



**OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION**

ADDENDUM NO. 2

PROJECT NO. 43-19-02

BRIDGE DECK REPAIR AND REHABILITATION
OHIO TURNPIKE OVER ABANDONED RAILROAD M.P. 34.2,
OHIO TURNPIKE OVER STATE ROUTE 108 M.P. 34.5,
COUNTY ROUTE 14 OVER OHIO TURNPIKE M.P. 35.2
FULTON COUNTY, OHIO

OPENING DATE: 2:00 P.M. (EASTERN TIME), FEBRUARY 13, 2019

ATTENTION OF BIDDERS IS DIRECTED TO:
ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 PM ON FEBRUARY 7, 2019

-AND-

MODIFICATIONS TO THE CONTRACT DOCUMENTS

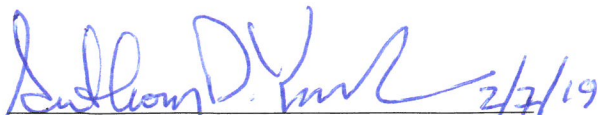
Plan Sheets:


11, 13, 14, 16, 19, 28A, 31, 32, 40, and 45 of 123

Bid Schedule of Items and Estimated Quantities Worksheet:

Reference Nos. 49, 90, 113, 211, 212, 213, and 214

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


Anthony D. Yacobucci Date 2/7/19


Mark R. Musson Date 2/7/19

ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 P.M. ON FEBRUARY 7, 2019:

Q#8 Bid item 49- Erosion Control: is this Lump Sum item meant to be an allowance per ODOT 832?

A#8 Yes, Item 832 – Erosion Control is provided as an allowance to cover any additional sediment and erosion controls that are required to manage sediment and erosion on the project (but are not separately itemized elsewhere) and/or are required to meet ODOT SS 832 (dated 1/17/2014). This item has been revised to a contingency quantity of 5,000 each on Plan Sheets 40 and 45 of 123 for this allowance, as well as Reference No. 49 on the the Bid Schedule of Items and Estimated Quantities Worksheet. Revised Plan Sheets 40 and 45 of 123, the Bid Schedule of Items and Estimated Quantities Worksheet are included as part of this Addendum No. 2.

Q#12 Bid item 127- Pavement For Maintaining Traffic, Class A, As Per Plan: plan sheet 13 note says to refer to median crossover shown on plan sheets 22-23. Plan sheets 22-23 show typical median section not including the crossover. Note also makes reference to “Resurfacing” of existing median crossover. Please provide corrected sheet number, confirmation plan stations for the limits of this item, and what portion gets rebuilt as opposed to resurfaced.

A#12 On Plan Sheet 13 of 123, plan note Item 615 - Pavement For Maintaining Traffic, Class A, As Per Plan, the references to Plan Sheets 22 and 23 of 123 are incorrect. The portions of the existing crossover to be resurfaced were illustrated with cross hatching on Plan Sheets 31 and 32 of 123. Additional details and revised plan sheets regarding the crossover resurfacing provided in Addendum No. 2 are as follows:

The references to Plans Sheets 22 and 23 of 123 have been deleted from Plan Sheet 13 of 123. In addition, a “Resurfacing of Existing Crossover for Maintenance of Traffic” note has been added to Plan Sheet 13 of 123 which clarifies the resurfacing expectations, provides quantities and a reference to OTIC Standard Drawing XOVI-1. Furthermore, a plan note has been added to Plan Sheets 31 and 32 of 123 which defines and clarifies the “hatching” of the cross over. The following new pay items were added to Plans Sheets 13 and 16 of 123, as well as the Bid Schedule of Items and Estimated Quantities Worksheet:

*Reference No. 211; Item 254
Pavement Planing, Asphalt Concrete (1 ½”) - 1520 SQ. YD.*

*Reference No. 212; Item SP404
Asphalt Concrete Surface Course Using Crushed Stone, PG 64-22 (1 ½” Average) - 64 CU. YD.*

*Referemce No. 213; Item 407
Non-Tracking Tack Coat - 114 Gallon*

Revised Plan Sheets 13, 16, 31 and 32 of 123, the Bid Schedule of Items and Estimated Quantities Worksheet are included as part of this Addendum No. 2.

Q#14 Plan sheet 11, Pre-Phase 1, note #2 states to install temporary pavement on EB exit ramp to SR 108 (exit 34) which is also stated in Pre-Phase 2 note #1. Please clarify which phase this work will be performed in. Also, sheets 17 & 18 do not have quantity in column 615, Pavement for Maintaining Traffic, Class A, APP. Would you please provide pavement calculations for this work item.

A#14 The "Sequence of Construction" note on Plan Sheet 11 of 123 has been revised to clarify the phases of work. See the responses to Q#19 and Q#20 for additional information and details.

Q#16 There are no plan sheets or quantities for maintenance of traffic phasing/schematics for SR 108. Please provide this missing information.

A#16 Maintenance of Traffic details have developed for State Route 108 and are included on new Plan Sheet 28A of 123. In addition, quantities have been added and/or revised on Maintenance of Traffic General Summary Plan Sheet 16 of 123 and Subsummary Plan Sheet 19 of 123, which includes a new pay item for Reference No. 214; Item 614 - Work Zone Impact Attenuator (Bidirectional) – 4 Each, and an additional quantity of "19 Each" for Reference No. 113; Item 614 - Object Marker, One Way. Revised Plan Sheets 16 and 19 of 123, new Plan Sheet 28A of 123, the Bid Schedule of Items and Estimated Quantities Worksheet are included as part of this Addendum No. 2.

Q#19 Bid item 127- the plan quantity of 1970 sy appears to be greatly understated as compared to what is shown on plan sheets 29-32. Since no source of quantity was given, please provide more concise information on how this quantity was derived.

A#19 The west crossover uses Item 615 - Pavement for Maintaining Traffic, Class A, As Per Plan, and shoulder reconstruction. An estimated quantity of 1970 SY is provided on Plan Sheet 13 of 123. See the response to Q#12 for additional information and details.

Q#20 Plan sheets 29-30 show temporary pavement in between the newly constructed phase 1 pavement and the proposed inside shoulder reconstructed 615 pavement in an area west of the abandoned railroad bridge. How is this proposed pavement to be paid for?

A#20 See Maintenance of Traffic General Notes Plan Sheet 13 of 123, which provides plan note "Item 615 – Shoulder Reconstruction for Maintaining Traffic, Class A." A quantity of 7,451 SQ. YD. of shoulder reconstruction was estimated for maintaining traffic. This value was carried to the Maintenance of Traffic General Summary on Plan Sheet 16 of 123.

Q#25 Item 90 – Asphalt Surface Course with Crushed Slag is called out with 70-22 binder in the proposal and 76-22 binder in the general summary. What binder is to be used for this item?

A#25 *The Bid Schedule of Items and Estimated Quantity Worksheet have been revised to indicate “PG 76-22” binder. The Revised Bid Schedule of Items and Estimated Quantities Worksheet are included as part of this Addendum No. 2.*

Q#29 Page 11/123 states that the contractor shall close and detour County Rd 14 and begin re-decking of the M.P. 35.2 bridge during Phase 1. Does the work on CR14 have to be completed during Phase 1 or could it be pushed later in the schedule as long as it doesn't exceed a 120 day closure duration?

A#29 *The “Sequence of Construction” plan note on Plan Sheet 11 of 123 has been revised and a “Wauseon-Ottokee Road (County Road 14) Closure Restrictions” plan note has been added to Plan Sheet 14 of 123 to provide clarification. Revised Plan Sheets 11 and 14 of 123 is included as part of this Addendum No. 2.*

Q#30 Plan sheet 11 MOT notes call out for installation of temporary pavement on outside shoulders (bid item 128). The permitted lane closure charts in the contract documents show times where backups may occur from a lane closure. SP104 mentions shoulder drop-offs being limited to 3” maximum. This shoulder work will likely result in drop-offs from the mainline pavement which cannot be filled back up in the same shift. Will the contractor be permitted to shut down one lane of traffic continuously until all asphalt work is complete?

A#30 *The plan calls for the temporary pavement on the outside shoulders to be placed during Pre-phase 1. The contractor must complete this work prior to shifting traffic on to the shoulder during Phase 1 MOT.*

The contractor will only be allowed to reduce the Turnpike to one lane based on the Permitted Lane Closure (PLC) charts and SP 104. SP 104 H.6 “Implementation of the lane closure (i.e. setup operations) may not occur prior to the permitted lane closure time and lane closures must be removed (i.e. tear down operations) prior to the prohibited lane closure time.” The contractor must schedule their work so removed material can be replaced (or within 3” shoulder drop off requirement of SP 104 H.5.) prior to reopening the driving lane to traffic.

During March and April the PLC does not prohibit an Intermediate Term Stationary Zone or Long Term Stationary Zone (TCR-1); however, the contractor must have contingency plans in place in case a backup occurs. SP 104 H.6. “Approval of any Lane Closure is conditional that the zone must be removed anytime traffic backups extend one half (1/2) mile beyond the first transitional arrow board. If this occurs, the Contractor is to make the work area safe and remove the lane closure as directed by the Chief Engineer, thereby making at least two (2) lanes available to traffic. At no time may the closed lane which is adjacent to traffic be used for the storage or parking of any equipment and/or vehicles, except as specified on Ohio Turnpike Standard Drawing TCR-1.”

MODIFIED CONTRACT DOCUMENTS

With this Addendum No. 2, the Commission substitutes the enclosed material for the following Contract Documents:

Plan Sheets: 11, 13, 14, 16, 19, 28A, 31, 32, 40, and 45 of 123

with additions to the Plan Drawings are called out with a cloud and a revision triangle as thus:



With this Addendum No. 2, the Commission modifies the Bid Schedule of Items for the following Reference Numbers: 49, 90, 113, 211, 212, 213, and 214

**Receipt of Addendum No. 2
Project No. 43-19-02 is hereby acknowledged:**

(Firm Name) _____

(Signature) _____

(Printed Name) _____

(Date) _____

**BIDDERS MUST RETURN THE ABOVE ACKNOWLEDGEMENT
OF RECEIPT OF ADDENDUM NO. 2 WITH THEIR BID.**

SEQUENCE OF CONSTRUCTION

THE INTENT OF THIS PROJECT IS TO WIDEN THE BRIDGE LOCATED AT MILEPOST (M.P.) 34.5 OVER STATE ROUTE 108 TO A TYPICAL THREE LANE SECTION AND TO REMOVE THE BRIDGE LOCATED AT M.P. 34.2 OVER THE NOW ABANDONED RAILROAD LINE, WHILE MAINTAINING TWO (2) LANES OF TRAFFIC IN BOTH DIRECTIONS. THE CROSSING AT M.P. 34.2 WILL BE FILLED IN AND A TYPICAL 3 LANE SECTION WILL BE CONSTRUCTED TO ACCOMMODATE FUTURE WIDENING. THIS PROJECT ALSO INCLUDES THE RE-DECKING OF THE WAUSEON-OTTOKEE ROAD BRIDGE (COUNTY ROAD 14) OVER THE OHIO TURNPIKE AT M.P. 35.2.

THE FOLLOWING MAINTENANCE OF TRAFFIC PHASING HAS BEEN SUGGESTED TO ACCOMPLISH THE PHASED CONSTRUCTION ACTIVITIES.

WAUSEON-OTTOKEE ROAD (COUNTY ROUTE 14) IMPROVEMENTS

THE CONTRACTOR SHALL CLOSE AND DETOUR COUNTY ROUTE 14 AND RE-DECK THE M.P. 35.2 BRIDGE. THE CONTRACTOR SHALL UTILIZE ODOT SCD MT-101.60 WHEN CLOSING COUNTY ROUTE 14 TO PERFORM RE-DECKING (SEE SHEET 14 FOR COUNTY ROUTE 14 CLOSURE RESTRICTIONS).

PRE-PHASE 1 (NOT SHOWN)

PRIOR TO COMMENCING PHASE 1 CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PERFORM THE FOLLOWING:

1. PAVEMENT REPAIRS ON BOTH THE EASTBOUND AND WESTBOUND OHIO TURNPIKE WITHIN THE PROJECT LIMITS AND SIGNAGE LIMITS
2. INSTALLATION OF TEMPORARY PAVEMENT AND OUTSIDE SHOULDER RECONSTRUCTION THROUGH THE LENGTH OF THE PROJECT, INCLUDING AT THE OUTSIDE SHOULDER AT THE WESTBOUND ENTRANCE RAMP TO I-80 AND THE EASTBOUND EXIT RAMP TO STATE ROUTE 108 (EXIT 34).
3. INSTALLATION OF STORM SEWER CROSSINGS. PERFORM MAINTENANCE OF TRAFFIC IN ACCORDANCE WITH OTIC STANDARD DRAWING TCR-2.
4. BEGIN EMBANKMENT CONSTRUCTION BELOW THE M.P. 34.2 STRUCTURE.

THE CONTRACTOR SHALL UTILIZE OTIC STANDARD DRAWINGS TO PERFORM ALL PRE-PHASE 1 WORK. THE CONTRACTOR SHALL TAKE CARE TO ENSURE THAT OPPOSING WORK ZONES ARE NOT CREATED.

PHASE 1

THE CONTRACTOR SHALL MAINTAIN TWO LANES OF EASTBOUND AND WESTBOUND TRAFFIC USING THE OUTSIDE LANE AND RECONSTRUCTED SHOULDER AS DETAILED IN THE PHASE 1 MAINTENANCE OF TRAFFIC PLANS.

AT THIS TIME, THE INSIDE PORTION OF THE M.P. 34.2 & 34.5 BRIDGES SHALL BE REMOVED, AND THE PROPOSED MEDIAN WALL, SHOULDER, AND INSIDE LANE CONSTRUCTED AS DETAILED ON THE PLANS THROUGH M.P. 35.4 IN BOTH EASTBOUND AND WESTBOUND DIRECTIONS. THE CONTRACTOR SHALL ALSO COMPLETE A PORTION OF THE MILL & FILL OF THE EXISTING INSIDE LANE BOTH EASTBOUND AND WESTBOUND.

AFTER COMPLETION OF PHASE 1 CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROCEED TO PRE-PHASE 2 CONSTRUCTION ACTIVITIES.

PRE-PHASE 2 (NOT SHOWN)

PRIOR TO COMMENCING PHASE 2 CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PERFORM THE FOLLOWING:

1. AT THE WEST LIMITS OF THE PROJECT - INSTALL TEMPORARY PAVEMENT AND SHOULDER RECONSTRUCTION AS SHOWN ON SHEET 29 & SHEET 30.
2. AT THE EAST LIMITS OF THE PROJECT - PERFORM CROSSOVER RESURFACING AND SHOULDER RECONSTRUCTION FOR MAINTENANCE OF TRAFFIC AS SHOWN ON SHEET 31 AND SHEET 32.
3. INSTALLATION OF TEMPORARY DRAINAGE AT M.P. 34.1. THIS SHALL INCLUDE THE INSTALLATION OF A TEMPORARY DRAINAGE STRUCTURE, TEMPORARY 12" CONDUIT, AND A TEMPORARY SLOTTED DRAIN. THE EXISTING DRAINAGE STRUCTURE SHALL BE COVERED WITH A STEEL PLATE PRIOR TO THE INSTALLATION OF TEMPORARY PAVEMENT.

PHASE 2

THE CONTRACTOR SHALL MAINTAIN TWO LANES OF EASTBOUND AND WESTBOUND TRAFFIC USING THE NEWLY CONSTRUCTED INSIDE PAVEMENT AND TEMPORARY PAVEMENT AS DETAILED IN THE PHASE 2 MAINTENANCE OF TRAFFIC PLANS.

AT THIS TIME, THE REMAINING PORTION OF THE M.P. 34.2 AND M.P. 34.5 BRIDGE SHALL BE REMOVED. THE EMBANKMENT CONSTRUCTION AT THE M.P. 34.2 STRUCTURE SHALL BE COMPLETED. THE CENTER LANE, OUTSIDE LANE, AND OUTSIDE SHOULDER SHALL BE CONSTRUCTED. THE CONTRACTOR SHALL ALSO COMPLETE THE MILL & FILL AS DESIGNATED ON THE PLANS.

AFTER COMPLETION OF PHASE 2 CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROCEED TO PHASE 3 CONSTRUCTION ACTIVITIES.

PHASE 3 (NOT SHOWN)

AT THIS TIME THE CONTRACTOR SHALL INSTALL PROPOSED GUARDRAIL PER OTIC STANDARD DRAWINGS. THE CONTRACTOR SHALL ALSO PLACE THE FINAL SIGNAGE, PAVEMENT MARKINGS, AND BOTH EASTBOUND AND WESTBOUND SNAPS PER OTIC STANDARD DRAWINGS.

INTERIM MAINTENANCE OF TRAFFIC PHASES AND OPERATIONS

THE DETAILED MAINTENANCE OF TRAFFIC PLANS THAT ARE PRESENTED IN THE PLANS FOR THIS PROJECT REFLECT MAJOR PHASES OF CONSTRUCTION THAT ARE REQUIRED TO COMPLETE THE CONSTRUCTION OF THIS PROJECT. THE MAINTENANCE OF TRAFFIC PLANS ALSO INCLUDES QUANTITY CALCULATIONS FOR THESE MAJOR PHASES AS DEPICTED IN THE PLANS.

THERE ARE PERIODS DURING THE CONSTRUCTION OF THIS PROJECT WHERE THE CONTRACTOR SHALL BE REQUIRED TO PERFORM WORK TO ESTABLISH THESE MAJOR CONSTRUCTION PHASES OR TO TRANSITION INTO THE NEXT PHASE OF CONSTRUCTION WHICH SHOULD BE CONSIDERED AS INTERIM MAINTENANCE OF TRAFFIC PHASES.

DURING INTERIM MAINTENANCE OF TRAFFIC PHASES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL LABOR, MATERIALS, EQUIPMENT AND TEMPORARY TRAFFIC CONTROL DEVICES, INCLUDING IMPACT ATTENUATORS, REQUIRED TO ESTABLISH THESE MAJOR PHASES OF CONSTRUCTION.

PAYMENT OF THE ABOVE NOTED WORK FOR INTERIM MAINTENANCE OF TRAFFIC PHASES AND OPERATIONS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM SP 614- MAINTAINING TRAFFIC, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THE WORK AS SPECIFIED ABOVE.

MAINTAINING TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. ALL TRAFFIC CONTROL DEVICES, DRUMS, TRAFFIC CONTROL SIGNS, FLASHING ARROW PANELS, FLAGGERS, ETC., AS SHOWN AND LOCATED ON THE MAINTENANCE OF TRAFFIC PLANS AND/OR OTIC/ODOT STANDARD DRAWINGS, SHALL BE INCORPORATED FOR THE VARIOUS TYPES OF WORK AREAS UNDER NORMAL TRAFFIC CONDITIONS. IF SPECIAL TRAFFIC CONDITIONS EXIST, THE MAINTENANCE OF TRAFFIC PLANS MAY HAVE TO BE MODIFIED. HOWEVER, NO MODIFICATIONS TO THE MAINTENANCE OF TRAFFIC PLANS SHALL BE MADE UNLESS APPROVED BY THE CHIEF ENGINEER IN WRITING PRIOR TO FIELD IMPLEMENTATION.
2. FLAGGERS SHALL BE REQUIRED TO BE IN PLACE WHERE CONSTRUCTION TRAFFIC CROSSES ACTIVE RAMP LANES AT ANY TIME WHEN CONSTRUCTION IS TAKING PLACE.
3. IN ACCORDANCE WITH OTIC STANDARD DRAWING TCB-1, TRUCKS ENTERING AND EXITING THE CONSTRUCTION ZONE AT ALL ACCESS POINTS MUST BE SIGNED IN. ALL ASSOCIATED SIGNS MUST BE COVERED WHEN THE CONSTRUCTION ACCESS POINT IS NOT IN USE.
4. AT ALL ACTIVE HIGH SPEED CROSSOVERS, THE EXISTING CONFLICTING PAVEMENT MARKINGS AND RPM (RAISED PAVEMENT MARKINGS) SHALL BE REMOVED AND CONSTRUCTION ZONE MARKERS AND EDGE LINE SHALL BE INSTALLED TO THE LIMITS AS INDICATED ON THE MAINTENANCE OF TRAFFIC PLANS PRIOR TO OPENING THE ZONE TO TRAFFIC. REMOVAL OF THE EXISTING PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH SP 614C.
5. CONSTRUCTION ZONE MARKERS AND PORTABLE BARRIERS SHALL BE PLACED IN ACCORDANCE WITH OTIC STANDARD DRAWINGS AND AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS.
6. TRUCK MOUNTED ATTENUATORS (TMA) ARE CRASH CUSHIONS THAT ARE ATTACHED TO THE REAR OF PROTECTIVE VEHICLES TO REDUCE THE SEVERITY OF REAR-END COLLISIONS. TMA'S ARE INTENDED TO BE USED ON SHADOW VEHICLES IN MOVING OPERATIONS (THAT PARTIALLY OR TOTALLY ENCRONCH ON THE PAVED SHOULDER OR TRAVELED LANE), OPERATIONS IN WHICH THE SHADOW VEHICLE IS BEING OCCUPIED, AND WHEN THERE ARE FEW OR NO ADVANCED WARNING SIGNS OR TRAFFIC CONTROL DEVICES. TMA'S ARE TO BE ATTACHED TO MEDIUM TRUCKS AND ARE TO BE LOCATED IN ADVANCE (AT THE BACK) OF MOVING OPERATIONS.
7. THE CONTRACTOR'S RESPONSIBILITY TO THE SAFETY OF THE MOTORING PUBLIC WHILE PERFORMING THE REQUIREMENTS OF THE CONTRACT SHALL BE IN ACCORDANCE WITH THESE MAINTENANCE OF TRAFFIC PLANS, THE OHIO DEPARTMENT OF TRANSPORTATION, THE OHIO TURNPIKE COMMISSION THE SPECIFICATIONS AND SPECIAL PROVISIONS AND THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (THE MANUAL).

8. THE CONTRACTOR SHALL COVER ALL PERMANENT SIGNS, OR PORTIONS THEREOF, AS REQUIRED BY THE PLANS, AND/OR AS DIRECTED BY THE CHIEF ENGINEER.
9. TEMPORARY SIGN OVERLAYS FOR OVERHEAD SIGNS SHALL BE OF THE SAME COLOR AS THE BACKGROUND OF THE SIGN AND SHALL BE HIGH INTENSITY GRADE SHEETING (TYPE G) ON 0.080 INCH THICK ALUMINUM. ALL TEMPORARY OVERLAYS SHALL BE SECURELY FASTENED TO THE EXISTING SIGN IN A MANNER THAT DOES NOT DAMAGE THE ORIGINAL SIGN, AND SHALL BE FURNISHED, INSTALLED AND REMOVED BY THE CONTRACTOR.
10. THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION SHALL COORDINATE WITH THE OHIO STATE HIGHWAY PATROL OFFICE TO OBTAIN THE SERVICES OF LAW ENFORCEMENT OFFICERS AS REQUIRED.
11. THE CONTRACTOR SHALL IMMEDIATELY CORRECT ANY DEFICIENCY IN TRAFFIC ZONE ALIGNMENT, EQUIPMENT, NUMBER OF DEVICES OR PROCEDURE OF FLAG PERSONS WHICH IS BROUGHT TO HIS/HER ATTENTION BY THE ENGINEER. THE CONTRACTOR SHALL HAVE THE QUALIFIED ZONE PERSON ON THE SITE, AVAILABLE, AND IN RADIO CONTACT AT ALL TIMES WHENEVER WORK IS BEING PERFORMED AND SUITABLY EQUIPPED TO PROPERLY MAINTAIN, REPLACE OR ADJUST ANY TRAFFIC CONTROL DEVICES.
12. THE LENGTH AND DURATION OF A SINGLE LANE CLOSURE AND RESTRICTION SHALL BE AT THE APPROVAL OF THE CHIEF ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE CHIEF ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.
13. 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

IN ADDITION TO REQUIREMENTS OF THE ABOVE-REFERENCED SPECIAL PROVISIONS, THE FOLLOWING SHALL ALSO APPLY:


DURING THE PERIOD WHEN COUNTY ROUTE 14 IS CLOSED AND DETOURED, TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON STATE ROUTE 108. THE USE OF TEMPORARY SINGLE-LANE CLOSURES SHALL BE MINIMIZED AND NO TEMPORARY CLOSURES OF BOTH LANES ON STATE ROUTE 108 WILL BE PERMITTED DURING THIS PERIOD.

TO ACCOMMODATE TRAFFIC BEFORE, DURING AND AFTER THE FULTON COUNTY FAIR, TWO LANES OF TRAFFIC WITHOUT RESTRICTION SHALL BE MAINTAINED ON STATE ROUTE 108 DURING THE PERIODS OF 8/23/2019 THRU 9/7/2019 AND 8/28/2020 THRU 9/12/2020.

14. ALL PORTABLE BARRIER SHOWN ON THE PLANS FOR MAINLINE TEMPORARY TRAFFIC CONTROL WILL BE AS PER SP 622. THE SAME BARRIER CAN BE USED FOR THE VARIOUS PHASES. THE COST FOR TRANSPORTING, INSTALLING, SHIFTING, RE-SETTING, MAINTAINING, REMOVAL AND STORING THE PORTABLE BARRIER FOR EACH PHASE SHALL BE INCLUDED IN THE ORIGINAL UNIT COST OF SUPPLYING THE BARRIER FOR ITEM SP 622. GLARE SCREENS SHALL BE INSTALLED ON PORTABLE BARRIER AS SPECIFIED IN THE PLANS AND SPECIFICATIONS. PAYMENT OF THE GLARE SCREENS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION SPECIAL - GLARE SCREENS AND BE CONSIDERED INCIDENTAL TO ITEM SP 622.
15. ALL TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE NEW AT THE START OF THE PROJECT. IF THE SIGNS ARE NEEDED FOR THE SECOND YEAR OF THE PROJECT THEY SHALL BE WASHED PRIOR TO BEING INSTALLED.
16. AFTER THE MAINTENANCE CROSSOVERS ARE OPENED, AN OTIC REPRESENTATIVE SHALL REINSTALL THE SIGNS, "EMERGENCY AND AUTHORIZED VEHICLES ONLY" AND "NO U-TURN".

PAYMENT FOR THE MAINTENANCE OF TRAFFIC ITEMS, UNLESS OTHERWISE SPECIFIED SEPARATELY, SHALL BE PAID FOR UNDER THE LUMP SUM PRICE BID FOR ITEM SP 614 - MAINTAINING TRAFFIC, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THE WORK AS DETAILED IN THE PLANS.

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PROJECT 43-19-02	DATE: 11/30/18	DESIGN AGENCY		 CPD GROUP Civil & Planning Design 1275 South Main Street, Suite 2131, Akron, Ohio 44311 330.572.2100 Fax: 330.572.2101
		BY: DATE	REVISIONS	
11	123	LOB	ADDENDUM 1	
		IN CHARGE	ADDENDUM 2	
MAINTENANCE OF TRAFFIC GENERAL NOTES		NO	CHECKED	
		1	LOB	
		2	TJW	

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION



STORAGE OF PORTABLE BARRIER

THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION WILL ALLOW STORAGE OF PORTABLE BARRIER WALL ON TURNPIKE RIGHT OF WAY AT TOLL PLAZAS 25, 34 AND 39. SPACE IS AVAILABLE AT EACH TOLL PLAZA. THE CONTRACTOR SHALL VERIFY THE AMOUNT OF SPACE THAT IS AVAILABLE AT EACH TOLL PLAZA. THE AVAILABLE SPACE AT THE TOLL PLAZAS MAY REQUIRE MINIMAL GRADING TO PREPARE THE SURFACE FOR LEVEL AND STABLE STORAGE. EITHER ASPHALT MILLINGS OR CRUSHED AGGREGATE MAY BE USED AT THE CONTRACTOR'S OWN EXPENSE TO GRADE AND STABILIZE THE STORAGE AREA. PORTABLE BARRIER SHALL NOT BE STORED HIGHER THAN THREE PIECES HIGH. TYPICAL STORAGE ANTICIPATED WOULD BE IN CUBES OF 5 PORTABLE BARRIER SECTIONS ALTERNATELY STACKED 3 HIGH OR AS RECOMMENDED BY THE MANUFACTURER. RESTORATION OF THE AREA WILL BE REQUIRED TO ORIGINAL OR BETTER CONDITIONS AS APPROVED BY THE CHIEF ENGINEER PRIOR TO FINAL COMPLETION. ALL BROKEN BARRIER AND DEBRIS SHALL BE REMOVED FROM THESE AREAS ONCE COMPLETE AND DISPOSED IN ACCORDANCE WITH SP 105. FLAGGERS WILL BE REQUIRED FOR ANY TURNING MOVEMENTS IN FRONT OF THE TOLL PLAZAS PER THE OTIC'S STANDARDS. THE CONTRACTOR SHALL PROVIDE A UTILIZATION PLAN TO THE CHIEF ENGINEER FOR APPROVAL. THIS PLAN SHALL INCLUDE THE FOLLOWING: AN AERIAL DRAWING OF THE TOLL PLAZA WHICH DEFINES THE STORAGE AREA, SIZE OF AREA REQUIRED, DESCRIPTION OF HOW THE BARRIER IS TO BE STORED, DESCRIPTION OF WORK REQUIRED TO PREPARE THE STORAGE AREA WHICH INCLUDES TYPE OF SURFACE TO BE INSTALLED IF REQUIRED, GRADING THAT PROVIDES POSITIVE DRAINAGE AND ANY EROSION CONTROL MEASURES REQUIRED, AND THE LOGISTICS TO STORE AND RETRIEVE THE STORED PORTABLE BARRIER TO AND FROM THE TOLL PLAZA. ALL COSTS ASSOCIATED WITH THE STORAGE OF PORTABLE BARRIER SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM PRICE BID OF ITEM SP 622 - PORTABLE BARRIER.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, TWO (2) PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS). THE INTENT OF THE PCMS IS TO ALERT MOTORISTS OF TRAFFIC QUEUES OR INCIDENTS DURING MAINTENANCE OF TRAFFIC PHASES 1 AND 2. PCMS SHOULD BE PUT IN PLACE APPROXIMATELY A WEEK BEFORE PHASES 1 AND 2 ARE ESTABLISHED AND REMOVED ONCE PHASES 1 AND 2 DISCONTINUED. THE TWO PCMS SIGNS SHALL BE LOCATED NEAR THE PROJECT SITE, ONE FOR EACH DIRECTION OF TRAVEL, AS DIRECTED BY THE ENGINEER. THE SIGNS SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED CLASS "A" PCMS UNITS MAINTAINED BY THE ODOT DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS SHALL BE DELINEATED ON A PERMANENT BASIS IN ACCORDANCE WITH ODOT CMS 614.03.

THE PCMS LOCATIONS, LIMITS FOR THOSE LOCATIONS AND ALL ACTIVATION OF PCMS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE CHIEF ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE CHIEF ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE CHIEF ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE TURNPIKE MAINTENANCE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE CHIEF ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRE-CONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL ALLOW REMOTE ACCESS BY THE OTIC COMMUNICATIONS CENTER THROUGH A WEB BROWSER OR PROVIDED SOFTWARE. REMOTE ACCESS WILL ALLOW PCMS ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS, REVISIONS TO TIME OF DAY PROGRAMS, VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES AND SHOW ITS CURRENT LOCATION ON A MAP. THE OTIC COMMUNICATIONS CENTER SHALL BE FURNISHED A USER NAME AND PASSWORD TO ACCESS THE PCMS THROUGH THE WEBSITE OR PROVIDED SOFTWARE.

ALL PCMS UNITS SHALL BE EQUIPPED WITH RADAR THAT ENABLES THE MESSAGE BOARD TO DISPLAY THE SPEED OF THE APPROACHING VEHICLES.

WHEN A PCMS IS INITIALLY BROUGHT OUT TO THE PROJECT THE CONTRACTOR SHALL CONTACT THE OTIC COMMUNICATIONS CENTER WITH THE PCMS NUMBER AND LOCATION. AT THAT TIME THE OTIC COMMUNICATIONS WILL VERIFY COMMUNICATION WITH THE PCMS.

WHEN A PCMS IS REPLACED OR RELOCATED THE CONTRACTOR SHALL CONTACT THE OTIC COMMUNICATIONS CENTER WITH THE PCMS NUMBER AND LOCATION.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF ODOT CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE CHIEF ENGINEER TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON THEIR CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. THE CONTRACTOR SHALL ONLY BE PAID FOR PCMS UNITS WHEN THEY ARE IN OPERATION ON THE PROJECT AS SPECIFIED IN THE PLANS OR BY THE CHIEF ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER TO PROVIDE TWO (2) PORTABLE CHANGEABLE MESSAGE SIGNS, EACH SIGN FOR APPROXIMATELY 240 DAYS, FOR AN ESTIMATED TOTAL OF 480 DAYS.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 480 DAY

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

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

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

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

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

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

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

- ANY IMPACT ATTENUATOR PLACED ON:
- NEW PAVEMENT
 - PAVEMENT THAT IS NOT BEING REPLACED AS PART OF THIS PROJECT
 - OR PAVEMENT ON AN ACCELERATION/DECELERATION RAMP

SHALL BE AN ANCHORLESS WATER-FILLED IMPACT ATTENUATOR. FURNISH AN ANCHORLESS WATER-FILLED IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARD'S WEB PAGE FOR ROADWAY STANDARDS APPROVED PRODUCTS.

IMPACT ATTENUATORS SHOWN AND QUANTIFIED IN THE PLANS ARE FOR THE PROPOSED MAINTENANCE OF TRAFFIC PHASE LAYOUTS. ADDITIONAL IMPACT ATTENUATORS UTILIZED FOR PHASE SETUP, CONSTRUCTION ACCESS POINTS AND ALTERNATIVE MAINTENANCE OF TRAFFIC METHODS NOT DETAILED IN THESE PLANS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM SP 614 - MAINTAINING TRAFFIC AND SHALL INCLUDE THE COST OF THE ATTENUATOR, LABOR, MATERIALS AND EQUIPMENT NECESSARY TO SET, RESET AND REMOVE THE IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT, MAINTAIN AND REMOVE COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED. AS REQUIRED BY THE MANUFACTURER. ANCHOR REMOVAL CAN CAUSE DAMAGE TO THE PAVEMENT SURFACE. PAYMENT SHALL INCLUDE REPAIRING ANY DAMAGE CAUSED DURING REMOVAL.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

THIS ITEM SHALL BE AS PER SECTION 615 OF THE CMS. ~~IN ADDITION, PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS AND ALL OTHER WORK NECESSARY TO THE RESURFACING OF THE EXISTING MEDIAN CROSSOVER AS SHOWN ON SHEETS 22 - 23~~

PER 254.05 PAVEMENT SURFACE TOLERANCES SHALL BE WITHIN 1/8 INCH PER TEN (10) FEET.

ALL COSTS FOR THE PLACEMENT AND SUBSEQUENT REMOVAL OF THE TEMPORARY PAVEMENT, CROSSOVER GRADING, CROSSOVER DRAINAGE, SLOTTED DRAIN, ANY REQUIRED GUARDRAIL REMOVAL AND/OR RECONSTRUCTION FOR MOT PURPOSES, ALL LABOR AND MATERIALS SHALL BE INCLUDED IN THE PRICE BID FOR

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN 1970 SQ. YD.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THIS ITEM SHALL CONSIST OF THE CONTRACTOR PROVIDING ITEM-614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC. THIS ITEM SHALL BE USED FOR WEDGING PURPOSES TO AID IN TRANSITIONING TRAFFIC FROM NORMAL TO MILLED SURFACE AND BACK AT THE PERTINENT TOLL/SERVICE PLAZAS FOR EACH PART OF THE CONTRACT. SMOOTH TRANSITIONS BETWEEN MILLED SURFACES AND PACED SURFACES SHALL BE MAINTAINED AT ALL TIMES AT TOLL/SERVICE PLAZA ENTRANCE/EXIT. AT NO TIME SHALL TRAFFIC BE SUBJECT TO SUDDEN DIPS, DROP-OFFS, OR BUMPS. ASPHALT WEDGING OF TRANSITION AREAS SHALL BE IN ACCORDANCE WITH ODOT STANDARD DRAWING MT-101.90. MATERIAL SUPPLIED FOR THIS ITEM SHALL COMPLY WITH THE REQUIREMENTS OF 614.13.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIAL AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM INCLUDING PLACING AND REMOVING THE ASPHALT CONCRETE. THIS ITEM SHALL BE PAID FOR AT THE UNIT BID PRICE FOR ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 150 CU. YD.

ITEM 615 - SHOULDER RECONSTRUCTION FOR MAINTAINING TRAFFIC, CLASS A

THIS ITEM SHALL BE AS PER SECTION 615 OF THE CMS. THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS AND ALL OTHER WORK NECESSARY TO RECONSTRUCT ROADWAY SHOULDERS FOR THE PURPOSES OF MAINTAINING TRAFFIC.

PER 254.05 PAVEMENT SURFACE TOLERANCES SHALL BE WITHIN 1/8 INCH PER TEN (10) FEET.

ALL COSTS ASSOCIATED WITH SHOULDER RECONSTRUCTION FOR MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE PRICE BID FOR

ITEM 615 - SHOULDER RECONSTRUCTION FOR MAINTAINING TRAFFIC, CLASS A 7451 SQ. YD.

RESURFACING OF EXISTING CROSSOVER FOR MAINTENANCE OF TRAFFIC

RESURFACING OF THE EXISTING CROSSOVER FOR MAINTENANCE OF TRAFFIC PURPOSES SHALL BE IN ACCORDANCE WITH OTIC STANDARD CONSTRUCTION DRAWING XOV-1.

THE QUANTITIES LISTED BELOW ARE PROVIDED TO MILL AND RESURFACE THE PORTION OF THE EXISTING CROSSOVER THAT WILL BE USED FOR PHASE 2 MAINTENANCE OF TRAFFIC. CROSSOVER RESURFACING WILL BEGIN AT STA. 652+50, MEETING THE LIMITS OF THE PAVEMENT AND CONTINUING EAST AS SHOWN ON SHEETS 31 & 32.

SP 404 - ASPHALT CONCRETE SURFACE COURSE USING CRUSHED STONE, PG 64-22 (1-1/2" AVERAGE) 64 CU. YD.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1-1/2") 1520 SQ. YD.

ITEM 407 - NON-TRACKING TACK COAT (APPLIED @ 0.075 GAL./S.Y.) 114 GALLON

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OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
PROJECT 43-19-02 DATE: 11/30/18
MAINTENANCE OF TRAFFIC GENERAL NOTES
DESIGN AGENCY: GPD GROUP
BY: DATE: LOB 2/08/19 LOB 2/07/19
REVISIONS: ADDENDUM 1 ADDENDUM 2
NO. 1 2
CHECKED: LOB IN CHARGE TJW
DESIGNED: DSM DRAWN DSM
13
123
OHIO TURNPIKE

ITEM 622 CONCRETE PORTABLE BARRIER, 32", AS PER PLAN

THIS ITEM SHALL BE AS PER SECTION 622 OF THE SPECIFICATIONS AND AS SHOWN ON ODOT STANDARD DRAWING RM-4.2. THE BARRIER SHALL BE NEW AND LEFT IN PLACE UPON COMPLETION OF THE WORK. THE UNIT PRICE BID FOR ITEM 622 - CONCRETE PORTABLE BARRIER, 32", AS PER PLAN SHALL INCLUDE ALL MATERIAL AND LABOR REQUIRED INCLUDING DELINEATORS. DELINEATORS SHALL MEET THE REQUIREMENTS OF SP 626.

EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY:

EXCAVATION FOR MAINTAINING TRAFFIC 0 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC 513 CU. YD.

MAINTENANCE OF TRAFFIC - LOCAL ROADS

THE CONTRACTOR SHALL BE REQUIRED TO CLOSE LANES ON LOCAL ROADS DURING THE CONSTRUCTION OF SUBSTRUCTURE AND SUPERSTRUCTURE WORK INCLUDING BUT NOT LIMITED TO FALSE WORK INSTALLATION, SUBSTRUCTURE PATCHING, TEMPORARY JACKING AND SHORING, BEARING REHAB/REPLACEMENT, STEEL ERECTION, BRIDGE PAINTING, ETC. FOR THE S.R. 108 BRIDGE. THE CONTRACTOR SHALL PERFORM ALL WORK IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWINGS, ODOT AND/OR CITY OF WAUSEON STANDARDS.

THE COMMISSION HAS GOTTEN WRITTEN PERMISSION FROM THE MAINTAINING AGENCY TO PERFORM WORK ON THE LOCAL ROAD. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS FROM THE MAINTAINING AGENCY.

ALL COST AND MATERIALS ASSOCIATED WITH THE ABOVE WORK SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED WITH THE LUMP SUM CONTRACT BID ITEM FOR SP 614 - MAINTAINING TRAFFIC.

ITEM SP 626 - BARRIER REFLECTOR

ITEM SP 626 - BARRIER REFLECTOR, TYPE A (WHITE), SHALL CONSIST OF INSTALLING ONE-WAY REFLECTORS BETWEEN MP 34.00 TO MP 34.70, AND TWO-WAY REFLECTORS BETWEEN MP 34.00 TO MP 34.70, AT GUARDRAIL LOCATIONS IDENTIFIED BY THE CHIEF ENGINEER THAT REQUIRE INSTALLATION, REPAIR OR REPLACEMENT OF BARRIER REFLECTORS. FOR THIS PURPOSE, THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR THOSE LOCATIONS REQUIRING BARRIER REFLECTORS.

ITEM SP 626 - BARRIER REFLECTOR, TYPE A (WHITE) 350 EACH

DETOUR SIGNING

ALL WORK ZONE DEVICES REQUIRED FOR THE DETOUR ROUTES SHALL BE FURNISHED, ERECTED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. IN ADDITION, ALL COSTS ASSOCIATED WITH THE TEMPORARY OVERLAYS SHOWN IN THE PLANS AND SUPPORTS SHOWN WITHIN THE PLAN SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM SP 614 - MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

PAYMENT FOR ALL THE WORK ASSOCIATED WITH THE DETOUR ROUTES SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM SP 614 - MAINTAINING TRAFFIC.

CONTINUOUS ACCESS

THE CONTRACTOR SHALL MAINTAIN SAFE AND ADEQUATE DRIVEWAYS AND WALKWAYS IN ORDER TO PROVIDE CONTINUOUS ACCESS FOR PASSENGER VEHICLES, TRUCKS, AND SAFETY EQUIPMENT TO ALL ADJOINING PROPERTIES.

THE COST FOR ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO PROVIDE CONTINUOUS ACCESS SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR SP 614 - MAINTAINING TRAFFIC.

CONSTRUCTION TRAFFIC

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

SUSPENSION OF WORK

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

NOTICE OF CLOSURE SIGNS

NOTICE OF CLOSURE SIGNS SHALL BE ERECTED FOR THE WAUSEON-OTTOKEE ROAD (COUNTY ROUTE 14) BRIDGE (MILEPOST 35.2) BY THE CONTRACTOR AT LEAST TWENTY-ONE (21) DAYS IN ADVANCE OF THE SCHEDULED ROAD CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. THEY SHALL BE ERECTED AT THE POINT OF CLOSURE. THE SIGNS SHALL REMAIN IN PLACE UNTIL THE ROADWAY IS REOPENED TO TRAFFIC.

THE NOTICE OF CLOSURE SIGNS SHALL BE IN ACCORDANCE WITH ITEM 614 AND ODOT SIGN DESIGNS AND MARKINGS MANUAL, EXCEPT THE LAST LINE SHALL READ "OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION".

ROAD WILL BE
CLOSED XX-XX-XX
FOR XX DAYS
OHIO TURNPIKE AND
INFRASTRUCTURE COMMISSION

W20-H14
60"x36"

THE COST FOR ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO FURNISH, ERECT, MAINTAIN IN AN ACCEPTABLE CONDITION AND REMOVE THE NOTICE OF CLOSURE SIGN SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR SP 614 - MAINTAINING TRAFFIC.

SIGN COVERS AND OVERLAYS

THE CONTRACTOR SHALL COVER ALL PERMANENT SIGNS, OR PORTIONS THEREOF, AS REQUIRED BY THE PLANS. SIGN COVERS SHALL BE FURNISHED BY THE COMMISSION. THE CONTRACTOR SHALL RETURN THE SIGN COVERS TO THE COMMISSION AT THE END OF THE CONTRACT.

SIGN OVERLAYS FOR OVERHEAD SIGNS SHALL BE OF THE SAME COLOR AS THE BACKGROUND OF THE SIGN OR BE IN ACCORDANCE WITH ODOT OR OTIC MAINTENANCE OF TRAFFIC SIGNING. THE SIGN OVERLAYS SHALL BE HIGH INTENSITY GRADE SHEETING (TYPE G) ON 0.080 INCH THICK ALUMINUM SECURELY RIVETED TO THE SIGN FACE, AND SHALL BE FURNISHED, INSTALLED AND REMOVED BY THE CONTRACTOR.

PAYMENT FOR ALL LABOR, MATERIAL AND EQUIPMENT ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM SP 614 - MAINTAINING TRAFFIC.

ITEM 614 - WORK ZONE PAVEMENT MARKINGS

THE FOLLOWING QUANTITIES ARE PROVIDED AND CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY TO ADDRESS WORK ZONE STRIPING REAPPLICATION DURING PROJECT COMPLETION. THE QUANTITIES SHALL BE USED AS DIRECTED BY THE CHIEF ENGINEER.

ITEM 614, WORK ZONE LANE LINE, CLASS I, 642 PAINT (4") 1.32 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4") 3.99 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS I, 642 PAINT (6") 1.33 MILE
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT (8") 8624 FT
ITEM 614, WORK ZONE DOTTED LINE, CLASS I, 642 PAINT (8") 1632 FT

WAUSEON-OTTOKEE ROAD (COUNTY ROUTE 14) CLOSURE RESTRICTIONS
THE CONTRACTOR MAY PERFORM THE WORK ON THE WAUSEON-OTTOKEE ROAD (COUNTY ROUTE 14) BRIDGE AT ANY TIME PROVIDED THE FOLLOWING:

COUNTY ROUTE 14 SHALL BE OPEN TO TRAFFIC WITHIN THE TIMEFRAMES OF SEVEN (7) DAYS PRIOR TO THE START OF THE FULTON COUNTY FAIR TO SEVEN (7) DAYS AFTER THE END OF THE FULTON COUNTY FAIR. THE 2019 COUNTY FAIR WILL BE HELD AUGUST 30 TO SEPTEMBER 5. THE 2020 COUNTY FAIR WILL BE HELD SEPTEMBER 4 TO SEPTEMBER 10.

COUNTY ROUTE 14 CLOSURE DOES NOT EXCEED 120 DAYS.

THE REQUIRED MAINTENANCE OF TRAFFIC ON THE TURNPIKE MAINLINE REQUIRED FOR THE COUNTY ROUTE 14 BRIDGE WORK MUST BE COORDINATED WITH AND NOT IMPACT THE TURNPIKE MAINLINE MAINTENANCE OF TRAFFIC ZONES.

OHIO TURNPIKE
MAINTENANCE OF TRAFFIC GENERAL NOTES
PROJECT 43-19-02
DATE: 11/30/18
14
123
DESIGN AGENCY
BY DATE
LOB 207/19
REVISIONS
ADDENDUM 2
NO. 1
CHECKED
LOB
IN CHARGE
TJW
DESIGNED
DSM
DRAWN
DSM
GPD GROUP
330 S. 72nd St., Suite 200
Columbus, OH 43260
330.572.2100
Fax: 330.572.2101
OHIO TURNPIKE

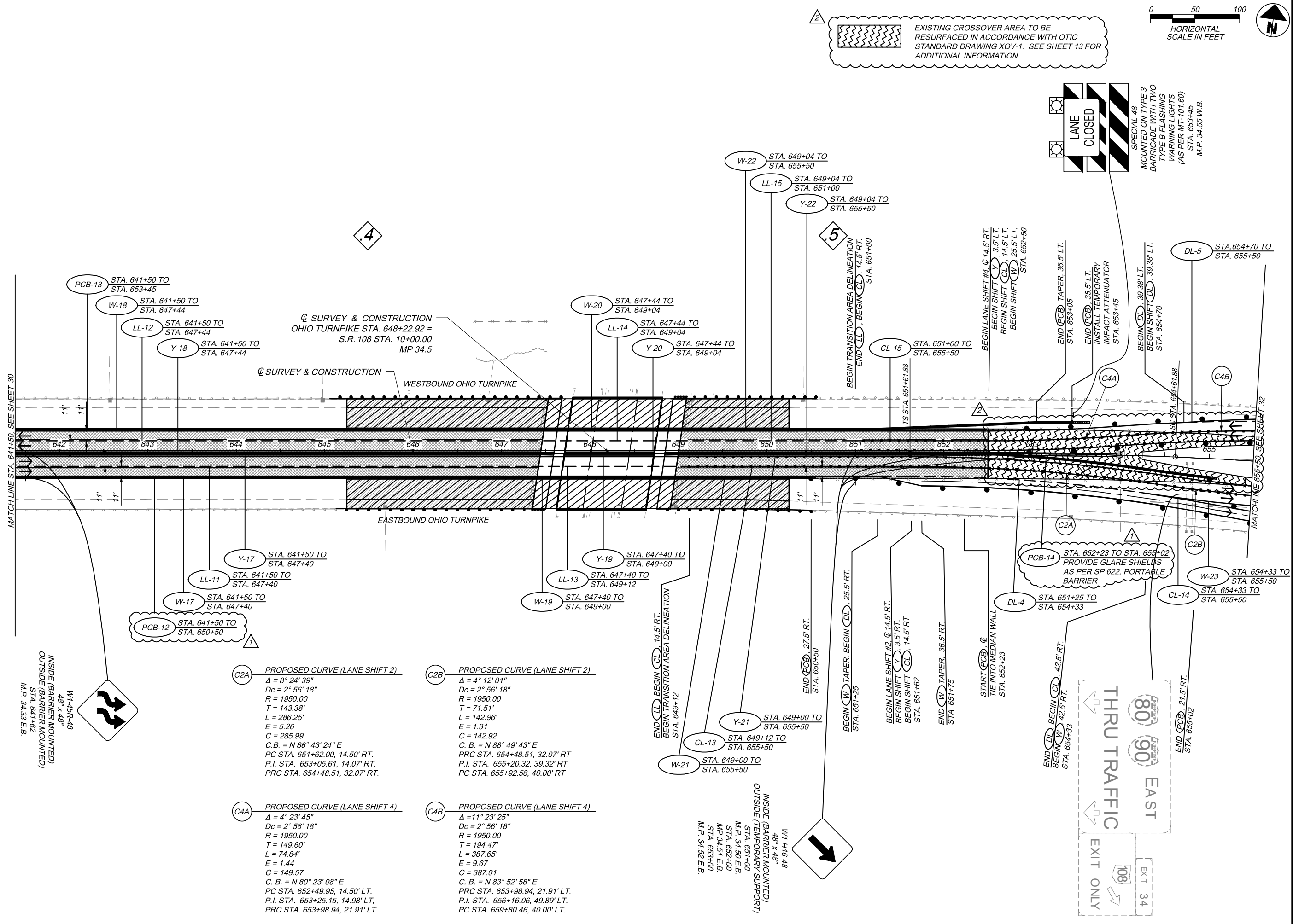
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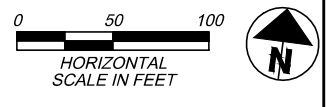
SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	614 WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)		614 OBJECT MARKER, ONE WAY		614 OBJECT MARKER, TWO WAY		SP626 BARRIER REFLECTOR, TYPE A		SP626 BARRIER REFLECTOR, TYPE B		614 WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (BIDIRECTIONAL)		
			FROM	TO		EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH					
PHASE 1																		
25	PCB-1	INTERSTATE ROUTE 80 EB	628+30	641+50	RT	1	27											
25	PCB-2	INTERSTATE ROUTE 80 WB	629+00	641+50	LT		26											
25		INTERSTATE ROUTE 80 WB	628+00	634+40	LT					13								
25		INTERSTATE ROUTE 80 WB	634+40	635+70	LT						3							
25		INTERSTATE ROUTE 80 WB	635+70	641+50	LT					12								
25		INTERSTATE ROUTE 80 EB	627+50	634+20	RT					14								
25		INTERSTATE ROUTE 80 EB	634+20	635+50	RT						3							
25		INTERSTATE ROUTE 80 EB	635+50	641+50	RT					12								
26	PCB-3	INTERSTATE ROUTE 80 EB	641+50	654+00	RT				26									
26	PCB-4	INTERSTATE ROUTE 80 WB	641+50	655+50	LT				29									
26		INTERSTATE ROUTE 80 WB	641+50	647+70	LT					12								
26		INTERSTATE ROUTE 80 WB	647+70	648+95	LT						3							
26		INTERSTATE ROUTE 80 WB	648+95	660+00	LT					22								
26		INTERSTATE ROUTE 80 EB	641+50	647+50	RT					12								
26		INTERSTATE ROUTE 80 EB	647+50	648+80	RT						3							
26		INTERSTATE ROUTE 80 EB	648+80	650+50	RT					3								
27	PCB-5	INTERSTATE ROUTE 80 WB	655+50	656+70	LT	1	3											
28A	PCB-15	S.R. 108	6+95	12+75	LT												2	
28A	PCB-16	S.R. 108	8+65	10+75	RT												2	
TOTALS CARRIED TO SHEET 16						2	130		100	12							4	

PROJECT 43-19-02	DATE: 11/30/18	DESIGNED DSM	CHECKED LOB	NO. 1	REVISIONS ADDENDUM 2	BY LOB	DATE 2/07/19	DESIGN AGENCY CPD GROUP
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EXISTING CROSSOVER AREA TO BE RESURFACED IN ACCORDANCE WITH OTIC STANDARD DRAWING XOV-1. SEE SHEET 13 FOR ADDITIONAL INFORMATION.



INSIDE (BARRIER MOUNTED)
OUTSIDE (BARRIER MOUNTED)
M.P. 34.33 E.B.

<p>C2A PROPOSED CURVE (LANE SHIFT 2)</p> <p>$\Delta = 8^\circ 24' 39''$ $Dc = 2^\circ 56' 18''$ $R = 1950.00$ $T = 143.38'$ $L = 286.25'$ $E = 5.26$ $C = 285.99$ $C.B. = N 86^\circ 43' 24'' E$ $PC STA. 651+62.00, 14.50' RT.$ $P.I. STA. 653+05.61, 14.07' RT.$ $PRC STA. 654+48.51, 32.07' RT.$</p>	<p>C2B PROPOSED CURVE (LANE SHIFT 2)</p> <p>$\Delta = 4^\circ 12' 01''$ $Dc = 2^\circ 56' 18''$ $R = 1950.00$ $T = 71.51'$ $L = 142.96'$ $E = 1.31$ $C = 142.92$ $C.B. = N 88^\circ 49' 43'' E$ $PRC STA. 654+48.51, 32.07' RT.$ $P.I. STA. 655+20.32, 39.32' RT.$ $PC STA. 655+92.58, 40.00' RT.$</p>
<p>C4A PROPOSED CURVE (LANE SHIFT 4)</p> <p>$\Delta = 4^\circ 23' 45''$ $Dc = 2^\circ 56' 18''$ $R = 1950.00$ $T = 149.60'$ $L = 74.84'$ $E = 1.44$ $C = 149.57$ $C.B. = N 80^\circ 23' 08'' E$ $PC STA. 652+49.95, 14.50' LT.$ $P.I. STA. 653+25.15, 14.98' LT.$ $PRC STA. 653+98.94, 21.91' LT.$</p>	<p>C4B PROPOSED CURVE (LANE SHIFT 4)</p> <p>$\Delta = 11^\circ 23' 25''$ $Dc = 2^\circ 56' 18''$ $R = 1950.00$ $T = 194.47'$ $L = 387.65'$ $E = 9.67$ $C = 387.01$ $C.B. = N 83^\circ 52' 58'' E$ $PRC STA. 653+98.94, 21.91' LT.$ $P.I. STA. 656+16.06, 49.89' LT.$ $PC STA. 659+80.46, 40.00' LT.$</p>

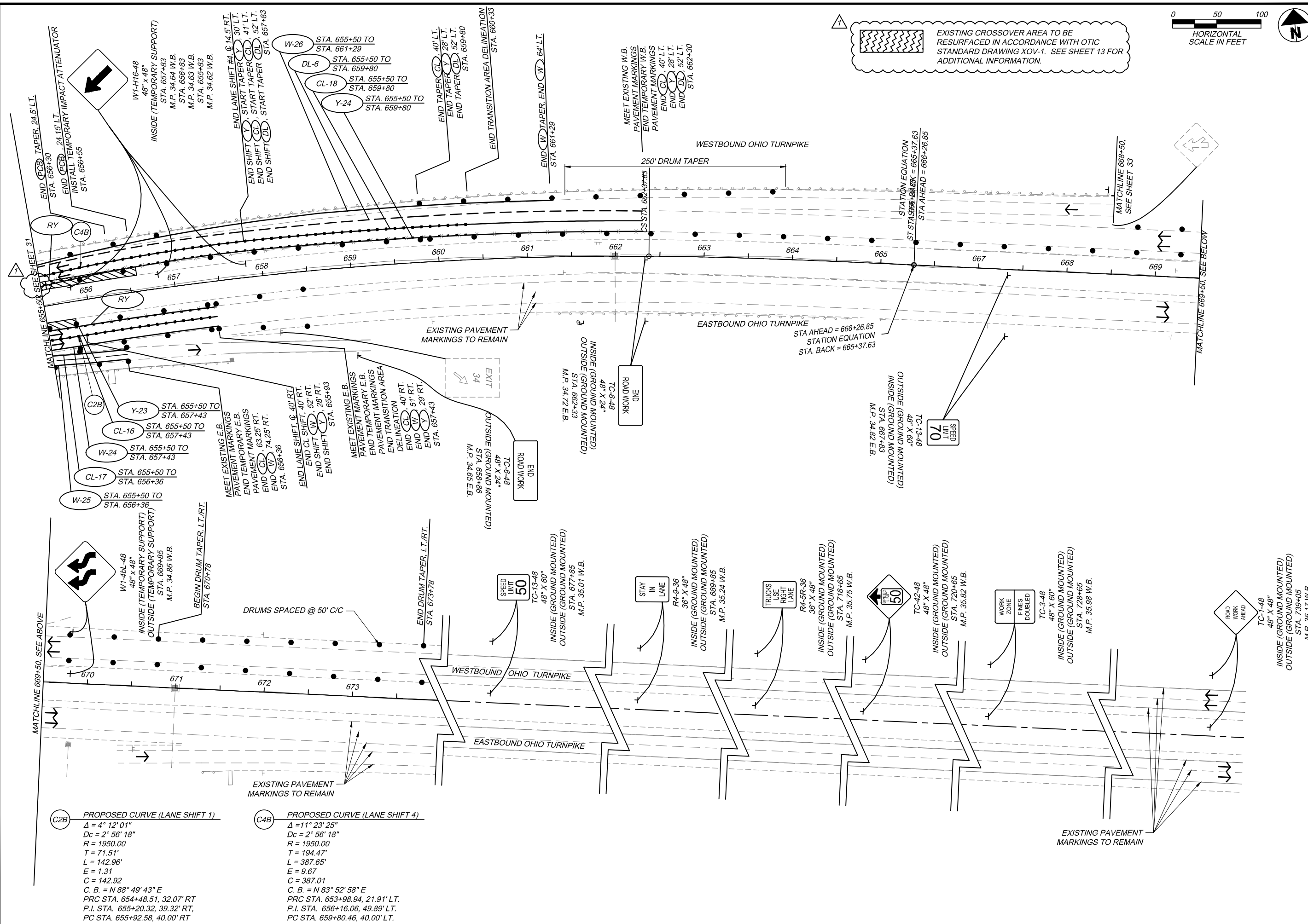


PROJECT 43-19-02		DATE: 11/30/18	
MAINTENANCE OF TRAFFIC - PHASE 2		STA. 641+50 TO STA. 655+50	
DESIGNED	CHECKED	NO.	REVISIONS
DSM	LOB	1	ADDENDUM 1
DRAWN	IN CHARGE	2	ADDENDUM 2
DSM	TJW		
BY	DATE	LOB	NO.
		200519	1
		200719	2

DESIGN AGENCY: GPD GROUP, Inc.
 330-572-2100
 120 South Main Street, Suite 2031, Akron, Ohio 44311
 Fax: 330-572-2101

OHIO TURNPIKE

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NO.	REVISIONS	DATE	BY
1	ADDENDUM 2	10/7/19	LOB

DESIGNED	CHECKED	NO.	DESIGNED	CHECKED
DSM	DSM	1	DSM	DSM

PROJECT 43-19-02
 DATE: 11/30/18
 MAINTENANCE OF TRAFFIC - PHASE 2
 STA. 655+50 TO END

32	123
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OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

THE JAMES W. SHOCKNESSY OHIO TURNPIKE



PROJECT NO. 43-19-02 BRIDGE DECK REPAIR AND REHABILITATION

**OHIO TURNPIKE OVER ABANDONED RAILROAD MP 34.2,
OHIO TURNPIKE OVER STATE ROUTE 108 MP 34.5,
COUNTY ROUTE 14 OVER OHIO TURNPIKE MP 35.2**

FULTON COUNTY, OHIO

DATE PREPARED: 11/30/18

SITE OPERATOR:

TO BE DETERMINED

SWP3 AUTHORIZATION:

JOHN MAAR, CPESC
GPD GROUP
1801 WATERMARK DRIVE
SUITE 210
COLUMBUS, OHIO 43215
614.588.8945
jmaar@gpdgroup.com

APPLICABLE STANDARD DRAWINGS:

ODOT HYDRAULIC STANDARD CONSTRUCTION DRAWING DM-4.3 (1-15-16)
ODOT HYDRAULIC STANDARD CONSTRUCTION DRAWING DM-4.4 (1-15-16)

WATERS OF THE STATE PROTECTION:

IF CONSTRUCTION ACTIVITIES DISTURB AREAS ADJACENT TO WATERS OF THE STATE, STRUCTURAL PRACTICES SHALL BE IMPLEMENTED ON SITE TO PROTECT ALL ADJACENT WATERS OF THE STATE FROM THE IMPACTS OF SEDIMENT RUNOFF. NO STRUCTURAL SEDIMENT CONTROLS SHALL BE USED IN THE WATERS OF THE STATE. FOR ALL CONSTRUCTION ACTIVITIES IMMEDIATELY ADJACENT TO SURFACE WATERS OF THE STATE, A FIFTY (50) FOOT PERMANENT BUFFER SETBACK FROM AN INTERMITTENT STREAM AND A SEVENTY-FIVE FOOT SETBACK FROM A PERENNIAL STREAM SHOULD BE MAINTAINED IN ITS NATURAL STATE AND LEFT UNDISTURBED ALONG WATERS OF THE STATE, AS MEASURED FROM THE ORDINARY HIGH WATER MARK OF THE SURFACE WATER. WHERE IMPACTS WITHIN THIS SETBACK ARE UNAVOIDABLE DUE TO THE NATURE OF THE CONSTRUCTION ACTIVITY, THE PROJECT SHALL BE DESIGNED SUCH THAT THE NUMBER OF STREAM CROSSINGS AND THE WIDTH OF THE DISTURBANCE WITHIN THE SETBACK AREA ARE MINIMIZED.

THE CONTRACTOR SHALL NOT PLACE ANY EQUIPMENT IN OR PERFORM ANY WORK IN ANY OF THE STREAMS CROSSING THE PROJECT AREA. EQUIPMENT SHALL BE MOVED ACROSS STREAM CHANNELS ON EXISTING BRIDGES. NO TEMPORARY STREAM CROSSINGS MAY BE CONSTRUCTED.

ADDITIONAL CONTROLS:

ANY ADDITIONAL SEDIMENT AND EROSION CONTROLS REQUIRED TO MANAGE SEDIMENT AND EROSION FOR THIS PROJECT, NOT SEPARATELY ITEMIZED BELOW, AND REQUIRED IN THE STORM WATER POLLUTION PREVENTION PLAN (SWP3) AND/OR REQUIRED AS PART OF SUPPLEMENTAL SPECIFICATION 832, SHALL BE PAID FOR AT THE EACH BID PRICE FOR ITEM 832 - EROSION CONTROL.

REQUIRED SWP3 SUBMITTALS:

THE CONTRACTOR SHALL PREPARE AND SUBMIT THE FOLLOWING TO THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION IN ORDER TO FINALIZE THE STORM WATER POLLUTION PREVENTION PLAN:

- NOI CO-PERMITTEE FORM (SUBMIT TO OHIO EPA).
- SCHEDULE OF DISTURBANCE.
- IDENTIFICATION OF ALL ON-SITE BATCH PLANTS (IF ANY).
- IDENTIFICATION OF PROPOSED WASTE AND BORROW AREAS.
- IDENTIFICATION OF PROPOSED ON-SITE FUELING AREAS.
- IDENTIFICATION OF STAGING AND MATERIAL STORAGE AREAS.
- IDENTIFICATION OF BATCHING AREAS AND MIXING AREAS.
- SPILL PREVENTION CONTROL AND COUNTER MEASURES PLAN (IF NEC.).
- WASTE HANDLING PLAN.
- HAZARDOUS WASTE SPILL PLAN.

SWP3 NOTES:

THIS SWP3 IS MEANT TO BE USED AS A BASE PLAN FOR THE CONTRACTOR AND IS REQUIRED TO BE MODIFIED, AS NECESSARY, AND CERTIFIED THAT THE PLAN IS APPROPRIATE FOR THE MEANS, METHODS, AND CONSTRUCTION SCHEDULE TO BE EMPLOYED BY THE CONTRACTOR DURING CONSTRUCTION OF THIS PROJECT. FURTHERMORE, ANY MODIFICATIONS TO THE SWP3 REQUIRED AS A RESULT OF A CONTROL(S) NOT PERFORMING AS INTENDED, NOT INITIALLY PROPOSED, OR NOT REQUIRED SHALL BE TREATED AS A CHANGE ORDER ITEM. ONCE A CHANGE ORDER IS APPROVED, THE CONTRACTOR IS RESPONSIBLE FOR MAKING SURE THE SWP3 IS REVISED AND LOGGED IN THE SWP3 REVISION LOG.

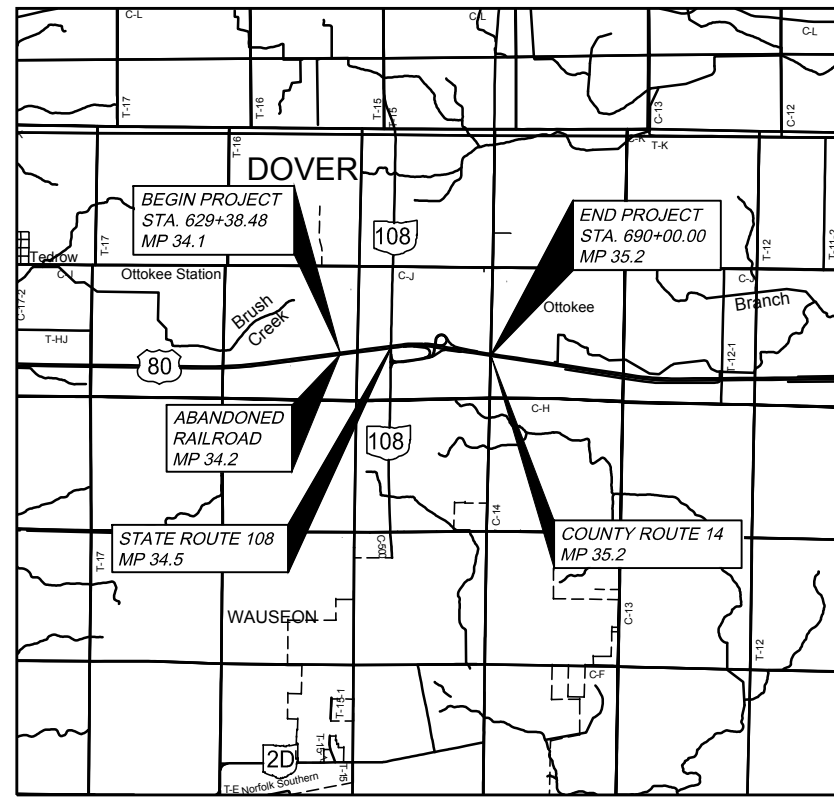
BASED ON SOIL MAPPING IN THE FULTON COUNTY SOIL SURVEY, NO HIGHLY UNSTABLE OR ERODIBLE NATIVE SOILS ARE PRESENT. THE ERODIBLE PROPERTIES OF FILL MATERIAL USED FOR LOCAL ROAD OVERPASSES IS UNKNOWN BUT THE CONTRACTOR SHALL TAKE CARE TO AVOID DISTURBING OVERPASS EMBANKMENTS FOR ANY LOCAL ROAD CROSSING IN THE PROJECT AREA. FOR EXISTING SOIL DATA, SEE SOIL BORINGS.

NO PERMANENT STORM WATER MANAGEMENT BASINS ARE PROPOSED AS PART OF THIS PROJECT. THE PROJECT DOES NOT REQUIRE PERMANENT POST-CONSTRUCTION BMP PLACEMENT AND NO PERMANENT EROSION AND SEDIMENT CONTROLS ARE PROPOSED.

VEGETATED BIOFILTERS
CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR PLACING 4" OF TOPSOIL, CLASS 3A SEEDING, AND EROSION CONTROL MATTING FOR INSTALLING VEGETATED BIOFILTERS IN ACCORDANCE WITH ODOT CMS ITEMS 653, 659, AND 670 WITHIN THE PROJECT AREA. PRIOR TO CONSTRUCTING THE VEGETATED BIOFILTERS, THE CHIEF ENGINEER SHALL PROVIDE A COMPREHENSIVE LIST OF LOCATIONS WHERE THE BIOFILTERS ARE PROPOSED. THE TOTAL CUMULATIVE AREA OF THE VEGETATED BIOFILTERS MAY INCLUDE EXISTING AREAS THAT MAY ALREADY BE CONSIDERED A BIOFILTER. CARE SHALL BE TAKEN IN THE AREAS ALREADY CONSIDERED A BIOFILTER TO NOT DISTURB THE EXISTING VEGETATION. THESE EXISTING AREAS WILL BE NOTED IN THE PROVIDED LIST OF BIOFILTER LOCATIONS.

ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS TO INSTALL NEW VEGETATED BIOFILTERS SHALL BE PAID FOR IN ACCORDANCE WITH THE FOLLOWING BID ITEMS:

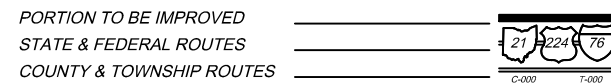
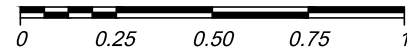
ITEM 653 - TOPSOIL FURNISHED AND PLACED 140 CY
ITEM 659 - SEEDING AND MULCHING, CLASS 3A 1,250 SY
ITEM 670 - DITCH EROSION PROTECTION 1,250 SY



LOCATION MAP

LATITUDE: 41°35'38" N LONGITUDE: 84°08'40" W

SCALE IN MILES



POST-CONSTRUCTION STORM WATER CONTROLS:

NO POST-CONSTRUCTION STORM WATER CONTROLS ARE REQUIRED, AS ROADSIDE DITCHES WILL PROVIDE VEGETATED SWALES FOR POLLUTANT REMOVAL.

PROJECT DESCRIPTION:

BRIDGE DECK REPAIR AND REHABILITATION FOR THREE (3) STRUCTURES:
OHIO TURNPIKE OVER ABANDONED RAILROAD MP 34.2, OHIO TURNPIKE OVER STATE ROUTE 108 MP 34.5,
AND COUNTY ROUTE 14 OVER OHIO TURNPIKE MP 35.2

PROJECT DATA

TOTAL AREA (RIGHT-OF-WAY)	17.23 AC.
PROJECT EARTH DISTURBED AREA (FIGURE 1112-1)	4.15 AC.
ESTIMATED CONTRACTOR EARTH DISTURBED AREA (FIGURE 1112-1)	1.00 AC.
NOTICE OF INTENT EARTH DISTURBED AREA (FIGURE 1112-1)	5.15 AC.
RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE	0.62
RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE	0.67
TOTAL IMPERVIOUS AREA (PRE-CONSTRUCTION)	5.29 AC.
TOTAL IMPERVIOUS AREA (POST-CONSTRUCTION)	7.13 AC.
PERCENT IMPERVIOUS (POST-CONSTRUCTION)	41.4%
SOIL MAP REFERENCE	FULTON COUNTY SOIL SURVEY (NRCS WEB SOIL SURVEY)
IMMEDIATE RECEIVING WATERS	TRIBUTARIES OF BRUSH CREEK AND BAD CREEK
SUBSEQUENT RECEIVING WATERS	BRUSH CREEK AND BAD CREEK
LATITUDE	41°35'38" N
LONGITUDE	84°08'40" W
USGS MAP REFERENCE	WAUSEON QUADRANGLE

INDEX OF SHEETS

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GRADING ACTIVITY AND AMENDMENT LOG	48

		ESTIMATED QUANTITIES			
		832			
STATION	SHEET	PERIMETER GEOTEXTILE FABRIC FENCE	GEOTEXTILE FABRIC DITCH CHECK	INLET PROTECTION	EROSION CONTROL
		FT.	FT.	FT.	EACH
FROM 627+00	TO OR AT 698+00	145	150	25	0
SUBTOTALS FROM THIS SHEET		145	150	25	0
CONTINGENCY QUANTITIES		25	15	25	5000
TOTALS TO GENERAL SUMMARY		170	165	50	5000

THESE QUANTITIES CARRIED TO GENERAL SUMMARY SHEET 40.

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DESIGN AGENCY: GPD GROUP, INC. 330-572-1100
 120 South Main Street, Suite 2031, Akron, Ohio 44311
 PROJECT 43-19-02
 DATE: 11/30/18
 TITLE SHEET AND SWP3 QUANTITIES
 SWP3
 45
 123
 OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
 OHIO TURNPIKE