OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

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 11/17/17
Anthony D. Yacobucci Date

Mark R. Musson 11/17/17
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 SWPPPTrack 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.

CHECKING PRINT
CHECKED: _____ DATE: _____ CORRECTED: _____ DATE: _____
BACKCHECKED: _____ DATE: _____ APPROVED: _____ DATE: _____

CONSTRUCTION SPECIFICATIONS
THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION 2016 CONSTRUCTION AND MATERIALS SPECIFICATIONS AND THE SPECIAL PROVISIONS CONTAINED IN THE CONTRACT DOCUMENTS SHALL GOVERN THIS PROJECT.

UTILITIES
LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS.

AVON LAKE REGIONAL WATER/ SEWER
201 MILLER ROAD
AVON LAKE, OHIO
CONTACT PERSON: JACK R. GAYDAR
440-933-6226, EX 214

CUYAHOGA COUNTY PUBLIC WORKS
2079 E 9TH ST, 5TH FLOOR
CLEVELAND, OHIO
CONTACT PERSON: MICHAEL ZAVODA
219-348-3843

COLUMBIA GAS TRANSMISSION
589 NORTH STATE ST
MEDINA, OH
CONTACT PERSON: TOM EMORY
330-721-4165

COLUMBIA GAS OF OHIO
7080 FRY ROAD
MIDDLEBURG HEIGHTS, OH 44130
CONTACT PERSON: JUDY DEAN
440-891-2459

OHIO EDISON
1910 WEST MARKET ST
AKRON, OHIO 44313
CONTACT PERSON: MIKE ORBAN
330-761-2331

CITY OF NORTH RIDGEVILLE
7307 AVON BELDEN RD
NORTH RIDGEVILLE, OHIO
440-353-0841

CENTURYLINK
CONTACT PERSON:
GEORGE MCELVAIN
303-992-9931

WINDSTREAM
NICOLE HAMLIN
800-289-1901

COX COMMUNICATIONS
12221 PLAZA DRIVE
PARMA, OHIO
CONTACT PERSON:
MARK PRESTON
216-676-8300 EX:3349

TIME WARNER CABLE
8150 DOW CIRCLE
STRONGSVILLE, OHIO
CONTACT PERSON: PAUL SILVESTRO
216-575-8016 EX: 5034

AT&T
13630 LORAIN AVE
CLEVELAND, OHIO
CONTACT PERSON: TIM FOGARTY
216-476-6142

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

LCI INTERNATIONAL FIBER OPTIC (CENTURY LINK), AND MCI CABLES
EXTREME CARE MUST BE TAKEN BY THE CONTRACTOR TO PRESERVE AND PROTECT THE FIBER OPTIC CABLE DURING ALL PHASES OF CONSTRUCTION. CABLE LOCATIONS DEPICTED ON THE PLAN AND PROFILE SHEETS WERE PLOTTED FROM EXISTING AVAILABLE PLANS. ANY EXCAVATION ADJACENT TO THE CABLE FOR ANY REASON SHALL NOT BE PERFORMED WITHOUT LCI FIRST LOCATING THE CABLE. AFTER THE CABLE HAS BEEN LOCATED BY LCI, THE CONTRACTOR SHALL EXCAVATE TO WITHIN 12" OF THE CABLE DEPTH AS PROVIDED. LCI REPRESENTATIVES WILL THEN HAND DIG TO EXPOSE THE CABLE.

THE CONTRACTOR SHALL ALSO BE AWARE OF THE EXISTING MCI CABLE WHEN EXCAVATING TO FORM THE PROPOSED OUTSIDE ROADWAY DITCHES, CLEANING OUT THE EXISTING DITCHES, PERFORMING SLOPE EROSION REPAIRS AND REPLACING THE EXISTING FENCE. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANIES FOR DEPTH VERIFICATION PRIOR TO ANY WORK, ESPECIALLY IN NON-ANTICIPATED WORK AREAS. NO ADDITIONAL PAYMENT WILL BE MADE TO THE CONTRACTOR FOR TIME DELAY WAITING FOR DEPTH VERIFICATION FROM UTILITY COMPANIES.

WORK LIMITS
THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PROJECT SURVEY
EXISTING PAVEMENT ELEVATIONS SHOWN ON PAVEMENT ELEVATION TABLES ARE AT THE RIGHT EDGE OF THE THIRD LANE (DIRECTION OF TRAFFIC) AND DERIVED FROM THE EXISTING THIRD LANE DESIGN PLANS. THESE ELEVATION ARE BASED ON NGVD29 DATUM. CONTRACTOR SHALL CONSTRUCT PROPOSED PAVEMENT TO MATCH EDGE OF EXISTING PAVEMENT AND INSURE DESIGN CROSS SLOPES AND SUPERELEVATION RATES ARE MET AS SHOWN ON THE PLANS. IN ADDITION, THE CONTRACTOR SHALL VERIFY ELEVATIONS AND CROSS SLOPES AS NECESSARY TO INSURE THAT NO WATER PONDING WILL OCCUR BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT FOR THE LENGTH OF THE PROJECT.

THE AS-BUILT PROFILE GRADES SHOWN ON THE PLAN AND PROFILE SHEETS AND THE ELEVATIONS SHOWN FOR THE EXISTING DRAINAGE STRUCTURES WERE DERIVED FROM THE EXISTING THIRD LANE DESIGN PLANS WHICH USED NGVD29 DATUM. THE DESIGNED TOP OR GRATE ELEVATIONS FOR THOSE STRUCTURE REPLACEMENTS ARE SHOWN TO MATCH THE EXISTING IN THESE PLANS. THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED DRAINAGE STRUCTURES SO THAT THE TOP OR GRATE ELEVATION MATCHES THE PROPOSED PAVEMENT SURFACE CALCULATED USING THE CROSS SLOPES FROM THE PAVEMENT ELEVATION TABLES AND THE CONTRACTOR VERIFIED ELEVATIONS AT THE SAW CUT/THIRD LANE LINE. ADJUSTMENTS TO FLOW LINE AND INVERT ELEVATIONS MAY BE NECESSARY TO ALLOW THE USE OF STANDARD PRECAST STRUCTURES MATCHING THE STANDARD DRAWINGS. THESE ADJUSTMENT SHALL BE PERFORMED AS DIRECTED BY THE CHIEF ENGINEER.

PAYMENT FOR THE ABOVE-METIONED WORK SHALL BE INCLUDED WITH THE LUMP SUM PRICE FOR ITEM SP 623 - CONSTRUCTION LAYOUT SURVEY.

ELEVATION DATUM
THE ELEVATIONS SHOWN AT THE FENO MONUMENTS, ON THE RAMP PLAN/PROFILE SHEETS AND ON THE PAVEMENT DETAIL SHEETS ARE BASED ON NAVD 88 DATUM. ALL OTHERS ARE BASED ON NGVD 29 DATUM.

AS-BUILT PLANS
THE AS-BUILT PLANS FROM THE ORIGINAL 1953 CONSTRUCTION, 3RD LANE WIDENING, DECK REPLACEMENT AND OTHER MODIFICATIONS, INCLUDING CROSS-SECTIONS, STANDARD DRAWINGS AND TURNPIKE SPECIFIC STANDARD DRAWINGS MAY BE INSPECTED IN THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION OFFICE LOCATED AT 682 PROSPECT STREET, BEREA, OHIO 44017, TELEPHONE (440) 234-2081.

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 LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN
THIS ITEM INCLUDES REMOVAL OF THE EXISTING PAVEMENT, EXCAVATING THE EXISTING GRANULAR BASE UNDER THE LEFT, CENTER AND RIGHT LANES, APPROACH SLABS, FULL DEPTH EXCAVATION OF THE EXISTING RIGHT SHOULDER AFTER MILLING ASPHALT OVERLAY AND TRENCH EXCAVATION FOR AGGREGATE DRAIN. EXISTING GRANULAR BASE THICKNESS VARIES WITH AN ESTIMATED 6 INCHES THICK UNDER THE RIGHT AND CENTER LANES AND AN ESTIMATED 7 INCHES THICK UNDER THE LEFT LANE. THE EXCAVATION OF THE EXISTING SHOULDER, AFTER MILLING, INCLUDES APPROXIMATELY 12 TO 13 INCHES OF MATERIAL INCLUDING, BUT NOT LIMITED TO, CHIP AND SEAL, GRANULAR BASE AND EARTH. THESE THICKNESSES WERE DERIVED FROM THE EXISTING PLANS AND MAY VARY IN THE FIELD. THE ESTIMATED QUANTITIES FOR THIS WORK IS SHOWN IN THE PAVEMENT CALCULATIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 202 - PAVEMENT REMOVED, AS PER PLAN AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE WORK.

PAVEMENT REPAIRS
THE FOLLOWING QUANTITIES ARE INCLUDED AS A CONTINGENCY TO BE USED AS DIRECTED BY THE CHIEF ENGINEER FOR PAVEMENT REPAIR MEASURES TO MAINTAIN TRAFFIC. CONTRACTOR SHALL FOLLOW SP 451 ~~ODOT CMS FOR ITEM 255, EXCEPT THAT PLACEMENT OF THE DOWEL BARS ARE NOT REQUIRED FOR SHORT TERM REPAIRS, CONCRETE SHALL BE CLASS QC 1 FOR AREAS WHERE TRAFFIC CAN BE DIVERTED FOR 7 DAYS, AREAS THAT HAS TO BE OPENED TO TRAFFIC IN A TIMELY MANNER CONCRETE SHALL BE IN ACCORDANCE WITH ODOT 255.02A, AND~~ MAINTENANCE OF TRAFFIC COSTS INCURRED BY THE CONTRACTOR FOR THESE CURRENTLY UNKNOWN AND UNDEFINED PAVEMENT REPAIRS WILL BE COMPENSATED ON A TIME AND MATERIALS BASIS AS APPROVED BY THE CHIEF ENGINEER. DEPTH FOR PARTIAL REMOVAL WILL BE 5" (+/-) ASPHALT ON CONCRETE TO THE SURFACE OF THE CONCRETE BASE. REPLACEMENT MATERIALS ARE SPECIFIED IN 451.02 ~~251.03~~ UNIT PRICES BID FOR THE ITEMS IMMEDIATELY BELOW SHALL NOT INCLUDE MAINTENANCE OF TRAFFIC COSTS.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR	1000	SQ. YD.
ITEM SP 451 - FULL DEPTH PAVEMENT REPAIR (ASPHALT)	800	SQ. YD.
ITEM SP 451 - FULL DEPTH PAVEMENT REPAIR (CONCRETE)	800	SQ. YD.
ITEM 255 - FULL DEPTH PAVEMENT SAWING	7200	FT

CONTRACTOR STAGING AREA
TOLL PLAZA 152 INFIELD IS AVAILABLE FOR A CONTRACTOR STAGING AREA. CURRENTLY, THERE IS NO ELECTRIC SERVICE IN THE INFIELD AREA. IF THE CONTRACTOR ELECTS TO NSTALL ELECTRIC SERVICE FROM THE SOUTH SIDE OF LORAIN ROAD TO THE INFIELD AREA, THE SERVICE SHALL BE LEFT IN PLACE AT THE CONCLUSION OF THE PROJECT. 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 ITS ORIGINAL CONDITION AND APPROVED BY THE CHIEF ENGINEER PRIOR TO COMPLETION OF ALL WORK.

SLOPE REPAIR SL-4
THE FOLLOWING QUANTITIES ARE INCLUDED AS A CONTINGENCY TO BE USED AS DIRECTED BY THE CHIEF ENGINEER FOR A SLOPE REPAIR FROM MP 157.74 TO MP 157.76 ALONG THE EASTBOUND SIDE. ~~THESE REPAIRS WILL BE COMPENSATED ON A TIME AND MATERIALS BASIS AS APPROVED BY THE CHIEF ENGINEER .~~ CONSTRUCT USING METHODS DESCRIBED ON PLAN INSERT SHEET 1.

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN	140	SQ. YD.
ITEM 302 - 8" ASPHALT CONCRETE BASE, PG 64-22 (SHOULDERS)	32	CU. YD.
ITEM SP 304 - 9-½" AGGREGATE BASE (SHOULDER)	41	CU. YD.
ITEM SP 402 - 1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE OR RECYCLED ASPHALT CONCRETE INTERMEDIATE COURSE, PG64-22	7	CU. YD.
ITEM SP 404 - 1-1/2" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22	6	CU. YD.
ITEM 407 - NON TRACKING TACK COAT	19	GAL.
ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG STEEL POSTS	150	L.F.
ITEM 627 - STONE SHOULDER PROTECTION (WITH GUARDRAIL)	4	CU. YD.
ITEM SPECIAL - SONIC NAP ALERT PATTERN (SNAP)	0.03	MILE

ENDANGERED SPECIES - INDIANA BAT
THIS PROJECT IS WITHIN THE RANGE OF THE FEDERALLY ENDANGERED INDIANA BAT (MYOTIS SODALIS). THE ROOSTING HABITAT FOR THE INDIANA BAT CONSISTS OF LIVING OR DEAD TREES OR SNAGS WITH EXFOLIATING, PEELING OR LOOSE BARK, SPLIT TRUNKS AND/OR BRANCHES OR CAVITIES. THEREFORE, ANY UNAVOIDABLE CUTTING OF SUCH TREES OR SNAGS WILL BE PERFORMED ONLY AFTER SEPTEMBER 30 AND BEFORE APRIL 1. PRIOR TO ANY REHABILITATION/REMOVAL, THE UNDERSIDE OF THE EXISTING BRIDGE SHALL BE CAREFULLY EXAMINED FOR THE PRESENCE OF BATS, ESPECIALLY FROM APRIL 1 TO SEPTEMBER 30. IF ANY BATS ARE FOUND ROOSTING, ON THE UNDERSIDE OF A BRIDGE, THE UNITED STATES FISH AND WILDLIFE SERVICE, ECOLOGICAL SERVICES DIVISION, THE ODOT OFFICE OF ENVIRONMENTAL SERVICES AND ODOT DISTRICT 3 ENVIRONMENTAL SECTION SHALL BE CONTACTED OR PROVIDED WITH INFORMATION.

ITEM 201 - CLEARING AND GRUBBING
ALL TREES, BRUSH AND STUMPS SHALL BE REMOVED WITHIN THE CONSTRUCTION LIMITS AS SHOWN IN THE CONSTRUCTION PLANS OR AS SHOWN IN THE TABLE BELOW. THIS WORK SHALL BE COMPLETED UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING AND THE UNIT PRICE BID FOR ITEM 201 - TREE REMOVED, ___", EACH ; EXCEPT THOSE OTHERWISE DESIGNATED BY THE CHIEF ENGINEER SHALL NOT BE REMOVED.

THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES THAT HAVE BEEN MARKED TO BE REMOVED WITHIN THE TURNPIKE RIGHT OF WAY OR EASEMENTS. ALL ASH TREES AND DEAD TREES SHALL BE REMOVED WITHIN THE TURNPIKE RIGHT OF WAY OR EASEMENTS. THESE TREES MAY NOT BE MARKED. THE CHIEF ENGINEER RESERVES THE RIGHT TO ORDER THE REMOVAL OF ADDITIONAL TREES. NOTICE SHALL BE MADE TO THE CM PRIOR TO THE START OF THIS WORK.

EASTBOUND
ITEM 201 - TREE REMOVED, 18" EACH 285
ITEM 201 - TREE REMOVED, 30" EACH 82
ITEM 201 - TREE REMOVED, 48" EACH 26

WESTBOUND
ITEM 201 - TREE REMOVED, 18" EACH 165
ITEM 201 - TREE REMOVED, 30" EACH 67
ITEM 201 - TREE REMOVED, 48" EACH 20

10% CONTINGENCY
ITEM 201 - TREE REMOVED, 18" EACH 45
ITEM 201 - TREE REMOVED, 30" EACH 15
ITEM 201 - TREE REMOVED, 48" EACH 5

TREES WILL BE MEASURED AT A HEIGHT OF 54" (INCHES) ABOVE THE GROUND. TREES THAT HAVE TWO OR MORE TRUNKS WILL BE MEASURED JUST BELOW THE POINT BELOW THE SPILT OR EACH TRUNK. ALL STUMPS OUTSIDE OF THE CLEARING AND GRUBBING LIMITS THAT ARE WITHIN MOWABLE AREAS SHALL BE GROUND SIX (6") BELOW GRADE. IN UNMOWABLE AREAS, STUMPS MAY BE LEFT IN PLACE, TWO (2") INCHES ABOVE THE ADJACENT GROUND AND TREATED/SPRAYED WITH A GARLON HERBICIDE MIXED WITH BASE OIL. ALL STUMPS LEFT IN PLACE SHALL BE SPRAYED WITH THE HERBICIDE MIXTURE.

PAYMENT FOR THE REMOVAL OF TREES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 201 - TREE REMOVED, ___", EACH AND SHALL INCLUDE ALL LABOR, TOOLS, MATERIALS AND EQUIPMENT NECESSARY TO COMPLETE THIS WORK.

TOTALS CARRIED TO GENERAL SUMMARY
ITEM 201 - TREE REMOVED, 18" EACH 495
ITEM 201 - TREE REMOVED, 30" EACH 164
ITEM 201 - TREE REMOVED, 48" EACH 51

CLEARING, GRUBBING, MOWING AND TREE REMOVAL TABLE

SIDE	MP	MP	Clear / mow to ROW	Clear / mow 30 ft from shoulder	Comments
EB	149.24	150.20	X		Stop at Root Rd Bridge
*					West of Maddock Rd Bridge - Save 2 large trees
EB	150.20	150.50		X	Only mow up to tree line, Also clear 10' next to Fence
EB	150.50	151.20	X		
EB	151.20	151.80	X		Clear all tree and brush on the South side of the ROW Fence and Stop at TP151 Ramp Bridge
*	151.35				Clear 100' on either side of the box culvert stream
EB	151.80	152.10	X		TP152 Exit Ramp - Stop at Chestnut bridge.
*	152.10	152.20		X	TP152 Exit Ramp south side - Stop at Mainline bridge over TP152 Ramp bridge.
EB	152.10	152.80		X	
EB	152.80	153.20	X		
EB	153.20	154.10	X		
WB	154.10	151.80	X		End at TP151 Ramp Bridge
WB	151.80	149.72	X		Begin at TP151 Concrete Pavement - OTIC side of plaza. End at Maddock Rd bridge.
WB	149.72	149.85		X	
WB	149.85	149.24	X		Begin West of Culvert
Notes:					

1. Clearing shall be done in accordance with CMS 201.03B.
2. In areas designated 30 ft clearing from the paved shoulder, All ash trees or dead trees shall be removed 2" from the ground.
3. If any areas described above do not need cleared or grubbed, then mow the grass and all other growth to a 6" height.
4. Areas that are not identified to be cleared to the ROW fence. 10' Clearing and grubbing will need to be performed to remove and replace the fence.
5. Clear all bridge embankments, both sides up to the Approach slab / Asphalt interface. Bridges include Race Rd., Maddock Rd., SR83, Root Road, Exit Ramp 151, Exit Ramp 152 over Chestnut Ridge, Chestnut Ridge, SR10 over TP152 Ramp, SR10 over mainline, Mainline over TP152 Ramp, Lorain Road, NS RR , Bagley Rd, and Jennings Rd.
6. Areas around large culverts should be cleared to the edge of the ROW, (Within OTIC easements) not the ROW Fence.

* modification to general scope of Work

2016161GN001.dwg; 11/17/17 - 12:46pm

DESIGNED CLH | CHECKED PJF | DESIGN AGENCY: GPD GROUP, Akron, Ohio, 330-572-2100, Fax 330-572-2101

NO.	REVISIONS	BY	DATE
1	ADDENDUM NO. 1	CLH	11/9/17
2	ADDENDUM NO. 2	CLH	11/16/17
-	-	-	-
-	-	-	-

DRAWN CLH | IN CHARGE MRG

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

GENERAL NOTES

PROJECT 39-18-01
DATE: 09/22/17

393

GUARDRAIL BEHIND CURBS
WHERE A CURB IS PROVIDED AT THE OUTER EDGE OF THE PAVED SHOULDER, ANY NECESSARY GUARDRAIL SHALL BE POSITIONED SO THAT THE FACE OF THE GUARDRAIL IS LOCATED FLUSH WITH THE FACE OF CURB AND THE TOP OF THE RAIL SHALL BE 31" ABOVE THE GUTTER LINE.

GUARDRAIL REPLACEMENT
NO HAZARD SHALL BE LEFT UNPROTECTED. THE REMOVAL OF ALL GUARDRAIL SHALL AT ALL TIMES BE AS DIRECTED BY THE CHIEF ENGINEER. NO GUARDRAIL SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS ON THE SITE, READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED UNTIL SUCH TIME AS THE CHIEF ENGINEER IS ASSURED OF COMPLIANCE.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL
WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A 'W-BEAM, BEAM SPLICE' AS SHOWN IN AASHTO M 180-12, EXCEPT THAT THE BEAM WASHERS ARE NOT TO BE USED. SEE ODOT STANDARD CONSTRUCTION DRAWING MGS-4.3. THE TRANSITION IN HEIGHT WILL OCCUR IN THE LAST TWENTY FIVE (25) FEET OF EXISTING GUARDRAIL. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 202 - CONCRETE BARRIER REMOVED, AS PER PLAN
IN ADDITION TO THE BARRIER REMOVAL, ITEM 202 - CONCRETE BARRIER REMOVED, AS PER PLAN SHALL INCLUDE ALL LABOR AND MATERIALS NEEDED TO PROVIDE A WEATHER TIGHT CAP ON THE EXISTING SP625-CONDUIT WITH MULTI-CELL INTERDUCT. PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 202 - CONCRETE BARRIER REMOVED, AS PER PLAN.

ITEM 209 - LINEAR GRADING, AS PER PLAN
IN ADDITION TO THE REQUIREMENTS OF ITEM 209, THE CONTRACTOR SHALL PERFORM THE FOLLOWING ADJACENT TO NEW PAVEMENT AND/OR SP304 BERM. THIS WORK CONSISTS OF PERFORMING LINEAR GRADING TO BACK UP THE NEW PAVEMENT UNDER SP627 OR SP304 BERM AND FILLING ANY LOW SPOTS TO RE-ESTABLISH THE AREA OUTSIDE OF THE THREE-FOOT AGGREGATE BERM, CONCRETE CURB OR CONCRETE BARRIER IF NOT PAID FOR UNDER ITEM 622. THE EMBANKMENT MATERIALS USED TO BACK UP THE PAVEMENT SHALL MEET THE SPECIFICATIONS OF ODOT CMS 204 WHICH INCLUDES THE COMPACTION OF FILL MATERIAL IN 6" LIFTS (MAX). THE FINAL ELEVATION OF THE COMPACTED EMBANKMENT SHALL BE THREE INCHES BELOW THE FINISHED GRADE. ADJACENT TO ALL BERMS AND CURB, PLACE THREE INCHES OF ITEM 659 - TOPSOIL ON THE DISTURBED FORESLOPE AS DIRECTED BY THE CHIEF ENGINEER.

ANY ADDITIONAL AREA DISTURBED BY THE CONTRACTOR OUTSIDE OF THE PLAN EXCAVATION LIMITS SHALL BE RE-ESTABLISHED AT THE CONTRACTOR'S OWN EXPENSE. REMOVE THE LOOSE MATERIAL FROM THESE AREAS AND COMPACT THE UNDISTURBED SOIL BELOW PRIOR TO PLACEMENT OF THE LOOSE MATERIAL IN 6" LIFTS (MAX) IN ACCORDANCE WITH ODOT CMS 204. THE SURFACE ELEVATION OF COMPACTED LOOSE MATERIAL PLACED IN THE DISTURBED AREAS SHALL BE THREE INCHES BELOW THE FINISHED GRADE. PLACE THREE INCHES OF ITEM 659 -TOPSOIL ON THE RECONSTRUCTED FORESLOPE TO MATCH THE GRADE OF THE EXISTING FORE SLOPE. PERFORM SEEDING AND MULCHING IN ACCORDANCE WITH ODOT CMS 659 . 1

IF BURIED GUARDRAIL CABLE IS ENCOUNTERED ADJACENT TO THE PAVEMENT, IT SHALL BE CUT AT THE POINT IT ENTERS THE GROUND AND THE LOOSE MATERIAL SHALL BE REMOVED IN ACCORDANCE WITH SP105. THE COST OF THIS WORK SHALL BE INCIDENTAL TO ITEM 209.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID PER LINEAR FOOT FOR ITEM 209 - LINEAR GRADING, AS PER PLAN, AND SHALL INCLUDE ANY EXCAVATION, EMBANKMENT, TOPSOIL, SEEDING AND MULCHING, SUBGRADE COMPACTION, COMPACTION, PROOF ROLLING, GUARDRAIL CABLE REMOVAL, ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THIS WORK. 1

ITEM 622 - BARRIER MISC.: CONCRETE BARRIER, TYPE B-50, AS PER PLAN
ITEM 622 - BARRIER MISC.: CONCRETE BARRIER, TYPE B-50 AS PER PLAN SHALL HAVE A NEW JERSEY STYLE FACE AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH OTIC STANDARD DRAWING CBR-1 AND SECTION 622 OF THE SPECIFICATIONS.

PAYMENT FOR ALL MATERIALS AND LABOR SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 622 - BARRIER MISC.: CONCRETE BARRIER, TYPE B-50, AS PER PLAN.

ITEM SP 202B - CRACK REPAIRS
THE FOLLOWING CONTINGENCY ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR PAVEMENT CRACK REPAIR IN ACCORDANCE WITH OHIO TURNPIKE STANDARD DRAWINGS CJ-1 AND CJ-2. THE CRACK REPAIR SHALL OCCUR PRIOR TO THE PLACEMENT OF THE ASPHALT LEVELING COURSE. CRACK REPAIR SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ITEM:

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

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN SHALL BE CONSTRUCTED IN ACCORDANCE WITH ODOT STANDARD DRAWINGS RM-4.5 AND RM-4.6 AND SECTION 622 OF THE SPECIFICATIONS WITH THE FOLLOWING EXCEPTIONS:

A CONCRETE FOUNDATION AND AGGREGATE BASE FOR THIS BARRIER SHALL BE CONSTRUCTED AS SHOWN ON THE TYPICAL SECTIONS. THE FOUNDATION SHALL MATCH THE SIZE AND SHAPE OF THE FOUNDATION SHOWN ON ODOT STANDARD DRAWING RM-4.6 AND SHALL EXTEND ALONG THE ENTIRE LENGTH OF THE NON-REINFORCED CONCRETE BARRIER WITH DOWELING SIZED AND SPACED IN ACCORDANCE WITH THE DOWELING DETAIL ON ODOT STANDARD DRAWING RM-4.5. THE AREA BETWEEN THE BOTTOM OF FOOTING AND THE TOP OF THE AGGREGATE BASE SHALL BE FILLED WITH COMPACTED SP 304. THE MINIMUM DEPTH OF SP 304 - AGGREGATE BASE BELOW THE FOUNDATION SHALL BE 6" THICK. PAYMENT FOR THE ADDITIONAL SP 304 AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN. 1

ONE INCH PREFORMED EXPANSION JOINT MATERIAL SHALL BE PLACED BETWEEN THE NEW CONCRETE BARRIER AND FOUNDATION WHERE THE IT BUTTS AGAINST EXISTING CONCRETE BRIDGE PIERS OR EXISTING WALLS.

UNSEALED CONTRACTION JOINTS SPACED AT 10 FT. O/C (MAX.) SHALL BE CONSTRUCTED THROUGHOUT THE UNREINFORCED SECTION OF FOOTER AND CONCRETE BARRIER. ALL JOINTS SHALL BE UNIFORMLY SPACED. IF THE BARRIER THICKNESS IS REDUCED AT A BRIDGE PIER, THE CONTRACTION JOINTS SHALL BE PLACED AT THE CENTER OF THE BRIDGE PIERS. THESE JOINTS WILL DICTATE A SHORTER CONTRACTION JOINT SPACING. JOINTS SHALL NOT BE PLACED IN THE 14 FT END SECTIONS.

IN LIEU OF THE CURING COMPOUNDS SPECIFIED IN SECTION 622.07 OF THE SPECIFICATIONS, THE CONCRETE BARRIER SHALL BE CURED AND SEALED IN ACCORDANCE WITH SECTION 511.14 OF THE SPECIFICATIONS, METHOD B, MEMBRANE UTILIZING CHEMMASTERS SILENCURE-A OR AN APPROVED EQUAL. MATERIAL APPLICATION SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. ALL OTHER PROVISIONS OF SECTION 622 OF THE SPECIFICATIONS SHALL APPLY. THE CURING AGENT SHALL NOT BE USED AS A FINISHING AID FOR RUB FINISH.

THE LOCATION AND LENGTH OF THE CONCRETE BARRIER TO BE CONSTRUCTED OR REPLACED AND THE REMOVAL OF GUARDRAIL SHALL AT ALL TIMES BE AS DIRECTED BY THE CHIEF ENGINEER. NO HAZARD SHALL BE LEFT UNPROTECTED. NO GUARDRAIL SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED ON THIS PROJECT UNTIL SUCH TIME THE CHIEF ENGINEER IS ASSURED OF SAID COMPLIANCE.

PAYMENT FOR ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS NEEDED TO COMPLETE THE WORK AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN.

ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN
ITEM 622 - CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN

THE END ANCHORAGE SHALL BE CONSTRUCTED IN ACCORDANCE WITH ODOT STANDARD DRAWING RM-4.5. THE END SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH ODOT STANDARD DRAWING RM-4.6.

ITEM SPECIAL - CRUSHING PORTABLE CONCRETE BARRIERS
THIS WORK SHALL INCLUDE CRUSHING APPROXIMATELY 16000 L.F. OF PORTABLE CONCRETE BARRIER CURRENTLY STORED IN THE RAMP INFIELD AREA AT TOLL PLAZA 152 AND STOCKPILING THE CRUSHED MATERIAL WITHIN THE SAME RAMP INFIELD AREA TO BE DETERMINED BY CHIEF ENGINEER. THE CONCRETE SHALL BE CRUSHED SO THAT 100% PASSES THE 3-INCH SIEVE AND A MINIMUM OF 75 PERCENT, BY WEIGHT, PASSES THE 2-INCH SIEVE. MATERIAL THAT PASSES A 1 1/2-INCH SIEVE SHALL BE STOCKPILED SEPARATELY. ALL STEEL SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH SP 105. AN ESTIMATED 9600 C.Y. OF CRUSHED CONCRETE PASSING THE 2 AND 3-INCH SIEVE REQUIREMENTS WILL BE MADE.

THE CONTRACTOR SHALL SURVEY THE STOCKPILE LOCATION PRIOR TO USE AND AFTER FINISHED CRUSHED MATERIAL HAS BEEN STORED TO DETERMINE THE ACTUAL VOLUME OF STOCKPILED MATERIAL.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM SPECIAL - CRUSHING PORTABLE CONCRETE BARRIERS AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE WORK.

ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=12"), AS PER PLAN
THIS WORK SHALL BE IN ACCORDANCE WITH ODOT SPECIFICATIONS AND OTIC STANDARD DRAWINGS AS-3 THROUGH AS-5. IN ADDITION TO THE TRANSVERSE UNDERDRAIN AND OUTLETS SHOWN IN THE STANDARD DRAWINGS, CONSTRUCT LONGITUDINAL UNDERDRAINS AT THE SAME OFFSET AS SHOWN ON THE ROADWAY TYPICAL SECTIONS. CONNECT TO THE ROADWAY UNDERDRAINS AS NEEDED TO PROVIDE AN OUTLET.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 526, REINFORCED CONCRETE APPROACH SLAB (T=12"), AS PER PLAN, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE WORK.

ITEM 423 - CRACK SEALING, TYPE IV
THIS ITEM SHALL CONSIST OF FURNISHING ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO APPLY CRACK SEALANT TO THE PROPOSED LONGITUDINAL PAVEMENT JOINTS BETWEEN PROPOSED PAVEMENT OF THE OUTER LANES AND EXISTING PAVEMENT OF THE INNER LANES AS DIRECTED BY THE ENGINEER.

ALL MATERIALS SHALL CONFORM TO 702.17.

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

ITEM 423 - CRACK SEALING, TYPE IV 23,300 LB

ITEM 202 - GUARDRAIL REMOVED FOR SALVAGE, AS PER PLAN
THIS ITEM SHALL INCLUDE REMOVAL AND SALVAGE OF THE FOLLOWING MATERIALS AT EACH LOCATION IDENTIFIED IN THE PLANS: EXISTING TYPE E (ET-2000PLUS) ANCHOR ASSEMBLY EXTRUDER HEAD, CABLE ANCHOR, ANGLE STRUT, CABLE ASSEMBLY, BEARING PLATE, TWO TUBE SLEEVES, AND THE FIRST TWO 12.5' GUARDRAIL PANELS. ALL PLASTIC BLOCKING WILL BE SALVAGED. CONTRACTOR SHALL USE CARE IN THE REMOVAL PROCESS TO MINIMIZE DAMAGE TO THE MATERIALS.

EXISTING GUARDRAIL, TYPE E ANCHORS AND PLASTIC BLOCKING THAT IS IS GOOD CONDITION WILL BE REMOVED, SALVAGED AND DELIVERED TO THE AMHERST MAINTENANCE BUILDING AT MP 141.0. THE SALVAGED MATERIALS ARE TO BE OFFLOADED AND PLACED AT THE DIRECTION OF OTIC MAINTENANCE. OTIC WILL SUPPLY FORKLIFT AND OPERATOR.

THE TABLE BELOW SHOWS THE APPROXIMATE LOCATIONS AND LENGTHS. THE ACTUAL LOCATIONS AND LENGTHS WILL BE DETERMINED BY THE ENGINEER PRIOR TO ANY GUARDRAIL REMOVAL. PAYMENT FOR ALL LABOR AND INCIDENTALS FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT BID FOR ITEM 202 - GUARDRAIL REMOVED FOR SALVAGE, AS PER PLAN.

EASTBOUND MILE POST LOCATIONS (APPROXIMATE)	DESCRIPTION	LENGTH (FT.)
150.11 - 150.18	22 PANELS	275
	ET 2000 EXTRUDER HEAD AND 2-25' PANELS	2
	EASTBOUND TOTAL	275
TOTAL CARRIED TO GENERAL SUMMARY		275

CHECKING PRINT
CORRECTED: DATE:
APPROVED: DATE:
CHECKED: DATE:
BACKCHECKED: DATE:

2016161GN001.dwg: 11/17/17 - 10:00am

DESIGN AGENCY
GPD GROUP
Gee, Pyle, Downey, Sims & Partners, Inc.
520 South Main Street, Suite 2531, Akron, Ohio 44311
330-572-2100
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OHIO TURNPIKE

NO.	REVISIONS	BY	DATE
1	ADDENDUM NO. 2	CLH	11/17/17
-	-	-	-
-	-	-	-
-	-	-	-

DESIGNED CLH
DRAWN CLH
CHECKED PJF
IN CHARGE MRG

GENERAL NOTES
ROADWAY

PROJECT 39-18-01
DATE: 09/22/17

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393

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

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MAINTENANCE OF TRAFFIC

SEQUENCE OF CONSTRUCTION

THE INTENT OF THIS PROJECT IS TO RECONSTRUCT THE PAVEMENT OF THE OUTSIDE TWO (2) LANES AND OUTSIDE SHOULDER OF BOTH EASTBOUND AND WESTBOUND TRAFFIC ON THE OHIO TURNPIKE (I-80) BETWEEN MILE POSTS 149.24 AND 154.10 WHILE MAINTAINING TWO (2) LANES OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.

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

WHENEVER CROSSOVERS ARE USED FOR MAINTAINING TRAFFIC, THE CONTRACTOR SHALL MAINTAIN OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION (OTIC) STANDARD CONSTRUCTION CLEARANCES AND A WORK ZONE LIGHTING SYSTEM AS PER OHIO DEPARTMENT OF TRANSPORTATION (ODOT) STANDARD CONSTRUCTION DRAWING MT-100.00 SHALL BE INSTALLED. EACH CROSSOVER LIGHTING SYSTEM SHALL BE PAID FOR SEPARATELY UNDER ITEM 614 - WORK ZONE CROSSOVER LIGHTING SYSTEM.

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. SLOPE REPAIRS AT WESTBOUND M.P. 157.74 - M.P. 157.76. OUTSIDE WESTBOUND LANE AND SHOULDER CLOSURE SHALL BE IN ACCORDANCE WITH OTIC STANDARD DRAWING TCR-14.
3. INSTALLATION OF TEMPORARY PAVEMENT AT THE EASTBOUND EXIT RAMP TO I-480 (MP 151) AND THE EASTBOUND ENTRANCE RAMP TO I-80 (MP 152).
4. INSTALLATION OF THE CROSSOVER WORK ZONE LIGHTING.

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

PHASE 1

THE CONTRACTOR SHALL CLOSE THE THE EASTBOUND AND WESTBOUND INSIDE LANES (LEFT LANE IN BOTH DIRECTIONS) THROUGHOUT THE PROJECT LIMITS AS SHOWN IN THE DETAILED PLANS. AT THIS TIME, THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE BARRIER WITHIN THE MEDIAN FOR CROSSOVER CONSTRUCTION AS SHOWN IN THE DETAILED MAINTENANCE OF TRAFFIC PLANS. THE CONTRACTOR SHALL COMPLETE ALL CONSTRUCTION ACTIVITIES REQUIRED FOR IMPLEMENTATION OF THE CONTRAFLOW MAINTENANCE OF TRAFFIC SCHEME THAT WILL BE USED DURING PHASES 2 AND 2A CONSTRUCTION ACTIVITIES.

IN ADDITION TO THE WORK DESCRIBED ABOVE, THE CONTRACTOR SHALL PERFORM:

1. RECONSTRUCTION OF EXISTING MEDIAN CATCH BASINS AND REPAIRS NECESSARY TO MAINTAIN DRAINAGE.
2. "SNAP" MILL AND FILL FROM M.P. 149.00 TO M.P. 154.44 ON THE INSIDE SHOULDER OF BOTH THE EASTBOUND AND WESTBOUND OHIO TURNPIKE.
3. CLOSE EXISTING MAINTENANCE CROSSOVERS AT M.P. 149.50 AND M.P. 152.75. U-TURN SIGNS TO BE REMOVED BY OTIC PERSONNEL. THE CONTRACTOR SHALL COORDINATE THIS WORK WITH OTIC.
4. ~~MEDIAN WALL REPAIRS.~~ 1

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

PHASE 2

THE CONTRACTOR SHALL MAINTAIN TWO LANES OF WESTBOUND TRAFFIC ON THE WESTBOUND PAVEMENT AS DETAILED IN THE PHASE 2 MAINTENANCE OF TRAFFIC PLANS.

THE CONTRACTOR SHALL MAINTAIN TWO LANES OF EASTBOUND TRAFFIC, ONE LANE ON THE WESTBOUND SIDE OF THE TURNPIKE AND ONE LANE ON THE EASTBOUND SIDE USING A CONTRAFLOW MAINTENANCE OF TRAFFIC SCHEME AS DETAILED IN THE PHASE 2 MAINTENANCE OF TRAFFIC PLANS.

AT THIS TIME, THE OUTSIDE SHOULDER, RIGHT LANE AND CENTER LANE OF THE EASTBOUND PAVEMENT REPLACEMENT WITHIN THESE LIMITS SHALL BE CONSTRUCTED, ALONG WITH ANY DRAINAGE INSTALLATION, CULVERT REHABILITATION, AND SLOPE REPAIRS AS DETAILED ON THE PLANS. ALSO AT THIS TIME, THE CONTRACTOR SHALL PERFORM ANY PROPOSED BRIDGE WORK TO THE EASTBOUND LANES, INCLUDING ANY EXPANSION JOINT REPLACEMENT AND APPROACH SLAB CONSTRUCTION, AND ANY PROPOSED EASTBOUND INTERCHANGE IMPROVEMENTS, PER THE DETAIL ON SHEET 61 .

THE CONTRACTOR SHALL PLACE THE MAINLINE PAVEMENT OVERLAY UTILIZED TO MAINTAIN EASTBOUND EXIT RAMP TRAFFIC AT THIS TIME. UPON COMPLETION, THE CONTRACTOR SHALL UTILIZE THE TEMPORARY PAVEMENT PLACED DURING PRE-PHASE 1 CONSTRUCTION ACTIVITIES IN ORDER TO PERFORM THE EASTBOUND INTERCHANGE RAMP IMPROVEMENTS AS DETAILED IN THE PLANS.

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

PHASE 2A

MAINTAINING THE CONTRAFLOW TRAFFIC PATTERN FROM PHASE 2, THE CONTRACTOR SHALL RELOCATE THE EASTBOUND INTERCHANGE EXIT LANE ONTO THE NEW PROPOSED OUTSIDE RAMP PAVEMENT CONSTRUCTED UNDER PHASE 2 OPERATIONS.

AT THIS TIME, THE CONTRACTOR SHALL CONSTRUCT THE REMAINING EASTBOUND INTERCHANGE IMPROVEMENTS AND ANY REMAINING PHASE 2 IMPROVEMENTS AS SHOWN ON THE DETAILED MAINTENANCE OF TRAFFIC PLANS. ONCE THE OUTSIDE SHOULDER, OUTSIDE LANE, AND MIDDLE LANE PAVING OPERATIONS ARE COMPLETE, THE CONTRACTOR SHALL PLACE THE PERMANENT EASTBOUND OUTSIDE SHOULDER SNAPS, OUTER LANE AND EDGE LINE, EXIT RAMP AND GORE PAVEMENT MARKINGS.

AFTER COMPLETION OF PHASE 2A CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PROCEED WITH THE PHASE 2B BRIDGE WORK AND THE PHASE 2C EASTBOUND RESURFACING ACTIVITIES WITHIN THE PROJECT LIMITS.

PHASE 2B

MAINTAINING THE CONTRAFLOW PATTERN FROM PHASE 2, THE CONTRACTOR SHALL DIRECT THE SINGLE LANE OF EASTBOUND TRAFFIC MAINTAINED ON THE EASTBOUND PAVEMENT TO THE PREVIOUSLY CONSTRUCTED OUTSIDE RIGHT LANE. THE SINGLE LANE OF CONTRAFLOW EASTBOUND TRAFFIC MAINTAINED ON THE WESTBOUND PAVEMENT SHALL REMAIN UNCHANGED.

THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE INSIDE EASTBOUND LANE AND STRUCTURES. REMAINING BRIDGE WORK TO BE COMPLETED AS PER THE PHASE 2B MAINTENANCE OF TRAFFIC DETAIL ON SHEET 94 .

PHASE 2B AND PHASE 2C CONSTRUCTION MAY BE PERFORMED CONCURRENTLY.

PHASE 2C (NOT SHOWN)

WITH EASTBOUND TRAFFIC REMAINING IN THE PHASE 2B CONTRAFLOW PATTERN, THE CONTRACTOR SHALL RESURFACE THE INSIDE SHOULDER AND THIRD LANE OF THE EASTBOUND TURNPIKE PAVEMENT. PRIOR TO RETURNING EASTBOUND TRAFFIC TO THE PERMANENT TRAFFIC PATTERN, THE CONTRACTOR SHALL PLACE THE PERMANENT EASTBOUND PAVEMENT MARKINGS.

AFTER COMPLETION OF PHASE 2C ACTIVITIES, THE CONTRACTOR SHALL REMOVE ANY TEMPORARY MOT IN ORDER TO RESTORE ALL TRAFFIC TO THE PERMANENT TRAFFIC CONTROL PATTERN IN PREPARATION FOR THE WINTER SHUTDOWN PERIOD.

THE CONTRACTOR SHALL CLOSE THE EASTERN AND WESTERN MAINTENANCE OF TRAFFIC CROSSOVER MEDIAN BARRIER OPENINGS AS PER TCB-3 WITH TEMPORARY PORTABLE BARRIER AND RESTORE ALL MAINTENANCE CROSSOVERS WITHIN THE PROJECT LIMITS TO THEIR EXISTING CONDITION PER OTIC STANDARD CONSTRUCTION DRAWINGS.

THE CONTRACTOR SHALL ALSO RE-STRIPE THE WESTBOUND INSIDE LANE PRIOR TO RETURNING TRAFFIC TO ITS PERMANENT CONDITION.

THE CONTRACTOR SHALL COMPLETE RESTORATION OF THE EASTBOUND TURNPIKE INTERCHANGE RAMPS AFFECTED BY MAINTENANCE OF TRAFFIC METHODS. THE CONTRACTOR SHALL ALSO COMPLETE ALL REMAINING EASTBOUND GUARDRAIL REPLACEMENT WITHIN THE PROJECT LIMITS. ALL MAINTENANCE OF TRAFFIC FOR THIS WORK SHALL BE COMPLETED IN ACCORDANCE WITH OTIC STANDARD CONSTRUCTION DRAWINGS.

THE CONTRACTOR SHALL PROCEED TO PRE-PHASE 3 CONSTRUCTION ACTIVITIES ONCE THE WINTER SHUTDOWN PERIOD COMES TO AN END.

PRE-PHASE 3 (NOT SHOWN)

PRIOR TO PHASE 3 CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL REMOVE THE EXISTING TEMPORARY PORTABLE BARRIER UTILIZED TO CLOSE THE MAINTENANCE OF TRAFFIC CROSSOVER OPENINGS DURING THE WINTER SHUTDOWN PERIOD PER OTIC STANDARD CONSTRUCTION DRAWING TCB-3.

ADDITIONALLY, THE CONTRACTOR SHALL CLOSE THE EXISTING MAINTENANCE CROSSOVERS AT M.P. 149.50 AND M.P. 152.75. U-TURN SIGNS TO BE REMOVED BY OTIC PERSONNEL. THE CONTRACTOR SHALL COORDINATE THIS WORK WITH OTIC.

PRIOR TO COMMENCING PHASE 3 CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL PERFORM THE FOLLOWING :

1. INSTALLATION OF TEMPORARY PAVEMENT AT THE WESTBOUND ENTRANCE RAMP TO I-80 (MP 151).

PHASE 3

THE CONTRACTOR SHALL MAINTAIN TWO LANES OF EASTBOUND TRAFFIC ON THE EASTBOUND PAVEMENT AS DETAILED IN THE PHASE 3 MAINTENANCE OF TRAFFIC PLANS.

THE CONTRACTOR SHALL MAINTAIN TWO LANES OF WESTBOUND TRAFFIC, ONE LANE ON THE EASTBOUND SIDE OF THE TURNPIKE AND ONE LANE ON THE WESTBOUND SIDE USING A CONTRAFLOW MAINTENANCE OF TRAFFIC SCHEME AS DETAILED IN THE PHASE 3 MAINTENANCE OF TRAFFIC PLANS.

AT THIS TIME, THE OUTSIDE SHOULDER, RIGHT LANE AND CENTER LANE OF THE WESTBOUND PAVEMENT REPLACEMENT WITHIN THESE LIMITS SHALL BE CONSTRUCTED, ALONG WITH ANY DRAINAGE INSTALLATION, CULVERT REHABILITATION, AND SLOPE REPAIRS AS DETAILED ON THE PLANS. ALSO AT THIS TIME, THE CONTRACTOR SHALL PERFORM ANY PROPOSED BRIDGE WORK TO THE WESTBOUND LANES, INCLUDING ANY EXPANSION JOINT REPLACEMENT AND APPROACH SLAB CONSTRUCTION, AND ANY PROPOSED WESTBOUND INTERCHANGE IMPROVEMENTS, PER THE DETAIL ON SHEET 61 .

THE CONTRACTOR SHALL PLACE REMAINING MAINLINE PAVEMENT OVERLAY UTILIZED TO MAINTAIN WESTBOUND ENTRANCE RAMP TRAFFIC AT THIS TIME. UPON COMPLETION, THE CONTRACTOR SHALL UTILIZE THE TEMPORARY PAVEMENT PLACED DURING PRE-PHASE 1 CONSTRUCTION ACTIVITIES IN ORDER TO PERFORM THE WESTBOUND INTERCHANGE RAMP IMPROVEMENTS AS DETAILED IN THE PLANS.

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

PHASE 3A

MAINTAINING THE CONTRAFLOW TRAFFIC PATTERN FROM PHASE 3, THE CONTRACTOR SHALL RELOCATE THE WESTBOUND TP151 INTERCHANGE ENTRANCE LANE ONTO THE NEW PROPOSED OUTSIDE RAMP PAVEMENT CONSTRUCTED UNDER PHASE 3 OPERATIONS.

THE CONTRACTOR SHALL CLOSE AND DETOUR THE WESTBOUND EXIT TO TP 152. CLOSURE AND DETOUR OF THE WESTBOUND EXIT RAMP TO TP 152 SHALL NOT EXCEED 45 CALENDAR DAYS. THE CONTRACTOR SHALL COORDINATE ALL DETOUR SIGNAGE INSTALLATION WITH ODOT PERMIT TECHNICIAN JILL POWERS (216-584-2195).

AT THIS TIME, THE CONTRACTOR SHALL CONSTRUCT THE REMAINING WESTBOUND INTERCHANGE IMPROVEMENTS AND ANY REMAINING PHASE 3 IMPROVEMENTS AS SHOWN ON THE DETAILED MAINTENANCE OF TRAFFIC PLANS. ONCE THE OUTSIDE SHOULDER, OUTSIDE LANE, AND MIDDLE LANE PAVING OPERATIONS ARE COMPLETE, THE CONTRACTOR SHALL PLACE THE PERMANENT WESTBOUND OUTSIDE SHOULDER SNAPS, OUTER LANE AND EDGE LINE, ENTANCE RAMP AND GORE PAVEMENT MARKINGS.

AFTER COMPLETION OF PHASE 3A CONSTRUCTION ACTIVITIES , THE CONTRACTOR SHALL PROCEED WITH THE REMAINING PHASE 3B BRIDGE WORK AND THE PHASE 3C WESTBOUND RESURFACING ACTIVITIES WITHIN THE PROJECT LIMITS.

PHASE 3B

MAINTAINING THE CONTRAFLOW PATTERN FROM PHASE 3, THE CONTRACTOR SHALL DIRECT THE SINGLE LANE OF WESTBOUND TRAFFIC MAINTAINED ON THE WESTBOUND PAVEMENT TO THE PREVIOUSLY CONSTRUCTED OUTSIDE RIGHT LANE. THE SINGLE LANE OF CONTRAFLOW WESTBOUND TRAFFIC MAINTAINED ON THE EASTBOUND PAVEMENT SHALL REMAIN UNCHANGED.

THE CONTRACTOR SHALL COMPLETE ALL IMPROVEMENTS TO THE INSIDE WESTBOUND LANE AND STRUCTURES. REMAINING BRIDGE WORK TO BE COMPLETED AS PER THE PHASE 3B MAINTENANCE OF TRAFFIC DETAIL ON SHEET 119 .

PHASE 3B AND PHASE 3C CONSTRUCTION MAY BE PERFORMED CONCURRENTLY.

PHASE 3C (NOT SHOWN)

WITH WESTBOUND TRAFFIC REMAINING IN THE PHASE 3B CONTRAFLOW PATTERN, THE CONTRACTOR SHALL RESURFACE THE INSIDE SHOULDER AND THIRD LANE OF THE WESTBOUND TURNPIKE PAVEMENT. PRIOR TO RETURNING WESTBOUND TRAFFIC TO THE PERMANENT TRAFFIC PATTERN, THE CONTRACTOR SHALL PLACE THE PERMANENT WESTBOUND PAVEMENT MARKINGS.

AFTER COMPLETION OF PHASE 3C ACTIVITIES, THE CONTRACTOR SHALL REMOVE ANY TEMPORARY MOT IN ORDER TO RESTORE ALL TRAFFIC TO THE PERMANENT TRAFFIC CONTROL PATTERN.

THE CONTRACTOR SHALL CLOSE THE EASTERN AND WESTERN MAINTENANCE OF TRAFFIC CROSSOVER MEDIAN BARRIER OPENINGS AS PER TCB-3 WITH TEMPORARY PORTABLE BARRIER AND RESTORE ALL MAINTENANCE CROSSOVERS WITHIN THE PROJECT LIMITS TO THEIR EXISTING CONDITION PER OTIC STANDARD CONSTRUCTION DRAWINGS.

THE CONTRACTOR SHALL ALSO RE-STRIPE THE WESTBOUND INSIDE LANE PRIOR TO RETURNING TRAFFIC TO ITS PERMANENT CONDITION.

THE CONTRACTOR SHALL COMPLETE RESTORATION OF THE WESTBOUND TURNPIKE INTERCHANGE RAMP AFFECTED BY MAINTENANCE OF TRAFFIC METHODS. THE CONTRACTOR SHALL ALSO COMPLETE ALL REMAINING WESTBOUND GUARDRAIL REPLACEMENT WITHIN THE PROJECT LIMITS. ALL MAINTENANCE OF TRAFFIC FOR THIS WORK SHALL BE COMPLETED IN ACCORDANCE WITH OTIC STANDARD CONSTRUCTION DRAWINGS.

1 AFTER COMPLETION OF ALL PHASE 3B AND 3C CONSTRUCTION, THE CONTRACTOR SHALL PROCEED TO ~~PRE~~-PHASE 4 CONSTRUCTION ACTIVITIES.

PHASE 4 (NOT SHOWN)

EASTBOUND MAINTENANCE OF TRAFFIC SHALL REMAIN UNCHANGED FROM THE PHASE 3 CONDITION. TWO LANES OF WESTBOUND TRAFFIC SHALL BE MAINTAINED UTILIZING THE NEWLY CONSTRUCTED WESTBOUND OUTSIDE RIGHT LANE AND CENTER LANE.

AT THIS TIME, THE CONTRACTOR SHALL RESTORE THE MAINTENANCE OF TRAFFIC CROSSOVERS TO THEIR PERMANENT CONDITION AS DETAILED ON THE MAINTENANCE OF TRAFFIC CROSSOVER TYPICAL SECTIONS. ~~AND RESTORE ALL MAINTENANCE CROSSOVERS WITHIN THE PROJECT LIMITS TO THEIR EXISTING CONDITION.~~ MAINTENANCE OF TRAFFIC FOR CROSSOVER RESTORATION SHALL BE AS PER OTIC STANDARD CONSTRUCTION DRAWINGS.

ONCE ALL PAVEMENT WORK IS COMPLETE, THE CONTRACTOR SHALL REPLACE THE SNAPS ON BOTH THE EASTBOUND AND WESTBOUND INSIDE SHOULDER.

PHASE 5 (NOT SHOWN)

THE CONTRACTOR SHALL PLACE THE REMAINING EASTBOUND AND WESTBOUND PERMANENT PAVEMENT MARKINGS AND FINAL SIGNAGE AT THIS TIME AS PER OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION STANDARD DRAWINGS.

NO.	REVISIONS	BY	DATE
1	ADDENDUM NO. 2	LOB	11/15/17
-	-	-	-
-	-	-	-
-	-	-	-

DESIGNED RCS | CHECKED LOB
DRAWN RCS | IN CHARGE MRG

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OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

MAINTENANCE OF TRAFFIC NOTES

PROJECT 39-18-01
DATE: 09/22/17

393

OHIO TURNPIKE

20161161MN001.dwg; 11/17/17 - 10:06am

EARTHWORK FOR MAINTAINING TRAFFIC

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

EXCAVATION FOR MAINTAINING TRAFFIC .... 7.1 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC .... 546.7 CU. YD.

ITEM SP 626 - BARRIER REFLECTOR

ITEM SP 626 - BARRIER REFLECTOR, TYPE A (WHITE), SHALL CONSIST OF INSTALLING ONE-WAY REFLECTORS AND TWO-WAY REFLECTORS 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) .... 70 EACH

ITEM SP 626 - BARRIER REFLECTOR, TYPE B (WHITE), SHALL CONSIST OF INSTALLING ONE-WAY REFLECTORS BETWEEN MP 148.80 TO MP 154.50, AND TWO-WAY REFLECTORS BETWEEN MP 149.10 TO MP 154.30, ON THE EXISTING MEDIAN CONCRETE BARRIER WALL AS SPECIFIED IN SP 626 AND ON THE PORTABLE BARRIER BETWEEN EASTBOUND AND WESTBOUND TRAFFIC. THE REFLECTORS SHALL BE INSTALLED AND SPACED EVERY 100 FT ON TANGENT SECTIONS AND SPACED EVERY 50 FT ON CURVES FROM MP 151.80 TO MP 152.70 AND FROM MP 153.00 TO MP 153.90. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SP 626 - BARRIER REFLECTOR, TYPE B (WHITE) .... 800 EACH

METHOD OF PAYMENT FOR MAINTAINING TRAFFIC - WINTER SHUTDOWN

AFTER COMPLETION OF ALL PHASE 2C CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL RESTORE ALL PERMANENT TRAFFIC CONTROL WHICH SHALL REQUIRE THE CONTRACTOR TO PERFORM THE FOLLOWING TASKS:

1. *CLOSURE OF EXISTING MEDIAN BARRIER OPENINGS AT THE MOT CROSSOVER LOCATIONS PER OTIC STANDARD DRAWINGS.*
2. *REOPEN EXISTING MAINTENANCE CROSSOVERS IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC NOTE FOR "ITEM SPECIAL - EXISTING CROSSOVER TO BE CLOSED/REOPENED"*
3. *REMOVE ANY TEMPORARY MOT AND EXISTING PAVEMENT MARKINGS PER SP 614C - REMOVAL OF PAVEMENT MARKINGS AND RE-STRIPE THE EASTBOUND AND WESTBOUND PAVEMENT MARKINGS AS DETAILED IN THE PHASE 2 SEQUENCE OF CONSTRUCTION.*

ALL COSTS ASSOCIATED WITH THE ABOVE DESCRIBED TASKS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM SP 614 - MAINTAINING TRAFFIC.

TURNPIKE INTERCHANGE RAMP RESTORATION

UPON COMPLETION OF THE RAMP CONSTRUCTION, THE CONTRACTOR SHALL REMOVE THE TEMPORARY PAVEMENT USED ON THE RAMPS FOR PHASES 2 AND 3. THE EMBANKMENT REQUIRED TO PLACE THE TEMPORARY PAVEMENT AT THESE LOCATIONS SHALL REMAIN IN PLACE. THE CONTRACTOR SHALL REGRADE THE EMBANKMENT TO REMAIN AT A 12:1 SLOPE AWAY FROM THE ROADWAY WHILE MAINTAINING POSITIVE DRAINAGE.

PAYMENT FOR THE ABOVE WORK SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED WITH THE LUMP SUM PAY ITEM SP 614 - MAINTAINING TRAFFIC.

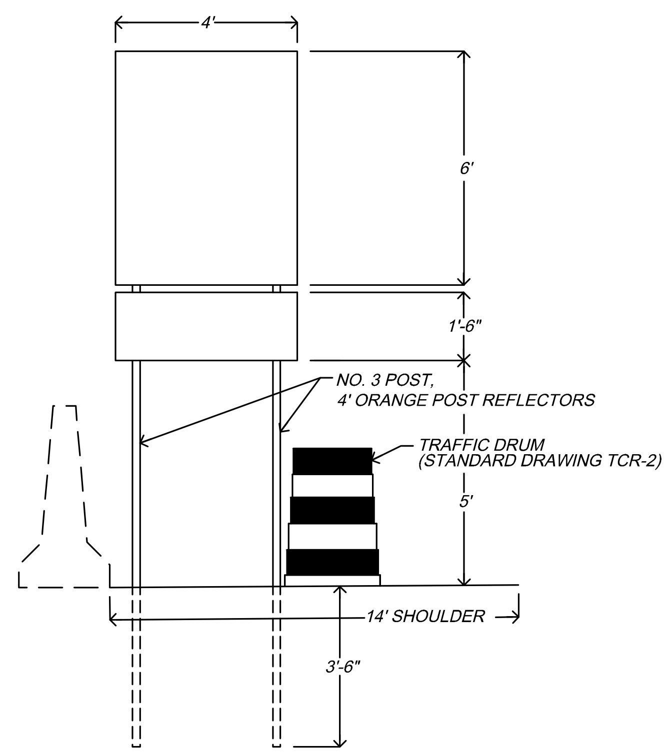
MOT SIGN SUPPORT INSTALLATION

WHERE NOTED IN THE PLANS THE MOT SIGN IS TO BE MOUNTED BESIDE THE MEDIAN BARRIER WALL ON TEMPORARY SUPPORTS AT THE PROPOSED LOCATIONS. THE SIGN SHALL BE INSTALLED USING THE "CLASS A" SUPPORT METHOD SHOWN ON ODOT SCD MT-105.10. ONLY NO. 3 POSTS SHALL BE USED. FOUR (4) FOOT ORANGE POST REFLECTORS SHALL BE USED ON EACH POST.

FOUR DRUMS SHALL BE PLACED PRIOR TO THE SIGN INSTALLATION. THE DRUMS SHALL BE SPACED 50' FROM CENTER TO CENTER. THE FIRST DRUM SHOULD BE PLACED AGAINST THE MEDIAN BARRIER WALL. TAPER THE REMAINING THREE DRUMS SO THE LAST DRUM IS SET BESIDE THE SIGN INSTALLATION.

WHEN THE POSTS ARE REMOVED THE VACATED POST HOLES SHALL BE FILLED WITH CONCRETE.

PAYMENT FOR THE INSTALLATION AND REMOVAL OF MOT SIGN SUPPORT SHALL BE PAID FOR UNDER THE LUMP SUM BID PRICE FOR ITEM SP 614 - MAINTAINING TRAFFIC, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIAL AND INCIDENTALS REQUIRED TO COMPLETE THIS WORK.



MAINTENANCE OF TRAFFIC - LOCAL ROADS

THE CONTRACTOR SHALL BE REQUIRED TO CLOSE LANES ON LOCAL ROADS DURING THE CONSTRUCTION OF SUBSTRUCTURE WORK INCLUDING BUT NOT LIMITED TO FALSE WORK INSTALLATION, SUBSTRUCTURE PATCHING, TEMPORARY JACKING AND SHORING, BEARING REHAB/REPLACEMENT, ETC. FOR THE M.P. 152.0 BRIDGE (OVER CHESTNUT RIDGE ROAD) AND THE M.P. 152.3 BRIDGE (OVER LORAIN ROAD). THE CONTRACTOR SHALL PERFORM ALL WORK IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWINGS, OMUTCD AND/OR CITY OF NORTH RIDGEVILLE 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 SPECIAL SPEED MEASUREMENT MARKINGS, AS PER PLAN

THE CONTRACTOR SHALL INSTALL SPEED MEASUREMENT MARKINGS, AS DIRECTED BY THE CHIEF ENGINEER, PRIOR TO IMPLEMENTING CONTRAFLOW EACH CONSTRUCTION SEASON.

THE CONTRACTOR IS TO PLACE A PK NAIL APPROXIMATELY 5' FROM THE EDGE LINE AT 1/4 MILE INCREMENTS PER OTIC STANDARD DRAWING TC-2. THE CONTRACTOR SHALL INSTALL 24" X 48" ITEM 642, TYPE 1, WHITE MARKINGS ON THE SHOULDER PER OTIC STANDARD DRAWING TC-2. OTIC WILL SUPPLY THE CONTRACTOR WITH A FORM THAT SHALL BE FILLED OUT, SIGNED AND SEALED BY A REGISTERED OHIO PROFESSIONAL SURVEYOR.

THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY MAINTENANCE OF TRAFFIC NECESSARY TO LAY OUT AND INSTALL THE SPEED MEASUREMENT MARKINGS. THE CONTRACTOR SHALL INSTALL A R2-H15 48" X 48" "SPEED ENFORCED BY AIRCRAFT" SIGN ON THE BARRIER WALL 1/4 MILE MILE PRIOR TO THE FIRST SPEED MEASUREMENT MARKING. THE CONTRACTOR IS TO MAINTAIN THIS SIGN, AND REMOVE THE SIGN AT THE COMPLETION OF THE PROJECT.

THE UNIT PRICE BID FOR ITEM 642 - SPEED MEASUREMENT MARKINGS, AS PER PLAN SHALL INCLUDE ALL MATERIAL, EQUIPMENT AND LABOR REQUIRED. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY:

ITEM SPECIAL - SPEED MEASUREMENT MARKINGS, AS PER PLAN. .... 10 EACH

1

DRIVE-IN MOVIE THEATRE RESTRICTIONS

THE AUT-O-RAMA TWIN DRIVE-IN MOVIE THEATRE (33395 LORAIN RD, NORTH RIDGEVILLE, OHIO) IS ADJACENT TO THE PROJECT. THE DRIVE-IN IS OPEN FOR BUSINESS FROM THE BEGINNING OF APRIL UNTIL THE END OF SEPTEMBER. THE DRIVE-IN IS OPEN 7 DAYS A WEEK FROM APPROXIMATELY MEMORIAL DAY THROUGH LABOR DAY. THE DRIVE-IN IS ONLY OPEN FRIDAY, SATURDAY AND SUNDAY AT THE BEGINNING AND END OF THE SEASON.

DURING THE TIME PERIOD THE DRIVE-IN IS OPEN FOR BUSINESS, CONSTRUCTION OPERATIONS SHALL NOT HINDER THE OPERATION OF THE DRIVE-IN IN ANY WAY. THIS INCLUDES, BUT IS NOT LIMITED TO, NOISE, TEMPORARY LIGHTING, FLASHING LIGHTS, DUST, ETC.

PER SP 106, THE CONTRACTOR IS REQUIRED TO SUBMIT A PROPOSED NIGHT WORK PLAN FOR REVIEW AND APPROVAL BY THE CHIEF ENGINEER. UNLESS APPROVED BY THE CHIEF ENGINEER, THE CONTRACTOR IS RESTRICTED FROM PERFORMING NIGHT OPERATIONS BETWEEN STATION 1060+00 TO STATION 1037+00 BOTH EASTBOUND AND WESTBOUND DURING THE TIME PERIOD THE DRIVE-IN IS OPEN FOR BUSINESS.

CHECKING PRINT

CHECKED: ________ DATE: ________ CORRECTED: ________ DATE: ________
BACKCHECKED: ________ DATE: ________ APPROVED: ________ DATE: ________

2016161MN005.dwg; 11/16/17 - 3:41pm

DESIGNED	CHECKED	NO.	REVISIONS	BY	DATE
RCS	LOB	1	ADDENDUM NO. 2	LOB	11/16/17
DRAWN	IN CHARGE	-	-	-	-
RCS	MRG	-	-	-	-

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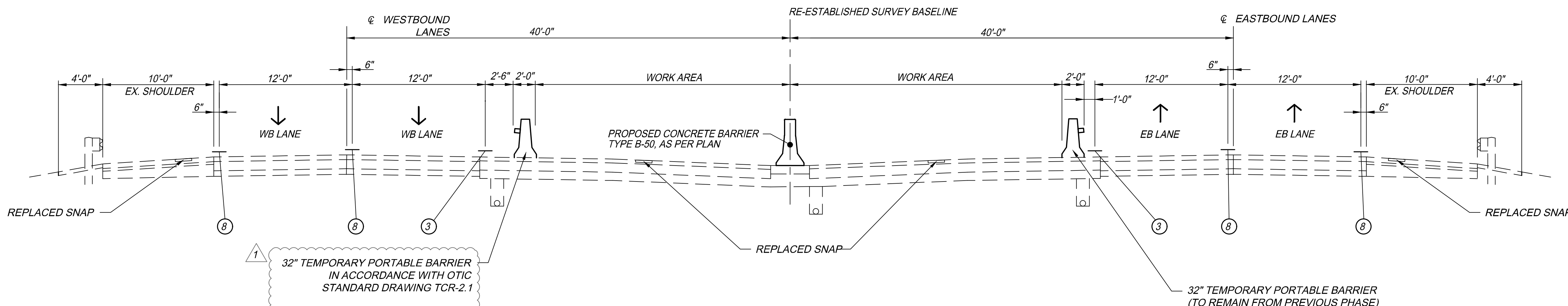
MAINTENANCE OF TRAFFIC NOTES

PROJECT 39-18-01
DATE: 09/22/17

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE



NOTE:
THE CONTRACTOR SHALL PROVIDE WORKZONE PROTECTION WHILE RESTORING THE MAINTENANCE OF TRAFFIC CROSSOVERS IN ACCORDANCE WITH OTIC STANDARD DRAWINGS.

MOT TYPICAL SECTION (CROSSOVER RESTORATION) - PHASE 4

STA. 869+20 TO STA. 878+70
STA. 52+40 TO STA. 62+20

FOR MAINTENANCE OF TRAFFIC TYPICAL SECTION LEGEND, SEE SHEET 55
FOR CROSSOVER RESTORATION DETAILS, SEE SHEET 59

CHECKING PRINT
CHECKED: ______ DATE: ______ CORRECTED: ______ DATE: ______
BACKCHECKED: ______ DATE: ______ APPROVED: ______ DATE: ______

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DESIGNED	CHECKED	NO.	REVISIONS	BY	DATE
RCS	LOB	1	ADDENDUM NO. 2	LOB	11/9/17
DRAWN	IN CHARGE	-	-	-	-
RCS	MRG	-	-	-	-

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MAINTENANCE OF TRAFFIC - PHASE 4
MOT TYPICAL SECTION

PROJECT 39-18-01
DATE: 09/22/17

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

SHEET NUMBER																			ITEM	GRAND TOTAL	UNIT	DESCRIPTION	REF. NO.
14	15	16	17	18	19	20	21		137	138	139	144	145	INSERT 1									
																						ROADWAY	
																			201	LUMP		CLEARING AND GRUBBING	
495																			201	495	EACH	TREE REMOVED, 18"	
164																			201	164	EACH	TREE REMOVED, 30"	
51																			201	51	EACH	TREE REMOVED, 48"	
										11									202	11	EACH	CATCH BASIN OR INLET REMOVED	
										915									202	915	FT	PIPE REMOVED	
									24442										202	24442	FT	GUARDRAIL REMOVED	
										35									202	35	EACH	HEADWALL REMOVED	
									3756										202	3756	FT	CURB REMOVED	
									864										202	864	FT	CONCRETE BARRIER REMOVED	
									730										202	730	FT	CONCRETE BARRIER REMOVED, AS PER PLAN	15
									2										202	2	EA	REMOVAL MISC.: SIGN FOUNDATION	
140												212581							202	212721	SQ YD	PAVEMENT REMOVED, AS PER PLAN	14
		46407																	202	46407	FT	FENCE REMOVED	
	275																		202	275	FT	GUARDRAIL REMOVED FOR SALVAGE, AS PER PLAN	16
							1005		2068										203	3073	CU YD	EXCAVATION	
				1800															203	1800	CU YD	ROADWAY EXCAVATION AND EMBANKMENT	
							670		13183										203	13853	CU YD	EMBANKMENT	
														30178					203	30178	CU YD	EXCAVATION INCLUDING EMBANKMENT, AS PER PLAN	
														15089					203	15089	CU YD	BORROW	
														1756					203	1756	CU YD	GRANULAR MATERIAL, TYPE C	
														650					203	650	CU YD	GRANULAR EMBANKMENT, AS PER PLAN (NO. 8 AGGREGATE)	
				178															204	178	CU YD	EXCAVATION	
														11507					204	11507	SQ YD	GEOTEXTILE FABRIC, 712.09, TYPE A	
				227															204	227	SQ YD	GEOTEXTILE FABRIC, 712.09, TYPE D	
				227								726							204	953	SQ YD	SUBGRADE COMPACTION	
				230822															206	230822	SQ YD	CEMENT STABILIZED SUBGRADE, 16 INCHES DEEP, AS PER PLAN	18
				7150															206	7150	TON	CEMENT	
				13610															206	13610	GAL	CURING COAT, AS PER PLAN	18
				130															206	130	HOUR	TEST ROLLING	
					22746														209	22746	FT	DITCH CLEANOUT	
												52072							209	52072	FT	LINEAR GRADING, AS PER PLAN	15
										968									SP 519	968	SQ FT	PATCHING CONCRETE STRUCTURES	
												2064							526	2064	SQ YD	REINFORCED CONCRETE APPROACH SLAB (T=12"), AS PER PLAN	15
150									22669										606	22819	FT	GUARDRAIL, TYPE MGS WITH LONG STEEL POSTS	
									21										606	21	EACH	ANCHOR ASSEMBLY, MGS TYPE T WITH LONG STEEL POSTS	
									22										606	22	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 WITH LONG STEEL POSTS	
									14										606	14	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 WITH LONG STEEL POSTS	
									25										SP 606A	25	EACH	ANCHOR ASSEMBLY, MGS TYPE E (ET-31)	
									2										SP 606B	2	EACH	IMPACT ATTENTUATOR, TYPE 3 (QUADGUARD ELITE)	
		46012																	607	46012	FT	FENCE, TYPE 47, AS PER PLAN	16
		395																	607	395	FT	FENCE, TYPE CLT, AS PER PLAN	16
									730										622	730	FT	BARRIER MISC.: CONCRETE BARRIER, TYPE B-50, AS PER PLAN	15
																			~~622~~	~~0~~	~~EACH~~	~~BARRIER MISC.: CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B-50~~ 2	
									6										622	6	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	15
									18										622	18	EACH	CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN	15
									567										622	567	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN	15
				227															861	227	SQ YD	GEOGRID FOR SUBGRADE STABILIZATION, AS PER PLAN, TENSAR TRIAX 160 GEOGRID	18
														3020					SPECIAL	3020	CU YD	LIMESTONE SAND	INSERT 1
		46407																	SPECIAL	46407	FT	FENCELINE CLEARING AND GRUBBING 1	16
	16000																		SPECIAL	16000	FT	CRUSHING PORTABLE CONCRETE BARRIERS	15
																						EROSION CONTROL	
																			SP 113	LUMP	1	SWP3 MANAGEMENT	
														25					601	25	CU YD	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER	
										14									601	14	CU YD	ROCK CHANNEL PROTECTION, TYPE C WITHOUT FILTER	
													3420						653	3420	CU YD	TOPSOIL FURNISHED AND PLACED~~, AS PER PLAN~~ 1	
						5													659	5	EACH	SOIL ANALYSIS TEST	
						8013	335							1460					659	9808	CU YD	TOPSOIL	
						72182								13275					659	85457	SQ YD	SEEDING AND MULCHING	
							3014												659	3014	SQ YD	SEEDING AND MULCHING, CLASS 3B	
													20500						659	20500	SQ YD	SEEDING AND MULCHING, CLASS 3A	
						3610													659	3610	SQ YD	REPAIR SEEDING AND MULCHING	
						3610													659	3610	SQ YD	INTER-SEEDING	
						9.75													659	9.75	TON	COMMERCIAL FERTILIZER	
						14.92													659	14.92	ACRE	LIME	
						390	16												659	406	M GAL	WATER	
						20													659	20	MILES	MOWING	

CHECKING PRINT

CORRECTED: _____ DATE: _____

APPROVED: _____ DATE: _____

CHECKED: _____ DATE: _____

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2016161GG001.dwg; 11/16/17 - 7:31am

DESIGN AGENCY

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REVISIONS			
NO.		BY	DATE
1	ADDENDUM NO. 1	CLH	11/09/17
2	ADDENDUM NO. 2	CLH	11/16/17
-	-	-	-

DESIGNED	DRAWN	CHECKED	IN CHARGE
CLH	CLH	LRK	MRG

PROJECT 39-18-01

DATE: 09/22/17

GENERAL SUMMARY
ROADWAY AND EROSION CONTROL

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

SHEET NUMBER																			ITEM	GRAND TOTAL	UNIT	DESCRIPTION	REF. NO.
14	15	16	17	18	19	20	21		137	138	139	144	145	INSERT 1									
																						EROSION CONTROL - CONTINUED	
													20500						670	20500	SQ YD	DITCH EROSION PROTECTION	
						2000	3736							13275					671	19011	SQ YD	EROSION CONTROL MAT, TYPE B	
													2820						832	2820	FT	PERIMETER GEOTEXTILE FABRIC FENCE	
													2080						832	2080	FT	FILTER FABRIC DITCH CHECK	
													60						832	60	FT	INLET PROTECTION	
													66						832	66	CU YD	ROCK CHANNEL PROTECTION, TYPE D WITHOUT FILTER	
																			832	LUMP		EROSION CONTROL	
		46407																	SPECIAL	46407	FT	FENCELINE SEEDING AND MULCHING	16
																						DRAINAGE	
			200																SP 605	200	FT	AGGREGATE DRAIN, TYPE I, WITH FABRIC WRAP, AS PER PLAN	17
			200																SP 605	200	FT	AGGREGATE DRAIN, TYPE II, WITH FABRIC WRAP, AS PER PLAN	17
											48184								SP 605	48184	FT	6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP (24")	
											42280								SP 605	42280	FT	6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP (30")	
											50688								SP 605	50688	FT	6" BASE PIPE UNDERDRAIN, WITH FABRIC WRAP (18")	
											4115								SP 605	4115	FT	6" UNDERDRAIN OUTLET PIPE	
										557									SP 611	557	FT	12" CONDUIT, TYPE F, 707.33	
										24									SP 611	24	FT	15" CONDUIT, TYPE C, 706.02	
										72									SP 611	72	FT	15" CONDUIT, TYPE F, 707.33	
										152									SP 611	152	FT	18" CONDUIT, TYPE C, 706.02	
										66									SP 611	66	FT	18" CONDUIT, TYPE F, 707.33	
										24									SP 611	24	FT	30" CONDUIT, TYPE C, 706.02	
										29									SP 611	29	FT	36" CONDUIT, TYPE C, 706.02	
										32									SP 611	32	FT	42" CONDUIT, TYPE C, 706.02	
														3000					SP 611	3000	FT	4" CONDUIT, TYPE E, 707.31 (TYPE CP)	
														1200					SP 611	1200	FT	4" CONDUIT, TYPE F, 707.33	
										3									SP 611	3	EACH	CATCH BASIN ADJUSTED TO GRADE, LESS THAN 4", AS PER PLAN	17
										64									SP 611	64	EACH	CATCH BASIN ADJUSTED TO GRADE, 4" TO 12", AS PER PLAN	17
										14									SP 611	14	EACH	CATCH BASIN ADJUSTED TO GRADE, GREATER THAN 12", AS PER PLAN	17
										79									SP 611	79	EACH	CATCH BASIN GRATE AND CASTING, AS PER PLAN	17
														60					SP 611	60	EACH	PRECAST REINFORCED CONCRETE OUTLET	
											48								SP 611	48	EACH	PRECAST REINFORCED CONCRETE OUTLET, AS PER PLAN	17
										13									SP 611	13	EACH	CATCH BASIN, NO. CB-1	
										11									SPECIAL	11	EACH	12" PRECAST CONCRETE END SECTION	17
										4									SPECIAL	4	EACH	15" PRECAST CONCRETE END SECTION	17
										20									SPECIAL	20	EACH	18" PRECAST CONCRETE END SECTION	17
										2									SPECIAL	2	EACH	30" PRECAST CONCRETE END SECTION	17
										3									SPECIAL	3	EACH	36" PRECAST CONCRETE END SECTION	17
										5									SPECIAL	5	EACH	42" PRECAST CONCRETE END SECTION	17
					500														SPECIAL	500	FT	PIPE CLEANOUT, 15" TO 36"	
										16									SPECIAL	16	EACH	SECURING MANHOLE LID	
																						PAVEMENT	
	20																		SP 202B	20	CU YD	CRACK REPAIR, 1" OR LESS, USING SAND ASPHALT	
	3000																		SP 202B	3000	GAL	CRACK REPAIR, 1" OR LESS, USING HOT JOINT SEALER	
	20																		SP 202B	20	CU YD	CRACK REPAIR, WIDER THAN 1" AND LESS THAN 1" IN DEPTH, USING ITEM SP 404 (PG 64-22)	
	20																		SP 202B	20	CU YD	CRACK REPAIR, WIDER THAN 1" AND GREATER THAN 1" IN DEPTH, USING ITEM SP 402 (PG 64-22)	
	20																		SP 202B	20	CU YD	3 CORNER CRACK REPAIR, USING ITEM SP 402 (PG 64-22)	
	20																		SP 202B	20	CU YD	REPAIR EXISTING EXPANSION JOINT, USING ITEM SP 404(PG 64-22)	
1000																			251	1000	SQ YD	PARTIAL DEPTH PAVEMENT REPAIR	
7200	1										49394								252	56594 1	FT	FULL DEPTH PAVEMENT SAWING	
											1621								254	1621	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (T=2")	
											137340								254	137340	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE DEPTH)	
800																			SP 451	800	SQ YD	FULL DEPTH PAVEMENT REPAIR (ASPHALT) 1	
800																			SP 451	800	SQ YD	FULL DEPTH PAVEMENT REPAIR (CONCRETE)	
32											62542								SP 302	62574	CU YD	ASPHALT CONCRETE BASE, PG 64-22	
41											17270								SP 304	17311	CU YD	AGGREGATE BASE (SHOULDER)	
											29190								SP 304	29190	CU YD	AGGREGATE BASE	
				360															SP 304	360	TONS	GRANULAR MATERIAL	
7											2522								SP 402	2529	CU YD	ASPHALT CONC. INTERMEDIATE COURSE OR RECYCLED ASPHALT CONC. INTERMEDIATE COURSE, PG64-22	
											7711								SP 402	7711	CU YD	ASPHALT CONC. INTERMEDIATE COURSE OR RECYCLED ASPHALT CONC. INTERMEDIATE COURSE, PG76-22 (FR)	
											1231								SP 403	1231	CU YD	ASPHALT CONCRETE LEVELING COURSE, USING CRUSHED STONE, PG76-22 (FR)	
6											6510								SP 404	6516	CU YD	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22	
											8751								SP 404	8751	CU YD	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG76-22 (FR)	
											98789								SP 404A	98789	FT	JOINT SEALER	
19											51907								407	51926	GALLON	NON-TRACKING TACK COAT	
	23300																		423	23300	LB	CRACK SEALING, TYPE IV	
									3724										609	3724	FT	ASPHALT CONCRETE CURB, TYPE 1, PG64-22	

CHECKING PRINT

CHECKED: DATE:

BACKCHECKED: DATE:

CORRECTED: DATE:

APPROVED: DATE:

2016161GG001.dwg; 11/17/17 - 12:44pm

DESIGN AGENCY

GPD GROUP
Glaus, Pyle, Schomer, Burns & DeHaven, Inc.
520 South Main Street, Suite 2531, Akron, Ohio 44311
330.572.2100
Fax 330.572.2101

REVISIONS			
NO.		BY	DATE
1	ADDENDUM NO. 2	CLH	11/16/17
-	-	-	-
-	-	-	-
-	-	-	-

DESIGNED: CLH | DRAWN: CLH | CHECKED: LRK | IN CHARGE: MRG

OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

GENERAL SUMMARY
EROSION CONTROL, DRAINAGE AND PAVEMENT

PROJECT 39-18-01

DATE: 09/22/17

35
393

OHIO TURNPIKE

GUARDRAIL/BARRIER SUBSUMMARY

REF NO.	SHEET NO.	STATION TO STATION		SIDE	TOTAL LENGTH	202				606				SP 606A	SP 606B	622					SP 626*	SP 626*
						GUARDRAIL REMOVED	CONCRETE BARRIER REMOVED	CONCRETE BARRIER REMOVED, AS PER PLAN	REMOVAL MISC.; SIGN FOUNDATION	GUARDRAIL, TYPE MGS WITH LONG STEEL POSTS	ANCHOR ASSEMBLY, MGS TYPE T WITH LONG STEEL POSTS	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 WITH LONG STEEL POSTS	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 WITH LONG STEEL POSTS	ANCHOR ASSEMBLY, MGS TYPE E (ET-31)	IMPACT ATTENTUATOR, TYPE 3 (QUADGUARD ELITE)	BARRIER MISC.; CONCRETE BARRIER, TYPE B-50, AS PER PLAN	BARRIER MISC.; CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B-50	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN	BARRIER REFLECTOR, TYPE A	BARRIER REFLECTOR, TYPE B
		FROM	TO		FT.	FT.	FT.	FT.	EACH	FT.	EACH	EACH	EACH	EACH	EACH	FT.	EA	EA	EA	FT.	EACH	EACH
R-01	156	914+69		RT					1													
R-02	157	928+00		RT					1													
GR-01	154	882+76.51	886+67.13	LT.	391	400				337.50				1							5	
GR-02	156	910+87.87	916+71.45	RT	584	525	53			450.00		1		1				1	1	27.00	7	1
GR-03	156	913+53.96	920+97.05	LT.	743	675	46			600.00	1	1	1	1					2	27.00	8	1
GR-04	157	926+17.98	933+73.76	RT	756	744				687.50	1			1							9	
GR-05	157-158	932+98.91	937+37.95	LT.	439	436				375.00	1			1							6	
GR-06	158-159	948+41.83	953+08.10	RT	466	386	53			325.00		1		1				1	1	33.00	6	1
GR-07	159	952+38.62	957+02.91	LT.	464	393	54			325.00		1		1				1	1	34.00	6	1
GR-08	160	966+20.54	973+36.16	RT	716	703				650.00	1			1							9	
GR-09	160-161	972+71.74	981+12.86	LT.	841	792				775.00	1			1							10	
GR-10	161	979+92.72	986+92.11	RT.	699	620	69			537.50	1	1	1	1					2	45.00	8	1
GR-11	161	984+32.35	989+12.20	LT.	480	477				412.50	1			1							6	
GR-12	161-162	989+38.24	994+90.23	RT.	552	552				487.50	1			1							7	
GR-13	162	992+89.05	997+67.08	LT.	478	426				412.50	1			1							6	
GR-14	162	1001+28.69	1003+81.81	RT.	253	216				187.50	1			1							4	
GR-15	163-164	1009+88.94	1027+38.39	RT.	1749	1641	93			1541.05		2	1	1					2	67.00	18	1
GR-16	163-164	1016+55.99	1028+35.63	LT.	1180	1076	94			1061.51	1	1	2						2	66.00	13	1
GR-17	164	9+74.97	12+33.05	LT.	258	258				212.86		1									4	
GR-18	164	1024+85.33	1027+69.51	RT.	284	281				230.45		1			1						4	
GR-19	164,178	2+73.89	11+63.99	RT.	890	739	151			682.17		2	1						2	123.00	9	2
GR-20	165	1034+44.27	1037+26.70	LT.	282	330				275.00	1		1								4	
GR-21	165	20+21.16	20+15.60	RT.	723	678				600.00		1		1							8	
GR-22	165	21+47.59	25+35.99	RT.	388	388				365.46		1	1								5	
GR-23	165	1038+57.06	1041+58.97	LT.	302	352				254.96		1			1						5	
GR-24	165,180	5+53.12	14+41.47	RT.	888	907				850.98	1		1								10	
GR-25	166-167	1044+92.00	1059+01.76	LT.	1410	1410				1404.16		1	1								16	
GR-26	166-167	1044+47.10	1057+49.28	RT.	1302	1302				1265.49		1	1								14	
GR-27	167-168	1062+40.60	1075+29.75	LT.	1289	1282				1212.50		1		1							14	
GR-28	167-168	1061+05.66	1071+30.04	RT.	1024	1020				1012.50	1		1								12	
GR-29	168	1074+71.29	1083+68.39	RT.	497	425	63			350.00		1		1				1	1	40.58	6	1
GR-30	168-169	1083+92.17	1091+96.14	LT.	804	735	63			650.00		1		1				1	1	39.59	9	1
GR-31	169	1091+97.20	1096+57.02	RT.	460	457				400.00	1			1							6	
GR-32	169-170	1097+53.85	6+91.83	LT.	940	938				862.50	1			1							11	
GR-33	172	27+02.32	35+60.47	RT.	858	411	72			712.50	1	1	1	1					2	33.00	10	1
GR-34	172	31+46.63	39+60.15	LT.	814	742	54			675.00		1		1				1	1	32.00	9	1
GR-35	164-165	1029+04.12	1034+83.38	RT.	579	611				562.50	1		1								7	
GR-36	165	14+29.44	17+70.51	LT.	340	375				300.00	1			1							5	
GR-37	165,178	2+58.88	4+94.97	LT.	236	339				175.00	1			1							4	
GR-38	165,180	7+17.58	11+51.50	LT.	434	399				450.00	1										6	
GR-39	153	872+20.00	875+70.00	MED	350			350								350	2					5
GR-40	174	55+40.00	59+20.00	MED	380			380								380	2					6
TOTALS CARRIED TO GENERAL SUMMARY						24442	864	730	2	22669	21	22	14	25	2	730		6	18	567		
* SP 626 ITEMS CARRIED TO TRAFFIC CONTROL GENERAL SUMMARY																	1				311	46

CURB SUBSUMMARY

REF NO.	SHEET NO.	STATION TO STATION		SIDE	TOTAL LENGTH	202	609	
						CURB REMOVED	ASPHALT CONCRETE CURB, TYPE 1, PG64-22	CURB, TYPE 4-C
		FROM	TO		FT.	FT.	FT.	FT.
C-02	156	915+97.31	916+15.45	RT.	18.1			18.1
C-03	156	916+81.96	917+00.10	LT.	18.1			18.1
C-04	159	952+27.66	952+45.87	RT.	18.1			18.1
C-05	159	953+01.40	953+19.48	LT.	18.1			18.1
C-07	163	1016+60.36	1016+78.51	RT.	18.1			18.1
C-08	164	1019+35.30	1019+53.34	LT.	18.0			18.0
C-09	273	12+02.39	12+04.16	RT.	1.8	7		1.8
C-10	273	12+15.42	12+16.75	LT.	1.3			1.3
C-11	165, 178	2+75.00	8+23.50	RT.	548.5	390	513.1	18.2
C-12	276	19+97.44	20+03.84	RT.	6.4	42		6.4
C-13	277	1038+68.67	1038+75.01	LT.	6.3			6.3
C-14	278	24+88.26	25+23.25	RT.	35.0	12	29.4	5.6
C-15	166, 279	1044+60.27	1053+27.88	RT.	867.6	868	846.6	
C-16	166-167, 280	1054+90.83	1057+26.53	RT.	235.7	236	221.7	
C-17	167, 281	1061+26.23	1066+12.92	RT.	486.7	487	479.7	
C-18	167, 281	1062+60.85	1068+17.37	LT.	556.5	557	549.5	
C-19	168	1082+80.66	1082+98.81	RT.	18.1			18.1
C-20	168	1084+60.76	1084+78.93	LT.	18.2			18.2
C-21	172	31+08.32	31+26.47	RT.	18.1			18.1
C-22	172	32+07.63	32+25.78	LT.	18.2			18.2
C-23	165, 270, 278	6+19.83	13+77.84	RT.	758.0	734	704.0	
C-24	274	1027+50.92	1027+55.59	RT.	4.7	42		4.7
C-25	164-165, 275	9+74.45	11+51.25	RT.	176.8	168	171.6	5.6
C-26	279	3+38.49	3+43.95	LT.	5.5			5.5
C-27	164-165, 275	1030+13.25	1032+29.06	RT.	215.8	216	208.8	
TOTALS CARRIED TO GENERAL SUMMARY						3756	3724	237

EARTHWORK SUBSUMMARY

LOCATION	203		659
	EXCAVATION	EMBANKMENT	SEEDING AND MULCHING
	C.Y.	C.Y.	S.Y.
RAMP 1	177	4	1030
RAMP 2	384	7	2007
RAMP 3	535	4100	6998
RAMP 4	514	8834	8352
RAMP 5	134	173	1841
RAMP 6	324	65	1407
DITCH CLEANOUT AREA			50547
TOTAL CARRIED TO GENERAL NOTES SHEET 20.			72182
TOTALS CARRIED TO GENERAL SUMMARY	2068	13183	

CHECKING PRINT
CHECKED: _____ DATE: _____ CORRECTED: _____ DATE: _____
BACKCHECKED: _____ DATE: _____ APPROVED: _____ DATE: _____

2016161GS001.dwg: 11/16/17 - 7:21am

DESIGNED LRK | DRAWN LRK | CHECKED PJF | IN CHARGE MRG

NO.	REVISIONS	BY	DATE
1	ADDENDUM NO. 2	CLH	11-16-17
-	-	-	-
-	-	-	-
-	-	-	-

DESIGN AGENCY
GPD GROUP
Gaus, Pyle, Downey, Sims & Dreihaus, Inc.
520 South Main Street, Suite 2531 - Akron, Ohio 44311
330-572-2100 Fax 330-572-2101

OHIO TURNPIKE

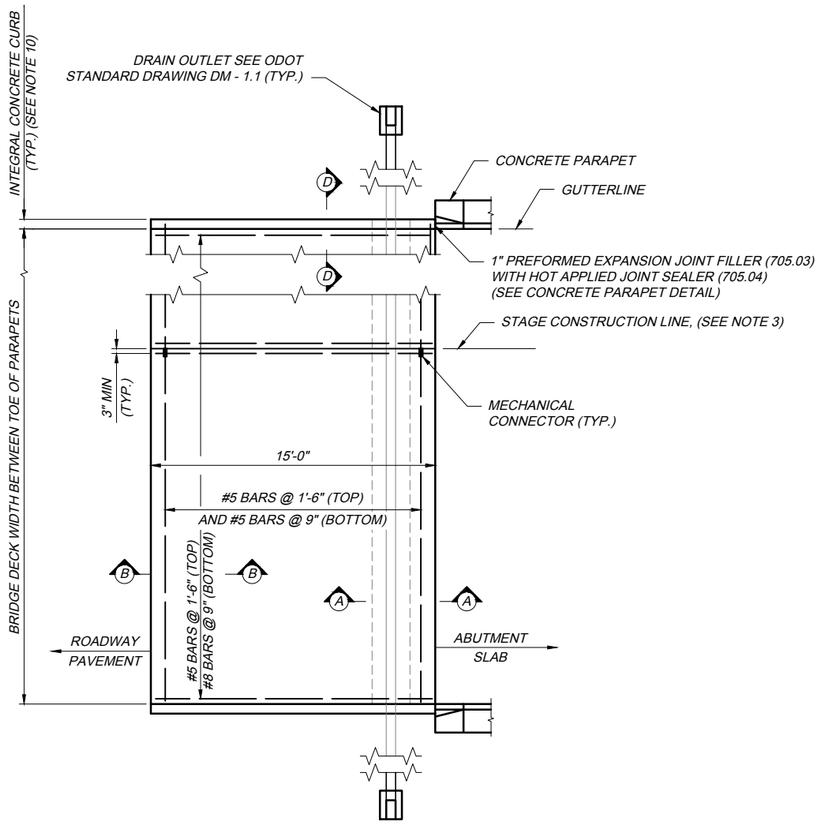
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

ROADWAY SUB-SUMMARIES
REMOVAL, GUARDRAIL, EARTHWORK AND CURB

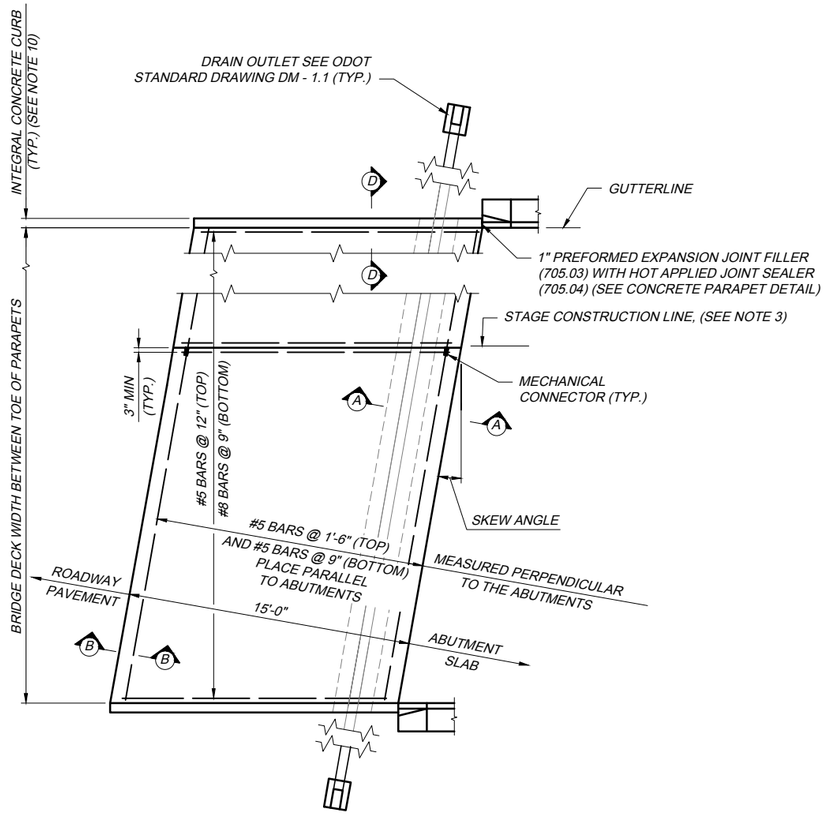
PROJECT 39-18-01
DATE: 09/22/17

SHEET 393

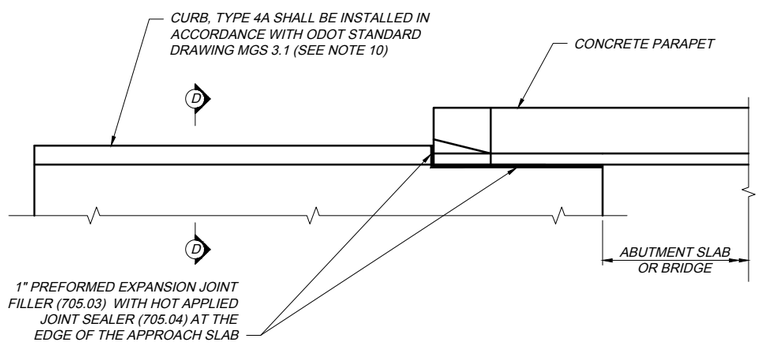
OHIO TURNPIKE



PLAN
(SHOWING NON-SKEWED APPROACH SLAB)



PLAN
(SHOWING SKEWED APPROACH SLAB)



CONCRETE PARAPET DETAIL
(OUTSIDE EDGE OF APPROACH SLAB AT THE END OF CONCRETE PARAPET)

NOTES

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 FOR CONDITIONS OTHER THAN THOSE INDICATED HEREIN. THE APPROACH SLAB SHALL BE ADAPTED TO FIT THE ENDS OF THE BRIDGE AND THE APPROACH PAVEMENT.
2. REINFORCING STEEL SHALL BE EPOXY COATED IN ACCORDANCE WITH SP 509. THE REINFORCING CLEARANCE TO THE CONCRETE SURFACE SHALL BE 3" 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 SHALL BE TREATED IN ACCORDANCE WITH SP 516B AND AS DETAILED ON THE WIDENING DETAIL. PROVIDE 2'-6" LAP SPLICE OF REBARS OR PROVIDE MECHANICAL CONNECTORS PER CMS 509.07.
4. THE CROWN SHALL CONFORM TO THAT OF THE APPROACH PAVEMENT AND BRIDGE DECK. IF THE RATE OF CROWN OF THE BRIDGE DECK DIFFERS FROM THAT OF THE APPROACH PAVEMENT, A SMOOTH TRANSITION SHALL BE PROVIDED ON THE APPROACH PAVEMENT.
5. 6" PERFORATED PIPE UNDERDRAIN WITH FABRIC WRAP PER SP 605 SHALL BE SLOPED AT ⅛" / FT. UNDER THE APPROACH SLAB THEN DRAINED WITH THE SAME PIPE MATERIAL AND BACKFILL AT A 2% PREFERRED MINIMUM SLOPE ONTO THE ADJACENT EMBANKMENT. THE STONE SHALL BE IN ACCORDANCE WITH SP 605. PROVIDE A PRECAST REINFORCED CONCRETE OUTLET AND A TIED CONCRETE BLOCK MAT, TYPE 1 PER ODOT STANDARD DRAWING DM 1.1. THE UNDERDRAIN SHALL START AT THE MEDIAN AND DRAIN TOWARD THE OUTSIDE SHOULDER ON ALL MAINLINE APPROACH SLABS.
6. BASE MATERIAL SHALL BE SP 304 - AGGREGATE BASE.
7. GROVE OR SAW CUT A ½" X 2" GROOVE AND THEN APPLY A HOT JOINT SEALER PER 705.04.
8. TYPE A WATERPROOFING SHALL NOT EXTEND ABOVE THE BOTTOM OF THE GROOVE INTO WHICH THE PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL IS TO BE PLACED. IT SHALL BE APPLIED TO THE ENTIRE AREA OF THE ABUTMENT WHICH COMES INTO CONTACT WITH THE APPROACH SLAB.
9. 1" PREFORMED EXPANSION JOINT FILLER SHALL BE PER 705.03.
10. CURBS, BRIDGES WITH SIDEWALKS: FOR BRIDGES CONSTRUCTED WITH RAISED SIDEWALKS, DEFLECTOR PARAPETS OR OTHER TYPES OF CONSTRUCTION WHICH RETAIN ROADWAY SURFACE DRAINAGE, THE APPROACH SLABS SHALL EITHER INCLUDE INTEGRAL CURBS OR BE CONSTRUCTED IN CONJUNCTION WITH BRIDGE CURBS. CURB HEIGHT SHALL BE TRANSITIONED UNIFORMLY BETWEEN BRIDGE CURB HEIGHT AND APPROACH CURB HEIGHT.
11. APPROACH SLAB WIDTH SHALL EXTEND FROM GUTTER LINE TO GUTTER 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 526.
13. FRONT FACE OF CURB SHALL LINE UP WITH THE FRONT FACE OF THE GUARDRAIL PER ODOT STANDARD DRAWING MGS 3.1. IF CURB IS NOT REQUIRED ON THE APPROACHING ROADWAY, THE CURB SHALL STILL MEET THE LENGTH AS REQUIRED ON ODOT STANDARD DRAWING MGS 3.1.
14. THE DETERIORATED PORTIONS OF THE APPROACH SLAB SEAT SHALL BE RECONSTRUCTED BY THE CONTRACTOR IN ACCORDANCE WITH THIS DETAIL OR AS DIRECTED BY THE CHIEF ENGINEER. REMOVAL SHALL BE PERFORMED IN ACCORDANCE WITH SP 202 - PORTIONS OF STRUCTURE REMOVED. PAYMENT FOR THIS WORK SHALL BE MADE AT THE UNIT PRICE BID FOR SP 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN AND SHALL INCLUDE THE SP 202 REMOVAL.
15. THE FOLLOWING ITEMS SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=12"), AS PER PLAN:

- OTIC STANDARD DRAWING AS-1, ALL DETAILS
- ALL JOINTS, INCLUDING MECHANICAL CONNECTORS, DOWEL HOLES, DOWELS, AND GROUT
- GROOVE / SAW CUT AND JOINT SEALER
- TYPE 'A' WATERPROOFING
- 1" PERFORMED EXPANSION JOINT FILLER WITH JOINT SEALER
- MEDIAN BARRIERS / INTEGRAL CURBS
- EPOXY COATED REINFORCING STEEL
- 6" PERFORATED PIPE UNDERDRAIN WITH FABRIC WRAP, POROUS BACKFILL, PRECAST REINFORCED CONCRETE OUTLET AND A TIED CONCRETE BLOCK MAT, TYPE 1 .
- HIGH MOLECULAR WEIGHT METHACRYLATE (SP 516B)

OHIO TURNPIKE

DATE: OCTOBER 20, 2017

STANDARD DRAWING

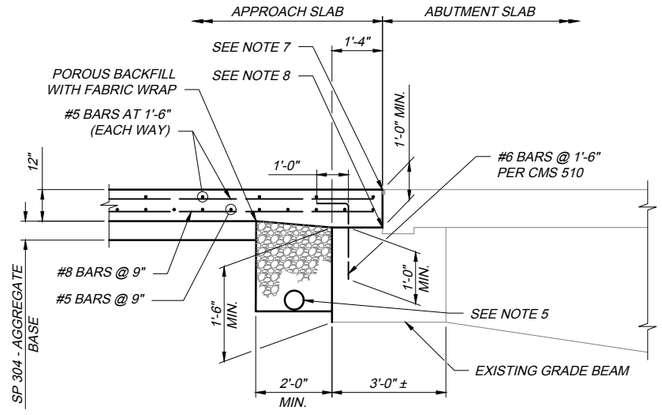
REINFORCED CONCRETE APPROACH SLAB

AS-1

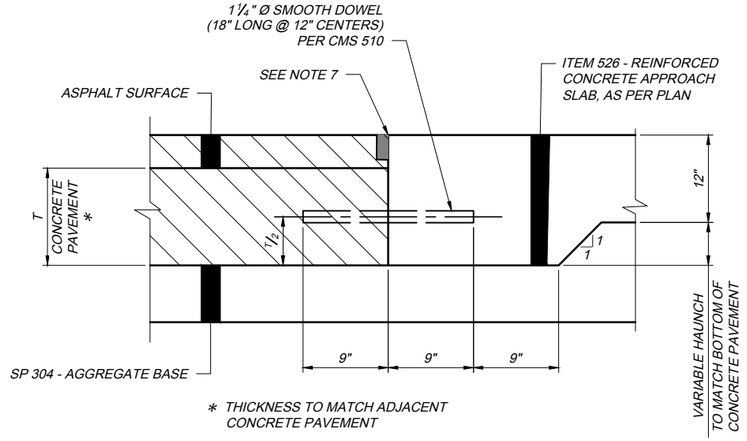
1 / 2

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

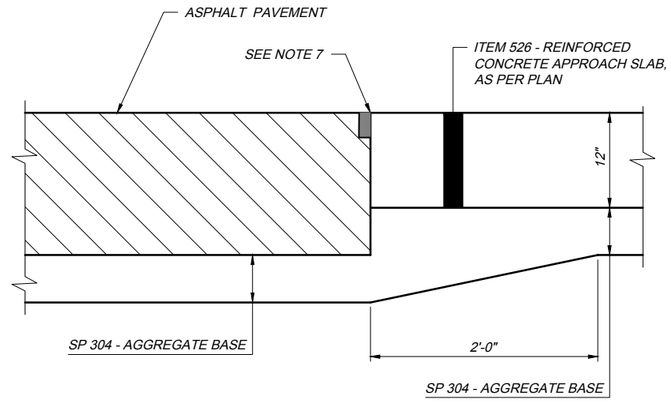
AS-1 2017.10.20.DWG; 11/17/17 - 10:03am



SECTION A-A



SECTION B-B
COMPOSITE PAVEMENT



SECTION B-B
FLEXIBLE PAVEMENT

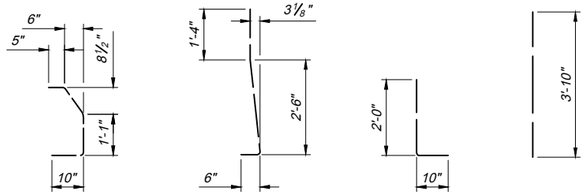
SECTION D-D
(SHOWN WITH INTEGRAL CONCRETE CURB)

SECTION D-D
REINFORCING AND DIMENSIONS
SYMMETRICAL ABOUT CENTERLINE

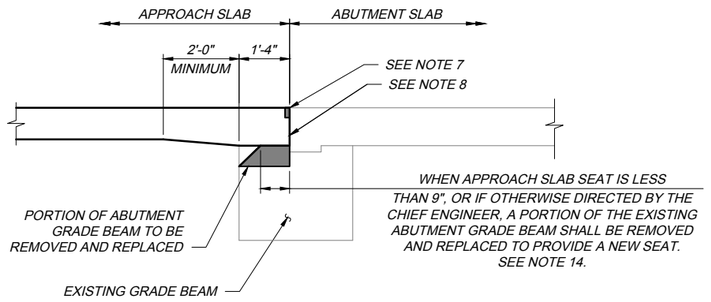
TRANSVERSE SECTION
(SHOWN WITHOUT INTEGRAL CONCRETE CURB)

TRANSVERSE SECTION
(SHOWN WITH INTEGRAL CONCRETE CURB)

WIDENING DETAIL



BAR BENDING DIAGRAMS
FOR MEDIAN PARAPET



APPROACH SLAB SEAT REPAIR DETAIL

NOTES

FOR NOTES, SEE SHEET 1 OF 2.

DATE: OCTOBER 20, 2017

STANDARD DRAWING

REINFORCED CONCRETE APPROACH SLAB

AS-1

2 / 2

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

AS-1 2017.10.20.DWG; 11/17/17 - 10:04am