ADDENDUM NO. 1	JJS	1/28/16
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DESIGNED JJS | CHECKED TWB | IN CHARGE DCA
DRAWN JJS

OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

ESTIMATED QUANTITIES

PROJECT 59-16-01

10
11

APPROX. MILEPOST	LANE		SP 451 FULL DEPTH PAVEMENT REPAIRS (ASPHALT)
WB	RIGHT	LEFT	S.Y.
42.4	X		13.33
42.41	X		26.67
42.5	X	X	53.33
42.65	X		13.33
42.7	X	X	53.33
42.82	X	X	53.33
42.8	X	X	53.33
42.9	X		26.67
EB			
39.3	X		26.67
40.53	X		26.67
		TOTAL	346.67

FULL DEPTH REPAIR NOTE(S):

1.–ALL FULL DEPTH REPAIRS EXCAVATED DURING A WORK SHIFT SHALL BE FILLED TO THE MILLED SURFACE DURING THAT SAME WORK SHIFT. NO REPAIR SHALL BE LEFT OPEN BEYOND THE END OF THE SHIFT. THE CONTRACTOR SHALL PLAN ITS OPERATIONS ACCORDINGLY.
2.–ALL FULL DEPTH REPAIRS ARE APPROXIMATE AND MAY BE ADJUSTED BY THE CHIEF ENGINEER.

APPROX. MILEPOST OF BRIDGE	APPROACH SLAB LOCATION IN DIRECTION OF TRAVEL		SP 526 CLASS C CONCRETE, APPROACH SLAB, USING TYPE I CEMENT (12")	202 APPROACH SLAB REMOVED
	LEAD	TRAIL	S.Y.	S.Y.
40.3 (EB)	X		61.67	61.67
40.3 (WB)	X		61.67	61.67
		TOTAL	123.33	123.33

APPROACH SLAB REPAIR NOTE(S):

APPROACH SLAB REMOVAL AND REPLACEMENT PERFORMED DURING A WORK SHIFT SHALL BE COMPLETED DURING THAT SAME WORK SHIFT. NO REPAIR SHALL BE LEFT OPEN BEYOND END OF THE SHIFT. ALL PLANNING, LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NEEDED TO INSURE THE WORK IS COMPLETED DURING THE WORK SHIFT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.

SPECIAL – TRACKLESS TACK

DESCRIPTION: THIS WORK CONSISTS OF PREPARING AND TREATING A MILLED SURFACE WITH NTSS–1HM TRACKLESS TACK PRODUCED BY BLACKLIDGE EMULSIONS, INC., AE–NT NO TRACK TACK PRODUCED BY K–TECH SPECIALTY COATINGS, INC., OR APPROVED EQUAL BY THE CHIEF ENGINEER. THE PRODUCT SHALL MEET ALL REQUIREMENTS OF ITEM 407 TACK COAT EXCEPT AS NOTED BELOW;

MATERIAL: CONFORM TO THE FOLLOWING TYPICAL PHYSICAL PROPERTIES:

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

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

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

WEATHER LIMITATIONS: ALL REQUIREMENTS OF 407.04 APPLY.

PREPARATION OF SURFACE: ALL REQUIREMENTS OF 407.05 APPLY.

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

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

METHOD OF MEASUREMENT: ALL REQUIREMENTS OF 407.07 APPLY.

BASIS OF PAYMENT: ALL REQUIREMENTS OF 407.08 APPLY.

ITEM 254 – PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN

THIS CONTINGENCY ITEM CONSISTS OF PAVEMENT PLANING OF CONCRETE APPROACH AND/OR ABUTMENT SLABS WITH DIAMOND BLADES ONLY. THIS QUANTITY IS INTENDED TO BE UTILIZED TO MEET PAVEMENT SMOOTHNESS. A QUANTITY OF 740 SQ.YD. IS INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE CHIEF ENGINEER OR AS INDICATED IN THE PLANS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY FOR THE ABOVE MENTIONED WORK SHALL BE DEPENDANT ON AND IN ACCORDANCE WITH EITHER ITEM 254–PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN.

1

ITEM SPECIAL – LONGITUDINAL JOINT STABILIZER, POLYMER EMULSION

THIS ITEM SHALL CONSIST OF SUPPLYING AND PLACING APPROXIMATELY 1,200 GALLON OF A POLYMERIZED EMULSION. THE POLYMERIZED EMULSION SHALL BE JOINTBOND AS MANUFACTURED BY D & D EMULSIONS OR APPROVED EQUAL BY THE CHIEF ENGINEER.

THE POLYMERIZED EMULSION SHALL BE APPLIED 36" WIDE AND CENTERED ON THE LONGITUDINAL JOINT BETWEEN THE RIGHT AND LEFT LANE (ORIGINAL CROWN LINE). THE POLYMERIZED EMULSION SHALL BE PLACED AFTER THE SP 404 SURFACE COURSE IS COMPLETE AND IN PLACE (BOTH LANES PAVED) AND SHALL BE APPLIED TO THE LONGITUDINAL JOINT IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS AND SPECIFICATIONS. THE APPROXIMATE APPLICATION RATE OF 0.08 GALLON/SQ.YD. SHALL BE USED UNLESS MODIFIED BY THE MANUFACTURER.

PAYMENT FOR THIS ITEM SHALL BE AT THE CONTRACT UNIT PRICE PER SQUARE YARD FURNISHED, INSTALLED AND ACCEPTED BY THE CHIEF ENGINEER, AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS, TRAFFIC CONTROL, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM.

DESIGNED JJS | CHECKED TWB | NO. 1 | REVISIONS: ADDENDUM NO. 1 | BY: JJS | DATE: 1/28/16
DRAWN JJS | IN CHARGE DCA

DESIGN AGENCY

OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

SUB-SUMMARY AND MISCELLANEOUS NOTES

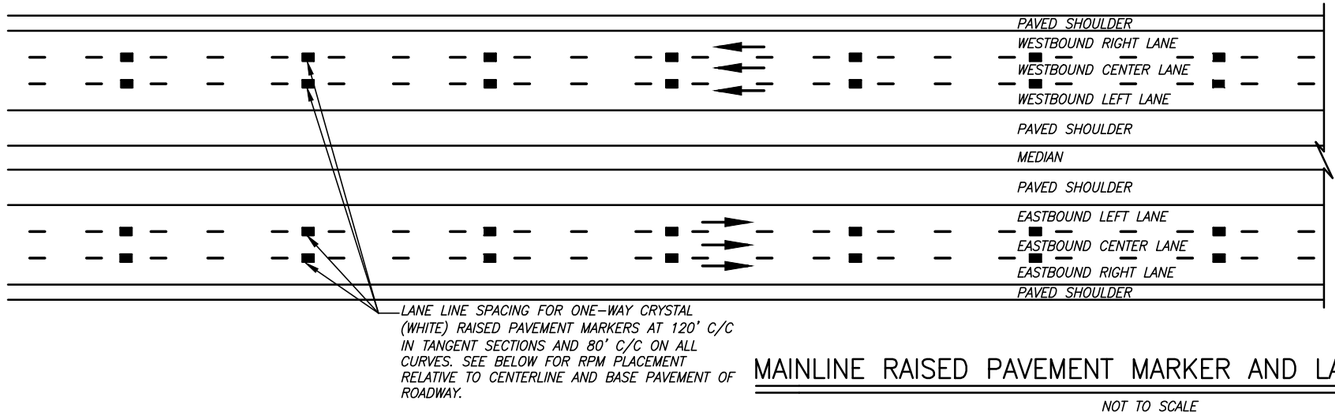
PROJECT 59-16-01

11
11

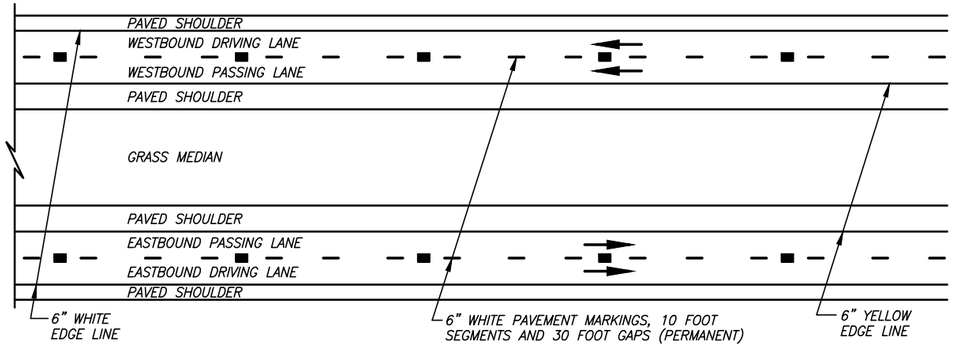
OHIO TURNPIKE

59–16–01–010–011.dwg; 1/26/16 – 10:48am

3 LANE PLAN

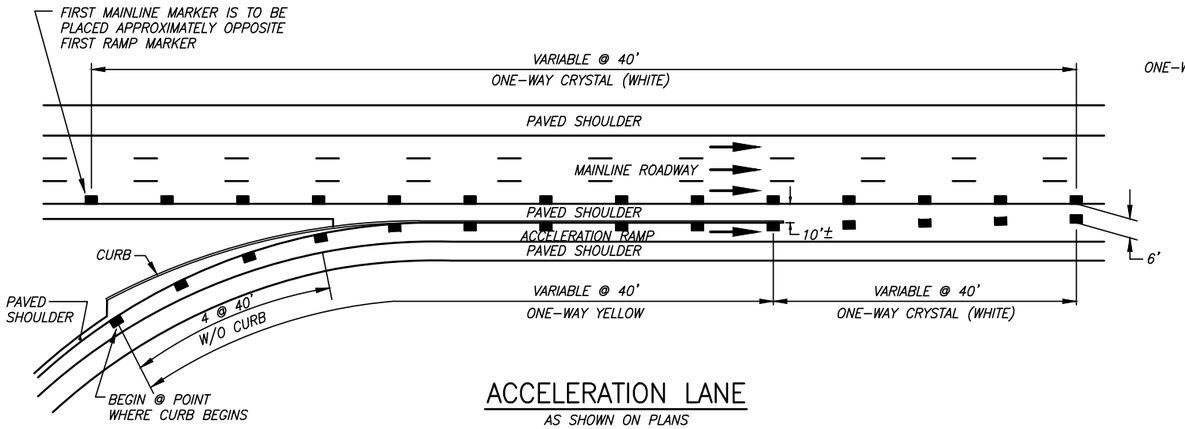


2 LANE PLAN



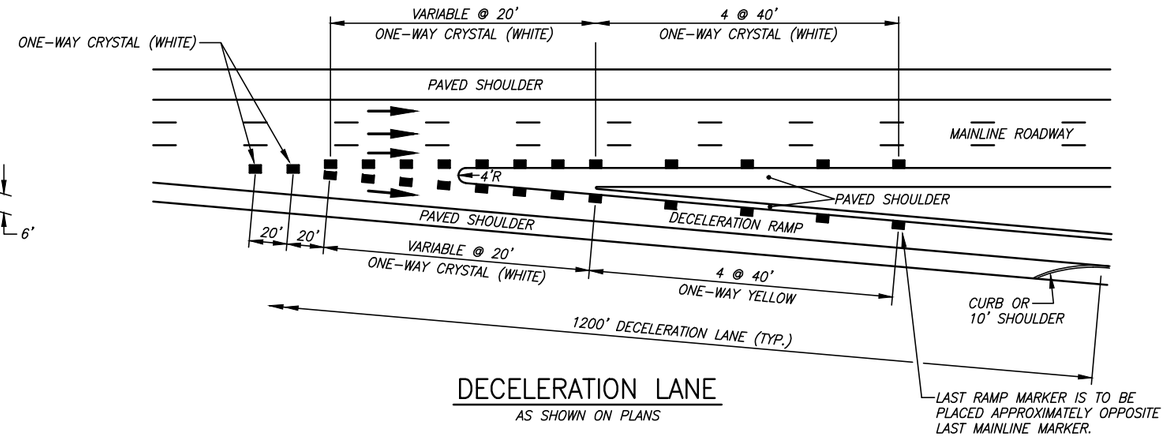
MAINLINE RAISED PAVEMENT MARKER AND LANE LINE LAYOUT

NOT TO SCALE



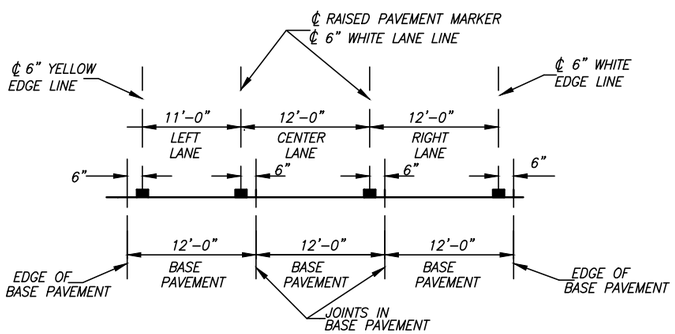
ACCELERATION LANE

AS SHOWN ON PLANS

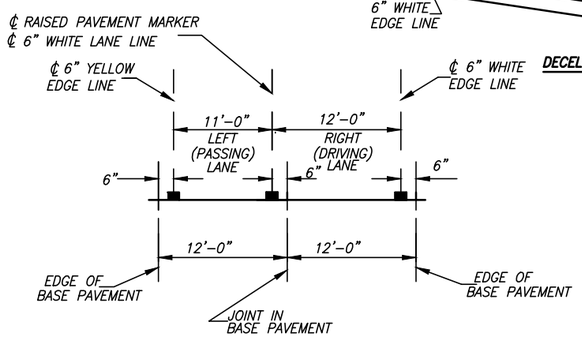


DECELERATION LANE

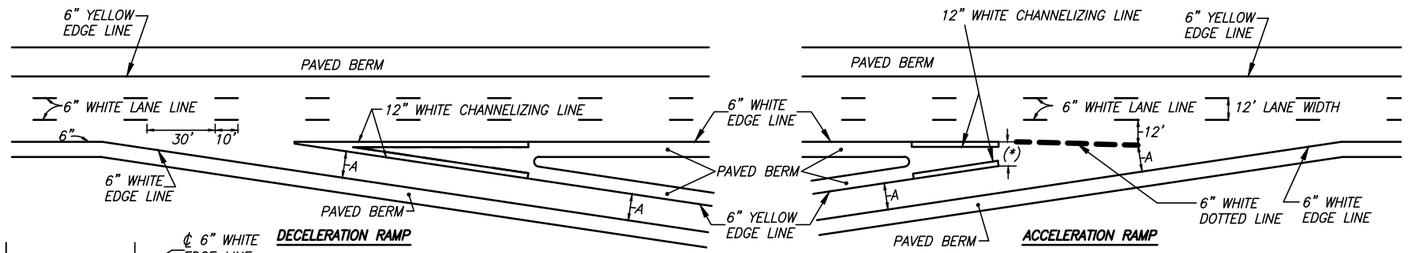
AS SHOWN ON PLANS



3 LANE STRIPING AND RPM PLACEMENT



2 LANE STRIPING AND RPM PLACEMENT



A = NORMAL RAMP WIDTH

PAVEMENT MARKING LAYOUT @ RAMP GORES

(*) – EXTEND TO END OF EXISTING SNAPS. THIS DIMENSION SHALL BE 6' FOR NEW CONSTRUCTION AND RESURFACING CONTRACTS.

NOTE: MARKERS INSTALLED ALONG AN EDGE OR CHANNELIZING LINE SHALL BE PLACED SO THAT THE NEAR EDGE OF THE MARKER CASTING IS NO MORE THAN 1/2" FROM THE NEAR EDGE OF THE PAINTED LINE. MARKERS INSTALLED ALONG A LINE SHALL BE PLACED BETWEEN AND IN LINE WITH THE DASHES. MARKERS SHALL NOT BE PLACED OVER THE PAINTED LINE EXCEPT WHERE THE LINES DEVIATE VISIBLY FROM THEIR CORRECT ALIGNMENT, AND THEN ONLY WITH THE APPROVAL OF THE ENGINEER. EXACT LIMITS OF CHANNELIZING PAVEMENT MARKERS WILL BE DETERMINED IN THE FIELD BY THE CHIEF ENGINEER.

RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED UNTIL AFTER THE PAVEMENT MARKINGS ARE IN PLACE, UNLESS APPROVED OTHERWISE BY THE CHIEF ENGINEER.

SEE SP 626 FOR RAISED PAVEMENT MARKERS SPECIFICATIONS.

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

RAISED PAVEMENT MARKER AND STRIPING LAYOUT

DATE: DECEMBER 21, 2011	SCALE: N.T.S.
O.T.I.C. STANDARD DRAWING	RPM-1