

OHIO TURNPIKE COMMISSION

ADDENDUM NO. 2


CONTRACT NO. 59-13-03  
REPAIRS AND RESURFACING  
EASTBOUND AND WESTBOUND ROADWAYS  
MILEPOST 176.30 TO MILEPOST 186.02  
SUMMIT AND PORTAGE, OHIO

OPENING DATE: 2:00 P.M. (E.D.T.), APRIL 9, 2013

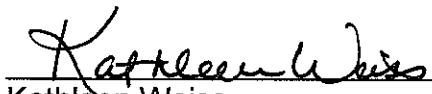
ATTENTION OF BIDDERS IS DIRECTED TO:

CLARIFICATION TO ADDENDUM NO. 1 ON THE MODIFICATION TO THE DRAWINGS

Issued by the Ohio Turnpike Commission April 4, 2013. Issuance authorized by Richard Hodges, Executive Director and Kathleen Weiss, General Counsel.

  
Richard Hodges

4/4/13  
Date

  
Kathleen Weiss

4/4/13  
Date

**OHIO TURNPIKE COMMISSION  
ADDENDUM NO. 2  
CONTRACT NO. 59-13-03**

Clarification to Change one Plan Sheet 7 of 13

The replacement Plan Sheet 7 of 13 issued with Addendum No. 1 correctly stated the limits for the four (4) foot wide SNAP Mill and Fill.

However, the explanation in Addendum No. 1 of the change to Plan Sheet 7 of 13 erroneously stated that the four (4) foot wide SNAP Mill and Fill is from Milepost 176.1 to Milepost 176.36 when the description should have specified that it terminated at Milepost 176.35.

Further, the excerpted new paragraph added to the General Note for "Item Special - 'SNAP' Mill and Fill" transposed Milepost numbers where the four (4) foot wide SNAP Mill and Fill commences at 176.1, not at Milepost 167.1 as previously stated in the description in Addendum No. 1.

Accordingly, the new paragraph excerpted in Addendum No. 1 that was added to the General Note for "Item Special - 'SNAP' Mill and Fill" on Plan Sheet 7 of 13 is modified to correctly restate the new paragraph as follows:

"FROM EASTBOUND MP ~~167.1~~ **176.1** TO MP 176.35 ON THE LEFT SHOULDER, THE SNAP MILL AND FILL SHALL BE FOUR (4) FEET WIDE AND CENTERED TO INCLUDE THE REMOVAL OF EXISTING SNAPS, THE AREA BETWEEN THE YELLOW EDGE LINE AND THE EXISTING SNAPS, AND THE YELLOW EDGE LINE. OTHER THAN THE WIDTH, ALL REQUIREMENTS PREVIOUSLY SPECIFIED FOR SNAP MILL AND FILL SHALL APPLY TO THE FOUR (4) FOOT WIDE SECTION. THE ADDITIONAL WORK NECESSARY TO COMPLETE THE FOUR (4) FOOT WIDE SNAP MILL AND FILL ON THE LEFT SHOULDER FROM EASTBOUND MP ~~167.1~~ **176.1** TO MP 176.35 SHALL BE CONSIDERED INCIDENTAL TO ITEM SPECIAL - "SNAP" MILL AND FILL, AND THE CONTRACTOR SHALL PLAN ITS OPERATION ACCORDINGLY. NO ADDITIONAL COMPENSATION SHALL BE GRANTED."

**(BIDDERS ARE ADVISED THAT THE REPLACEMENT PLAN SHEETS 7 AND 8 OF 13 ARE REATTACHED TO THIS ADDENDUM NO. 2)**

Receipt of Addendum No. 2 to Contract No. 59-13-03 is hereby acknowledged:

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

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

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

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

**GENERAL NOTES**

SAFETY AND CONTINUITY OF TRAFFIC OPERATIONS ON THE OHIO TURNPIKE SHALL BE OF THE UTMOST IMPORTANCE AND SHALL AT ALL TIMES BE PROTECTED AND SAFEGUARDED. THE CONTRACTOR SHALL DAILY, NOT LATER THAN 12 O'CLOCK NOON, INFORM THE CHIEF ENGINEER AS TO HIS OPERATIONS AND METHOD OF WORK FOR THE FOLLOWING DAY. WHENEVER SUCH WORK, IN THE OPINION OF THE CHIEF ENGINEER, MAY AFFECT THE SAFETY OF TRAFFIC ON THE OHIO TURNPIKE, THE METHOD OF DOING SUCH WORK SHALL BE SUBMITTED TO THE CHIEF ENGINEER FOR HIS APPROVAL, WITHOUT WHICH IT SHALL NOT BE COMMENCED OR PROSECUTED. ANY REQUEST FOR WORK INVOLVING LANE CLOSURE(S) MUST BE SUBMITTED ON AN APPROVED LANE CLOSURE REQUEST FORM SUPPLIED BY THE COMMISSION.

**EXISTING UTILITIES**

AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL CONTACT THE OHIO UTILITIES PROTECTION SERVICE AND THE OWNERS OF ANY UNDERGROUND UTILITY FACILITY IN THE AREA FOR APPROPRIATE MARKING. THE CONTRACTOR SHALL BE AWARE THAT WITHIN THE PROJECT LIMITS, QUEST AND THE TURNPIKE HAVE FIBER OPTIC CABLES RUNNING ALONG THE NORTH SIDE OF THE TURNPIKE.

**CONTINGENCY QUANTITIES**

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATION AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED IN THE FINAL CHANGE ORDER GOVERNING THE COMPLETION OF THIS PROJECT.

**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. ALL REPAIR WORK WILL OCCUR AFTER THE MILLING OPERATION. 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	15 C.Y.
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)	15 C.Y.
ITEM SP 202B-CRACK REPAIR, WIDER THAN 1" AND GREATER THAN 1" IN DEPTH, USING ITEM SP 402 (PG 64-22)	15 C.Y.
ITEM SP 202B-3 CORNER CRACK REPAIR, USING ITEM SP 402	100 C.Y.
ITEM SP 202B-REPAIR EXISTING EXPANSION JOINT, USING ITEM SP 404(PG64-22)	20 C.Y.
ITEM SP 202B-LONGITUDINAL CRACK REPAIR	50 C.Y.

**SOFT SUBGRADE**

THE FOLLOWING CONTINGENCY ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR REPAIR OF SOFT SUBGRADE AS DIRECTED BY THE CHIEF ENGINEER:

ITEM 204 - EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	50 C.Y.
ITEM 204 - EMBANKMENT	50 C.Y.
ITEM 204 - SUBGRADE COMPACTION	250 S.Y.

**ITEM 254 - PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN**

THIS CONTINGENCY ITEM CONSISTS OF PAVEMENT PLANING OF CONCRETE APPROACH AND/OR ABUTMENT SLABS WITH DIAMOND BLADES ONLY. THIS QUANTITY IS INTENDED TO BE UTILIZED TO MEET PAVEMENT SMOOTHNESS. A QUANTITY OF 667 S.Y. IS INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE CHIEF ENGINEER OR AS INDICATED IN THE PLANS.

**MICROMILLING**

MICROMILLING SHALL BE CONSIDERED AN APPROVED EQUAL METHOD FOR ITEM 254-PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN AND AN APPROVED EQUAL FOR CORRECTIVE WORK NEEDED TO MEET THE REQUIREMENTS OF SP400S. THE EQUIPMENT USED SHALL MEET THE FOLLOWING:

THE MICROMILLING EQUIPMENT SHALL BE A POWER DRIVEN, SELF-PROPELLED MACHINE HAVING SUFFICIENT POWER, TRACTION AND STABILITY TO REMOVE THE THICKNESS OF ASPHALT CONCRETE AND/OR PORTLAND CEMENT CONCRETE. MICROMILLING SHALL BE ACCOMPLISHED BY THE USE OF CARBIDE TIPPED TEETH. THE TEETH SHALL BE ASSEMBLED IN A CUTTING HEAD MOUNTED ON A MACHINE DESIGNED FOR PROFILE CORRECTION. THE CUTTING HEAD AND TEETH SHALL BE DESIGNED, MAINTAINED AND OPERATED SO AS TO PRODUCE A SURFACE FREE FROM GROOVES, RIDGES, GOUGES OR OTHER IRREGULARITIES DETRIMENTAL TO THE SAFE OPERATION OF VEHICLES IN TRAFFIC. THE CUTTING HEAD SHALL BE A MINIMUM OF 6 FT. WIDE WITH A TOOTH SPACING OF 0.2 INCH (MAX.).

THE MICROMILLING MACHINE SHALL BE A MINIMUM OF 16 FT. LONG AND CAPABLE OF PROVIDING A UNIFORMLY VARYING DEPTH OF CUT AND CROSS SLOPE WHILE THE MACHINE IS IN MOTION.

WASTE MATERIAL GENERATED FROM THE MICROMILLING PROCESS SHALL BE REMOVED SHORTLY AFTER MICROMILLING SO AS TO PREVENT THE RESIDUE FROM FLOWING ACROSS LANES USED BY THE TRAVELING PUBLIC OR INTO GUTTERS OR DRAINAGE FACILITIES. THE DISPOSAL OF THE WASTE MATERIAL SHALL BE IN ACCORDANCE WITH SP105.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY FOR THE ABOVE MENTIONED WORK SHALL BE DEPENDANT ON AND IN ACCORDANCE WITH EITHER ITEM 254-PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN OR AS CORRECTIVE WORK FOR SP400S.

**ITEM SP304 - AGGREGATE BASE**

A CONTINGENCY QUANTITY OF 200 C.Y. IS INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER FOR DRESSING BASE MATERIAL UNDER THE FULL DEPTH REPAIRS.

**ITEM SP404A - JOINT SEALER**

A CONTINGENCY QUANTITY OF 1000 L.F. IS INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER FOR SEALING BUTT JOINTS AND LOCATIONS WHERE EXISTING PAVEMENT AND PROPOSED PAVEMENT MEET.

**GUARDRAIL**

THE FOLLOWING CONTINGENCY ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR ADJUSTING, EXTENDING, AND/OR REPAIR OF GUARDRAIL:

ITEM 202-GUARDRAIL REMOVED FOR SALVAGE, TYPE 5	500 L.F.
ITEM 606-GUARDRAIL REBUILT, TYPE 5, USING STEEL POSTS	500 L.F.
ITEM 606-GUARDRAIL ADJUSTED TO 29" HEIGHT	500 L.F.
ITEM 606-GUARDRAIL, TYPE 5, USING STEEL POSTS	200 L.F.

**ITEM 604 - CATCH BASIN ADJUSTMENTS, GRATES AND CASTINGS, AS PER PLAN**

THE FOLLOWING CONTINGENCY AND PLAN ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE IN ADJUSTING, REPAIRING AND/OR REBUILDING MEDIAN AND/OR RIGHT SHOULDER CATCH BASINS. FOR CATCH BASINS, ADJUSTED TO GRADE, THE CONTRACTOR SHALL REBUILD FROM THE TOP OF PRECAST STRUCTURE TO THE BOTTOM OF THE CASTING AT THE EXISTING GRADE. THE USE OF BRICK TO REBUILD THE CATCH BASIN SHALL BE PROHIBITED. THE CONTRACTOR SHALL SAWCUT PAVEMENT AROUND THE EXISTING CATCH BASIN, A MINIMUM OF 12" AROUND THE CASTING AND REMOVE THE CASTING AND SAWCUT ASPHALT CONCRETE. THE CONTRACTOR SHALL FORM AND POUR, USING CLASS "C" CONCRETE, TO REBUILD THE CATCH BASIN. TO SECURE CONCRETE TO THE EXISTING PRECAST STRUCTURE, THE CONTRACTOR SHALL INSTALL #4 DOWEL BARS, SPACED 12" O/C (3 PER SIDE UNLESS DIRECTED OTHERWISE BY THE CHIEF ENGINEER), IN ACCORDANCE WITH ITEMS 509 AND 510. THE DOWEL BARS SHALL BE IMBEDDED AT LEAST 6" INTO THE EXISTING PRECAST STRUCTURE AND SECURED WITH NON SHRINK NON METALIC GROUT THAT CONFORMS TO SP 952. THE CONTRACTOR SHALL USE FORMS, SIZED TO CONFORM TO THE INTERIOR OF THE CATCH BASIN, AND THAT WILL INSURE A SMOOTH INTERIOR FINISH. ALL OTHER CONCRETE SURFACES SHALL HAVE A BROOMED FINISH. AFTER THE CASTING IS SET TO THE FINAL GRADE, THE AREA AROUND THE ADJUSTED CATCH BASIN CASTING SHALL BE BACK FILLED WITH CLASS "C" CONCRETE TO THE EXISTING SURFACE. FOR CATCH BASINS ADJUSTED TO GRADE WITH DISTANCES FROM THE TOP OF THE PRECAST STRUCTURE TO THE BOTTOM OF THE CASTING THAT ARE GREATER THAN 12", THE SAME METHOD SHALL BE USED TO REBUILDING THE CATCH BASINS TO GRADE. FOR CATCH BASINS ADJUSTED TO GRADE WITH DISTANCES FROM THE TOP OF THE PRECAST STRUCTURE TO THE BOTTOM OF THE CASTING THAT ARE LESS THAN 4", THE SAME METHOD SHALL BE USED TO REBUILDING THE CATCH BASINS TO GRADE, EXCEPT THAT NO FORMS OR DOWELS ARE REQUIRED.

A CONTINGENCY QUANTITY OF CATCH BASIN GRATE AND CASTING, AS PER PLAN, HAS BEEN INCLUDED FOR USE AS DIRECTED BY THE CHIEF ENGINEER. THE REPLACEMENT GRATE AND CASTING SUPPLIED SHALL BE HEAVY DUTY.

ALL CONCRETE, DOWELS, DOWEL HOLES, GROUT, SAW CUTTING, LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE BID PRICE PER ITEM:

ITEM 604 - CATCH BASIN, ADJUSTED TO GRADE, AS PER PLAN (SEE SHEET 13 FOR LOCATIONS)	29 EACH
ITEM 604 - CATCH BASIN, ADJUSTED TO GRADE, GREATER THAN 12", AS PER PLAN	5 EACH
ITEM 604 - CATCH BASIN GRATE AND CASTING, AS PER PLAN	5 EACH

OTC STANDARD DRAWINGS CB-1, CB-2, CB-3, CB-4, AND CB-5 ARE PROVIDED FOR INFORMATION AS TO THE TYPES OF BASINS THAT MAY NEED ADJUSTMENT.

**ITEM 609 - ASPHALT CONCRETE CURB, PG 64-22, STANDARD TYPE 1**

A CONTINGENCY QUANTITY OF 300 FT IS INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR REPAIR OF DAMAGED CURB AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ITEM:

**ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN**

THIS ITEM SHALL CONSIST OF THE CONTRACTOR PROVIDING 50 C.Y. OF ITEM 614-ASPHALT CONCRETE FOR MAINTAINING TRAFFIC. THIS ITEM SHALL BE USED FOR WEDGING PURPOSES TO AID IN TRANSITIONING TRAFFIC FROM NORMAL TO MILLED SURFACE AND BACK AT THE PERTINENT TOLL/SERVICE PLAZAS FOR EACH PART OF THE CONTRACT. SMOOTH TRANSITIONS BETWEEN MILLED SURFACES AND PAVED SURFACES SHALL BE MAINTAINED AT ALL TIMES AT TOLL/SERVICE PLAZA ENTRANCE/EXIT. AT NO TIME SHALL TRAFFIC BE SUBJECTED TO SUDDEN DIPS, DROPOFFS, OR BUMPS. ASPHALT WEDGING OF TRANSITION AREAS SHALL BE IN ACCORDANCE WITH ODOT STANDARD DRAWING MT-101.90. MATERIAL SUPPLIED FOR THIS ITEM SHALL COMPLY WITH THE REQUIREMENTS OF 614.13. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM INCLUDING PLACING AND REMOVING THE ASPHALT CONCRETE. THIS ITEM SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM 614-ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN.

**ITEM 617/SP627**

THE FOLLOWING ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR DRESSING UNDER GUARDRAIL AND ALONG SELECTED ROADWAY LOCATIONS AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE ITEM:

ITEM 617-SHOULDER PREPARATION	32,600 S.Y.
ITEM 617-COMPACTED AGGREGATE	3,000 C.Y.
ITEM 617-WATER	50 MGALLON
ITEM SP627-STONE SHOULDER PROTECTION	2,000 TON

**ITEM SP 641A - TEMPORARY REMOVAL OF EXISTING MARKINGS**

A QUANTITY OF SP 641A-TEMPORARY REMOVAL OF EXISTING MARKINGS HAS BEEN ADDED TO THE PLANS FOR BLACKING OUT OF CONFLICTING PAVEMENT MARKINGS IN AREAS WHERE TRAFFIC IS TO BE SHIFTED.

**ITEM 642 - PERMANENT PAVEMENT MARKINGS**

AN ADDITIONAL CONTINGENCY QUANTITY OF 2 MILES FOR EACH LINE TYPE IN EACH DIRECTION HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER TO RESTRIPE PAVEMENT MARKINGS THAT ARE OUTSIDE OF THE WORK LIMITS OF THE CONTRACT. START AND END LOCATIONS TO BE DETERMINED BY THE CHIEF ENGINEER PRIOR TO FINAL STRIPING OPERATION. CONTRACTOR SHALL PLAN FINAL STRIPING OPERATION TO INCLUDE THE AREAS OUTSIDE THE LIMITS OF THE PROJECT.

**ITEM 619 - FIELD OFFICE, TYPE B, AS PER PLAN**

THE FIELD OFFICE PROVIDED SHALL MEET THE REQUIREMENTS OF ITEM 619, TYPE B FIELD OFFICE WITH THE FOLLOWING EXCEPTION(S):  
-THE FIELD OFFICE WILL BE PAID AT THE CONTRACT LUMP SUM PRICE BID, WHICH SHALL BE FULL COMPENSATION FOR THE DURATION OF THE PROJECT AND SHALL INCLUDE; FURNISHING AND MAINTAINING FACILITIES, ALL UTILITIES, HEAT, ELECTRIC, TELEPHONES, WEEKLY CLEANING AND REMOVAL OF FACILITIES UPON COMPLETION OF THE CONTRACT.

**BRIDGE AND PAVEMENT TRANSITION(S)**

IN ADDITION TO THE REQUIREMENTS OF SP 400S, THE CONTRACTOR SHALL SURVEY 150' BEFORE AND AFTER ALL MAINLINE BRIDGES WITHIN THE PROJECT. 50' OF THE 150' SHALL INCLUDE THE APPROACH AND ABUTMENT SLABS OF THE MAIN LINE BRIDGE(S). THIS WORK WILL BE USED BY THE CONTRACTOR TO GENERATE A PROFILE (BASED ON POINTS TAKEN AT 10' INTERVALS), FOR EACH LANE TO BE RESURFACED, TO AID THE CONTRACTOR IN ASSURING A SMOOTH TRANSITION TO/FROM THE MAINLINE BRIDGE(S) AND THE ADJOINING PAVEMENT. THE CONTRACTOR SHALL NOTIFY THE COMMISSION OF ANY ISSUES THAT WILL PREVENT THE CONTRACTOR FROM CREATING A SMOOTH PAVEMENT TRANSITION FOR THE MAINLINE BRIDGE(S). ANY CORRECTIVE ACTION REQUIRING POTENTIAL GRINDING OF THE BRIDGE ABUTMENT AND/OR APPROACH SLAB(S) SHALL UTILIZE THE CONTINGENCY ITEM 254 PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN. ALL LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE SURVEY FOR THE MAINLINE BRIDGE TRANSITIONS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT.

**ITEM SP 802 - BARRIER REFLECTOR**

ITEM SP 802-BARRIER REFLECTOR, TYPE B(YELLOW) SHALL CONSIST OF INSTALLING REFLECTORS ON THE MEDIAN CONCRETE BARRIER WALL AS SPECIFIED IN SP 802 EXCEPT THAT THE REFLECTORS SHALL BE INSTALLED AT A 25' NORMAL SPACING AND AT 10' SPACING IN ALL LOCATIONS WHERE THE MEDIAN SHOULDER NARROWS (MEDIAN BRIDGE PIERS AND SIGN FOUNDATIONS). UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL CAREFULLY REMOVE, SO AS NOT TO OVERLY DAMAGE THE BARRIER FACE, THE APPROPRIATE NUMBER OF INSTALLED BARRIER REFLECTORS SO THAT THE NUMBER AND SPACING COMPLY WITH THE REQUIREMENTS OF SP 802. THIS WORK SHALL BE INCIDENTAL TO THE COST OF THE BARRIER REFLECTORS.

THIS ITEM SHALL ALSO CONSIST OF REMOVING EXISTING BARRIER REFLECTORS THAT ARE NOT PLACED AT THE APPROPRIATE LOCATION ON THE MEDIAN WALL AS SPECIFIED IN SP 802. THE COST OF REMOVAL SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 802-BARRIER REFLECTOR, TYPE B.

ITEM SP 802-BARRIER REFLECTOR, TYPE A (WHITE) SHALL CONSIST OF INSTALLING REFLECTORS AT GUARDRAIL LOCATIONS IDENTIFIED BY THE CHIEF ENGINEER, WITHIN PROJECT LIMITS, THAT REQUIRE INSTALLATION, REPAIR, OR REPLACEMENT OF BARRIER REFLECTORS. FOR THIS PURPOSE, A CONTINGENCY IS INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER.

**ITEM SPECIAL - EXISTING CROSSOVER TO BE CLOSED/RE-OPENED, AS PER PLAN**

THIS ITEM SHALL CONSIST OF CLOSING AND RE-OPENING 2 EXISTING MEDIAN CROSSOVERS IN ACCORDANCE WITH OTC STANDARD DRAWING TCB-3 AND AS SHOWN ON THE PLANS. ALL SECTIONS OF TEMPORARY CONCRETE BARRIER WILL BE PROVIDED BY THE CONTRACTOR. PAYMENT FOR THIS ITEM SHALL BE AT THE CONTRACT UNIT PRICE BID EACH AND SHALL BE CONSIDERED FULL COMPENSATION FOR ALL LABOR, EQUIPMENT AND MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK TO CLOSE AND RE-OPEN THE CROSSOVERS.

**ITEM SPECIAL - SECURING MANHOLE LID**

ITEM SPECIAL-SECURING MANHOLE LID HAS BEEN ADDED TO THE PLANS AND SHALL BE USED TO SAFELY SECURE THE MANHOLE LID TO THE MANHOLE CASTING FOR TEMPORARY TRAFFIC CONTROL PURPOSES. THE MANHOLE LIDS ARE LOCATED IN THE MEDIAN/LEFT SHOULDER WITHIN PROJECT LIMITS. SECURING OF MANHOLE LID SHALL CONSIST OF THE FOLLOWING: THE CONTRACTOR SHALL REMOVE THE MANHOLE LID AND REMOVE ANY DEBRIS FROM THE CASTING LIP THAT THE MANHOLE LID RESTS ON; THE CONTRACTOR SHALL RESEAT THE MANHOLE LID AND WELD THE LID TO THE FRAME; PRIOR TO COMPLETION OF THE PROJECT THE CONTRACTOR SHALL REMOVE THE WELD(S) SECURING THE LID TO THE FRAME SO THAT CONTINUED ACCESS TO THE MANHOLE CAN BE MAINTAINED.

WELDING THE LID TO THE FRAME SHALL CONSIST OF FOUR 10" LONG FILLET WELDS LOCATED AT EACH QUADRANT OF THE MANHOLE. REMOVAL OF THE WELDS SHALL BE ACCOMPLISHED BY EITHER GRINDING OR AIR ARCING AND IN SUCH A MANNER SO AS NOT TO DAMAGE OR IMPAIR THE INTEGRITY OF THE LID AND/OR CASTING.

ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER ITEM SPECIAL-SECURING MANHOLE LID.

**ITEM SPECIAL - "SNAP" MILL AND FILL**

MAINTENANCE OF TRAFFIC ON THE MEDIAN/LEFT SHOULDER, AND THE RIGHT SHOULDER(S) AT EXIT 180, WILL REQUIRE THE EXISTING "SNAPS" TO BE MILLED AND FILLED. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL OF THE FOLLOWING: REMOVAL OF THE EXISTING "SNAPS" BY MILLING 1 1/2" DEEP AND 2' WIDE; TACK COATING ALL EXPOSED MILLED SURFACES; AND PAVING THE MILLED AREA WITH 1 1/2" OF ITEM SP 404 - ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL - "SNAP" MILL AND FILL.

FROM EASTBOUND MP 176.1 TO MP 176.35 ON THE LEFT SHOULDER, THE SNAP MILL AND FILL SHALL BE FOUR (4) FEET WIDE AND CENTERED TO INCLUDE THE REMOVAL OF THE EXISTING SNAPS, THE AREA BETWEEN THE YELLOW EDGE LINE AND THE EXISTING SNAPS, AND THE YELLOW EDGE LINE. OTHER THAN THE WIDTH, ALL REQUIREMENTS PREVIOUSLY SPECIFIED FOR SNAP MILL AND FILL SHALL APPLY TO THE FOUR (4) FOOT WIDE SECTION. THE ADDITIONAL WORK NECESSARY TO COMPLETE THE FOUR (4) FOOT WIDE SNAP MILL AND FILL ON THE LEFT SHOULDER FROM EASTBOUND MP 176.1 TO MP 176.35 SHALL BE CONSIDERED INCIDENTAL TO ITEM SPECIAL - "SNAP" MILL AND FILL, AND THE CONTRACTOR SHALL PLAN ITS OPERATION ACCORDINGLY. NO ADDITIONAL COMPENSATION SHALL BE GRANTED.

**CONTRACTOR STAGING AREA**

THE AVAILABLE CONTRACTOR STAGING AREA FOR THIS CONTRACT WILL BE AT EXIT 173. OTHER PROPOSED STAGING AREAS WITHIN THE TURNPIKE RIGHT OF WAY MUST BE SUBMITTED TO THE CHIEF ENGINEER FOR APPROVAL PRIOR TO USE.

THE STAGING AREA SHALL BE MAINTAINED BY THE CONTRACTOR AND RESTORED TO ORIGINAL CONDITION TO THE APPROVAL OF THE ENGINEER PRIOR TO COMPLETION OF ALL WORK.

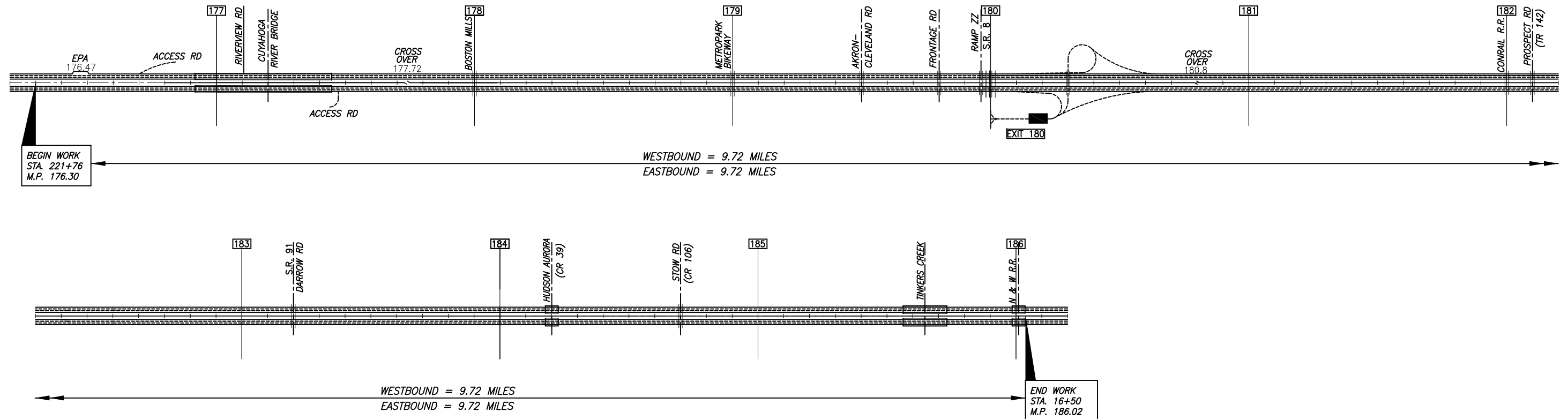


NO.	ADDENDUM #1	JJS 4/4/13
	REVISION	BY DATE

**OHIO TURNPIKE COMMISSION**

**GENERAL NOTES**

DATE : DECEMBER 2012	SCALE : NONE
CONTRACT : 59-13-03	SHEET 7 OF 13



**TEMPORARY TRAFFIC CONTROL NOTES**

**ITEM SP 614 – MAINTAINING TRAFFIC, AS PER PLAN**

THE REQUIREMENTS OF SP 614 APPLY, EXCEPT AS FOLLOWS:

1. ANY TEMPORARY TRAFFIC CONTROL ZONES IMPACTING TRAFFIC AT EXIT 180 SHALL BE ADJUSTED, AT THE DIRECTION OF THE CHIEF ENGINEER, TO ENSURE SAFE AND CONTINUOUS TRAFFIC FLOW TO AND FROM THE EXIT, AT ALL TIMES.
2. THE CONTRACTOR SHALL COVER ALL PERMANENT SIGNS, OR PORTIONS THEREOF, AS REQUIRED BY THE PLANS. SIGN COVERS WILL BE FURNISHED BY THE COMMISSION. THE CONTRACTOR SHALL RETURN THE SIGN COVERS TO THE COMMISSION AT THE END OF THE CONTRACT.
3. SIGN OVERLAYS FOR OVERHEAD SIGNS SHALL BE OF THE SAME COLOR AS THE BACKGROUND OF THE SIGN AND SHALL BE HIGH INTENSITY GRADE SHEETING (TYPE G) ON 0.080 INCH THICK ALUMINUM SECURELY RIVETED TO THE SIGN FACE, AND SHALL BE FURNISHED, INSTALLED AND REMOVED BY THE CONTRACTOR.
4. AT TOLL/SERVICE PLAZA ENTRANCE/EXIT, SMOOTH TRANSITIONS BETWEEN MILLED SURFACES AND PAVED SURFACES SHALL BE MAINTAINED AT ALL TIMES. SEE PLAN NOTE FOR ITEM 614-ASPHALT COCONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN.
5. WORK ZONE EDGE LINE AND LANE LINE SHALL BE 4" IN WIDTH.
6. SINGLE LANE ZONES SHALL BE LIMITED TO A LENGTH OF FOUR (4) MILES, UNLESS OTHERWISE SPECIFIED IN THE PLANS. LONGER OR MULTIPLE ZONES, SINGLE LANE OR IN THE SAME DIRECTION OF TRAVEL, SHALL ONLY BE PERMITTED WITH PRIOR APPROVAL FROM THE CHIEF ENGINEER.



**SUGGESTED SEQUENCE OF OPERATIONS**

EASTBOUND AND WESTBOUND CONSTRUCTION MAY BE PERFORMED CONCURRENTLY OR CONSECUTIVELY.

SEE SHEET 10 FOR DESCRIPTION OF EACH TEMPORARY TRAFFIC CONTROL PHASE.

CONSTRUCTION MAY BE PERFORMED IN THE FOLLOWING GENERAL SEQUENCE:

**MAINLINE RESURFACING (PHASES 1 TO 4)**

(A) IMPLEMENT TRAFFIC PATTERN TO CLOSE LEFT LANE AND MEDIAN SHOULDER TO PERMIT THE MILL AND FILL OF EXISTING MEDIAN SHOULDER "SNAPS" WITHIN AND OUTSIDE PROJECT LIMITS, CLOSE EXISTING CROSSOVER(S), REPAIR MEDIAN (LEFT SHOULDER) CATCH BASINS, WELD MANHOLE LIDS CLOSED AND INSTALL TEMPORARY TRAFFIC CONTROL FOR FOLLOWING PHASE. ANY WORK THAT ENCROACHES ON THE CENTER LANE AND REDUCES TRAFFIC DOWN TO A SINGLE LANE SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF SP 614 AND SP 104.

(B) IMPLEMENT NEW TRAFFIC PATTERNS WHICH CLOSES RIGHT AND CENTER LANE AND SHIFTS TRAFFIC TO LEFT LANE AND MEDIAN SHOULDER.

(C) REMOVE RPMs.

(D) REMOVE ASPHALT SURFACE BY MILLING OF RIGHT AND CENTER LANE(S) TO THE DEPTH SPECIFIED IN THE PLANS. ANY WORK THAT ENCROACHES ON A LANE OF TRAFFIC WILL REQUIRE THE CONTRACTOR TO REDUCE TRAFFIC DOWN TO A SINGLE LANE AND SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF SP 614 AND SP 104.

(E) ASPHALT PAVING OPERATIONS. ANY WORK THAT ENCROACHES ON A LANE OF TRAFFIC WILL REQUIRE THE CONTRACTOR TO REDUCE TRAFFIC DOWN TO A SINGLE LANE AND SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF SP 614 AND SP 104. THE SURFACE COURSE SHALL BE PAVED FULL WIDTH AT NIGHT AS DESCRIBED IN SP 400.

(F) INSTALL PERMANENT PAVEMENT MARKNGS AND RPM's

(G) IMPLEMENT TRAFFIC PATTERN WHICH SHIFTS TRAFFIC TO RIGHT AND CENTER LANE(S).

(H) REMOVE TEMPORARY TRAFFIC CONTROL ITEMS AND INSTALL SNAPS IN MEDIAN SHOULDER AND INSTALL ANY PERMANENT PAVING STRIPING AND RPM's NOT INSTALLED IN A PREVIOUS PHASE.

(I) TRAFFIC TO BE MAINTAINED AT ALL TIMES TO AND FROM EXIT 180 UTILIZING THE APPROPRIATE OTC STANDARD DRAWINGS.

NO.	ADDENDUM #1	JJS	4/4/13
	REVISION	BY	DATE
<b>OHIO TURNPIKE COMMISSION</b>			
<b>MAINTENANCE OF TRAFFIC NOTES AND SUGGESTED SEQUENCE OF OPERATIONS</b>			
DATE : NOVEMBER 2012		SCALE : N.T.S.	
CONTRACT : 59-13-03		SHEET 8 OF 13	