FARM DRAINS
ALL FARM DRAINS, WHICH ARE ENCOUNTERED DURING CONSTRUCTION, SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS. EXISTING COLLECTORS WHICH ARE LOCATED BELOW THE ROADWAY DITCH ELEVATIONS, AND WHICH CROSS THE ROADWAY, SHALL BE REPLACED WITHIN THE (RIGHT OF WAY) (CONSTRUCTION) LIMITS BY ITEM SP 611 CONDUIT, TYPE B, ONE COMMERCIAL SIZE LARGER THAN
THE EXISTING CONDUIT.

EXISTING COLLECTORS AND ISOLATED FARM DRAINS, WHICH ARE ENCOUNTERED ABOVE THE ELEVATION OF ROADWAY DITCHES, SHALL BE OUTLETTED INTO THE ROADWAY DITCH BY SP 611 TYPE F CONDUIT. THE OPTIMUM OUTLET ELEVATION SHALL BE ONE FOOT ABOVE THE FLOWLINE ELEVATION OF THE DITCH. LATERAL FIELD TILES WHICH CROSS THE ROADWAY SHALL BE INTERCEPTED BY SP 611, TYPE E CONDUIT, AND CARRIED IN A LONGITUDINAL DIRECTION TO AN ADEQUATE OUTLET OR ROADWAY CROSSING.

THE LOCATION, TYPE, SIZE AND GRADE OF REPLACEMENTS SHALL BE DETERMINED BY THE ENGINEER AND PAYMENT SHALL BE MADE ON FINAL MEASUREMENTS.

EROSION CONTROL PADS AND ANIMAL GUARDS SHALL BE PROVIDED AT THE OUTLET END OF ALL FARM DRAINS AS PER ODOT STANDARD CONSTRUCTION DRAWING DM-1.1, EXCEPT WHEN THEY OUTLET INTO A DRAINAGE STRUCTURE. PAYMENT FOR THE EROSION CONTROL PADS AND ANIMAL GUARDS AND ANY NECESSARY BENDS OR BRANCHES SHALL BE INCLUDED FOR PAYMENT IN THE PERTINENT CONDUIT ITEMS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE CHIEF ENGINEER FOR THE WORK NOTED ABOVE:

SP 611	6" CONDUIT, TYPE B	50 FT.
SP 611	6" CONDUIT, TYPE E	50 FT.
SP 611	6" CONDUIT, TYPE F	50 FT.
601	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC	15 CU. YD.

REVIEW OF DRAINAGE FACILITIES
BEFORE ANY WORK IS STARTED ON THE PROJECT 43-23-05 AND AGAIN BEFORE FINAL ACCEPTANCE BY THE OTIC, REPRESENTATIVES OF THE OTIC AND THE CONTRACTOR, SHALL MAKE AN AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE OTIC REPRESENTATIVE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS PART OF THE PROJECT 43-23-05 SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT 43-23-05 WILL BE ACCEPTED BY THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION OR REVISED AS SHOWN IN THESE PLANS. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE CHIEF ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT SP 611 CONDUIT ITEMS.

ITEM 620 - DELINEATOR, POST MOUNTED, AS PER PLAN
THIS ITEM SHALL BE AS OUTLINED IN 620 EXCEPT THAT ALL DELINEATORS AND SUPPORTS TO BE INSTALLED SHALL BE PROVIDED BY OTIC. THE CONTRACTOR SHALL CONTACT THE CHIEF ENGINEER TO ARRANGE FOR PICKUP OF THE DELINEATORS AND POST MATERIALS FOR THE PROJECT. ALL DELINEATORS SHALL BE INSPECTED BY COMMISSION STAFF IN THE PRESENCE OF THE CONTRACTOR PRIOR TO LOADING OF PROVIDED MATERIALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFE TRANSPORTATION OF THE MATERIALS PROVIDED TO THE JOB SITE. UPON ARRIVAL AT THE JOB SITE, THE TRANSPORTED DELINEATOR MATERIALS SHALL BE INSPECTED BY COMMISSION PERSONNEL TO ENSURE THAT NO DAMAGE OCCURRED DURING TRANSPORT. COSTS ASSOCIATED WITH THE PICK- UP OF THE DELINEATORS AND SUPPORTS, THE TRANSPORTATION TO THE PROJECT SITE AND ANY STORAGE COSTS UNTIL ERECTED SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. THIS ITEM SHALL INCLUDE ALL LABOR AND EQUIPMENT COSTS NECESSARY TO INSTALL THE DELINEATORS INDICATED IN THE PLANS.

ITEM SP 626 - BARRIER REFLECTORS
FOLLOWING COMPLETION OF THE PROJECT, NEW BARRIER REFLECTORS SHALL BE INSTALLED ON THE PROPOSED GUARDRAIL AND PARAPET. BARRIER REFLECTOR SPACING SHALL CONFORM TO SP 626. MATERIAL SPECIFICATIONS SHALL CONFORM TO SP 626.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR BARRIER REFLECTORS ON THE BRIDGE PARAPETS:

SP 626	BARRIER REFLECTOR, TYPE B2	24 EACH

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES
WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE CHIEF ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE CHIEF ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT SP 611 CONDUIT ITEM.

ITEM SP 304 - AGGREGATE BASE, AS PER PLAN
IN ADDITION TO THE REQUIREMENTS OF ITEM SP 304, THIS ITEM SHALL CONSIST OF ODOT ITEM 703 NO. 1 AND NO. 2 STONE.

ITEM 204 - GEOTEXTILE FABRIC, 712.09 TYPE A, AS PER PLAN
ITEM 204 - GEOTEXTILE FABRIC, 712.09 TYPE B, AS PER PLAN
IN ADDITION TO THE REQUIREMENTS OF ITEM 204, THIS ITEM SHALL CONSIST OF ODOT ITEM 712.09, TYPE A GEOTEXTILE FABRIC OR ODOT ITEM 712.09, TYPE B GEOTEXTILE FABRIC, AS INDICATED IN THE PLANS.

ITEM SPECIAL - GEOSYNTHETIC LINER
THIS ITEM SHALL CONSIST OF A GEOSYNTHETIC LINER OR EQUIVALENT IMPERMEABLE GEOTEXTILE CONFORMING TO STANDARD SPECIFICATION GRI-GM17 OF THE GEOSYNTEHTIC INSTITUTE, 475 KEDRON AVENUE, FOLSOM, PA, 19033, AT LOCATIONS INDICATED ON THE TYPICAL SECTIONS. ANY ADDITIONAL EXCAVATION REQUIRED TO INSTALL THE LINER SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THIS ITEM.

ITEM 203 - EMBANKMENT, AS PER PLAN
IN ADDITION TO THE REQUIREMENTS OF ITEM 203, THIS ITEM SHALL CONSIST OF NATURAL SOILS CLASSIFIED AS A-4a, A-6a, OR A-6b.

ITEM 202 - GUARDRAIL REMOVED, AS PER PLAN
IN ADDITION TO THE REQUIREMENTS OF ITEM 202, THE CONTRACTOR SHALL CAREFULLY REMOVE THE EXISTING GUARDRAIL AND ALL ASSOCIATED ITEMS (HARDWARE, POSTS, ETC.) DESIGNATED FOR REMOVAL IN THE PLANS SO AS NOT TO DAMAGE ANY REMOVAL ITEMS AND DELIVER THE GUARDRAIL PANELS, PLASTIC BLOCKOUTS, AND ALL STEEL GUARDRAIL POSTS TO THE FULTON COUNTY ENGINEERS OFFICE AT 9120 COUNTY ROAD 14, WAUSEON, OH, 4356.

THE CONTRACTOR SHALL CONTACT THE FULTON COUNTY ENGINEERS OFFICE AT LEAST SEVEN (7) DAYS PRIOR TO DELIVERY OF THE EXISTING GUARDRAIL, EXISTING PLASTIC BLOCKOUTS AND ALL EXISTING STEEL GUARDRAIL POSTS.

PAYMENT FOR THE ABOVE STATED SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO PERFORM THIS WORK AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202 - GUARDRAIL REMOVED, AS PER PLAN.

ITEM 203 - BORROW
THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

203 BORROW — 17670 CU. YD. + 1076 CU. YD. CONTINGENCY = 18746 CU YD

ITEM 203 - EXCAVATION, AS PER PLAN
IN ADDITION TO THE REQUIREMENTS OF ITEM 203, THIS ITEM SHALL ALSO INCLUDE THE REMOVAL AND OFF-SITE DISPOSAL OF EXCAVATED MATERIALS.

SURVEYING PARAMETERS
USE THE FOLLOWING VERTICAL POSITIONING AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD: GNSS
MONUMENT TYPE: $\frac{5}{8}$" REBAR WITH PLASTIC CAP STAMPED "GPD GROUP"

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 18

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE NORTH
COMBINED SCALE FACTOR: 1.00000000
ORIGIN OF COORDINATE SYSTEM: 0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE DESCRIBED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

BENCHING OF FOUNDATION SLOPES
ALTHOUGH TYPICAL SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05.

SPECIAL BENCHING SLOPE DRAINS
PLACE SPECIAL BENCHING SLOPE DRAINS AS DETAILED ON SHEET 7 AND AS INDICATED ON THE TYPICAL SECTIONS. THESE DRAINS SHALL CONSIST OF ITEM 204 GRANULAR EMBANKMENT, AS PER PLAN (NO. 8 AGGREGATE), ITEM 204 GEOTEXTILE FABRIC, 712.09 TYPE A, AS PER PLAN, AND ITEM SP611 4" CONDUIT TYPE F, 707.31 (PERFORATED). TYPE F CONDUIT SHALL BE PERFORATED AS PER CONDUIT FOR ITEM 605 UNCLASSIFIED PIPE UNDERDRAINS. THE GRANULAR EMBANKMENT SHALL BE PLACED IN LIFTS AS THE SPECIAL BENCHING BACKFILL IS CONSTRUCTED. TRANSVERSE OUTLET DRAINS SHALL BE PROVIDED AS DIRECTED BY THE CHIEF ENGINEER. THESE OUTLET DRAINS SHALL CONSIST OF ITEM SP611 CONDUIT TYPE F, 707.33 WITH ITEM SP611 PRECAST REINFORCED CONCRETE OUTLETS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE CHIEF ENGINEER FOR THE WORK NOTED ABOVE:

204	GRANULAR EMBANKMENT, AS PER PLAN (NO.8 AGGREGATE)	50 CU. YD.
204	GEOTEXTILE FABRIC, 712.09 TYPE A, AS PER PLAN	500 SQ. YD.
204	GEOTEXTILE FABRIC, 712.09 TYPE B, AS PER PLAN	500 SQ. YD.
SPECIAL	GEOSYNTHETIC LINER	500 SQ. YD.
SP 611	4" CONDUIT, TYPE F, 707.31 (PERFORATED)	250 FT.
SP611	4" CONDUIT, TYPE F, 707.33	250 FT.
SP 611	PRECAST REINFORCED CONCRETE OUTLET	10 EACH.
601	ROCK CHANNEL PROTECTION, TYPE B WITH GEOTEXTILE FABRIC	25 CU. YD.
601	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	500 SQ. YD.

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NO.	REVISIONS	BY	DATE
1	REVISED NOTES AND QUANTITY	MJT	9/12/23
-	-	-	-
-	-	-	-
-	-	-	-

DESIGNED	CHECKED
MJT	MRG
DRAWN	IN CHARGE
MJT	DGN

OHIO TURNPIKE
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

GENERAL NOTES
MP 27.3 & 32.2
FULTON COUNTY

PROJECT 43-23-05
DATE: 5-26-23

432305-GN001 - Addendum 1.dwg: 9/12/23 - 1:11pm

SEQUENCE OF SLOPE REPAIR CONSTRUCTION
SPIES-HANDY CORNERS ROAD (T.R. 22) OVER OHIO TURNPIKE (M.P. 27.3)

1. THE GENERAL AREA OF SLOPE FAILURE REPAIR IS SHOWN ON AND IN THE PLANS AND MAY BE ADJUSTED BY THE CHIEF GEOTECHNICAL ENGINEER TO ENSURE THE INTENT OF THE PLANS ARE ACHIEVED.

2. THE CROSS-SECTIONAL AREA SHOWN OF THE EXISTING SIDE SLOPE EMBANKMENT MATERIAL TO BE REMOVED AND REPLACED AND THE LIMITS OF CORRECTIVE WORK ARE SHOWN ON THE PLANS.

3. THE EXISTING SLOPE SHALL BE BENCHED AS SHOWN ON THE PLANS STARTING FROM THE TOP AT ROADWAY ELEVATION AND PROCEEDING TO THE BOTTOM AT TOE OF SLOPE. EMBANKMENT REPLACEMENT MATERIAL SHALL BE FURNISHED, PLACED AND COMPACTED IN ACCORDANCE WITH ITEM 203, AS PER PLAN, STARTING FROM THE BOTTOM AT TOE OF SLOPE AND PROCEEDING TO THE TOP. ALL EMBANKMENT MATERIAL SUPPLIED UNDER ITEM 203 - EMBANKMENT, AS PER PLAN, SHALL BE TESTED BY THE CONTRACTOR TO ENSURE THAT THE MATERIAL CONFORMS TO A-4A, A-6A OR A-6B SOIL CLASSIFICATION, AND HAS A MINIMUM EFFECTIVE COHESION OF 200 PSF, A MINIMUM EFFECTIVE FRICTION ANGLE OF 26 DEGREES, AND A MAXIMUM DRY DENSITY OF 110 PCF OR GREATER AS DETERMINED BY ODOT SUPPLEMENT 1015. THE TESTING RESULTS OF THE COMMISSION'S TESTING AGENCY SHALL BE THE DETERMINING FACTOR FOR THIS REQUIREMENT. THE TEST RESULTS OF THE CONTRACTOR'S TESTING AGENCY WILL NOT BE CONSIDERED FOR THIS REQUIREMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING/EXCAVATING A MINIMUM OF TWO SAMPLES OF THE EXISTING SLOPE MATERIAL AT A DEPTH OF 1 TO 3 FEET BELOW GRADE FOR EACH SLOPE AREA TO BE TESTED BY THE COMMISSION'S TESTING AGENCY. THE SAMPLES SHALL BE OBTAINED WITHIN THE SLOPE REPAIR AREA, AT THE MIDPOINT OF THE SLOPE OR AS FAR AS THE EXCAVATION EQUIPMENT CAN REACH FROM THE ROADWAY SHOULDER.

4. THE CONTRACTOR WILL REUSE THE EXISTING SLOPE MATERIALS PROVIDED THE EXISTING SLOPE MATERIAL MAY BE REWORKED AND MODIFIED, AT THE CONTRACTOR'S EXPENSE TO MEET THE REQUIREMENTS SPECIFIED ABOVE. BORROW MATERIAL WILL ONLY BE USED IF THE CONTRACTOR CAN PROVE TO THE CHIEF ENGINEER AND OR ITS REPRESENTATIVE THAT THE EXISTING SITE MATERIAL CANNOT BE REUSED. ALL EXCAVATED MATERIAL NOT REUSED, SHALL BE DISPOSED OF IN ACCORDANCE WITH OTIC SP 105.

5. BENCHING AND LIMITS OF CORRECTIVE WORK SHOWN ON THE PLANS MAY BE MODIFIED IN ACCORDANCE WITH THE FIELD CONDITIONS TO ENSURE THAT THE EMBANKMENT MATERIAL IS LOCATED AND REMOVED AND REPLACED TO THE DIMENSIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE CHIEF ENGINEER.

6. THE TOP 6 INCHES OF EMBANKMENT REMAINING AFTER REMOVAL TO THE SPECIFIED DEPTH SHALL BE COMPACTED TO A MINIMUM DENSITY OF 98% (AASHTO T99 .OR ODOT SUPPLEMENT 1015) PRIOR TO PLACING OR REPLACING EMBANKMENT MATERIAL AFTER REMOVAL OF THE SIDE SLOPE EMBANKMENT AND PRIOR TO RECONSTRUCTION OF THE SIDE SLOPE EMBANKMENT PER THE PLAN REQUIREMENTS PROOF ROLL THE TOE OF THE SLOPE. REMOVE ANY SOFT SOILS FROM AREAS IDENTIFIED BY PROOF ROLLING AND REPLACE THE EXCAVATED MATERIAL WITH AFOREMENTIONED SPECIFIED EMBANKMENT MATERIAL AND COMPACT THE BACKFILLED EMBANKMENT MATERIAL IN ACCORDANCE WITH ODOT ITEM 203.

7. FOLLOWING COMPLETION OF THE INITIAL BENCH EXCAVATION, EXCAVATION OF THE SHEAR KEY AT THE TOE OF THE PROPOSED FINAL SLOPE GRADE SHALL BE PERFORMED PRIOR TO PLACING THE NEW EMBANKMENT. THE DIMENSIONS OF THE SHEAR KEY SHALL BE AS SHOWN ON THE SLOPE REPAIR TYPICAL DETAIL AND PLACEMENT OF THE MATERIAL SHALL BE IN ACCORDANCE WITH ODOT ITEM 203.

8. THE SURFACE OF BENCHED AREAS SHALL BE SLOPED PERPENDICULAR TO THE FACE OF THE SLOPE TO DRAIN DURING INCLEMENT WEATHER TO MINIMIZE SATURATION OF THE CONSTRUCTED BENCHES.

9. PLACEMENT AND COMPACTION OF EMBANKMENT FILL SHALL BE DONE IN NO MORE THAN 8" LIFTS, PLACED AND COMPACTED IN ACCORDANCE WITH ODOT ITEM 203. FILL PLACEMENT SHALL BE PERFORMED AS SYMMETRICAL AS POSSIBLE ACROSS THE ENTIRE SITE TO PREVENT LATERAL STRESSES FROM DEVELOPING ON THE EXISTING BRIDGE PIERS AND THEIR FOUNDATION COMPONENTS. COMPACTION OF THE NEW FILL PLACEMENT AROUND EXISTING STRUCTURES SHALL BE ACCOMPLISHED THROUGH THE USE OF PORTABLE COMPACTION EQUIPMENT (HAND OPERATED TAMPERS OR OTHER EQUIPMENT APPROVED BY THE ENGINEER).

10. THE SLOPE REPAIR SEQUENCE OF CONSTRUCTION SHOWN ON THIS SHEET CORRESPONDS TO THE SLOPE REPAIR TYPICAL ON SHEETS 2 THRU 3. THE REPAIR SEQUENCE IN OTHER AREAS SHALL BE CONSTRUCTED IN A SIMILAR SEQUENCE ORDER. LIMIT THE SLOPE REPAIR SEQUENCE TO A LONGITUDINAL SEGMENT HAVING A LENGTH THAT CAN BE COMPLETED WITHIN A DAY OF WORK WITHIN A REASONABLE PERIOD OF TIME AND MAY BE ADJUSTED BY THE ENGINEER, WHICH INCLUDES BOTH BENCHING FROM TOP TO BOTTOM, AND PLACEMENT AND COMPACTION OF EMBANKMENT FROM BOTTOM TO TOP, TO MINIMIZE DAMAGE OF CONSTRUCTION FROM EXPOSURE TO INCLEMENT WEATHER.

SEQUENCE OF SLOPE REPAIR CONSTRUCTION **(CONT'D)**

11. AFTER THE TEMPORARY PORTABLE CONCRETE BARRIER HAS BEEN INSTALLED THE CONTRACTOR SHALL REMOVE THE GUARDRAIL ALONG THE SLOPE REPAIR AREA.

12. ALTHOUGH TYPICAL SECTIONS AND CROSS SECTIONS ARE PROVIDED INDICATING SUGGESTED BENCHING OF THE EMBANKMENT FOUNDATION THROUGHOUT THE PROJECT, NO WAIVER OF SPECIFICATION IS INTENDED. ALL SIDE SLOPE EMBANKMENT AREAS SHALL BE BENCHED AS SET FORTH IN ITEM 203 OR DIRECTED BY THE CHIEF ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING UNDER ITEM 203.

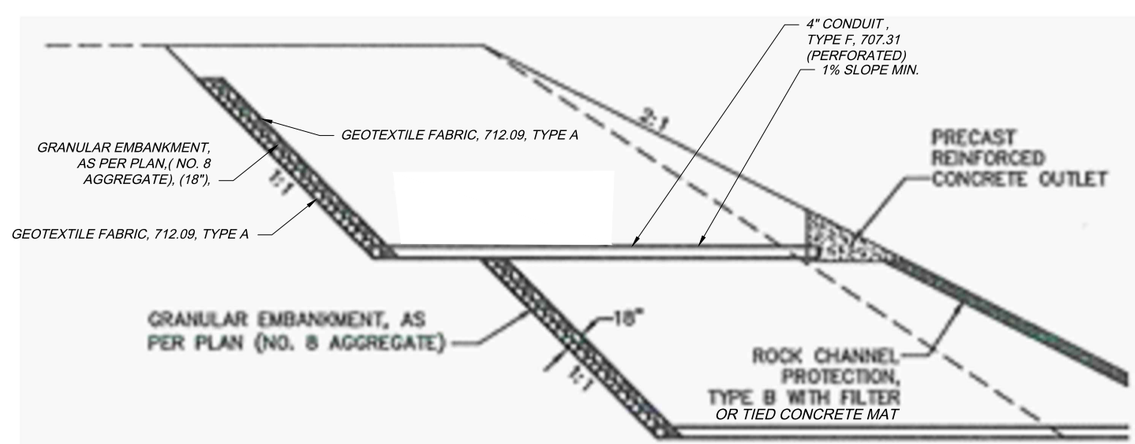
13. THE SEQUENCE OF BENCHING WORK CAN BE MODIFIED BY THE CONTRACTOR AT THEIR DISCRETION AND AT APPROVAL OF THE CHIEF ENGINEER.

MODIFIED TOE KEY
SPIES-HANDY CORNERS ROAD (T.R. 22) OVER OHIO TURNPIKE (M.P. 27.3)

WHERE THE TOE KEY IS LOCATED UNDER THE WATER SWALE, A GEOSYNTHETIC LINER SHOULD BE INSTALLED TO PREVENT INFILTRATION OF WATER INTO THE TOE KEY AND SATURATING ITS SUBGRRADE. THE GEOSYNTHETIC LINER SHOULD CONSIST OF A 40 MILS LLDPE IMPERMEABLE GEOMEMBRANE (OR EQUIVALENT) CONFORMING TO STANDARD SPECIFICATION GRI-GM17 OF THE GEOSYNTEHTIC INSTITUTE, 475 KEDRON AVENUE, FOLSOM, PA, 19033, MEASURED PERPENDICULAR TO THE FACE OF THE SLOPE OR BOTTOM OF THE SWALE. A GEOTEXTILE FABRIC, 712.09 TYPE B SHOULD BE PLACED UNDER THE GEOSYNTHETIC LINER AND OVER THE TOE KEY BACKFILL.

BENCHING SLOPE DRAINS NOTES
SPIES-HANDY CORNERS ROAD (T.R. 22) OVER OHIO TURNPIKE (M.P. 27.3)

IF WET, UNSTABLE SOILS ARE ENCOUNTERED DURING CONSTRUCTION OF THE BENCHING, SLOPE DRAINS SHALL BE INSTALLED AT THE BACK OF THE EXCAVATION. AS DETAILED BELOW. DRAINS SHALL CONSIST OF ITEM 203 -- GRANULAR EMBANKMENT, AS PER PLAN (NO. 8 AGGREGATE), ITEM 204 -- GEOTEXTILE FABRIC, 712.09 TYPE A, AND ITEM SP 611 - 4" CONDUIT TYPE F, 707.31 (PERFORATED). THE GRANULAR EMBANKMENT SHALL BE PLACED IN LIFTS AS THE BENCHING BACKFILL IS CONSTRUCTED. TRANSVERSE OUTLET DRAINS SHALL OUTLET FROM THE AGGREGATE DRAIN AT THE LOW END OF THE BENCHES. THESE OUTLET DRAINS SHALL CONSIST OF ITEM SP 611 -- CONDUIT TYPE F, 707.33 WITH ITEM SP 611 -- PRECAST REINFORCED CONCRETE OUTLETS. TRANSVERSE OUTLET SHALL BE INSTALLED AT A MINIMUM 1 PERCENT SLOPE AND OUTLET THROUGH THE FACE OF THE SLOPE. PROVIDE ITEM 601 -- ROCK CHANNEL PROTECTION, TYPE B WITH FILTER OR OTHER EROSION PROTECTION BELOW THE OUTLETS, EXTENDING TO THE TOE OF THE SLOPE. IN THE EVENT THAT A TIED CONCRETE BLOCK MAT IS USED AS AN EROSION CONTROL PROTECTION BELOW THE OUTLETS, THE MAT SHALL BE 6 FEET WIDE AND EXTEND TO THE TOE OF SLOPE.



BENCHING SLOPE DRAIN DETAIL

432305-GN001 - Addendum 1.dwg; 9/12/23 - 1:11pm

DESIGNED	CHECKED	NO.	REVISIONS	BY	DATE
MJT	MRG	1	REVISED NOTE	MJT	9/12/23
DRAWN	IN CHARGE	-	-	-	-
MJT	DGN	-	-	-	-

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GENERAL NOTES
MP 27.3 & 32.2
FULTON COUNTY

PROJECT 43-23-05
DATE: 5-26-23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

MAINTAINING TRAFFIC (CONTINUED)

VI. MAINTENANCE OF TRAFFIC MATERIALS

A. SIGNS
SIGN DIMENSIONS AND SPECIFICATIONS, INCLUDING LETTER SIZES SHALL BE AS PROVIDED IN THE OMUTCD, OR IN OTIC/ODOT STANDARD DRAWING(S). THE SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER PRIOR TO THE START OF THE PROJECT.

B. GUARDRAIL DELINEATION
GUARDRAIL DELINEATION SHALL CONSIST OF SP 626 BARRIER REFLECTORS INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. THE DELINEATORS SHALL BE SPACED 100' (MIN), WITH ALL GUARDRAIL RUNS HAVING NO LESS THAN TWO (2) DELINEATORS (ONE DELINEATOR ON THE BEGIN AND ONE ON THE END OF THE GUARDRAIL RUN)

PAYMENT FOR GUARDRAIL DELINEATION SHALL BE INCLUDED WITH ITEM SP 614 MAINTAINING TRAFFIC. SUCH PAYMENT SHALL INCLUDE PROVIDING, INSTALLING, MAINTAINING, REPLACING DAMAGED DELINEATORS AND REMOVING, AS SPECIFIED, FOR THE ABOVE SAID GUARDRAIL DELINEATION.

C. PORTABLE BARRIER
ALL PORTABLE BARRIERS SHOWN ON THE PLANS FOR MAINLINE TEMPORARY TRAFFIC CONTROL WILL BE AS PER SP 622. THE SAME BARRIER CAN BE USED FOR THE VARIOUS PHASES. THE COST FOR TRANSPORTING, INSTALLING, MAINTAINING, REMOVAL AND STORING THE PORTABLE BARRIER FOR EACH PHASE SHALL BE INCLUDED IN THE ORIGINAL UNIT COST OF SUPPLYING THE BARRIER FOR ITEM SP 622.

THE CONTRACTOR SHALL REPLACE ANY DAMAGED PORTABLE BARRIER WITHIN 24 HOURS OF A DAMAGING IMPACT.

VII. PAYMENT

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH SP 614, AS SHOWN IN THE OTIC/ODOT STANDARD DRAWING(S), ODOT CONSTRUCTION & MATERIAL SPECIFICATION (C&MS) AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OMUTCD. PAYMENT FOR MAINTENANCE OF TRAFFIC ITEMS, UNLESS OTHERWISE SPECIFIED SEPARATELY, SHALL BE PAID FOR UNDER THE LUMP SUM BID FOR ITEM SP 614 - MAINTAINING TRAFFIC, WHICH SHAL INCLUDE ALL LABOR, EQUIPMENT MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THE WORK AS DETAILED IN THE PLAN.

ITEM 630 - SIGNING MISC.: LOW CLEARANCE SIGNS

IF DURING THE PROJECT THE CONTRACTOR REDUCES THE VERTICAL CLEARANCE TO LESS THAN 14'-6" THEN THE CONTRACTOR MUST INSTALL W12-2 LOW CLEARANCE AND W16-3aP DISTANCE PLAQUE SIGNS PRIOR TO IMPLEMENTING THE REDUCTION IN VERTICAL CLEARANCE. THE SIGN LEGEND ON THE W12-2 SHALL BE THE MEASURED REDUCED VERTICAL CLEARANCE MINUS 3 INCHES.

WHERE VERTICAL CLEARANCE IS REDUCED ALONG THE MAINLINE OF THE TURNPIKE OR A ROAD THAT CROSSES UNDER THE TURNPIKE, SIGN(S) MUST BE POSTED APPROXIMATELY ¼ MILE, ½ MILE AND 1 MILE PRIOR TO THE BRIDGE WITH THE VERTICAL CLEARANCE REDUCTION. APPROACHES WITH A SINGLE LANE REQUIRES A SIGNS ON THE RIGHT-HAND SIDE ONLY. APPROACHES WITH TWO OR MORE LANES REQUIRES SIGNS ON BOTH THE LEFT-HAND SIDE AND RIGHT-HAND SIDE.

IF AN ENTRANCE RAMP MERGES WITH THE MAINLINE BETWEEN THE ¼ MILE SIGN AND THE BRIDGE THEN AN ADDITIONAL SIGN SHALL BE POSTED ON THE ENTRANCE RAMP.

ON ROADS THAT CROSS UNDER THE TURNPIKE, ADDITIONAL SIGNS MAY BE NEEDED IF A SIDE STREET IS LOCATED BETWEEN THE ¼ MILE SIGN AND THE BRIDGE WITH THE VERTICAL CLEARANCE REDUCTION.

ANY TEMPORARY TRAFFIC ZONES APPROACHING THE BRIDGE MUST BE FULLY ESTABLISHED PRIOR TO THE FIRST LOW CLEARANCE SIGN (APPROXIMATELY 1 MILE PRIOR TO THE BRIDGE WITH THE VERTICAL CLEARANCE REDUCTION.)

PAYMENT FOR THIS ITEM SHALL INCLUDE, BUT NOT BE LIMITED TO, THE COST TO FURNISH AND ERECT THE SIGNS, INCLUDING SIGN SUPPORT, MAINTAINING THE SIGN AND REMOVAL OF THE SIGN. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 630 - SIGNING MISC.: LOW CLEARANCE SIGN..... 24 EACH

ITEM SP 614ZP - ZONE PERSON WITH ZONE VEHICLE
THE CONTRACTOR SHALL DESIGNATE A ZONE PERSON PER SP 614ZP.

THE FOLLOWING CALCULATIONS ASSUME A SINGLE ZONE PERSON WILL BE RESPONSIBLE FOR THE TWO (2) BRIDGE CONSTRUCTION LOCATIONS AND THE ASSOCIATED MAINLINE ZONES.

- 120 DAYS X 10 HOURS/DAY = 1200 HOURS

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
ITEM SP 614ZP - ZONE PERSON WITH ZONE VEHICLE ..... 1200 HOURS

SUSPENSION OF WORK

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, THE CHIEF ENGINEER WILL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

NOTICE OF CLOSURE SIGNS

NOTICE OF CLOSURE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST TWENTY-ONE (21) DAYS IN ADVANCE OF THE SCHEDULED ROAD CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. THEY SHALL BE ERECTED AT THE POINT OF CLOSURE. THE SIGNS SHALL REMAIN IN PLACE UNTIL THE ROADWAY IS REOPENED TO TRAFFIC.

THE NOTICE OF CLOSURE SIGNS SHALL BE IN ACCORDANCE WITH ITEM 614 AND ODOT SIGN DESIGNS AND MARKINGS MANUAL, EXCEPT THE LAST LINE SHALL READ "OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION".

W20-H14
60"X36"

THE COST FOR ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO FURNISH, ERECT, MAINTAIN IN AN ACCEPTABLE CONDITION AND REMOVE THE NOTICE OF CLOSURE SIGN SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR SP 614 - MAINTAINING TRAFFIC.

WORK ZONE PAVEMENT MARKINGS

THE WORK ZONE PAVEMENT MARKINGS SHALL BE 4" WIDE, UNLESS NOTED OTHERWISE ON THE PLANS OR ODOT/OTIC STANDARD DRAWING. REMOVAL METHODS LISTED IN SP 614C SHALL ALSO BE USED TO REMOVE ITEM 614 - WORK ZONE PAVEMENT MARKINGS.

ALL COSTS FOR THE PLACEMENT OF WORK ZONE PAVEMENT MARKINGS INCLUDING EQUIPMENT, LABOR AND MATERIALS SHALL BE PAID FOR IN THE SEPARATELY ITEMIZED UNIT PRICE BID PER MILE FOR THE TEMPORARY MARKINGS AS SHOWN IN THE MAINTENANCE OF TRAFFIC SUBSUMMARY ON SHEET 10.

SP 614C - REMOVAL OF PAVEMENT MARKINGS

ALL PAVEMENT MARKINGS WHICH ARE IN CONFLICT WITH THE PROPOSED MAINTENANCE OF TRAFFIC PAVEMENT MARKINGS ARE TO BE REMOVED AS PER SP 614C - REMOVAL OF PAVEMENT MARKINGS.

REMOVAL OF EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY EITHER GRINDING OR WATER BLAST AS APPROVED BY THE CHIEF ENGINEER, IN ACCORDANCE WITH SP 614C.

BLACKOUT TAPE CAN BE USED PER SP 614A AND CMS 614.

MEASUREMENT OF THIS ITEM SHALL BE IN ACCORDANCE WITH SP 614C AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO REMOVE CONFLICTING PAVEMENT MARKINGS TO THE SATISFACTION OF THE CHIEF ENGINEER.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY TO BE UTILIZED AS DIRECTED BY THE CHIEF ENGINEER.

SP 614C - REMOVAL OF PAVEMENT MARKING ..... 0.68 MILE

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NO.	REVISIONS	BY	DATE
1	SP 614ZP NOTE REVISION	TJW	9/12/23
-	-	-	-
-	-	-	-

DESIGNED DLS | CHECKED AKF
DRAWN DLS | IN CHARGE TJW

MAINTENANCE OF TRAFFIC
GENERAL NOTES

FULTON COUNTY

PROJECT 43-23-05
DATE: 5-26-23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

432305-MN001 - Addendum01.dwg: 9/12/23 - 3:52pm

SHEET NUMBER 5	6	15	16	17	18	20	47	ITEM	GRAND TOTAL	UNIT	DESCRIPTION	REF. NO.
											GENERAL	
								IB, ART.6	LUMP	LUMP SUM	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND	
								SP 614	LUMP	LUMP SUM	MAINTAINING TRAFFIC	
								SP 619	LUMP	LUMP SUM	FIELD OFFICE	
								SP 623	LUMP	LUMP SUM	CONSTRUCTION LAYOUT SURVEY	
								624	LUMP	LUMP SUM	MOBILIZATION	
											ROADWAY	
								201	LUMP	LUMP SUM	CLEARING AND GRUBBING	
		200	208					202	408	FOOT	PIPE REMOVED. 24" AND UNDER	
			5					202	5	FOOT	PIPE REMOVED. OVER 24"	
		1738	1657					202	3395	FOOT	GUARDRAIL REMOVED, AS PER PLAN	6
		1611	96					202	1707	FOOT	CURB REMOVED	
		211	283					202	494	FOOT	FENCE REMOVED	
			1					202	1	EACH	HEADWALL REMOVED	
					7539			202	7639	SQ YD	PAVEMENT REMOVED (ASPHALT)	
			4					SP 202	4	EACH	CATCH BASIN REMOVED	
				17705			34	203	17739	CU YD	EXCAVATION	
				10959				203	10959	CU YD	EXCAVATION, AS PER PLAN	5
				17705				203	17705	CU YD	EMBANKMENT, AS PER PLAN	6
	18746							203	18746	CU YD	BORROW	
					8408		140	204	8548	SQ YD	SUBGRADE COMPACTION	
	50							204	50	CU YD	GRANULAR EMBANKMENT, AS PER PLAN (NO. 8 AGGREGATE)	6
4								204	4	HOUR	PROOF ROLLING	
		6	6					SPECIAL	12	EACH	PRECAST FLARED END SECTION	
		2225	1875					606	4100	FOOT	GUARDRAIL, TYPE MGS	
		2	2					606	4	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
		4	4					606	8	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
		2	2					SP 606A	4	EACH	ANCHOR ASSEMBLY, MGS TYPE E	
		211	283					SP 607	494	FOOT	FENCE, TYPE 47	
											EROSION CONTROL	
	500			7916				204	8416	SQ YD	GEOTEXTILE FABRIC, 712.09 TYPE A, AS PER PLAN	6
	500							204	500	SQ YD	GEOTEXTILE FABRIC, 712.09 TYPE B, AS PER PLAN	6
	500			3288				SPECIAL	3788	SQ YD	GEOSYNTHETIC LINER	6
	25							601	25	CU YD	ROCK CHANNEL PROTECTION, TYPE B WITH GEOTEXTILE FABRIC	
	15	6	5					601	26	CU YD	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC	
	500							601	500	SQ YD	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
2								659	2	EACH	SOIL ANALYSIS TEST	
140								659	140	CU YD	TOPSOIL	
2271								659	2271	CU YD	TOPSOIL STOCKPILED	
2271								659	2271	CU YD	TOPSOIL REPLACED	
20460								659	20460	SQ YD	SEEDING AND MULCHING	
1023								659	1023	SQ YD	REPAIR SEEDING AND MULCHING	
1023								659	1023	SQ YD	INTER-SEEDING	
4.60								659	4.60	TON	COMMERCIAL FERTILIZER	
4.23								659	4.23	ACRE	LIME	
166								659	166	M GAL	WATER	
1150								670	1150	SQ YD	DITCH EROSION PROTECTION	
						LUMP		832	LUMP	LUMP SUM	STORM WATER POLLUTION PREVENTION PLAN INSPECTIONS	
						63500		832	63500	EACH	EROSION CONTROL	
						LUMP		SP 113	LUMP	LUMP SUM	SWP3 MANAGEMENT	
											DRAINAGE	
			13.1					602	13.1	CU YD	CONCRETE MASONRY	
		2048	3039					SP 605	5087	FOOT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
	250							SP 611	250	FOOT	4" CONDUIT, TYPE F, 707.31 (PERFORATED)	
	250							SP 611	250	FOOT	4" CONDUIT, TYPE F, 707.33	
	50							SP 611	50	FOOT	6" CONDUIT, TYPE B	
	50							SP 611	50	FOOT	6" CONDUIT, TYPE E	
	50							SP 611	50	FOOT	6" CONDUIT, TYPE F	
		40	80					SP 611	120	FOOT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
		53	54					SP 611	107	FOOT	12" CONDUIT, TYPE B	
		51	54					SP 611	105	FOOT	12" CONDUIT, TYPE C	
		50	50					SP 611	100	FOOT	12" CONDUIT, TYPE D	
		96	120					SP 611	216	FOOT	12" CONDUIT, TYPE F	
			12					SP 611	12	FOOT	54" CONDUIT, TYPE A	
		4						SP 611	4	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
	10							SP 611	10	EACH	PRECAST REINFORCED CONCRETE OUTLET	
		4	8					SP 611	12	EACH	CATCH BASIN, NO. 3	

NO.	REVISIONS	BY	DATE
1	REVISED QUANTITIES	MJT	9/12/23
-	-	-	-
-	-	-	-

DESIGNED MJT | CHECKED MRG | IN CHARGE DGN | DRAWN MJT

DESIGN AGENCY
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OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

GENERAL SUMMARY

MP 27.3 & 32.2

FULTON COUNTY

PROJECT 43-23-05

DATE: 5-26-23

432305-GG001 - Addendum 1.dwg; 9/12/23 - 1:11pm

EARTHWORK

SHEET NO.	203 EXCAVATION (CY)	203 EXCAVATION, AS PER PLAN (CY)	203 EMBANKMENT, AS PER PLAN (CY)	659 SEEDING AND MULCHING (SY)
SPIES-HANDY CORNERS ROAD				
27	688		686	383
28	1189		1595	886
29	1825		2043	778
30	3024		3444	1272
31	5279		6302	2688
32	2525		3083	1581
33	1586		1932	1083
34	709		1019	673
35	880		925	523
HARTMAN INLET ROAD				
36		330	304	626
37		346	635	605
38		477	573	556
39		1149	1518	955
40		1551	1978	1266
41		1885	2672	1625
42		2635	4473	2935
43		770	1130	859
44		282	528	453
45		253	370	392
46		205	165	321
SUB-TOTALS	17705	9883	35375	20460
DEDUCT FOR BORROW			-17670	
CONTINGENCY		1076		
TOTALS CARRIED TO GENERAL SUMMARY	17705	10959	17705	20460

SUBGRADE STABILIZATION

SHEET NO.	STATION FROM	STATION TO	AVG. AUTOCAD AREA (FOR AGGREGATE BASE) (SF)	AVG. AUTOCAD PERIMETER (FOR GEOTEXTILE FABRIC) (FT)	AVG. AUTOCAD PERIMETER (FOR GEOSYNTHETIC LINER) (FT)	LENGTH (L) (FT)	204 GEOTEXTILE FABRIC, 712.09 TYPE A, AS PER PLAN (SY)	SPECIAL GEOSYNTETHIC LINER (SY)	SP 304 AGGREGATE BASE, AS PER PLAN (CY)
SPIES-HANDY CORNERS ROAD									
27	2+00.00	2+50.00	90.5	53.4		50.00	296.67		167.59
27	2+50.00	3+00.00	93.2	53.1		50.00	295.00		172.59
27 - 28	3+00.00	3+50.00	89.5	53.2	17.0	50.00	295.56	94.44	165.74
28	3+50.00	4+00.00	90.5	53.2	34.8	50.00	295.56	193.33	167.59
28	4+00.00	4+50.00	96.0	53.2	35.8	50.00	295.56	198.89	177.78
28	4+50.00	5+00.00	95.0	53.2	17.9	50.00	295.56	99.44	175.43
28 - 29	5+00.00	5+50.00	93.2	53.2		50.00	295.56		172.59
29	5+50.00	6+00.00	93.2	53.2		50.00	295.56		172.59
29	6+00.00	6+50.00	93.2	53.2		50.00	295.56		172.59
29 - 30	6+50.00	7+00.00	93.2	53.2		50.00	295.56		172.59
30	7+00.00	7+50.00	93.2	53.2		50.00	295.56		172.59
30	7+50.00	8+00.00	93.2	53.2		50.00	295.56		172.59
30 - 31	8+00.00	8+50.00	93.2	53.2		50.00	295.56		172.59
31	11+50.00	12+00.00	86.4	53.0	34.8	50.00	294.44	193.33	160.00
31 - 32	12+00.00	12+50.00	85.2	52.8	34.7	50.00	293.33	192.78	157.78
32	12+50.00	13+00.00	84.4	52.7	34.7	50.00	292.78	192.78	156.30
32	13+00.00	13+50.00	83.2	52.5	34.6	50.00	291.67	192.22	154.07
32 - 33	13+50.00	14+00.00	84.7	52.6	34.7	50.00	292.22	192.78	156.85
33	14+00.00	14+50.00	84.2	52.6	34.7	50.00	292.22	192.78	155.93
33	14+50.00	15+00.00	81.7	52.4	34.6	50.00	291.11	192.22	151.30
33 - 34	15+00.00	15+50.00	83.3	52.5	34.6	50.00	291.67	192.22	154.26
34	15+50.00	16+00.00	81.2	52.4	34.5	50.00	291.11	191.67	150.37
34	16+00.00	16+50.00	74.3	44.8	34.1	50.00	248.89	189.44	137.59
34 - 35	16+50.00	17+00.00	82.6	50.4	34.6	50.00	280.00	192.22	152.96
35	17+00.00	17+50.00	93.2	59.0	35.2	50.00	327.78	195.56	172.59
35	17+50.00	18+00.00	93.0	53.9	35.3	50.00	299.44	196.11	172.22
35	18+00.00	18+50.00	93.0	51.6	35.3	50.00	286.67	196.11	172.22
SUB-TOTALS							7916.13	3288.32	4391.85
TOTALS CARRIED TO THE GENERAL SUMMARY							7916	3288	4392

DESIGN AGENCY
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NO.	REVISIONS	BY	DATE
1	REVISED QUANTITIES	MJT	9/12/23
-	-	-	-
-	-	-	-

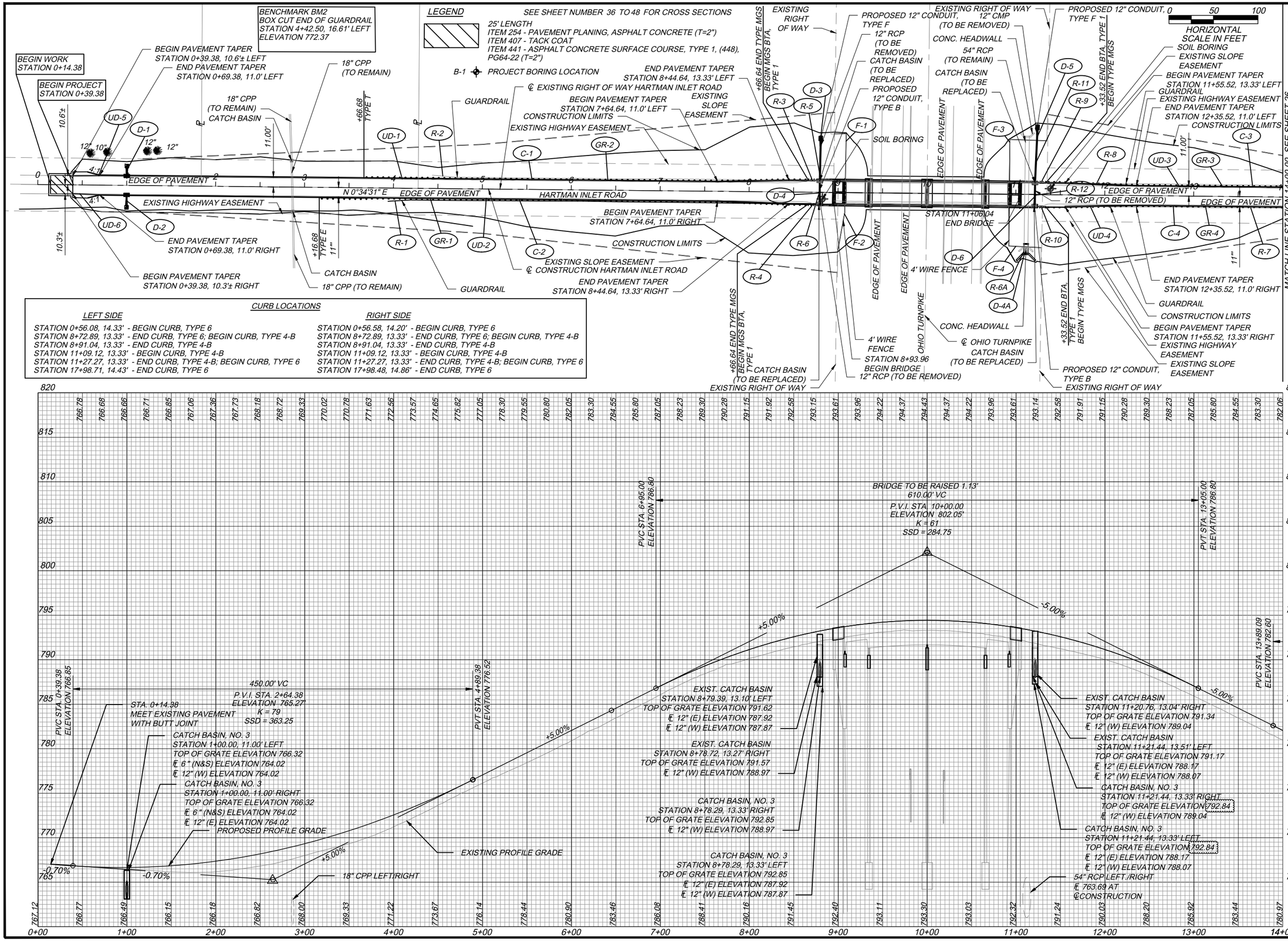
DESIGNED	CHECKED
MJT	MRG
DRAWN	IN CHARGE
MJT	DGN

EARTHWORK SUBSUMMARIES
MP 27.3 & 32.2
FULTON COUNTY

PROJECT 43-23-05
DATE: 5-26-23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

432305-GS001 - Addendum 1.dwg: 9/12/23 - 1:12pm



432305-TR17-GP001-Addendum 1.dwg: 9/12/23 - 1:46pm

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NO.	REVISIONS	BY	DATE
1	REVISED GRATE ELEVATIONS	MJT	9/12/23
-	-	-	-
-	-	-	-
-	-	-	-

DESIGNED	CHECKED	DRAWN	IN CHARGE
MJT	MRG	MJT	DGN

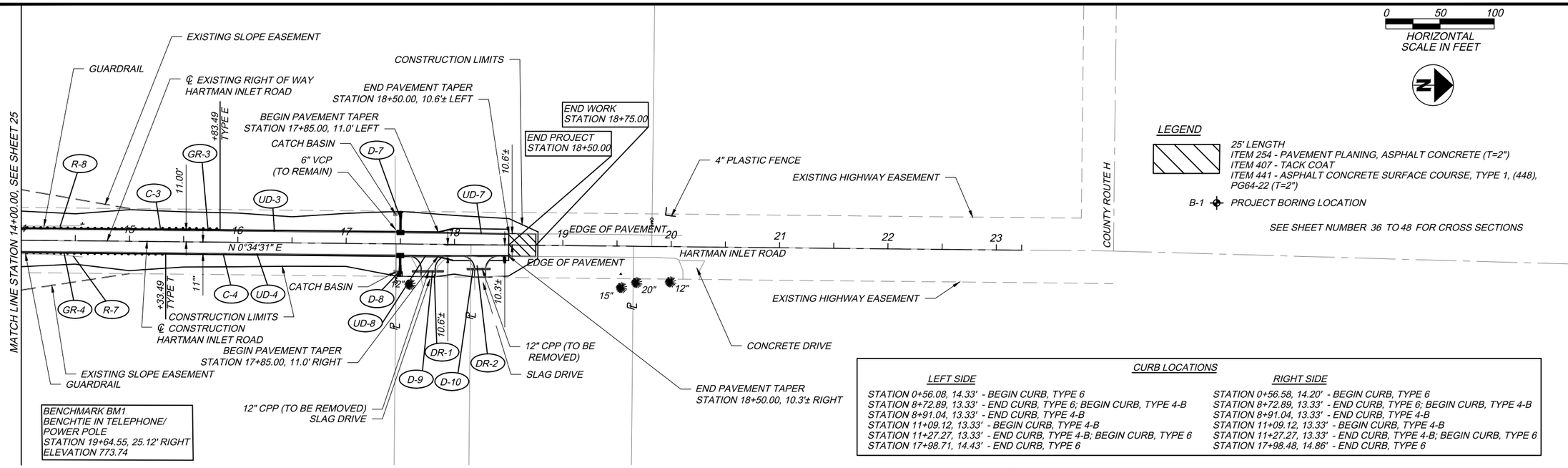
OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

PLAN AND PROFILE
HARTMAN INLET ROAD
MP 32.2 STATION 0+00 TO STATION 14+00 FULTON COUNTY

PROJECT 43-23-05
DATE: 5-26-23

OHIO TURNPIKE



0 50 100
HORIZONTAL
SCALE IN FEET

N

LEGEND

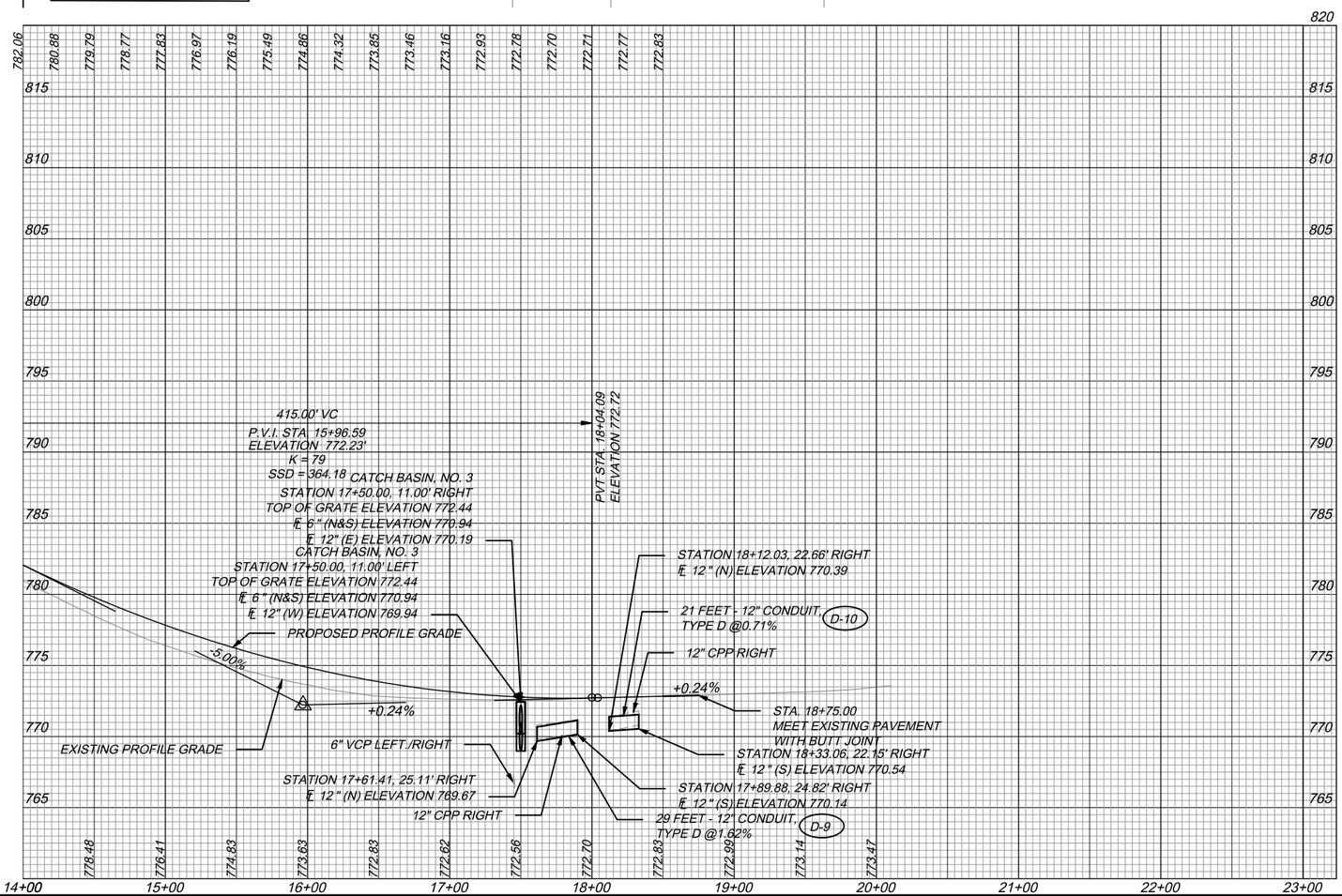
25' LENGTH
ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (T=2")
ITEM 407 - TACK COAT
ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (T=2")

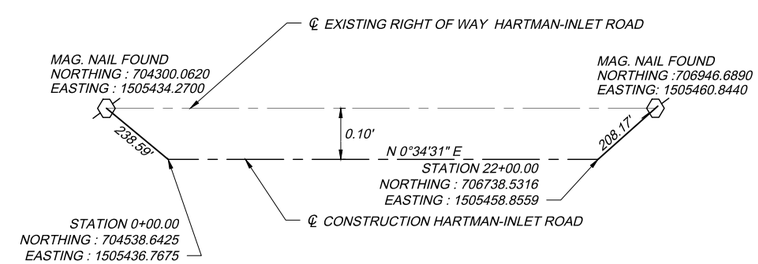
B-1 PROJECT BORING LOCATION

SEE SHEET NUMBER 36 TO 48 FOR CROSS SECTIONS

CURB LOCATIONS

LEFT SIDE	RIGHT SIDE
STATION 0+56.08, 14.33' - BEGIN CURB, TYPE 6	STATION 0+56.58, 14.20' - BEGIN CURB, TYPE 6
STATION 8+72.89, 13.33' - END CURB, TYPE 6; BEGIN CURB, TYPE 4-B	STATION 8+72.89, 13.33' - END CURB, TYPE 6; BEGIN CURB, TYPE 4-B
STATION 8+91.04, 13.33' - END CURB, TYPE 4-B	STATION 8+91.04, 13.33' - END CURB, TYPE 4-B
STATION 11+09.12, 13.33' - BEGIN CURB, TYPE 4-B	STATION 11+09.12, 13.33' - BEGIN CURB, TYPE 4-B
STATION 11+27.27, 13.33' - END CURB, TYPE 4-B; BEGIN CURB, TYPE 6	STATION 11+27.27, 13.33' - END CURB, TYPE 4-B; BEGIN CURB, TYPE 6
STATION 17+98.71, 14.43' - END CURB, TYPE 6	STATION 17+98.48, 14.86' - END CURB, TYPE 6





GEOMETRIC LAYOUT DIAGRAM
NOT TO SCALE

DESIGN AGENCY
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NO.	REVISIONS	BY	DATE
1	REVISED SHEET NUMBER	MJT	9/12/23
-	-	-	-
-	-	-	-
-	-	-	-

DESIGNED	CHECKED	DESIGNED	CHECKED
MJT	MRG	MJT	MRG
DRAWN	IN CHARGE	DRAWN	IN CHARGE
MJT	DGN	MJT	DGN

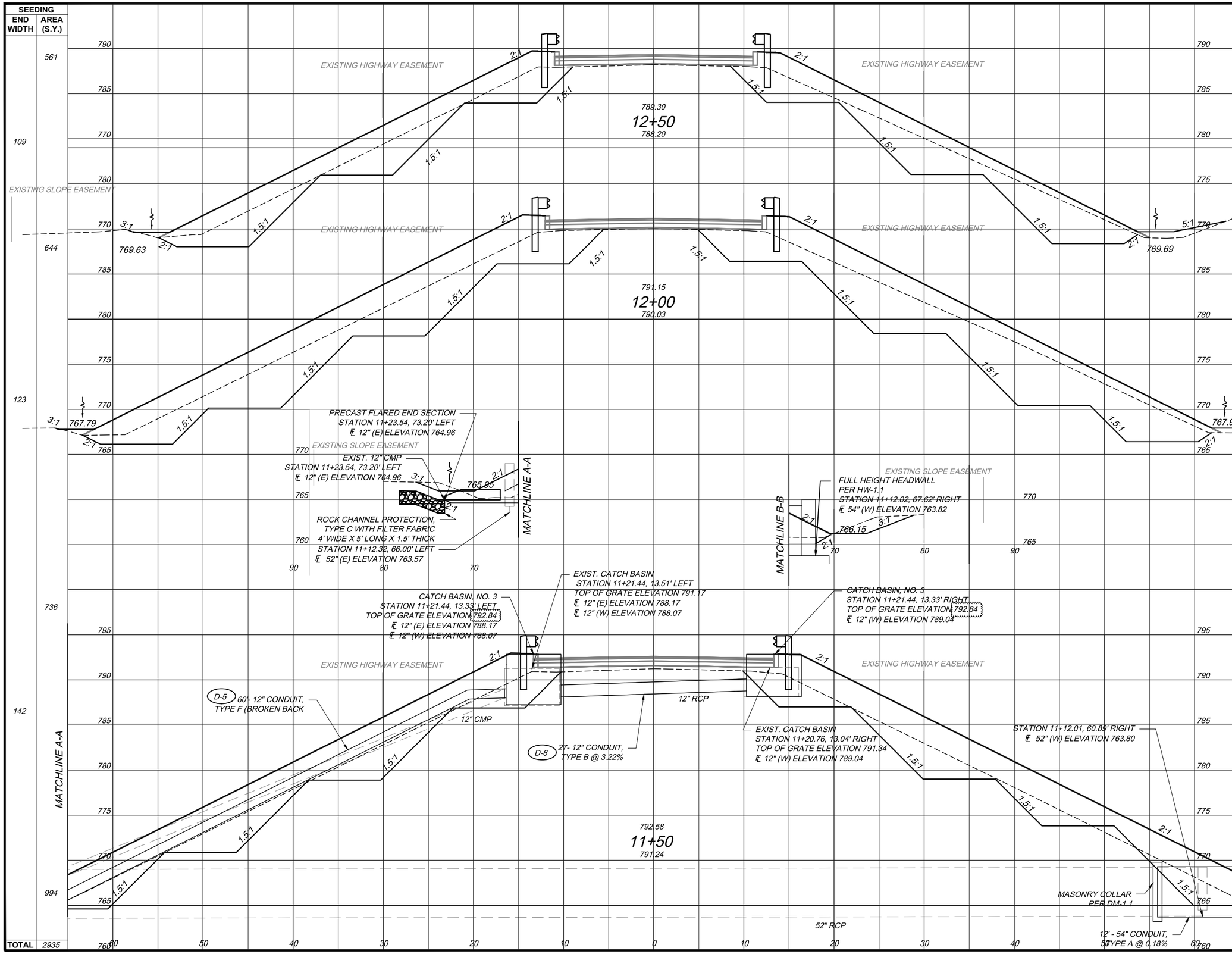
PLAN AND PROFILE
HARTMAN INLET ROAD
MP 32.2 STATION 14+00 TO STATION 23+23 FULTON COUNTY

PROJECT 43-23-05
DATE: 5-26-23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

432305-TR17-GP001-Addendum 1.dwg; 9/12/23 - 1:46pm



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NO.	REVISIONS	BY	DATE
1	REVISED GRATE ELEVATIONS	MJT	9/12/23
-	-	-	-
-	-	-	-
-	-	-	-

DESIGNED	CHECKED
MJT	MRG
DRAWN	IN CHARGE
MJT	DGN

CROSS SECTIONS - HARTMAN INLET ROAD
STA. 11+50 TO STA. 12+50
MP 32.2
FULTON COUNTY

PROJECT 43-23-05
DATE: 5-26-23

42
78

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

STRUCTURE GENERAL NOTES:

PROPOSED WORK

THE OHIO TURNPIKE OVERPASS BRIDGES AT MILEPOSTS 27.3 AND 32.2 SHALL BE REHABILITATED UNDER THIS CONTRACT. WHERE SPECIFIED, THE MAJOR WORK INCLUDES REINFORCED CONCRETE DECK REPLACEMENT, RAISING BRIDGES TO OBTAIN ADDITIONAL VERTICAL CLEARANCE, BEAM REPAIRS, MISCELLANEOUS PATCHING OF THE SUBSTRUCTURE, SEALING OF CONSTRUCTION JOINTS, CONCRETE WATERPROOFING, PAINTING OF NEW OR REPAIRED STRUCTURAL STEEL, MAINTENANCE OF TRAFFIC AND OTHER WORK AS SPECIFIED OR REQUIRED TO COMPLETE THE PROJECT. DETAILS OF THIS WORK ARE SHOWN IN THE PLANS.

THE FOLLOWING STRUCTURE WORK IS PROPOSED FOR THE MP 27.3 BRIDGE:

1. WITH THE EXISTING DECK SLAB IN PLACE, RAISE THE EXISTING STEEL BEAMS TO OBTAIN THE PROPOSED VERTICAL CLEARANCE.
2. REPAIR BEAM 1 IN PORTION OF SPAN 2 BY REMOVING THE BOTTOM FLANGE AND LOWER PORTION OF THE WEB AND REPLACING WITH A NEW WT SECTION USING COMPLETE PENETRATION WELDS.
3. REPLACE EXISTING PIER 2 BEARINGS WITH FIXED ELASTOMERIC BEARINGS.
4. RETROFIT AND REUSE EXISTING ABUTMENT BEARINGS BY INSTALLATION OF WELDED HP SECTION STOOLS WITH BEVELED PLATES TO FACILITATE RAISING OF THE SUPERSTRUCTURE.
5. REUSE EXISTING PIER 1 AND PIER 3 BEARINGS INCLUDING RE-FASTENING EXISTING SIDE RETAINER ANGLES TO THE RAISED BEAM SEATS BY FURNISHING NEW GROUTED ANCHOR BOLTS, NUTS AND WASHERS.
6. REPLACE COMPRESSION SEALS AND ABUTMENT SLAB SIDE OF ABUTMENT DECK JOINT ARMOR.
7. RAISE CELLULAR ABUTMENT WALLS AND REPLACE ABUTMENT SLABS AND FENCE ON ABUTMENTS.
8. REPLACE ABUTMENT PARAPETS AND EXTEND BY APPROXIMATELY 3'-0".
9. RAISE EXISTING BEAM SEATS AT PIERS BY DOWELING INTO EXISTING AND PLACING NEW SEAT CONCRETE.
10. PAINT ALL NEW STRUCTURAL STEEL AND ALL EXISTING STRUCTURAL STEEL COATINGS DAMAGED AS A RESULT OF THE WORK.

THE FOLLOWING STRUCTURE WORK IS PROPOSED FOR THE MP 32.2 BRIDGE:

1. RAISE THE EXISTING STEEL BEAMS TO OBTAIN PROPOSED VERTICAL CLEARANCE.
2. REPLACE THE EXISTING DECK, DECK JOINTS, PARAPETS, AND FENCE.
3. REPLACE ABUTMENT AND PIER 2 BEARINGS WITH FIXED ELASTOMERIC BEARINGS.
4. REUSE EXISTING BEARINGS AT PIER 1 AND PIER 3 INCLUDING RE-FASTENING EXISTING SIDE RETAINER ANGLES TO THE RAISED BEAM SEATS BY FURNISHING NEW GROUTED ANCHOR BOLTS, NUTS AND WASHERS.
5. RAISE CELLULAR ABUTMENT WALLS AND REPLACE ABUTMENT SLABS.
6. REPLACE PARAPET TRANSITIONS AND EXTEND THEM BY APPROXIMATELY 3'-0".
7. REMOVE ALL PEDESTALS AND RAISE ALL EXISTING BEAM SEATS BY DOWELING INTO EXISTING AND PLACING NEW SEAT CONCRETE.

CONSTRUCTION SPECIFICATIONS

THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION (ODOT) CONSTRUCTION AND MATERIALS SPECIFICATIONS (CMS) DATED JANUARY 1, 2019, AND THE SPECIAL PROVISIONS CONTAINED IN THE CONTRACT DOCUMENTS SHALL GOVERN THIS PROJECT.

DESIGN SPECIFICATIONS

STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, DATED 2002, AND THE OHIO "SUPPLEMENT" TO THESE SPECIFICATIONS.

THE DESIGN LOADING IS HS 20-44 CASE II AND THE ALTERNATE MILITARY LOADING.

THE CLASS OF CONCRETE AND THE GRADES OF REINFORCING AND STRUCTURAL STEEL FOR THE CONSTRUCTION ARE AS FOLLOWS:

CONCRETE CLASS QC2 -	COMPRESSIVE STRENGTH 4,500 P.S.I. (DECK SLABS, ABUTMENT SLABS)
CONCRETE CLASS QC2 -	COMPRESSIVE STRENGTH 4,500 P.S.I. TYPE I CEMENT (PARAPETS, BARRIERS)
CONCRETE CLASS QC1 -	COMPRESSIVE STRENGTH 4,000 P.S.I. (SUBSTRUCTURE)
REINFORCING STEEL -	ASTM A615, GRADE 60, MINIMUM YIELD STRENGTH 60,000 P.S.I. EPOXY COATED
STRUCTURAL STEEL -	ASTM A709, GRADE 50, YIELD STRENGTH 50,000 P.S.I.

EXISTING STRUCTURE VERIFICATION

DETAILS, DIMENSIONS, AND ELEVATIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES 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 STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS, DIMENSIONS, ELEVATIONS, AND SKEW ANGLES WHICH SHOULD BE FIELD VERIFIED BY THE CONTRACTOR. THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING BRIDGES ARE AVAILABLE FOR REVIEW WITH THE BID DOCUMENTS ON BID EXPRESS.

UTILITIES LINES

THE CONTRACTOR SHALL PROTECT EXISTING UTILITY LINES IN THE VICINITY OF THE STRUCTURES 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 RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES SHALL BE BORNE BY THE UTILITY COMPANY(IES).

PROTECTION OF TRAFFIC

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

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE ESTIMATED QUANTITIES FOR ITEMS DESIGNATED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED IN WRITING BY THE CHIEF ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES, USED AT THE CHIEF ENGINEER'S DISCRETION, SHALL BE A MATTER OF RECORD BY INCORPORATING INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

CONSTRUCTION JOINTS

CONSTRUCTION JOINT SURFACES SHALL BE FREE FROM OIL, LAITANCE, FORM RELEASE AGENT, AND 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 THOUROUGHLY 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 BID PRICE OF THE PERTINENT CONCRETE ITEMS.

BRIDGE PAINTING

EXCEPT FOR BEARINGS, PAYMENT FOR ALL FIELD PAINTING OF NEW STRUCTURAL STEEL AND EXISTING STRUCTURAL STEEL COATINGS DAMAGED AS PART OF THE WORK SHALL BE INCLUDED IN THE APPROPRIATE ITEM SP 514A UNIT BID PRICES. PAYMENT FOR FIELD PAINTING OF STEEL BEARINGS SHALL BE INCLUDED IN THE RESPECTIVE PRICES BID FOR ITEM, ITEM SP 516J - REPLACE FIXED BEARING DEVICE AND ITEM SPECIAL - MODIFY FIXED BEARING DEVICE, MP 27.3.

ITEM SP 202 - PORTIONS OF STRUCTURE REMOVED

THIS ITEM SHALL INCLUDE THE COMPLETE REMOVAL OF ABUTMENT SLABS & PARAPET TRANSITIONS, REMOVAL OF THE DECK SLABS WHERE SPECIFIED, COMPLETE REMOVAL OF ABUTMENT AND PIER BEARING PEDESTALS, PARTIAL REMOVAL OF STEEL BEAMS AS SHOWN IN THE PLANS, AND REMOVAL OF ALL OTHER PORTIONS OF THE STRUCTURE NOT INCORPORATED INTO THE FINAL WORK AND NOT PAID FOR REMOVAL UNDER SEPARATE ITEMS.

ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL

REPLACE ALL EXISTING REINFORCING BARS 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. AN ESTIMATED QUANTITY OF 100 POUNDS HAS BEEN INCLUDED FOR THIS WORK. REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE COMMISSION.

ITEM SP 509 - EPOXY COATED REINFORCING STEEL, GRADE 60

IN ADDITION TO THE PROVISIONS OF SP 509 - EPOXY COATED REINFORCING STEEL, GRADE 60, FIELD BEND AND/OR FIELD CUT ANY REINFORCING STEEL AS NECESSARY TO ACCOMMODATE ANY ESSENTIAL ELEMENT OF WORK RELATED TO THE PROJECT. REPAIR ALL DAMAGE TO THE EPOXY COATING, AS A RESULT OF THIS WORK, ACCORDING TO 709.00. ALL MATERIAL, EQUIPMENT, AND LABOR SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM SP 509 - EPOXY COATED REINFORCING STEEL, GRADE 60. THIS ITEM SHALL ALSO INCLUDE PAYMENT FOR GFRP REINFORCEMENT WITHIN THE BRIDGE PARAPETS IN ACCORDANCE WITH ODOT STD. DWG. SBR-1-13 REVISED 7/20/2018.

ITEM 511 - CLASS QC2 CONCRETE, MISC.: CONCRETE FOR PRE-PLACEMENT TESTING

THIS ITEM SHALL CONSIST OF PRE-PLACEMENT TESTING OF CLASS QC2 CONCRETE IN ACCORDANCE WITH THE REQUIREMENTS OF OTIC SP 511B SECTION N. "PRE-PLACEMENT TESTING" AND ALL OTHER SECTIONS REFERENCED THEREIN. THE FULL COST OF THIS WORK INCLUDING ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THIS ITEM.

ITEM 513 - STRUCTURAL STEEL, MISC.: WELDED BEAM REPAIR, MP 27.3

THIS ITEM SHALL CONSIST OF FURNISHING ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO REPAIR THE LOWER PORTION OF BEAM 1 IN SPAN 2 USING A NEW WT16.5x65 (CVN) STEEL SECTION CONNECTED TO REMAINING PORTIONS OF THE EXISTING BEAM BY COMPLETE PENETRATION WELDS. ALL ANCILLARY WORK REQUIRED TO COMPLETE THE REPAIR, INCLUDING, BUT NOT LIMITED TO, DRILLING OF HOLES IN WEBS, DESIGN AND PREPARATION OF MATING SURFACES OF THE COMPLETE PENETRATION WELD JOINTS, CUTTING, FABRICATING AND CAMBERING THE NEW WT SECTION, GRINDING SMOOTH COMPLETE PENETRATION WELDS, 100% RADIOGRAPHIC AND 100% MAGNETIC PARTICLE TESTING OF COMPLETE PENETRATION WELD JOINTS ACCORDING TO ODOT CMS 513, AND REMOVAL OF EXISTING & INSTALLATION OF NEW DIAPHRAGM CONNECTION PLATES, SHALL BE INCLUDED WITH THIS ITEM. IN ADDITION TO THE REQUIREMENTS OF ODOT CMS 513, THE WELDED BEAM REPAIR SHALL BE IN ACCORDANCE WITH ODOT SUPPLEMENTAL SPECIFICATION 849.

PAYMENT FOR THIS WORK SHALL BE INCLUDED WITH THE LUMP SUM PRICE BID FOR ITEM 513 - STRUCTURAL STEEL, MISC.: WELDED BEAM REPAIR, MP 27.3, AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

ITEM 513 - STRUCTURAL STEEL, MISC.: DIAPHRAGM REMOVAL AND REINSTALLATION, MP 27.3

THIS ITEM SHALL CONSIST OF FURNISHING ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO REMOVE FOR STORAGE AND SUBSEQUENT REINSTALLATION THE EXISTING STRUCTURAL STEEL CHANNEL DIAPHRAGMS WITHIN THE WORK LIMITS OF MAIN STRUCTURAL STEEL BEAM REPAIRS SHOWN IN THE PLANS AT MP 27.3 STRUCTURE. THIS WORK INCLUDES CAREFUL REMOVAL OF WELDS, RIVETS OR BOLTS FASTENING THE DIAPHRAGMS, STORING DIAPHRAGMS AND REINSTALLATION USING THE SAME FASTENING METHODS AS THE EXISTING STRUCTURE USES. ALL FIELD WELDING AND DRILLING SHALL BE INCLUDED. RIVETED CONNECTIONS SHALL BE REPLACED USING THE SAME SIZE HIGH STRENGTH BOLTS. AT THE OPTION OF THE CONTRACTOR AND AT NO ADDITIONAL COST TO THE COMMISSION, NEW DIAPHRAGMS OF THE SAME SIZE MAY BE PROVIDED. ALL WORK SHALL COMPLY WITH ODOT CMS ITEM 513. FABRICATION AND INSTALLATION OF NEW DIAPHRAGM CONNECTION PLATES SHALL BE INCLUDED UNDER SEPARATE ITEM: ITEM 513 - STRUCTURAL STEEL,MISC.:WELDED BEAM REPAIR, MP 27.3.

PAYMENT FOR THIS WORK SHALL BE INCLUDED WITH THE LUMP SUM PRICE BID FOR ITEM 513 - STRUCTURAL STEEL, MISC.: DIAPHRGM REMOVAL AND REINSTALLATION, MP 27.3 AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF ADEQUATE SUPPORT AND JACKING SYSTEMS CAPABLE OF RAISING THE STRUCTURES FOR INCREASED PERMANENT VERTICAL CLEARANCE IN CONJUNCTION WITH OTHER WORK REQUIRED BY THE CONTRACT. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROPERLY ARRANGING ALL TEMPORARY SUPPORTS SO AS NOT TO DAMAGE OR INDUCE OVERSTRESS IN ANY EXISTING BRIDGE MEMBERS AND DIAPHRAGMS. THE SUPERSTRUCTURES SHALL NOT BE RAISED MORE THAN NECESSARY TO ACCOMPLISH THE WORK REQUIRED. ANY DAMAGE TO STRUCTURAL MEMBERS, CONNECTIONS, OR PARTS THAT ARE TO REMAIN AS PART OF THE PERMANENT CONSTRUCTION SHALL BE CORRECTED AND/OR REPAIRED BY THE CONTRACTOR AT HIS OR HER EXPENSE TO THE SATISFACTION OF THE CHIEF ENGINEER. THE CONTRACTOR'S DETAILED PROCEDURES FOR JACKING AND TEMPORARY SUPPORT SYSTEMS SHALL BE STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OHIO AND SUBMITTED TO THE CHIEF ENGINEER FOR APPROVAL. THE SUBMITTAL SHALL INCLUDE CALCULATIONS AND ALL DETAILS OF THE PROPOSED TEMPORARY SUPPORT AND JACKING SYSTEM, INDICATING MATERIALS, MEMBER SIZES, SPACINGS, SUPPORT LOCATIONS, JACKING POINTS, REACTION, AND REMOVAL PROCEDURES.

THIS ITEM SHALL ALSO INCLUDE FURNISHING, INSTALLING AND SUBSEQUENTLY REMOVING TEMPORARY SUPPORT SYSTEMS SHOWN ON THE PLANS FOR BEAM AND SLAB SUPPORT DURING THE WELDED REPAIR OF BEAM 1 WITHIN SPAN 2 OF THE MP 27.3 STRUCTURE. THE CONTRACTOR MAY CHOOSE TO USE THE DESIGN SHOWN ON THE PLANS AT MP 27.3 OR PROVIDE HIS OR HER OWN DESIGN FOR THIS PURPOSE. CONTRACTOR DESIGNS SHALL COMPLY WITH THE REQUIREMENTS IN THE PARAGRAPH ABOVE. IN ADDITION, THIS ITEM SHALL INCLUDE REPLACEMENT OF ANCHOR BOLTS FOR EXISTING BEARING SIDE RETAINER ANGLES AT LOCATIONS WHERE EXISTING EXPANSION BEARINGS AND RELATED SIDE RETAINER ANGLES ARE TO BE REUSED AND SET ON RAISED BEAM SEAT CONCRETE.

PAYMENT FOR THIS WORK SHALL BE INCLUDED WITH THE LUMP SUM PRICE BID FOR ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

ITEM SP 519 - PATCHING CONCRETE STRUCTURES

THIS WORK SHALL INCLUDE INSPECTION AND PATCHING OF SUBSTRUCTURE CONCRETE SURFACES WHICH ARE NOT REPAIRED UNDER SEPARATE ITEMS. APPROXIMATE LIMITS OF SUBSTRUCTURE PATCHING HAVE BEEN IDENTIFIED ON THE DRAWINGS.

ITEM SP 536 - CONCRETE WEATHERPROOFING

UNLESS NOTED OTHERWISE, ITEM SP 536 - CONCRETE WEATHERPROOFING, NON-EPOXY, SHALL BE APPLIED TO THE FOLLOWING EXPOSED CONCRETE SURFACES OF THE BRIDGES:

- OUTSIDE VERTICAL DECK SLAB FACES, AND THE BOTTOM SURFACE OF THE DECK SLAB FROM THE OUTSIDE VERTICAL DECK SLAB FACE TO THE EXTERIOR BEAM FLANGE AS SHOWN IN THE PLANS.
- TOP SURFACE OF DECK SLABS, ABUTMENT SLABS, AND APPROACH SLABS.
- ALL EXPOSED ABUTMENT, WINGWALL, AND PIER SURFACES.

CARE SHALL BE TAKEN NOT TO APPLY WEATHERPROOFING ON CONSTRUCTION JOINT SURFACES, SURFACES TO RECEIVE JOINT SEALER, OR FASCIA BEAM PAINT.

ITEM SPECIAL - MODIFY FIXED BEARING DEVICE, MP 27.3

THIS WORK SHALL PERTAIN SPECIFICALLY TO RETROFITTING OF THE EXISTING FIXED BEARINGS AT THE REAR AND FORWARD ABUTMENTS OF THE MP 27.3 STRUCTURE. WORK SHALL INCLUDE ALL MODIFICATIONS TO THE EXISTING BEARINGS AS SHOWN ON THE PLANS INCLUDING ADDITION OF A HP10x42 PILE SECTION AND TWO (2) BEVELED PLATES WELDED IN PLACE TO ACCOMMODATE RAISING OF THE STRUCTURAL STEEL. INCLUDE AND PERFORM ALL NECESSARY SURFACE PREPARATION AND PAINTING OF NEW AND EXISTING PAINTED SURFACES DAMAGED DURING THIS WORK IN ACCORDANCE WITH THE REQUIREMENTS OF SP 514A AND SP 525A.

PAYMENT FOR THIS WORK SHALL BE MADE AT THE UNIT PRICE BID PER EACH BEARING AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

DECK PLACEMENT DESIGN ASSUMPTIONS

THE FOLLOWING ASSUMPTION OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS:

- AN EIGHT-WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.2 KIPS.
- A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".
- A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.
- A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA BEAM TO THE FACE OF THE SAFETY HANDRAIL OF 65".

DESIGN AGENCY
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NO.	REVISIONS	BY	DATE
1	REVISED NOTES	TJW	9/12/23
-	-	-	-
-	-	-	-

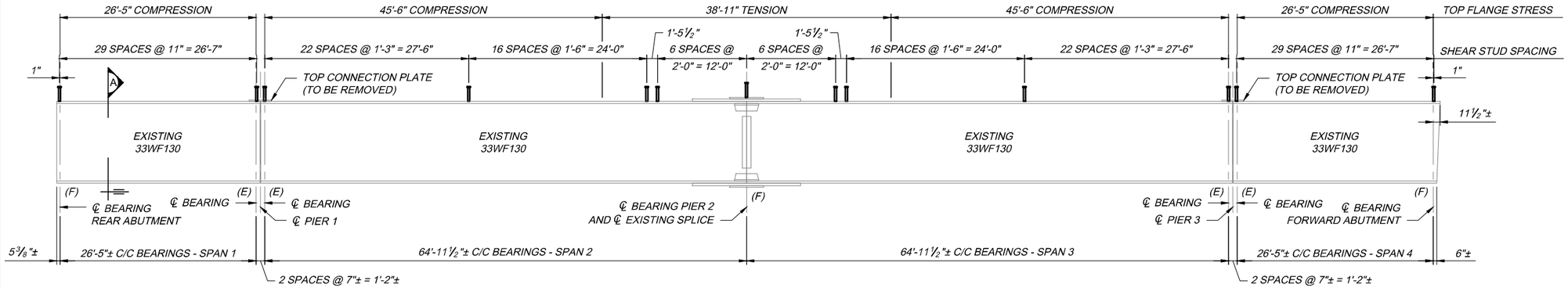
DESIGNED	CHECKED
TJW	MOJ
DRAWN	IN CHARGE
TJW	DGN

PROJECT 43-23-05
DATE: 5-26-23

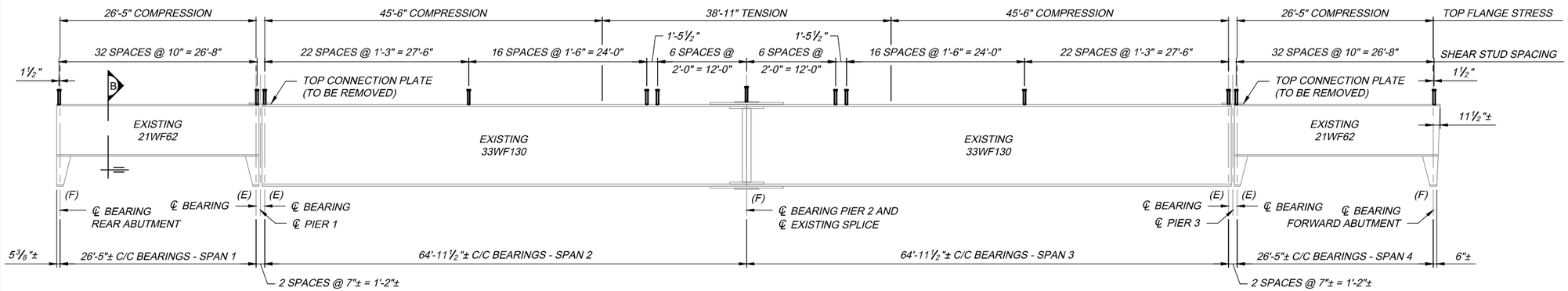
STRUCTURE GENERAL NOTES
MP 27.3 & 32.2
FULTON COUNTY

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

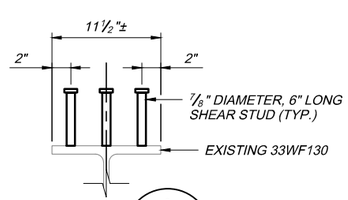
432305-SN001 - ADDENDUM01.dwg; 9/12/23 - 4:31pm



EXTERIOR BEAM ELEVATION

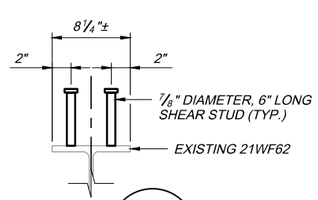


INTERIOR BEAM ELEVATION



SECTION A

TYPICAL FOR ALL 33" DEEP BEAMS



SECTION B

TYPICAL FOR ALL 21" DEEP BEAMS

LEGEND:

(E) EXPANSION BEARING

(F) FIXED BEARING

NOTES:

1. REMOVE ALL EXISTING TOP CONNECTION PLATES OVER PIERS 1 & 3. RECORD PLANS SHOW THE EXISTING ⅝" THICK TOP CONNECTION PLATE IS CONNECTED TO THE TOP FLANGES WITH ⅞" RIVETS. AFTER REMOVAL OF THE RIVETS AND TOP PLATE, THE REMAINING HOLES IN THE BEAM FLANGES SHALL BE FILLED WITH ASTM F3125, GRADE A325 BOLTS. ALL REMOVAL AND BOLT INSTALLATION WORK SHALL BE INCLUDED FOR PAYMENT WITH ITEM SP 202 - PORTIONS OF STRUCTURE REMOVED .
2. THE SHEAR STUD SPACING HAS BEEN DESIGNED TO AVOID CONFLICT WITH PLAN LOCATIONS OF PLATES AND RIVETS. SHIFT AS REQUIRED IF THERE IS A CONFLICT FROM DIFFERING AS-BUILT FIELD CONDITIONS.
3. WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA BEAM FLANGES DESIGNATED "COMPRESSION". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST 5/16".

DESIGN AGENCY
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NO.	REVISIONS	BY	DATE
1	REVISED NOTES	TJW	9/12/23
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DESIGNED	CHECKED
MOJ	TJW
DRAWN	IN CHARGE
MOJ	DGN

BEAM DETAILS
HARTMAN-INLET ROAD (T.R. 17) OVER OHIO TURNPIKE
FULTON COUNTY
MP 32.2

PROJECT 43-23-05
DATE: 5-26-23

10 / 15

73 / 78

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

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