



**OHIO TURNPIKE AND  
INFRASTRUCTURE COMMISSION**

**ADDENDUM NO. 4**

**PROJECT NO. 43-19-06**

BRIDGE REHABILITATION AND 3RD LANE WIDENING M.P. 237.17 TO M.P. 238.63  
OHIO TURNPIKE OVER POLAND-UNITY ROAD M.P. 237.8, OHIO TURNPIKE OVER  
COLUMBIANA-NEW CASTLE ROAD M.P. 238.1  
MAHONING COUNTY, OHIO

**OPENING DATE:**

EXTENDED TO 2:00 P.M. (EASTERN TIME), OCTOBER 26 ~~29~~, 2018

**ATTENTION OF BIDDERS IS DIRECTED TO:**

**ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 PM ON OCTOBER 22, 2018**

**MODIFICATIONS TO THE CONTRACT DOCUMENTS**

Plan Sheets: 3, 10, 144 and 176 of 186.

-and-

Special Provision: SP 103 (Page 2 of 18)

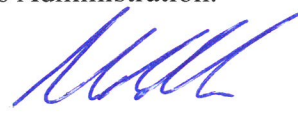
-and-

Cover Page and Notice to Bidders:

Modified to Extend the Bid Opening to October 29, 2018

Issued by the Ohio Turnpike and Infrastructure Commission on October 22, 2018 by Anthony D. Yacobucci, Chief Engineer, and Mark R. Musson, Director of Contracts Administration.

  
Anthony D. Yacobucci Date 10/22/18

  
Mark R. Musson Date 10/22/18

**ANSWERS TO QUESTIONS RECEIVED THROUGH 2:00 PM ON OCTOBER 22, 2018:**

**Q#15** The substantial completion date of October 15, 2019 is not achievable. The construction access date of February 1, 2019 does very little to get the project started. The first work on the project per the suggested sequence of construction on plan page 31/186 is to install the Pre-Phase 1 temporary pavement. The asphalt plants in this area do not open before April 15th on a good year, May 1 is more often than not the actual opening date. It is not possible to complete Pre-Phase 1, Phase 1 and Phase 2 by October 15th 2019. (5-1/2 months) Please extend the substantial completion date to October 15, 2020.

*A#15 In an effort to allow more time to complete the Project, the Commission has revised SP 103 to permit earlier construction access from "...on or about February 1, 2019..." to "...on or about December 1, 2018..." Furthermore, mainline lane closures between December 1, 2018 and April 1, 2019 may be restricted by the Chief Engineer due to current or forecasted snow and ice weather conditions. The revised SP 103 (Page 2 of 18, dated 10/22/2018) is included as part of this Addendum No. 4.*

**Q#19** SP 514A states in the first paragraph "The existing steel being prepared and coated may be a total structure or a portion of a structure as noted on the Plans." Where in the plans can we find if the structures are being totally painted or just a portion of?

*A#19 All existing structural steel beams, diaphragms, connection plates, and bearings shall be blast cleaned and receive a field applied 3 coat paint system in accordance with SP 514A. Further answering the question in this Addendum No. 4, a plan note is added to Plan Sheets 144 and 176 of 186 and both revised Plan Sheets through this Addendum No. 4.*

**Q#23** The plans show existing aerial telephone lines running under the existing bridges and in span 1 at the bridge at M.P. 237.8 and in span 3 at the bridge at M.P. 238.1. What is the schedule for these utility lines to be relocated? What is the proposed location for the relocated lines?

*A#23 The aerial phone lines should be relocated by December 1, 2018. The phone lines are being relocated to duct banks installed under the pavement of the respective underpassing roads.*

**Q#24** On page 144 of 186, it shows Rehabilitation Expansion Bearing, APP one bearing on pier 1 beamline 11 and that matches the quantity in the plans. Then on the same plan page, there is a note stating we are rehabilitating 12 bearing on pier 2? There is no quantity set up to rehabilitate these 12 bearings, do these bearings get rehabilitated as per the plan notes? If so, where will the contractor get paid to perform this work?

*A#24 The callout to rehabilitate twelve (12) bearings at Pier 2 was incorrectly included on Plan Sheet 144 of 186. There are no bearings required to be rehabilitated at Pier 2. This callout has been removed in a revised Plan Sheet 144 of 186 which is included as part of this Addendum No. 4.*

**Q#25** Can the structure office calculation be made available for the bridges?

A#25 *Calculations are not available.*

**Q#26 Since no cross sections or calculations have been provided, we are still unclear on the intent of Item 203 – Excavation, As Per Plan 10,500 CY and Item 203 Embankment 10,500 CY. Is the intent of this item to remove the existing uniform course of 304 slag that is part of the existing pavement composition or is the intent to be used as an undercut as directed by the engineer to remove slag that was used as backfill during the original construction?**

A#26 *The intent of the project is to remove all existing slag material within the limits of the specified chemically stabilized subgrade depth. The intent of Item 203 – Excavation, As Per Plan, is to undercut and remove existing slag material that is below the depth of the existing section buildup as per the existing two lane typical section shown on Plan Sheet 7 of 186 and any slag material within embankment in the limits of the specified chemically stabilized subgrade depth. Therefore, any slag material up to 6'' in thickness under a lane or up to 10.5'' in thickness under a shoulder is considered incidental to Item 202 – Pavement Removed, As Per Plan. If additional slag material is encountered below these depths, it shall be removed as directed by the Chief Engineer under Item 203 – Excavation, As Per Plan, and replaced with Item 203 – Embankment to the proposed bottom of aggregate base elevations.*

*The estimated quantity of Item 203 – Excavation, As Per Plan, was calculated using an average of 9 inches multiplied by the area of chemically stabilized subgrade, subtracting out a 28-foot wide swath in the median to get approximately 9,000 CY. Anticipated slag removed under Item 202 – Pavement Removed, As Per Plan, as noted in the paragraph above, further reduced that quantity by approximately 3,500 CY. Finally, a contingency quantity of approximately 5,000 CY was added, for areas outside the limits of the specified section buildup, within the median, and for thicknesses deeper than anticipated, to end up at 10,500 CY.*

*The composition of the existing pavement on Plan Sheet 3 of 186 is revised through this Addendum No. 4 to include the Slag Base. The General Note for Item 202, Pavement Removed, As Per Plan, on Plan Sheet 10 of 186 is revised through this Addendum No. 4 to reflect the presence of Slag in the base.*

**Q#27 Does the Temporary Access Deduct added by Addendum No.2 apply to existing OTIC maintenance and access roads, or only if temporary access is constructed where none existed and access is gained through the right away fence? Historically the OTIC has offered free access through any existing turnpike gates.**

A#27 *In accordance with SP 104, Section G, Access for all material delivery and/or construction equipment shall be achieved through public Toll Plaza ramps only. No access drives, maintenance building facilities, service plazas or back-gate entrance locations will be permitted for use without prior written approval of the Chief Engineer.*

**Q#28 Will concrete pavement be allowed for the temporary pavement?**

A#28 *Yes, refer to ODOT C&MS Item 615, Class A.*

**Q#29 Addendum 3 question and answer number 13 substantially increased the quantity for bid item 10. Please provide the calculations on how this quantity was determined.**

A#29 *See the response to Q#26.*

**Q#30 Bid item 3, pavement removed app, includes the removal of the granular sub base per the plan note on sheet 10 of 186. If this sub base material is slag material, as indicated on the pavement borings provided in addendum 2, will the Commission pay for the granular slag base material under bid item 13 or is incidental to the pavement removed app bid item?**

A#30 *See the response to Q#26.*

**MODIFIED CONTRACT DOCUMENTS**

With this Addendum No. 4, the Commission substitutes the enclosed materials for the following Contract Documents:

Plan Sheets: 3, 10, 144 and 176 of 186.

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



With this Addendum No. 4, the Commission adds or revises the following Special Provisions:

Special Provision: SP103 (Page 2 of 18)

**Receipt of Addendum No. 4  
Project No. 43-19-06 is hereby acknowledged:**

(Firm Name) \_\_\_\_\_

(Signature) \_\_\_\_\_

(Printed Name) \_\_\_\_\_

(Date) \_\_\_\_\_

**BIDDERS MUST RETURN THE ABOVE ACKNOWLEDGEMENT  
OF RECEIPT OF ADDENDUM NO. 4 WITH THEIR BID.**

Documents of the Commission. Whenever the word "Director" appears in the ODOT CMS, it shall be construed to mean the "Commission" or the "Chief Engineer" of the Commission, as set forth in the definitions of the Standard Conditions.

**SP 103**

**CONSTRUCTION PHASING AND TIME OF COMPLETION – HARD FINISH**

*(12/06/2017-10/22/2018)*

The Work shall be performed and completed in its entirety in strict accordance with the Plans, Specifications, Special Provisions and other Contract Documents as follows:

- A. Notice to Proceed (NTP):** The Commission will issue the Contractor the Notice to Proceed (NTP) by the Chief Engineer after the Contract is fully executed. Upon receipt of the NTP, the Contractor shall begin performance of preliminary investigations and survey layout work, as approved by the Chief Engineer, and preparation of the Construction Schedule, Shop Drawings and submittals for this Project.
  
- B. Baseline Construction Schedule:** The Baseline Construction Schedule for this Project shall be submitted and acceptable prior to the Contractor performing the Work in accordance with General Condition Articles 4.2 and 4.3 and SP 120A or SP 120B to the extent made applicable through incorporation in the Contract Documents. Liquidated damages for failure to submit an acceptable Construction Schedule shall commence on the day the Contractor begins to perform the Work described in General Conditions Article 4.2.4.2. Mobilization on the site shall signify the beginning of the Work.
  
- C. Construction Access:** The Commission anticipates providing the Contractor access to the Turnpike on or about ~~February 1, 2019~~ **December 1, 2018** at which time the Contractor may begin the Work for this Project. ***Mainline lane closures between December 1, 2018 and April 1, 2019 may be restricted by the Chief Engineer due to current or forecasted snow and ice weather conditions.***
  
- D. Substantial Completion:** The Work shall be substantially complete **by October 15, 2019**. Substantially completed shall mean all Work, as described in the Contract Documents, excluding punch list items, have been completed including that all Local Roads and the Turnpike roadway (all traffic lanes and shoulders) are open to traffic, as well as all traffic control and safety devices in place and approved by the Chief Engineer. Liquidated damages for failure to substantially complete the Work described in Part D herein shall commence **on October 16, 2019**.
  
- E. Final Completion:** All Punch List items for this Project shall be completed in strict accordance with the Plans, Specifications, Special Provisions, and other Contract Documents **by November 15, 2019**. Liquidated damages for failure to meet the Final Completion Date shall commence **on November 16, 2019**.

It shall be noted that in order to meet the above referenced dates, the Contractor may be required to Work additional shifts and/or extended hours as well as periodic holidays and weekends. These additional forces shall be included in their Bid and there shall be no additional cost to the Commission.

### ITEM LEGEND

- 1 ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 76-22 (FR) (T=1-1/2")
- 2 ITEM SP 402 ASPHALT CONCRETE INTERMEDIATE COURSE OR RECYCLED ASPHALT CONCRETE INTERMEDIATE COURSE, PG 76-22 (FR) (T=1-3/4")
- 3 ITEM SP 302 ASPHALT CONCRETE BASE, PG 64-22 (T=12") (2 EQUAL LIFTS) (SEE NOTE 1)
- 4 ITEM 407 NON-TRACKING TACK COAT FOR INTERMEDIATE COURSE (APPLIED @ 0.06 GAL./S.Y.)
- 5 ITEM 407 NON-TRACKING TACK COAT (APPLIED @ 0.075 GAL./S.Y.)
- 6 ITEM SP 304 AGGREGATE BASE (T=6")
- 7 ITEM SP 304 AGGREGATE BASE (VARIABLE THICKNESS) (WITHOUT GUARDRAIL)
- 8 ITEM 206 CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN, SEE SHEET 11.
- 9 ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22 (T=1-1/2")
- 10 ITEM SP 402 ASPHALT CONCRETE INTERMEDIATE COURSE OR RECYCLED ASPHALT CONCRETE INTERMEDIATE COURSE, PG 64-22 (T=1-3/4")
- 11 ITEM SP 302 ASPHALT CONCRETE BASE, PG 64-22 (SHOULDER) (T=8") (1 LIFT)
- 12 ITEM SP 304 AGGREGATE BASE (SHOULDER) ( T=10") (2 EQUAL LIFTS)
- 13 ITEM 659 SEEDING AND MULCHING
- 14 ITEM SP 627 STONE SHOULDER PROTECTION (WITH GUARDRAIL) (T=3")
- 15 NOT USED
- 16 ITEM 606 GUARDRAIL, TYPE MGS WITH LONG STEEL POSTS
- 17 ITEM SP 404A JOINT SEALER (APPLIED TO VERTICAL FACE, SP 402 & SP 404)
- 18 ITEM 252 FULL DEPTH PAVEMENT SAWING
- 19 ITEM 659 TOPSOIL (T=3")
- 20 ITEM 209 LINEAR GRADING, AS PER PLAN
- 21 ITEM 526 REINFORCED CONCRETE APPROACH SLAB (T=12"), AS PER PLAN
- 22 ITEM SP 304 AGGREGATE BASE (T=9") (2 EQUAL LIFTS)
- 23 ITEM 204 SUBGRADE COMPACTION
- 24 ITEM 609 CURB, TYPE 4-A
- 25 ITEM SP 605 6" BASE PIPE UNDERDRAIN, WITH FABRIC WRAP (18")
- 26 NOT USED

- 27 ITEM SP 605 6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP (30")
- 28 ITEM 609 ASPHALT CONCRETE CURB, TYPE 1, PG 64-22
- 29 ITEM 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN
- 30 NOT USED
- 31 ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 76-22 (FR) (T=1-1/4")
- 32 ITEM SP 403 ASPHALT CONCRETE LEVELING COURSE, USING CRUSHED STONE, PG 76-22 (FR) (T=3/4")
- 33 ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE DEPTH)
- 34 ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22 (T=2")
- 35 ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (T=2")
- 36 ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 76-22 (FR) (T=2")
- 37 ITEM 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B-50
- 38 NOT USED
- 39 ITEM 622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C-50
- 40 ITEM SP 302 ASPHALT CONCRETE BASE, PG 64-22 (T=7") (1 LIFT) (SEE NOTE 1)
- 41 ITEM 203 EMBANKMENT (SEE NOTE 6)
- E1 EASTBOUND PROPOSED CENTERLINE SURFACE ELEVATION
- E2 EASTBOUND PROPOSED EDGE OF PAVEMENT SURFACE ELEVATION
- E2\* EASTBOUND EXISTING EDGE OF PAVEMENT AT 29'-1" OFFSET SURFACE ELEVATION
- E3 EASTBOUND PROPOSED EDGE OF PAVEMENT SURFACE ELEVATION
- E4 EASTBOUND PROPOSED GUTTER LINE PAVEMENT SURFACE ELEVATION
- E5 EASTBOUND PROPOSED EDGE OF PAVEMENT SURFACE ELEVATION
- E6 EASTBOUND PROPOSED GUTTER LINE PAVEMENT SURFACE ELEVATION
- W1 WESTBOUND PROPOSED CENTERLINE SURFACE ELEVATION
- W2 WESTBOUND PROPOSED EDGE OF PAVEMENT SURFACE ELEVATION
- W2\* WESTBOUND EXISTING EDGE OF PAVEMENT AT 29'-1" OFFSET SURFACE ELEVATION
- W3 WESTBOUND PROPOSED EDGE OF PAVEMENT SURFACE ELEVATION
- W4 WESTBOUND PROPOSED GUTTER LINE PAVEMENT SURFACE ELEVATION
- W5 WESTBOUND PROPOSED EDGE OF PAVEMENT SURFACE ELEVATION
- W6 WESTBOUND PROPOSED GUTTER LINE PAVEMENT SURFACE ELEVATION

### EXISTING ITEM LEGEND

- A ASPHALT CONCRETE (T=5"±)
- B CONCRETE PAVEMENT (T=10"±)
- C AGGREGATE BASE OR SLAG (T=6"±)
- D 6" UNDERDRAIN
- E REINFORCED CONCRETE APPROACH SLAB (T=10"±)
- F BITUMINOUS AGGREGATE BASE (T=10"±)
- G GUARDRAIL
- H CONCRETE BARRIER
- J AGGREGATE BASE OR SLAG (T=10 1/2"± AVERAGE)
- K ASPHALT CONCRETE (T=9"±)

### COMMON NOTES

- NOTE 1: ITEM 407 - NON-TRACKING TACK COAT SHALL BE PLACED ON BOTH SURFACES OF SP 302 (BETWEEN LIFTS).
- NOTE 2: THE TRAVELED LANE PAVEMENT COMPOSITION WILL EXTEND 1 FOOT INTO THE SHOULDER.
- NOTE 3: ASPHALT OR CONCRETE CURB SHALL BE SEALED PER THE REQUIREMENTS OF SP 400.
- NOTE 4: ALL EXPOSED SUBGRADE WILL HAVE SUBGRADE STABILIZATION PERFORMED USING ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN. SEE GENERAL NOTES SHEET 11.
- NOTE 5: FOR PAVEMENT WIDTHS, SHOULDER WIDTHS, AND CROSS SLOPES, SEE PAVEMENT ELEVATION TABLES ON SHEETS 113-118.
- NOTE 6: EXISTING MEDIAN (I.E. NEW THIRD LANE AND NEW SHOULDER) SHALL BE FILLED WITH ITEM 203 EMBANKMENT TO MEET SUBGRADE DESIGN ELEVATIONS. SEE EMBANKMENT GENERAL NOTES.
- NOTE 7: ASPHALT CURB SHALL BE INSTALLED IN THE FOLLOWING LOCATIONS: WESTBOUND FROM STA. 1113+88 TO STA. 1123+19, AND STA. 1124+57 (AH) TO STA. 1124+72; EASTBOUND FROM STA. 1114+36 TO STA. 1122+64, AND STA. 1124+47 TO STA. 1124+62 (BK).
- NOTE 8: APPROACH SLAB UNDERDRAIN DRAINAGE SHALL BE INSTALLED IN ACCORDANCE WITH OTIC STANDARD CONSTRUCTION DRAWING AS-1.

		4 Hemisphere Way Bedford, OH 44146 PH: (419) 226-8777 www.jh.com	BY DATE JAH 10/18	REVISIONS ADDENDUM NO. 4	NO. 1	CHECKED JAH IN CHARGE	DESIGNED BA DRAWN	TYPICAL SECTIONS	PROJECT 43-19-06 DATE: 09-17-2018	1 / 7 3 186	
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# OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

**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.

MAHONING COUNTY SANITARY ENGINEER'S OFFICE (WATER/SEWER)  
761 INDUSTRIAL ROAD  
YOUNGSTOWN, OHIO  
CONTACT PERSON: JOE MUCCIO  
330-793-5514

SPRINGFIELD TOWNSHIP TRUSTEES /  
SPRINGFIELD TOWNSHIP ROAD DEPT.  
3475 EAST SOUTH RANGE ROAD  
NEW SPRINGFIELD, OHIO  
CONTACT PERSON: DONALD WILLIAMS  
330-718-3705

MAHONING COUNTY PUBLIC WORKS  
761 INDUSTRIAL ROAD  
YOUNGSTOWN, OHIO  
CONTACT PERSON: JOE MUCCIO  
330-793-5514

AQUA OHIO  
6650 SOUTH AVE  
BOARDMAN, OHIO  
CONTACT PERSON: LORI MCCLARY  
330-397-0795

DOMINION ENERGY OHIO (DEO)  
320 SPRINGSIDE DRIVE  
AKRON, OHIO 44333  
CONTACT PERSON: MICHAEL SALVATORE  
330-664-2783

ARMSTRONG CABLE  
9328 WOODWORTH RD  
NORTH LIMA, OHIO  
CONTACT PERSON: GENO SHONCE  
330-953-0705

DOMINION ENERGY TRANSMISSION  
925 WHITE OAKS BLVD.  
BRIDGEPORT, WV 26330  
681-842-3333

AT&T  
50 W. BOWERY STREET  
AKRON, OHIO 44308  
CONTACT PERSON: HAROLD MAYNARD  
330-384-8974

OHIO EDISON  
730 SOUTH AVE.  
YOUNGSTOWN, OH 44502  
CONTACT PERSON: SAM ARISMAN  
330-740-7506

BLUE RACER MIDSTREAM  
553 WHEELING AVENUE  
CAMBRIDGE, OHIO 43725  
CONTACT PERSON: KYLE LARRICK  
740-255-2633

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 135.64 ORC. CONTRACTOR SHALL EXERCISE CARE WHEN WORKING NEAR EXISTING UTILITIES. THE ENGINEER IS NOT RESPONSIBLE FOR ANY DAMAGE CAUSED BY THE CONTRACTOR IF A UTILITY IS FOUND OUTSIDE OF WHERE IT IS SHOWN ON THE PLANS. UTILITY LOCATIONS AS SHOWN ON THE PLANS ARE BASED ON THE MOST ACCURATE INFORMATION AS OBTAINED BY THE ENGINEER.

**ITEM SP 611 - INLET NO. I-3B50, DOUBLE GRATE, AS PER PLAN**

PRIOR TO DIGGING, THE CONTRACTOR SHALL LOCATE (I.E., HYDRO-VAC, POT HOLE, ETC.) THE TWO GAS LINE CROSSINGS NEAR THE PROPOSED CATCH BASIN AT STA. 1144+97. THE CONTRACTOR SHALL COORDINATE WITH BLUE RACER AND DEO PRIOR TO THE LOCATE IN ACCORDANCE WITH THE NOTES BELOW. A TWO-FOOT VERTICAL SEPARATION DISTANCE IS REQUIRED OVER GAS TRANSMISSION LINES. THIS CATCH BASIN SHALL BE INSTALLED PER THE SPECIFICATIONS OF SP 611, AND ALL COSTS FOR COORDINATING WITH THE GAS COMPANIES, LOCATING THE LINES, AND THE INSTALLATION OF THE CATCH BASIN SHALL BE COVERED UNDER ITEM SP 611, INLET I-3B50, DOUBLE GRATE, AS PER PLAN.

**DOMINION ENERGY NOTES**

IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE LATERAL AND SUBJACENT SUPPORT OF DOMINION ENERGY'S PIPELINE(S), IN COMPLIANCE TO 29 CFR, PART 1926, AND SUBPART P, (SAFE EXCAVATION & SHORING). ONE FOOT MINIMUM VERTICAL AND HORIZONTAL CLEARANCE MUST BE MAINTAINED BETWEEN DOMINION ENERGY OHIO'S (DEO) EXISTING PIPELINE(S) AND ALL OTHER IMPROVEMENTS. EXTREME CARE SHOULD BE TAKEN NOT TO HARM ANY DEO FACILITY (PIPELINES, ETC.) OR APPURTENANCE (PIPE COATING, TRACER WIRE, CATHODIC PROTECTION TEST STATION WIRES & DEVICES, VALUE BOXES, ETC.). DEO FACILITIES MUST BE PROTECTED WITH A TARP DURING BRIDGE CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE AND LIABLE FOR ENSURING THAT ALL DEO EXISTING FACILITIES, ABOVE AND BELOW GROUND, REMAIN UNDAMAGED, ACCESSIBLE AND IN WORKING ORDER. THE CROSSING OF DEO'S PIPELINE WITH ANOTHER STEEL FACILITY MAY CREATE A POTENTIAL CORROSION ISSUE FOR THE PROPOSED FACILITY AND THE EXISTING DEO FACILITY. PLEASE CONTACT DOMINION ENERGY OHIO'S CORROSION DEPARTMENT: DAVE CUTLIP (330-266-2121), RICK McDONALD (330-266-2122), OR AL HUMRICHOUER (330-478-3757).

**BLUE RACER MIDSTREAM NOTES**

THE CONTRACTOR SHALL OBTAIN ACTUAL LOCATIONS (HYDRO-VAC, POT HOLE, ETC.) OF ANY GAS LINE CROSSINGS PRIOR TO DIGGING NEAR THE CROSSING LOCATIONS. PROPOSED STORM WATER WORK CROSSING EXISTING BRM TRANSMISSION GAS LINES SHALL BE IN ACCORDANCE WITH BRM'S "PIPE AND UTILITY LINE CROSSING SPECIFICATIONS" AND IN ACCORDANCE WITH THE EXISTING EASEMENT REQUIREMENTS WITH OTIC. ALL CROSSINGS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 24 INCHES. ALL INQUIRIES OR QUESTIONS PURSUANT TO BRM FACILITIES, INCLUDING OBTAINING THE MOST RECENT BRM SPECIFICATIONS, SHALL BE DIRECTED TO BLUE RACER MIDSTREAM, OPERATIONS DEPARTMENT, 553 WHEELING AVENUE, CAMBRIDGE, OHIO 43725, AND AT 740-260-4549 ATTN. RILEY WEBER, OR AT 740-421-9255 ATTN. KYLE LARRICK OR JOHN MANZONIE.

**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 4 ENVIRONMENTAL SECTION SHALL BE CONTACTED OR PROVIDED WITH INFORMATION.

**ORIGINAL CONSTRUCTION PLANS**

THE ORIGINAL CONSTRUCTION PLANS, SHOWING THE ORIGINAL ALIGNMENT, PROFILE AND DETAILS OF THE BRIDGE ARE AVAILABLE ON BID EXPRESS, WITH THE OTHER CONTRACT DOCUMENTS.

**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 OR SLAG UNDER THE LEFT AND RIGHT LANES, 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 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, SLAG, AND EARTH. THESE THICKNESS 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 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 75 SQ. YD.
- ITEM SP 451 - FULL DEPTH PAVEMENT REPAIR (ASPHALT) 50 SQ. YD.
- ITEM 255 - FULL DEPTH PAVEMENT SAWING 500 FT

**TEMPORARY PAVEMENT**

TEMPORARY PAVEMENT INSTALLED WITHIN THE SHOULDERS AS PART OF MAINTENANCE OF TRAFFIC SHALL REMAIN IN PLACE UNLESS OTHERWISE DIRECTED BY THE CHIEF ENGINEER.

**MEDIAN EMBANKMENT**

THE EXISTING MEDIAN DITCH SHALL BE FILLED AND RE-GRADED FROM STA. 1074+94 TO STA. 1076+94, AND FROM STA. 1152+31 TO STA. 1156+25, AS SHOWN IN THE PLAN AND PROFILES AND CROSS SECTIONS. THE EMBANKMENT SHALL BE TIED INTO EXISTING GRADE AT EACH END AND SHALL BE SEEDED AND MULCHED. THE FINAL ELEVATIONS SHALL PROMOTE POSITIVE DRAINAGE AWAY FROM THE PROJECT LIMITS AT THE CENTERLINE OF THE RE-ESTABLISHED SURVEY BASELINE.

**EXISTING CROSSOVER REMOVAL**

THE EXISTING CROSSOVER LOCATED NEAR STA. 1090+00 SHALL BE REMOVED. IT SHALL INCLUDE THE REMOVAL OF AN EXISTING 12" CORRUGATED METAL PIPE CULVERT AND THE PAVEMENT WITHIN THE MEDIAN BETWEEN THE EDGE OF SHOULDERS. THE FOLLOWING ESTIMATED QUANTITIES SHALL BE CARRIED TO THE GENERAL SUMMARY:

- ITEM 202 - PAVEMENT REMOVED, AS PER PLAN 1,230 SQ. YD.
- ITEM 202 - PIPE REMOVED, 24" AND UNDER 390 FEET

**ESTIMATED EARTH-DISTURBING ACTIVITY**

THE ESTIMATED EARTH DISTURBED AREA IS: 15.8 ACRES

**ITEM 201 - CLEARING AND GRUBBING**

ALL TREES, BRUSH AND STUMPS SHALL BE REMOVED WITHIN THE CONSTRUCTION LIMITS AS SHOWN IN THE CONSTRUCTION PLANS. THIS WORK SHALL BE COMPLETED UNDER THE LUMP SUM BID FOR ITEM 201, CLEARING AND GRUBBING.

**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**

REFER TO THE SURVEY CONTROL PLAN ON SHEET 2 FOR SURVEY AND ALIGNMENT NOTES.

ALL CONSTRUCTION STAKING SHALL BE DONE BY OR UNDER THE DIRECTION OF A PROFESSIONAL REGISTERED SURVEYOR, AND SHALL BE INCLUDED AS A LUMP SUM COST IN THE CONTRACTOR'S BID.

PAYMENT FOR THIS WORK SHALL BE INCLUDED WITH THE LUMP SUM PRICE FOR ITEM SP 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING.

PROJECT 43-19-06	DATE: 09-17-2018	GENERAL NOTES		REVISIONS ADDENDUM NO. 3 ADDENDUM NO. 4	BY	DATE
		DESIGNED	CHECKED		NO.	JAH
1	4	KF	JAH	1	JAH	10/18
		DRAWN	IN CHARGE	2	JAH	10/18
		BA	RBP			

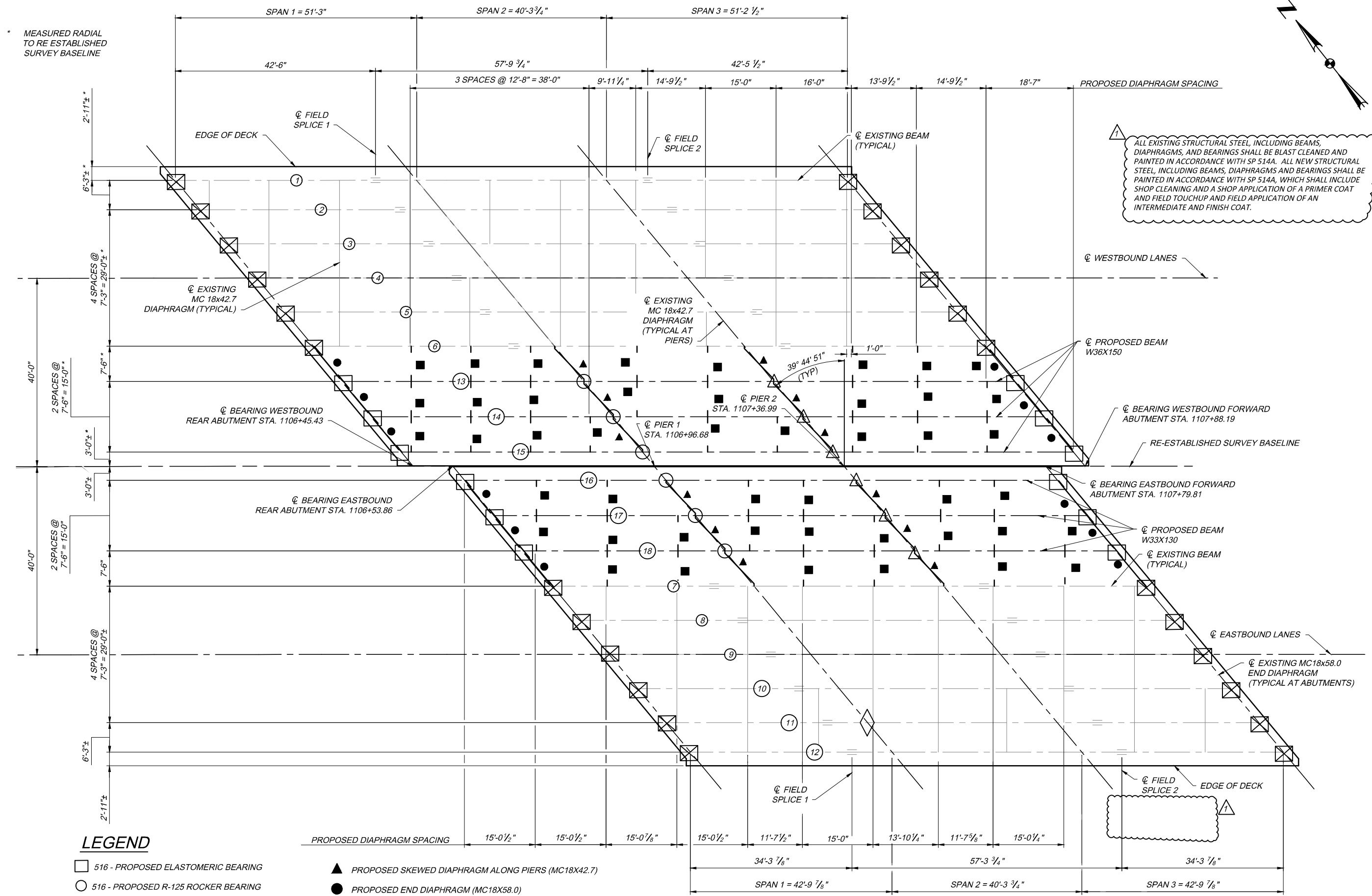
4 Hemisphere Way  
 Bedford, OH 44146  
 PH: (440) 262-8777  
 www.henderson.com

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OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

OTC037\_FRAMING PLAN.dwg: 10/22/18 - 11:14am



- 516 - PROPOSED ELASTOMERIC BEARING
- 516 - PROPOSED R-125 ROCKER BEARING
- △ 516 - PROPOSED B-125 BOLSTER BEARING
- ◇ 516 - REHABILITATE EXPANSION BEARING, AS PER PLAN
- ⊠ SP516G - REPLACE EXPANSION BEARING DEVICE
- ▲ PROPOSED SKEWED DIAPHRAGM ALONG PIERS (MC18X42.7)
- PROPOSED END DIAPHRAGM (MC18X58.0)
- PROPOSED INTERMEDIATE DIAPHRAGM (MC18X42.7)
- ⑫ BEAM NUMBER

**FRAMING PLAN**

- NOTES:
- FOR BEAM DETAILS SEE SHEET 24 OF 32
  - FOR DIAPHRAGM CONNECTION DETAILS SEE SHEET 23 OF 32
  - FOR CAMBER DIAGRAM, SEE SHEET 25 OF 32
  - FOR PROPOSED BEARING DETAILS, SEE SHEET 26 OF 32.

ALL EXISTING STRUCTURAL STEEL, INCLUDING BEAMS, DIAPHRAGMS, AND BEARINGS SHALL BE BLAST CLEANED AND PAINTED IN ACCORDANCE WITH SP 514A. ALL NEW STRUCTURAL STEEL, INCLUDING BEAMS, DIAPHRAGMS AND BEARINGS SHALL BE PAINTED IN ACCORDANCE WITH SP 514A, WHICH SHALL INCLUDE SHOP CLEANING AND A SHOP APPLICATION OF A PRIMER COAT AND FIELD TOUCHUP AND FIELD APPLICATION OF AN INTERMEDIATE AND FINISH COAT.

4 Hemisphere Way  
Bedford, OH 44146  
PH: (419) 226-8777  
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NO.	DATE	BY	REVISIONS
1	10/18	RBP	ADDENDUM 4

**FRAMING PLAN**

OHIO TURNPIKE OVER POLAND-UNITY ROAD MAHONING COUNTY

M.P. 237.8

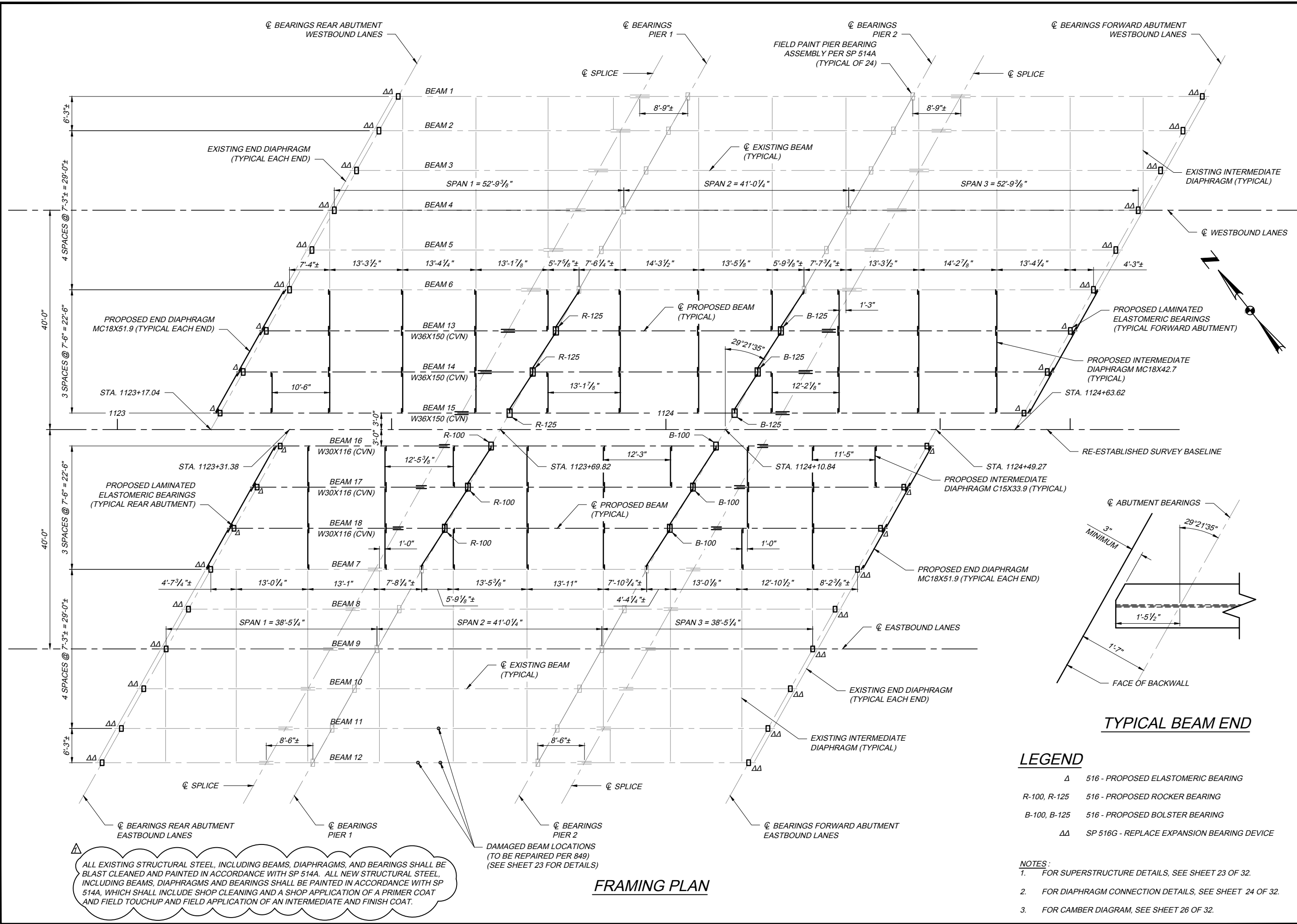
PROJECT 43-19-06 DATE: 09-17-2018

22 / 32

144  
186

**OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION**





ALL EXISTING STRUCTURAL STEEL, INCLUDING BEAMS, DIAPHRAGMS, AND BEARINGS SHALL BE BLAST CLEANED AND PAINTED IN ACCORDANCE WITH SP 514A. ALL NEW STRUCTURAL STEEL, INCLUDING BEAMS, DIAPHRAGMS AND BEARINGS SHALL BE PAINTED IN ACCORDANCE WITH SP 514A, WHICH SHALL INCLUDE SHOP CLEANING AND A SHOP APPLICATION OF A PRIMER COAT AND FIELD TOUCHUP AND FIELD APPLICATION OF AN INTERMEDIATE AND FINISH COAT.

DAMAGED BEAM LOCATIONS (TO BE REPAIRED PER 849) (SEE SHEET 23 FOR DETAILS)

**FRAMING PLAN**

- LEGEND**
- Δ 516 - PROPOSED ELASTOMERIC BEARING
  - R-100, R-125 516 - PROPOSED ROCKER BEARING
  - B-100, B-125 516 - PROPOSED BOLSTER BEARING
  - ΔΔ SP 516G - REPLACE EXPANSION BEARING DEVICE

- NOTES:**
1. FOR SUPERSTRUCTURE DETAILS, SEE SHEET 23 OF 32.
  2. FOR DIAPHRAGM CONNECTION DETAILS, SEE SHEET 24 OF 32.
  3. FOR CAMBER DIAGRAM, SEE SHEET 26 OF 32.

<p><b>DESIGN AGENCY</b>  <b>TF</b> Thomas Folz &amp; Associates, Inc.  <small>Consulting Engineers &amp; Surveyors</small>          SBE &amp; EDGE  <small>3896 Mahoning Avenue Youngstown OH 44515</small></p>	<p><b>BY DATE</b>          WHIT 10/18          WHIT 10/18</p>	<p><b>REVISIONS</b>          ADDENDUM NO. 4</p>	<p><b>CHECKED</b>          DAK  <small>IN CHARGE</small></p>	<p><b>DESIGNED</b>          WHIT  <small>DRAWN</small></p>
<p><b>FRAMING PLAN</b>          OHIO TURNPIKE OVER COLUMBIANA-NEW CASTLE ROAD          MAHONING COUNTY</p>				
<p><b>PROJECT 43-19-06</b>          DATE: 09/17/18</p>				
<p>22 / 32</p>				
<p>176 186</p>				

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION