



**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

ADDENDUM NO. 1

PROJECT NO. 39-18-02

**PART A - MAINLINE PAVEMENT RECONSTRUCTION, MILEPOST 169.74 TO MILEPOST
176.34, SUMMIT AND CUYAHOGA COUNTIES, OHIO**

**PART B - INTERCHANGE 173 REPAIRS AND RECONSTRUCTION, MILEPOST 173,
SUMMIT AND CUYAHOGA COUNTIES, OHIO**

OPENING DATE:

2:00 P.M. (EASTERN TIME), FEBRUARY 1, 2018

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 PM ON JANUARY 19, 2018

MODIFICATIONS TO THE CONTRACT DOCUMENTS

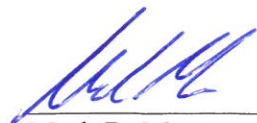
Plan Sheets: 39-18-02A - 38, 39, 56, 64, 66, 199, 208, 376, 378, 381, 428, 434, 688, 689, 690, 691, 692,
693, 694, 695, 696, 697 and 698 of 727
39-18-02B - 21, 44 and 45 of 80

Special Provisions: SP 605

Bid Schedule of Items and Estimated Quantities Worksheet
Ref. Nos. 17, 160A, 160B, 160C, 197, 348, 388, 388A, 389

Issued by the Ohio Turnpike and Infrastructure Commission on January 19, 2018 by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contracts Administration.


Anthony D. Yacobucci Date 1-19-18

 1/19/18
Mark R. Musson Date

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 PM ON JANUARY 19, 2018:

Q#1 We were wondering if there will be any type of deflection testing performed by a Falling Weight Deflectometer (FWD) for this project.

A#1 No.

Q#2 Is there a way to obtain a bid item list and plan holders list for this project without signing up with bid express?

A#2 There is no cost to look at the plans, planholders list and estimated quantities through BidExpress..

Q#3 In the contract documents, sheet OTIC-NB-1 shows a blank for the SBE goal. Is there no SBE goal or will OTIC provide what the SBE goal is?

A#3 Per the published notice, the applicable goal is 10%. The Notice to Bidders in BidExpress is modified accordingly.

Q#4 OTIC bid form has bid items 158-160 repeated by bid item number, please get this corrected.

A#4 Yes, this Addendum No. 1 revised the duplicated bid items to Ref. No. 160A, Ref. No. 160B and Ref. No. 160C, respectively.

Q#5 Bid item 147- 837 Backfill for Liner Pipe- this is listed in the proposal as by the linear foot. Normally this is paid by the cubic yard. Is this unit of measure correct?

A#5 Yes, linear foot is correct. ODOT Supplemental Specification 837 – Liner Pipe specifies Item 837 - Backfill for Liner Pipe to be paid using a per “Foot” unit of measure.

Q#6 In the 39-18-02B portion of the plans there is 7,185 SY of “ITEM 255-FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT (USING RAPID REPAIR CONCRETE MIX MATERIAL)”. The plan note regarding this item is found on page 21 of 80 and indicates that this item is set up as a contingency. Additionally, pages 41 to 43 depict shaded areas notes as “LIMITS OF POTENTIAL FULL DEPTH CONCRETE REPAIRS AND JOINT REPAIRS”. These shaded areas when measured add up to approximately 6,150 SY, which would be approximately 85% of the total quantity of FULL DEPTH REPAIRS. Is it the owners intent to completely remove and replace the existing concrete pavement in the areas shaded? It makes a big difference in unit cost if these large areas are being completely removed and replaced, or if only separate individual joint repairs are being performed within the shaded areas (which affects number of dowels required, amount of baskets required, and amount of intermediate saw cuts are required as

well as how traffic control will be handled). Please review this and provide more concise information on how this item is to be performed.

A#6 *Full depth concrete repairs will be required throughout the entire TP 173 Interchange between the Toll Plaza and I-77. The shaded areas show where a majority of full depth repairs have been identified, however many of the isolated joint repairs could not be shown in the plans. At the beginning of the 2018 Construction Season, the Construction Manager will mark out all the full depth replacements and itemize the quantities for the Contractor.*

This Addendum No. 1 revises the "PAVEMENT REPAIRS" General Note on Plan Sheet 21 of 80 to define "Full Depth Pavement Removal and Rigid Replacement" and "Full Depth Pavement Joint Repair." The General Note also now provides separate quantities for Item 255 – Full Depth Pavement Removal and Rigid Replacement (using Class QC MS Concrete) and Item 255 – Full Depth Pavement Joint Repair (using Class QC MS Concrete), and the concrete type has been changed from Rapid Repair Concrete to Class QC MS Concrete. The quantities have been added and/or revised on Plan Sheets 21 and 45 of 80 and Ref. Nos. 388, 388A and 389 on the Bid Schedule and Estimated Quantities Worksheet.

The General Note "TOLL PLAZA MP 173 RAMP REHABILITATION OPERATIONS" on Plan Sheet 24 of 80 limits the maximum length of any full depth repair to 60 feet or less at any one location, at any time, in order to use drums for MOT operations. With this in mind, any one full depth repair can range from a minimum of 6 feet for a joint repair to a maximum of 60 feet in length, at any specific location, on a partial width basis.

Q#7 Please review reference #'s 158-159-160, they are used twice.

A#7 *See the response to Q#4.*

Q#8 Bid item 1340 Catch Basin #CB-1: 2 of the 5 basins do not have top of grate and invert information provided as was provided with the other 3 basins in the profile drawings. Please provide this information.

A#8 *This Addendum No. 1 revises the catch basin information by adding the top of grate and invert elevation to Plan Sheets 428 and 434 of 727.*

Q#9 Bid item #137, Catch Basin, #2-4 as per plan: subsummary on sheet 376 says to refer to plan sheet 37 to clarify "As Per Plan" note.

A#9 *The "Catch Basin No 2-4, As Per Plan" General Note is located on Plan Sheet 38 of 727. This Addendum No. 1 revises the General Summary on Plan Sheet 378 of 727 and Ref. No. for "Catch Basin No 2-4, As Per Plan" to reference Plan Sheet No. 38.*

Q#10 Culvert Pipe Liner: Would OH Turnpike Commission add as an alternate Profile Wall HDPE Pipe meeting ODOT 707.35 on the above mentioned project? Profile Wall HDPE Pipe has been used as recently as last year on Turnpike Culvert Liner Pipes?

A#10 Yes, this Addendum No. 1 revises the general note ITEM 837 – LINER PIPE, AS PER PLAN on Plan Sheet 38 of 727 to include the ODOT 707.35 material.

Q#11 The part B bid form for Project No. 39-18-02 lists the quantity for “609-CONCRETE MEDIAN” as 765 FT. The sub summary on page 49 of 80 lists the unit of measure in SY (Square Yards). It appears 765 SY would be correct, not 765 FT. Please clarify.

A#11 Correct, the unit of measure for Item 609 – Concrete Median is Square Yards. This Addendum No. 1 revises the General Summary Plan Sheet No. 44 of 80 and Reference No. 349 on the Bid Form and Estimated Quantities Worksheet to specify SY as the unit of measure.

Q#12 Plan sheet 581 shows an existing counterfort wall between the existing headwall and the existing dissipator wall (both which are to be removed). Please provide an existing cross-sectional detail of this wall.

A#12 The existing counterfort is approximately 7' long (by survey) 6' high and 12" thick (estimated).

Q#13 In order for the 833 items to be quoted as resin based liner, the elevations of the culverts as compared to the elevations of the above highway must be known. This way a structural liner thickness can be engineered to successfully handle the above loads. Can this information be provided?

A#13 The approximate maximum depth of cover, measured from the surface to the crown of the culvert in both the EB and WB directions, are as follows:

Culvert MP 171.92 - 87" x 63"

WB Cover = 8.6' +/-

EB Cover = 8.3' +/-

Culvert MP 173.99 - 65" x 40" and 64" x 43"

WB Cover = 4.7' +/-

EB Cover = 6.2' +/-

Culvert MP 173.99 - 66" Dia.

WB Cover = 4.5' +/-

EB Cover = 11.5' +/-

Q#14 Part 2 MOT notes give suggested sequences of operations for ramp work at the IR-77/SR-21 interchange but nowhere is it mentioned which construction season and/or any matchup with specific phases of Part 1 mainline MOT. Please verify if there are any restrictions and conditions or if part 2 work can take place anytime in the time duration of the contract.

A#14 All 39-18-02 Part B Work shall be completed before the end of the 2018 construction season in accordance with SP 103 (D through H). The Ohio Turnpike and Infrastructure Commission has also obtained the necessary right of way permits from ODOT Districts 4 and 12 to complete the work on several of ODOT Ramps within this Toll Plaza, and all permitted work must be completed by the end of 2018.

Q#15 SP605 specification for underdrains allows #8 limestone or gravel as granular backfill material. Underdrain details on plan sheet 584 show only “crushed carbonate stone”(limestone). Which of these prevails in regards to granular backfill material?

A#15 The Granular backfill shall be Crushed Carbonate Stone only. This Addendum No. 1 deletes “or gravel” from Section A. of SP 605.

Q#16 Bid item 17- Concrete Barrier Removed: plan sheet 381, reference R-85 calls out 17’ for removal on sheet 447. The existing D-wall on the WB side under Black Road bridge is much longer than 17’, and the quantity for new 622 D-Wall is much greater than 17’. Please review this and revise the quantity if and as needed.

A#16 Correct, this Addendum No. 1 revises Item 202 - CONCRETE BARRIER REMOVED to 72 FT. The quantity has been modified on Plan Sheets 376 and 381 of 727 and Ref. No. 17 on the Bid Schedule and Estimated Quantities Worksheet.

Q#17 Bid item 109, SP 605- 6” Underdrain Pipe: There are over 20 locations on the westbound inside where these are called for to connect new underdrains to proposed outlets or existing barrier-style catch basins. These cross existing third lane pavement and/or existing inside shoulder pavement which are not scheduled to be rebuilt from station 48+50 through 223+71. Please provide a detail for restoration of existing affected pavements as well as pay quantities for selected pay items due to this unique situation (as compared to other pavement rebuild projects).

A#17 Please see the General Note on Plan Sheet 38 of 727 providing for the requested quantities in the “PAVEMENT RESTORATION FOR UNDERDRAIN PIPE INSTALLATION.”

Q#18 Please review the approach slab removed items 13-16 (approach slabs removed types 1 -4) as per plan notes on plan sheet 33 and the notes specifying the type of removal on plan sheets 688-698. None of the removal pay items specified on sheets 688-698 seem to match

the notes on sheet 33 for the work that is required to be completed. Plan sheets 696 & 697 do not specify which item to pay the removal under. Please review the quantities for pay items 13-16 as well and revise as needed.

A#18 This Addendum No. 1 revises the removal pay items specified on Plan Sheet 688 to 698 of 727 to match the notes on Plan Sheet 33 of 727. The quantities for Ref. No. 13 through 16 are correct.

Q#19 MOT general note plan sheet 39 under phase 2, second to last paragraph: this phase allows the contractor to replace the eastbound approach slab at the west end of the Cuyahoga River bridge (MP 175.95, station 255+65) in 2 phases totaling 60 days. The zone is detailed on plan sheets 197 and 206 showing portable barrier protecting this work area. There is also another approach slab which is to be replaced on the east end of the bridge around station 288+50. There are no MOT notes specific to when this is to be replaced and the same phase 2 MOT scheme doesn't show portable barrier protecting this approach slab. Please review the MOT notes and plans and specify zone work, timeframes, and details for this east-end approach slab replacement at the eastbound side of the Cuyahoga River bridge.

A#19 This Addendum No. 1 revises Plan Sheets 39, 56, 64, 199 and 208 of 727 to detail the work zone to replace the approach slab at MP 177.47 (STA 288+33) and the adjusts the quantity accordingly for Ref. No. 197 of the Bid Form and Estimated Quantities Worksheet.

Q#20 There are bridge approach slabs which are to be removed and replaced full width on the eastbound side within the reconstruction limits (over IR-77 ramps, over IR-77, and over IR-271). Phase 6 shows that reconstruction of the outside two lanes and shoulder for the approaches can be performed then but there is no phase designation or plan details for reconstructing the third lane and median shoulder for these approaches. Please provide information when the inside phase of this work on the eastbound side can be performed.

A#20 This Addendum No. 1 revises Plan Sheets 39, 56, and 66 of 727 to revise the sequence of construction, and include the anticipated quantities for Work Zone Impact Attenuators and 32" Portable Barrier (without Glare Screen) required for this Work in Reference No. 197 of the Bid Form and Estimated Quantities Worksheet. The Contractor shall replace the eastbound approach slabs, within the limits of the inside shoulder and inside lane at the mainline bridges over the I-77 ramps, I-77 and I-271 during Phase 3. Traffic shall be maintained as per TCR-14 near these structures.

Q#21 Will OTIC please make available plans from past construction projects related to this corridor including (but not limited to) third lane construction, structure improvements, and interchange improvements?

A#21 Yes, the requested plans are provided with this Addendum #1.

Q#22 The MOT Project Construction Phasing Intent Note page 39/727 makes several references of phasing to perform temporary patching of bridge decks. I can find know other mention of this work in the plans, or a pay item to be paid for this item. If this work is required please supply information as to what a temporary patch is and how it will be paid for.

A#22 This Addendum No. 1 revises Plan Sheet 39 of 727 to clarify the Work contemplated under Phases 2 and 5.

MODIFIED CONTRACT DOCUMENTS

With this Addendum No. 1, the Commission substitutes the enclosed material for the following Contract Documents:

Plan Sheets:

39-18-02A: 38, 39, 56, 64, 66, 199, 208, 376, 378, 381, 428, 434, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697 and 698 of 727, and

39-18-02B: 21, 44 and 45 of 80 with additions to the Plan Drawings are called out with a cloud and deletions are marked with a revision triangle as thus:



Special Provisions: SP-605 with deletions depicted with ~~struckthrough~~ text.

With this Addendum No. 1, the Commission modifies the Bid Schedule of Items for the following Reference Numbers: 17, 160A, 160B, 160C, 197, 348, 388, 388A, 389

Receipt of Addendum No. 1

Project No. 39-18-02 is hereby acknowledged:

(Firm Name) _____

(Signature) _____

(Printed Name) _____

(Date) _____

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

SPECIAL PROVISIONS

SP 605

UNDERDRAINS

(12-21-201701-16-2018)

Section 605 of the Specifications is amended as follows:

A. 605.02 Material

Replace the first paragraph of 605.02 with the following:

Concrete, Class QC-Misc.....	499 and 511
Reinforcing steel.....	509.02
Filter fabric, Type A.....	712.09

Backfill unclassified pipe underdrains, shallow pipe underdrains, deep pipe underdrains, base pipe underdrains, or rock cut underdrains with or without a filter fabric, construction underdrains and aggregate drains with granular material consisting of durable No. 8 Crushed Carbonate Stone (CCS) ~~or gravel~~. Use granular material with a maximum sodium sulfate soundness loss of 15 percent.

B. 605.02 (B.) Pipe for 605

Replace 605.02 (B.) with the following:

Pipe for Item SP 605 – 6” Unclassified Pipe Underdrains, 6” Shallow Pipe Underdrains, 6” Deep Pipe Underdrains, 6” Base Pipe Underdrains:
Corrugated polyethylene drainage tubing (perforated)..... 707.31

Pipe for Item SP 605 – 6” Underdrain Outlet Pipe:
Corrugated Polyethylene Smooth Lined pipe (perforated)..... 707.33

C. 605.03 Pipe Underdrains Construction

Replace the third paragraph of 605.03 (A.) with the following:

When Rock is encountered during underdrain installation, the Chief Engineer shall be notified so that the Chief Engineer can decide whether the underdrain depths are to be maintained per plan or the underdrain depths are raised. The Underdrain Rock Excavation quantity will be field measured in Cubic Yards the payment shall be the difference or the loss in production to excavate rock instead of soil. The Contactor shall be paid for the actual Linear Feet of Underdrain installed plus the actual (Field Measured) Cubic Yards of Rock Excavation as determined by the Engineer in the field. This Underdrain Rock Excavation Pay Item shall also include the required method to remove the rock in order to install SP 605 and for the disposal of the rock material removed.

D. 605.06 Underdrain Outlets

Add the following paragraph after the first paragraph of this section:

The 6” Underdrain Outlet Pipe shall be constructed as detailed in the plans and there shall be no change in pipe size for the outlet. The aggregate with filter fabric for the outlet pipe shall be durable No. 8 or No. 57 size crushed carbonate stone in accordance with Section 703.01 of the Specifications. Under the pavement, the granular material shall be backfill the full width of the trench and to the full height of the trench. Outside of the pavement, the granular material shall be a backfill the full width of the trench and to the height of eighteen (18”) inches minimum from the bottom of the trench. The remaining depth of the trench shall be backfilled with suitable embankment material according to Item 203 to a minimum depth of six (6”) inches. When there is a conflict between the

SPECIAL PROVISIONS

trench depth and the Item 203 depth, the item 203 minimum depth shall be used.

- E. 605.07 Aggregate Drains
Replace 605.07 with the following:

(1.) Excavation

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

(2.) Placing and Backfilling

Aggregate for the drains shall be durable No. 57 size crushed carbonate stone in accordance with Section 703.01 of the Specifications. The remaining depth of the trench shall be backfilled with suitable embankment material according to Item 203. The aggregate shall be placed to the dimensions shown on the Plans.

- F. 605.09 Basis of Payment
Replace 605.09 with the following:

Payment shall be made under:

<u>Item</u>	<u>Unit</u>	<u>Description</u>
SP 605	Lin. Ft.	6" Shallow Pipe Underdrain, with Fabric Wrap (Depth)
SP 605	Lin. Ft.	6" Unclassified Pipe Underdrain, with Fabric Wrap (Depth)
SP 605	Lin. Ft.	6" Base Pipe Underdrain, with Fabric Wrap (Depth)
SP 605	Lin. Ft.	6" Deep Pipe Underdrain, with Fabric Wrap (Depth)
SP 605	Lin. Ft.	6" Underdrain Outlet Pipe
SP 605	C.Y.	Underdrain Rock Excavation
SP 605	Lin. Ft.	Aggregate Drain, Type I, with Fabric Wrap
SP 605	Lin. Ft.	Aggregate Drain, Type II, with Fabric Wrap
SP 605	Lin. Ft.	Aggregate Drain, Type I
SP 605	Lin. Ft.	Aggregate Drain, Type II

DRAINAGE (CONTINUED)

ITEM 837 - LINER PIPE, AS PER PLAN

SUPPLEMENTAL SPECIFICATION 837 LINER PIPE SHALL BE AMENDED AS FOLLOWS:

837.02 MATERIALS. THE LINER PIPE MATERIAL SHALL BE LIMITED TO 707.35, 707.42 OR SS938.

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

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

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

EXCAVATION IN CHANNEL / DITCH AREAS

MATERIAL WHICH IS EXCAVATED FROM THE CHANNEL / DITCH AREA TO INSTALL NEW CULVERT PIPES AND PRECAST FLARED END SECTIONS, AND WHICH IS NOT SUITABLE FOR USE AS BEDDING, BACKFILL OR EMBANKMENT SHALL BE DISPOSED OF IN ACCORDANCE WITH SP-105 OR IN A WASTE SITES AREA, IF BEING UTILIZED BY THE CONTRACTOR. EXCESS MATERIAL SHALL NOT BE DUMPED INTO OR ADJACENT TO THE CHANNEL / DITCH AREAS.

SP 611 - CATCH BASIN, NO. 2-4, AS PER PLAN

CATCH BASIN, NO. 2-4, AS PER PLAN SHALL BE CONSTRUCTED PER ODOT SCD CB-1.2, EXCEPT THAT THE SIDE INLETS SHALL BE ELIMINATED.

SP 611 - ADDITIONAL DRAINAGE

THE FOLLOWING ADDITIONAL QUANTITIES ARE PROVIDED FOR ADDITIONAL DRAINAGE WORK AT THE DIRECTION OF THE CHIEF ENGINEER:

EXTEND THE EXISTING CULVERT AT THE NW CORNER OF THE EXISTING ACCESS DRIVEWAY TO BLACK ROAD AT M.P. 173.99 LT

SP 611 - 18" CONDUIT, TYPE B, 706.02	<u>32 FT</u>
SP 611 - CATCH BASIN, NO. 2-2B	<u>1 EACH</u>
ITEM SPECIAL - 18" PRECAST CONCRETE END SECTION	<u>2 EACH</u>

PAVEMENT

ITEM 423 - CRACK SEALING, TYPE IV

THIS ITEM SHALL CONSIST OF FURNISHING ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO APPLY CRACK SEALANT TO THE PROPOSED LONGITUDINAL PAVEMENT JOINTS BETWEEN PROPOSED PAVEMENT OF THE OUTER LANES AND EXISTING PAVEMENT OF THE INNER LANES AS DIRECTED BY THE ENGINEER.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK DESCRIBED ABOVE:

ITEM 423 - CRACK SEALING, TYPE IV 15,000 LBS

PAVEMENT REPAIRS

THE FOLLOWING QUANTITIES ARE INCLUDED AS A CONTINGENCY TO BE USED AS DIRECTED BY THE CHIEF ENGINEER FOR PAVEMENT REPAIR MEASURES TO MAINTAIN TRAFFIC. CONTRACTOR SHALL FOLLOW ODOT CMS FOR ITEM 255, EXCEPT THAT PLACEMENT OF THE DOWEL BARS ARE NOT REQUIRED FOR SHORT TERM REPAIRS, CONCRETE SHALL BE CLASS QC 1 FOR AREAS WHERE TRAFFIC CAN BE DIVERTED FOR 7 DAYS, AREAS THAT HAS TO BE OPENED TO TRAFFIC IN A TIMELY MANNER CONCRETE SHALL BE IN ACCORDANCE WITH ODOT 255.02A, AND MAINTENANCE OF TRAFFIC COSTS INCURRED BY THE CONTRACTOR FOR THESE CURRENTLY UNKNOWN AND UNDEFINED PAVEMENT REPAIRS WILL BE COMPENSATED ON A TIME AND MATERIALS BASIS AS APPROVED BY THE CHIEF ENGINEER. DEPTH FOR PARTIAL REMOVAL WILL BE 5" (+/-) ASPHALT ON CONCRETE TO THE SURFACE OF THE CONCRETE BASE. REPLACEMENT MATERIALS ARE SPECIFIED IN 251.03 UNIT PRICES BID FOR THE ITEMS IMMEDIATELY BELOW SHALL NOT INCLUDE MAINTENANCE OF TRAFFIC COSTS.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR	<u>1,000 SY</u>
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT	<u>800 SY</u>
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT (USING RAPID REPAIR CONCRETE MIX MATERIAL)	<u>800 SY</u>
ITEM 255 - FULL DEPTH PAVEMENT SAWING	<u>600 FT</u>

ITEM SP 302 - BITUMINOUS AGGREGATE BASE, PG 64-22 (2 EQUAL LIFTS)

THE CONTRACTOR SHALL BE REQUIRED TO CONSTRUCT SP302 ITEM IN TWO (2) EQUAL LIFTS WHEN SPECIFIED. THE CONTRACTOR SHALL ALSO BE REQUIRED TO APPLY ITEM 407 - NON-TRACKING TACK COAT (APPLIED @ 0.075 GAL./SQ.YD.) PRIOR TO CONSTRUCTING THE SECOND LIFT.

ITEM 252 - FULL DEPTH PAVEMENT SAWING

THE FOLLOWING ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE BY THE ENGINEER TO MAKE TRANSVERSE SAW CUTS WHERE PROPOSED FULL DEPTH PAVEMENT WILL MEET EXISTING PAVEMENT AT THE PROJECT LIMITS, INTERCHANGE RAMPS AND EXISTING BRIDGES.

ITEM 252 - FULL DEPTH PAVEMENT SAWING 1,000 FT

ITEM SP 403 - ASPHALT CONCRETE LEVELING COURSE, PG 76-22

THE FOLLOWING CONTINGENCY QUANTITY FOR ASPHALT CONCRETE LEVELING COURSE HAS BEEN INCLUDED IN THE PLANS FOR USE BY THE CHIEF ENGINEER FOR ADJUSTMENTS TO THE ROADWAY PROFILE IN ORDER TO ENSURE THAT THERE IS A SMOOTH TRANSITION BETWEEN THE PROPOSED SURFACE AND INTERMEDIATE ASPHALT COURSES AND THE PROPOSED APPROACH SLABS. THE LEVELING COURSE SHALL BE PLACED PRIOR TO THE INSTALLATION OF ANY ASPHALT INTERMEDIATE OR SURFACE COURSE TO ADJUST THE PROFILE OF THE ROADWAY. THE THICKNESS OF THIS ASPHALT CONCRETE LEVELING COURSE IS ANTICIPATED TO VARY FROM 0" MINIMUM TO 1" MAXIMUM WITHIN SEVENTY FIVE (75) FEET OF THE APPROACH SLABS.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM SP 403 - ASPHALT CONCRETE LEVELING COURSE, PG 76-22.

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

ITEM SP 403 - ASPHALT CONCRETE LEVELING COURSE, PG 76-22 50 CY

PAVEMENT RESTORATION FOR APPROACH SLAB TYPE A INSTALLATION

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION AT SLEEPER SLAB AND DRAINAGE WORK ASSOCIATED WITH TYPE A INSTALLATIONS IN EXISTING THIRD LANE AND INSIDE SHOULDERS AT THE I-77 RAMP BRIDGE.

SP 302 - ASPHALT CONCRETE BASE, PG64-22 (13") (SHOULDER)	<u>13 CY</u>
SP 302 - ASPHALT CONCRETE BASE, PG64-22 (13")	<u>22 CY</u>

PAVEMENT RESTORATION FOR UNDERDRAIN PIPE INSTALLATION

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF UNDERDRAIN OUTLETS IN EXISTING SHOULDER AREAS. PAVEMENT SHALL MATCH THE TYPICAL SHOULDER BUILDUPS AS SHOWN ON SHEET 11.

SP 404 - ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22 (1-1/2")	<u>9 CY</u>
SP 402 - ASPHALT CONCRETE INTERMEDIATE COURSE OR RECYCLED ASPHALT CONCRETE INTERMEDIATE COURSE, PG64-22 (1-3/4")	<u>10 CY</u>
SP 302 - ASPHALT CONCRETE BASE, PG64-22 (8") (SHOULDER)	<u>45 CY</u>
SP 304 - AGGREGATE BASE (9") (SHOULDER)	<u>50 CY</u>
ITEM 407 - NON-TRACKING TACK COAT FOR INTERMEDIATE COURSE (APPLIED @ 0.06 GAL /SY)	<u>109 GAL</u>
ITEM 407 - NON-TRACKING TACK COAT (APPLIED @ 0.075 GAL /SY)	<u>136 GAL</u>

THE ABOVE QUANTITY IS BASED ON A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

SP 617 - COMPACTED AGGREGATE
SP 627 - STONE SHOULDER PROTECTION

THE FOLLOWING ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR ADDING NEW MATERIAL UNDER EXISTING GUARDRAIL ALONG RESURFACED SHOULDERS, AND SELECTED ROADWAY LOCATIONS TO BRING THE AREA UP TO GRADE AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE ITEM:

ITEM 617 - SHOULDER PREPARATION	<u>9,100 SY</u>
SP 617 - COMPACTED AGGREGATE	<u>760 CY</u>
ITEM 617 - WATER	<u>25 MGAL</u>
SP 627 - STONE SHOULDER PROTECTION	<u>380 CY</u>

RESURFACING AT APPROACH SLABS

WHEN MILLING AND RESURFACING OPERATIONS PRECEDE THE REPLACEMENT OF AN APPROACH SLAB, THE MILLING AND RESURFACING OPERATION SHALL BE SUSPENDED SEVENTY-FIVE FEET (75) FROM THE APPROACH SLAB. THIS AREA SHALL BE MILLED AND RESURFACED AT THE TIME OF THE APPROACH SLAB REPLACEMENT. NO ADDITIONAL PAYMENT WILL BE MADE FOR COMPLIANCE WITH THIS SEQUENCE OF OPERATIONS.

ITEM SP 202B - CRACK REPAIRS

THE FOLLOWING CONTINGENCY ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR PAVEMENT CRACK REPAIR IN ACCORDANCE WITH OHIO TURNPIKE STANDARD DRAWINGS CJ-1 AND CJ-2. THE CRACK REPAIR SHALL OCCUR PRIOR TO THE PLACEMENT OF THE ASPHALT LEVELING COURSE. CRACK REPAIR SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ITEM:

ITEM SP 202B-CRACK REPAIR, 1" OR LESS, USING SAND ASPHALT	<u>20 CY</u>
ITEM SP 202B-CRACK REPAIR, 1" OR LESS, USING HOT JOINT SEALER	<u>3,000 GAL</u>
ITEM SP 202B-CRACK REPAIR, WIDER THAN 1" AND LESS THAN 1" IN DEPTH, USING ITEM SP 404 (PG 64-22)	<u>20 CY</u>
ITEM SP 202B-CRACK REPAIR, WIDER THAN 1" AND GREATER THAN 1" IN DEPTH, USING ITEM SP 402 (PG 64-22)	<u>20 CY</u>
ITEM SP 202B-3 CORNER CRACK REPAIR, USING ITEM SP 402 (PG 64-22)	<u>20 CY</u>
ITEM SP 202B-REPAIR EXISTING EXPANSION JOINT, USING ITEM SP 404 (PG 64-22)	<u>20 CY</u>

		DESIGN AGENCY JDC 11818	BY DATE JDC 11818	REVISIONS NO. DATE ADDENDUM NO. 1	GENERAL NOTES PROJECT 39-18-02A DATE: 12/22/17
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION					
38 727					

MOT PROJECT CONSTRUCTION PHASING INTENT NOTE

SEQUENCE OF CONSTRUCTION

THE INTENT OF THIS PROJECT IS TO RECONSTRUCT THE PAVEMENT OF THE OUTSIDE TWO (2) LANES AND OUTSIDE SHOULDER OF BOTH EASTBOUND AND WESTBOUND TRAFFIC ON THE OHIO TURNPIKE (I.R. 80) BETWEEN MILE POSTS 169.74 AND 176.34 ALONG WITH THE FULL RECONSTRUCTION OF THE WESTBOUND INSIDE LANE FROM MP 173.3 TO MP 176.34 WHILE MAINTAINING TWO (2) LANES OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.

EASTBOUND AND WESTBOUND TURNPIKE PAVEMENT REPLACEMENT WILL REQUIRE SEVERAL PHASES AS DETAILED ON THE M.O.T. PLAN SHEETS.

WHENEVER CROSSOVERS ARE USED FOR MAINTAINING TRAFFIC, THE CONTRACTOR SHALL MAINTAIN OTIC STANDARD CONSTRUCTION CLEARANCES AND A WORK ZONE LIGHTING SYSTEM AS PER O.D.O.T. STANDARD CONSTRUCTION DRAWING MT-100.00 SHALL BE INSTALLED. EACH CROSSOVER LIGHTING SYSTEM SHALL BE PAID FOR SEPARATELY UNDER ITEM 614 - WORK ZONE CROSSOVER LIGHTING SYSTEM.

THE FOLLOWING IS A BRIEF OUTLINE OF THE PROJECT CONSTRUCTION PHASING FOR THIS PROJECT:

PRE-PHASE 1 (2018):

THE CONTRACTOR SHALL COMPLETE THE WORK REQUIRED TO REHABILITATE AND ESTABLISH THE MEDIAN CROSSOVER LOCATED BEYOND THE WEST END OF THE PROJECT AND IS REQUIRED FOR THE CONTRA FLOW TRAFFIC PATTERN. THE CONTRACTOR SHALL CONSTRUCT THIS PROPOSED MEDIAN CROSSOVER AT MP 168.80 DURING THIS PHASE.

THE CONTRACTOR SHALL PERFORM THE MILLING AND FILLING OF THE EXISTING SNAPS ALONG THE WESTBOUND OUTSIDE SHOULDER FROM MP 171.82 (STA. 971+00) TO MP 176.55 (STA. 235+00). THE CONTRACTOR SHALL ALSO PERFORM ANY REQUIRED MILLING AND FILLING OF EXISTING SNAPS ALONG THE WESTBOUND AND THE EASTBOUND OUTSIDE SHOULDERS NEAR THE ENTRANCE AND EXIT RAMP TO GREAT LAKES AND TOWPATH SERVICE PLAZAS ALONG WITH THE ENTRANCE AND EXIT RAMP TO TOLL PLAZA/EXIT 173. TRAFFIC WILL BE MAINTAINED AS PER THE APPROPRIATE OTIC STANDARD DRAWING. (SEE PERMITTED CONSTRUCTION SEQUENCE GENERAL NOTE ON SHEET 40.)

THE CONTRACTOR SHALL RESURFACE THE INSIDE THIRD LANE AND SHOULDER FROM MP 169.10 (STA. 831+00) TO MP 176.34 (STA. 223+71.59) IN THE EASTBOUND DIRECTION. THE CONTRACTOR SHALL ALSO RESURFACE THE INSIDE 3RD LANE AND SHOULDER FROM MP 169.10 (STA. 831+00) TO MP 172.02 (STA. 984+50) IN THE WESTBOUND DIRECTION PRIOR TO THE START OF PHASE 1 OPERATIONS. THE CONTRACTOR SHALL NOT INSTALL SNAPS AFTER THESE RESURFACING OPERATIONS DUE TO FUTURE MAINTENANCE OF TRAFFIC OPERATIONS. TRAFFIC WILL BE MAINTAINED AS PER THE APPROPRIATE OTIC STANDARD DRAWING. (SEE PERMITTED CONSTRUCTION SEQUENCE GENERAL NOTE ON SHEET 40.)

THE REPLACEMENT OF THESE SNAPS SHALL BE AT THE DIRECTION OF THE CHIEF ENGINEER DURING A SUBSEQUENT MAINTENANCE OF TRAFFIC PHASE OF THIS PROJECT.

THE CONTRACTOR MAY ALSO REPLACE ANY SECTIONS OF EXISTING MEDIAN BARRIER, MEDIAN GUARDRAIL, AND COMPLETE THE REHABILITATION OF THE EXISTING MEDIAN INLETS FROM MP 169.74 TO MP 176.34 IN THE EASTBOUND AND WESTBOUND DIRECTION DURING THIS PHASE OF CONSTRUCTION.

THE CONTRACTOR SHALL NOT HAVE OPPOSING LANE CLOSURES ADJACENT TO EACH OTHER DURING THIS PHASE AND SHALL PLAN HIS/HER OPERATIONS ACCORDINGLY TO AVOID THIS SITUATION. INTERNAL TRAFFIC SHIFTS, AS PER THE APPROPRIATE OTIC STANDARD DRAWINGS, MAY BE REQUIRED TO COMPLETE THE WORK IN THIS PHASE.

PHASE 1 (2018):

THE PHASE 1 MAINTENANCE OF TRAFFIC DETAILS OUTLINE THE WORK REQUIRED TO CONSTRUCT THE TEMPORARY PAVEMENT IN THE WESTBOUND DIRECTION AT THE GREAT LAKES SERVICE PLAZA RAMP. THE PHASE 1 MAINTENANCE OF TRAFFIC DETAILS ALSO OUTLINE THE WORK REQUIRED TO CONSTRUCT THE TEMPORARY PAVEMENT IN THE EASTBOUND DIRECTION AT THE TOWPATH SERVICE PLAZA RAMP AND THE EASTBOUND RAMP TO THE TOLL PLAZA/EXIT 173 AS REQUIRED FOR SUBSEQUENT MAINTENANCE OF TRAFFIC OPERATIONS. THE CONTRACTOR SHALL SCHEDULE THE RAMP GORE REHABILITATION WORK AND TEMPORARY PAVEMENT OPERATIONS SO THAT A DROPOFF OF GREATER THAN 3 INCHES DOES NOT REMAIN AT THE END OF EACH WORK DAY.

THE CONTRACTOR SHALL ALSO PERFORM THE WORK TO REMOVE THE EXISTING SLAG FROM MP 172.02 (STA. 984+50) TO MP 173.81 (STA. 37+75) ALONG THE WESTBOUND INSIDE THIRD LANE AND MEDIAN SHOULDER DURING THIS PHASE.

PHASE 2 (2018):

THE PHASE 2 MAINTENANCE OF TRAFFIC DETAILS OUTLINE THE WORK REQUIRED TO RECONSTRUCT THE WESTBOUND THIRD LANE FROM MP 173.30 (STA. 62+17) TO MP 176.34 (STA. 223+71.59) ALONG THE RESURFACING OF THE WESTBOUND INSIDE SHOULDER FROM MP 172.82 (STA. 37+75) TO MP 176.34 (STA. 223+71.59).

THE CONTRACTOR SHALL ALSO RESURFACE THE ENTIRE WESTBOUND AND EASTBOUND PAVEMENT FROM MP 176.34 (STA. 223+71.59) TO MP 178.05 (STA 319+60). THE CONTRACTOR SHALL NOT PERFORM THIS RESURFACING WORK UNTIL AFTER THE MEDIAN CROSSOVERS AT THE EAST OF THE PROJECT NEAR MP 176.55 HAS BEEN CONSTRUCTED DUE THE INSIDE SHOULDER WORK REQUIRED TO INSTALL THIS CROSSOVER. THIS CROSSOVER AT MP 176.55 WILL REMAIN CLOSED UNTIL UTILIZED UNDER PHASE 4 OPERATIONS. THE CONTRACTOR SHALL BLOCK ACCESS TO THE CROSSOVER AS SHOWN ON SHEET 364A OF THE PLANS. IT IS ANTICIPATED THAT THIS RESURFACING WORK SHALL BE COMPLETED NEAR THE END OF THIS PHASE BY THE CONTRACTOR. TRAFFIC WILL BE MAINTAINED FOR THIS RESURFACING WORK AS PER THE APPROPRIATE OTIC STANDARD DRAWING.

THE PHASE 2 MAINTENANCE OF TRAFFIC DETAILS ALSO OUTLINE THE WORK REQUIRED TO RECONSTRUCT THE EXISTING RAMP PAVEMENT IN THE WESTBOUND DIRECTION AT THE GREAT LAKES SERVICE PLAZA RAMP. THE PHASE 2 MAINTENANCE OF TRAFFIC DETAILS ALSO OUTLINE THE WORK REQUIRED TO RECONSTRUCT THE EXISTING RAMP PAVEMENT IN THE EASTBOUND DIRECTION AT THE

TOWPATH SERVICE PLAZA RAMP AND THE EASTBOUND RAMP TO THE TOLL PLAZA/EXIT 173 AS REQUIRED FOR SUBSEQUENT MAINTENANCE OF TRAFFIC OPERATIONS. THE CONTRACTOR SHALL SCHEDULE RAMP RECONSTRUCTION WORK OPERATIONS SO THAT A DROPOFF OF GREATER THAN 3 INCHES DOES NOT REMAIN AT THE END OF EACH WORK DAY.

THE PROPOSED RAMP RECONSTRUCTION WORK WILL IMPACT THE EXISTING LIGHTING SYSTEMS ALONG THE RAMP FOR THE GREAT LAKES SERVICE PLAZA, THE TOWPATH SERVICE PLAZA AND THE TOLL PLAZA/EXIT 173. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE TEMPORARY LIGHTING ALONG THE RAMP IN THE AREAS WHERE THE EXISTING LIGHTS WILL NEED TO BE REMOVED AND REPLACED DUE TO THE RAMP RECONSTRUCTION WORK. THE CONTRACTOR SHALL SCHEDULE HIS/HER OPERATIONS SO THAT THE TEMPORARY LIGHTING IS IN PLACE AND OPERATIONAL PRIOR TO THE REMOVAL OF THE EXISTING LIGHTS.

THE CONTRACTOR SHALL ALSO PERFORM THE REPAIRS TO THE MSE WALL IN THE EASTBOUND DIRECTION DURING THIS PHASE. THIS WORK SHALL INCLUDE CONCRETE WEATHER PROOFING OF PARAPET, CONCRETE REPAIRS TO MSE PARAPET, AND REPAIRS TO MSE WALL.

THE CONTRACTOR SHALL ALSO COMPLETE THE WORK REQUIRED TO ESTABLISH THE MEDIAN CROSSOVER WHICH IS LOCATED ALONG THE EAST END OF THE PROJECT AND IS REQUIRED FOR THE CONTRA FLOW TRAFFIC PATTERN. THE CONTRACTOR SHALL CONSTRUCT THIS PROPOSED MEDIAN CROSSOVER AT MP 176.5 DURING THIS PHASE.

THE CONTRACTOR SHOULD ALSO REPLACE THE EXISTING OVERHEAD BRIDGE MOUNTED SIGNS DURING THIS PHASE WHILE THERE IS PROTECTED ACCESS WITHIN THE MEDIAN AREA.

THIS PHASE OF CONSTRUCTION WILL ALSO ALLOW THE CONTRACTOR TO COMPLETE THE PARTIAL REMOVAL AND REPLACEMENT OF THE EXISTING STRIP SEALS, REPAIRS TO EXISTING EXPANSION JOINTS, BRIDGE DECK PATCHING, REPLACEMENT OF A PORTION OF EXISTING ABUTMENT SLABS AND EXISTING APPROACH SLABS FOR THE MAINLINE BRIDGE STRUCTURES OVER INTERSTATE 77 AND THE INTERSTATE 77 RAMP. THIS REPLACEMENT WORK WILL BE LIMITED TO A PORTION OF THE INSIDE LANE AND MEDIAN SHOULDER AS DETAILED IN THE PLANS FOR THESE BRIDGES.

THIS PHASE OF CONSTRUCTION WILL ALSO ALLOW THE CONTRACTOR TO COMPLETE THE REPLACEMENT OF THE EXISTING EASTBOUND APPROACH SLAB AT MP 176.95 (STA. 261+45) AND MP 177.47 (STA. 288+33) TO THE BRIDGE OVER THE CUYAHOGA RIVER. THIS WORK WILL BE CONSIDERED AN "INTERIM" PHASE 2 OPERATION AS SHOWN ON SHEETS 197 & 199 STEP 1 AND 206 & 208 STEP 2 OF THE MAINTENANCE OF TRAFFIC PLANS. THE CONTRACTOR SHALL BE ALLOWED THIRTY (30) DAYS TO COMPLETE EACH PHASE OF THE PART WIDTH CONSTRUCTION OF THIS APPROACH SLAB DURING THIS INTERIM PHASE 2 OPERATION. THE CONTRACTOR WILL HAVE A TOTAL OF SIXTY (60) CONSECUTIVE CALENDAR DAYS TO COMPLETE THE RECONSTRUCTION OF THIS APPROACH SLAB. THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS DURING PHASE 2 TO ACCOMMODATE THIS WORK.

THE CONTRACTOR MAY ALSO COMPLETE ANY NECESSARY REPAIRS TO TOP OF EXISTING ABUTMENT BACKWALLS OR APPROACH SLABS DURING THIS PHASE. TRAFFIC WILL BE MAINTAINED FOR THESE REPAIR OPERATIONS AS PER THE APPROPRIATE OTIC STANDARD DRAWING. (SEE PERMITTED CONSTRUCTION SEQUENCE GENERAL NOTE ON SHEET 40.)

PHASE 2A (2018):

UNDER PHASE 2A, THE CONTRACTOR MUST COMPLETE THE RECONSTRUCTION OF THE RAMP PAVEMENT IN THE WESTBOUND DIRECTION AT THE GREAT LAKES SERVICE PLAZA RAMP. THE CONTRACTOR MUST ALSO COMPLETE THE RECONSTRUCTION OF THE RAMP PAVEMENT IN THE EASTBOUND DIRECTION AT THE TOWPATH SERVICE PLAZA RAMP.

THE CONTRACTOR MUST COMPLETE ALL WORK OUTLINED IN PHASES 1, 2, AND 2A WITHIN THE FIRST CONSTRUCTION SEASON OF THIS PROJECT. THE CONTRA FLOW MAINTENANCE OF TRAFFIC PATTERN SHALL NOT REMAIN IN PLACE OVER THE WINTER.

THE CONTRACTOR SHALL RE-OPEN EXISTING MEDIAN CROSSOVERS IN ACCORDANCE WITH OTIC STANDARD CONSTRUCTION DRAWING TCB-3 PRIOR TO THE WINTER SHUTDOWN.

(END OF FIRST CONSTRUCTION SEASON)

PHASE 3 - INTERIM WORK PRIOR TO PHASE 6 (2018):

THE PHASE 3 MAINTENANCE OF TRAFFIC OPERATIONS INVOLVE THE WORK REQUIRED TO CONSTRUCT THE TEMPORARY PAVEMENT IN THE WESTBOUND DIRECTION AT THE RAMP TO TOLL PLAZA/EXIT 173 AS REQUIRED FOR SUBSEQUENT MAINTENANCE OF TRAFFIC OPERATIONS. THE CONTRACTOR SHALL SCHEDULE THE RAMP GORE REHABILITATION WORK AND TEMPORARY PAVEMENT OPERATIONS SO THAT A DROPOFF OF GREATER THAN 3" DOES NOT REMAIN AT THE END OF EACH WORK DAY.

THE CONTRACTOR SHOULD CONSTRUCT THE WORK ZONE CROSSOVER LIGHTING SYSTEMS FOR THE PROPOSED MEDIAN CROSSOVERS AT MP 168.80 AND MP 176.50 PRIOR TO THE START OF PHASE 4 WORK.

THE CONTRACTOR SHALL ALSO INSTALL ALL PROPOSED GUARDRAIL AND GUARDRAIL END TREATMENTS WHICH ARE REQUIRED TO PROTECT EXISTING BLUNT END CONFLICT POINTS THAT WILL OCCUR DUE TO THE CONTRA FLOW MAINTENANCE OF TRAFFIC PATTERN. THE PROPOSED QUANTITIES AND LIMITS OF PROPOSED GUARDRAIL TO PROTECT THESE BLUNT ENDS ARE DENOTED IN THE ROADWAY PLANS FOR THIS PROJECT. THE CONTRACTOR SHALL INSTALL THIS PROPOSED GUARDRAIL AND PROPER END TREATMENTS PRIOR TO ESTABLISHING THE FULL CONTRA FLOW PATTERN UNDER PHASE 6. THE CONTRACTOR SHALL INSTALL ALL PROPOSED GUARDRAIL AND GUARDRAIL END TREATMENTS REQUIRED TO PROTECT BLUNT END CONFLICT POINTS FOR PHASE 4 AND 6 MAINTENANCE OF TRAFFIC PHASES DURING THE PHASE 3 OPERATIONS.

THE CONTRACTOR SHALL REPLACE THE EASTBOUND APPROACH SLABS, WITHIN THE LIMITS OF THE INSIDE SHOULDER AND LANE, AT THE MAINLINE BRIDGES OVER THE INTERSTATE 77 RAMP, INTERSTATE 77 AND INTERSTATE 271 DURING THIS PHASE. TRAFFIC SHALL BE MAINTAINED AS PER TCR-14 NEAR THESE MAINLINE BRIDGES.

PHASE 4 (2020):

UNDER PHASE 4, THE CONTRACTOR SHALL ESTABLISH THE FULL WESTBOUND CONTRA FLOW MAINTENANCE OF TRAFFIC PATTERN FOR THE PROJECT FROM MP 169.74 TO MP 176.34. THE

RECONSTRUCTION OF THE REMAINING WESTBOUND PAVEMENT FOR THIS PROJECT WILL OCCUR UNDER THIS PHASE OF CONSTRUCTION INCLUDING THE PARTIAL RECONSTRUCTION OF THE MAINLINE PAVEMENT NEAR THE ENTRANCE AND EXIT RAMP TO THE GREAT LAKES SERVICE PLAZA AND TOLL PLAZA/EXIT 173.

THIS PHASE OF CONSTRUCTION WILL ALSO ALLOW THE CONTRACTOR TO COMPLETE THE PARTIAL REMOVAL AND REPLACEMENT OF THE EXISTING STRIP SEALS, REPAIRS TO EXISTING EXPANSION JOINTS, BRIDGE DECK PATCHING, REPLACEMENT OF A PORTION OF EXISTING ABUTMENT SLABS AND EXISTING APPROACH SLABS FOR THE MAINLINE BRIDGE STRUCTURES OVER THE MAINLINE INTERSTATE 77 PAVEMENT AND INTERSTATE 77 RAMP, IN THE WESTBOUND DIRECTION WHILE ONLY ONE LANE OF WESTBOUND TRAFFIC IS LOCATED ON A PORTION OF THE INSIDE SHOULDER AND INSIDE LANE FROM MP 169.74 TO MP 176.34. THE CONTRACTOR WILL HAVE ACCESS TO THE EXISTING WESTBOUND OUTSIDE TWO LANES AND SHOULDER TO COMPLETE THE NECESSARY STRUCTURE WORK NOT COMPLETED UNDER PHASE 2.

THE CONTRACTOR SHALL ALSO COMPLETE THE WORK TO REMOVE THE EXISTING SLAG FROM MP 172.02 (STA. 984+50) TO MP 173.81 (STA. 37+75) ALONG THE WESTBOUND OUTSIDE LANES AND SHOULDER DURING THIS PHASE.

THE CONTRACTOR SHOULD ALSO COMPLETE THE REMOVAL AND REPLACEMENT OF EXISTING OVERHEAD GUIDE SIGNS, IN THE WESTBOUND DIRECTION, PRIOR TO COMPLETION OF PHASE 4. THE EXISTING OVERHEAD GUIDE SIGNS WILL REMAIN IN PLACE UNTIL THE CONTRACTOR IS READY TO ERECT THE PROPOSED OVERHEAD GUIDE SIGNS.

THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS SO THAT AN EXISTING OVERHEAD GUIDE SIGN CAN BE REMOVED AND REPLACED WITHIN 24 HOURS OF REMOVAL. THE CONTRACTOR SHALL NOT REPLACE ADJACENT GUIDE SIGNS ON THE SAME DAY.

THE CONTRACTOR MAY REPLACE THESE EXISTING GUIDE SIGNS ANYTIME DURING PHASE 4. EXISTING GUIDE SIGNS WILL NOT REQUIRE AN OVERLAY PRIOR TO REPLACEMENT. NEW GUIDE SIGNS WILL ALSO NOT REQUIRE AN OVERLAY PRIOR TO REPLACEMENT.

THE EXISTING AND PROPOSED GUIDE SIGNS MAY BE REQUIRED TO BE COVERED BY THE CONTRACTOR AS SPECIFIED IN THE PLANS.

PHASE 4A (2020):

UNDER PHASE 4A, THE CONTRACTOR MUST COMPLETE THE RECONSTRUCTION OF THE WESTBOUND PAVEMENT NEAR THE ENTRANCE AND EXIT RAMP TO THE GREAT LAKES SERVICE PLAZA AND TOLL PLAZA/EXIT 173.

THE CONTRACTOR SHALL RESTORE THE EXISTING MAINTENANCE CROSSOVERS, PLACE FINAL PAVEMENT MARKINGS AND SIGNAGE AS THE LAST OPERATIONS UNDER PHASE 4 AND 4A. TRAFFIC SHALL BE MAINTAINED AS DEPICTED IN THE MAINTENANCE OF TRAFFIC PLANS OR PER THE APPROPRIATE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION STANDARD DRAWING.

THE CONTRACTOR SHALL BLOCK ACCESS TO THE CROSSOVER AT MP 176.55 AS SHOWN ON SHEET 369 PRIOR TO THE COMPLETION OF THIS LAST CONSTRUCTION PHASE OF THE PROJECT.

THE CONTRACTOR SHALL ALSO RE-OPEN ALL OTHER EXISTING MEDIAN CROSSOVERS IN ACCORDANCE WITH OTIC STANDARD DRAWING TCB-3.

(END OF THIRD CONSTRUCTION SEASON)

PHASE 5 - INTERIM WORK PRIOR TO PHASE 4 (2019):

THE CONTRACTOR MAY COMPLETE THE NECESSARY REPAIRS TO TOP OF EXISTING ABUTMENT BACKWALLS OR APPROACH SLABS DURING THIS PHASE. TRAFFIC WILL BE MAINTAINED FOR THESE REPAIR OPERATIONS AS PER THE APPROPRIATE OTIC STANDARD DRAWING. (SEE PERMITTED CONSTRUCTION SEQUENCE GENERAL NOTE ON SHEET 40.)

PHASE 6 (2019):

UNDER PHASE 6, THE CONTRACTOR SHALL ESTABLISH THE FULL EASTBOUND CONTRA FLOW MAINTENANCE OF TRAFFIC PATTERN FOR THE PROJECT FROM MP 169.74 TO MP 176.34. THE RECONSTRUCTION OF THE EASTBOUND PAVEMENT FOR THIS PROJECT WILL OCCUR UNDER THIS PHASE OF CONSTRUCTION INCLUDING THE PARTIAL RECONSTRUCTION OF THE MAINLINE PAVEMENT NEAR THE ENTRANCE AND EXIT RAMP TO THE TOWPATH SERVICE PLAZA AND TOLL PLAZA/EXIT 173.

THIS PHASE OF CONSTRUCTION WILL ALSO ALLOW THE CONTRACTOR TO COMPLETE THE PARTIAL REMOVAL AND REPLACEMENT OF THE EXISTING STRIP SEALS, REPAIRS TO EXISTING EXPANSION JOINTS, BRIDGE DECK PATCHING, REPLACEMENT OF A PORTION OF EXISTING ABUTMENT SLABS AND EXISTING APPROACH SLABS FOR THE MAINLINE BRIDGE STRUCTURES OVER THE MAINLINE INTERSTATE 77 PAVEMENT AND INTERSTATE 77 RAMP, IN THE WESTBOUND DIRECTION WHILE ONLY ONE LANE OF WESTBOUND TRAFFIC IS LOCATED ON A PORTION OF THE INSIDE SHOULDER AND INSIDE LANES FROM MP 169.74 TO MP 176.34. THE CONTRACTOR WILL HAVE ACCESS TO THE EXISTING WESTBOUND OUTSIDE TWO LANES AND SHOULDER TO COMPLETE THE NECESSARY STRUCTURE WORK NOT COMPLETE UNDER PHASE 6.

THE CONTRACTOR SHOULD ALSO COMPLETE THE REMOVAL AND REPLACEMENT OF EXISTING OVERHEAD GUIDE SIGNS, IN THE EASTBOUND DIRECTION, PRIOR TO THE COMPLETION OF PHASE 6. THE EXISTING OVERHEAD GUIDE SIGNS WILL REMAIN IN PLACE UNTIL THE CONTRACTOR IS READY TO ERECT THE PROPOSED OVERHEAD GUIDE SIGNS.

THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS SO THAT AN EXISTING OVERHEAD GUIDE CAN BE REMOVED AND REPLACED WITHIN 24 HOURS OF REMOVAL. THE CONTRACTOR SHALL NOT REPLACE ADJACENT GUIDE SIGNS ON THE SAME DAY.

THE CONTRACTOR MAY REPLACE THESE EXISTING GUIDE SIGNS ANYTIME DURING PHASE 6. EXISTING GUIDE SIGNS WILL NOT REQUIRE AN OVERLAY PRIOR TO REPLACEMENT. NEW GUIDE SIGNS WILL ALSO NOT REQUIRE AN OVERLAY PRIOR TO REPLACEMENT.

THE EXISTING AND PROPOSED GUIDE SIGNS MAY BE REQUIRED TO BE COVERED BY THE CONTRACTOR AS SPECIFIED IN THE PLANS.

160562-MOT-GNOTES.dwg; 1/18/18 - 10:09am

DESIGN AGENCY T TRANSPORTATION CONSULTANTS	BY: DATE	JDC: 1/18/18			
	REVISIONS	ADDENDUM NO. 1			
DESIGNED	CHECKED	NO.	DATE	BY	DATE
JMP	JMP	△			
DRAWN	IN CHARGE				
PSL	WDB				
MAINTENANCE OF TRAFFIC GENERAL NOTES					
PROJECT	39-18-02A				
DATE:	12/22/17				
39 727					

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

160562-MOT-SUB-SUM.dwg; 1/18/18 - 11:02am

SHEET NO.	REFERENCE ITEM	LOCATION	STATION		SIDE	614														SP 622	SP 622	SP 626A	SP 626A	SP 614C
			FROM	TO		WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)	WORK ZONE LANE LINE, CLASS I, 642 PAINT (4" WHITE)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" WHITE)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" YELLOW)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (6" WHITE)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (6" YELLOW)	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT (8" WHITE)	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT (8" YELLOW)	WORK ZONE DOTTED LINE, CLASS I, 642 PAINT (4" WHITE)	32" PORTABLE BARRIER (WITH GLARE SCREEN) (FOR INFORMATION ONLY)	32" PORTABLE BARRIER (WITHOUT GLARE SCREEN) (FOR INFORMATION ONLY)	CONSTRUCTION ZONE MARKER, ONE-WAY MODEL, WHITE	CONSTRUCTION ZONE MARKER, ONE-WAY MODEL, YELLOW	REMOVAL OF PAVEMENT MARKING					
PHASE 2 (CONTINUED)						EACH	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	FT				
WESTBOUND																								
167-178	ELW	I-80	79+47	223+72	RT															14425				
		I-80	229+04	231+85	RT															281				
W.B. LANE SHIFT #4																								
178-179	CHY	I-80	231+85	240+15	RT															830				
178-179	CZMY	I-80	231+85	240+15	RT															83				
178-179	CHW	I-80	231+85	240+15	RT															830				
178-179	CZMW	I-80	231+85	240+15	RT															830				
178-179	CHW	I-80	231+85	240+15	RT															830				
178-179	CZMW	I-80	231+85	240+15	RT															830				
WESTBOUND																								
185-186	ELY6	I-80	328+00	336+40	RT															840				
EASTBOUND INTERIM - STEP 1																								
196-203	*RLL	I-80	248+50	335+00	RT															8650				
196-203	REL	I-80	248+50	335+00	RT															8650				
197	TPB	I-80	258+50	263+00	RT	1														450				
199	TPB	I-80	280+75	289+75	RT	1														900				
196-197	CHY	I-80	248+50	258+00	RT															950				
196-197	CZMY	I-80	248+50	258+00	RT															95				
196-197	CHW	I-80	248+50	258+00	RT															950				
196-197	CZMW	I-80	248+50	258+00	RT															950				
196-197	CHW	I-80	248+50	258+00	RT															950				
196-197	CZMW	I-80	248+50	258+00	RT															95				
197	ELY	I-80	258+00	261+45	RT															345				
197	LLW	I-80	258+00	261+45	RT															345				
197	ELW	I-80	258+00	261+45	RT															345				
199-202	ELY	I-80	288+60	325+50	RT															3690				
199-202	LLW	I-80	288+60	325+50	RT															3690				
199-202	ELW	I-80	288+60	325+50	RT															3690				
202-203	CHY	I-80	325+50	335+00	RT															950				
202-203	CZMY	I-80	325+50	335+00	RT															95				
202-203	CHW	I-80	325+50	335+00	RT															950				
202-203	CZMW	I-80	325+50	335+00	RT															950				
202-203	CHW	I-80	325+50	335+00	RT															950				
202-203	CZMW	I-80	325+50	335+00	RT															95				
EASTBOUND INTERIM - STEP 2																								
205-212	REL	I-80	248+00	337+00	RT															8900				
205-212	*RLL	I-80	238+75	337+00	RT															9825				
205	*RLL	I-80	238+75	250+25	RT															1150				
206	TPB	I-80	258+50	263+00	RT	1														450				
208	TPB	I-80	280+75	289+75	RT	1														900				
205-206	CHY	I-80	238+75	258+00	RT															1925				
205-206	CZMY	I-80	238+75	258+00	RT															193				
205-206	CHW	I-80	238+75	258+00	RT															1925				
205-206	CZMW	I-80	238+75	258+00	RT															1925				
205-206	CHW	I-80	238+75	258+00	RT															1925				
205-206	CZMW	I-80	238+75	258+00	RT															1925				
SHEET SUB-TOTALS						4	4,035	18,741	4,035	840	9,310	4,655								193	78,791			
TOTALS CARRIED TO MAINTENANCE OF TRAFFIC GENERAL SUMMARY SHEET 56-57						4	0.77	3.55	0.77	0.16	9,310	4,655									1,398	14.93		
							MILES	MILES	MILES	MILES										1,398	466			

PROJECT 39-18-02A

DATE: 12/22/17

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGNED BY: JMP

CHECKED BY: JMP

NO. IN CHARGE: WDB

REVISIONS: ADDENDUM NO. 1

BY DATE: JDC 1/18/18

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION



OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

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727

160562-MOT-SUB-SUM.dwg; 1/18/18 - 11:02am

SHEET NO.	REFERENCE ITEM	LOCATION	STATION		SIDE	614													SP 622	SP 622	SP 626A	SP 626A	SP 614C
			FROM	TO		WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)	WORK ZONE LANE LINE, CLASS I, 642 PAINT (4" WHITE)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" WHITE)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" YELLOW)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (6" WHITE)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (6" YELLOW)	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT (8" WHITE)	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT (8" YELLOW)	WORK ZONE DOTTED LINE, CLASS I, 642 PAINT (4" WHITE)	32" PORTABLE BARRIER (WITH GLARE SCREEN) (FOR INFORMATION ONLY)	32" PORTABLE BARRIER (WITHOUT GLARE SCREEN) (FOR INFORMATION ONLY)	CONSTRUCTION ZONE MARKER, ONE-WAY MODEL, WHITE	CONSTRUCTION ZONE MARKER, ONE-WAY MODEL, YELLOW	REMOVAL OF PAVEMENT MARKING				
PHASE 3						EACH	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	FT			
EASTBOUND																							
	TPB	I-80	5+50	19+00	RT	1																	
	TPB	I-80	174+00	183+00	RT	1																	
W.B. ENTRANCE RAMP																							
220	CHW	I-80	43+25	48+50	RT															525			
220-221	ELW	RAMP	73+00	56+50	LT			1650												1650			
220	CHW	RAMP	71+75	66+50	LT															525			
220-221	ELY	RAMP	66+50	56+50	LT			1000												1000			
PHASE 4																							
WESTBOUND																							
243-244	*RLL	I-80	810+62	819+00	LT															838			
243-244	*RLL	I-80	810+62	819+00	LT															838			
243-274	REL	I-80	808+60	988+62	LT															18002			
		I-80	0+00	223+72	LT															22372			
		I-80	229+04	261+25	LT															3221			
245-247	*RLL	I-80	843+82	863+50	LT															1968			
247	*RLL	I-80	859+50	863+50	LT															400			
247	REL	I-80	859+50	860+50	LT															100			
242	LLW	I-80	795+23	801+23	LT			600												600			
242-243	ELW	I-80	795+23	802+72	LT				749											749			
242-243	CHW	I-80	795+23	802+50	LT															727			
242-243	CHW	I-80	800+23	802+28	LT															205			
242-243	ELY	I-80	795+23	802+06	LT															683			
243	ELW	I-80	806+17	810+62	LT				445											445			
243	CHW	I-80	805+96	810+62	LT															466			
243	CHW	I-80	805+75	810+62	LT															487			
243	ELY	I-80	805+54	810+62	LT															508			
244-245	ELW	I-80	822+69	843+82	LT				2113											2113			
244-257	ELY	I-80	822+69	988+62	LT															16593			
		I-80	0+00	8+60	LT															860			
W.B. ENTRANCE RAMP																							
247	RDL	I-80	860+50	863+50	LT															300			
247-248	REL	RAMP	860+50	881+50	LT															2100			
247-248	TPB	RAMP	863+65	881+25	LT															1760			
245-246	DLW	I-80	843+82	854+80	LT															1098			
245-247	ELW	RAMP	843+82	858+30	LT				1448											1448			
246-247	CHW	I-80	854+80	862+30	LT															750			
247	CZMW	I-80	858+30	862+30	LT															40			
247	CHW	RAMP	859+80	863+51	LT															371			
247	CZMW	RAMP	859+80	863+51	LT															37			
247	ELY6	RAMP	863+51	866+01	LT															250			
247	CZMY	RAMP	863+51	866+01	LT															25			
247	ELW6	RAMP	858+30	866+01	LT															771			
247	CZMW	RAMP	858+30	866+01	LT															77			
247-248	ELW	RAMP	866+01	881+50	LT				1549											1549			
247-248	ELY	RAMP	866+01	881+50	LT															1549			
WESTBOUND																							
247-249	TPB	I-80	862+80	897+05	LT	1														3425			
247-249	ELW	I-80	862+30	898+45	LT															3615			
SHEET SUB-TOTALS						3		600	11,569	21,193	771	250	4,056		1098		7,435	154	25	89,676			
TOTALS CARRIED TO MAINTENANCE OF TRAFFIC GENERAL SUMMARY SHEET 56-57						3		0.12	2.20	4.02	0.15	0.05	4,056		1,098		154	25	16.99				
								MILES	MILES	MILES	MILES	MILES								MILES			

PROJECT 39-18-02A
DATE: 12/22/17

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGNED: JMP
DRAWN: PSL

CHECKED: JMP
IN CHARGE: WDB

NO. 1
ADDENDUM NO. 1

BY DATE
JDC 1/18/18

DESIGN AGENCY
CONSULTANTS

OHIO TURNPIKE

66
727

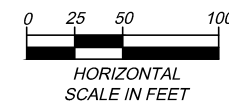
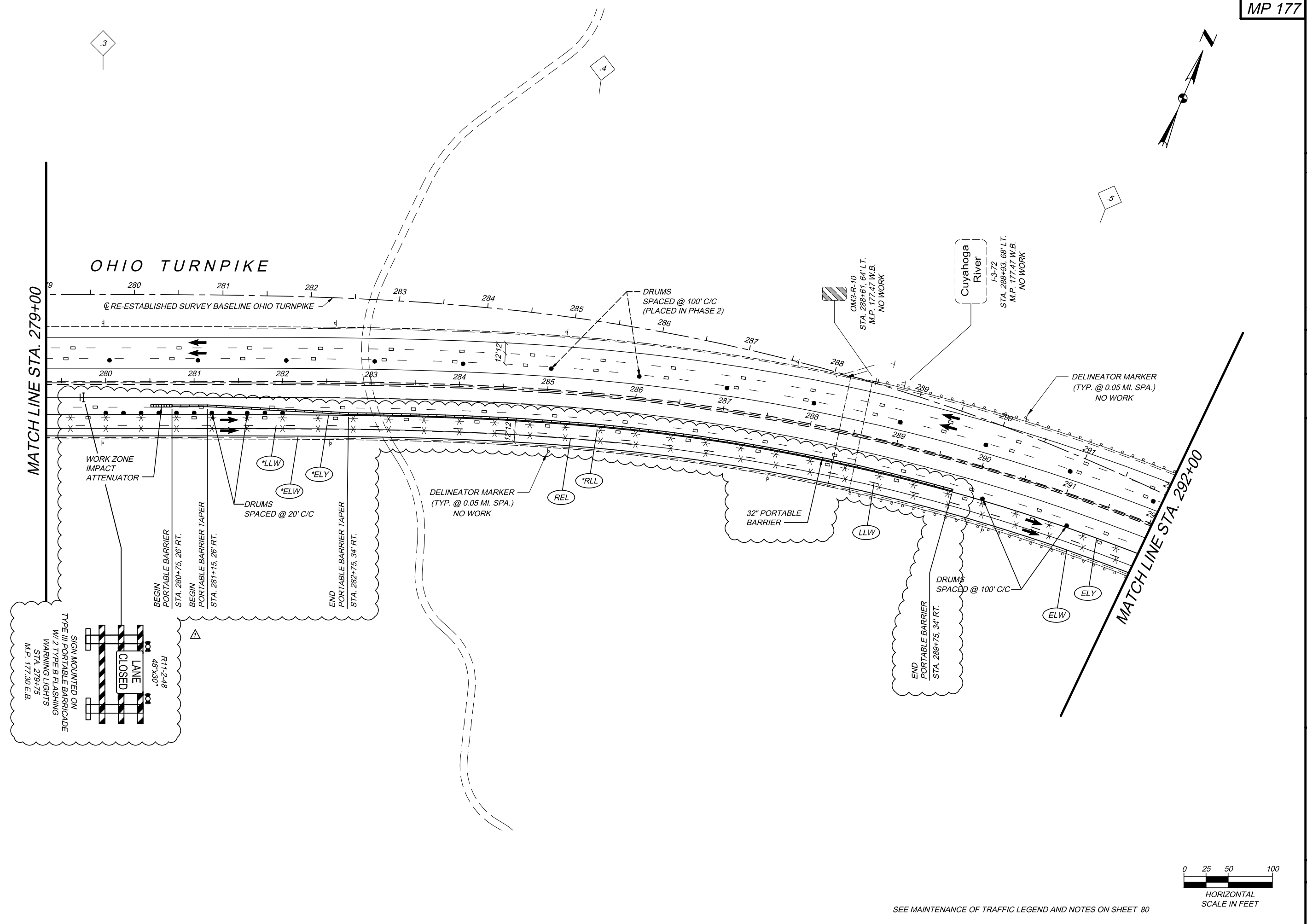
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

160562-MOTPH2-INTERIM-A.dwg; 1/18/18 - 10:23am

MP 177

 T CONSULTANTS, INC. <small>your trusted partner in infrastructure solutions</small>	DESIGN AGENCY
	BY DATE
JDC 11/8/18	
REVISIONS	
NO.	ADDENDUM NO. 1
CHECKED	
JMP	JMP
DESIGNED	
JMP	JDC
IN CHARGE	WDB
NO.	
DATE	
PROJECT	39-18-02A MAINTENANCE OF TRAFFIC PLAN - INTERIM PHASE 2 - STEP 1
DATE	12/22/17
	STA. 279+00 TO STA. 292+00
199	
727	

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION



SEE MAINTENANCE OF TRAFFIC LEGEND AND NOTES ON SHEET 80

OHIO TURNPIKE

MATCH LINE STA. 279+00

MATCH LINE STA. 292+00

RE-ESTABLISHED SURVEY BASELINE OHIO TURNPIKE

WORK ZONE IMPACT ATTENUATOR

BEGIN PORTABLE BARRIER STA. 280+75, 26' RT.

BEGIN PORTABLE BARRIER TAPER STA. 281+15, 26' RT.

END PORTABLE BARRIER TAPER STA. 282+75, 34' RT.

DELINEATOR MARKER (TYP. @ 0.05 MI. SPA.) NO WORK

DRUMS SPACED @ 100' C/C (PLACED IN PHASE 2)

OM3-R-10 STA. 288+61, 64' LT. M.P. 177.47 W.B. NO WORK

Cuyahoga River I-3-72 STA. 288+93, 68' LT. M.P. 177.47 W.B. NO WORK

DELINEATOR MARKER (TYP. @ 0.05 MI. SPA.) NO WORK

END PORTABLE BARRIER STA. 289+75, 34' RT.

DRUMS SPACED @ 100' C/C

TYPE III PORTABLE BARRICADE W/ 2 TYPE B FLASHING WARNING LIGHTS STA. 279+75 M.P. 177.30 E.B.

R11-2-48 48" x 30" LANE CLOSED

WORK ZONE IMPACT ATTENUATOR

*LLW

*ELY

*ELW

DRUMS SPACED @ 20' C/C

*REL

*RLL

LLW

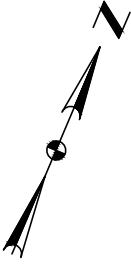
ELW

ELY

.3

.4

.5



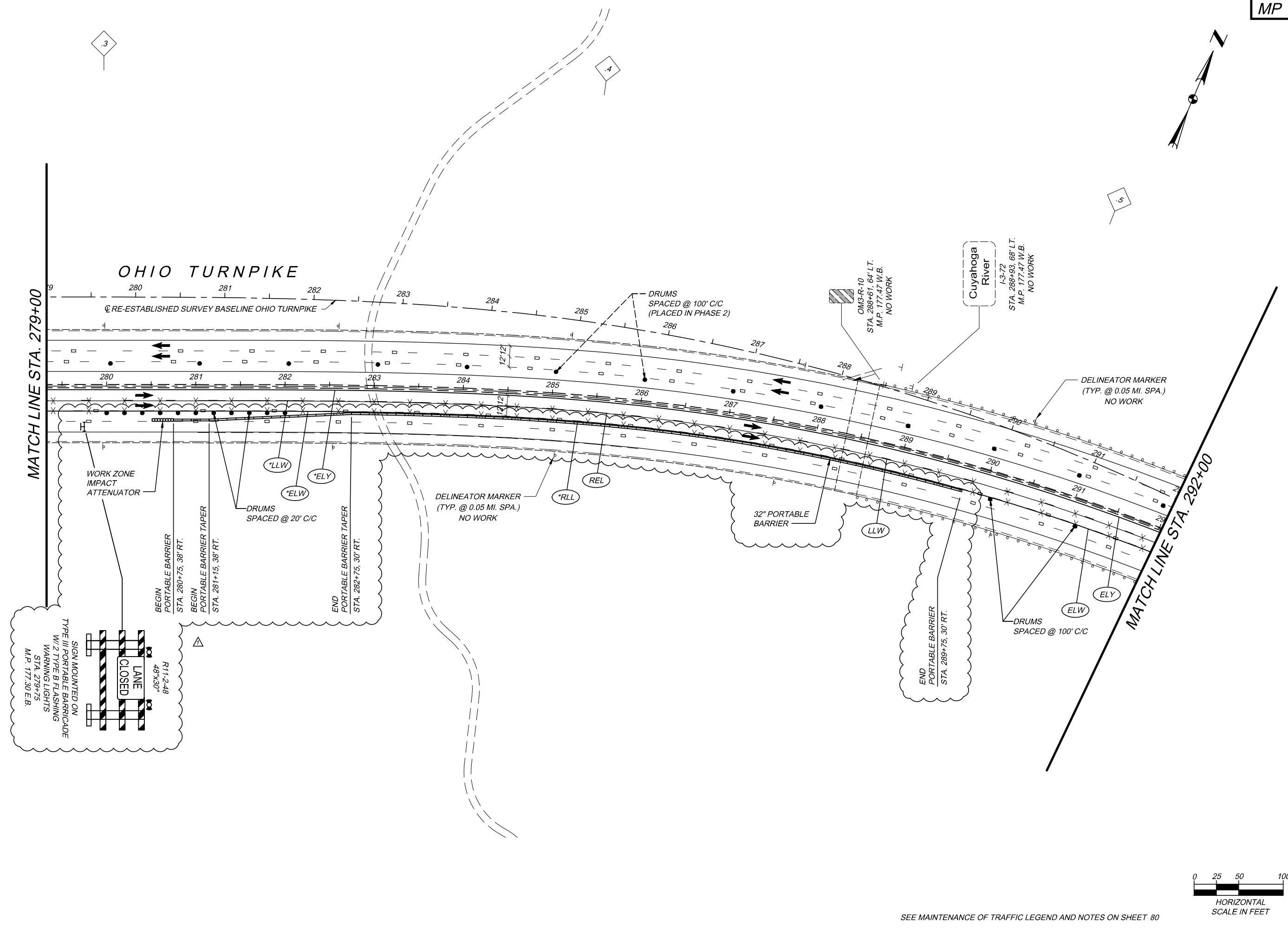


DESIGNED	CHECKED	NO.	REVISIONS	BY	DATE
JMP	JMP	1	ADDENDUM NO. 1	JDC	11/8/18
JDC	WDB				

PROJECT 39-18-02A MAINTENANCE OF TRAFFIC PLAN - INTERIM PHASE 2 - STEP 2
 STA. 279+00 TO STA. 292+00

DATE: 12/22/17
 208
 727

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION



SEE MAINTENANCE OF TRAFFIC LEGEND AND NOTES ON SHEET 80

REF NO.	SHEET NO.	STATION TO STATION		SIDE	202	202	202	202	202	202	202	209	SPECIAL	601	
		FROM	TO		GUARDRAIL REMOVED, AS PER PLAN	CONCRETE BARRIER REMOVED	GUTTER REMOVED	APPROACH SLAB REMOVED, TYPE 1, AS PER PLAN	APPROACH SLAB REMOVED, TYPE 2, AS PER PLAN	APPROACH SLAB REMOVED, TYPE 3, AS PER PLAN	APPROACH SLAB REMOVED, TYPE 4, AS PER PLAN	REMOVAL MISC.: SIGN FOUNDATION REMOVED	DITCH CLEANOUT	CHANNEL CLEANOUT	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER
					FT	FT	FT	SY	SY	SY	SY	EACH	FT	SY	CY
R-01	412	859+90.0	865+20.5	LT	531										
R-02	412	863+90.0	867+37.7	RT	348										
R-03	414	874+21.8	889+67.3	RT	1,246										
R-04	414	881+30.5	896+81.9	LT	1,365										
R-05	416	894+78.9	907+13.9	RT	1,235										
R-06	416	895+91.6	910+06.6	LT	1,415										
R-07	418	900+14.8		RT			31								
R-08	418	911+37.3	917+40.0	RT	603										
R-09	420	917+31.0	930+95.6	LT	1,365										
R-10	420	917+90.0	918+20.0	LT								110			
R-11	420	920+00.0	920+30.0	LT								60	2.2		
R-12	420	926+15.0	926+90.0	LT							75				
R-13	422	933+17.6	938+61.8	RT	545										
R-14	422	938+21.8	938+76.6	LT		55									
R-15	422	938+57.9	939+13.5	RT		56									
R-16	422	939+20.0	940+20.0	LT								100			
R-17	424	945+40.2	959+25.2	RT	1,385										
R-18	424	947+76.5	957+86.3	LT	1,010										
R-19	424	948+85.0	949+35.0	RT							50		27.8		
R-20	424	950+00.0	952+50.0	LT							250		138.9		
R-21	424	953+00.0	955+00.0	LT							200		111.1		
R-22	427	961+15.9	965+53.3	RT	438										
R-23	427	963+69.4	964+43.6	LT		75									
R-24	427	964+40.2	969+80.6	LT	541										
R-25	427	965+50.9	966+26.3	RT		76									
R-26	427	966+75.0	967+10.0	RT							35				
R-27	429	971+60.0	972+60.0	LT							100				
R-28	429	976+64.7	981+46.3	RT	482										
R-29	429	979+34.6	983+66.3	LT	432										
R-30	429	981+99.8	981+78.2	RT								223			
R-31	431	985+55.4	08+88.3	RT	1,189										
R-32	431	01+74.2	08+43.5	LT	670										
R-33	433	08+66.9	08+91.9	LT				169							
R-34	433	08+66.9	08+91.9	RT					165						
R-35	433	09+84.7	10+09.7	LT				169							
R-36	433	09+58.9	13+86.8	LT	428										
R-37	433	09+84.7	10+09.7	RT					165						
R-38	433	10+78.3	14+42.4	RT	365										
R-39	433	14+00.2	14+25.2	LT				169							
R-40	433	14+00.2	14+25.2	RT				169							
R-41	433	17+48.2	17+73.2	LT				169							
R-42	433	17+32.6	21+20.7	LT	389										
R-43	433	17+48.2	17+73.2	RT				169							
R-44	433	17+82.6	19+35.3	RT	153										
R-45	435	25+29.5	39+21.0	RT	1,392										
R-46	435	29+75.1	38+94.4	LT	920										
R-47	435	34+30.0	39+05.0	RT								475	264.0		
R-48	437	36+65.0	38+65.0	LT								200			
R-49	437	38+93.5	40+01.6	LT		109									
R-50	437	39+19.5	40+27.8	RT		109									
R-51	437	40+00.3	43+25.6	LT	326										
R-52	437	40+26.5	40+79.5	RT	53										
R-53	437	43+22.0	47+49.5	RT	428										
R-54	437	47+21.6	47+28.4	RT						2					
R-55	439	50+00.0	60+63.2	LT	1,064										
R-56	439	50+40.0	53+40.0	RT								300			
SUBTOTAL COLUMN 1					20,318	480	31	1,014	330		2	1,785	393	544	

REF NO.	SHEET NO.	STATION TO STATION		SIDE	202	202	202	202	202	202	202	209	SPECIAL	601				
		FROM	TO		GUARDRAIL REMOVED, AS PER PLAN	CONCRETE BARRIER REMOVED	GUTTER REMOVED	APPROACH SLAB REMOVED, TYPE 1, AS PER PLAN	APPROACH SLAB REMOVED, TYPE 2, AS PER PLAN	APPROACH SLAB REMOVED, TYPE 3, AS PER PLAN	APPROACH SLAB REMOVED, TYPE 4, AS PER PLAN	REMOVAL MISC.: SIGN FOUNDATION REMOVED	DITCH CLEANOUT	CHANNEL CLEANOUT	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER			
					FT	FT	FT	SY	SY	SY	SY	EACH	FT	SY	CY			
R-57	439	50+40.9		LT										1				
R-58	439	52+89.6	56+93.7	RT	405													
R-59	439	54+00.0	56+75.0	RT								275						
R-60	439	54+01.0	63+25.9	RT	925													
R-61	439	56+00.8	57+00.4	LT	100													
R-62	439	56+83.0	57+61.5	RT		79												
R-63	439	57+55.5	61+28.3	LT	373													
R-64	439	58+08.1	61+04.3	LT	297													
R-65	439	59+40.0	61+57.3	LT	218													
R-66	439	62+00.0	64+00.0	RT								200						
R-67	439	62+75.0	66+75.0	LT	400													
R-68	441	73+93.2	80+46.5	LT	654													
R-69	441	74+02.3	76+40.3	LT	238													
R-70	441	76+93.7	81+00.0	RT	407													
R-71	443	80+45.0	84+45.0	LT	400													
R-72	443	84+65.9	93+57.9	RT	892													
R-73	443	84+84.2	87+28.3	RT	245													
R-74	445	97+61.9	98+86.9	RT	125													
R-75	445	98+13.1	99+78.7	LT	191													
R-76	445	100+00.0		LT									1					
R-77	445	100+45.0	102+45.0	RT									334					
R-78	445	100+46.0	102+90.7	LT	245													
R-79	445	105+00.0	108+67.0	LT	367													
R-80	445	105+30.4		LT										1				
R-81	447	106+40.0	107+40.0	LT										100				
R-82	447	106+57.3	110+29.7	RT	373													
R-83	447	107+56.2	109+54.1	RT	198													
R-84	447	107+70.0	110+20.0	RT										250				
R-85	447	108+06.2	108+78.2	LT										72				
R-86	447	107+74.4	112+35.6	LT	462													
R-87	447	109+28.9	111+29.0	LT	201													
R-88	447	110+16.9	110+86.9	RT								70						
R-89	447	111+50.0	112+50.0	RT										100				
R-90	449	120+00.0	144+00.0	RT										2,400				
R-91	449	123+28.1	125+87.1	LT	259													
R-92	451	136+09.6	142+54.1	RT	645													
R-93	451	140+11.2	148+93.4	RT	883													
R-94	453	150+50.0	168+75.0	RT	1,825													
R-95	455	162+00.0	164+00.0	RT										200				
R-96	455	164+65.2	177+16.4	RT	1,252													
R-97	455	167+59.2	215+57.5	LT	4,799													
R-98	455	168+00.0	172+00.0	RT										400	223.0			
R-99	455	174+00.0		RT										50	17.0			
R-100	457	177+17.3	177+42.3	RT														
R-101	457	181+32.5	181+91.7	RT										167				
R-102	457	181+49.5	221+08.0	RT	3,959													
R-103	457	183+00.0	215+25.0	LT	3,225													
R-104	462	216+00.0	216+37.5	RT	38													
R-105	467	261+44.3	261+69.3	RT										169				
R-106	469	288+33.30	288+58.30	RT										169				
R-107	422	938+73.3	944+04.5	LT	532													
SUBTOTAL COLUMN 2					25,133	221		334						338	3	3,975	334	240
SUBTOTAL COLUMN 1					20,318	480				1,014	330				2	1,785	393	544
TOTALS CARRIED TO GENERAL SUMMARY					45,451	701		31		334	1,014	330		338	5	5,760	727	784

DESIGN AGENCY: **CONSULTANTS**

PROJECT: 39-18-02A
DATE: 12/22/17

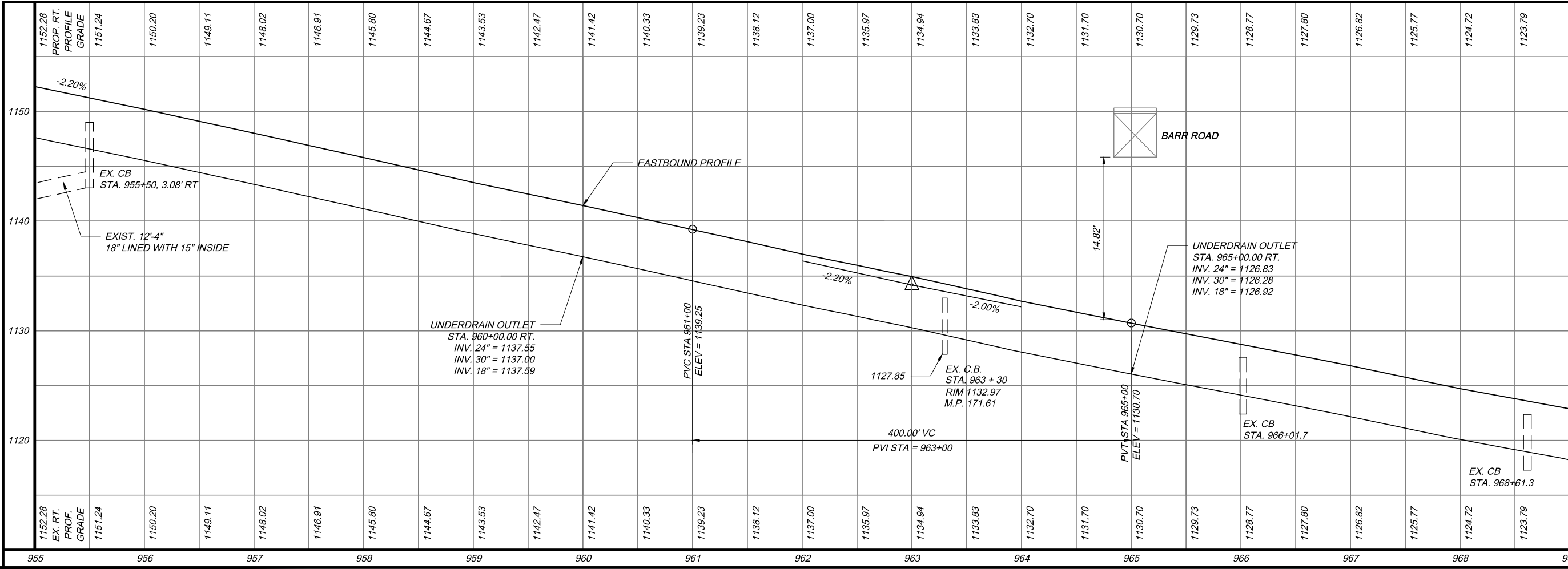
REVISIONS: NO. 1
CHECKED: JMP
DESIGNED: JMP
DRAWN: PSL
IN CHARGE: WDB

REMOVAL SUBSUMMARY

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

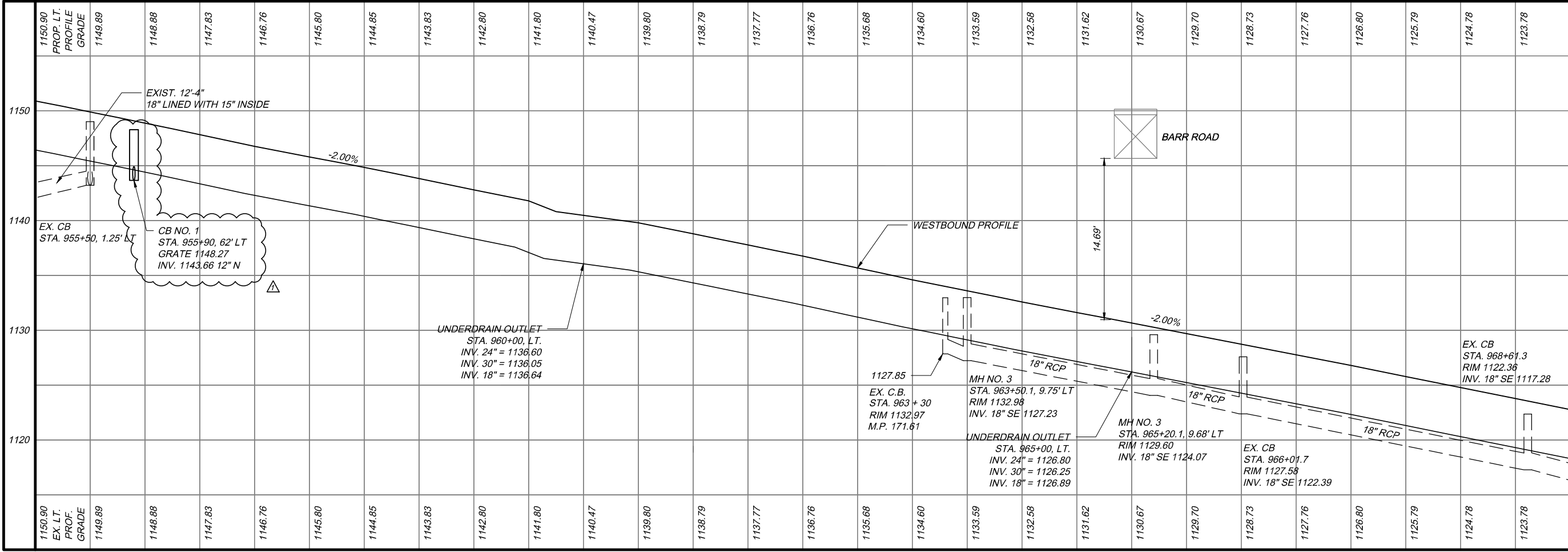
OHIO TURNPIKE</

MATCH LINE STA. 955+00



MATCH LINE STA. 969+00

MATCH LINE STA. 955+00



MATCH LINE STA. 969+00

PROJECT 39-18-02A

DATE: 12/22/17

PROFILE SHEET
STA. 955+00 TO STA. 969+00

DESIGNED
JMP

CHECKED
WDB

DRAWN
MZP

IN CHARGE
WDB

NO. Δ

BY DATE
JDC 11/8/18

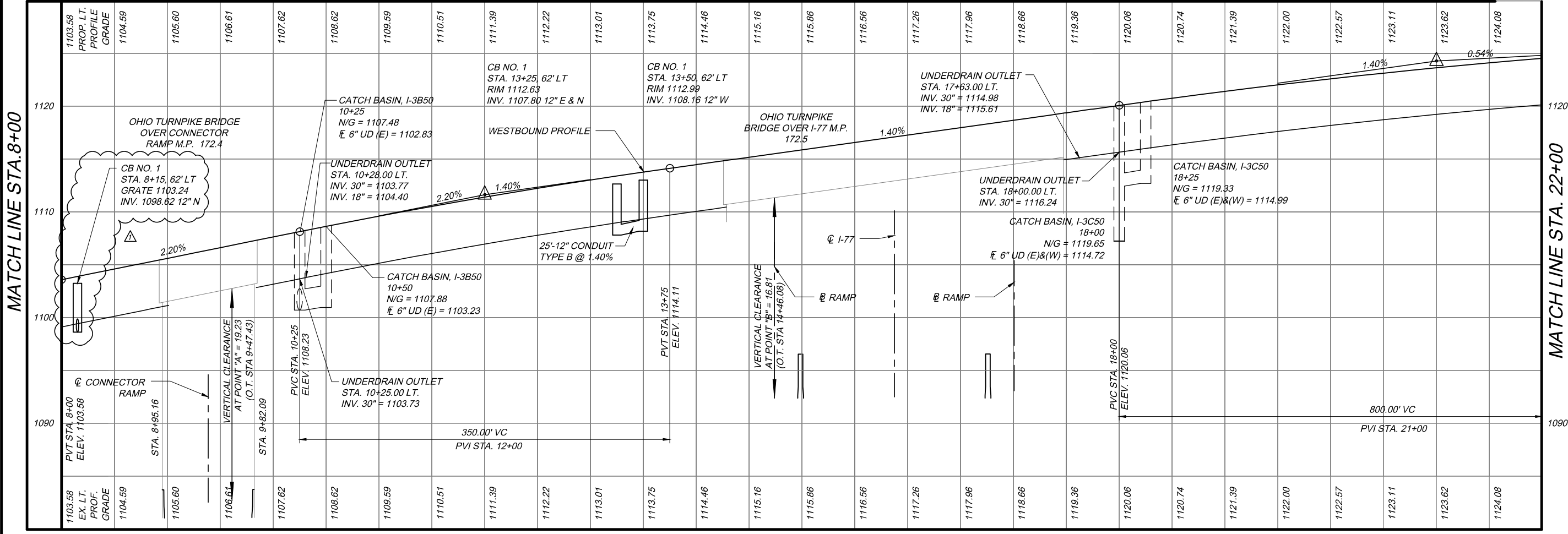
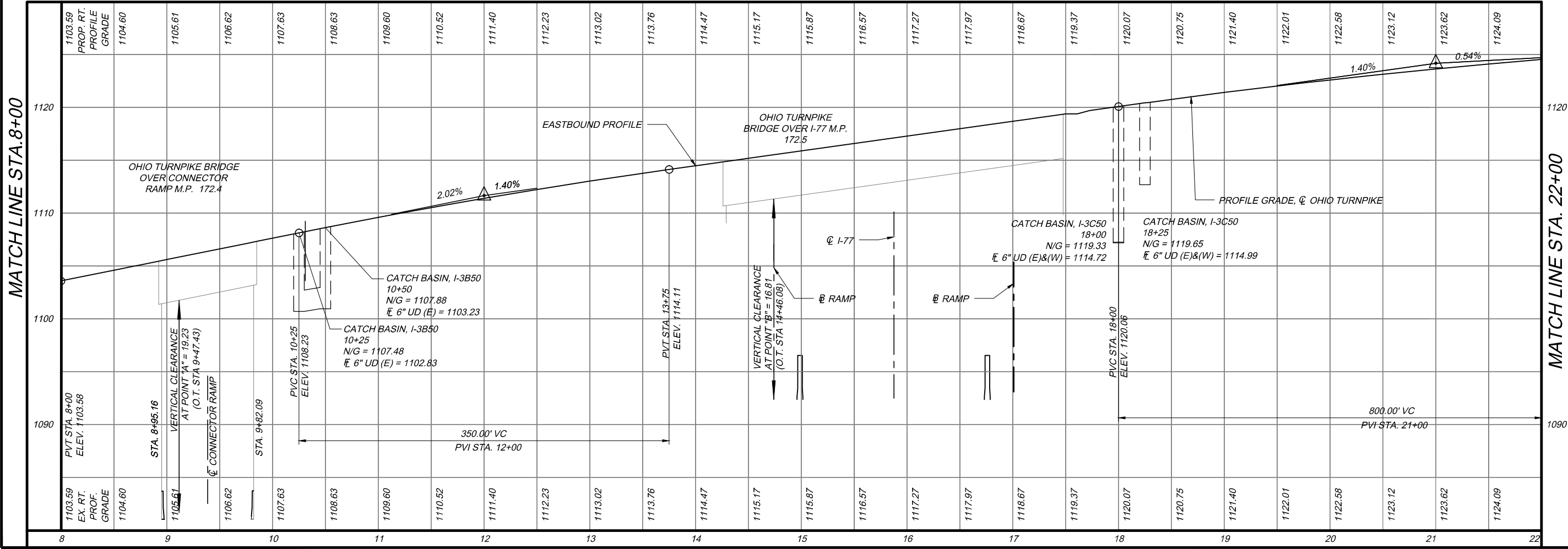
DESIGN AGENCY
T CONSULTANTS

OHIO TURNPIKE

428
727

OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION



PROJECT 39-18-02A
DATE: 12/22/17

434
727

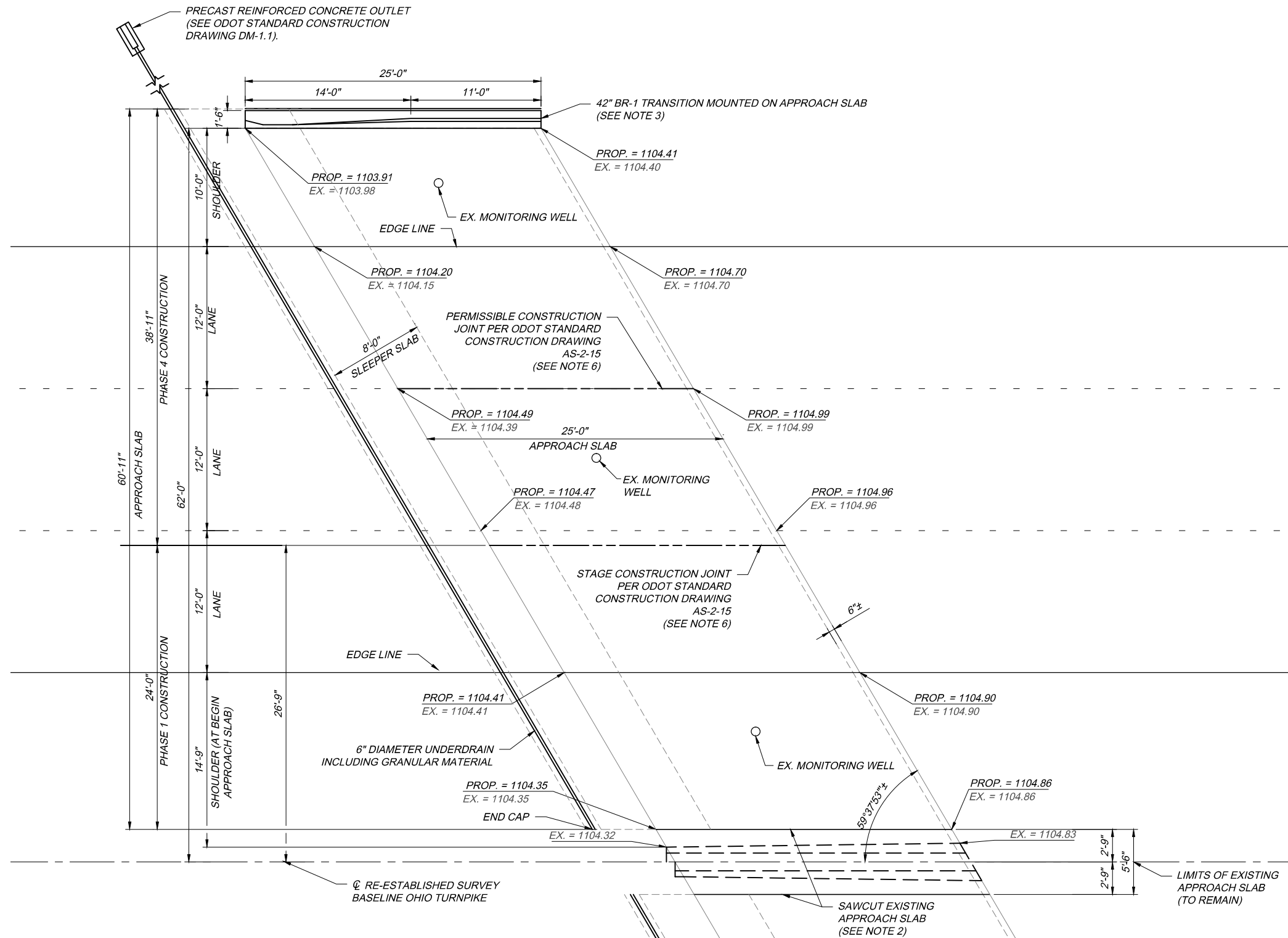
PROFILE SHEET
STA. 8+00 TO STA. 22+00

DESIGNED	CHECKED	NO.	REVISIONS	BY	DATE
JMP	WDB			JDC	1/18/18
MZP	WDB				

ADDENDUM NO. 1



160562-APP-SLAB-DETAIL.dwg; 1/18/18 - 10:42am

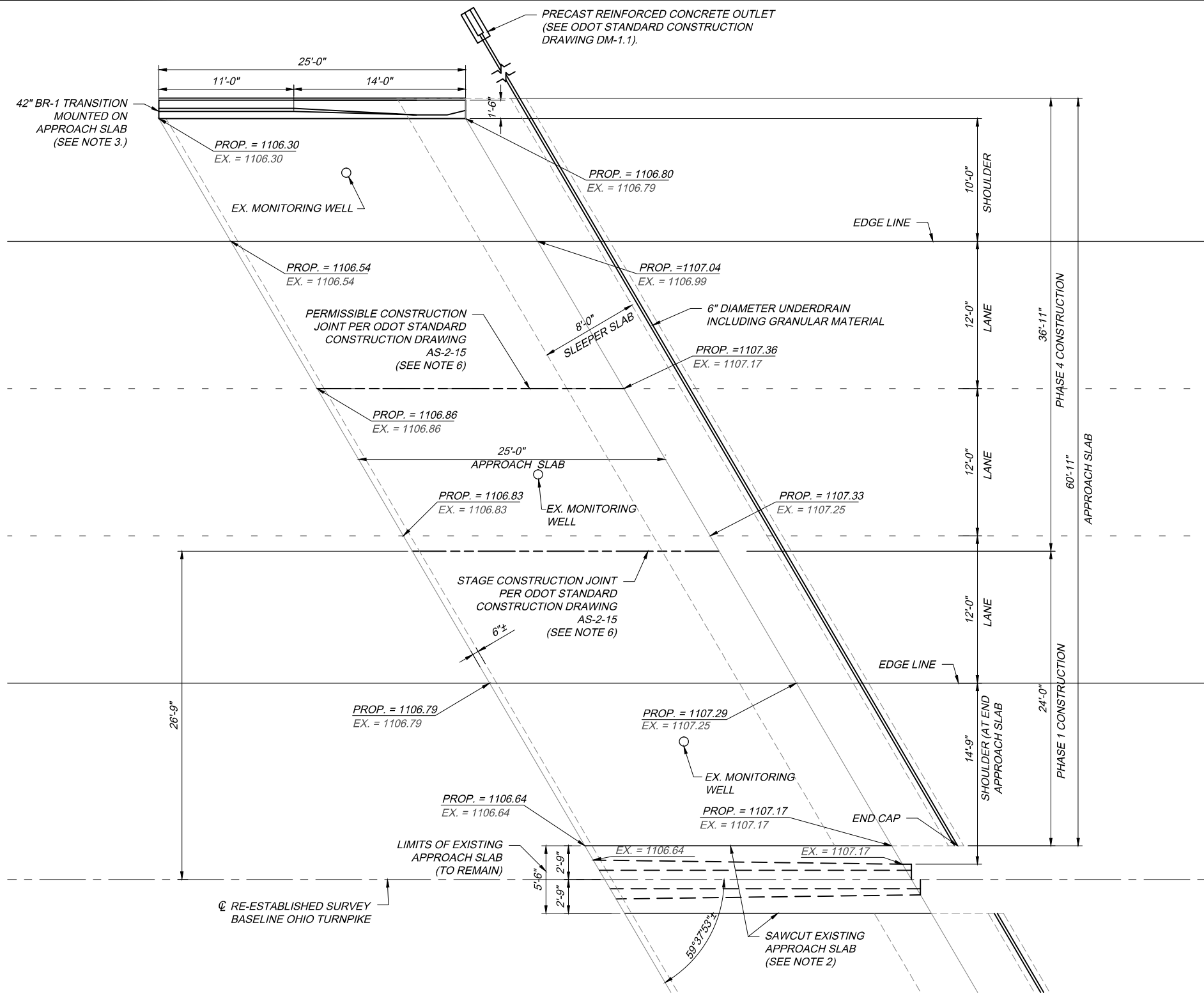


PLAN, WESTBOUND

NOTES:

1. FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING AS-1-15 AND STANDARD CONSTRUCTION DRAWING AS-2-15, TYPE A INSTALLATION (SHEETS 1, 2, AND 14 OF 14).
2. FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE TRANSVERSE SECTION DETAIL ON ODOT STANDARD DRAWING AS-1. TREATMENT OF JOINT PER SP 516B SHALL BE INCIDENTAL TO THIS WORK. THE DOWEL HOLES, DOWELS AND GROUT SHALL BE INCIDENTAL TO THE WORK.
3. FOR BR-1 TRANSITION DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING BR-1-13 (SHEETS 5, 7, 8 AND 9 OF 9) AND SHEET 712. NEW PARAPET IS INCLUDED UNDER ITEM SP 511B - CLASS 5 CONCRETE, BARRIERS AND PARAPETS, USING TYPE 1 CEMENT.
4. REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED, TYPE 2, AS PER PLAN. NEW APPROACH SLAB IS INCLUDED UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLAB, (T=15\"), AS PER PLAN.
5. FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 27.
6. ALL LONGITUDINAL JOINTS SHALL BE SEALED PER SP 516B. THIS WORK SHALL BE INCIDENTAL TO ITEM 526.
7. THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15\"), AS PER PLAN.

	DESIGN AGENCY
PROJECT 39-18-02A	DATE: 12/22/17
OHIO TURNPIKE OVER OHIO TURNPIKE RAMP (TO/FROM I-77 SB)	SUMMIT COUNTY
MILE POST 172.3	REAR APPROACH SLAB
OHIO TURNPIKE	OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION



PLAN, WESTBOUND

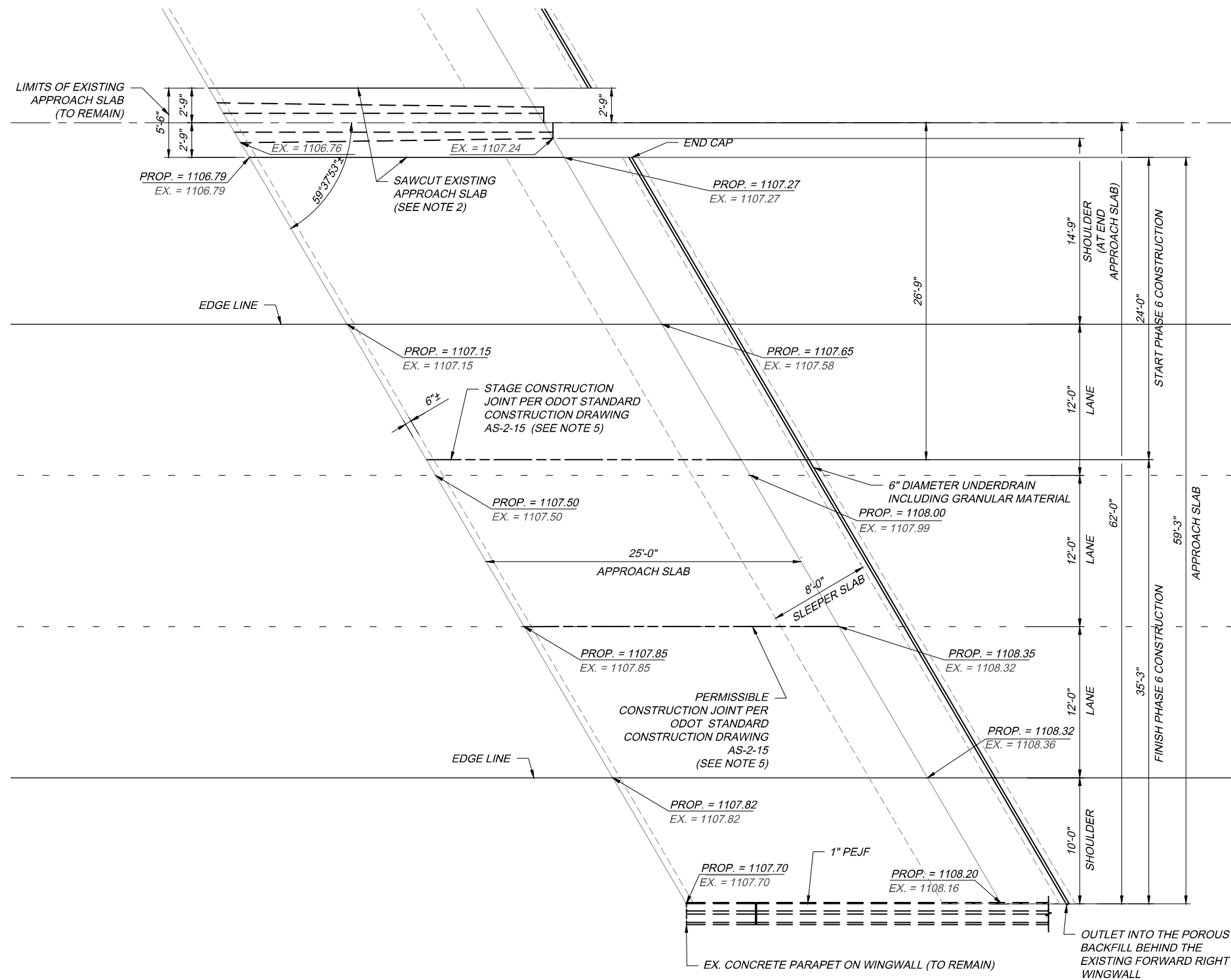
NOTES:

- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING AS-1-15 AND STANDARD CONSTRUCTION DRAWING AS-2-15, TYPE A INSTALLATION (SHEETS 1, 2, AND 14 OF 14).
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE TRANSVERSE SECTION DETAIL ON OTIC STANDARD DRAWING AS-1. TREATMENT OF JOINT PER SP 516B SHALL BE INCIDENTAL TO THIS WORK. THE DOWEL HOLES, DOWELS AND GROUT SHALL BE INCIDENTAL TO THE WORK.
- FOR BR-1 TRANSITION DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING BR-1-13 (SHEETS 5, 7, 8 AND 9 OF 9) AND SHEET 711. NEW PARAPET IS INCLUDED UNDER ITEM SP 511B - CLASS 5 CONCRETE, BARRIERS AND PARAPETS, USING TYPE 1 CEMENT.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED TYPE 2, AS PER PLAN. NEW APPROACH SLAB IS INCLUDED UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLAB, (T=15"), AS PER PLAN.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 27.
- ALL LONGITUDINAL JOINTS SHALL BE SEALED PER SP 516B. THIS WORK SHALL BE INCIDENTAL TO ITEM 526.
- THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN.

160562-APP-SLAB-DETAIL.dwg; 1/18/18 - 10:42am

	DESIGN AGENCY
	T CONSULTANTS, INC.
PROJECT 39-18-02A	DATE: 12/22/17
OHIO TURNPIKE OVER OHIO TURNPIKE RAMP (TO/FROM I-77 SB)	SUMMIT COUNTY
MILE POST 172.3	
FORWARD APPROACH SLAB	
OHIO TURNPIKE	
ADDENDUM NO. 1	
NO. 1	
BY: JDC	DATE: 1/18/18
CHECKED: DLF	DESIGNED: JPR
IN CHARGE: WDB	DRAWN: MZP
REVISED: WDB	DATE: 1/18/18

689
727

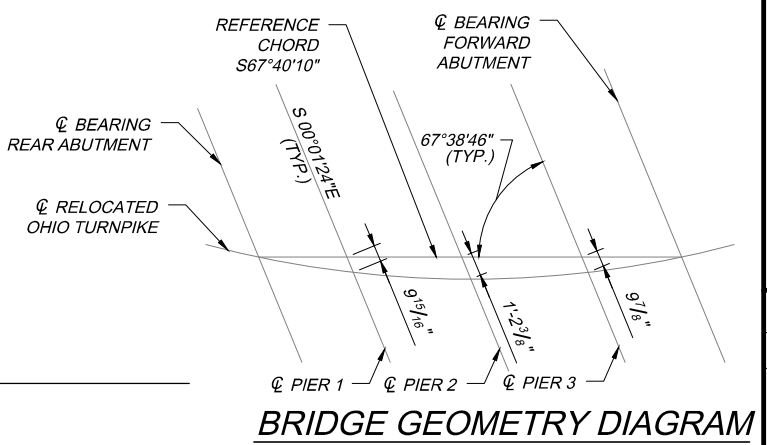
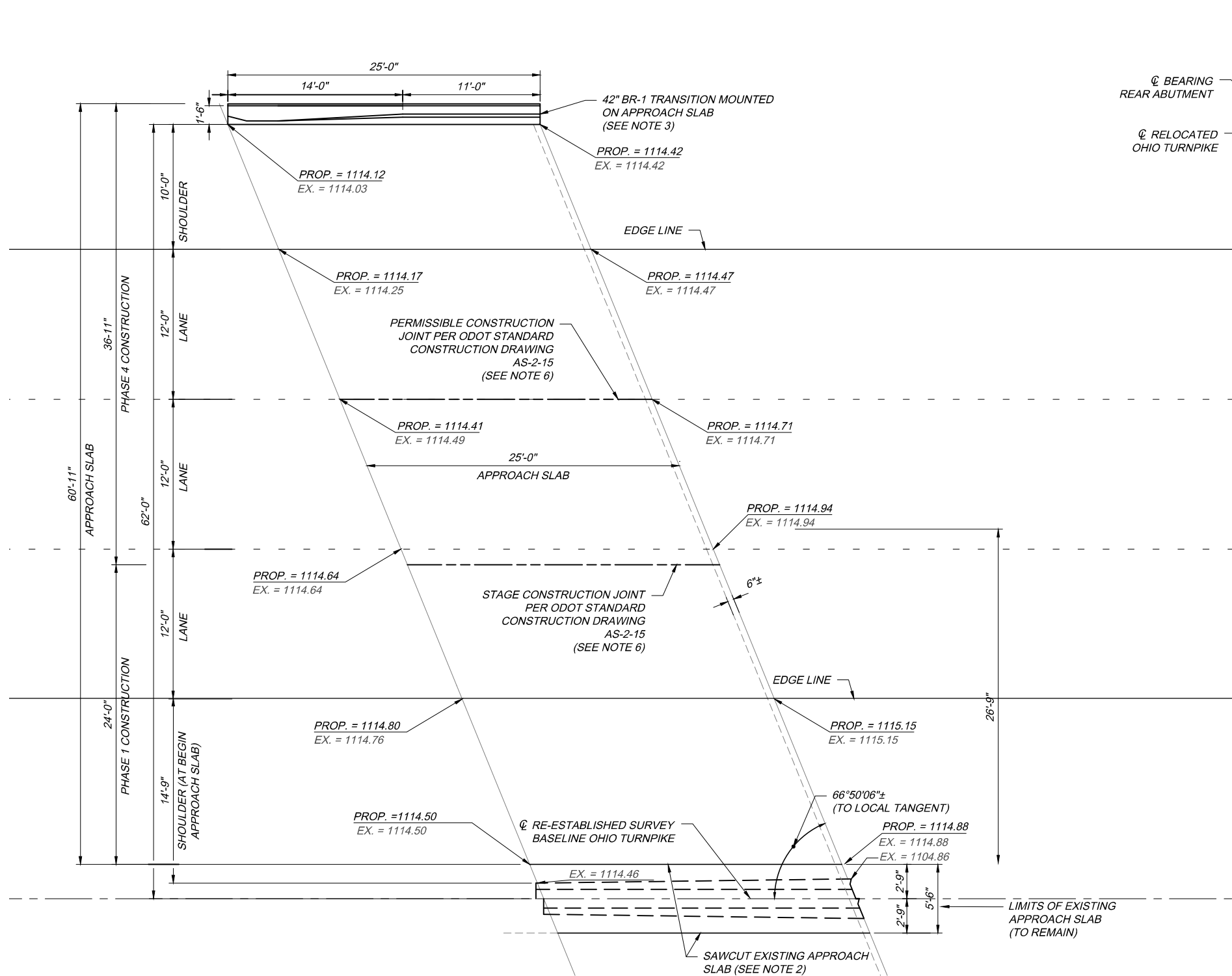


PLAN, EASTBOUND

NOTES:

- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING AS-1-15 AND STANDARD CONSTRUCTION DRAWING AS-2-15, TYPE A INSTALLATION (SHEETS 1,2, AND 14 OF 14).
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE TRANSVERSE SECTION DETAIL ON OTC STANDARD DRAWING AS-1. TREATMENT OF JOINT PER SP 516B SHALL BE INCIDENTAL TO THIS WORK. THE DOWEL HOLES, DOWELS AND GROUT SHALL BE INCIDENTAL TO THE WORK.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED TYPE 3, AS PER PLAN. NEW APPROACH SLAB IS INCLUDED UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLAB, (T=15"), AS PER PLAN.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 27.
- ALL LONGITUDINAL JOINTS SHALL BE SEALED PER SP 516B. THIS WORK SHALL BE INCIDENTAL TO ITEM 526.
- THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN.

	BY	DATE
	JDC	1/18/18
REVISIONS	NO.	DATE
ADDENDUM NO. 1		
CHECKED	NO.	DATE
DLF		
DESIGNED	NO.	DATE
JPR		
DRAWN	NO.	DATE
MZP		
IN CHARGE	NO.	DATE
WDB		
PROJECT 39-18-02A		
OHIO TURNPIKE OVER OHIO TURNPIKE RAMP (TO/FROM I-77 SB)		
MILE POST 172.3		
DATE	12/22/17	
SUMMIT COUNTY		
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION		



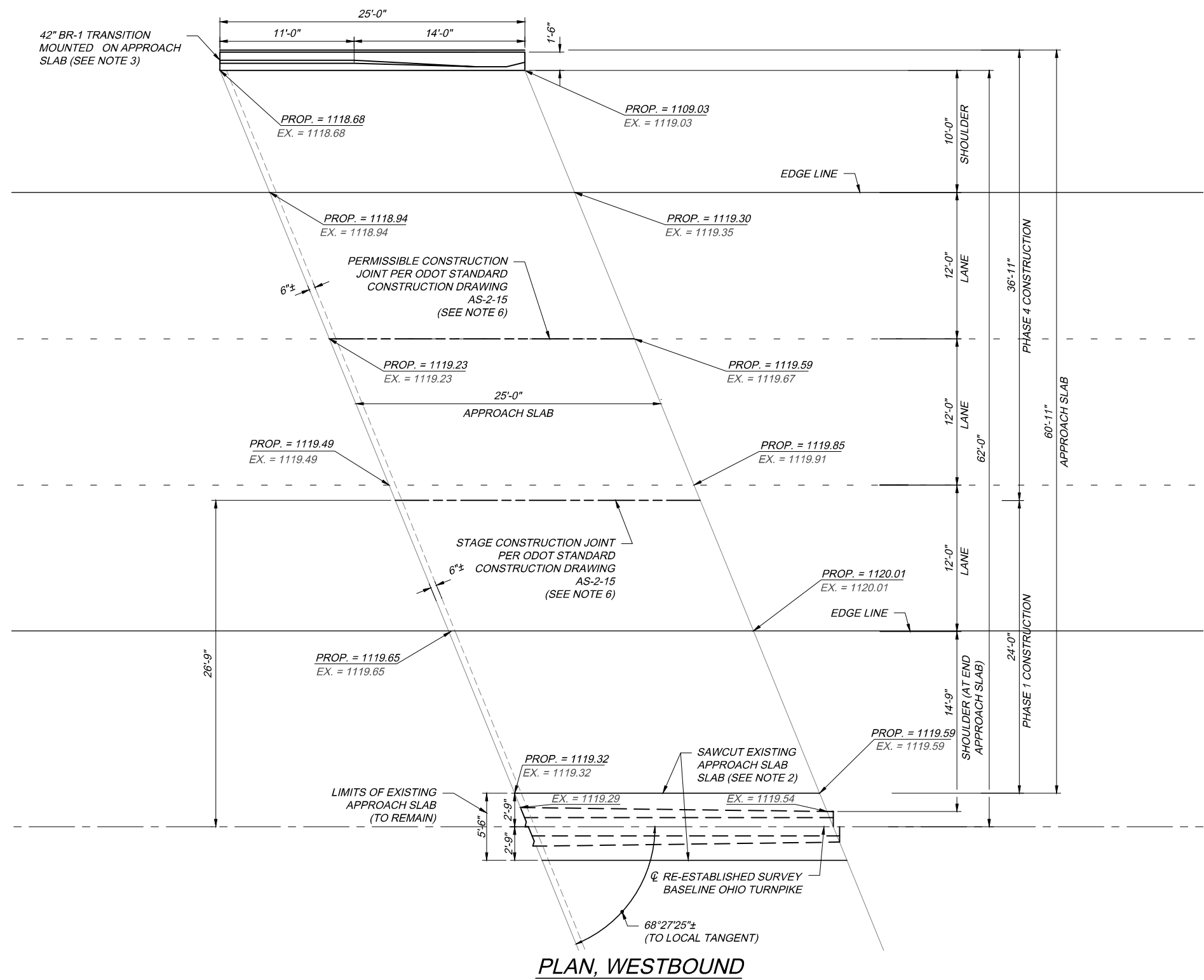
PLAN, WESTBOUND

NOTES:

1. FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING AS-1-15 AND STANDARD CONSTRUCTION DRAWING AS-2-15, TYPE A INSTALLATION (SHEETS 1, 2, AND 14 OF 14).
2. FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE TRANSVERSE SECTION DETAIL ON ODOT STANDARD DRAWING AS-1. TREATMENT OF JOINT PER SP 516B SHALL BE INCIDENTAL TO THIS WORK. THE DOWEL HOLES, DOWELS AND GROUT SHALL BE INCIDENTAL TO THE WORK.
3. FOR BR-1 TRANSITION DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING BR-1-13 (SHEETS 5, 7, 8 AND 9 OF 9) AND SHEET 712. NEW PARAPET IS INCLUDED UNDER ITEM SP 511B - CLASS 5 CONCRETE, BARRIERS AND PARAPETS, USING TYPE 1 CEMENT.
4. REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED TYPE 2, AS PER PLAN. NEW APPROACH SLAB IS INCLUDED UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLAB, (T=15"), AS PER PLAN.
5. FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 27.
6. ALL LONGITUDINAL JOINTS SHALL BE SEALED PER SP 516B. THIS WORK SHALL BE INCIDENTAL TO ITEM 526.
7. THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE ODOT PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN.

160562-APP-SLAB-DETAIL.dwg; 1/18/18 - 10:43am

DESIGN AGENCY CONSULTANTS	
BY: JDC	DATE: 1/18/18
REVISIONS	ADDENDUM NO. 1
CHECKED	NO.
DESIGNED	NO.
DRAWN	NO.
IN CHARGE	NO.
WDB	NO.
SUMMIT COUNTY	
REAR APPROACH SLAB OHIO TURNPIKE OVER I-77	
MILE POST 172.5	
PROJECT 39-18-02A	DATE: 12/22/17
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION	
692	727



PLAN, WESTBOUND

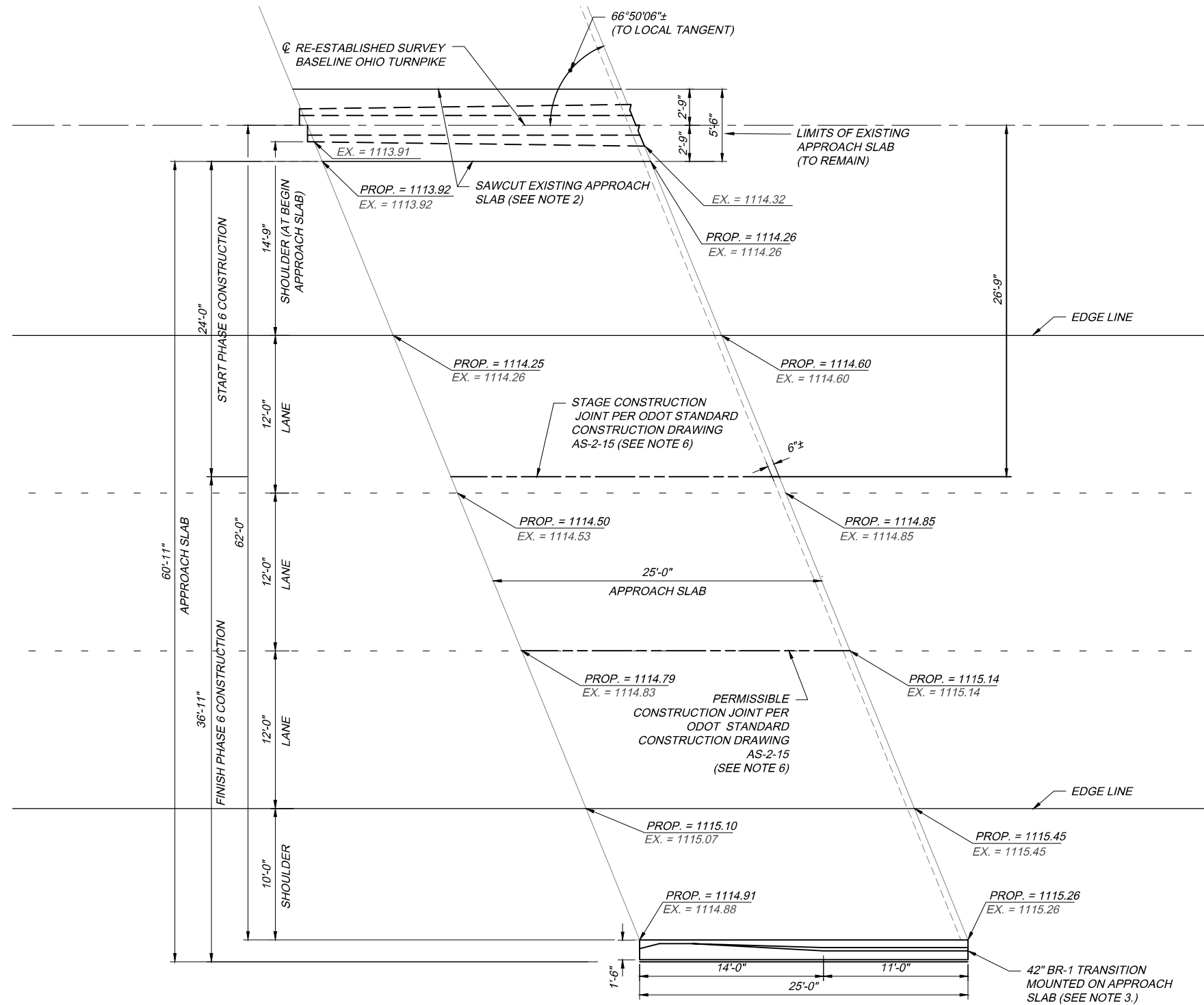
NOTES:

1. FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING AS-1-15 AND STANDARD CONSTRUCTION DRAWING AS-2-15, TYPE A INSTALLATION (SHEETS 1,2, AND 14 OF 14).
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3. FOR BR-1 TRANSITION DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING BR-1-13 (SHEETS 5,7, 8 AND 9 OF 9) AND SHEET 711. NEW PARAPET IS INCLUDED UNDER ITEM SP 511B - CLASS 5 CONCRETE, BARRIERS AND PARAPETS, USING TYPE 1 CEMENT.
4. REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED TYPE 2, AS PER PLAN. NEW APPROACH SLAB IS INCLUDED UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLAB, (T=15"), AS PER PLAN.
5. FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 27.
6. ALL LONGITUDINAL JOINTS SHALL BE SEALED PER SP 516B. THIS WORK SHALL BE INCIDENTAL TO ITEM 526.
7. THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN.

160562-APP-SLAB-DETAIL.dwg; 1/18/18 - 10:43am

	OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION	PROJECT 39-18-02A FORWARD APPROACH SLAB OHIO TURNPIKE OVER I-77	MILE POST 172.5 SUMMIT COUNTY	DATE: 12/22/17	DESIGN AGENCY
BY: JDC DATE: 1/18/18	REVISIONS ADDENDUM NO. 1	CHECKED DLF IN CHARGE	NO. 1	DESIGNED JPR DRAWN	WDB WDB

160562-APP-SLAB-DETAIL.dwg; 1/18/18 - 10:43am



PLAN, EASTBOUND

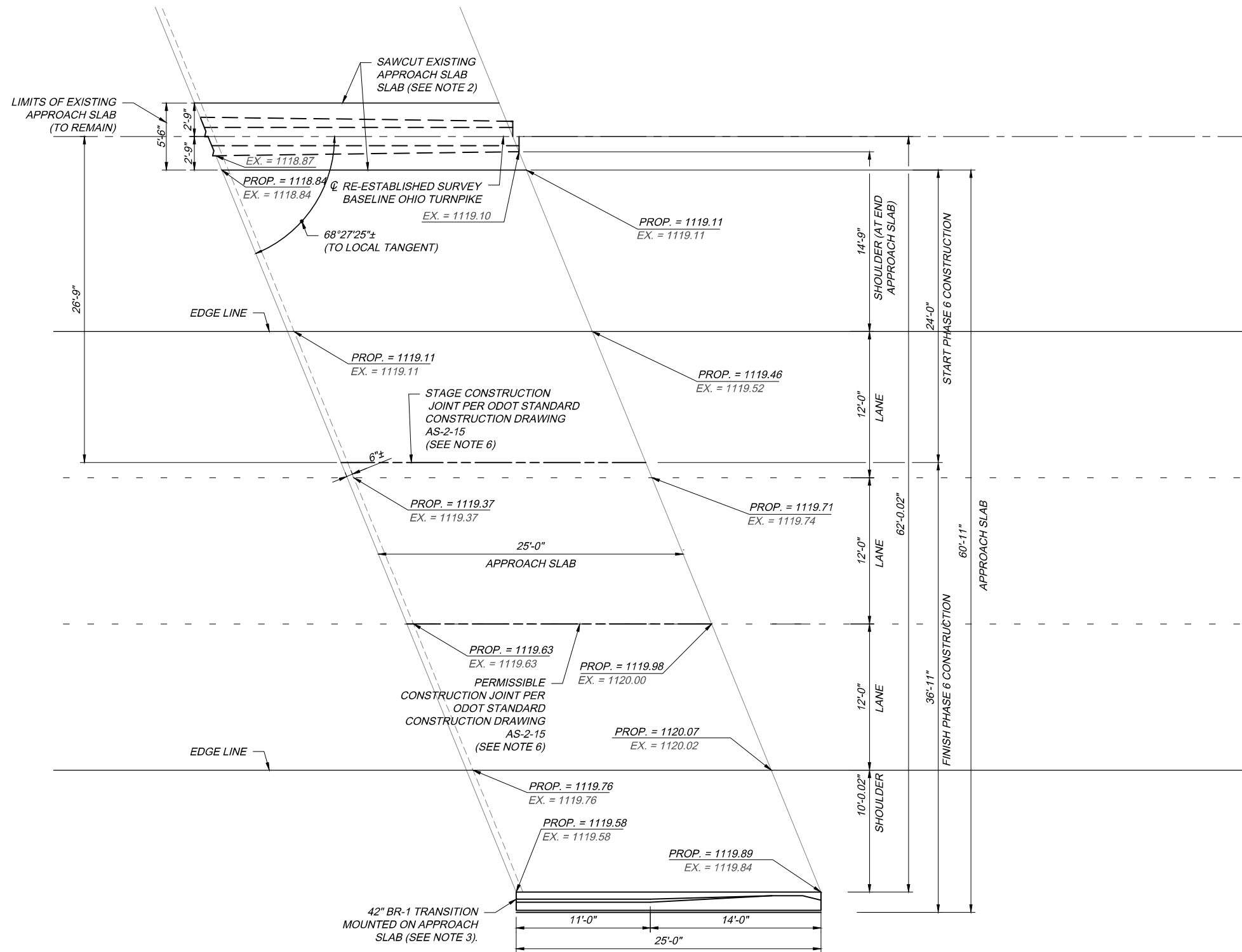
NOTES:

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- FOR BR-1 TRANSITION DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING BR-1-13 (SHEETS 5,7, 8 AND 9 OF 9) AND SHEET 711. NEW PARAPET IS INCLUDED UNDER ITEM SP 511B - CLASS 5 CONCRETE, BARRIERS AND PARAPETS, USING TYPE 1 CEMENT.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED TYPE 2, AS PER PLAN. NEW APPROACH SLAB IS INCLUDED UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLAB, (T=15"), AS PER PLAN.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 27.

- ALL LONGITUDINAL JOINTS SHALL BE SEALED PER SP 516B. THIS WORK SHALL BE INCIDENTAL TO ITEM 526.
- THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN.

DESIGN AGENCY CONSULTANTS		BY: JDC	DATE: 1/18/18
REVISIONS	NO.	ADDENDUM NO. 1	
DESIGNED	JPR	DRAWN	MZP
CHECKED	DLF	IN CHARGE	WDB
SUMMIT COUNTY			
REAR APPROACH SLAB OHIO TURNPIKE OVER I-77			
MILE POST 172.5			
PROJECT 39-18-02A	DATE: 12/22/17		
694		727	
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			

160562-APP-SLAB-DETAIL.dwg; 1/18/18 - 10:44am

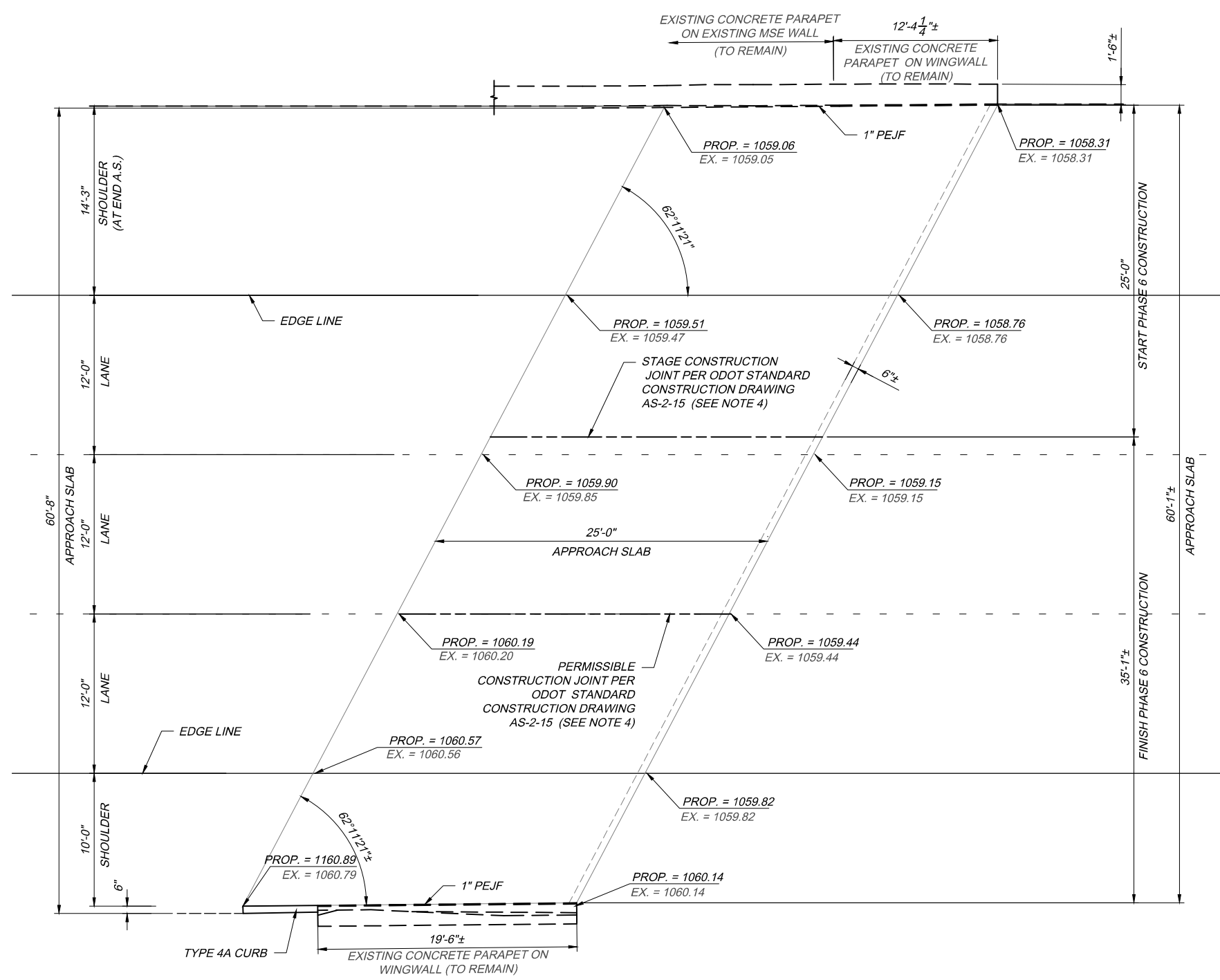


PLAN, EASTBOUND

NOTES:

- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING AS-1-15 AND STANDARD CONSTRUCTION DRAWING AS-2-15, TYPE A INSTALLATION (SHEETS 1, 2, AND 14 OF 14).
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE TRANSVERSE SECTION DETAIL ON ODOT STANDARD DRAWING AS-1. TREATMENT OF JOINT PER SP 516B SHALL BE INCIDENTAL TO THIS WORK. THE DOWEL HOLES, DOWELS AND GROUT SHALL BE INCIDENTAL TO THE WORK.
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- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED TYPE 2, AS PER PLAN. NEW APPROACH SLAB IS INCLUDED UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLAB, (T=15"), AS PER PLAN.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 27.
- ALL LONGITUDINAL JOINTS SHALL BE SEALED PER SP 516B. THIS WORK SHALL BE INCIDENTAL TO ITEM 526.
- THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN.

DESIGN AGENCY CONSULTANTS		BY: JDC	DATE: 1/18/18
REVISIONS	ADDENDUM NO. 1	CHECKED	NO.
DESIGNED	JPR	DRAWN	MZP
CHECKED	DLF	IN CHARGE	WDB
FORWARD APPROACH SLAB OHIO TURNPIKE OVER I-77		SUMMIT COUNTY	
MILE POST 172.5		PROJECT 39-18-02A	
DATE: 12/22/17		DATE: 12/22/17	
695		727	
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			



PLAN, EASTBOUND

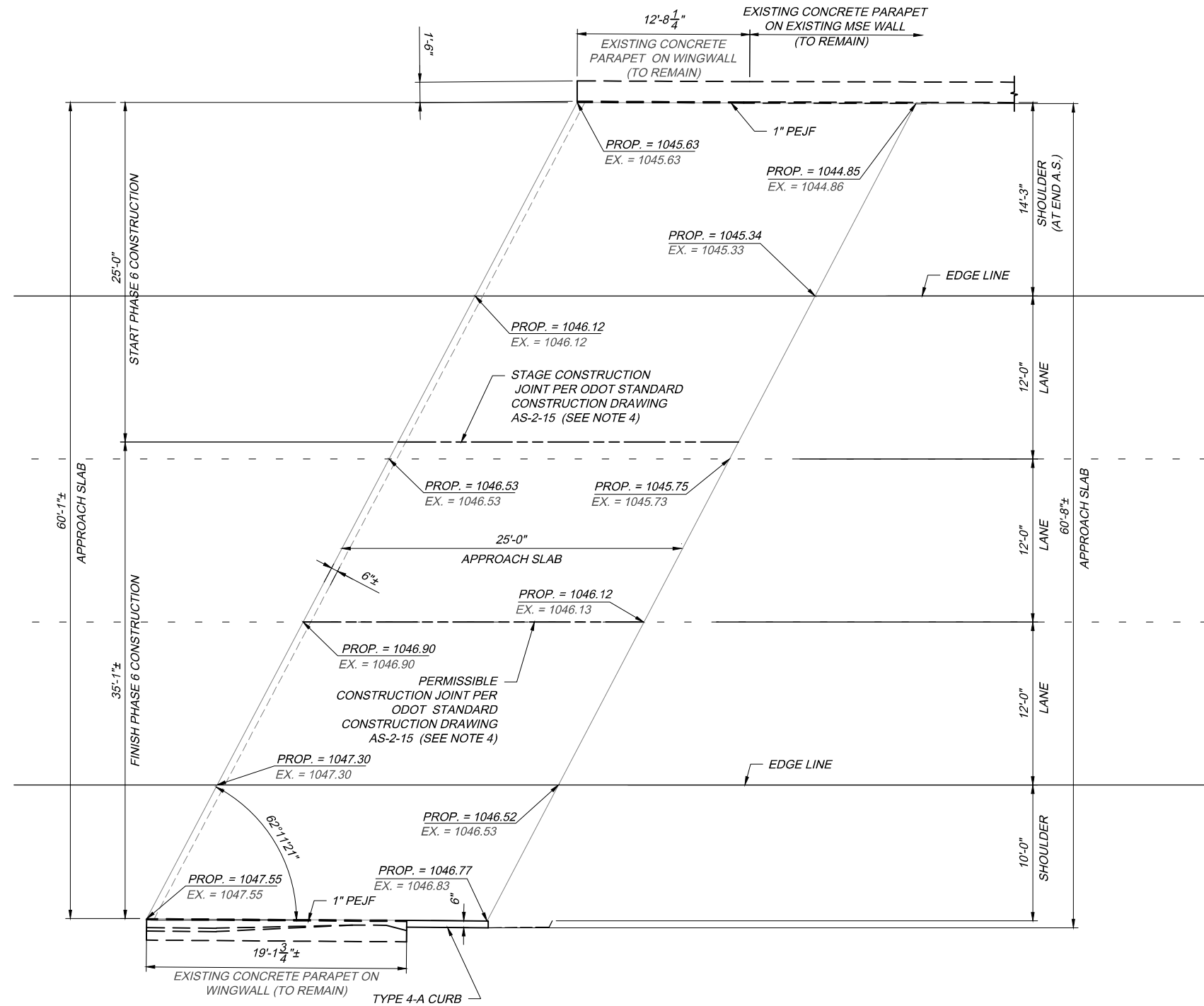
NOTES:

- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING AS-1-15 AND STANDARD CONSTRUCTION DRAWING AS-2-15, TYPE A INSTALLATION (SHEETS 1,2, AND 14 OF 14).
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED, TYPE 1, AS PER PLAN. NEW APPROACH SLAB IS INCLUDED UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLABS, (T=15") AND ITEM 526 - TYPE A INSTALLATION, AS PER PLAN.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 28.
- ALL LONGITUDINAL JOINTS SHALL BE SEALED PER SP 516B. THIS WORK SHALL BE INCIDENTAL TO ITEM 526.
- THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15").

160562-APP-SLAB-DETAIL.dwg; 1/18/18 - 10:44am

PROJECT 39-18-02A EASTBOUND OHIO TURNPIKE OVER I-271 MILE POST 175.46 SUMMIT COUNTY	REAR APPROACH SLAB EASTBOUND OHIO TURNPIKE OVER I-271 MILE POST 175.46 SUMMIT COUNTY
DESIGNED: JPR DRAWN: MZP	CHECKED: DLF IN CHARGE: WDB
REVISIONS: ADDENDUM NO. 1	NO. 1 DATE: 1/18/18
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION	

696
727



PLAN, EASTBOUND

NOTES:

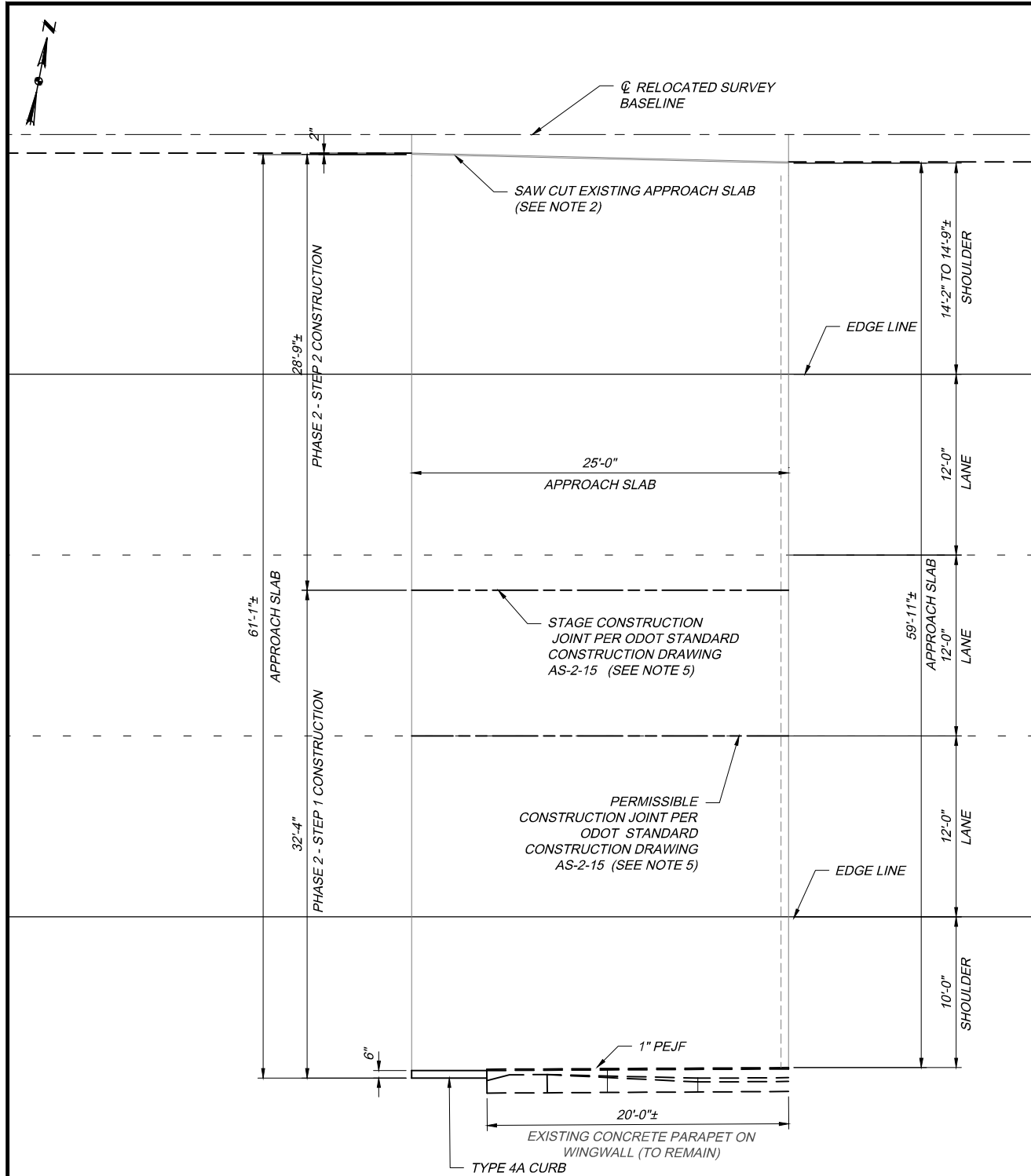
- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING AS-1-15 AND STANDARD CONSTRUCTION DRAWING AS-2-15, TYPE A INSTALLATION (SHEETS 1, 2, AND 14 OF 14).
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED, TYPE 1, AS PER PLAN. NEW APPROACH SLAB IS INCLUDED UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLABS, (T=15") AND ITEM 526 - TYPE A INSTALLATION, AS PER PLAN.
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 28.

- ALL LONGITUDINAL JOINTS SHALL BE SEALED PER SP 516B. THIS WORK SHALL BE INCIDENTAL TO ITEM 526.
- THE PROPOSED ELEVATIONS NOTED ON THESE APPROACH SLAB DETAILS HAVE BEEN DEVELOPED FROM EXISTING SURVEY INFORMATION. THE PROPOSED ELEVATIONS REFLECT THE DESIGNERS CALCULATED ADJUSTMENTS TO THE EXISTING ELEVATIONS ALONG THE APPROACH SLABS. THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO CONFIRM THAT THESE PROPOSED ELEVATIONS PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON TO THE PROPOSED APPROACH SLABS IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL THE FINAL ADJUSTED PROPOSED ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15").

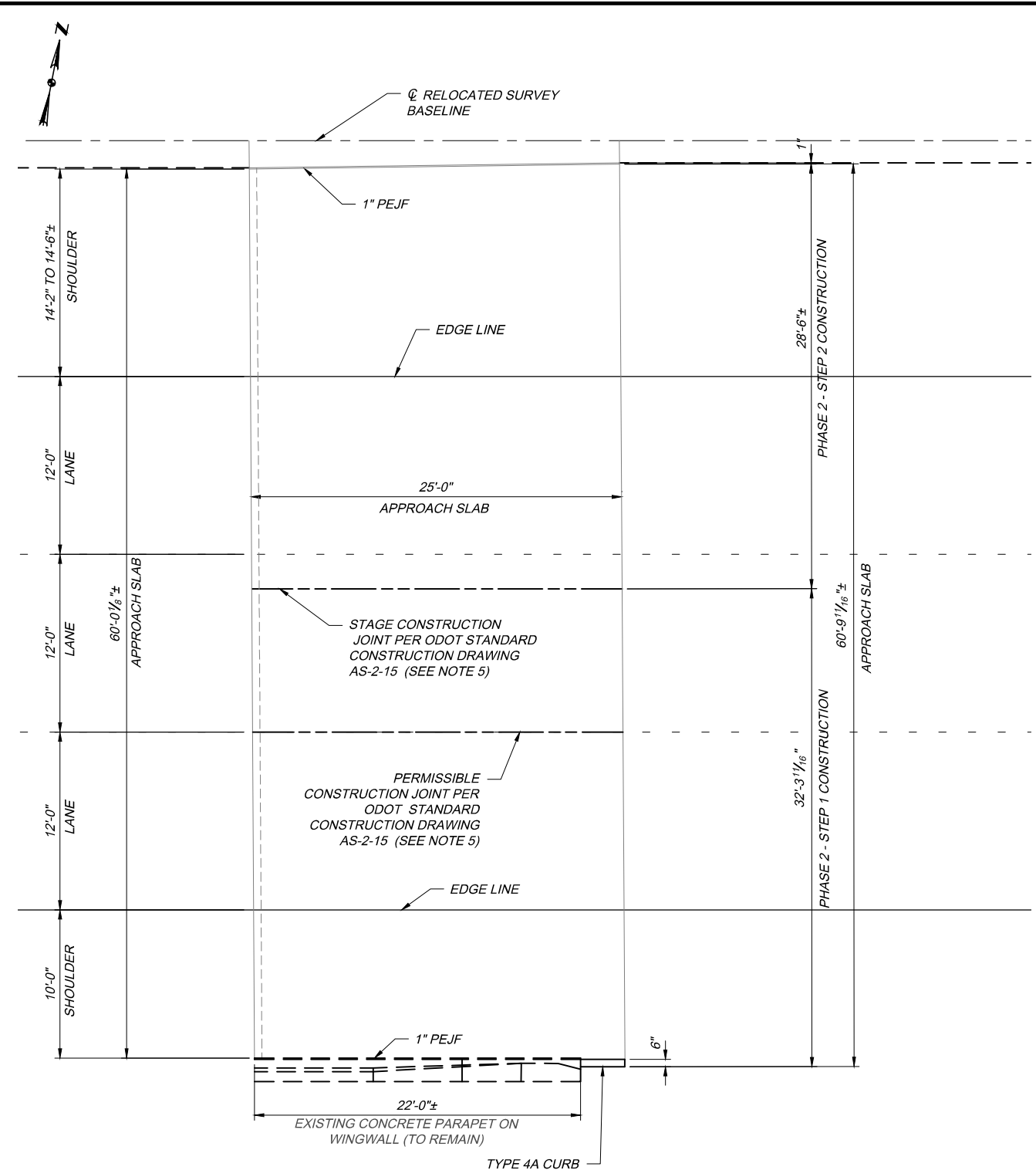
160562-APP-SLAB-DETAIL.dwg; 1/18/18 - 10:44am

DESIGN AGENCY CONSULTANTS	
BY: JDC	DATE: 1/18/18
REVISIONS	ADDENDUM NO. 1
CHECKED	NO.
DESIGNED	NO.
JPR	MZP
DLF	WDB
FORWARD APPROACH SLAB EASTBOUND OHIO TURNPIKE OVER I-271 SUMMIT COUNTY MILE POST 175.46	
PROJECT 39-18-02A	DATE: 12/22/17
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION	
697	727
OHIO TURNPIKE	

160562-APP-SLAB-DETAIL.dwg; 1/18/18 - 10:45am



PLAN, EASTBOUND REAR



PLAN, EASTBOUND FOWARD

NOTES:

- FOR APPROACH SLAB REINFORCING, NOTES AND ADDITIONAL DETAILS, SEE ODOT STANDARD CONSTRUCTION DRAWING AS-1-15 AND STANDARD CONSTRUCTION DRAWING AS-2-15, TYPE A INSTALLATION (SHEETS 1,2, AND 14 OF 14).
- FOR DOWEL CONNECTION AT LONGITUDINAL JOINT BETWEEN EXISTING AND PROPOSED APPROACH SLABS, SEE TRANSVERSE SECTION DETAIL ON OTIC STANDARD DRAWING AS-1. TREATMENT OF JOINT PER SP 516B SHALL BE INCIDENTAL TO THIS WORK. THE DOWEL HOLES, DOWELS AND GROUT SHALL BE INCIDENTAL TO THE WORK.
- REMOVAL OF THE EXISTING APPROACH SLAB IS INCLUDED UNDER ITEM 202 - APPROACH SLAB REMOVED, TYPE 4, AS PER PLAN. NEW APPROACH SLAB IS INCLUDED UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLABS, (T=15"), AS PER PLAN (REAR). ITEM 526 - REINFORCED CONCRETE APPROACH SLABS, (T=15") (FORWARD).
- FOR APPROACH SLAB TYPICAL SECTIONS SEE SHEET 29.

- ALL LONGITUDINAL JOINTS SHALL BE SEALED PER SP 516B. THIS WORK SHALL BE INCIDENTAL TO ITEM 526.

- THE CONTRACTOR SHALL WORK WITH THE PROJECT ENGINEER AND THE OTIC PROJECT MANAGER TO ESTABLISH THE PROPOSED ELEVATIONS FOR THIS APPROACH SLAB IN ORDER TO PROVIDE A SMOOTH TRANSITION FROM THE EXISTING OR PROPOSED PAVEMENT ON THE PROPOSED APPROACH SLAB IN THE FIELD. THE CONTRACTOR SHALL NOT POUR THE PROPOSED APPROACH SLABS UNTIL FINAL ELEVATIONS, AS DETERMINED IN THE FIELD, HAVE BEEN APPROVED BY THE CHIEF ENGINEER. ALL WORK REQUIRED TO CONFIRM THESE PROPOSED ELEVATIONS SHALL BE CONSIDERED INCIDENTAL TO ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=15") AND ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN.

	DESIGN AGENCY T CONSULTANTS, INC. 11818 JDC
	BY DATE JDC 1/18/18
REVISIONS ADDENDUM NO. 1	NO. DATE 1 1/18/18
CHECKED WDB	IN CHARGE WDB
DESIGNED JPR	DRAWN MZP
PROJECT 39-18-02A APPROACH SLABS OHIO TURNPIKE OVER THE CUYAHOGA RIVER (EASTBOUND) MILE POST 176.9 SUMMIT COUNTY	
DATE: 12/22/17	698 727
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION 	

DRAINAGE (CONTINUED)

SP 611 - CATCH BASIN ADJUSTMENTS, GRATES AND CASTINGS, AS PER PLAN

THE FOLLOWING ITEMS HAVE BEEN INCLUDED FOR USE IN ADJUSTING, REPAIRING AND/OR REBUILDING SHOULDER CATCH BASINS. FOR CATCH BASINS, ADJUSTED TO GRADE, THE CONTRACTOR SHALL REBUILD FROM THE TOP OF PRECAST STRUCTURE TO THE BOTTOM OF THE CASTING AT THE EXISTING GRADE. THE USE OF BRICK TO REBUILD THE CATCH BASIN SHALL BE PROHIBITED. THE CONTRACTOR SHALL SAWCUT PAVEMENT AROUND THE EXISTING CATCH BASIN, A MINIMUM OF 2' AROUND THE CASTING, UNLESS DIRECTED OTHERWISE BY THE CHIEF ENGINEER, THEN REMOVE THE CASTING AND SAWCUT MATERIAL. THE CONTRACTOR SHALL FORM AND POUR, USING CLASS QC-1 CONCRETE, TO REBUILD THE CATCH BASIN. TO SECURE CONCRETE TO THE EXISTING PRECAST STRUCTURE, THE CONTRACTOR SHALL INSTALL #4 DOWEL BARS, SPACED 12" O/C (3 PER SIDE UNLESS DIRECTED OTHERWISE BY THE CHIEF ENGINEER), IN ACCORDANCE WITH ITEMS 509 AND 510. THE DOWEL BARS SHALL BE EMBEDDED AT LEAST 6" INTO THE EXISTING PRECAST STRUCTURE AND SECURED WITH NON SHRINK NON METALLIC GROUT THAT CONFORMS TO 705.20. THE CONTRACTOR SHALL USE FORMS, SIZED TO CONFORM TO THE INTERIOR OF THE CATCH BASIN THAT WILL ENSURE A SMOOTH INTERIOR FINISH. ALL OTHER CONCRETE SURFACES SHALL HAVE A BROOMED FINISH. AFTER THE CASTING IS SET TO THE FINAL GRADE, THE AREA AROUND THE ADJUSTED CATCH BASIN CASTING SHALL BE BACK FILLED WITH CLASS QC-1 CONCRETE TO THE EXISTING SURFACE. FOR CATCH BASINS ADJUSTED TO GRADE WITH DISTANCES FROM THE TOP OF THE PRECAST STRUCTURE TO THE BOTTOM OF THE CASTING THAT ARE LESS THAN 4", THE SAME METHOD SHALL BE USED TO REBUILD THE CATCH BASINS TO GRADE, EXCEPT THAT NO FORMS OR DOWELS ARE REQUIRED.

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

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

- SP 611 - CATCH BASIN, ADJUSTED TO GRADE, 4" - 12", AS PER PLAN
- SP 611 - CATCH BASIN, ADJUSTED TO GRADE, GREATER THAN 12", AS PER PLAN
- SP 611 - CATCH BASIN GRATE AND CASTING, AS PER PLAN

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

- SP 611 - CATCH BASIN ADJUSTED TO GRADE, LESS THAN 4", AS PER PLAN 5 EACH
- SP 611 - CATCH BASIN GRATE AND CASTING, AS PER PLAN 5 EACH

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO ADJUST EXISTING CATCH BASINS TO GRADE WITHIN THE RESURFACING LIMITS:

- SP 611 - CATCH BASIN ADJUSTED TO GRADE, 4" - 12", AS PER PLAN 15 EACH

OTIC AND ODOT STANDARD DRAWINGS ARE PROVIDED FOR INFORMATION AS TO THE TYPES OF BASINS THAT MAY NEED ADJUSTMENT.

SP 611 - INLET RECONSTRUCTED TO GRADE, AS PER PLAN

THE FOLLOWING ITEM IS INCLUDED FOR USE IN ADJUSTING, REPAIRING AND/OR REBUILDING CONCRETE MEDIAN INLETS. ALL APPLICABLE PORTIONS OF SP 611 SHALL APPLY WITH THE FOLLOWING MODIFICATIONS AS NOTED HEREIN. THE CONTRACTOR SHALL PERFORM THE REPAIRS/RECONSTRUCTION PRIOR TO PAVEMENT REMOVAL WHERE POSSIBLE. THE CONTRACTOR SHALL INSPECT THE INTERIOR OF THE INLET PRIOR TO COMMENCING ANY WORK SO THAT THERE IS A CLEAR UNDERSTANDING OF WHAT NEEDS TO BE REPAIRED/RECONSTRUCTED. THE REPAIR/RECONSTRUCTION HEIGHT WILL VARY FROM 7" TO 24". THE CONTRACTOR SHALL SUBMIT, FOR APPROVAL, ITS METHOD FOR REMOVAL AND CLEANING OUT AREAS WITHIN THE INLET THAT REQUIRE REPAIR/RECONSTRUCTION. UPON COMPLETION OF REMOVAL OF THE DEFECTIVE MATERIAL, THE CAVITIES CREATED SHALL BE FORM AND POUR, USING CLASS QC-1 CONCRETE. THE USE OF BRICK TO PERFORM THE REPAIR/RECONSTRUCTION SHALL BE PROHIBITED. THE CONTRACTOR SHALL USE FORMS, SIZED TO CONFORM TO THE INTERIOR OF THE INLET THAT WILL ENSURE A SMOOTH INTERIOR FINISH WHERE PRACTICAL. REMOVAL OF THE PRECASE INLET TOPS SHOULD NOT BE REQUIRED. CARE SHALL BE TAKEN TO ENSURE THAT THE PRECAST TOPS ARE NOT DAMAGED DURING THE REPAIR/RECONSTRUCTION PROCESS. ANY DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE COMMISSION.

ALL TEMPORARY TRFFIC CONTROL FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO SP 614. ALL PLANNING, SAWCUTTING, CONCRETE, GROUT, LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE BID PRICE PER SP 611 - INLET RECONSTRUCTED TO GRADE, AS PER PLAN.

OTIC AND ODOT STANDARD DRAWINGS ARE PROVIDED FOR INFORMATION AS TO THE TYPES OF BASINS THAT MAY NEED ADJUSTMENTS.

PAVEMENT

ITEM 423 - CRACK SEALING, TYPE IV

THIS ITEM SHALL CONSIST OF FURNISHING ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO APPLY CRACK SEALANT TO ALL TRANSVERSE AND LONGITUDINAL PAVEMENT JOINTS AND CRACKS IN AREAS NOT BEING RESURFACED OR REPLACED AS DIRECTED BY THE ENGINEER.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK DESCRIBED ABOVE:

- ITEM 423 - CRACK SEALING, TYPE IV 31,000 LBS

PAVEMENT REPAIRS

FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT SHALL BE DEFINED AS REPLACING ONE OR MORE SLABS AND FULL DEPTH PAVEMENT JOINT REPAIR SHALL BE DEFINED AS REPLACING THE JOINT WITH A MINIMUM LENGTH OF SIX FEET.

THE FOLLOWING QUANTITIES ARE INCLUDED AS A CONTINGENCY TO BE USED AS DIRECTED BY THE CHIEF ENGINEER FOR PAVEMENT REPAIR MEASURES. CONTRACTOR SHALL FOLLOW ODOT CMS FOR ITEM 255, THESE AREAS HAVE TO BE OPENED TO TRAFFIC IN A TIMELY MANNER, AND CONCRETE SHALL BE IN ACCORDANCE WITH ODOT 255.02A.

FULL DEPTH PAVEMENT SAWING IS PROVIDED TO SAW CUT AROUND THE PERIMETER OF THE REPAIR AREA AS WELL AS FOR MID-SLAB SAW CUTS TO FACILITATE PART WIDTH CONSTRUCTION.

- ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT (USING CLASS QC MS CONCRETE) 6,365 SY
- ITEM 255 - FULL DEPTH PAVEMENT JOINT REPAIR (USING CLASS QC MS CONCRETE) 1,150 SY
- ITEM 255 - FULL DEPTH PAVEMENT SAWING 15,250 FT

SP 403 - ASPHALT CONCRETE LEVELING COURSE, PG 76-22

THE FOLLOWING CONTINGENCY QUANTITY FOR ASPHALT CONCRETE LEVELING COURSE HAS BEEN INCLUDED IN THE PLANS FOR USE BY THE CHIEF ENGINEER FOR ADJUSTMENTS TO THE ROADWAY PROFILE IN ORDER TO ENSURE THAT THERE IS A SMOOTH TRANSITION BETWEEN THE PROPOSED SURFACE AND INTERMEDIATE ASPHALT COURSES AND THE PROPOSED APPROACH SLABS. THE LEVELING COURSE SHALL BE PLACED PRIOR TO THE INSTALLATION OF ANY ASPHALT INTERMEDIATE OR SURFACE COURSE TO ADJUST THE PROFILE OF THE ROADWAY. THE THICKNESS OF THIS ASPHALT CONCRETE LEVELING COURSE IS ANTICIPATED TO VARY FROM 0" MINIMUM TO 1" MAXIMUM WITHIN SEVENTY FIVE (75) FEET OF THE APPROACH SLABS.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR SP 403 - ASPHALT CONCRETE LEVELING COURSE, PG 76-22.

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

- SP 403 - ASPHALT CONCRETE LEVELING COURSE, PG 76-22 50 CY

SP 617 - COMPACTED AGGREGATE
SP 627 - STONE SHOULDER PROTECTION

THE FOLLOWING ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR ADDING NEW MATERIAL UNDER GUARDRAIL AND ALONG SELECTED ROADWAY LOCATIONS TO BRING THE AREA UP TO GRADE AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE ITEM:

- ITEM 617 - SHOULDER PREPARATION 14,325 SY
- SP 617 - COMPACTED AGGREGATE 1,330 CY
- ITEM 617 - WATER 45 MGAL
- SP 627 - STONE SHOULDER PROTECTION 665 CY

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.

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

THE FOLLOWING QUANTITY OF IS INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE CHIEF ENGINEER OR AS INDICATED IN THE PLANS.

- ITEM 254 - PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN 1,440 SY

ITEM 254 - PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, (DEPTH VARIES)

THIS ITEM IS FOR USE AT BUTT JOINTS WITH PORTLAND CEMENT CONCRETE PAVEMENT WHICH WILL NOT BE RESURFACED, IN ACCORDANCE WITH THE PAVEMENT TRANSITION DETAILS.

THE FOLLOWING QUANTITY OF IS INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE CHIEF ENGINEER OR AS INDICATED IN THE PLANS.

- ITEM 254 - PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, (DEPTH VARIES) 1,500 SY

ITEM SPECIAL - ASPHALT PAVEMENT REINFORCEMENT

THIS ITEM SHALL INCLUDE FURNISHING AND PLACING A 30" WIDE ASPHALT PAVEMENT REINFORCEMENT AT ALL TRANSVERSE JOINTS OR CRACKS AND ALL LONGITUDINAL JOINTS OR CRACK ON THE INTERCHANGE RAMP AS DIRECTED BY THE CHIEF ENGINEER. NO PAVEMENT REINFORCEMENT WILL BE USED ON LONGITUDINAL JOINTS BETWEEN THE INTERCHANGE RAMP AND THEIR SHOULDERS. THE ASPHALT PAVEMENT REINFORCEMENT SHALL BE "GLASGRID - CG200" AS MANUFACTURED BY SAINT-GOBAIN TECHNICAL FABRICS OR APPROVED EQUAL. THE ASPHALT PAVEMENT REINFORCEMENT GRID SHALL BE INSTALLED AS PER THE RECOMMENDATIONS OF THE MANUFACTURER. THE UNIT PRICE BID PER LINEAR FEET FOR ITEM SPECIAL - ASPHALT PAVEMENT REINFORCEMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, TACK COAT AND OTHER INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE WORK REQUIRED TO INSTALL THE ASPHALT PAVEMENT REINFORCEMENT:

- ITEM SPECIAL - ASPHALT PAVEMENT REINFORCEMENT 26,000 FT

OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

PROJECT 39-18-02B	DATE: 12/22/17	DESIGN AGENCY T TRANSPORTATION CONSULTANTS	BY: DATE JDC 11/18/18	REVISIONS ADDENDUM NO. 1	NO. Δ	CHECKED WDB	DESIGNED JMP	DRAWN KPA	IN CHARGE WDB	WDB
GENERAL NOTES										

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