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OHIO DEPARTMENT OF TRANSPORTATION STANDARD CONSTRUCTION DRAWINGS

BP-1.1	07-28-00	GR-1.1	07-16-04	MT-102.10	07-17-09	TC-12.30	01-21-11	832	5-5-09
BP-2.1	07-18-08	GR-2.1	01-16-04	MT-105.10	01-16-09	TC-21.20	04-15-11		
BP-2.2	07-18-08	GR-3.1	10-16-09			TC-21.40	01-19-07		
BP-2.3	07-16-04	GR-3.2	10-16-09	PCB-91	07-19-02	TC-22.10	01-19-01		
BP-3.1	10-19-07	GR-4.2	01-19-07	PCB Y	04-16-10	TC-22.20	01-21-11		
BP-5.1	07-28-00					TC-41.20	01-19-01		
BP-9.1	04-15-05	MT-35.10	04-20-01	PIS 209563	04-16-10	TC-41.30	01-19-07		
		MT-95.30	07-17-09	PIS 209573	07-17-09	TC-42.10	01-19-07		
BR-1	07-19-02	MT-95.40	07-17-09	PIS 209930	04-17-09	TC-42.20	01-21-11		
		MT-95.50	04-17-09			TC-51.11	01-21-11		
DM-1.1	01-21-11	MT-98.10	07-17-09	RM-4.2	10-15-10	TC-52.10	01-19-07		
DM-1.2	10-21-05	MT-98.21	07-17-09	RM-4.3	10-21-11	TC-52.20	01-19-07		
DM-4.3	04-17-09	MT-99.20	01-16-09			TC-61.10	10-21-11		
DM-4.4	04-17-09	MT-100.00	01-16-09			TC-65.10	01-21-05		
		MT-101.70	04-15-11			TC-65.11	01-21-05		
HW-2.2	07-30-07	MT-101.90	10-21-11			TC-72.20	10-16-09		

SPECIAL PROVISIONS



OHIO TURNPIKE COMMISSION

THE JAMES W. SHOCKNESSY OHIO TURNPIKE

CONTRACT NO. 39-12-01

PART A

EASTBOUND AND WESTBOUND LEFT LANE RESURFACING
MILEPOST 101.2 TO MILEPOST 109.2
SANDUSKY AND ERIE COUNTIES

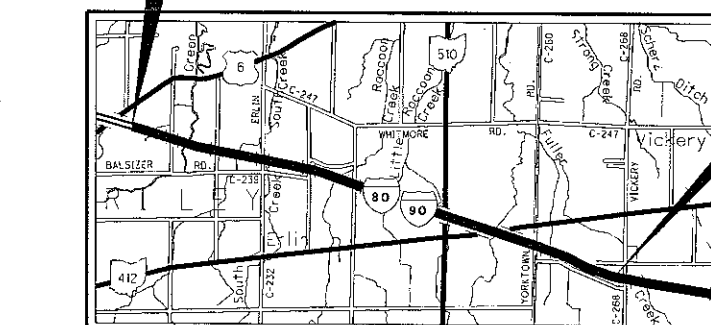
PART B

EASTBOUND RIGHT TWO (2) LANES
AND SHOULDER RECONSTRUCTION
MILEPOST 95.9 TO MILEPOST 101.2
SANDUSKY COUNTY

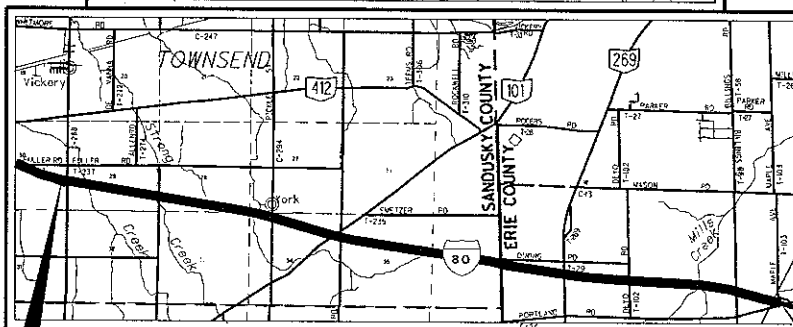
APPROVED FOR
THE OHIO TURNPIKE COMMISSION

D. J. Contigiano
CHIEF ENGINEER
12-13-11
DATE

BEGIN PART B
M.P. 95.9



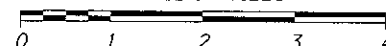
END PART B
M.P. 101.20



LOCATION MAP

LATITUDE: 41°22'21" LONGITUDE: 81°58'25"

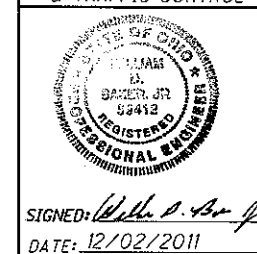
SCALE IN MILES



END PART A
M.P. 109.20

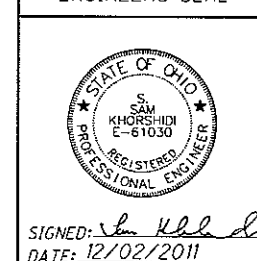
TRACING SUBMITTAL
12-02-2011

ENGINEERS SEAL:
MAINTENANCE OF TRAFFIC
& TRAFFIC CONTROL



SIGNED: *William P. Anderson*
DATE: 12/02/2011

ENGINEERS SEAL:



SIGNED: *Sam Khorsheed*
DATE: 12/02/2011

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG
CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY
OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-925-0988
OHIO TURNPIKE WESTERN DIVISION
SUPERINTENDENT: 440-234-2081

DESIGN CONTRACT NO. 39-12-01

PLAN PREPARED BY:

Rii RESOURCE INTERNATIONAL INC
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. PROVISIONS OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES AND THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS SHALL, IN ALL CASES, BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING

CONTRACTION JOINTS SHALL BE CONSTRUCTED AS PER STANDARD CONSTRUCTION DRAWING BP-2.2, EXCEPT THAT THE SPACING SHALL BE 14 FOOT MAXIMUM

ADDITIONAL SOIL INFORMATION

THE SOIL BORING LOGS ARE SHOWN ON SHEETS 73 THROUGH 101 AND CONTAIN ALL AVAILABLE SOIL AND BEDROCK INFORMATION WHICH CAN BE CONVENIENTLY SHOWN. ADDITIONAL INFORMATION MAY ALSO BE AVAILABLE FROM THE FOLLOWING:

- 1) SUBSURFACE INVESTIGATION REPORT(S) PREPARED FOR THE PROJECT
- 2) ADDITIONAL SUBSURFACE INVESTIGATIONS MADE TO STUDY SOME ASPECT OF THE PROJECT.
- 3) SOIL PROFILE AND/OR STRUCTURE FOUNDATION INVESTIGATION SHEETS FROM THE CONSTRUCTION PLANS FOR THE EXISTING FACILITY AND/OR STRUCTURES.

ADDITIONAL INFORMATION, IF ANY, MAY BE EXAMINED BY PROSPECTIVE BIDDERS AT THE OHIO TURNPIKE OFFICE, 682 PROSPECT STREET, BEREA, OHIO 44017

ITEM SP604 - CATCH BASIN, TYPE CB-1

EXISTING TOP OF GRATE ELEVATIONS AND INVERT ELEVATIONS FOR ALL STORM STRUCTURES SHALL BE FIELD MEASURED AND RECORDED BY THE CONTRACTOR PRIOR TO REMOVAL OF THE STRUCTURES. PROPOSED CATCH BASINS SHALL BE INSTALLED AT THE SAME TOP OF GRATE AND INVERT ELEVATIONS AS EXISTING. PROPOSED DRAINAGE PIPES SHALL BE CONNECTED TO EXISTING PIPES USING MASONRY COLLAR AS PER STANDARD DRAWING DM-1.1. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE INCLUDED WITH ITEM SP604 - CATCH BASIN, TYPE CB-1.

CONSTRUCTION SEQUENCE

PART A OF THIS PROJECT SHALL START PRIOR TO ANY MAINTENANCE OF TRAFFIC SETUP FOR PART B. CONSTRUCTION FOR PART B SHALL NOT BEGIN UNTIL ALL MAINTENANCE WORK FOR PART A IS COMPLETE.

SEEDING & MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, SOIL ANALYSIS TEST	2 EACH
659, TOPSOIL	3,288 CU. YD.
659, SEEDING AND MULCHING	29,613 SQ. YD.
659, REPAIR SEEDING AND MULCHING	1,481 SQ. YD.
659, INTER-SEEDING	1,481 SQ. YD.
659, COMMERCIAL FERTILIZER	4.0 TON
659, LIME	6.1 ACRES
659, WATER	160 M. GAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON AN ASSUMED LIMIT 10' BEYOND THE SHOULDER.

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 ODOT CMS FOR ITEM 255, EXCEPT THAT PLACEMENT OF THE DOWEL BARS ARE NOT REQUIRED AND CONCRETE SHALL BE CLASS FS.

ITEM 251, PARTIAL DEPTH PAVEMENT REPAIR	500 SQ. YD.
ITEM 255, FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT	500 SQ. YD.
ITEM 255, FULL DEPTH PAVEMENT SAWING	200 FT.

COATED DOWEL BARS

DOWEL BARS REQUIRED ON STANDARD DRAWING BP-2.2 SHALL BE COATED IN ACCORDANCE WITH 709.13.

ITEM 622 - CONCRETE BARRIER, TYPE B-50, AS PER PLAN

THIS ITEM SHALL BE IN ACCORDANCE WITH OTC STANDARD DRAWING CBR-3 AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIAL AND INCIDENTALS TO COMPLETE THIS ITEM

ITEM SPECIAL - ROLLER COMPACTED CONCRETE (7-9")

THIS ITEM SHALL COMPLY WITH OTC SPECIFICATION FOR ROLLER COMPACTED CONCRETE AND SHALL INCLUDE ALL EQUIPMENT, MATERIAL, LABOR AND OTHER INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK. SAW CUT JOINTS SHALL BE INSTALLED TO MATCH ADJACENT JOINTS IN ITEM 452.

PROJECT BASELINE

THE CONTRACTOR SHALL ESTABLISH THE PROJECT BASELINE IN THE FIELD AND USE THIS BASELINE FOR CONSTRUCTION LAYOUT. THE LOCATION OF THE BASELINE SHALL BE AT THE RIGHT EDGE OF THE THIRD LANE BASE PAVEMENT JOINT OF THE EASTBOUND LANES. THE CONTRACTOR SHALL USE POTHOLING AT EVERY 500 FEET ON TANGENTS AND EVERY 100 FEET ON CURVES, OR USE OTHER METHODS AS APPROVED BY THE CHIEF ENGINEER, TO FIND AND VERIFY THE LOCATION OF THIS JOINT.

ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A

THIS ITEM OF WORK SHALL CONSIST OF INSTALLING PRESSURE RELIEF JOINT, TYPE A, AT EACH APPROACH TO EACH MAINLINE BRIDGE ACROSS THE NEW PAVEMENT AND OUTSIDE SHOULDER IN ACCORDANCE WITH THE DETAIL SHOWN ON OHIO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING BP-2.3 (07-16-04).

PRESSURE RELIEF JOINT LOCATIONS WILL BE FIELD LOCATED BY THE CHIEF ENGINEER.

APPROXIMATE LOCATIONS FOR WESTBOUND LANES ARE AS FOLLOWS:

STA. 758+92, STA. 761+62, STA. 788+42, STA. 790+17, STA. 803+64, STA. 805+88, STA. 846+80, STA. 849+19, STA. 898+44, STA. 901+11, STA. 913+62, STA. 915+22, STA. 940+56, STA. 944+08.

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY:

ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A	765 FT.
ITEM SP 605 - 6" SHALLOW PIPE UNDERDRAIN WITH FABRIC WRAP	765 FT.
ITEM 603 - 6" CONDUIT TYPE F, NON-PERFORATED ASTM 3034 SDR 35, SS931 OR SS944	170 FT.

ITEM SPECIAL - SAW CUT JOINT

THIS ITEM SHALL CONSIST OF SAW CUTTING WITH A DIAMOND BLADE AT JOINTS WHERE EXISTING ASPHALT AND PROPOSED ASPHALT MEET. THE LOCATION AND DEPTH SHALL BE AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE CHIEF ENGINEER. PAYMENT FOR THIS ITEM WILL BE AT UNIT BID PRICE PER LINEAR FOOT FOR ITEM SPECIAL - SAW CUT JOINT AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THIS ITEM. THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY:

ITEM SPECIAL - SAW CUT JOINT	26,900 FT.
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ALL MAINTENANCE OF TRAFFIC NECESSARY TO COMPLETE THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 614 - MAINTAINING TRAFFIC

ITEM 605 - AGGREGATE DRAIN, AS PER PLAN

THE ENTIRE OUTSIDE PERIMETER OF THE AGGREGATE DRAIN SHALL BE WRAPPED WITH FILTER FABRIC, TYPE A, AS PER ODOT SPECIFICATION 712.09. PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 605 - AGGREGATE DRAIN, AS PER PLAN.

ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN

THIS WORK SHALL COMPLY WITH ALL REQUIREMENTS SPECIFIED IN ITEM 206 - CHEMICALLY STABILIZED SUBGRADE OF ODOT 2010 CMS EXCEPT AS NOTED BELOW:

ITEM 206.02 MATERIALS: CURING COAT SUBMITTAL NOT REQUIRED

ITEM 206.03 SUBMITTALS: MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS IS NOT REQUIRED BY THE CONTRACTOR.

ITEM 206.05 CONSTRUCTION:

A. SPREADING - USE AN APPLICATION RATE OF 5% QUICKLIME BY DRY UNIT WEIGHT. THE APPLICATION RATE WILL VARY DEPENDING ON THE IN-SITU DRY UNIT WEIGHT OF THE SOIL. QUANTITY OF PORTLAND LIME IS BASED ON A IN-SITU DRY UNIT WEIGHT OF 105 LBS/FT³.

D. CURING - THE TREATED AREA SHOULD BE SHAPED TO THE REQUIRED LINES, GRADES AND CROSS SECTIONS AND FINAL COMPACTION, BY WAY OF SMOOTH DRUM ROLLER WEIGHING AT LEAST 10 TONS, SHOULD CONTINUE UNTIL UNIFORM AND ADEQUATE COMPACTION IS OBTAINED. THE CONTRACTOR SHALL MAINTAIN THE SURFACE OF THE LIME STABILIZED SOIL SUBGRADE IN A MOIST CONDITION DURING THE CURING PERIOD. FINISHED PORTIONS OF THE STABILIZED SUBGRADE THAT ARE TRAVELED ON BY EQUIPMENT USED IN CONSTRUCTING AN ADJOINING SECTION SHALL BE PROTECTED IN SUCH A MANNER AS TO PREVENT EQUIPMENT FROM MARRING OR DAMAGING COMPLETED WORK. DURING THE CURING PERIOD, NO TRAFFIC SHALL BE PERMITTED ON THE COMPLETED WORK BEYOND THAT REQUIRED FOR MAINTAINING MOIST CONDITIONS. THE LENGTH OF THE CURING PERIOD WILL DEPEND ON THE ACCEPTANCE OF THE LIME STABILIZED SOIL SUBGRADE. THE ACCEPTANCE OF THE LIME STABILIZED SOIL SUBGRADE WILL BE EVALUATED AFTER 72 HOURS OF CURING. DEPENDING ON THE ACCEPTANCE OF THE LIME STABILIZED SOIL SUBGRADE, ADDITIONAL CURING MAY BE REQUIRED. SUFFICIENT PROTECTION FROM FREEZING SHALL BE GIVEN THE CHEMICALLY STABILIZED MATERIAL FOR 7 DAYS AFTER ITS CONSTRUCTION OR AS APPROVED BY THE CHIEF ENGINEER

E. PROOF ROLLING - ACCEPTANCE TESTING OF THE LIME STABILIZED SOIL SUBGRADE WILL BE PERFORMED AFTER 72 HOURS OF CURING. AN AUTOMATIC DYNAMIC CONE PENETROMETER (ADCP) WILL BE USED AS THE INITIAL ACCEPTANCE TEST FOR THE LIME STABILIZED SOIL SUBGRADE. THE ADCP WILL MEASURE THE PENETRATION RATE (IPR) IN MM/BLOW FOR THE LIME STABILIZED SOIL SUBGRADE THROUGHOUT THE TREATMENT DEPTH. THE MAXIMUM PENETRATION RATE THROUGHOUT THE CEMENT STABILIZED SOIL SUBGRADE MUST AVERAGE 8.0 MM/BLOW. TESTS WILL BE PERFORMED EVERY 200 LINEAR FEET OF ROADWAY. IF THE AVERAGE PR OF THE LIME STABILIZED SOIL SUBGRADE IS BELOW 8.0 MM/BLOW, THEN THE CONTRACTOR CAN PROCEED WITH CONSTRUCTION OF THE PAVEMENT STRUCTURE.

IF THE AVERAGE PR OF THE LIME STABILIZED SOIL SUBGRADE IS ABOVE 8.0 MM/BLOW, THEN THE LIME STABILIZED SOIL SUBGRADE MUST CONTINUE TO CURE FOR TWO ADDITIONAL DAYS AND THEN BE PROOF ROLLED IN ACCORDANCE WITH ODOT ITEM 204

LOCATION	BEGIN STATION	END STATION	STABILIZATION DEPTH (INCHES)	LENGTH	WIDTH	TREATMENT AREA	TREATMENT AREA	QUICKLIME APPLICATION RATE	TOTAL WEIGHT OF QUICKLIME	TOTAL WEIGHT OF QUICKLIME
				FT.	FT.	S.F.	S.Y.	LBS./S.Y.	LBS.	TONS
MAINLINE	740+00	750+00	16	1,000	26	26,000	2,889	66	190,667	95
	750+50	788+50	12	3,800	26	98,800	10,978	49	537,911	269
	790+00	899+00	16	10,900	26	283,400	31,489	66	2,078,267	1,039
	901+50	913+50	16	1,200	26	31,200	3,467	66	228,800	114
	914+50	941+00	16	2,650	26	68,900	7,656	66	505,267	253
	944+50	969+50	12	2,500	26	65,000	7,222	49	353,889	177
SHOULDER	970+00	1023+00	16	5,300	26	137,800	15,311	66	1,010,533	505
	740+00	750+00	16	1,000	10	10,000	1,111	40	44,444	22
	750+50	788+50	12	3,800	10	38,000	4,222	40	168,889	84
	790+00	899+00	16	10,900	10	109,000	12,111	40	484,444	242
	901+50	913+50	16	1,200	10	12,000	1,333	40	53,333	27
	914+50	941+00	16	2,650	10	26,500	2,944	40	117,778	59
	944+50	969+50	12	2,500	10	25,000	2,778	40	111,111	56
	970+00	1023+00	16	5,300	10	53,000	5,889	40	235,556	118
TOTALS							109,400		6,120,889	3,060

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK UNDER ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN:

206 - LIME STABILIZED SUBGRADE, 12 INCHES DEEP, AS PER PLAN	48,589 SQ. YD.
206 - LIME STABILIZED SUBGRADE, 16 INCHES DEEP, AS PER PLAN	60,811 SQ. YD.
206 - LIME	3,060 TON
206 - WATER FOR CURING	1.4 M GAL
206 - TEST ROLLING	37 HOURS

ITEM SP626 - RAISED PAVEMENT MARKER

THIS ITEM SHALL BE INSTALLED IN ACCORDANCE WITH SP626 WITH THE FOLLOWING CHANGES IN SPACING: 120' FOR ALL TANGENT SECTIONS AND 80' FOR ALL CURVES.

ITEM SPECIAL - ASPHALT PAVEMENT REINFORCEMENT

THIS ITEM SHALL INCLUDE FURNISHING AND PLACING AN ASPHALT PAVEMENT REINFORCEMENT GRID AT THE LOCATIONS AS SHOWN ON THE PLANS. THE ASPHALT PAVEMENT REINFORCEMENT GRID SHALL BE "GLASGRID - 8502" AS MANUFACTURED BY SAINT-GOBAIN TECHNICAL FABRICS OR APPROVED EQUAL. THE ASPHALT PAVEMENT REINFORCEMENT GRID SHALL BE INSTALLED AS PER THE RECOMMENDATIONS OF THE MANUFACTURER. THE UNIT PRICE BID PER SQUARE YARD FOR ITEM SPECIAL - ASPHALT PAVEMENT REINFORCEMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND OTHER INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK.

ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT (7-13")

WHEN THIS ITEM IS TO BE OVERLAID WITH ASPHALT, COMPOUNDS FOR CURING CONCRETE AS DESCRIBED IN 705.07 SHALL NOT BE USED EXCEPT THAT CURING COMPOUNDS SHALL MEET THE REQUIREMENTS OF ASTM C309 AND SHALL BE COMPATIBLE WITH SP407 TACK COAT. CURING SHALL BE IN ACCORDANCE WITH ALTERNATE METHODS SPECIFIED IN ODOT SPECIFICATION 451.10 AND SUPPLEMENTED WITH SPECIFICATION 305.02. CONTRACTOR MAY USE OTHER WATER BASED CURING COMPOUNDS AS AN ALTERNATIVE METHOD WHICH RESULT IN A SURFACE THAT PREVENTS DE BONDING BETWEEN CONCRETE BASE AND ASPHALT OVERLAY. THE SPECIFICATIONS FOR ALTERNATIVE CURING COMPOUNDS SHALL BE SUBMITTED TO THE CHIEF ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ANY APPLICATION OR PURCHASE.

ITEM 642 - PERMANENT PAVEMENT MARKINGS

PERMANENT PAVEMENT MARKING LOCATIONS SHALL BE DETERMINED BY REFERENCING THE BASE PAVEMENT JOINTS, AS SHOWN ON OTC STANDARD DRAWING RPM-1

SLOPE DRAINS

THE FOLLOWING QUANTITIES, ARE INCLUDED AS CONTINGENCY, TO BE USED AS DIRECTED BY THE CHIEF ENGINEER TO REPLACE ANY DAMAGED, RUSTED, OR NON-FUNCTIONAL SLOPE DRAIN PIPES. REMOVE AND REPLACE HEADWALLS AND ROCK CHANNEL PROTECTIONS WHERE NEW SLOPE DRAIN PIPES ARE INSTALLED

ITEM 603 - 12" CONDUIT, TYPE C	400 FT.
ITEM 603 - 15" CONDUIT, TYPE C	100 FT.
ITEM 601 - ROCK CHANNEL PROTECTION, TYPE C, WITH FABRIC FILTER	10 CU. YD.
ITEM 602 - CONCRETE MASONRY	5 CU. YD.

ITEM SPECIAL - DOWEL BAR VERIFICATION

THE CONTRACTOR SHALL PERFORM DOWEL BAR VERIFICATION IN ACCORDANCE WITH THE SPECIAL PROVISION FOR ITEM SPECIAL DOWEL BAR VERIFICATION. ALL COSTS ASSOCIATED WITH THE PERFORMANCE OF THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF ITEM 452 NON-REINFORCED CONCRETE PAVEMENT.

ADDENDUM NO. 1		NLC	12/22/11
NO.	REVISIONS	BY	DATE
OHIO TURNPIKE COMMISSION			
OHIO TURNPIKE EASTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL NOTES			
RESOURCE INTERNATIONAL, INC. 6350 PRESIDENTIAL GATEWAY COLUMBUS, OH 43231			
DESIGNED: NLC	CHECKED: SSK	DATE: 12/22/2011	
DRAWN: NLC	IN CHARGE: SSK	SCALE: N/A	
CONTRACT 39-12-01 SHEET 9 OF 136			

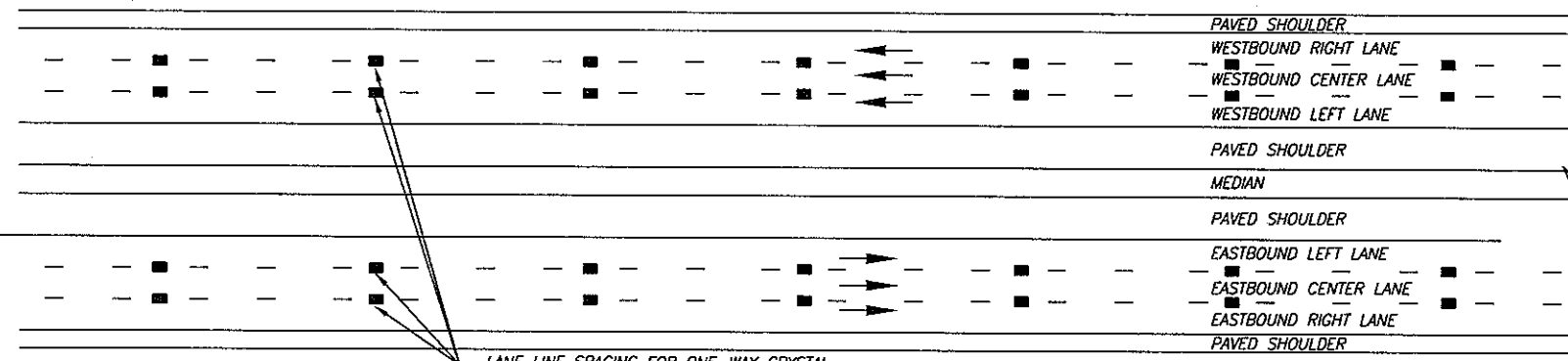
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SHEET NUMBER																ITEM	GRAND TOTAL		UNIT	DESCRIPTION	REF. NO.
8	9	10	11	12	18	19	62	63	64	65	66	103	114	115	134	135	PART A	PART B			
10																				DRAINAGE	
5																	601	10	CU YD	ROCK CHANNEL PROTECTION, TYPE C, WITH FABRIC FILTER	
	170								1215								602	5	CU YD	CONCRETE MASONRY	
400																	603	1385	FT	6" CONDUIT TYPE F, NON-PERFORATED ASTM 3034 SDR 35 SS931 OR SS944	
100							66										603	466	FT	12" CONDUIT, TYPE C	
							12										603	112	FT	15" CONDUIT, TYPE C	
							27										SP604	27	EACH	CATCH BASIN TYPE CB-1	
	765									26651							605	26651	FT	AGGREGATE DRAIN, AS PER PLAN	9
									50685								SP605	51450	FT	6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC FILTER WRAP	9
									2528								SP605	2528	FT	6" UNCLASSIFIED PIPE UNDERDRAIN, WITH FABRIC FILTER WRAP	
									45								SPECIAL	45	EACH	PRECAST REINFORCED CONCRETE OUTLET	8
																				PAVEMENT	
48589																	206	48589	SQ YD	LIME STABILIZED SUBGRADE, 12 INCHES DEEP, AS PER PLAN	9
60811																	206	60811	SQ YD	LIME STABILIZED SUBGRADE, 16 INCHES DEEP, AS PER PLAN	9
3060																	206	3060	TON	LIME	
1.4																	206	1.4	M GAL	WATER FOR CURING	
37																	206	37	HOUR	TEST ROLLING	
500																	251	500	SQ YD	PARTIAL DEPTH PAVEMENT REPAIR	
200	△									26651							252	26651	FT	FULL DEPTH PAVEMENT SAWING	
500																	255	200	FT	FULL DEPTH PAVEMENT SAWING	
						20											255	500	SQ YD	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT	
																	SP302	20	CU YD	BITUMINOUS AGGREGATE BASE COURSE, PG64-22	
																	SP304	13443	CU YD	AGGREGATE BASE	
																	SP304	7762	CU YD	AGGREGATE BASE (SHOULDER)	
						252											SP402	252	CU YD	ASPHALT CONC. BASE COURSE, OR RECYCLED ASPHALT CONC. BASE COURSE, PG64-22	
																	SP402	4130	CU YD	ASPHALT CONC. BASE COURSE, OR RECYCLED ASPHALT CONC. BASE COURSE, PG70-22 (FR)	
																	SP404	1082	CU YD	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG64-22	
																	SP404	7978	CU YD	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR)	
						81											SP404	81	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC ON CROSSOVER, PG64-22	
						1536											SP404A	84480	FT	JOINT SEALER	
						173											SP407	14080	GALLON	TACK COAT	
																	SP407	1596	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
																	452	79449	SQ YD	NON-REINFORCED CONCRETE PAVEMENT (T=13")	9
																	SPECIAL	26462	SQ YD	ROLLER COMPACTED CONCRETE (SHOULDER, T=9")	9
																	SP617	4615	SQ YD	SHOULDER PREPARATION	
																	SP617	385	CU YD	COMPACTED AGGREGATE	
																	SP627	426	CU YD	STONE SHOULDER PROTECTION	
	765																SPECIAL	14806	SQ YD	ASPHALT PAVEMENT REINFORCEMENT	9
																	SPECIAL	765	FT	PRESSURE RELIEF JOINT, TYPE A	9
																	SPECIAL	5.48	MILE	SONIC NAP ALERT PATTERN (SNAP)	
	26900				240	1936				5.1		0.38					SPECIAL	31076	FT	SAW CUT JOINT	9
																				ALTERNATE BID	
										6615							SP302	6615	CU YD	BITUMINOUS AGGREGATE BASE COURSE PG64-22 (SHOULDER)	
10000										7762							SP304	7762	CU YD	10" RECYCLED AGGREGATE BASE, AS PER PLAN (SHOULDER)	8
																	SPECIAL	10000	CU YD	CRUSHED MATERIAL STOCKPILE	
																				BRIDGE MAINTENANCE	
																	SP516B	3306	FT	SEALING OF CONSTRUCTION JOINTS	
																	SP519	340	SQ FT	PATCHING CONCRETE STRUCTURES	
																	SP533E	353	FT	CONTINUOUS ELASTOMER SEAL IN ELASTOMERIC CONCRETE JOINT	
																	SP533F	261	FT	REPLACEMENT OF COMPRESSION SEAL WITH CONTINUOUS ELASTOMER SEAL	
																	SP536	3159	SQ YD	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS	
																	SP536	10997	SQ YD	CONCRETE WEATHERPROOFING, DECK AND APPROACH SLABS	
																				TRAFFIC CONTROL	
																	620	97	EACH	REMOVAL OF DELINEATOR, USING STEEL POST	
																	620	106	EACH	DELINEATOR, POST MOUNTED, AS PER PLAN	116
																	SP626	620	EACH	RAISED PAVEMENT MARKER STIMSONITE MODEL 101 LPCR (WHITE)	9
																	SP626	10	EACH	RAISED PAVEMENT MARKER STIMSONITE MODEL 101 LPCR (YELLOW)	9
																	SP626	42	EACH	REPLACEMENT PRISMATIC RETRO-REFLECTOR (WHITE)	9

ADDENDUM NO. 1	NLC	12/22/11
NO.	REVISIONS	BY DATE
OHIO TURNPIKE COMMISSION		
OHIO TURNPIKE EASTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL SUMMARY		
RESOURCE INTERNATIONAL, INC. 6350 PRESIDENTIAL GATEWAY COLUMBUS, OH 43231		
DESIGNED: NLC	CHECKED: SSK	DATE: 12/22/2011
DRAWN: NLC	IN CHARGE: SSK	SCALE: N/A
CONTRACT 39-12-01 SHEET 59 OF 136		

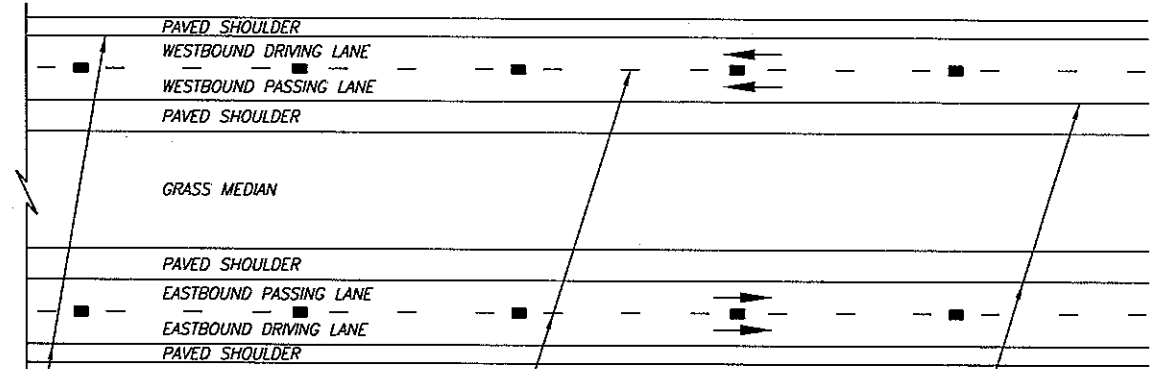
[illegible]

3 LANE PLAN



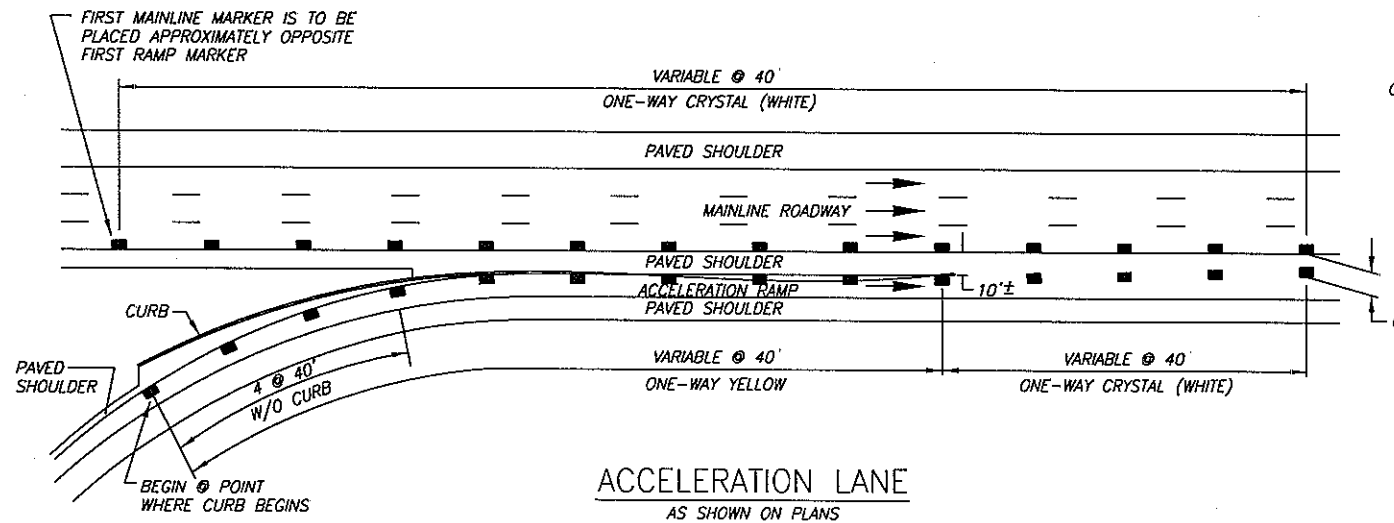
LANE LINE SPACING FOR ONE-WAY CRYSTAL (WHITE) RAISED PAVEMENT MARKERS AT 120' C/C IN TANGENT SECTIONS AND 80' C/C ON ALL CURVES. SEE BELOW FOR RPM PLACEMENT RELATIVE TO CENTERLINE AND BASE PAVEMENT OF ROADWAY.

2 LANE PLAN

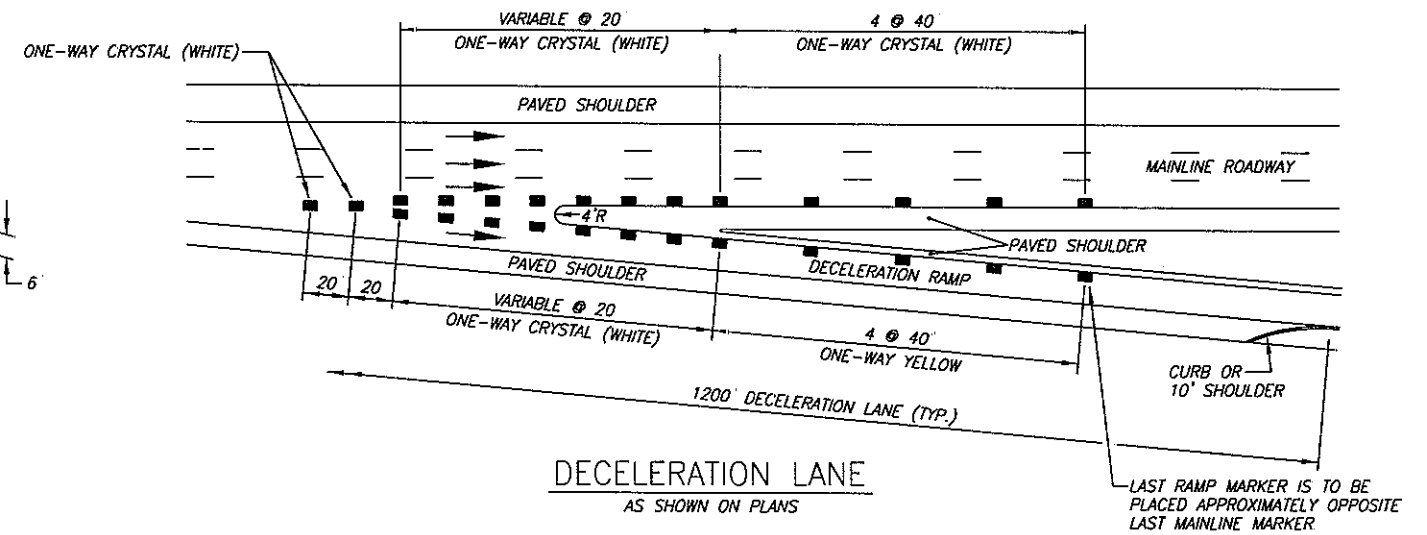


MAINLINE RAISED PAVEMENT MARKER AND LANE LINE LAYOUT

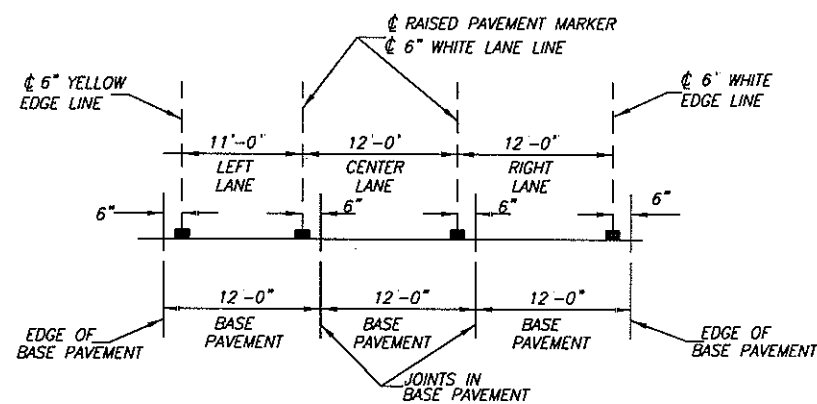
NOT TO SCALE



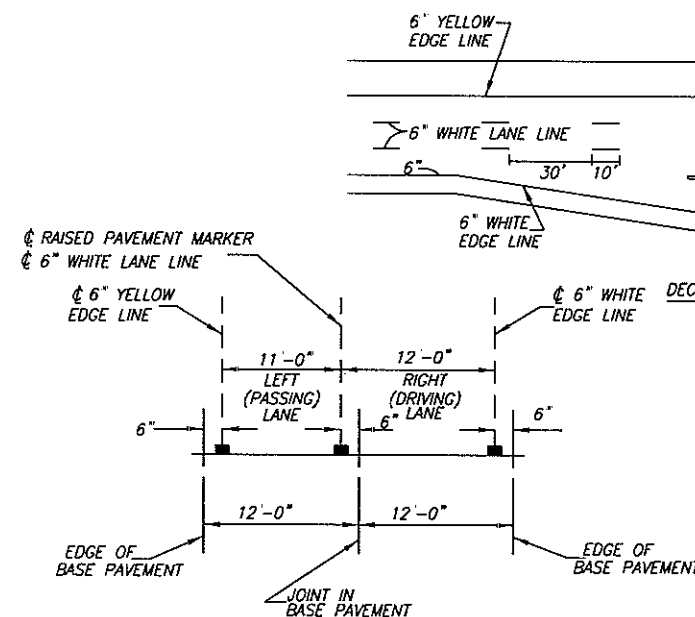
ACCELERATION LANE AS SHOWN ON PLANS



DECELERATION LANE AS SHOWN ON PLANS



3 LANE STRIPING AND RPM PLACEMENT



2 LANE STRIPING AND RPM PLACEMENT

PAVEMENT MARKING LAYOUT @ RAMP GORES

NOTE: MARKERS INSTALLED ALONG AN EDGE OR CHANNELIZING LINE SHALL BE PLACED SO THAT THE NEAR EDGE OF THE MARKER CASTING IS NO MORE THAN 1/2" FROM THE NEAR EDGE OF THE PAINTED LINE. MARKERS INSTALLED ALONG A LINE SHALL BE PLACED BETWEEN AND IN LINE WITH THE DASHES. MARKERS SHALL NOT BE PLACED OVER THE PAINTED LINE EXCEPT WHERE THE LINES DEVIATE VISIBLY FROM THEIR CORRECT ALIGNMENT, AND THEN ONLY WITH THE APPROVAL OF THE ENGINEER. EXACT LIMITS OF CHANNELIZING PAVEMENT MARKERS WILL BE DETERMINED IN THE FIELD BY THE CHIEF ENGINEER.

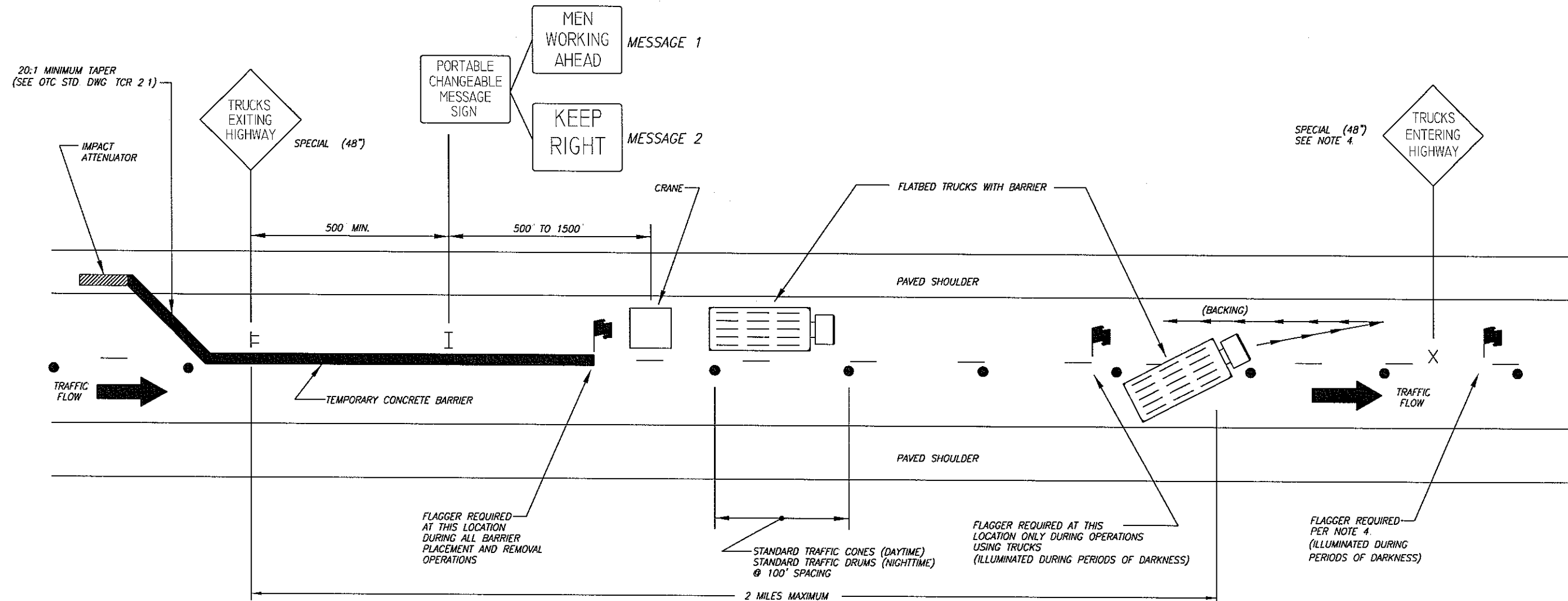
RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED UNTIL AFTER THE PAVEMENT MARKINGS ARE IN PLACE, UNLESS APPROVED OTHERWISE BY THE CHIEF ENGINEER.

SEE SP 626 FOR RAISED PAVEMENT MARKERS SPECIFICATIONS.

OHIO TURNPIKE COMMISSION

RAISED PAVEMENT MARKER AND STRIPING LAYOUT

DATE: DECEMBER 21, 2011 | SCALE: N.T.S.
O.T.C. STANDARD DRAWINGS RPM-1



NOTES:

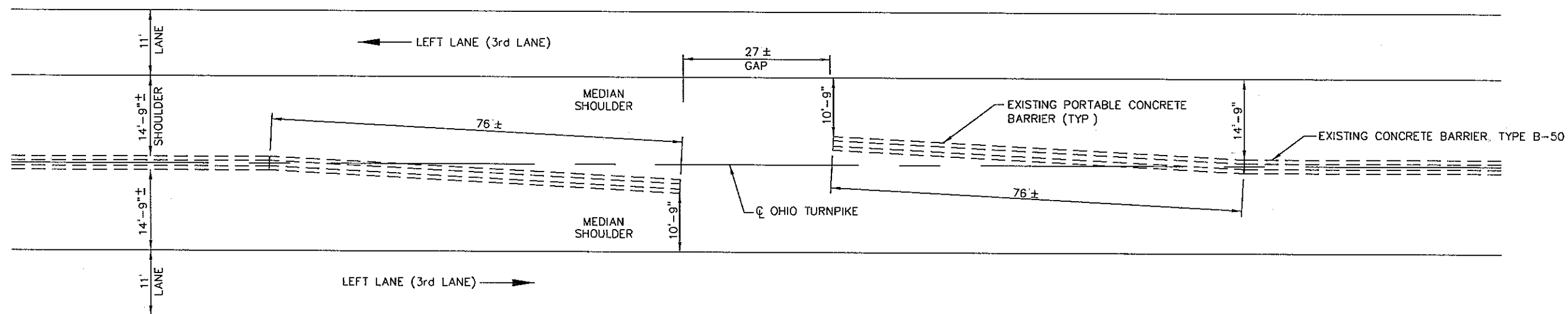
- FOR NIGHTTIME OPERATIONS ALL LIGHTS SHALL BE DIRECTED AT SUCH AN ANGLE SO AS NOT TO HINDER THE VISION OF ONCOMING TRAFFIC, YET SUFFICIENT TO LIGHT THE CONSTRUCTION AREA.
- ORDER OF OPERATIONS.
A. SET IMPACT ATTENUATOR FIRST.
B. SET BARRIER WITH DIRECTION OF TRAFFIC FLOW.
C. REMOVE BARRIER AGAINST DIRECTION OF TRAFFIC FLOW.
D. REMOVE IMPACT ATTENUATOR.
- CONTRACTOR SHALL ADJUST SIGN AND PORTABLE CHANGEABLE MESSAGE SIGN TO MAINTAIN REQUIRED SPACINGS.
- IF THE DELIVERY TRUCKS RETURN TO THE OPEN TRAFFIC LANE, A "TRUCKS ENTERING HIGHWAY" SIGN SHALL BE LOCATED 1000 FEET AHEAD OF THE ENTRY LOCATION AND A FLAGGER SHALL BE LOCATED AT THE ENTRY LOCATION. THE FLAGGER AND ADDITIONAL SIGN IS NOT REQUIRED IF THE BARRIER DELIVERY TRUCKS EXIT THE WORK ZONE AT THE END OF THE CLOSED LANE.
- FOUR LANE DIVIDED HIGHWAY SHOWN—OTHER LOCATIONS SIMILAR.

OHIO TURNPIKE COMMISSION

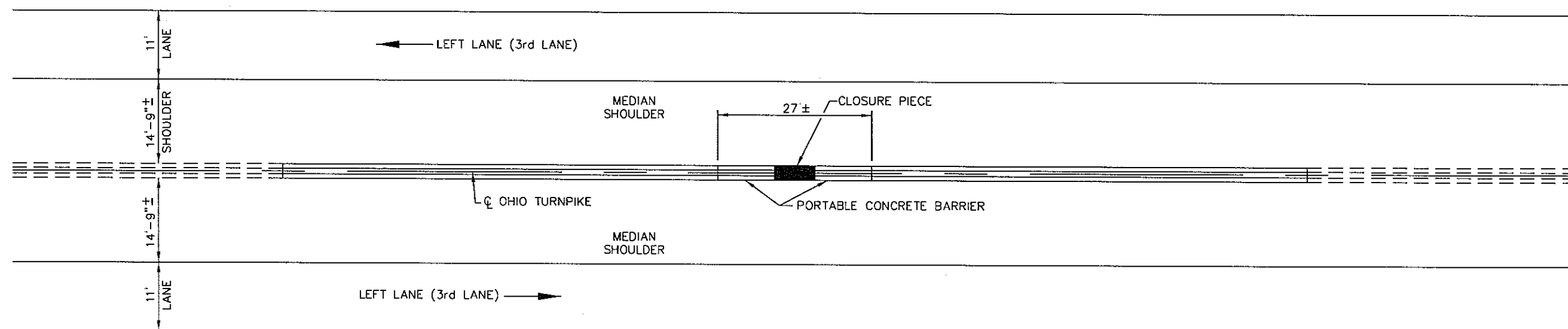
REQUIREMENTS FOR
TEMPORARY CONCRETE
BARRIER SETTING &
REMOVAL OPERATIONS

DATE: DECEMBER 21, 2011 SCALE: N.T.S.

O.T.C. STANDARD DRAWING TCB-1



EXISTING CROSSOVER



PROPOSED CONDITIONS

NOTES:

1. CONTRACTOR SHALL ALIGN EXISTING PORTABLE CONCRETE BARRIER ALONG CL OF TURNPIKE
2. CONTRACTOR TO FIELD VERIFY HEIGHT, WIDTH AND OPENING OF EXISTING PORTABLE CONCRETE BARRIER AFTER REALIGNMENT
3. CONTRACTOR SHALL INSTALL ADDITIONAL SECTIONS OF PORTABLE CONCRETE BARRIER (MIN. 2) IN THE GAP TO END UP WITH A CLOSURE PIECE WITH A LENGTH THAT IS LESS THAN TEN (10) FEET. THE REMAINING GAP SHALL BE CLOSED IN ACCORDANCE WITH NOTE 4.

4. THE CONTRACTOR SHALL FIELD VERIFY THE LENGTH AND HEIGHT REQUIRED FOR THE CLOSURE PIECE. A CLOSURE PIECE CAN BE EITHER CAST IN PLACE IN ACCORDANCE WITH ITEM 622 OR A PIECE OF EXISTING BARRIER THAT HAS BEEN SIZED TO MATCH THE NEEDED CLOSURE WIDTH. IF CAST IN PLACE IS UTILIZED, A BOND BREAKER SHALL BE USED UNDER THE CLOSURE PIECE SO AS TO NOT DISCOLOR OR DAMAGE THE EXISTING ASPHALT. IF A SIZED PIECE OF EXISTING BARRIER IS USED, THE CUT END SHALL HAVE A SMOOTH FACE AND THE APPROPRIATE CONNECTIONS SHALL BE DRILLED AND GROUTED INTO THE BARRIER PER THE DIMENSIONS AS SHOWN ON ODOT STD. DRAWING RM-4 2. GROUT USED FOR ANCHORING OF CONNECTIONS SHALL BE IN ACCORDANCE WITH SP 952.

5. THE CONTRACTOR SHALL REMOVE THE ITEMS INSTALLED FOR GAP CLOSURE AFTER COMPLETION OF ALL WORK WITHIN THE ZONE AND RESTORE THE PORTABLE CONCRETE BARRIER TO ITS ORIGINAL LOCATION, AS DIRECTED BY THE ENGINEER.

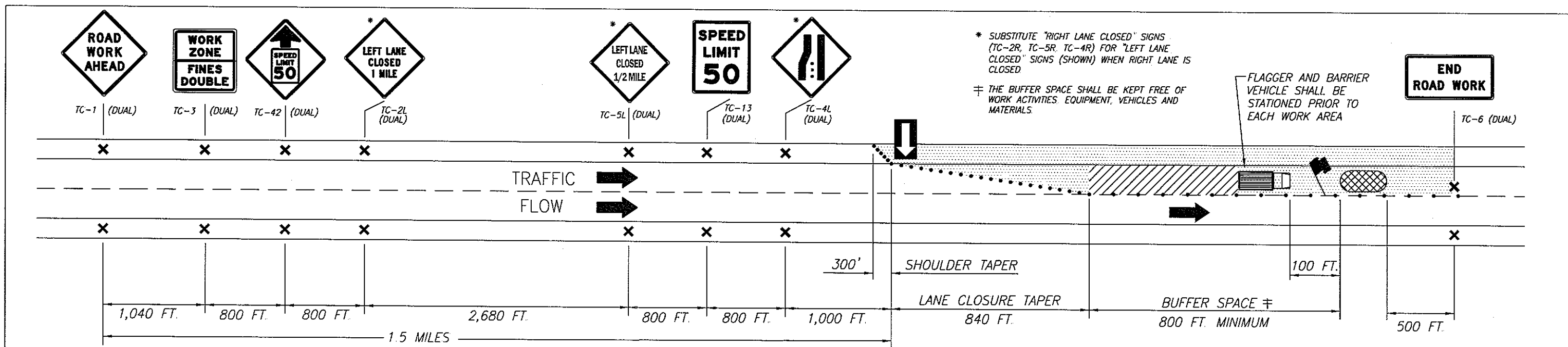
6. PAYMENT FOR ALL EQUIPMENT, MATERIALS, LABOR AND INCIDENTALS NECESSARY TO CLOSE AND RE-OPEN THE MEDIAN BARRIER WALL SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM SPECIAL - EXISTING CROSSOVER TO BE CLOSED/RE-OPENED.

OHIO TURNPIKE COMMISSION

MEDIAN BARRIER WALL
CLOSURE DETAILS

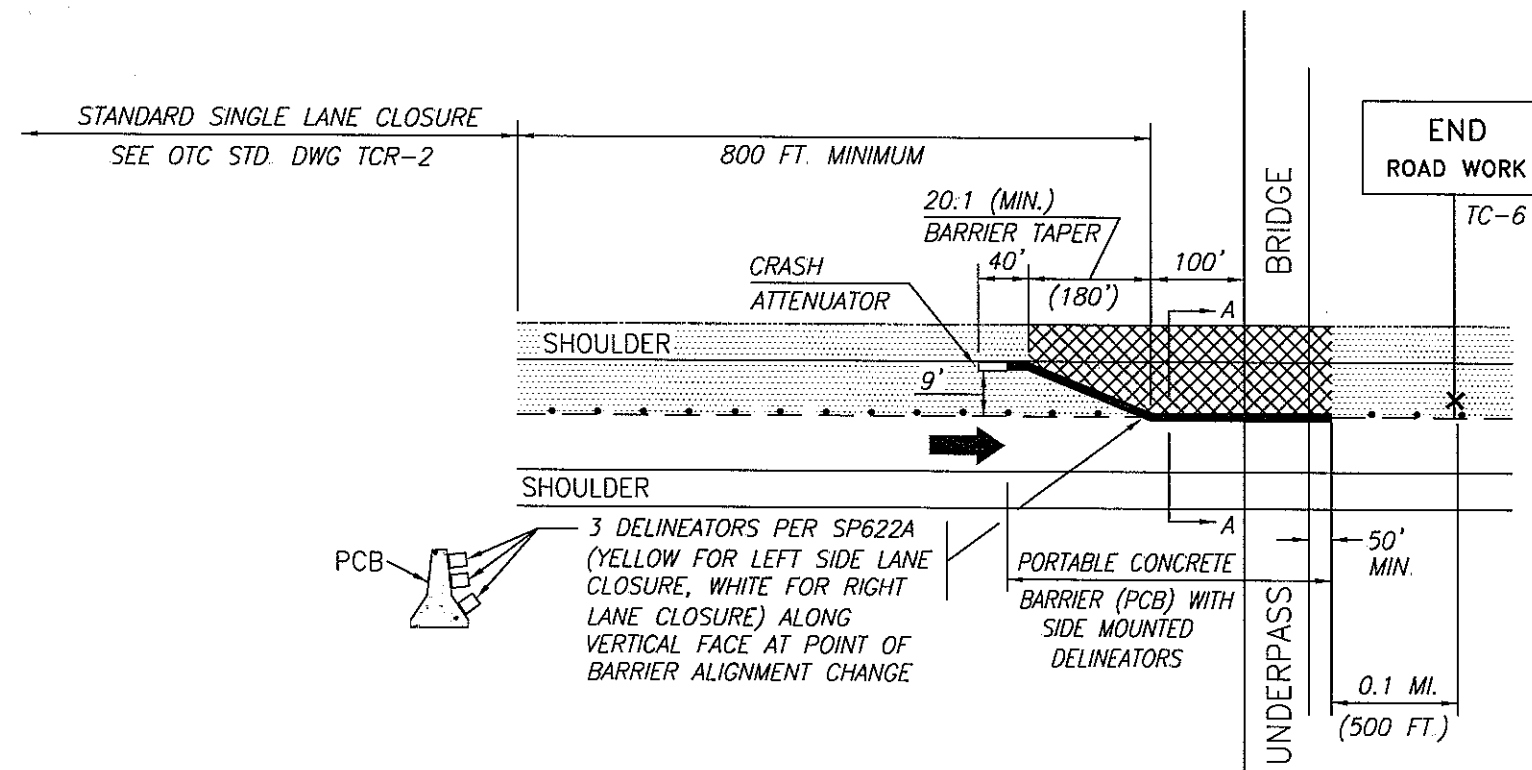
DATE: DECEMBER 21, 2011 SCALE: N.T.S.

O.T.C. STANDARD DRAWING TCB-3

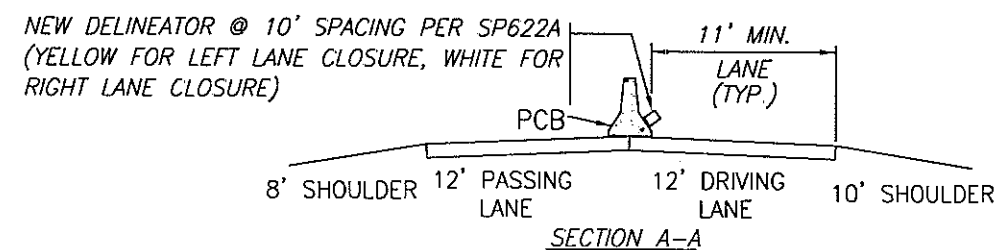


STANDARD SINGLE LANE CLOSURE TWO & THREE-LANE ROADWAY

DETAILS	NOTES	LEGEND
<div data-bbox="170 957 481 1189"> </div> <p>28" TRAFFIC CONE:</p> <p>TRAFFIC CONES SHALL BE THE SLIMLINE OR TRIMLINE STYLE WITH THE BODY OF THE TRAFFIC CONE CONSTRUCTED OF POLYVINYL CHLORIDE MATERIAL. THE BASE OF THE TRAFFIC CONE SHALL BE CONSTRUCTED OF POLYVINYL CHLORIDE OR MOLDED RUBBER MATERIAL. THE CONE SHALL BE HOLLOW. THE NET WEIGHT OF THE CONE SHALL NOT BE LESS THAN 5 1/2 POUNDS.</p> <p>THE EXTERIOR OF THE CONE SHALL BE HIGH VISIBILITY, FADE RESISTANT, IMPREGNATED FLUORESCENT ORANGE. THE GUIDE SHALL HAVE ONE RETROREFLECTIVE WHITE STRIPE ENCIRCLING THE CONE AND BE NOT LESS THAN 4" IN WIDTH THE STRIPE SHALL BE PERMANENTLY APPLIED SO THAT THE TOP EDGE IS APPROXIMATELY 3" FROM THE CONE APEX.</p> <p>EACH CONE IS TO HAVE A SLIP-OVER COLLAR BASE. THE SLIP-OVER COLLAR BASE SHALL BE BLACK IN COLOR AND SHALL BE MANUFACTURED FROM MOLDED RUBBER MATERIAL AND SHALL WEIGH 16 POUNDS. THE SLIP-OVER COLLAR BASE SHALL BE FULLY COMPATIBLE WITH THE PHYSICAL PROPERTIES OF THE CONE.</p> <p>A ONE-PIECE TRAFFIC CONE MEETING THE ABOVE MATERIAL REQUIREMENTS AND HAVING A NET WEIGHT OF APPROXIMATELY 10 1/2 POUNDS, WITH THE WEIGHT DISTRIBUTED TO ENSURE MAXIMUM STABILITY, MAY BE USED.</p>	<div data-bbox="1149 927 1554 1189"> </div> <p>42" TRAFFIC CONE:</p> <p>42" TRAFFIC CONES SHALL BE A TWO PIECE DESIGN CONSISTING OF A HOLLOW STEM AND A WEIGHTED BASE. THE STEM SHALL BE MANUFACTURED FROM ULTRAVIOLET STABILIZED HIGH VISIBILITY ORANGE IMPACT RESISTANT LOW DENSITY POLYETHYLENE AND SHALL HAVE AN INTEGRAL MOLDED HANDLE AT THE TOP OF THE STEM AND SHALL BE CERTIFIED BY THE MANUFACTURER TO MEET NCHRP 350 CRASH TEST STANDARDS</p> <p>EACH CONE IS TO HAVE A SLIP-OVER COLLAR BASE. THE SLIP-OVER COLLAR BASE SHALL BE BLACK IN COLOR AND SHALL BE MANUFACTURED FROM MOLDED RUBBER MATERIAL AND SHALL WEIGH 16 POUNDS. THE SLIP-OVER COLLAR BASE SHALL BE FULLY COMPATIBLE WITH THE PHYSICAL PROPERTIES OF THE CONE.</p> <p>THE 42" CONE SHALL HAVE A MINIMUM OF 4 EACH, NOMINAL 6" WIDE RETROREFLECTIVE STRIPES STARTING FROM THE TOP IN ORANGE, WHITE, ORANGE, WHITE SEQUENCE. ANY NONRETROREFLECTIVE SPACES BETWEEN THE ORANGE AND WHITE STRIPES SHALL NOT EXCEED 3" IN WIDTH.</p> <p>THE RETROREFLECTIVE SHEETING SHALL BE NO. 3910 WHITE AND NO. 3914 FLUORESCENT ORANGE SCOTCHLITE DIAMOND GRADE WORK ZONE SHEETING AS MANUFACTURED BY 3M, OR EQUAL AS APPROVED BY THE CHIEF ENGINEER, CONSIDERING REFLECTIVITY, DURABILITY, PLIABILITY AND ADHESION QUALITIES.</p> <p>TRAFFIC DRUM:</p> <p>THE TRAFFIC DRUM SHALL BE A TWO PIECE, BREAKAWAY STYLE, DESIGNED THAT DAMAGE AFTER IMPACT WILL BE MINIMAL THROUGH A TEMPERATURE OF -15F TO +125F. THE DRUM SHALL BE CONSTRUCTED OF NOT LESS THAN 1/8 INCH THICK, IMPACT RESISTANT, POLYETHYLENE, FORMULATED TO ALLOW THE DRUM TO RETURN TO THE ORIGINAL DESIGN AFTER IMPACT.</p> <p>THE DRUM SHALL BE A MINIMUM OF 36" IN HEIGHT AND A MINIMUM OF 18" IN DIAMETER. THE DRUM SHALL CONTAIN 5 RECESSED BANDS WHICH SHALL ACCEPT RETROREFLECTIVE SHEETING BANDS OF 6" WIDTH. THE DRUM SHALL BE DESIGNED WITH ONE OR MORE FLAT SIDES OR WITH AN ANTI-ROLL DEVICE, TO MINIMIZE ROLLING, SHOULD THE UNIT BE KNOCKED OVER. TOTAL WEIGHT OF THE DRUM SHALL BE NOT LESS THAN 12 LBS.</p> <p>COLOR OF THE DRUM SHALL BE COLOR STABILIZED, SAFETY ORANGE. TO PROVIDE STABILITY OF THE DRUM THE WEIGHTED BASE PORTION SHALL BE THE RUBBER COLLAR WEIGHTING TYPE WITH COMPATIBLE DRUM. DOUBLE WEIGHTING OF DRUMS MAY BE NECESSARY TO PREVENT MOVEMENT.</p> <p>THE TRAFFIC DRUM SHALL HAVE A MINIMUM OF 4 EACH, NOMINAL 6" WIDE, RETROREFLECTIVE STRIPES APPLIED TO THE DRUM RECESSED BANDS, STARTING FROM THE TOP, IN ORANGE, WHITE, ORANGE, WHITE SEQUENCE. THE RETROREFLECTIVE SHEETING SHALL BE NO. 3810 WHITE AND NO. 3814 ORANGE AS MANUFACTURED BY THE 3M COMPANY, HIGH IMPACT CHANNELIZER MATERIAL AS MANUFACTURED BY REFLEXITE NORTH AMERICA, OR EQUAL AS APPROVED BY THE CHIEF ENGINEER, CONSIDERING REFLECTIVITY, DURABILITY, PLIABILITY AND ADHESION QUALITIES.</p>	<div data-bbox="2362 947 2921 1632"> </div> <div data-bbox="2486 1673 2952 1955"> <p>OHIO TURNPIKE COMMISSION</p> <p>TEMPORARY TRAFFIC CONTROL</p> <p>DETAILS, LEGEND, NOTES, & STANDARD SINGLE LANE CLOSURE</p> <p>DATE: DECEMBER 21, 2011 SCALE: N.T.S.</p> <p>O.T.C. STANDARD DRAWING TCR-2</p> </div>



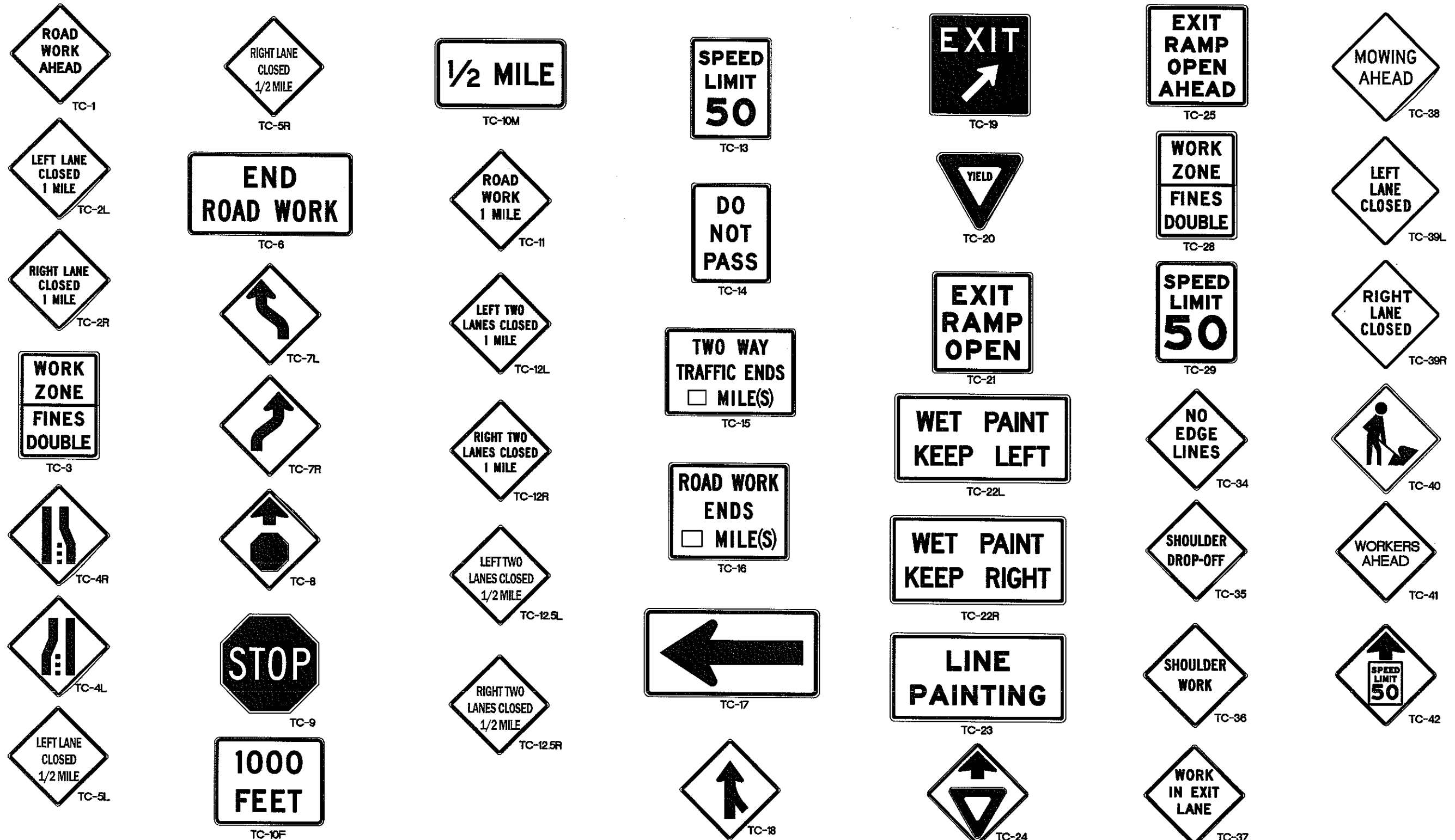
SINGLE LANE CLOSURE WITH PORTABLE CONCRETE BARRIER
(LEFT LANE CLOSURE SHOWN, RIGHT LANE CLOSURE SIMILAR)



NOTES:

1. CRASH ATTENUATOR SHALL MEET NCHRP 350, TEST LEVEL 3 TEST STANDARDS AND SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS WRITTEN INSTRUCTIONS.
2. THE CRASH ATTENUATOR AND PORTABLE CONCRETE BARRIER NEEDED FOR THIS DETAIL SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR SP614 - MAINTAINING TRAFFIC AND SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO SET, RESET AND REMOVE THE CRASH ATTENUATOR AND PORTABLE CONCRETE BARRIER.

OHIO TURNPIKE COMMISSION	
TEMPORARY TRAFFIC CONTROL	
SINGLE LANE CLOSURE WITH PORTABLE CONCRETE BARRIER	
DATE: DECEMBER 21, 2011	SCALE: N.T.S.
O.T.C. STANDARD DRAWING	TCR-2.1



NOTE: ALL SIGN SIZES ARE 48"x 48" EXCEPT AS FOLLOWS: TC-3 (48"x60"); TC-6 (48"x24"); TC-10F (30"x24"); TC-10M (30"x16"); TC-13&14 (48"x60"); TC-15 (72"x48"); TC-16 (60"x48"); TC-17 (60"x30"); TC-22L&R & TC-23 (72"x36"); TC-28 (36"x48"); TC-29 (36"x48"). SPECIAL SIZES FOR SIGNS ON X-FOOTPRINT SIGN STANDS: TC-3 (36"x48") AND TC-13 (36"x48"). ALL SIGNS ARE BLACK LEGENDS AND BORDERS ON FLUORESCENT ORANGE BACKGROUND EXCEPT AS FOLLOWS: TC-9: WHITE ON RED. TC-13, TC-14, TC-29 AND THE BOTTOM HALF OF TC-3 AND TC-28 ARE BLACK ON WHITE. TC-19 IS WHITE ON GREEN. TC-8 AND TC-24 ARE RED, WHITE AND BLACK ON FLUORESCENT ORANGE; TC-20 RED ON WHITE.