

OHIO TURNPIKE COMMISSION

ADDENDUM NO. 3

CONTRACT NO. 43-13-03

BRIDGE DECK REPAIR AND REHABILITATION  
RAMP OVER TURNPIKE M.P. 161.5,  
RAMP OVER TURNPIKE M.P. 161.8,  
RAMP OVER TURNPIKE M.P. 173.2,  
CUYAHOGA AND SUMMIT COUNTIES, OHIO

OPENING DATE: EXTENDED TO 2:00 P.M. (E.D.T.), MAY 17, 2013


ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M., MAY 14, 2013


MODIFICATIONS TO THE CONTRACT DRAWINGS

Plan Sheets 5, 7 and 9 of 19

Issued by the Ohio Turnpike Commission May 14, 2013. Issuance authorized by Richard Hodges, Executive Director and Kathleen Weiss, General Counsel.

  
Richard Hodges

5/14/13  
Date

 5/14/13  
Kathleen Weiss Date

**OHIO TURNPIKE COMMISSION  
ADDENDUM NO. 3  
CONTRACT NO. 43-13-03**

**ANSWERS TO QUESTIONS RECEIVED THROUGH 12:00 P.M., MAY 14, 2013**

**Q#3** In accordance with SS 848.20 on plan sheet 9/19, the existing bridge deck can be scarified only ¼” prior to the hydrodemolition operation. We request this ¼” be increased to 1” to accommodate for the irregularities present on the bridge decks due to the wheel tracks. Also, the limited time these bridge deck can be closed will be difficult to achieve if more of the deck is not scarified due to the slow operation of the hydrodemolition operation. Hydrodemolition of 1” takes a significantly shorter amount of time than removing 1.75”. Modifying the scarification depth to 1” will still require 1” of hydrodemolition which is the general accepted depth of minimal removal throughout the construction industry, see ODOT’s SS 848.20 which states a minimum of 1” is to be removed by hydrodemolition.

*A#3 Further answering - The General Note for SS 848.20 is modified via this Addendum No. 3 to clarify that the Contractor may elect to use conventional scarifying equipment to initially remove up to one (1) inch of concrete in accordance with the following:*

- *The Contractor may remove a total of one (1) inch using scarification, but the removal must be completed in multiple passes that do not exceed a maximum depth of one half (½) inch each. The Contractor shall continuously monitor the depth of each pass, and shall not exceed the one half (½) inch maximum incremental depth for any given pass. Exceeding increment maximum of one half (½) inch shall result in discontinuation of the removal by scarification.*
- *The Contractor shall remove a minimum of one (1) inch using hydro-demolition below the maximum one (1) inch removed using scarification.*
- *Regardless of the removal method used, the Contractor shall remove a total depth of two (2) inches, as measured per SS 848*

**Q#4** Per SS 848.20 on plan sheet 9/19, “In no case shall the depth of removal between the original top of deck and the remaining deck surface after hydro-demolition (defined as the remaining aggregate and/or mortar line) be less than 1 ½ in”. The mortar line is below the top of the aggregate and usually used for determining a depth “D” of removal. The superstructure details specify D = 2”. Is removal required to be to the mortar line or the top of aggregate?

*A#4 The removal to the top of the aggregate, as shown on the sketch in SS 848.20, shall be no less than one and one half (1½) inch throughout the entire surface and the removal to the top of the mortar line shall be no less than two inches (2) inches*

**Q#5** Plan notes on sheet 5/19 and 7/19 indicate removal of the existing median incidental to SP614 Maintaining Traffic. Can the OTC provide a detail of the existing/proposed median that shows any rebar and/or doweling required and the lineal feet of removal/replacement required per location?

A#5 *Median Curb Removal and Replacement Details have been added via this Addendum No. 3 on Plan Sheet 5 of 19. A Plan Note has been added via this Addendum No. 3 on Plan Sheet 7 of 19 which references the Details added on Plan Sheet 5 of 19.*

**Q#6 Regarding [Q#5] we found the lineal foot of removal required but would appreciate any as built/existing details available.**

A#6 *See response to Q#5.*

**Modifications to the Plan Drawings**

Deletions in Plan Notes are shown with ~~striketrough~~ text.  
Changes/Additions in the Plan Notes are shown with ***bold italicized*** text.  
Additions and deletions on Plan Drawings are indicated with a cloud and revision triangle thus:



**Plan Sheet 5 of 19**

Two (2) new Details were added as "***Existing Median Curb Removal Detail***" and "***Proposed Median Curb Replacement Detail***."

The Note for "Removal and Replacement of Concrete Median" was modified as follows:

"THIS SHALL CONSIST OF REMOVING THE 3' MEDIAN CURB AT THE LOCATIONS SPECIFIED IN THE PLANS FOR TEMPORARY TRAFFIC CONTROL PURPOSES. THE CONTRACTOR SHALL FULL DEPTH SAW CUT PARALLEL TO THE MEDIAN CURB TO AID IN THE REMOVAL OF THE MEDIAN CURB AND TO INSURE THAT THE ADJACENT CONCRETE AND ASPHALT PAVEMENT SURFACES ARE NOT DAMAGED. UPON COMPLETION OF THE REMOVAL OF THE MEDIAN CURB, THE CONTRACTOR SHALL ***COMPACT THE EXISTING BASE AND*** FILL THE VOID WITH CLASS C CONCRETE TO THE LEVEL OF THE EXISTING PAVEMENT AND PROVIDE A BROOMED FINISH. ALL LABOR, EQUIPMENT, MATERIALS, CONCRETE, SAW CUTTING AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 614 - MAINTAINING TRAFFIC."

**Plan Sheet 7 of 19**

The Note for "Removal and Replacement of Concrete Median" is modified as follows:

"THIS SHALL CONSIST OF REMOVING THE 3' MEDIAN CURB AT THE LOCATIONS SPECIFIED IN THE PLANS FOR TEMPORARY TRAFFIC CONTROL PURPOSES. THE CONTRACTOR SHALL FULL DEPTH SAW CUT PARALLEL TO THE MEDIAN CURB TO AID IN THE REMOVAL OF THE MEDIAN CURB AND TO INSURE THAT THE ADJACENT CONCRETE AND ASPHALT PAVEMENT SURFACES ARE NOT DAMAGED. UPON COMPLETION OF THE REMOVAL OF THE MEDIAN CURB, THE CONTRACTOR SHALL ***COMPACT THE EXISTING BASE AND*** FILL THE VOID WITH CLASS C CONCRETE TO THE LEVEL OF THE EXISTING PAVEMENT AND PROVIDE A BROOMED FINISH. ALL LABOR, EQUIPMENT, MATERIALS, CONCRETE, SAW CUTTING AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 614 - MAINTAINING TRAFFIC."

A new **NOTE** is added that states as follows:

**"SEE SHEET 5/19 FOR EXISTING MEDIAN CURB REMOVAL DETAIL AND PROPOSED MEDIAN CURB REPLACEMENT DETAIL."**

Plan Sheet 9 of 19

The third paragraph in General Note 1 for "SS 848.20" is modified and superseded with the following:

**"FOR BRIDGES WITHOUT EITHER AN ASPHALT WEARING COURSE OR AN EXISTING CONCRETE OVERLAY REMOVAL PAY ITEM, THE CONTRACTOR MAY CHOOSE TO USE CONVENTIONAL SCARIFYING EQUIPMENT TO MAKE AN INITIAL PASS ACROSS THE DECK TO REMOVE A MAXIMUM OF ¼" ONE INCH (1")**

**IF CONVENTIONAL SCARIFYING EQUIPMENT IS USED, REMOVAL MUST BE COMPETED IN MULTIPLE PASSES THAT DO NOT EXCEED A MAXIMUM DEPTH OF ONE HALF INCH (½") EACH. THE CONTRACTOR SHALL CONTINUOUSLY MONITOR THE DEPTH OF EACH PASS, AND SHALL NOT EXCEED THE ONE HALF INCH (½") INCREMENTAL DEPTH IN ANY GIVEN PASS. EXCEEDING THE ONE HALF INCH (½") PER PASS DEPTH LIMIT SHALL RESULT IN DISCONTINUATION OF THE REMOVAL BY SCARIFICATION.**

**THE CONTRACTOR SHALL REMOVE A MINIMUM OF ONE (1) INCH USING HYDRO-DEMOLITION BELOW THE MAXIMUM ONE (1) INCH REMOVED USING SCARIFICATION.**

**REGARDLESS OF THE REMOVAL METHOD USED, THE CONTRACTOR SHALL REMOVE A TOTAL DEPTH OF TWO (2) INCHES, AS MEASURED PER SS 848.**

**NO ADJUSTMENT IN THE UNIFORM OVERLAY THICKNESS, "T", SHALL BE MADE IF SCARIFICATION IS USED."**

**(Bidders are advised to utilize the attached replacement Plan Sheets 5, 7 and 9 of 19.)**

Receipt of Addendum No 3 to Contract No. 43-13-03 is hereby acknowledged:

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

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

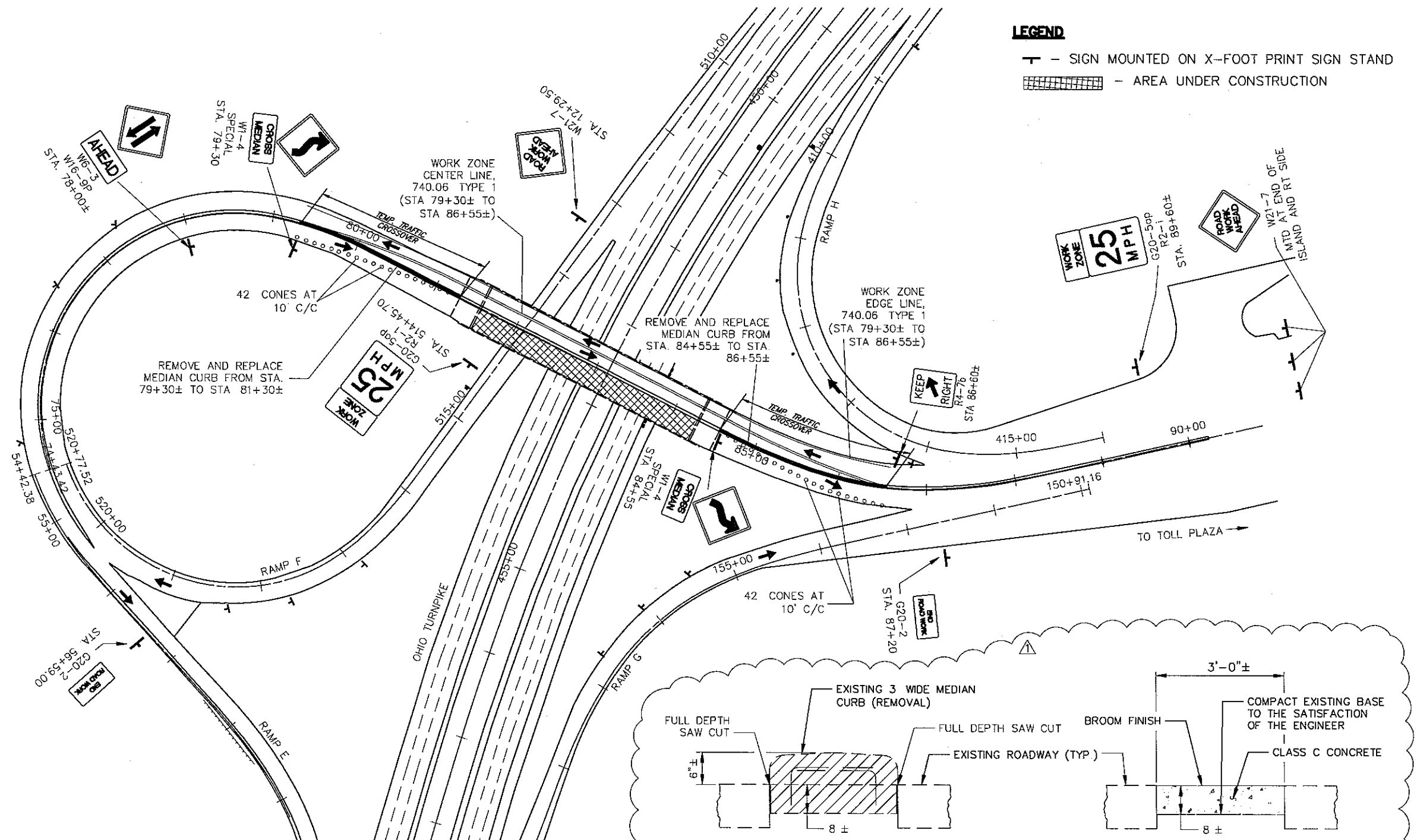
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(Printed Name)

Date: \_\_\_\_\_



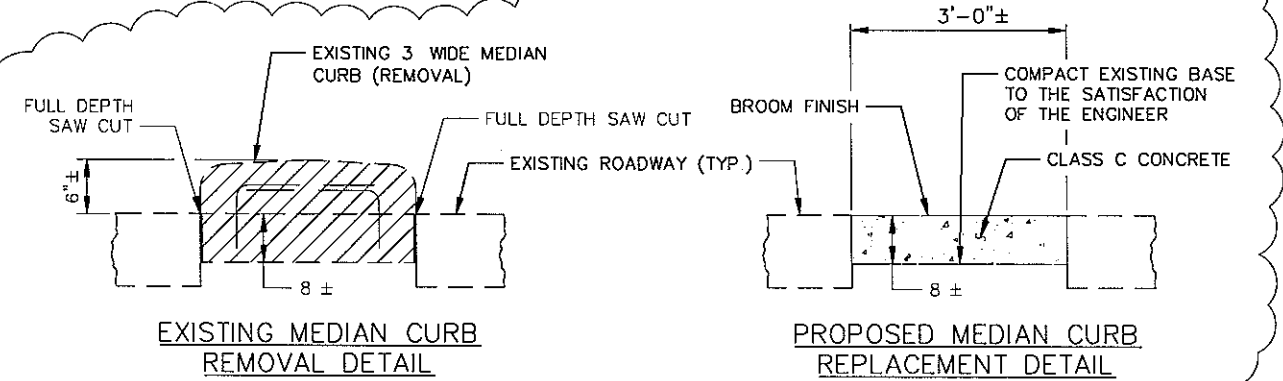
**LEGEND**

- T - SIGN MOUNTED ON X-FOOT PRINT SIGN STAND
- [Hatched Box] - AREA UNDER CONSTRUCTION



**NOTE**

1. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE CURRENT EDITION OF THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (OMUTCD). ANY TRAFFIC CONTROL DEVICE SHOWN SHALL BE PROVIDED BY THE CONTRACTOR AND CONSIDERED INCIDENTAL TO SP614-MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.
2. EXISTING EDGE LINE FROM STA. 79+30 TO STA. 86+55 SHALL BE REMOVED. CONTRACTOR TO SUBMIT LINE REMOVAL METHOD FOR APPROVAL BY THE CHIEF ENGINEER. LINE REMOVAL SHALL BE INCIDENTAL TO ITEM SP614-MAINTAINING TRAFFIC.
3. ALL PROPOSED WORK ZONE PAVEMENT MARKINGS SHALL BE CONSIDERED INCIDENTAL TO ITEM SP614-MAINTAINING TRAFFIC.
4. CONTRACTOR SHALL MAINTAIN A 11 LANE WIDTH THRU THE SHIFT AREA AND ACROSS THE BRIDGE.
5. THE ZONE MAY BE ADJUSTED/MODIFIED BY THE CHIEF ENGINEER TO INSURE A SAFE AND SMOOTH TRAFFIC FLOW THRU THE ZONE.
6. UPON COMPLETION OF PHASE 1, CONTRACTOR TO REMOVE ALL WORK ZONE MARKINGS. REMOVAL SHALL BE CONSIDERED INCIDENTAL TO SP614-MAINTAINING TRAFFIC.



**EXISTING MEDIAN CURB  
REMOVAL DETAIL**

**PROPOSED MEDIAN CURB  
REPLACEMENT DETAIL**

[Hatched Box] - DENOTES REMOVAL

**REMOVAL AND REPLACEMENT OF CONCRETE MEDIAN**

THIS SHALL CONSIST OF REMOVING THE 3' MEDIAN CURB AT THE LOCATIONS SPECIFIED IN THE PLANS FOR TEMPORARY TRAFFIC CONTROL PURPOSES. THE CONTRACTOR SHALL FULL DEPTH SAW CUT PARALLEL TO THE MEDIAN CURB TO AID IN THE REMOVAL OF THE MEDIAN CURB AND TO INSURE THAT THE ADJACENT CONCRETE AND ASPHALT PAVEMENT SURFACES ARE NOT DAMAGED. UPON COMPLETION OF THE REMOVAL OF THE MEDIAN CURB, THE CONTRACTOR SHALL COMPACT THE EXISTING BASE AND FILL THE VOID WITH CLASS C CONCRETE TO THE LEVEL OF THE EXISTING PAVEMENT AND PROVIDE A BROOMED FINISH. ALL LABOR, EQUIPMENT, MATERIALS, CONCRETE, SAW CUTTING AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 614-MAINTAINING TRAFFIC

NO.	ADDENDUM 3	CAC	5/13
	REVISIONS	BY	DATE
<b>OHIO TURNPIKE COMMISSION</b>			
<b>MAINTENANCE OF TRAFFIC PHASE 1</b>			
<b>MP 161.8-RAMP OVER OHIO TURNPIKE</b>			
DATE:	APRIL 30, 2013	SCALE:	NOT TO SCALE
CONTRACT NO.	43-13-03	SHEET	5/19

**REMOVAL AND REPLACEMENT OF CONCRETE MEDIAN**

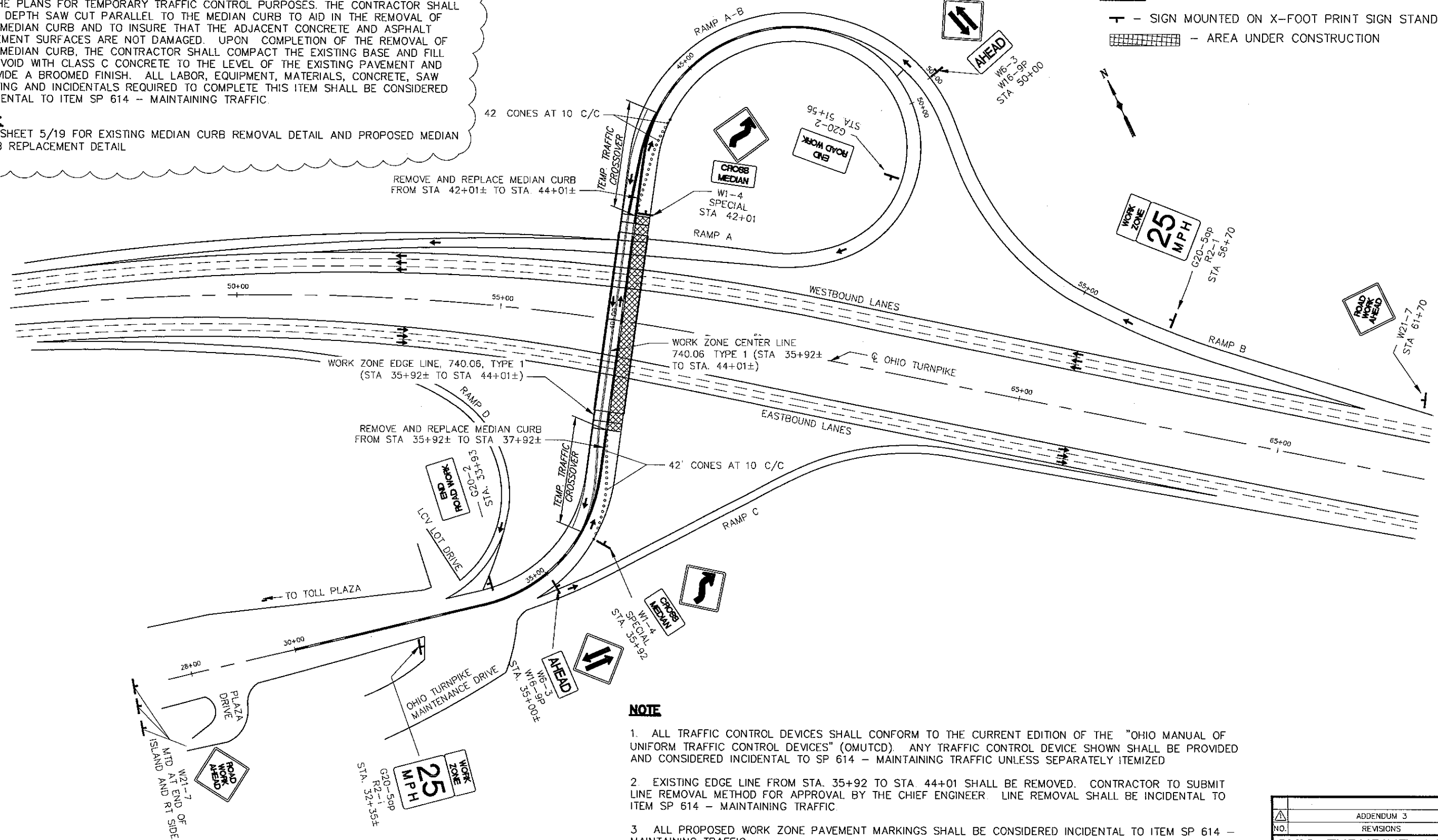
THIS SHALL CONSIST OF REMOVING THE 3' MEDIAN CURB AT THE LOCATIONS SPECIFIED IN THE PLANS FOR TEMPORARY TRAFFIC CONTROL PURPOSES. THE CONTRACTOR SHALL FULL DEPTH SAW CUT PARALLEL TO THE MEDIAN CURB TO AID IN THE REMOVAL OF THE MEDIAN CURB AND TO INSURE THAT THE ADJACENT CONCRETE AND ASPHALT PAVEMENT SURFACES ARE NOT DAMAGED. UPON COMPLETION OF THE REMOVAL OF THE MEDIAN CURB, THE CONTRACTOR SHALL COMPACT THE EXISTING BASE AND FILL THE VOID WITH CLASS C CONCRETE TO THE LEVEL OF THE EXISTING PAVEMENT AND PROVIDE A BROOMED FINISH. ALL LABOR, EQUIPMENT, MATERIALS, CONCRETE, SAW CUTTING AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 614 - MAINTAINING TRAFFIC.

**NOTE**

SEE SHEET 5/19 FOR EXISTING MEDIAN CURB REMOVAL DETAIL AND PROPOSED MEDIAN CURB REPLACEMENT DETAIL

**LEGEND**

- T - SIGN MOUNTED ON X-FOOT PRINT SIGN STAND
- [Hatched Box] - AREA UNDER CONSTRUCTION



**NOTE**

1. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE CURRENT EDITION OF THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (OMUTCD). ANY TRAFFIC CONTROL DEVICE SHOWN SHALL BE PROVIDED AND CONSIDERED INCIDENTAL TO SP 614 - MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED
2. EXISTING EDGE LINE FROM STA. 35+92 TO STA. 44+01 SHALL BE REMOVED. CONTRACTOR TO SUBMIT LINE REMOVAL METHOD FOR APPROVAL BY THE CHIEF ENGINEER. LINE REMOVAL SHALL BE INCIDENTAL TO ITEM SP 614 - MAINTAINING TRAFFIC.
3. ALL PROPOSED WORK ZONE PAVEMENT MARKINGS SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 614 - MAINTAINING TRAFFIC
4. CONTRACTOR SHALL MAINTAIN A 11' LANE WIDTH THRU THE SHIFT AREA AND ACROSS THE BRIDGE
5. THE ZONE MAY BE ADJUSTED/MODIFIED BY THE CHIEF ENGINEER TO INSURE A SAFE AND SMOOTH TRAFFIC FLOW THRU THE ZONE.
6. UPON COMPLETION OF PHASE 1, CONTRACTOR TO REMOVE ALL WORK ZONE MARKINGS. REMOVAL SHALL BE CONSIDERED INCIDENTAL TO SP 614 - MAINTAINING TRAFFIC

ADDENDUM 3		CAC	5/13
NO.	REVISIONS	BY	DATE
<b>OHIO TURNPIKE COMMISSION</b>			
<b>MAINTENANCE OF TRAFFIC PHASE 1</b>			
<b>MP 173.2-RAMP OVER OHIO TURNPIKE</b>			
DATE: APRIL 30, 2013		SCALE: NOT TO SCALE	
CONTRACT NO. 43-13-03		SHEET 7/19	

**STRUCTURE – GENERAL NOTES**

1. REFERENCE SHALL BE MADE TO THE FOLLOWING ODOT SUPPLEMENTAL SPECIFICATIONS:  
 SS 848 – BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING HYDRO-DEMOLITION (DATED OCTOBER 21 2011) EXCEPT FOR THE FOLLOWING:

SS 848.01 THE FIRST SENTENCE SHALL BE REVISED AS FOLLOWS:

THIS WORK SHALL CONSIST OF FURNISHING THE NECESSARY LABOR, MATERIALS, AND EQUIPMENT TO REPAIR AND OVERLAY CONCRETE BRIDGE DECKS, BACKWALLS, ABUTMENT SLABS, AND APPROACH SLABS IN ACCORDANCE WITH THESE SPECIFICATIONS AND TO THE GRADES, THICKNESS, AND CROSS SECTIONS SHOWN ON THE PLANS IN ORDER TO MATCH THE EXISTING PROFILE GRADE ELEVATIONS, GUTTER ELEVATIONS AND CROSS SLOPE, OR AS DIRECTED BY THE ENGINEER.

SS 848.04-06 ONLY LIMESTONE OR SLAG MAY BE USED FOR COARSE AGGREGATE. GRAVEL MAY NOT BE USED.

SS 848.14 ON SITE, SUPERPLASTICIZER SHALL ONLY BE ADDED TO THE FULL LOAD OF CONCRETE BEFORE DISCHARGE.

SS 848.19 REMOVAL OF EXISTING ASPHALT PATCHES ON THE DECK SHALL CONFORM TO SS 848.17.

SS 848.20 PRIOR TO ANY CONCRETE REMOVAL OPERATIONS THE CONTRACTOR SHALL SAW CUT THE LONGITUDINAL REMOVAL LIMITS AS IDENTIFIED IN THE PLANS. THE SAWCUTTING SHALL BE CONSIDERED INCIDENTAL TO ITEM 848 AND NO ADDITIONAL COMPENSATION SHALL BE GRANTED.

THE FIRST TWO SENTENCES OF THE THIRD PARAGRAPH SHALL BE REVISED AS FOLLOWS:

FOR BRIDGES WITHOUT EITHER AN ASPHALT WEARING COURSE OR AN EXISTING CONCRETE OVERLAY REMOVAL PAY ITEM, THE CONTRACTOR MAY CHOOSE TO USE CONVENTIONAL SCARIFYING EQUIPMENT TO REMOVE A MAXIMUM OF ONE INCH (1")

IF CONVENTIONAL SCARIFYING EQUIPMENT IS USED, REMOVAL MUST BE COMPLETED IN MULTIPLE PASSES THAT DO NOT EXCEED A MAXIMUM DEPTH OF ONE HALF INCH (1/2") EACH. THE CONTRACTOR SHALL CONTINUOUSLY MONITOR THE DEPTH OF EACH PASS, AND SHALL NOT EXCEED THE ONE HALF INCH (1/2") INCREMENTAL DEPTH IN ANY GIVEN PASS. EXCEEDING THE ONE HALF INCH (1/2") PER PASS DEPTH LIMIT SHALL RESULT IN DISCONTINUATION OF THE REMOVAL BY SCARIFICATION.

THE CONTRACTOR SHALL REMOVE A MINIMUM OF ONE (1) INCH USING HYDRO-DEMOLITION BELOW THE MAXIMUM ONE (1) INCH REMOVED USING SCARIFICATION.

REGARDLESS OF THE REMOVAL METHOD USED, THE CONTRACTOR SHALL REMOVE A TOTAL DEPTH OF TWO (2) INCHES, AS MEASURED PER SS 848.

NO ADJUSTMENT IN THE UNIFORM OVERLAY THICKNESS, "T", SHALL BE MADE IF SCARIFICATION IS USED.

ADD THE FOLLOWING TO THE END OF THE SEVENTH PARAGRAPH:

IN NO CASE SHALL THE DEPTH OF REMOVAL BETWEEN THE ORIGINAL TOP OF DECK AND THE REMAINING DECK SURFACE AFTER HYDRO-DEMOLITION (DEFINED AS THE REMAINING AGGREGATE AND/OR MORTAR LINE) BE LESS THAN 1 1/2".

SS 848.21 UPON COMPLETION OF THE RESOUNDING AND CONCRETE REMOVAL OPERATIONS, THE CONTRACTOR SHALL EPOXY INJECT ANY CRACKS 1/8" WIDE OR LARGER AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH SP 516A A CONTINGENCY QUANTITY OF 50 LIN. FT. HAS BEEN INCLUDED IN THE PLANS FOR THIS WORK.

SS 848.25 THE PARAGRAPH SHALL BE REVISED AS FOLLOWS:

AFTER THE SCREED RAILS HAVE BEEN SET TO PROPER PROFILE AND PRIOR TO PLACING THE OVERLAY, THE CONTRACTOR SHALL CHECK THE FINISHING MACHINE CLEARANCE TO ASSURE THE ENGINEER THAT THE SPECIFIED REMOVAL THICKNESS HAS BEEN ACHIEVED AND THE SPECIFIED NOMINAL THICKNESS OF OVERLAY WILL BE ATTAINED OVER THE ENTIRE DECK. THE FINISHING MACHINE SCREED SHALL BE SET TO ACHIEVE THE PROPER PROFILE AND FINAL DECK ELEVATIONS AND SHALL BE SET TO CLEAR THE DECK JOINT ARMOR AT NO MORE THAN 1/4" OVER THE DECK JOINT ARMOR.

SS 848.31 d SHALL BE REVISED AS FOLLOWS:

COMPRESSIVE STRENGTH TEST CYLINDERS SHALL BE MADE FOR EVERY 25 CUBIC YARDS.

2. DESIGN SPECIFICATIONS:

THIS PROJECT CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION FOR STATE HIGHWAY AND TRANSPORTATION OFFICIALS, AND THE ODOT BRIDGE DESIGN MANUAL 2004 EDITION.

3. DESIGN DATA:

DESIGN LOADING - SUPERSTRUCTURE BEARINGS: HS20-44, AND THE ALTERNATE MILITARY LOADING.

FUTURE WEARING SURFACE (FWS) OF 60 LBS/FT<sup>2</sup>

CONCRETE CLASS 5 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996 - GRADE 60, MINIMUM YIELD STRENGTH 60000 PSI

4. CONSTRUCTION SPECIFICATIONS:

THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, CONSTRUCTION AND MATERIAL SPECIFICATIONS DATED JANUARY, 2010, AND THE SPECIAL PROVISIONS CONTAINED IN THE CONTRACT DOCUMENTS SHALL GOVERN THIS PROJECT.

5. SCOPE OF WORK:

SEE GENERAL PLAN AND PROFILE SHEET FOR EACH STRUCTURE.

6. PROTECTION OF TRAFFIC:

THE CONTRACTOR SHALL SUBMIT A PLAN TO PROTECT THE TRAVELING PUBLIC FROM ALL REMOVAL DEBRIS AND/OR CONSTRUCTION MATERIAL THAT MAY COME IN CONTACT OR POSE A DANGER TO THE TRAVELING PUBLIC. HYDRODEMOLITION WATER, SLURRY AND/OR WASTE SHALL NOT BE PERMITTED TO FLOW ONTO OPEN LANES OF TRAFFIC OR INTO STORM SEWERS. THE CONTRACTOR MAY PERFORM THE WORK DURING A WEEKEND, IN ACCORDANCE WITH SP 104. THE PLAN MUST BE SUBMITTED TO THE COMMISSION AND GOVERNING LOCAL AGENCIES PRIOR TO THE COMMENCEMENT OF ANY WORK.

7. UTILITIES LINES:

THE CONTRACTOR SHALL EXERCISE EXTREME CARE TO PROTECT THE EXISTING UTILITY LINES IN THE VICINITY OF THE STRUCTURE WHILE PERFORMING ANY WORK. THE CONTRACTOR AND UTILITY COMPANY(IES) ARE REQUESTED TO COOPERATE BY ARRANGING WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER BE HELD TO A MINIMUM. ALL EXPENSE INVOLVED IN RELOCATION (INSTALLING) THE AFFECTED UTILITY LINES SHALL BE BORNE BY THE UTILITY COMPANY(IES).

8. EXISTING STRUCTURE VERIFICATION:

DETAILS, DIMENSIONS, AND ELEVATIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND/OR FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PRE-BID EXAMINATION OF THE EXISTING STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS, DIMENSIONS, ELEVATIONS, AND SKEW ANGLES WHICH HAVE BEEN FIELD VERIFIED BY THE CONTRACTOR.

THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING STRUCTURES ARE AVAILABLE FOR REVIEW UPON REQUEST AT THE OHIO TURNPIKE COMMISSION OFFICE, 682 PROSPECT STREET, BEREA, OHIO 44017. ANY ADDITIONAL COST RESULTING FROM VARIATIONS FROM PLAN DIMENSIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO ADDITIONAL PAYMENT OVER THE UNIT PRICE BID WILL BE AWARDED BY THE OHIO TURNPIKE COMMISSION.

9. CONCRETE WEATHERPROOFING:

ITEM SP 536-CONCRETE WEATHERPROOFING SHALL BE APPLIED TO THE FOLLOWING EXPOSED CONCRETE SURFACES OF THE BRIDGE:

- THE TOPS OF THE ABUTMENT SLABS AND SUPERSTRUCTURE SLABS.

- ALL PARAPET SURFACES AND SLAB SIDE EDGES.

- THE BOTTOM SURFACE OF THE SUPERSTRUCTURE SLAB FROM THE SLAB SIDE EDGE TO THE EXTERIOR STRINGER FLANGE.

- ALL APPROACH SLABS (INCLUDING EXPOSED SURFACES OF CURBS)

- THE RAISED MEDIAN CURB.

CARE SHALL BE TAKEN NOT TO APPLY WEATHERPROOFING ON CONSTRUCTION JOINT SURFACES TO RECEIVE HMMW OR SURFACES TO RECEIVE JOINT SEALER.

10. CONSTRUCTION JOINTS:

CONSTRUCTION JOINT SURFACES SHALL BE FREE FROM OIL, LAITANCE, FORM RELEASE AGENT, OR ANY OTHER MATERIAL THAT WOULD PREVENT BONDING TO THE CONCRETE SURFACE. ALL LAITANCE AND OTHER CONTAMINANTS SHALL BE REMOVED BY HIGH PRESSURE WATER BLASTING WITH A MINIMUM PRESSURE OF 5,000 P.S.I. HOWEVER, WATER BLASTING SHALL NOT BE REQUIRED WHERE EXISTING CONCRETE HAS BEEN ROUGHENED BY JACKHAMMERS DURING CONCRETE REMOVAL OPERATIONS. SURFACES SHALL BE THOROUGHLY DRENCHED WITH CLEAN WATER AND ALLOWED TO DRY TO A DAMP CONDITION FREE OF STANDING WATER BEFORE PLACING CONCRETE. PREPARATION OF CONSTRUCTION JOINT SURFACES SHALL NOT BE MEASURED FOR PAYMENT. THE COST THEREOF SHALL BE INCLUDED IN THE CONTRACT PRICE OF THE PERTINENT CONCRETE ITEMS.

11. CUTTING OR BENDING OF REINFORCING BARS:

ANY CUTTING OR BENDING OF BARS NECESSARY TO ACCOMMODATE ANY ESSENTIAL ELEMENT OF WORK RELATED TO THE PROJECT SHALL BE CONSIDERED INCIDENTAL AND NO ADDITIONAL COMPENSATION WILL BE GRANTED.

12. ITEM SP 509 – EPOXY COATED REINFORCING STEEL, GRADE 60:

THE CONTRACTOR SHALL REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE COMMISSION WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. A CONTINGENCY QUANTITY OF 100 POUNDS PER STRUCTURE HAS BEEN INCLUDED IN THE PLANS FOR THIS WORK.

THE CONTRACTOR SHALL REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE CHIEF ENGINEER TO BE MADE UNUSABLE DUE TO CONCRETE REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE COMMISSION.

13. ITEM 513 – WELDED STUD SHEAR CONNECTORS, AS PER PLAN:

THE CONTRACTOR SHALL REPLACE ALL EXISTING SHEAR STUDS DEEMED BY THE CHIEF ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE COMMISSION WILL MEASURE THE REPLACEMENT SHEAR STUDS BY THE NUMBER EACH ACCEPTED IN PLACE. A CONTINGENCY OF 10 EACH PER BRIDGE HAS BEEN INCLUDED IN THE PLANS FOR THIS WORK.

THE CONTRACTOR SHALL REPLACE ALL EXISTING SHEAR STUDS WHICH ARE DEEMED BY THE CHIEF ENGINEER TO BE MADE UNUSABLE DUE TO CONCRETE REMOVAL OPERATIONS WITH NEW SHEAR STUDS OF THE SAME SIZE AT NO COST TO THE COMMISSION.

14. ITEM SP 614 – MAINTAINING TRAFFIC:

ALL TRAFFIC ON LOCAL ROADS AND STATE ROUTES SHALL BE MAINTAINED IN ACCORDANCE WITH THE REQUIREMENTS AND STANDARDS OF THE LOCAL GOVERNING AGENCY. APPROVAL SHALL BE OBTAINED FROM THE LOCAL GOVERNING AGENCY PRIOR TO THE COMMENCEMENT OF ANY WORK ON OR OVER THE LOCAL ROAD OR THE IMPLEMENTATION OF ANY MAINTENANCE OF TRAFFIC ZONE.

THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS TO PERFORM THIS WORK WITH THESE REQUIREMENTS AND SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM SP 614-MAINTAINING TRAFFIC ON SHEET 2 OF 19.

15. ITEM 642 – EDGE LINE, AS PER PLAN:

THE FOLLOWING PAYMENT MARKING QUANTITIES ARE INCLUDED FOR RAMPS OVER OHIO TURNPIKE (M.P. 161.5, M.P. 161.8 AND M.P. 173.2):

M.P. 161.5 – RAMP OVER OHIO TURNPIKE:

EDGE LINE (WHITE) FROM STA. 36+95.63 TO STA. 39+65.13 LT. = 269.50 FT.  
 EDGE LINE (YELLOW) FROM STA. 36+95.63 TO STA. 39+65.13 LT. = 269.50 FT.  
 EDGE LINE (YELLOW) FROM STA. 36+95.63 TO STA. 39+65.13 RT. = 269.50 FT.  
 EDGE LINE (WHITE) FROM STA. 36+95.63 TO STA. 39+65.13 RT. = 269.50 FT.

TOTAL EDGE LINE = 1078 FT. = 0.20 MILE

M.P. 161.8 – RAMP OVER OHIO TURNPIKE:

EDGE LINE (WHITE) FROM STA. 81+30.05 TO STA. 84+55.55 LT. = 325.50 FT.  
 EDGE LINE (YELLOW) FROM STA. 81+30.05 TO STA. 84+55.55 LT. = 325.50 FT.  
 EDGE LINE (YELLOW) FROM STA. 81+30.05 TO STA. 84+55.55 RT. = 325.50 FT.  
 EDGE LINE (WHITE) FROM STA. 81+30.05 TO STA. 84+55.55 RT. = 325.50 FT.

TOTAL EDGE LINE = 1302 FT. = 0.25 MILE

M.P. 173.2 – RAMP OVER OHIO TURNPIKE:

EDGE LINE (WHITE) FROM STA. 37+92.89 TO STA. 41+49.57 LT. = 406.68 FT.  
 EDGE LINE (YELLOW) FROM STA. 37+92.07 TO STA. 42+01.07 LT. = 409.00 FT.  
 EDGE LINE (YELLOW) FROM STA. 37+91.99 TO STA. 42+01.23 RT. = 409.24 FT.  
 EDGE LINE (WHITE) FROM STA. 37+91.12 TO STA. 42+02.74 RT. = 411.62 FT.

TOTAL EDGE LINE = 1636.54 FT. = 0.31 MILE

FOLLOW ODOT CMS 642, WITH THE EXCEPTION THAT THE EDGE LINES ARE 6" WIDE.

NO.	ADDENDUM 3	CAC	5/13
	REVISIONS	BY	DATE
<b>OHIO TURNPIKE COMMISSION</b>			
<b>GENERAL NOTES</b>			
<b>STRUCTURES MP 161.5, MP 161.8 &amp; MP 173.2</b>			
DATE:	APRIL 30, 2013	SCALE:	NOT TO SCALE
CONTRACT NO.:	43-13-03	SHEET:	9/19