

GENERAL NOTES

SAFETY AND CONTINUITY OF OPERATIONS OF TRAFFIC ON THE OHIO TURNPIKE SHALL BE OF THE MOST IMPORTANT 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 FOR APPROVAL ON A 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, WEST 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:

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| ITEM SP 202B-CRACK REPAIR, 1" OR LESS, USING SAND ASPHALT | 10 C.Y. |
| ITEM SP 202B-CRACK REPAIR, 1" OR LESS, USING HOT JOINT SEALER | 1500 GAL. |
| ITEM SP 202B-CRACK REPAIR, WIDER THAN 1" AND LESS THAN 1' | |
| ITEM SP 202B-CRACK REPAIR, WIDER THAN 1" AND LESS THAN 1' | 10 C.Y. |
| ITEM SP 202B-CRACK REPAIR, WIDER THAN 1" AND GREATER THAN 1' | |
| ITEM SP 202B-CRACK REPAIR, WIDER THAN 1" AND GREATER THAN 1' | 10 C.Y. |
| ITEM SP 202B-3 CORNER CRACK REPAIR, USING ITEM SP 402 (PG 64-22) | 20 C.Y. |
| ITEM SP 202B-REPAIR EXISTING EXPANSION JOINT, USING ITEM SP 404(PG64-22) | 50 C.Y. |
| ITEM SP 202B-LONGITUDINAL CRACK REPAIR | 50 C.Y. |

ITEM SP304 - AGGREGATE BASE
A CONTINGENCY QUANTITY OF 150 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 604 - CATCH BASIN ADJUSTMENTS, GRATES AND CASTINGS, AS PER PLAN
THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE IN ADJUSTING, REPAIRING AND/OR REBUILDING MEDIAN/LEFT SHOULDER CATCH BASINS. FOR ITEM 604 - CATCH BASIN, ADJUSTED TO GRADE, AS PER PLAN, THE CONTRACTOR SHALL REBUILD (MAXIMUM HEIGHT OF 12") 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 IS STRICTLY PROHIBITED. 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 EMBEDDED AT LEAST 6" INTO THE EXISTING PRECAST STRUCTURE AND SECURED WITH NON-SHRINK NON-METALLIC GROUT THAT CONFORMS TO SP 952. THE CONTRACTOR SHALL USE FORMS, SIZED TO CONFORM TO THE INTERIOR OF THE CATCH BASIN, 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 LEVEL OF THE EXISTING PAVEMENT. THE SAME METHOD SHALL BE USED FOR ADJUSTING CATCH BASINS TO GRADE, GREATER THAN 12". THE SPECIFIC CATCH BASINS TO BE INCLUDED IN THE WORK ARE AS INDICATED IN THE PLANS. THE EXISTING GRADE AND CASTING SHALL BE REUSED UNLESS DIRECTED OTHERWISE BY THE CHIEF ENGINEER.

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 GRADE AND CASTING SUPPLIED SHALL BE HEAVY DUTY.

ALL CONCRETE, DOWELS, DOWEL HOLES, GROUT, 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 5 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 ENCOUNTERED AND NEED ADJUSTMENT.

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:

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| ITEM 202-GUARDRAIL REMOVED FOR REUSE OR STORAGE | 200 FT. |
| ITEM 606-GUARDRAIL REBUILD, TYPE 5, USING STEEL POSTS | 200 FT. |
| ITEM 606-GUARDRAIL, ADJUSTED TO 27" HEIGHT | 400 FT. |
| ITEM 608-GUARDRAIL, TYPE 5, USING STEEL POSTS | 200 FT. |

ITEM 619-FIELD OFFICE, AS PER PLAN
THE FIELD OFFICE PROVIDED SHALL MEET THE REQUIREMENTS OF ITEM 619, TYPE B FIELD OFFICE WITH THE FOLLOWING EXCEPTION(S):

-THE COPPER PROVIDED SHALL BE CAPABLE OF PROVIDING 11"x17" COPIES
-THE FIELD OFFICE WILL BE PAID AT THE CONTRACT LUMP SUM PRICE BID, WHICH SHALL BE FULL COMPENSATION FOR FURNISHING AND MAINTAINING FACILITIES, ALL UTILITIES, HEAT, ELECTRIC, TELEPHONES, WEEKLY CLEANING AND REMOVAL OF FACILITIES UPON COMPLETION OF THE CONTRACT.

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 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 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 QUANTITY OF 200 EACH, TYPE A, 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 EXISTING MEDIAN CROSSOVERS IN ACCORDANCE WITH OTC STANDARD DRAWING TOB-3. ALL SECTIONS OF TEMPORARY CONCRETE BARRIER WILL BE PROVIDED BY THE CONTRACTOR. PAYMENT FOR THIS ITEM SHALL BE AT THE CONTRACT UNIT PRICE BID FOR EACH AND SHALL BE CONSIDERED FULL COMPENSATION FOR ALL LABOR, EQUIPMENT AND MATERIALS, AND INCIDENTALS, INCLUDING PROVIDING TEMPORARY CONCRETE BARRIER, NECESSARY TO COMPLETE THE WORK TO CLOSE AND RE-OPEN THE CROSSOVERS.

ITEM 254 - PAVEMENT PLANNING, PORTLAND CEMENT CONCRETE, AS PER PLAN
THIS CONTINGENCY ITEM CONSISTS OF PAVEMENT PLANNING OF CONCRETE APPROACH SLABS WITH DIAMOND BLADES ONLY. THIS QUANTITY IS INTENDED TO BE UTILIZED TO MEET PAVEMENT SMOOTHNESS. A QUANTITY OF 640 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 PLANNING, 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 PLANNING, PORTLAND CEMENT CONCRETE, AS PER PLAN OR AS CORRECTIVE WORK FOR SP400S.

ITEM 614-ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN
THIS ITEM SHALL CONSIST OF THE CONTRACTOR PROVIDING APPROXIMATELY 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 SUBJECT 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 PAVING AND REMOVING THE ASPHALT CONCRETE. THIS ITEM SHALL BE PAID FOR AT THE UNIT BID PRICE FOR ITEM 614-ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

ITEM SPECIAL - "SNAP" MILL AND FILL
MAINTENANCE OF TRAFFIC ON THE MEDIAN/LEFT SHOULDER 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.

ITEM 609-ASPHALT CONCRETE CURB, PG 64-22, STANDARD TYPE 1
A CONTINGENCY QUANTITY OF 200 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.

ASPHALT SURFACE COURSE PAVING WITH MATERIAL TRANSFER DEVICE
IN ADDITION TO THE REQUIREMENTS OF SP 400, A MATERIAL TRANSFER DEVICE (MTD) SHALL BE USED FOR ALL SURFACE COURSE MAINLINE AND RAMP PAVING. THE MTD SHALL BE SELF PROPELLED AND NOT ATTACHED TO THE ASPHALT SPREADING AND FINISHING EQUIPMENT. THE MTD SHALL BE CAPABLE OF REMIXING AND TRANSFERRING THE ASPHALT MIXTURE FROM THE MTD TO THE ASPHALT SPREADING AND FINISHING EQUIPMENT. ALL COSTS ASSOCIATED WITH THE USE OF THIS EQUIPMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT SP 404 ITEMS.

| ESTIMATED QUANTITIES | | ITEM DESCRIPTION |
|----------------------|-----------|------------------|
| ITEM | TOTAL | UNIT |
| IB ART 6 | 1.00 | LUMP |
| 202 | 230.00 | FT. |
| 202 | 228.00 | EACH |
| SP 202B | 10.00 | CU YD. |
| SP 202B | 1,500.00 | GALLON |
| SP 202B | 10.00 | CU YD. |
| SP 202B | 10.00 | CU YD. |
| SP 202B | 20.00 | CU YD. |
| SP 202B | 20.00 | CU YD. |
| SP 202B | 20.00 | CU YD. |
| 254 | 49,050.00 | SQ. YD. |
| 254 | 64,000.00 | SQ. YD. |
| SP 304 | 150.00 | CU YD. |
| SP 402 | 2,475.00 | CU YD. |
| SP 404 | 1,005.00 | CU YD. |
| SP 404A | 18,084.00 | FT. |
| SP 407 | 15,250.00 | GALLON |
| SP 451 | 1,200.00 | SQ. YD. |
| SP 536 | 1,027.00 | SQ. YD. |
| 604 | 5.00 | EACH |
| 604 | 5.00 | EACH |
| 604 | 5.00 | EACH |
| 606 | 1,981.00 | FT. |
| 606 | 400.00 | FT. |
| 606 | 200.00 | FT. |
| 606 | 200.00 | FT. |
| 609 | 220.00 | FT. |
| SP 614 | 1.00 | LUMP |
| SP 614 | 928.00 | HOURS |
| 614 | 50.00 | CU YD. |
| 614 | 5.85 | MALE |
| 614 | 5.85 | MALE |
| 619 | 2,640.00 | FT. |
| 619 | 1.00 | LUMP |
| 624 | 1.00 | LUMP |
| SP 626 | 220.00 | EACH |
| SP 626A | 1,000.00 | EACH |
| SP 626A | 500.00 | EACH |
| SP 641 | 2.00 | MALE |
| SP 641 | 1.00 | MALE |
| SP 641A | 0.65 | MALE |
| SP 641C | 11.70 | MALE |
| 642 | 15.70 | MALE |
| 642 | 7.85 | MALE |
| 642 | 7.85 | MALE |
| SP 802 | 200.00 | EACH |
| SPECIAL | 1,300.00 | EACH |
| SPECIAL | 5.85 | MALE |
| SPECIAL | 5.85 | MALE |
| SPECIAL | 2.00 | EACH |
| SPECIAL | 21,200.00 | SQ. YD. |

* CONTINGENCY QUANTITY TO BE USED AS DIRECTED BY CHIEF ENGINEER (SEE NOTE).
PORTION OF THIS ITEM IS CONTINGENCY QUANTITY (SEE NOTE).

CONTRACTOR STAGING AREA
THE AVAILABLE CONTRACTOR STAGING AREA FOR THIS CONTRACT WILL BE THE OLD TOLL PLAZA AREA AT EXIT 71. IF A CONTRACTOR CHOOSES A STAGING AREA WITHIN THE TURNPIKE RIGHT OF WAY OTHER THAN WHAT IS INDICATED IN THE PLANS, IT MUST BE SUBMITTED TO THE CHIEF ENGINEER FOR APPROVAL PRIOR TO USE.

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

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| ADDENDUM No. 2 | JUN 27/22/12 |
| ADDENDUM No. 1 | JUN 27/17/12 |
| REVISION | BY DATE |

OHIO TURNPIKE COMMISSION

NOTES AND ESTIMATED QUANTITIES