

OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

ADDENDUM NO. 1

PROJECT NO. 43-16-06

BRIDGE DECK REPLACEMENT AND REHABILITATION
STATE ROUTE 83 OVER OHIO TURNPIKE M.P. 150.5
LORAIN COUNTY, OHIO

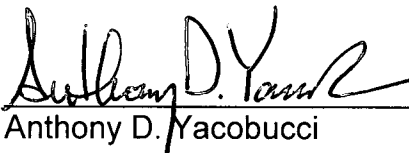
OPENING DATE: 2:00 P.M. (EASTERN), NOVEMBER 4, 2015

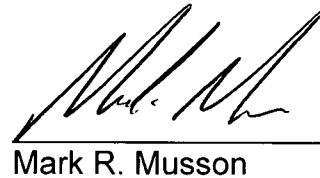
ALL BIDS MUST BE ELECTRONICALLY SUBMITTED THROUGH BID EXPRESS

ATTENTION OF BIDDERS IS DIRECTED TO:

QUESTIONS AND ANSWERS THROUGH 5PM ON OCTOBER 28, 2015

Issued by the Ohio Turnpike and Infrastructure Commission on October 29, 2015. Issuance authorized by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contract Administration.


Anthony D. Yacobucci
Date 10/29/15


Mark R. Musson
Date 10/29/15

**OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
ADDENDUM NO. 1
PROJECT NO. 43-16-06**

QUESTIONS AND ANSWERS THROUGH OCTOBER 28, 2015

Q#1 Can OTIC provide existing bridge drawings for the bidders?

A#1 Yes, in addition to being available for viewing at the Commission's Administrative Building in Berea, Ohio, the Commission will provide the existing plans to any interested bidder through the Commission's ftp site. Any interested bidder so desiring may request a pick-up link from the Commission's Procurement Manager via e-mail at kevin.golick@ohioturnpike.org.

Q#2 The plan note on sheet 7/21 prohibits the contractor from working at night. Certain operations will require the contractor to take a two lane closure on the mainline lanes (install/remove falsework, pulling deck slabs, etc.). SP 104.H.6 allows the contractor to take a two lane daytime closure only with the approval of the Chief Engineer. Will the Chief Engineer approve daytime closures as needed?

A#2 This Addendum No. 1 revises the Maintenance of Traffic Notes on Plan Sheet 7 of 21 to provide that the Chief Engineer may approve night work on a case-by-case basis that causes minimal noise and disruption to the local residents. Otherwise, the contractor shall limit its work to the daytime hours. Two lane daytime closures will be permitted by the Chief Engineer, but with the restrictions specified in SP 104.H.4.

Q#3 Bid item 15, Concrete Walk, 4": please verify locations of this on the plan as it is not called out- is this part of the structure or is it off the structure? Also, how will preparation work for this item be paid for if it is a roadway sidewalk and not structure work?

A#3 Reference Item 15 pertains to the transition from the existing (roadway) sidewalk to match the proposed bridge sidewalk. Payment for the preparation work for this item is included with Item 608, Concrete Walk, which – according to CMS 608 – includes "[p]ayment for walks, curb ramps, and steps is full compensation for excavation, backfill, base course material, reinforcing steel, hand railing, expansion joint material, and incidentals necessary to complete the specified items."

Q#4 MOT plans call for temporary signal units to be per ODOT MT-96.11, MT-96.20 and MT-96.26. Please confirm that portable signal units will be permitted.

A#4 Yes, provided the specified requirements are fulfilled. Division 1H of MT-96.11 states, "For portable signals, see Supplemental Specification 961 and Supplement 1050. Any portable traffic signals provided shall be chosen from the prequalified list maintained by the Office of Traffic Engineering, and available on the Office of Materials Management website." Division 1I of MT-96.11 further provides that, "Portable traffic signals shall be located off of the pavement or behind drums or portable barrier or guardrail." The permitted portable signals are identified on ODOT's list available here:

Q#5 Will the Commission please provide a list of qualified MBE/DBE entities and/or provide the contractor what the criteria is for MBE/DBE qualification as there are more than one agency-based sets (Federal, State, City, County, and/or Agency such as NEORS, GCRTA)?

A#5 In addition to its own MBE and DBE certifications, the Commission also recognizes the certifications issued through the programs identified under Section B., Paragraph 2. titled "Availability" in the Commitment to Good Faith Efforts in Attaining Participation of Minority or Disadvantaged Business Enterprises on Page OTIC-DBE-2 of the Invitation to Bid. Those certified entities are identified in the directories on the websites provided.

For purposes of determining MBE/DBE participation, the Contractor will receive credit for obtaining commitments from any firms certified through those agencies identified. Each certification directory that the Commission recognizes indexes the certified MBE/DBEs (or DBEs for the UCP, MBE and EDGE for DAS, MBE and FBE for the City of Cleveland, and MBE and WBEs for the NEORS) using commodity codes or business descriptions that the Contractor can input to identify certified companies that are available to perform the different types of work opportunities on the project. See Section C., Paragraph 1 titled "Opportunity and Availability" starting on page OTIC-DBE-3 for further elaboration.

The Contractor must utilize and demonstrate its Good Faith Efforts to identify and engage available MBE/DBEs to perform the opportunities presented under the Contract. The Contractor must determine whether an available MBE/DBE is capable of fulfilling an opportunity for subcontracting or supplying materials on the project. See Section C., Paragraph 2. "Efforts and Commitment" on page OTIC-DBE-4 for further elaboration.

Q#6 What is the spacing of the diaphragms on the beams?

A#6 Spacing of diaphragms in end spans is about 14'-1", interior spans is about 13'-0".

MODIFICATIONS TO THE CONTRACT DOCUMENTS

The following changes are made to the Contract Documents for Contract No. 43-16-06:

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

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



The Plan Note on Plan Sheet 7 of 10 under Maintaining Traffic, I. Work Hours is modified as follows:

I. WORK HOURS

NIGHT WORK, **EXCEPT THAT WHICH CAUSES MINIMAL NOISE AND DISRUPTION TO LOCAL RESIDENTS AND AS APPROVED BY THE CHIEF ENGINEER**, IS NOT PERMITTED DUE TO THE RESIDENTIAL NATURE OF THE SURROUNDING AREAS. **EXCEPT AS OTHERWISE INDICATED**, LIMIT WORK HOURS TO DAYLIGHT HOURS BETWEEN 7:00 AM AND 9:00 PM, MONDAY THROUGH FRIDAY OR BETWEEN 8:30 AM AND 7:00 PM ON SATURDAY AND SUNDAY.

This Addendum No. 1 modifies Plan Sheet 7 of 10 to substitute the Plan Sheet with the attached.

Addendum No. 1 to Contract 43-16-06:

(Firm Name)

(Signature)

(Printed Name)

Date: _____

MAINTENANCE OF TRAFFIC NOTES

MAINTENANCE OF TRAFFIC

MAINTENANCE OF TRAFFIC SEQUENCE:

THESE PLANS ARE BASED ON THE FOLLOWING SUGGESTED SEQUENCE OF CONSTRUCTION.

BOTH DIRECTIONS OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND TEMPORARY TRAFFIC SIGNALS.

PHASE 1
THIS PHASE WILL CONSIST OF REMOVING AND CONSTRUCTING THE SOUTHBOUND BRIDGE DECK, PARAPET WALL, FENCE, ETC.

TRAFFIC AND PEDESTRIANS WILL BE MAINTAINED USING A TEMPORARY TRAFFIC SIGNAL AS DETAILED ON THE FOLLOWING SHEETS AND STANDARD CONSTRUCTION DRAWINGS MT-96.11, MT-96.20 AND MT-96.26.

PHASE 2
THIS PHASE WILL CONSIST OF REMOVING AND CONSTRUCTING THE NORTHBOUND BRIDGE DECK, PARAPET WALL, FENCE, SIDEWALK, ETC.

TRAFFIC WILL BE MAINTAINED USING A TEMPORARY TRAFFIC SIGNAL AS DETAILED ON THE FOLLOWING SHEETS AND STANDARD CONSTRUCTION DRAWINGS MT-96.11, MT-96.20 AND MT-96.26. PEDESTRIAN TRAFFIC WILL NOT BE MAINTAINED.

MAINTAINING TRAFFIC
THE CONTRACTOR'S RESPONSIBILITY TO THE SAFETY OF THE MOTORING PUBLIC WHILE PERFORMING THE REQUIREMENTS OF THE CONTRACT SHALL BE IN ACCORDANCE WITH THESE TEMPORARY TRAFFIC CONTROL PLANS, THE SPECIFICATIONS AND SPECIAL PROVISIONS, THE CURRENT EDITION, LATEST REVISION OF THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (THE MANUAL) AND "TEMPORARY TRAFFIC CONTROL ON THE TURNPIKE," LATEST REVISION.

IN ADDITION, THE FOLLOWING SPECIFIC PROVISIONS ARE MANDATORY.

I. WORK HOURS

NIGHT WORK, EXCEPT THAT WHICH CAUSES MINIMAL NOISE AND DISRUPTION TO LOCAL RESIDENTS AND AS APPROVED BY THE CHIEF ENGINEER, IS NOT PERMITTED DUE TO THE RESIDENTIAL NATURE OF THE SURROUNDING AREAS. EXCEPT AS OTHERWISE INDICATED, LIMIT WORK HOURS TO DAYLIGHT HOURS BETWEEN 7:00 AM AND 9:00 PM, MONDAY THROUGH FRIDAY OR BETWEEN 8:30 AM AND 7:00 PM ON SATURDAY AND SUNDAY.

II. LANE CLOSURE

ALL LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE OMUTCD AND APPLICABLE STANDARD CONSTRUCTION DRAWING.

THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION (OTIC) TEMPORARY TRAFFIC CONTROL PHASE DATES, LANE REDUCTION TIME LIMITATIONS, AND LIQUIDATED DAMAGE CLAUSES ARE CONTAINED IN THE FOLLOWING SPECIAL PROVISIONS:

- SP 103, CONSTRUCTION PHASING AND TIME OF COMPLETION
- SP 104, ACCESS TO TURNPIKE AND RESTRICTIONS
- SP 107, TIME OF ESSENCE - LIQUIDATED DAMAGES

III. MAINTENANCE OF TRAFFIC SYSTEMS

A. WHEN REQUIRED

WHENEVER ANY PART OF THE TRAVELED SURFACE IS BEING WORKED UPON OR IS OTHERWISE NOT SUITABLE FOR SAFE AND CONVENIENT USE BY VEHICLES, TRAFFIC CONTROL DEVICES SUFFICIENT TO PROTECT SUCH AREAS TO ASSURE THE SAFE AND CONVENIENT PASSAGE OF VEHICULAR TRAFFIC SHALL BE INSTALLED AND MAINTAINED. SUCH TRAFFIC CONTROL DEVICES AND THE MANNER IN WHICH THEY ARE USED SHALL BE CONSISTENT WITH THESE PLANS AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, HEREINAFTER REFERRED TO AS THE OMUTCD. THE TRAFFIC CONTROL DEVICE SYSTEM SHALL CONSTITUTE THE MINIMUM PROVISIONS FOR TRAFFIC CONTROL FOR EACH PARTICULAR SITUATION. WHENEVER THE ENGINEER DEEMS IT NECESSARY ESPECIALLY WHERE A GRADE, CURVE, OR MERGE CONDITIONS EXISTS, HE/SHE MAY DIRECT THAT ADDITIONAL OR ALTERNATIVE DEVICES BE USED.

B. CONDITIONS

DURING ALL PARTS OF THIS PROJECT, FLAGGERS, SIGNING, BARRICADES, FLASHING ARROWS, ETC. SHALL BE LOCATED AS INDICATED IN THE OMUTCD OR AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON S.R. 83.

C. ADVANCE WARNING SIGNS

ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHENEVER THEY ARE NOT APPLICABLE.

D. FLASHING ARROW REQUIREMENT

WHENEVER ANY PART OF THE TURNPIKE TRAVELED SURFACE IS CLOSED, THE MOTORISTS SHALL BE WARNED AND DIRECTED BY THE CONTRACTOR THROUGH THE USE OF ONE FLASHING ARROW FOR EACH LANE CLOSED. ADDITIONALLY, THE PROVISIONS SET FORTH IN THE OMUTCD AND THE APPLICABLE STANDARD CONSTRUCTION DRAWINGS SHALL BE MET.

E. FLAGGERS AND LAW ENFORCEMENT OFFICERS

THE CONTRACTOR SHALL FURNISH ADDITIONAL FLAGGERS AS DIRECTED BY THE ENGINEER. LAW ENFORCEMENT OFFICERS (LEO'S) SHALL BE REQUIRED FOR TRAFFIC DIRECTION ONLY UNDER THE FOLLOWING CIRCUMSTANCES: (1) IF TRAFFIC MUST MOVE AGAINST SIGNAL PHASING.

IV. MAINTENANCE OF TRAFFIC MATERIALS

A. SIGNS

SIGN DIMENSIONS AND SPECIFICATIONS, INCLUDING LETTER SIZES SHALL BE AS PROVIDED IN THE OMUTCD, OR IN DESIGN DRAWINGS PROVIDED BY THE COMMISSION. THE SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER PRIOR TO THE START OF THE PROJECT.

B. SIGN SUPPORTS

SIGN SUPPORTS SHALL BE OF SUFFICIENT SIZE AND HEIGHT AS TO SUPPORT THE SIGNS AT THE APPROPRIATE HEIGHT. SUPPORTS SHALL BE ADEQUATE IN MASS AND STABILITY TO PREVENT THE SIGNS FROM BEING BLOWN OVER BY WIND OR VEHICULAR GENERATED AIR TURBULENCE.

C. WORK ZONE PAVEMENT MARKINGS

THE WORK ZONE PAVEMENT MARKINGS SHALL BE 4" WIDE, UNLESS NOTED OTHERWISE ON THE PLANS. ITEM SP 641C - REMOVAL OF PAVEMENT MARKINGS SHALL BE UTILIZED FOR THE REMOVAL OF EXISTING PAVEMENT MARKINGS, THAT WERE PRESENT PRIOR TO THE START OF CONSTRUCTION THAT CONFLICT WITH THE WORK ZONE PAVEMENT MARKINGS AND FOR THE REMOVAL OF ITEM 614 - WORK ZONE PAVEMENT MARKINGS.

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

WORK ZONE PAVEMENT MARKINGS SHALL BE INSTALLED BY THE CONTRACTOR AS PER ITEM 614 OR PER ITEM 641.

PAYMENT FOR WORK ZONE PAVEMENT MARKINGS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM SP 614 - MAINTAINING TRAFFIC. PAYMENT SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS NECESSARY TO REMOVE CONFLICTING MARKINGS, INSTALL WORK ZONE MARKINGS, MAINTAIN AND REPLACING DAMAGED WORK ZONE MARKINGS, AND REMOVE WORK ZONE MARKINGS WHEN NO LONGER APPLICABLE.

D. GUARDRAIL DELINEATION

GUARDRAIL DELINEATION SHALL CONSIST OF AKT CORPORATION MODEL 567 ONE-WAY DELINEATORS INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. THE DELINEATORS SHALL BE SPACED 100' (MIN.), WITH ALL GUARDRAIL RUNS HAVING NO LESS THAN 2 DELINEATORS (ONE DELINEATOR ON THE BEGIN AND ONE ON THE END OF THE GUARDRAIL RUN).

PAYMENT FOR GUARDRAIL DELINEATION SHALL BE INCLUDED WITH ITEM SP 614 MAINTAINING TRAFFIC. SUCH PAYMENT SHALL INCLUDE PROVIDING, INSTALLING, MAINTAINING, REPLACING DAMAGED DELINEATORS AND REMOVING, AS SPECIFIED, FOR THE ABOVE SAID GUARDRAIL DELINEATION.

PAYMENT

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM SP 614 AND APPLICABLE PORTIONS OF THE ODOT STANDARD CONSTRUCTION DRAWINGS, ODOT CONSTRUCTION & MATERIAL SPECIFICATION (C&MS) AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM SP614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR (FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS)

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED ON S.R. 83.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP). IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.
- WHEN CONSTRUCTION VEHICLES ARE ENTERING/EXITING THE ZONE DIRECTLY FROM/INTO AN OPEN LANE OF TRAFFIC. IF A LANE HAS BEEN CLOSED TO PROVIDE AN ACCELERATION/DECELERATION LANE FOR THE VEHICLE, THE LEO WILL NOT BE REQUIRED.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEO'S DUTIES AND PLACEMENT AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHOULD REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614- LAW ENFORCEMENT OFFICER WITH PATROL CAR, 32 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR.

7	21	PROJECT 43-16-06	DATE: 10/22/15	M.P. 150.5	LORAIN COUNTY	MAINTENANCE OF TRAFFIC NOTES				DESIGNED	CHECKED	NO.	REVISED	BY	DATE	DESIGN AGENCY
						TWB	CMM	1	ADDENDUM 1	CAC	10/15	CAC	10/15	CAC	10/15	CAC

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION