

**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

ADDENDUM NO. 1

**PROJECT NO. 70-17-01
EMBANKMENT REHABILITATION PROJECT
EASTBOUND MAINLINE
MILEPOST 222.20 TO MILEPOST 222.45
MAHONING COUNTY, OHIO**

EXTENDED OPENING DATE: 2:00 P.M. (EASTERN TIME), JUNE 26, 2017

ALL BIDS MUST BE ELECTRONICALLY SUBMITTED THROUGH BID EXPRESS

ATTENTION OF BIDDERS IS DIRECTED TO:

**MODIFICATIONS TO THE NOTICE AND COVER PAGE EXTENDING THE
OPENING DATE**

-AND-

QUESTIONS AND ANSWERS THROUGH 12:00 P.M. ON MAY 30, 2017

-AND-

MODIFICATIONS TO PLAN SHEET NOS. 3, 4 AND 5 OF 5

Issued by the Ohio Turnpike and Infrastructure Commission on May 30, 2017. Issuance authorized by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contracts Administration.


Anthony D. Yacobucci Date 5/30/17


Mark R. Musson Date 5/30/17

**OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
ADDENDUM NO. 1
PROJECT NO. 70-17-01**

QUESTIONS AND ANSWERS THROUGH 12:00 P.M. ON MAY 30 , 2017

Q#1 Are we permitted to turn empty trucks around in the median crossovers if we install the proper maintenance of traffic measures? I am considering using the turn-around near mile post 223.1

A#1 The Contractor shall not use the median crossovers from Milepost 220 to Milepost 227 for turning around. Crossovers West of Milepost 220 and East of Milepost 227 are available for turning vehicles around provided the Contractor submits a detailed temporary traffic control plan that the Chief Engineer approves. In no circumstances will the Commission waive the requirements of SP 104.

Q#2 Note 3 on Sheet 3 states we are to remove & replace the slope material and embankment material furnished, placed & compacted. The last sentence of note 3 states all excavated material, not reused, shall be disposed of. My questions is: Can a “Borrow” item be added. If the material turns out to be suitable, it remains on-site and is reused. If it is unsuitable, it is hauled off & replaced using the borrow item. The borrow item should include hauloff & replacement material. The excavation & embankment items should cover the item of work with no trucking off-site.

A#2 Plan Sheet Nos. 3 of 5 and 5 of 5 have been reviewed and revised. Note 3 on Plan Sheet No. 3 of 5 has been revised to provide clarity regarding the reuse of existing embankment material. Additionally, plan quantity for Item No. 203 – Embankment has been revised from 22,000 to 11,000 CY on the summary table on Plan Sheet 3 of 5. Additionally, a quantity of 11,000 CY of Item No. 203 – Borrow, As Per Plan has been added to the summary table on Plan Sheet 3 of 5 to provide the Contractor with a pay item if borrow is required, and the note below the table has been revised as well. A plan note has been added on Plan Sheet 5 of 5 providing additional information and clarification regarding Item No. 203 - Borrow, As Per Plan, and Item 203 - Embankment. The unit prices bid for each Item No. 203 shall remain firm regardless of the deviation from estimated quantities and actual quantities installed and accepted, anything provided in the Contract Documents notwithstanding. The Estimated Quantities on Plan Sheet No. 5 of 5 has been revised to include 11,000 CU.YD. of Item No. 203 - Borrow, As Per Plan, and the quantity of Item No. 203 - Embankment has been revised from 22,000 to 11,000. Similar revisions have been made to the Estimated Quantity Worksheet. Revisions to Plan Sheet Nos. 3 and 5 of 5 and the Estimated Quantity Worksheet are included with this Addendum No. 1.

Q#3 The slope repair typical detail on page 3 of 5 shows the thickness of the 302 Asphalt base at 6”, and the quantity table below the detail on the same page calls out the 302 Asphalt base at 8” thick. Can you please specify what the plan thickness is for the 302 Asphalt Concrete Base item?

A#3 *This Addendum No. 1 revises Plan Sheet No. 3 of 5 to modify the thickness specified for Item No. 302 - Asphalt Concrete Base from 8" to 6". Additionally, the quantity for Item No. 302 - Asphalt Concrete Base is revised from 115 to 90 CY in the table on Plan Sheet No. 3 of 5. The general summary on Plan Sheet No. 5 of 5 is revised accordingly. Revised Plan Sheet Nos. 3 and 5 of 5 and the revised Estimated Quantity Worksheet are incorporated into the Contract Documents through this Addendum No. 1.*

Q#4 The detail shown on page 4 of 5 (Benching Slope Drain Detail) shows Granular Embankment above the pipe that varies in height. The granular embankment is incidental to the Benching Slope Detail. Given that field conditions could affect this quantity greatly, could an item be added to the project for Granular Embankment?

A#4 *This Addendum No. 1 revises Plan Sheet No. 4 of 5. The Note for Item Special – Benching Slope Drain now includes 362 C.Y. of Item No. 203 – Granular Embankment as a separate pay item and is no longer incidental to Item No. Special – Benching Slope Drain. Plan Sheet No. 5 of 5 has been revised as well through this Addendum No. 1. Item No. 203 – 362 CU.YD. Granular Embankment has been added to the ESTIMATED QUANTITIES. Revised Plan Sheet Nos. 4 and 5 of 5 and the revised Estimated Quantity Worksheet are incorporated into the Contract Documents through this Addendum No. 1.*

Q#5 Can the size of the type E conduit be provided for the detail on page 4 of 5 (Benching Slope Drain Detail)?

A#5 *This Addendum No. 1 revises Plan Sheet No. 4 of 5 so the detail now specifies the conduit size as 6". Revised Sheet No. 4 of 5 is incorporated into the Contract Documents through this Addendum No. 1.*

Q#6 Is there an estimate on this project?

A#6 *The Commission does not publish the Engineer's Estimate until after the bid opening deadline.*

Attachments:

Revised Plan Sheet Nos. 3, 4 and 5 of 5 substituting, superseding and incorporated in the place of those respective original Contract Documents.

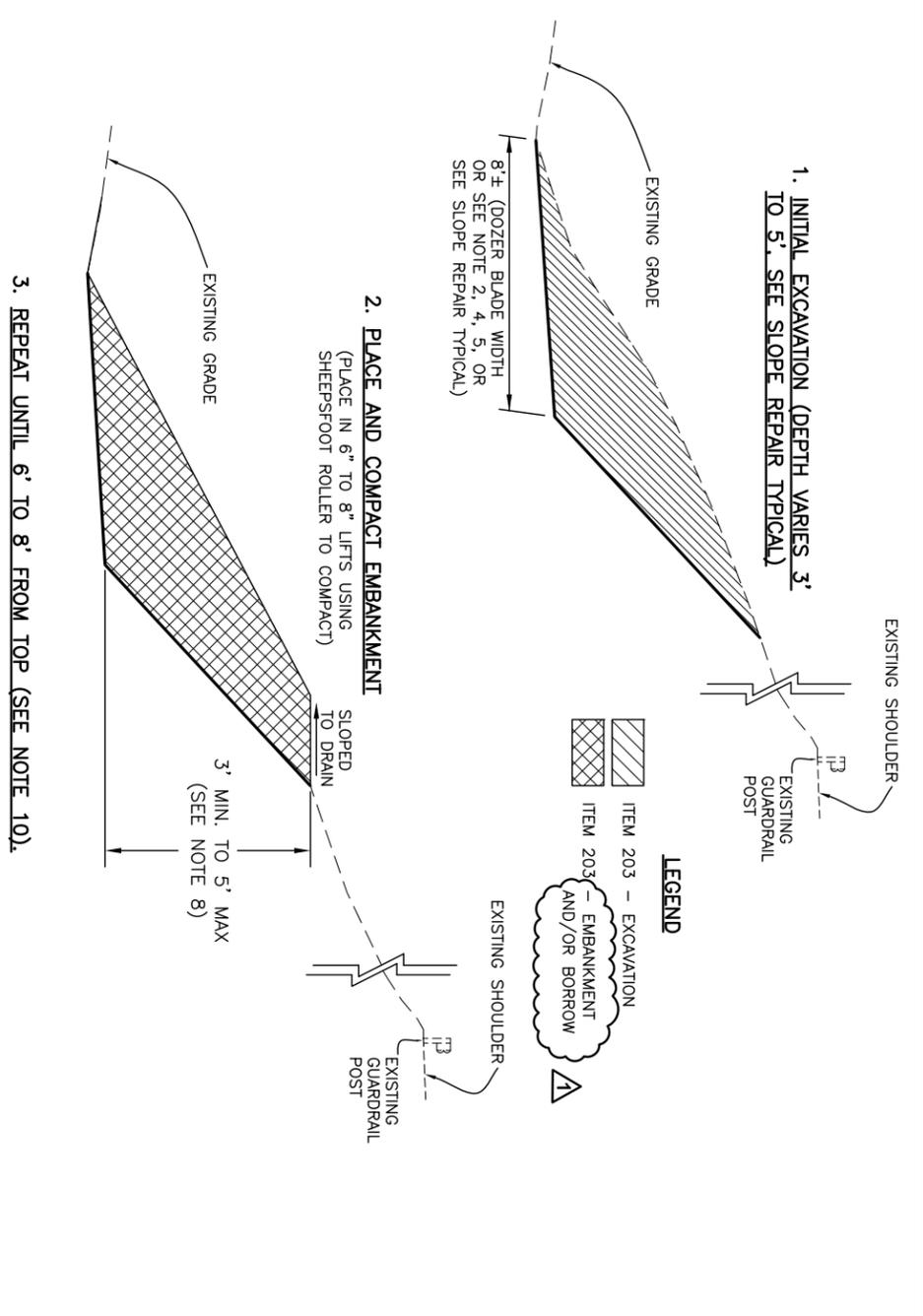
Addendum No. 1 to Contract 70-17-01:

(Firm Name)

(Signature)

(Printed Name)

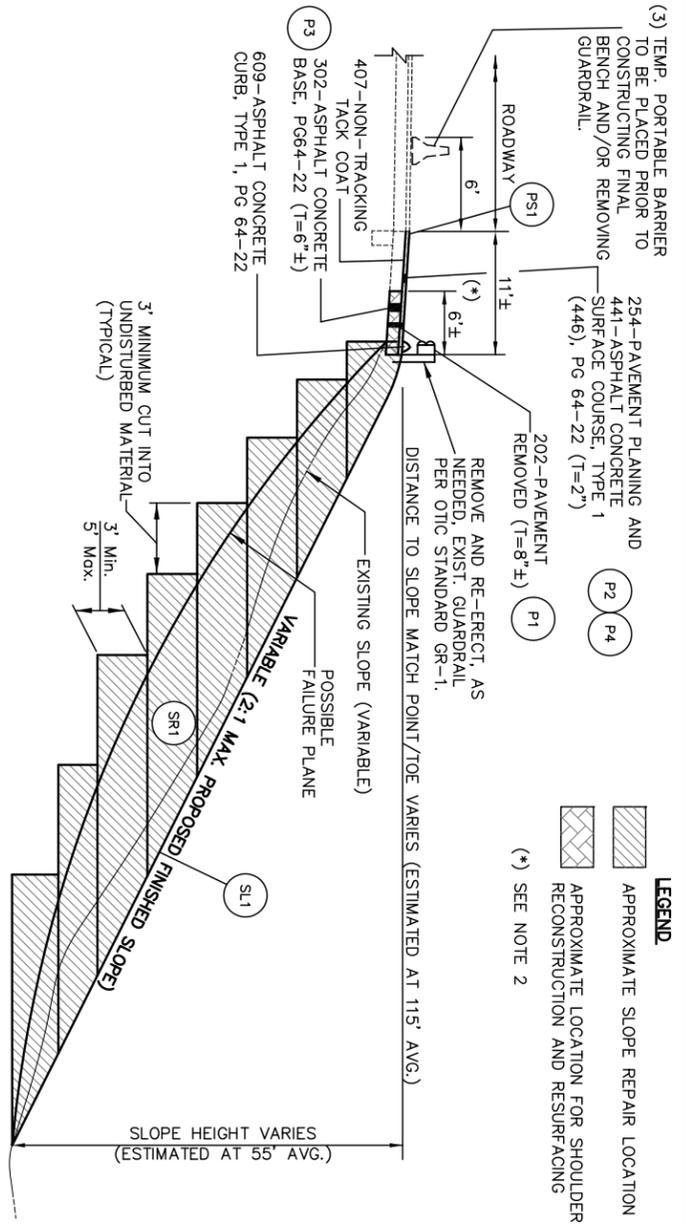
Date: _____



SUGGESTED SLOPE REPAIR SEQUENCE OF CONSTRUCTION

NOTES

1. THE GENERAL AREA OF SLOPE FAILURE REPAIR IS SHOWN ON AND IN THE PLANS AND MAY BE ADJUSTED BY THE CHIEF ENGINEER TO ENSURE THE INTENT OF THE PLANS ARE ACHIEVED.
2. THE FAILURE PLANE SHOWN AND THE LIMITS OF CORRECTIVE WORK ARE ESTIMATED. THE ACTUAL FAILURE PLANE SHALL BE DETERMINED BY CAREFUL TRENCHING NORMAL TO THE EMBANKMENT PRIOR TO ANY EXCAVATION AND/OR REMOVAL OF THE FAILED EMBANKMENT MATERIAL. THE PRESENCE OF, AND LOCATION OF, THE FAILURE PLANE SHALL BE VERIFIED BY THE ENGINEER AND TESTING LAB.
3. THE EXISTING SLOPE SHALL BE BENCHED AS SHOWN ON THE PLANS AND EMBANKMENT AND/OR BORROW MATERIAL SHALL BE FURNISHED, PLACED AND COMPACTED IN ACCORDANCE WITH ITEM 203. ALL EMBANKMENT MATERIAL SUPPLIED UNDER ITEM 203 - EMBANKMENT, SHALL BE TESTED BY THE COMMISSION TO ENSURE THAT THE MATERIAL CONFORMS TO A-4a, A-6a, OR A-6b SOIL CLASSIFICATION AND THAT MATERIAL HAS A MAXIMUM DRY DENSITY OF 110 PCF OR GREATER AS DETERMINED BY ODOT SUPPLEMENT 1015. THE CONTRACTOR MAY REUSE SOME OR ALL OF THE EXISTING SLOPE MATERIAL PROVIDED THE EXISTING SLOPE MATERIAL IS REWORKED AND MODIFIED, AT THE CONTRACTOR'S EXPENSE, TO MEET THE SOIL REQUIREMENTS SPECIFIED ABOVE. ALL EXCAVATED MATERIAL NOT REUSED, SHALL BE DISPOSED OF IN ACCORDANCE WITH SP 105.
4. BENCHING AND LIMITS OF CORRECTIVE WORK SHOWN ON THE PLANS MAY BE MODIFIED IN ACCORDANCE WITH THE FIELD CONDITIONS TO ENSURE THAT THE FAILURE PLANE IS LOCATED AND MATERIAL IS REMOVED AND REPLACED TO THE DIMENSIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE CHIEF ENGINEER.
5. BENCHES SHALL BE CUT INTO SOFT OR LOOSE MATERIAL AND EXTEND A MINIMUM OF 3 FEET BEYOND THE FAILURE PLANE INTO FIRM AND STABLE MATERIAL.
6. THE TOP 6 INCHES OF EMBANKMENT REMAINING AFTER REMOVAL TO THE SPECIFIED DEPTH SHALL BE COMPACTED TO A MINIMUM DENSITY OF 98% (AASHTO T-99) PRIOR TO PLACING NEW EMBANKMENT MATERIAL.
7. THE SURFACE OF BENCHED AREAS SHALL BE SLOPED TO DRAIN DURING INCLEMENT WEATHER TO PREVENT SATURATION OF THE CONSTRUCTED BENCHES.
8. PLACEMENT AND COMPACTION OF EMBANKMENT SHALL BE DONE IN NO MORE THAN 8" LIFTS.
9. THE SLOPE REPAIR SEQUENCE OF CONSTRUCTION SHOWN ON THIS SHEET CORRESPONDS TO THE SLOPE REPAIR TYPICAL ON THIS SHEET. THE REPAIR SEQUENCE IN OTHER AREAS SHALL BE CONSTRUCTED IN SIMILAR SEQUENTIAL ORDER BEGINNING WITH INITIAL FILL.
10. WHEN THE SLOPE REPAIR IS WITHIN 8 FEET OF THE TOP, OR WHEN THE STABILITY OF THE GUARDRAIL IS IN QUESTION, THE CONTRACTOR SHALL INSTALL THE TEMPORARY PORTABLE BARRIER AND REMOVE THE GUARDRAIL ALONG THE SLOPE REPAIR AREA. THIS SHALL BE DONE TO FACILITATE THE REMAINING 6' TO 8' OF SLOPE REPAIR.
11. ALTHOUGH A TYPICAL CROSS SECTION IS PROVIDED INDICATING SUGGESTED BENCHING OF THE EMBANKMENT FOUNDATION THROUGHOUT THE PROJECT, NO WAIVER OF SPECIFICATION IS INTENDED. ALL SLOPE EMBANKMENT AREAS SHALL BE BENCHED AS SET FORTH IN ITEM 203, OR AS DIRECTED BY THE CHIEF ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER ITEM 203.



SLOPE REPAIR TYPICAL

NOTES

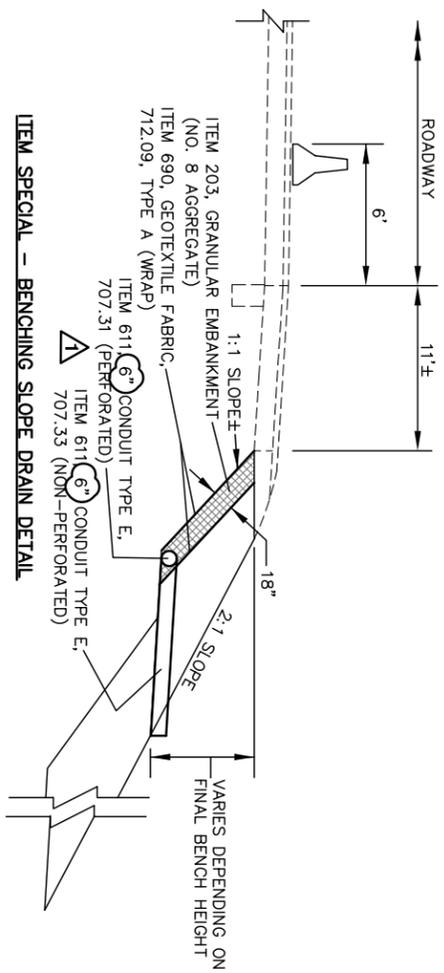
- (1) - NUMBER OF BENCHES VARIES PER HEIGHT
- (2) - SHOULDER PAVEMENT SHALL BE REMOVED AND REPLACED FOR THE SPECIFIED WIDTH. THE CONTRACTOR SHALL FULL DEPTH SAW CUT TO GIVE A CLEAN FACE. ALL VERTICAL SURFACES SHALL BE CLEANED AND TACK COATED. THE COST OF THE SAW CUT AND CLEANING SHALL BE INCIDENTAL TO ITEM 202 PAVEMENT REMOVED.
- (3) - THE RIGHT LANE SHALL REMAIN CLOSED IN ACCORDANCE WITH OTC STANDARD DRAWING TOR-2 WHEN TEMPORARY PORTABLE BARRIER (TPB) IS IN PLACE. THE COST OF THE REQUIRED ZONE, INCLUDING TPB, SHALL BE INCIDENTAL TO ITEM SP 614. ALL TPB SUPPLIED SHALL BE IN ACCORDANCE WITH SP 622A. CONTRACTOR SHALL UTILIZE OTC STANDARD DRAWING TOR-1 FOR INGRESS AND EGRESS OF TRUCK WITHIN THE CLOSED RIGHT LANE FOR BARRIER SETTING OPERATION.
- (4) - EDGE LINE SHALL BE 6" IN ACCORDANCE WITH OTC STD. DWG. RPM-1.

REF NO.	APPROX. LOCATION	PAVEMENT REMOVED (T=1")	PAVEMENT PLANING, ASPHALT CONCRETE (T=2")	ASPHALT CONCRETE BASE, PG 64-22 (T=6")	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446) PG64-22 (T=2")	EXCAVATION (APPROXIMATE) (#)	EMBANKMENT (#)	BORROW, AS PER PLAN (#)	WHITE EDGE LINE, TYPE 1, AS PER PLAN	SONIC NAP ALERT PATTERN (SNAP)	NON-TRACKING TACK COAT	SEEDING AND MULCHING CLASS 2	COMMERCIAL FERTILIZER	WATER	SLOPE EROSION PROTECTION MAT TYPE A
P1	293+00-299+50	450													
P2	293+00-299+50		800												
P3	293+00-299+50			90											
P4	293+00-299+50				50										
SR1	293+00-299+50				22000		11000	11000							
SL1	293+00-299+50								0.15	0.13			8500	1	50
PS1	293+00-299+50									0.15	0.13		8500	1	50
	SUBTOTAL	450	800	90	50	22000	11000	11000	0.15	0.13	100	8500	1	50	8500

(#) - THE ESTIMATED QUANTITIES FOR EXCAVATION AND EMBANKMENT AND BORROW ARE APPROXIMATE AND BASED ON A SET REMOVAL AREA OF 15' X 5' X 650' FOR APPROXIMATELY 12 BENCHES. THE ACTUAL EXCAVATION AND EMBANKMENT AND/OR BORROW QUANTITIES SHALL BE VERIFIED BY FIELD SURVEY. THE CONTRACTOR SHALL FIELD SURVEY THE SLOPE REPAIR AREA PRIOR TO, DURING, AND AFTER EXCAVATION AND EMBANKMENT OPERATIONS. THE SURVEY SHALL GENERATE CROSS SECTIONS AT 50 FOOT INTERVALS. AVERAGE END AREAS WILL BE USED TO DETERMINE THE ACTUAL AMOUNT OF MATERIAL REMOVED AND REPLACED. THE COST OF SURVEYING, GENERATING CROSS SECTIONS AND QUANTITIES SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 623.

* - SEE SHEET 5 OF 5 FOR ADDITIONAL INFORMATION.

DESIGNED JJS	CHECKED AJC	NO. Δ	REVISIONS	BY	DATE
			ADDENDUM NO. 1	JJS	5/30/17
DRAWN JJS	IN CHARGE DCA				



ITEM SPECIAL - BENCHING SLOPE DRAIN DETAIL

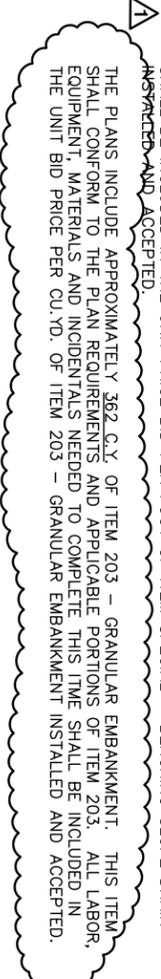
ITEM SPECIAL - BENCHING SLOPE DRAIN
 THIS ITEM SHALL CONSIST OF THE CONTRACTOR INSTALLING A SLOPE DRAIN, AS DETAILED ABOVE, IN THE FINAL BENCH OF THE SLOPE REPAIR. SLOPE DRAIN HEIGHT WILL VARY DEPENDING ON FINAL BENCH HEIGHT. THE TOP OF THE AGGREGATE DRAIN SHALL BE 30" BELOW TOP OF FINISHED GRADE. THE CONDUIT TYPE E, SHALL BE PERFORATED AS CALLED FOR UNDER ITEM 605 UNCLASSIFIED PIPE UNDERDRAINS. TRANSVERSE OUTLETS FOR THE TYPE E CONDUIT SHALL BE INSTALLED AT 50' INTERVALS, OR AS DIRECTED BY THE CHIEF ENGINEER AND SHALL BE NON-PERFORATED CONDUIT, 707.33. THE DRAINAGE CONDUIT SHALL BE SLOPED 1/4" PER FOOT TRANSVERSELY AWAY FROM THE BENCHING SLOPE DRAIN AND DISCHARGED OUT THE SLOPE FACE AT 50' INTERVALS, UNLESS DIRECTED OTHERWISE BY THE CHIEF ENGINEER.

THE USE OF CRUSHED GRAVEL AND/OR SLAG FOR GRANULAR EMBANKMENT WILL NOT BE PERMITTED. THE GRANULAR EMBANKMENT SHALL BE PLACED IN LIFTS AS THE EMBANKMENT IS CONSTRUCTED AND WRAPPED WITH ITEM 690, GEOTEXTILE FABRIC.

ADDITIONALLY, THE CONTRACTOR SHALL INSTALL BENCHING SLOPE DRAIN MID-SLOPE FOR THE LENGTH OF THE PROJECT AREA, OR AS DIRECTED BY THE CHIEF ENGINEER. THE SLOPE DRAIN SHALL BE INSTALLED AS DETAILED ABOVE WITH THE FINAL HEIGHT OF THE BENCHING SLOPE DRAIN MATCHING THE HEIGHT OF THE BENCH BEING CONSTRUCTED.

THE PLANS INCLUDE APPROXIMATELY 1300 FEET OF ITEM SPECIAL - BENCHING SLOPE DRAIN, BUT THE QUANTITY MAY BE ADJUSTED BY THE CHIEF ENGINEER. ALL LABOR, EQUIPMENT, MATERIALS, CONNECTIONS, CONDUIT, GEOTEXTILE FABRIC, AND INCIDENTALS NEEDED TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT OF ITEM SPECIAL - BENCHING SLOPE DRAIN ~~INSTALLED AND ACCEPTED.~~

THE PLANS INCLUDE APPROXIMATELY 362 C.Y. OF ITEM 203 - GRANULAR EMBANKMENT. THIS ITEM SHALL CONFORM TO THE PLAN REQUIREMENTS AND APPLICABLE PORTIONS OF ITEM 203. ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NEEDED TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT BID PRICE PER CU.YD. OF ITEM 203 - GRANULAR EMBANKMENT INSTALLED AND ACCEPTED.



	PROJECT 70-17-01	MISCELLANEOUS DETAIL(S)	DESIGNED	CHECKED	NO.	REVISIONS	BY	DATE	DESIGN AGENCY
			JJS	AJC	1	ADDENDUM NO. 1	JJS	5/30/17	
			DRAWN	IN CHARGE					
			JJS	DCA					

GENERAL NOTES

SAFETY AND CONTINUITY OF OPERATIONS OF TRAFFIC ON THE OHIO TURNPIKE SHALL BE OF THE UTMOST IMPORTANCE AND SHALL AT ALL TIMES BE PROTECTED AND SAFEGUARDED. THE CONTRACTOR SHALL DAILY, NOT LATER THAN 12 O'CLOCK NOON, INFORM THE CHIEF ENGINEER AS TO HIS OPERATIONS AND METHOD OF WORK FOR THE FOLLOWING DAY. WHENEVER SUCH WORK, IN THE OPINION OF THE CHIEF ENGINEER, MAY AFFECT THE SAFETY OF TRAFFIC ON THE OHIO TURNPIKE, THE METHOD OF DOING SUCH WORK SHALL BE SUBMITTED TO THE CHIEF ENGINEER FOR APPROVAL, WITHOUT WHICH IT SHALL NOT BE COMMENCED OR PROCEEDED. ANY REQUEST FOR WORK INVOLVING LANE CLOSURE(S) MUST BE SUBMITTED ON AN APPROVED LANE CLOSURE REQUEST FORM SUPPLIED BY THE COMMISSION.

EXISTING UTILITIES
 AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL CONTACT THE OHIO UTILITIES PROTECTION SERVICE AND THE OWNERS OF ANY UNDERGROUND UTILITY FACILITY IN THE AREA FOR APPROPRIATE MARKING. THE CONTRACTOR SHALL BE AWARE THAT WITHIN THE PROJECT LIMITS, QUEST/CENTURYLINK AND THE OHIO TURNPIKE HAVE FIBER OPTIC CABLES RUNNING ALONG THE NORTH SIDE OF THE TURNPIKE AND IN THE MEDIAN ON THE WESTBOUND SIDE.

AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING ANY CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE EXISTING UNDERGROUND LIGHTING OR O.T.I.C. COMMUNICATIONS FACILITIES, THE CONTRACTOR SHALL NOTIFY:

EASTERN DIVISION TRADES
 OHIO TURNPIKE AND
 INFRASTRUCTURE COMMISSION
 682 PROSPECT ST.
 BEEBEA, OHIO 44017
 440-234-2081

ITEM 201 - CLEARING AND GRUBBING
 CLEARING AND GRUBBING HAS BEEN ADDED TO THE PLANS TO FACILITATE REMOVAL OF TREES AND SHRUBS AND OTHER DEBRIS WITHIN THE PROJECT LIMITS FOR THE SLOPE REPAIR. AN APPROXIMATE AREA OF 10000 S.Y. IS PROVIDED FOR ESTIMATING PURPOSES BUT MAY BE ADJUSTED BY THE CHIEF ENGINEER TO INSURE THAT THE PLAN INTENT IS MET AND THE CONTRACTOR IS PROVIDED A REASONABLE WORK AREA. ALL CLEARING AND GRUBBING SHALL REMAIN WITHIN TURNPIKE RIGHT OF WAY. ALL LABOR MATERIALS, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR THIS ITEM.

ITEM 604 - CATCH BASIN FRAME AND GRATE, AS PER PLAN
 THIS ITEM CONSISTS OF THE FOLLOWING: THE CONTRACTOR SHALL SAW CUT THE ASPHALT PAVEMENT AROUND THE EXISTING CATCH BASIN, A MINIMUM OF 12 INCHES FROM THE FRAME WHICH SHALL INCLUDE THE ASPHALT CURB, THEN REMOVE THE FRAME, GRATE, ASPHALT CURB AND ASPHALT CONCRETE PAVEMENT MATERIAL. CARE SHALL BE TAKEN TO PREVENT DAMAGE TO THE EXISTING INLET STRUCTURE DURING THE REMOVAL PROCESS. THE NEW FRAME AND GRATE SHALL BE RESET TO MATCH EXISTING GRADE AND THE AREA AROUND THE CATCH BASIN FRAME, INCLUDING THE REMOVED CURBING, SHALL BE RESTORED WITH CLASS OC1 CONCRETE. THE CURBING SHALL BE REFORMED AND FINISHED TO MATCH THE CURBING PROFILE. ALL SURFACES SHALL HAVE A SMOOTH FINISH.

THE REPLACEMENT FRAME AND GRATE SUPPLIED SHALL BE HEAVY DUTY.

ALL SAW CUTTING, CONCRETE, LABOR, EQUIPMENT, MATERIALS, SURVEYING, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE UNIT BID PRICE PER EACH FOR ITEM 611, CATCH BASIN FRAME AND GRATE.

OTIC STANDARD DRAWINGS CB-1 AND CB-2 ARE PROVIDED FOR INFORMATION AS TO THE TYPES OF CATCH BASINS THAT MAY BE ENCOUNTERED.

TEMPORARY PORTABLE BARRIER
 THE CONTRACTOR SHALL PROVIDE TEMPORARY PORTABLE BARRIER IN ACCORDANCE WITH SP 622A. TEMPORARY PORTABLE BARRIER SHALL BE IN PLACE PRIOR TO CONSTRUCTING THE FINAL BENCH OR REMOVING ANY GUARDRAIL. THE COST OF ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO PROVIDE THE TEMPORARY PORTABLE BARRIER FOR THIS PROJECT, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF ITEM SP 614 MAINTAINING TRAFFIC. TPB TAPER RATE AND PLACEMENT SHALL BE IN ACCORDANCE WITH MT-95.40 AND PLAN TYPICALS.

ITEM 611 - CATCH BASIN, RECONSTRUCTED TO GRADE
 THE FOLLOWING ITEM HAS BEEN INCLUDED IN THE QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR THE ADJUSTMENT OF CATCH BASIN AS DETAILED IN OTIC STANDARD DRAWINGS CB-1 AND CB-2. ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE ITEM SHALL BE INCLUDED IN THE BID PRICE PER ITEM:

3 EACH

EXISTING FRAMES AND GRATES SHALL BE DISPOSED OF AND NEW FRAMES AND GRATES WILL BE PAID FOR UNDER ITS RESPECTIVE BID ITEM.

ITEM 619 - FIELD OFFICE, AS PER PLAN
 THE FIELD OFFICE PROVIDED SHALL MEET THE REQUIREMENTS OF ITEM 619, TYPE B FIELD OFFICE WITH THE FOLLOWING EXCEPTION(S):
 - THE FIELD OFFICE WILL BE PAID AT THE CONTRACT LUMP SUM PRICE BID, WHICH SHALL BE FULL COMPENSATION FOR FURNISHING AND MAINTAINING FACILITIES, ALL UTILITIES, HEAT, ELECTRIC, TELEPHONES, INTERNET, WEEKLY CLEANING AND REMOVAL OF FACILITIES UPON COMPLETION OF THE CONTRACT.

ITEM SP 626 - BARRIER REFLECTOR, TYPE A (WHITE)
 PRIOR TO COMPLETION OF THE PROJECT, THE CHIEF ENGINEER SHALL IDENTIFY GUARDRAIL LOCATIONS WITHIN PROJECT LIMITS THAT REQUIRE INSTALLATION, REPAIR, OR REPLACEMENT OF BARRIER REFLECTORS. FOR THIS PURPOSE, A QUANTITY OF ITEM SP 626, BARRIER REFLECTOR, TYPE A 20 EACH IS INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR THOSE LOCATIONS REQUIRING BARRIER REFLECTORS REPAIR, REPLACEMENT, AND/OR INSTALLED.

ALL LABOR, EQUIPMENT AND MATERIALS NEEDED TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE BID PRICE FOR THE ITEM.

LORDSTOWN SLAG
 THE CONTRACTOR SHALL BE AWARE THAT SOLIDIFIED LORDSTOWN SLAG MAY BE ENCOUNTERED IN THE SHOULDER SUBGRADE DURING CONSTRUCTION OPERATIONS. THE COST OF REMOVING AND PROPERLY DISPOSING OF THE SOLIDIFIED SLAG SUBGRADE SHALL BE CONSIDERED INCIDENTAL TO ITEM 202, PAVEMENT REMOVED. THE CONTRACTOR SHALL PLAN ITS WORK ACCORDINGLY.

ITEM 304 AGGREGATE BASE, AS PER PLAN
 THE FOLLOWING CONTINGENCY QUANTITY OF 100 C.Y. HAS BEEN ADDED TO THE PLANS FOR USE AS DIRECTED BY THE CHIEF ENGINEER, IN REPLACING SUBGRADE AREAS WHERE LORDSTOWN SLAG WAS ENCOUNTERED AND REMOVED. THIS ITEM SHALL CONFORM TO SECTION 703.17 OF THE SPECIFICATIONS, EXCEPT CRUSHED GRAVEL AND SLAG SHALL NOT BE USED. THE AGGREGATE SUPPLIED SHALL HAVE THE FOLLOWING GRADATION:

NO.	NO. 200	NO. 30	NO. 4	NO. 10
1	100	60 - 85	50 - 70	30 - 60
2	100	9 - 33	0 - 7	
3/4				
NO. 4				
NO. 30				
NO. 200				

ALL LABOR, EQUIPMENT AND MATERIALS NEEDED TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE BID PRICE FOR THE ITEM.

CONTRACTOR STAGING AREA
 THE AVAILABLE CONTRACTOR STAGING AREAS WILL BE EXIT 218 ADJACENT TO THE OTIC SALT DOME. IF A CONTRACTOR CHOOSES A STAGING AREA WITHIN THE TURNPIKE RIGHT OF WAY OTHER THAN WHAT IS INDICATED IN THE PLANS, IT MUST BE SUBMITTED TO THE CHIEF ENGINEER FOR APPROVAL PRIOR TO USE.

THE STAGING AREA SHALL BE MAINTAINED BY THE CONTRACTOR AND RESTORED TO ORIGINAL CONDITION TO THE APPROVAL OF THE ENGINEER PRIOR TO COMPLETION OF ALL WORK.

ITEM SP 614 - MAINTAINING TRAFFIC, AS PER PLAN
 IN ADDITION TO THE REQUIREMENTS OF ITEM SP 614 - MAINTAINING TRAFFIC, THE FOLLOWING SHALL APPLY:

- PROJECT CONSTRUCTION ACCESS POINT
- IT IS ANTICIPATED THAT THE CONTRACTOR WILL ACCESS THE PROJECT AREA FROM THE MAINLINE ROADWAY AT APPROXIMATELY MP 222.2. THE CONTRACTOR SHALL REMOVE THE GUARDRAIL AND CURBING, AS NEEDED, AND INSTALL A STONE DRIVE TO TRANSITION FROM THE MAINLINE SHOULDER TO THE GRASS/EXISTING GROUND. THE CONTRACTOR SHALL USE TPB TO PROTECT THE ACCESS POINT. THE TPB SHALL BE IN ACCORDANCE WITH SP 622A. THE TPB CAN BE STARTED BY LAPING AT LEAST ONE SECTION OF TPB BEHIND THE EXISTING GUARD RAIL AND TAPERING THE REST OUT IN ACCORDANCE WITH MT-95.40. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL RESTORE THE GUARDRAIL AND CURBING. THE STONE DRIVE MAY REMAIN AT NO ADDITIONAL COST TO THE COMMISSION. ALL LABOR, EQUIPMENT, MATERIALS, TPB AND INCIDENTALS NEEDED TO CREATE THE CONSTRUCTION ACCESS POINT SHALL BE CONSIDERED INCIDENTAL TO SP 614.

CONTINGENCY QUANTITIES
 THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE CHIEF ENGINEER" UNLESS AUTHORIZED BY THE CHIEF ENGINEER. THE ACTUAL WORK LOCATION AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING THE COMPLETION OF THIS PROJECT.

INCLEMENT WEATHER
 THE CONTRACTOR SHALL BE AWARE OF AND PREPARE FOR CHANGING WEATHER CONDITIONS. WHEN CONDITIONS DICTATE, OR AS DIRECTED BY THE CHIEF ENGINEER, THE CONTRACTOR SHALL PROVIDE AND UTILIZE NECESSARY EQUIPMENT TO PREVENT WATER FROM PONDING ALONG THE MILLED SURFACE AND FLOWING INTO AND ACROSS ACTIVE TRAFFIC LANES.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY FOR THE ABOVE MENTIONED SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 614 - MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 203 - BORROW
 THE FOLLOWING ITEM HAS BEEN INCLUDED IN THE PLANS FOR USE BY THE CONTRACTOR, AT THE DIRECTION OF THE CHIEF ENGINEER, TO REPLACE EXISTING EMBANKMENT MATERIAL THAT DOES NOT MEET THE REQUIREMENTS AS SPECIFIED IN THE PLANS. PRIOR TO PROVIDING BORROW MATERIAL, THE CONTRACTOR SHALL SUPPLY THE COMMISSION WITH THE BORROW LOCATIONS SO THAT THE BORROW MATERIAL CAN BE TESTED BY THE COMMISSION. BORROW MATERIAL SUPPLIED SHALL BE TESTED TO ENSURE THAT THE BORROW MATERIAL CONFORMS TO A-4s, A-6s, OR A-6s SOIL CLASSIFICATIONS AND CONFORMS TO ALL APPLICABLE PLAN REQUIREMENTS AND ANY APPLICABLE PORTIONS OF ITEM 203.

THIS ITEM SHALL ALSO INCLUDE THE REMOVAL AND DISPOSAL, IN ACCORDANCE WITH SP 105, OF EMBANKMENT MATERIAL THAT IS TESTED AND DOES NOT CONFORM TO SPECIFIED PLAN REQUIREMENTS.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM INCLUDING THE REMOVAL, DISPOSAL AND REPLACEMENT OF EXISTING EMBANKMENT MATERIAL THAT DOES NOT CONFORM TO PLAN REQUIREMENTS.

THIS ITEM, MEASURED, INSTALLED AND ACCEPTED, SHALL BE PAID AT THE BID PRICE PER ITEM:

ITEM 203 - BORROW, AS PER PLAN 11000 C.Y.

QUANTITY RESTRICTIONS SPECIFIED UNDER THE INSTRUCTIONS TO BIDDERS, ARTICLE 2.8.6, 2.8.7, AND 2.8.8 OF THE CONTRACT, ARE WAIVED FOR ITEM 203 - EMBANKMENT AND FOR ITEM 203 - BORROW, AS PER PLAN. CONTRACTOR SHALL BE PAID FOR ACTUAL QUANTITY PLACED AND ACCEPTED AT THE UNIT PRICE BID AND NO ADDITIONAL COMPENSATION SHALL BE GRANTED.

TEMPORARY TRAFFIC CONTROL NOTES

- 1-TEMPORARY TRAFFIC CONTROL FOR THE SLOPE REPAIR FROM M.P. 222.2 TO M.P. 222.45 SHALL UTILIZE OTIC STANDARD DRAWING TOR-1, TOR-2, AND TOR-15 WHEN CLOSING THE RIGHT LANE, EXCEPT DRUM SPACING ALONG TANGENT(S) SHALL BE 50' SPACING.
- 2-CONTRACTOR SHALL NOT STAGE OR STORE ANY EQUIPMENT ON THE LANES OR ON THE SHOULDER. EQUIPMENT FOR THE PERFORMANCE OF THE WORK MAY BE PRESENT DURING WORKING HOURS, PROVIDED IT IS DONE IN ACCORDANCE WITH OTIC STANDARD DRAWINGS.
- 3-EQUIPMENT THAT IS NOT BEING USED TO EXECUTE THE WORK, OR AT THOSE TIMES WHEN THE CONTRACTOR IS NOT PERFORMING WORK, MUST BE SAFELY STORED BEHIND EXISTING GUARDRAIL OR REMOVED FROM THE ROADWAY TO AN OFF-SITE LOCATION. AT NO TIME SHALL ANY EQUIPMENT BE LEFT WITHIN THE CLEAR ZONE.
- 4-THE OTIC STANDARD DRAWINGS ATTACHED HEREWITH ARE MEANT TO CONVEY THE MINIMUM REQUIREMENTS FOR WORK ZONE SAFETY. THESE STANDARDS ARE TO BE USED BY THE CONTRACTOR WHERE APPLICABLE. DUE TO PROXIMITY OF RAMPS, GUARDRAIL, OR OTHER SUCH ITEMS THE CHIEF ENGINEER MAY REQUIRE MODIFICATIONS TO THESE ZONES. THIS MAY INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING: LENGTHENING ZONES, MODIFYING TAPER RATES, USE OF ADDITIONAL SIGNAGE OR OTHER SUCH ITEMS AS MAY BE DEEMED NECESSARY BY THE CHIEF ENGINEER FOR THE SAFETY OF THE MOTIONING PUBLIC AND CONTRACTOR'S FORCES.

ITEM	QUANTITY	UNIT	ITEM DESCRIPTION
201	1	LUMP	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND
202	235	FOOT	CLEARING AND GRUBBING
202	100	FOOT	PIPE REMOVED, 24" AND UNDER
202	100	FOOT	CURB REMOVED
202	100	FOOT	GUARDRAIL REMOVED FOR SALVAGE, TYPE 5
202	650	FOOT	GUARDRAIL REMOVED
202	450	SQ.YD.	PAVEMENT REMOVED
254	800	SQ.YD.	PAVEMENT PLANING, ASPHALT CONCRETE (T=2")
203	22000	C.U.YD.	EXCAVATION
203	352	C.U.YD.	GRANULAR EMBANKMENT
203	11000	C.U.YD.	BORROW, AS PER PLAN
203	11000	C.U.YD.	EMBANKMENT
302	90	C.U.YD.	ASPHALT CONCRETE BASE, PG 64-22
304	100	C.U.YD.	AGGREGATE BASE, AS PER PLAN
407	100	C.U.YD.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446) PG 64-22
441	50	C.U.YD.	NON-TRACKING TACK COAT
601	20	GALLON	DUMP ROCK FILL, TYPE D
606	100	FOOT	GUARDRAIL REBUILT, TYPE 5, USING STEEL POSTS
606	650	FOOT	GUARDRAIL, TYPE MGS, USING LONG STEEL POSTS
611	235	FOOT	12" CONDUIT, TYPE F, 707.33, AS PER PLAN
611	3	EACH	CATCH BASIN, FRAME AND GRATE, AS PER PLAN
611	3	EACH	CATCH BASIN, RECONSTRUCTED TO GRADE
609	750	FOOT	ASPHALT CONCRETE CURB, TYPE 1, PG 64-22
SP 614	1	LUMP	MAINTAINING TRAFFIC, AS PER PLAN
624	1	LUMP	MOBILIZATION
642	0.15	MILE	WHITE EDGE LINE, TYPE 1, AS PER PLAN
659	8500	SQ.YD.	SEEDING AND MULCHING CLASS 2
659	1	TON	COMMERCIAL FERTILIZER
659	1000	SQ.YD.	SEEDING AND MULCHING
659	50	MGALLON	REPAIR SEEDING AND MULCHING
670	8500	SQ.YD.	SLOPE EROSION PROTECTION MAT TYPE E
SP 623	1	LUMP	CONSTRUCTION LAYOUT SURVEY
SP 626	20	EACH	BARRIER REFLECTOR, TYPE A (WHITE)
832	1	LUMP	STORM WATER POLLUTION PREVENTION PLAN
832	900	FOOT	PERIMETER FILTER FABRIC FENCE
832	200	FOOT	FILTER FABRIC DITCH CHECKS
SPECIAL	0.13	MILE	SONIC NAP ALERT PATTERN (SNAP)
SPECIAL	1,300	FOOT	BENCHING SLOPE DRAIN

DESIGNED JJS	CHECKED AJC	NO. 1	REVISIONS ADDENDUM NO. 1	BY JJS	DATE 5/30/17
DRAWN JJS	IN CHARGE DCA				

PROJECT 70-17-01 GENERAL NOTES AND ESTIMATED QUANTITIES