ITEM SP 614ZP - ZONE PERSON WITH ZONE VEHICLE

THE ZONE PERSON REQUIREMENTS OF SP 614ZP, MAINTAINING TRAFFIC ARE MODIFIED AS FOLLOWS:

THE CONTRACTOR SHALL DESIGNATE A ZONE PERSON, SUBJECT TO THE APPROVAL OF THE CHIEF ENGINEER, OTHER THAN THE SUPERINTENDENT, TO BE RESPONSIBLE FOR THE MAINTENANCE OF TRAFFIC. THE DESIGNATED ZONE PERSON SHALL HAVE A FULL WORKING KNOWLEDGE OF THE MAINTENANCE OF TRAFFIC PLANS AND SPECIAL PROVISIONS. THE ZONE PERSON SHALL SUPERVISE THE SETUP AND REMOVAL OF THE TRAFFIC CONTROL DEVICES AS WELL AS THE MAINTENANCE, ON A CONTINUAL BASIS, TWENTY FOUR (24) HOURS PER DAY, SEVEN DAYS PER WEEK, WHILE ZONES ARE IN PLACE. THE ZONE PERSON SHALL BE RESPONSIBLE SUCH THAT ANY DAMAGED OR MISSING TRAFFIC CONTROL DEVICES ARE REPAIRED OR REPLACED IMMEDIATELY. IN ADDITION, THE ZONE PERSON SHALL CONTINUALLY CHECK THE REFLECTIVE SURFACES OF ALL THE TRAFFIC CONTROL DEVICES TO ENSURE THAT THE DEVICES ARE CLEAN AND ARE PERFORMING THEIR INTENDED FUNCTION. THE ZONE PERSON SHALL HAVE NO OTHER CONSTRUCTION RELATED DUTIES.

THE ZONE PERSON SHALL SUBMIT DOCUMENTATION VERIFYING THE STATUS OF TRAFFIC CONTROL AT THE END OF EACH SHIFT TO THE CHIEF ENGINEER.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM SP 614ZP - ZONE PERSON WITH ZONE VEHICLE 9,600 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.

CONSTRUCTION TRAFFIC

ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL ROADS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY A LORAIN COUNTY HAULING PERMIT(S).

CONTRACTOR STAGING AREA

TOLL PLAZA 152 INFIELD IS AVAILABLE FOR A CONTRACTOR STAGING AREA. IF THE 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 CHIEF ENGINEER PRIOR TO COMPLETION OF ALL WORK.

COVERING OF GROUND-MOUNTED SIGNS - GENERAL

WHEN REQUIRED BY OTHER ITEMS OR INCIDENTALLY TO ITEM SP 614 MAINTAINING TRAFFIC, COVER EXISTING GROUND-MOUNTED SIGNS WITH AN OPAQUE COVERING THAT COVERS THE ENTIRE MESSAGE, SYMBOL AND ALL OF THE SIGN WITHIN THE BORDER. DO NOT USE FASTENINGS THAT DAMAGE THE SIGN OR REFLECTIVE FACE. DAMAGED OR MISSING SIGN COVERS SHALL BE REPLACED BY THE CONTRACTOR.

WORK ZONE PAVEMENT MARKINGS

THE WORK ZONE PAVEMENT MARKINGS SHALL BE 6" 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.

WORK ZONE PAVEMENT MARKINGS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE, WHICH PRICE SHALL BE FULL COMPENSATION FOR CLEANING AND PREPARING THE PAVEMENT SURFACE, FOR FURNISHING, PLACING, AND THE SUBSEQUENT REMOVAL OF ALL MATERIALS AND FOR ALL MATERIALS, LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - REPLACEMENT DRUM 100 EACH

ITEM 614, REPLACEMENT SIGN

FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE USED, BUT IN GOOD CONDITION, SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC..

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, REPLACEMENT SIGN 20 EACH

ITEM SP 622 - PORTABLE BARRIER (WITH GLARE SCREEN)
ITEM SP 622 - PORTABLE BARRIER (WITHOUT GLARE SCREEN)

THE CONTRACTOR SHALL REPLACE ANY DAMAGED PORTABLE BARRIER WITHIN 24 HOURS OF A DAMAGING IMPACT. TO FACILITATE THIS PROMPT REPLACEMENT, AN ADDITIONAL ONE HUNDRED FEET OF EACH TYPE OF BARRIER SHALL BE ON THE PROJECT AT ALL TIMES. THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN SHOWN FOR INFORMATIONAL PURPOSES ONLY FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR REPLACEMENT OF PORTABLE BARRIER.

ITEM SP 622 - PORTABLE BARRIER (WITH GLARE SCREEN) 100 FOOT
ITEM SP 622 - PORTABLE BARRIER (WITHOUT GLARE SCREEN) 100 FOOT

THE PORTABLE BARRIER SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR SP 614 MAINTAINING TRAFFIC AND SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO SET, RESET, AND REMOVE THE PORTABLE BARRIER.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING 'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER 'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR SP 614 MAINTAINING TRAFFIC AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE, AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, IN WRITING, OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	> 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	> 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONST. & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

PAVEMENT REPAIRS FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES ARE INCLUDED AS A CONTINGENCY TO BE USED AS DIRECTED BY THE CHIEF ENGINEER FOR PAVEMENT REPAIR MEASURES TO MAINTAIN TRAFFIC. CONTRACTOR SHALL FOLLOW ODOT CMS FOR ITEM 255, EXCEPT THAT PLACEMENT OF THE DOWEL BARS ARE NOT REQUIRED FOR SHORT TERM REPAIRS, CONCRETE SHALL BE CLASS QC 1 FOR AREAS WHERE TRAFFIC CAN BE DIVERTED FOR 7 DAYS, AREAS THAT HAS TO BE OPENED TO TRAFFIC IN A TIMELY MANNER CONCRETE SHALL BE IN ACCORDANCE WITH ODOT 255.02A, AND MAINTENANCE OF TRAFFIC COSTS INCURRED BY THE CONTRACTOR FOR THESE CURRENTLY UNKNOWN AND UNDEFINED PAVEMENT REPAIRS WILL BE COMPENSATED ON A TIME AND MATERIALS BASIS AS APPROVED BY THE CHIEF ENGINEER. DEPTH FOR PARTIAL REMOVAL WILL BE 5" (+/-) ASPHALT ON CONCRETE TO THE SURFACE OF THE CONCRETE BASE. REPLACEMENT MATERIALS ARE SPECIFIED IN 251.03 UNIT PRICES BID FOR THE ITEMS IMMEDIATELY BELOW SHALL NOT INCLUDE MAINTENANCE OF TRAFFIC COSTS.

ITEM 251 -	PARTIAL DEPTH PAVEMENT REPAIR	1,000 SQ. YD.
ITEM 255 -	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT	1,000 SQ. YD.
ITEM 255 -	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT (USING RAPID REPAIR CONCRETE MIX MATERIAL)	1,000 SQ. YD.
ITEM 255 -	FULL DEPTH PAVEMENT SAWING	2,000 FOOT

TEMPORARY TRAFFIC CONTROL ON TOLL PLAZA EASTBOUND RAMP

WORK ON THE FORWARD PIER OF MP 152.1 IS TO BE PERFORMED DURING CLOSURE OF THE TP 152 EASTBOUND ENTRANCE RAMP. RAMP TRAFFIC FOR THE WESTBOUND EXIT RAMP IS TO BE MAINTAINED BY A TEMPORARY CROSSOVER UTILIZING THE EXISTING RAMP MEDIAN OPENINGS. REMOVE AND DISPOSE OF THE EXISTING DELINEATORS. USE 20 FT. DRUM SPACINGS TO ESTABLISH THE ACTIVE LANE AND ONE TYPE III BARRICADE AND ONE R111-2 (ROAD CLOSED SIGN) FURNISHED BY THE CONTRACTOR TO ESTABLISH THE WORK ACTIVITY AREA. PLACEMENT OF THE DRUMS, BARRICADE, AND SIGN SHALL BE AS DIRECTED BY THE CHIEF ENGINEER.

REMOVE THE TEMPORARY CROSSOVER AND RESTORE NORMAL OPERATIONS UPON COMPLETION OF THE FORWARD PIER WORK ON MP 152.1. REPLACE THE DELINEATORS PER TC-3.

PAYMENT FOR ALL LABOR, EQUIPMENT, DISPOSALS, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR SP 614 MAINTAINING TRAFFIC.

DESIGN AGENCY
EUTHENICS
8235 Mohawk Dr. | Cleveland, OH 44138

NO.	REVISIONS	BY	DATE
1	ADDENDUM 1	MRC	12/26
-	-	-	-
-	-	-	-

DESIGNED	CHECKED
MRC	MRC
DRAWN	IN CHARGE
TDP	ARP

MAINTENANCE OF TRAFFIC NOTES

PROJECT 43-24-07
DATE: 11/17/23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE WHEN NO LONGER NEEDED, THREE (3) PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS). THE THREE (3) SIGNS SHALL BE LOCATED NEAR THE PROJECT SITE, ONE FOR EACH DIRECTION OF TRAVEL AND ONE AT THE TOLL PLAZA, FOR THE DURATION OF THE PROJECT. THE INTENT OF THE PCMS IS TO ALERT MOTORISTS OF TRAFFIC QUEUES OR INCIDENTS DURING MAINTENANCE OF TRAFFIC FOR EACH PHASE. PCMS SHOULD BE PUT IN PLACE APPROXIMATELY ONE WEEK BEFORE EACH PHASE IS ESTABLISHED AND REMOVED ONCE EACH PHASE IS DISCONTINUED. THE SIGNS SHALL BE OF A TYPE SHOWN ON THE LIST OF APPROVED CLASS "A" PCMS UNITS MAINTAINED BY THE ODOT DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY SELECTING THE DOING BUSINESS MENU, THEN SELECTING CONSTRUCTION, THEN SELECTING MATERIALS MANAGEMENT.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS SHALL BE DELINEATED ON A PERMANENT BASIS IN ACCORDANCE WITH ODOT CMS 614.03.

THE PCMS LOCATIONS, LIMITS FOR THOSE LOCATIONS AND ALL ACTIVATION OF PCMS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE CHIEF ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE CHIEF ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW RETROREFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE CHIEF ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE TURNPIKE MAINTENANCE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE CHIEF ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRE-CONSTRUCTION CONFERENCE OR EMAILED TO THE CONTRACTOR. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHRASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL ALLOW REMOTE ACCESS BY THE OTIC COMMUNICATIONS CENTER THROUGH A WEB BROWSER OR PROVIDED SOFTWARE. REMOTE ACCESS WILL ALLOW PCMS ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS, REVISIONS TO TIME OF DAY PROGRAMS, VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES AND SHOW ITS CURRENT LOCATION ON A MAP. THE OTIC COMMUNICATIONS CENTER SHALL BE FURNISHED A USER NAME AND PASSWORD TO ACCESS THE PCMS THROUGH THE WEBSITE OR PROVIDED SOFTWARE.

ALL PCMS UNITS SHALL BE EQUIPPED WITH RADAR THAT ENABLES THE MESSAGE BOARD TO DISPLAY THE SPEED OF THE APPROACHING VEHICLES.

ONE-WEEK PRIOR TO THE PCMS BEING DEPLOYED, THE CONTRACTOR SHALL CONTACT THE OTIC COMMUNICATIONS CENTER WITH THE PCMS NUMBER AND LOCATION. AT THAT TIME, THE OTIC COMMUNICATIONS WILL VERIFY COMMUNICATION WITH THE PCMS.

WHEN A PCMS IS REPLACED OR RELOCATED, THE CONTRACTOR SHALL CONTACT THE OTIC COMMUNICATIONS CENTER WITH THE PCMS NUMBER AND LOCATION.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF ODOT CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE CHIEF ENGINEER TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE, THE CONTRACTOR ON THEIR CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE-DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE-DESCRIBED WORK. THE CONTRACTOR SHALL ONLY BE PAID FOR PCMS UNITS WHEN THEY ARE IN OPERATION ON THE PROJECT AS SPECIFIED IN THE PLANS OR BY THE CHIEF ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER TO PROVIDE TWO (2) PORTABLE CHANGEABLE MESSAGE SIGNS, EACH SIGN FOR APPROXIMATELY 400 DAYS, AND ONE (1) PORTABLE CHANGEABLE MESSAGE SIGN, EACH SIGN FOR APPROXIMATELY 200 DAYS FOR AN ESTIMATED TOTAL OF 1000 DAYS.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 1,000 DAYS

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).
- FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

- ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
- AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
- AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
- THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
- OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 120 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

ITEM SPECIAL - SNAP MILL AND FILL

MAINTENANCE OF TRAFFIC ON THE MEDIAN/LEFT SHOULDER(S) AND THE RIGHT SHOULDER(S) 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 WITH NON-TRACKING TACK COAT; AND PAVING THE MILLED AREA WITH 1-1/2" OF ITEM SP 404 - ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22.

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.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM SPECIAL - SNAP MILL AND FILL 4500 SQ. YD.

DESIGN AGENCY
EUTHENICS
8235 Mohawk Dr. | Cleveland, OH 44138

NO.	REVISIONS	BY	DATE
1	ADDENDUM 1	MRC	12/26
-	-	-	-
-	-	-	-

DESIGNED	CHECKED
MRC	MRC
DRAWN	IN CHARGE
TDP	ARP

MAINTENANCE OF TRAFFIC
NOTES

PROJECT 43-24-07
DATE: 11/17/23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	ITEM DESCRIPTION	GENERAL		
			GENERAL (PART A AND PART B)			
IB.ART.6		LUMP SUM	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND	LUMP SUM		
SP 614		LUMP SUM	MAINTAINING TRAFFIC	LUMP SUM		
SP 619		LUMP SUM	FIELD OFFICE	LUMP SUM		
SP 623		LUMP SUM	CONSTRUCTION LAYOUT SURVEY	LUMP SUM		
624		LUMP SUM	MOBILIZATION	LUMP SUM		
					OHIO TURNPIKE OVER LORAIN ROAD M.P. 152.3	BAGLEY ROAD OVER OHIO TURNPIKE M.P. 152.9
			ROADWAY			
201		LUMP SUM	CLEARING GRUBBING	LUMP SUM		
202	1239	SQ. YD.	PAVEMENT REMOVED		877	362
202	666	SQ. YD.	APPROACH SLAB REMOVED		519	147
202	925	FOOT	GUARDRAIL REMOVED		150	775
202	8	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED		4	4
202	246	FOOT	CURB REMOVED		165	81
203	275	CU. YD.	EMBANKMENT		6	269
203	159	CU. YD.	EXCAVATION			159
204	2082	SQ. YD.	SUBGRADE COMPACTION		1426	656
209	6	STA	LINEAR GRADING, AS PER PLAN		6	
251	1000	SQ. YD.	PARTIAL DEPTH PAVEMENT REPAIR		1000	
254	6297	SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE (AVERAGE DEPTH=3")		5624	673
255	1000	SQ. YD.	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT		1000	
255	1000	SQ. YD.	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT (USING RAPID REPAIR CONCRETE MIX MATERIAL)		1000	
255	2000	FOOT	FULL DEPTH PAVEMENT SAWING		2000	
301	51	CU. YD.	ASPHALT CONCRETE BASE			51
SP 302	244	CU. YD.	ASPHALT CONCRETE BASE, PG64-22 (2 EQUAL LIFTS)		244	
304	91	CU. YD.	AGGREGATE BASE			91
SP 304	239	CU. YD.	AGGREGATE BASE		239	
SP 402	482	CU. YD.	ASPHALT CONCRETE INTERMEDIATE COURSE , PG76-22 (FR)		482	
SP 404	226	CU. YD.	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG76-22 (FR)		226	
407	1090	GAL.	NON-TRACKING TACK COAT		949	141
441	73	CU. YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22 (448)			73
441	35	CU. YD.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (448)			35
526	80	FOOT	TYPE A INSTALLATION			80
606	675	FOOT	GUARDRAIL, TYPE MGS WITH LONG STEEL POSTS		100	575
606	6	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1		2	4
606	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2		2	
SP 606A	2	EACH	ANCHOR ASSEMBLY, MGS TYPE E			2
609	246	FOOT	CURB, TYPE 4-C		165	81
SP 611	6	EACH	CATCH BASIN ADJUSTED TO GRADE		6	
SP 611	4	EACH	CATCH BASIN RECONSTRUCTED TO GRADE			4
SP 611	1	EACH	MANHOLE ADJUSTED TO GRADE		1	
614	1000	DAYS	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN		1000	
614	100	EACH	REPLACEMENT DRUM		100	
614	20	EACH	REPLACEMENT SIGN		20	
614	540	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		120	420
614	2.21	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT		2.21	
614	2.94	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT (YELLOW)		2.94	
614	3.08	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT (WHITE)		3.08	
614	2994	FOOT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT (WHITE)		2994	
614	1.86	MILE	WORK ZONE EDGE LINE, CLASS I, 8", 642 PAINT (YELLOW)		1.86	
614	1.86	MILE	WORK ZONE EDGE LINE, CLASS I, 8", 642 PAINT (WHITE)		1.86	
614	12729	FOOT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT		12729	
SP 614B	0.21	MILE	WORK ZONE WHITE EDGE LINE, 6 INCH		0.21	
SP 614B	0.22	MILE	WORK ZONE YELLOW EDGE LINE, 6 INCH		0.22	
SP 614B	0.2	MILE	WORK ZONE LANE LINE, 6 INCH		0.20	
SP 614B	0.07	MILE	WORK ZONE DOTTED LINE, 4 INCH		0.07	
SP 614B	0.06	MILE	WORK ZONE WHITE EDGE LINE, 8 INCH		0.06	
SP 614B	0.06	MILE	WORK ZONE YELLOW EDGE LINE, 8 INCH		0.06	
SP 614B	0.1	MILE	WORK ZONE CHANNELIZING LINE, 8 INCH		0.1	
SP 614C	7	MILE	REMOVAL OF PAVEMENT MARKING		7	
SP 614ZP	9600	HOURS	ZONE PERSON WITH ZONE VEHICLE		9600	
625	580	FOOT	CONDUIT, 2", 725.051			580
625	580	FOOT	CONDUIT, 4", 725.051		580	
SP 626A	3884	EACH	CONSTRUCTION ZONE MARKER		3884	
SP 627	34	CU. YD.	STONE SHOULDER PROTECTION (WITH GUARDRAIL) (T = 3")		34	
630	1	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL			1
630	1	EACH	REMOVAL OF GROUND MOUNTED SUPPORT AND DISPOSAL			1
646	2.60	MILE	EDGE LINE, 6" (YELLOW)		2.60	
646	2.93	MILE	EDGE LINE, 6" (WHITE)		2.68	0.25
646	5.21	MILE	LANE LINE, 6"		5.21	
646	2261	FOOT	DOTTED LINE, 6"		2261	
646	0.12	MILE	CENTER LINE, (DOUBLE YELLOW)			0.12
646	945	FOOT	CHANNELIZING LINE, 12"		945	
659	996	SQ. YD.	SEEDING AND MULCHING		94	902
659	112	CU. YD.	TOPSOIL		11	101
832	10000	EACH	EROSION CONTROL		7000	3000
SPECIAL	3.84	MILE	SONIC NAP ALERT PATTERN (SNAP)		3.84	
SPECIAL	4500	SQ. YD.	SNAP MILL AND FILL		4500	

OHIO TURNPIKE BRIDGE OVER LORAIN ROAD (MP 152.3) ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	ITEM DESCRIPTION
SP 202		LUMP SUM	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
SP 509	237090	POUND	EPOXY COATED REINFORCING STEEL, GRADE 60
509	273	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN
SP 511 (QC2)	708	CU. YD.	QC2 CONCRETE, BRIDGE DECK
SP 511 (QC2)	132	CU. YD.	QC2 CONCRETE, BRIDGE DECK (PARAPETS)
SP 511 (QC2)	105	CU. YD.	QC2 CONCRETE, ABUTMENT SLAB
513	15078	EACH	WELDED STUD SHEAR CONNECTORS
SP 514A		LUMP SUM	PAINT REPAIR/FIELD TOUCH UP
SP 516A	27	LIN. FT.	CRACK REPAIR USING EPOXY INJECTION
SP 516B	768	LIN. FT.	SEALING OF CONSTRUCTION JOINTS
518	3	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN
SP 519	126	SQ. FT.	PATCHING CONCRETE STRUCTURES
526	519	SQ. YD.	REINFORCED CONCRETE APPRACH SLAB (T=12")
SP 527		LUMP SUM	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES
SP 529	25	EACH	TRIM END OF STRUCTURAL STEEL MEMBER
SP 533	331	LIN. FT.	THREE (3) INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT
SP 533A	331	LIN. FT.	1 1/2 INCH ELASTOMETRIC COMPRESSION SEAL IN STRUCTURAL STEEL JOINTS
SP 536	1171	SQ. YD.	CONCRETE WEATHERPROOFING, SUBSTRUCTURE
SP 536	3204	SQ. YD.	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS AND APPROACH SLABS
SP 536	930	SQ. YD.	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS
601	14	CU. YD.	CRUSHED AGGREGATE SLOPE PROTECTION

BAGLEY ROAD BRIDGE OVER OHIO TURNPIKE (MP 152.9) ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	ITEM DESCRIPTION
SP 202		LUMP SUM	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
SP 509	87276	POUND	EPOXY COATED REINFORCING STEEL, GRADE 60
510	340	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT
511	9	CU. YD.	CLASS QC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING
SP 511 (QC2)	274	CU. YD.	QC2 CONCRETE, BRIDGE DECK
SP 511 (QC2)	83	CU. YD.	QC2 CONCRETE, BRIDGE DECK (PARAPETS)
513	3780	EACH	WELDED STUD SHEAR CONNECTORS
513	3727	POUND	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN
SP 514A		LUMP SUM	PAINT REPAIR/FIELD TOUCH UP
SP 516B	580	LIN. FT.	SEALING OF CONSTRUCTION JOINTS
SP 519	18	SQ. FT.	PATCHING CONCRETE STRUCTURES
526	147	SQ. YD.	REINFORCED CONCRETE APPRACH SLAB (T=12")
SP 527		LUMP SUM	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES
SP 533	84	LIN. FT.	THREE (3) INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT
SP 536	324	SQ. YD.	CONCRETE WEATHERPROOFING, SUBSTRUCTURE
SP 536	1005	SQ. YD.	CONCRETE WEATHERPROOFING, DECK AND APPROACH SLABS
SP 536	690	SQ. YD.	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS
SP 607	580	LIN. FT.	TYPE II FENCE, ALL ALUMINUM (6'-0" CHAIN LINK WITH SPECIALS)

DESIGN AGENCY
CARPENTER MARTY TRANSPORTATION
815 SCHERER CIRCLE · COLUMBUS, OH 43212
614.488.2041 · WWW.CARMTRANS.COM

NO.	REVISIONS	BY	DATE
1	ADDENDUM 1	TWG	01/05
-	-	-	-
-	-	-	-

DESIGNED WCS · CHECKED TWG · DRAWN WCS · IN CHARGE TWG

GENERAL SUMMARY

PROJECT 43-24-07
DATE: 11/17/23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION