ADDENDUM NO. 2

PROJECT NO. 39-18-01
MAINLINE PAVEMENT RECONSTRUCTION
MILEPOST 149.24 TO MILEPOST 154.10
LORAIN AND CUYAHOGA COUNTIES, OHIO

OPENING DATE:
2:00 P.M. (EASTERN TIME), NOVEMBER 22, 2017

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 1:30 PM ON NOVEMBER 17, 2017
-AND-
MODIFICATIONS TO PLAN SHEET NOS. 14, 15, 22, 26, 58, 134, 135 AND 137
-AND-
MODIFICATIONS TO BID SCHEDULED OF ITEMS AT REF. 43, 44, 113, 116 AND 117
-AND-
OTIC STANDARD DRAWING AS-1
-AND-
CHESTNUT RIDGE ROAD BRIDGE AT MP 152.0 REVISED AS-BUILT DRAWINGS
-AND-
SUPPLEMENT RACE ROAD BRIDGE AS BUILT DRAWINGS PLAN SHEET 34

Issued by the Ohio Turnpike and Infrastructure Commission on November 17, 2017 by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contracts Administration.

Anthony D. Yacobucci  Date
Mark R. Musson  Date
ANSWERS TO QUESTIONS RECEIVED THROUGH 1:30 PM ON NOVEMBER 17, 2017

Q#21 Do you have need for Traffic Control (flagging)?

A#21 Yes. The notes on Plan Sheet 23 of 393 requires the use of flaggers.

Q#22 Are we required to return signed addendums via e-mail prior to the bid?

A#22 It is not required to send in signed addenda prior to the bid. The addenda should be sent in the package of documents due 24 hours after the bid opening.

Q#23 On page 14/393 of the plans, under Pavement Repairs, there is a quantity setup for 600 feet of Full Depth Pavement Sawing, which is part of bid item 113 “Full Depth Pavement Sawing”. Will the contractor be paid separately for saw cutting the perimeter of the full depth repairs in accordance with ODOT C&MS 255.09? If so, this 600 feet quantity appears to be way understated and please consider adjusting this quantity from 600 feet to 7,200 feet to account for the perimeters of the full quantity of repairs.

A#23 This Addendum No. 2 revises the General Note and Bid Item 255 – Full Depth Pavement Sawing quantity to 7200 ft.

Q#24 Plan sheet 9/393 shows the concrete barrier detail where the D-Wall sits on top of SP304 aggregate base. Per the item legend on sheet 7/393, the thickness of the aggregate base is to be 6”. With the depth of adjoining asphalt pavement and stone being 20.75”, then this would mean that either the wall foundation is to be 14.75” thick or that the stone base (assuming a 9” thick barrier wall base) should be 11.75” thick? Please clarify and if required add SP304 quantity.

A#24 The cost for the additional SP 304 used to fill void between the 6” of SP 304 base and the bottom of the wall foundation is included with the cost of the Item 622. This Addendum No. 2 clarifies the General Note for Item 622 – Concrete Barrier, Single Slope, Type D, As Per Plan on Plan Sheet 15 of 393.

Q#25 According to standard drawing CBR-1, 20 ft of barrier is to be deducted at median inlets. Will the Concrete Barrier, Type B-50, As Per Plan be measured through the inlet at 58+00? Also, will reinforcing steel as shown on standard drawing CB-4 be required?

A#25 See Plan Notes on Plan Sheet 127 of 393 regarding the existing median inlet at 58+00. The median wall is to be removed during the crossover construction with the existing inlet remaining in place and covered. That work, including restoration of the inlet is paid for under Item 615 – Pavement for Maintaining Traffic, As Per Plan. The 20 ft of barrier deduction shown on CBR-1 doesn’t apply here since the median inlet is existing to remain. Reconstruct the median wall in accordance with CB-4 including the reinforcing steel. The plan length is correct.
Q#26  Bid item 58- Seeding and Mulching: Plan quantity of 85457 sy includes 13275 sy for slope repair areas and 72182 sy per note on sheet 20. Does the area shown on sheet 20 include seeding outside the pavement shoulders as well as seeding for ditch cleanout work (plan sheet 19)?

A#26  The seeding and mulching quantities for ditch cleanout are included in the Earthwork Subsummary Table on Plan Sheet 137 of 393. Because each Contractor has different means and methods of disturbing the area adjacent to berm, the seeding and mulching is included in the cost of Item 209 – Linear Grading, As Per Plan. This Addendum No. 2 clarifies this in the General Note “Item 209 – Linear Grading, As Per Plan Note” on Plan Sheet 15 of 393.

Q#27  The drawings included in addendum 1 are incorrect. 3 and 5 are the same files. The missing bridge is mainline over Chestnut.

A#27  This Addendum No. 2 provides the correct Mainline Bridge over Chestnut Road as-built plans.

Q#28  Standard drawing CBR-1 does not show deducting any quantity of Concrete Barrier, B-50 through end anchors. However, the subsummary on sheet 137/393 deducts 15 ft of Concrete Barrier, B-50 through each end anchor. Will the Concrete Barrier, B-50 be measured and paid through the 15 ft end anchors in which case the end anchor item would be limited to the cost of the additional reinforcing steel?

A#28  The outer ends of the proposed Item 622 Barrier Misc.: Concrete Barrier, Type B-50, As Per Plan only requires expansion joints at the connection to the existing B-50 wall. Reinforced end anchorages are not needed. This Addendum No. 2 revises the quantity for Reference No. 43 – 622 Barrier Misc.: Concrete Barrier, Type B-50, As Per Plan to 730 FT and Removes Reference No. 44 – Barrier Misc.: Concrete Barrier, End Anchorage, Reinforced, Type B-50 for the Contract Documents. The quantities on Plan Sheet 134 and 137 of 393 are also revised.

Q#29  The notes on sheet 22 show median wall repairs occurring in phase 1. Per the subsummary on sheet 137/393, the only Concrete Barrier, B-50, As Per Plan is at the crossovers. If it is the intent to perform median wall repairs that are not currently accounted for please setup a separate item for this as the cost to pour back longer runs through crossovers is not comparable in scope to pouring back short repairs by hand.

A#29  This Addendum No. 2 deletes the median wall repairs from phase 1 notes on Plan Sheet 22 of 393.

Q#30  The notes on page 14/393 related to pavement repairs require RRCM mix for areas that need to be opened to traffic in a timely manner. This mix is extremely expensive and is not a mix that many suppliers are willing to price due to the risks involved. Since these repairs are temporary and in areas that will eventually be reconstructed as part of this project please revise the description of item #117 and the notes on sheet 14 to allow QC FS instead of the RRCM mix.

A#30  See A#33.
Q#31 Addendum 1 provide PDF files of existing structures. The file which is labeled “Chestnut Ridge” but is actually a duplicate of the Turnpike Ramp bridge. Please make available the pdf of the existing turnpike mainline bridge over Chestnut Ridge Road.

A#31 See A#27.

Q#32 Plan sheet 34 from original Contract C-22 (1953) contains all the structural steel notes for the bridges but was not included in the files issued with addendum 1. Please provide this missing information.

A#32 Yes, this Addendum No. 2 includes the requested as-built Plan Sheet 34 from the original Contract C-22.

Q#33 There are two items for concrete joint repairs (116 and 117). The bid form and page 14 of the plans shows these spec’d as ODOT 255. However, there is a special provision SP 451 – Full Depth Pavement Repair included in the proposal which has the following additional requirements:

a. White curing compound is not allowed, we would need to water cure until reaching flexural strength of 600 psi (~5 days for standard mix).

b. Replace the required thickness of asphalt incidental to the SP 451 item (under ODOT 255 any asphalt would be paid separately).

Since this SP 451 note was just updated 10/20/17, does this apply to the 255 joint repairs or does the 255 bid item and specification (except as modified on sheet 14) apply?

A#33 This Addendum No. 2 revises the pay item for Reference No. 116 from Item 255 – Full Depth Pavement Removal and Rigid Replacement to read Item SP451 - Full Depth Pavement Removal (Asphalt) and Reference No. 117 From Item 255 – Full Depth Pavement Removal and Rigid Replacement (Using Rapid Repair Concrete Mix Material) to read Item SP451 - Full Depth Pavement Removal (Concrete). The General Note and descriptions on Plan Sheets 14 & 135 of 393 are also revised.

Q#34 Is the SWPPP Track output an acceptable reporting format for this project?

A#34 No, Bid the SWPPP Work as specified.

Q#35 Concerning approach slabs reference standard drawings plans reference OTIC standard drawing AS-1 dated 10-20-17. Please provide.

A#35 This Addendum No. 2 includes the OTIC Standard Drawing AS-1, Dated 10-20-17.
A#36 Item 247 SPECIAL – PEDESTAL REPLACEMENT: respective structure plan sheets (356, 364, 373 and 383) show 75% of the bid quantity being a contingency amount for this work. Per structure general note on 353 this contingency quantity is at locations as directed by the engineer. Quantities that do have a detailed location in the plans are all abutment locations. Will the contingency amount be at locations only at abutments or are pier locations to be considered as well?

Q#36 Yes, the abutment and pier are eligible for the contingency quantity.

MODIFIED CONTRACT DOCUMENTS
With this Addendum No. 2, the Commission substitutes the enclosed materials for the following Contract Documents:

Plan Sheets 14, 15, 22, 26, 58, 134, 135 and 137; and

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

With this Addendum No. 2, the Commission modifies the Bid Schedule of Items for the following Reference Numbers: 43, 44, 113, 116 and 117.

OTIC Standard Drawing AS-1 is furnished as part of the Contract Documents

Receipt of Addendum No. 2
Project No. 39-18-01 is hereby acknowledged:

(Firm Name) _______________________________

(Signature) _______________________________

(Printed Name) ___________________________

(Date) ___________________________________

BIDDERS MUST RETURN THE ABOVE ACKNOWLEDGEMENT OF RECEIPT OF ADDENDUM NO. 2 WITH THEIR BID.
THE ELEVATIONS SHOWN AT THE HORIZONTAL MONUMENTS, ON THE MAP, CAN PAVEMENT SHEET AND ON THE PAVEMENT DETAIL SHEETS ARE BASED ON NAVD 88 DATUM. IN ADDITION, THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY THE CONTRACTOR THAT ARE SMaller THAN THE MINIMUM QUANTITY SPECIFIED WERE NOT CURRENTLY INCLUDED ON THE DRAWINGS. THESE ADJUSTMENTS WILL BE PERFORMED BY THE CHIEF ENGINEER.

PAYMENT FOR THE ABOVE-MENTIONED WORK WILL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 103-33, CONSTRUCTION LAYOUT LAYOUT.

SECTION 2.2 - ELEVATION

ITEM 103 - CONSTRUCTION LAYOUT

THE ELEVATIONS SHOWN AT THE HORIZONTAL MONUMENTS, ON THE MAP, CAN PAVEMENT SHEET AND ON THE PAVEMENT DETAIL SHEETS ARE BASED ON NAVD 88 DATUM. IN ADDITION, THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY THE CONTRACTOR THAT ARE SMaller THAN THE MINIMUM QUANTITY SPECIFIED WERE NOT CURRENTLY INCLUDED ON THE DRAWINGS. THESE ADJUSTMENTS WILL BE PERFORMED BY THE CHIEF ENGINEER.

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PAYMENT FOR THE ABOVE-MENTIONED WORK WILL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 103-33, CONSTRUCTION LAYOUT LAYOUT.
ITEM 200 - GUARDRAIL REMOVED, AS PER PLAN

In accordance with the respective item, concrete barriers removed as per plan will include all labor, materials, and equipment necessary to be removed and replaced. Failure to comply with this requirement shall be deemed sufficient cause to order work suspended on this project.

ITEM 202 - GUARDRAIL REMOVED FOR SALVAGE, AS PER PLAN

This item shall include removal and salvaging of the following materials at each location identified in the plans: existing type E (ET-2000+) anchors, plastic tying that is in good condition, existing guardrail, end anchorage, type D, and plastic blocking that is in good condition. The contractor shall use care in the removal process to ensure that guardrail parts are not damaged. Payment for all labor and incidental work shall be included in the unit price bid for each location identified in the plans.

ITEM 423 - CRACK SEALING, TYPE IV

This item shall consist of furnishing all labor, materials, and equipment necessary to provide an outlet. Payment for the above work shall be made at the unit price bid for each location identified in the plans.

ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=12"), AS PER PLAN

This item shall consist of furnishing all labor, materials, and equipment necessary to construct the reinforced concrete approach slab. Payment for the above work shall be made at the unit price bid for each location identified in the plans.
MAY BE INSTALLED. EACH CROSSOVER LIGHTING SYSTEM SHALL BE PAID FOR SEPARATELY
ACCORDING TO THE CONTRACTOR'S STANDARD DRAWING TCB-3.

PHASE 3B

PHASE 3B CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE INSIDE EASTBOUND LANE AND STRUCTURE, REMAINING BRIDGE WORK TO BE COMPLETED AS PER THE PHASE 3B MAINTENANCE OF TRAFFIC DETAIL SHEET NO. 1.

PHASE 2B

PHASE 2B CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE INSIDE EASTBOUND LANE AND STRUCTURE, REMAINING BRIDGE WORK TO BE COMPLETED AS PER THE PHASE 2B MAINTENANCE OF TRAFFIC DETAIL SHEET NO. 1.

PHASE 2C

PHASE 2C CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE INSIDE EASTBOUND LANE AND STRUCTURE, REMAINING BRIDGE WORK TO BE COMPLETED AS PER THE PHASE 2C MAINTENANCE OF TRAFFIC DETAIL SHEET NO. 1.

PHASE 3C

PHASE 3C CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE INSIDE EASTBOUND LANE AND STRUCTURE, REMAINING BRIDGE WORK TO BE COMPLETED AS PER THE PHASE 3C MAINTENANCE OF TRAFFIC DETAIL SHEET NO. 1.
MAINTENANCE OF TRAFFIC - LOCAL ROADS

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MAINTENANCE OF TRAFFIC NECESSARY TO LAY OUT AND INSTALL THE SPEED MEASUREMENT MARKINGS. THE CONTRACTOR SHALL INSTALL 48" X 48" "SPEED ENFORCED BY AIRCRAFT" SIGNS ON THE BARRIER WALL AS PER THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL INSTALL SPEED MEASUREMENT MARKINGS, AS DIRECTED BY THE CHIEF ENGINEER, FOR THOSE LOCATIONS REQUIRING BARRIER REFLECTORS.

ITEM SPECIAL - SPEED MEASUREMENT MARKINGS, AS PER PLAN

THE CONTRACTOR SHALL INSTALL SPEED MEASUREMENT MARKINGS, AS DIRECTED BY THE CHIEF ENGINEER, PRIOR TO IMPLEMENTING CONTRACTOR FOR EACH CONSTRUCTION SEASON. THE CONTRACTOR SHALL INSTALL AU PAINTING AT THE PROPOSED LOCATIONS. THE CONTRACTOR SHALL INSTALL A R2-H15 48" X 48" "SPEED ENFORCED BY AIRCRAFT" SIGN ON THE BARRIER WALL AS PER THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL INSTALL SPEED MEASUREMENT MARKINGS, AS DIRECTED BY THE CHIEF ENGINEER, FOR THOSE LOCATIONS REQUIRING BARRIER REFLECTORS.

METHOD OF PAYMENT FOR MAINTENANCE OF TRAFFIC - WINTER SHUTDOWN

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NOTE:
The contractor shall provide workzone protection while restoring the maintenance of traffic crossovers in accordance with OTIC standard drawings.
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### Addendum No. 1

#### Mowing

- **Miles**
  - 20
  - 659

#### Water

- **GAL**
  - 406
  - 659
  - 390

#### Lime

- **14.92**
  - 659
  - 14.92

#### Commercial Fertilizer

- **TON**
  - 9.75
  - 659
  - 9.75

#### Project

**Ohio Turnpike and Infrastructure Commission**

- **Repair Seeding and Mulching**
  - **SQ YD**
    - 659
    - 20500
  - **SQ YD**
    - 3610
    - 20500
  - **SQ YD**
    - 39167
    - 13275
    - 72182

- **Topsoil**
  - **CU YD**
    - 659
    - 1460
    - 335
    - 8013

- **Rock Channel Protection, Type B with Filter SWP3 Management**
  - **LUMP**
    - SP 113
    - 1
    - 160
    - 16
    - 16000

- **Erosion Control**
  - **15 FT**
    - 1
    - 15
    - 15
  - **16 FT**
    - 1
    - 16
    - 16
  - **Fence, Type CLT, As Per Plan**
    - 1
    - 16
    - 46407
  - **Fence, Type 47, As Per Plan**
    - 1
    - 16
    - 46407

- **Impact Attenuator, Type 3 (QuadGuard Elite)**
  - **SP 606B**
    - 2
    - 2
    - 2
    - 52072
    - 968
  - **SP 606A**
    - 25
    - 25
    - 25
    - 607

- **Anchor Assembly, MGS Type E (ET-31)**
  - **SP 519**
    - 21
    - 21
    - 21
    - 22819
    - 607
  - **MGS Bridge Terminal Assembly, Type 1 with Long Steel Posts**
    - **SP 606**
      - 22
      - 22
      - 22
      - 22669
      - 22
  - **Guardrail, Type MGS with Long Steel Posts**
    - **SP 606**
      - 21
      - 21
      - 21
      - 22
      - 22819
      - 52072
    - **SP 519**
      - 968
      - 968
      - 968

- **Concrete Barrier, Single Slope, Type D, As Per Plan**
  - **SP 606**
    - 6
    - 6
    - 6
    - 395
  - **Concrete Barrier, Type B-50, As Per Plan**
    - **SP 606**
      - 6
      - 6
      - 6
      - 730
      - 622
  - **Concrete Barrier, End Section, Type D, As Per Plan**
    - **SP 606**
      - 6
      - 6
      - 6
      - 52072
        - 968

- **Patching Concrete Structures**
  - **TON**
    - 7150
    - 206
    - 206
  - **SQ FT**
    - 206
    - 52072
    - 52072

- **Roadway and Erosion Control**
  - **INSERT 1**
    - **15 FT**
      - 1
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      - 15
    - **16 FT**
      - 1
      - 16
      - 16
  - **52072**
  - **968**

- **Curing Coat, As Per Plan**
  - **TON**
    - 7150
    - 206
    - 206
  - **SQ FT**
    - 206
    - 52072
    - 52072

- **Subgrade Compaction**
  - **SQ YD**
    - 227
    - 227
    - 227
  - **SQ YD**
    - 227
    - 227
    - 227

- **Excavation**
  - **CU YD**
    - 203
    - 13853
    - 13183
  - **CU YD**
    - 203
    - 1756
    - 1756

- **Embankment**
  - **CU YD**
    - 202
    - 13853
    - 13183
  - **CU YD**
    - 202
    - 1756
    - 1756

- **Ditch Cleanout**
  - **FT**
    - 202
    - 730
    - 730

- **Roadway Excavation and Embankment**
  - **CU YD**
    - 201
    - 1800
    - 1800

### Additional Notes

- **Removal Misc.: Sign Foundation**
  - **2**
  - 2
  - 2
- **Tree Removal, 48”**
  - **35**
  - 164
  - 137
- **Tree Removal, 30”**
  - **495**
  - 144
  - 137
- **Clearing and Grubbing**
  - **LUMP**
    - 201
    - 144
    - 19
    - 18
    - 17
    - 16
    - 15
    - 14
    - 13
  - **TOTAL**
    - **NO.**
      - 201
      - 201
      - 144
      - 137
      - 19
      - 18
      - 17
      - 16
      - 15
      - 14
      - 13

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**CHECKING: DATE: APPROVED: DATE:**

**SHERIFF: DRAWN CLH IN CHARGE CLH CORRECTED: DATE: 11/16/17 CLH 11/08/17 CLH**

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**MRG LRK**

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**GENERAL SUMMARY**

**TO ROADWAY AND EROSION CONTROL**

**INSERT 1**

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**PROJECT 39-18-01 DATE: 05/07/19**

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**GENERAL SUMMARY**

**TO ROADWAY AND EROSION CONTROL**

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**SUMMARY**

- **DITCH CLEANOUT AREA**
  - Date: 11-16-17
  - Remarks: Removed, as per plan

- **RAMP 1**
  - Date: 11-16-17
  - Remarks: Removed, as per plan

- **RAMP 4**
  - Date: 11-16-17
  - Remarks: Removed, as per plan

- **RAMP 5**
  - Date: 11-16-17
  - Remarks: Removed, as per plan

- **DITCH CLEANOUT AREA**
  - Date: 11-16-17
  - Remarks: Removed, as per plan

**TOTALS CARRIED TO GENERAL SUMMARY**

- Date: 11-16-17
- Remarks: Removed, as per plan
**REINFORCED CONCRETE APPROACH SLAB**

1. **THIS DRAWING PROVIDES DESIGN AND GENERAL CONSTRUCTION DETAILS. THE PROJECT PLANS WILL SHOW SKEW, CURBS IF ANY, ESTIMATED QUANTITIES, AND SPECIAL NOTES AND DETAILS, WHERE NECESSARY. THE APPROACH SLAB SHALL BE ADJUSTED TO FIT THE ENDS OF THE BRIDGE AND THE APPROACH PAVEMENT.**

2. **REINFORCEMENT STEEL SHALL BE EPXY COATED IN ACCORDANCE WITH SP 530. THE REINFORCING CLEARANCE TO THE CONCRETE SURFACE SHALL BE 2" UNLESS OTHERWISE SHOWN.**

3. **LONGITUDINAL CONSTRUCTION JOINTS AND PERMISSIBLE CONSTRUCTION JOINTS REQUIRED FOR STAGE CONSTRUCTION SHALL BE IN ACCORDANCE WITH 511.09, 509.07 AND SURFACE NEEDED. THE APPROACH SLAB SHALL BE TREATED IN ACCORDANCE WITH SP 509. THE REINFORCEMENT CLEARANCE TO THE CONCRETE SURFACE SHALL BE 1" UNLESS OTHERWISE SHOWN.**


5. **6" PERFORATED PIPE UNDERDRAIN PER SP 605 SHALL BE IN ACCORDANCE WITH 705.03. PROVIDE A PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL IS TO BE PLACED. IT SHALL BE APPLIED UNDERDRAIN SHALL START AT THE MEDIAN AND DRAIN TOWARD THE OUTSIDE SHOULDER ON ALL MEANLINE APPROACH SLABS.**

6. **BASE MATERIAL SHALL BE SP 304 - AGGREGATE BASE.**

7. **GROVE OR SAW CUT A 1½" X 2" GROOVE AND THEN APPLY A HOT JOINT SEALER PER 303.04.**

8. **A WATERPROOFING SEALANT NOT EXTEND ABOVE THE BOTTOM OF THE GROOVE INTO MASONRY OR CONCRETE. COMPRESSION JOINT SEAL IS TO BE PLACED. IT SHALL BE APPLIED TO THE ENTIRE AREA OF THE JOINT WHICH COMES INTO CONTACT WITH THE APPROACH SLAB.**

9. **1" PREFORMED EXPANSION JOINT FILLER SHALL BE SP 700.03.**

10. **CURB, BRIDGE, SIDEWALKS FOR BRIDGES CONSTRUCTED WITH RAISED SIDEWALLS, DECKER PARAPETS OR OTHER TYPES OF CONSTRUCTION WHICH RETAIN ROADWAY SURFACE DRAINAGE. THE APPROACH SLAB SHALL EITHER INCLUDE INTEGRAL CURBS OR BE CONSTRUCTED IN CONJUNCTION WITH BRIDGE CURBS. CURB HEIGHT SHALL BE TRANSITIONED UNIFROMLY BETWEEN BRIDGE CURB HEIGHT AND APPROACH CURB HEIGHT.**

11. **APPROACH SLAB WIDTH SHALL EXTEND FROM GUTTER LINE TO CURB LINE AND BE 6" WIDER FOR EACH CURB BEYOND THE EDGE OF THE PARAPETS.**

12. **REMOVAL OF EXISTING CURB FOR APPROACH SLAB WIDENING SHALL BE PER SP 202 AND THE REMOVAL SHALL BE INCIDENTAL TO THE COST OF ITEM 303.**


14. **THE DETERIORATED PORTIONS OF THE APPROACH SLAB MAY BE RECONSTRUCTED OR IN ACCORDANCE WITH THIS DETAIL OR AS DIRECTED BY THE CHIEF ENGINEER. REMOVAL SHALL BE PERFORMED IN ACCORDANCE WITH SP 202 - PORTION OF STRUCTURE REMOVED. PAYMENT FOR THIS WORK SHALL BE MADE AT THE UNIT PRICE 70 FOR SP 510 - PATCHING CONCRETE STRUCTURES, AS PER PLAN AND SHALL INCLUDE THE SP 202 REMOVAL.**

15. **THE FOLLOWING ITEMS SHALL BE INCLUDED IN THE UNIT PRICE 60 PER SQUARE YARD FOR 10X12 - REINFORCED CONCRETE APPROACH SLABS (TYP) AS PER PLAN:**

- ODOT STANDARD DRAWING AS-1, ALL DETAILS
- ALL JOINTS, INCLUDING MECHANICAL CONNECTORS, DOWEL HOLES, DOWELS, AND GROUT
- GROVE / SAW CUT AND JOINT SEALER
- TYPE 3 WATERPROOFING
- 1" PREFORMED EXPANSION JOINT FILLER WITH JOINT SEALER
- 3" PREFERRED CONCRETE BLOCK MAT
- EPOXY COATED REINFORCING STEEL
- 6" PERFORATED Pipe UNDERDRAIN WITH FABRIC WRAP FOR PAVEMENT AND BRIDGE DECK. IF THE RATE OF CROWN OF THE APPROACH SLAB DIFERS FROM THAT OF THE APPROACH PAVEMENT, A SMOOTH TRANSITION SHALL BE PROVIDED ON THE APPROACH SLAB.