SEQUENCE OF CONSTRUCTION

THESE PLANS ARE BASED ON THE FOLLOWING SUGGESTED SEQUENCE OF CONSTRUCTION:

MP 199.5 SR 88

DURING SEASON ONE SR 88 SHALL BE CLOSED TO THROUGH TRAFFIC AND DETOURED ACCORDING TO THE PLANS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVES AND ACCESS ROADS AT ALL TIMES DURING THE PROJECT UNLESS OTHERWISE AUTHORIZED BY THE CHIEF ENGINEER. DETOURS SHALL NOT BE PLACED INTO EFFECT UNTIL THE CONTRACTOR IS READY TO COMMENCE WORK. SR 88 CLOSURE DURATIONS SHALL BE AS LISTED IN OTIC SP 103.

WHEN MAINLINE INSIDE AND OUTSIDE SHOULDER CLOSURES ARE REQUIRED FOR CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL BE RESTRICTED TO CLOSING ONE SHOULDER AT A TIME. AT NO TIME SHALL THE INSIDE AND OUTSIDE SHOULDERS BE CLOSE SIMULTANEOUSLY. THE CONTRACTOR SHALL UTILIZE PORTABLE BARRIER FOR BOTH EASTBOUND AND WESTBOUND MAINLINE PER OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION STANDARD DRAWING TCR-12. WHEN THE OUTSIDE SHOULDER IS CLOSED THE OUTSIDE LANE SHALL ALSO BE REDUCED TO 11'. 2' CLEARANCE SHALL BE MAINTAINED FROM EDGE LINES TO FACE OF BARRIER.

CLOSURE OF THE INSIDE (LEFT) LANES IS PERMITTED DURING BRIDGE DEMOLITION AND PROPOSED SUBSTRUCTURE CONSTRUCTION. SHOULDER REQUIREMENTS AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE LANE CLOSURE DESIGN. THE CONTRACTOR SHALL SUBMIT THEIR MOT PLAN SPECIFIC TO THEIR MEANS AND METHODS TO REMOVE THE BRIDGE. THE CONTRACTOR'S MOT PLAN SHALL SATISFY ALL OTIC STANDARD DRAWINGS AND THE REQUIREMENTS OF SP 614 AND INCLUDE ALL SPECIFICS PREPARED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER WHERE NOT FULLY ADDRESSED BY THE STANDARD DRAWINGS OR AS REQUIRED BY THE CHIEF ENGINEER. SHOULD TEMPORARY LANE SHIFTS BE REQUIRED FOR THIS DEMOLITION WORK, RECONSTRUCTION OF THE AFFECTED OUTSIDE SHOULDER IN ACCORDANCE WITH PLAN DETAILS SHALL BE INCLUDED AS INCIDENTAL TO THE CONTRACTOR'S DEMOLITION WORK.

MP 202.8 & MP 203.7 TURNPIKE BRIDGES

THE INTENT OF THIS PORTION OF THE PROJECT IS TO RECONSTRUCT THE OHIO TURNPIKE (I-80) BRIDGES OVER TR 236 (BRYANT ROAD) AND CR 229 (NORTH MAIN STREET) FOR BOTH WESTBOUND AND EASTBOUND AT MILE POST 202.8 AND 203.7 WHILE MAINTAINING TWO (2) LANES OF TRAFFIC IN EACH DIRECTION AT ALL TIMES. WESTBOUND AND EASTBOUND TURNPIKE BRIDGE REHABILITATION WORK WILL REQUIRE SEVERAL PHASES AS DETAILED ON THE MAINTENANCE OF TRAFFIC PLAN SHEETS.

ALL PRE-PHASE 1 WORK SHALL BE COMPLETED DURING CONSTRUCTION SEASON ONE. ADDITIONALLY, ALL WORK REQUIRED TO CLOSE THE CROSSOVER AND RESTORE THE OHIO TURNPIKE TRAFFIC PATTERNS TO THEIR ORIGINAL CONDITION SHALL BE COMPLETED IN SEASON ONE PRIOR TO THE WINTER SHUT DOWN PERIOD.

EASTBOUND CONSTRUCTION SHALL BE COMPLETED DURING SEASON TWO, INCLUDING ALL PHASE 1 WORK.

WESTBOUND CONSTRUCTION SHALL BE COMPLETED DURING SEASON TWO, INCLUDING ALL WORK REQUIRED TO REOPEN THE CROSSOVER AND ALL PHASE 2 AND POST-PHASE 2, FINAL RESURFACING, PAVEMENT MARKING, RAISED PAVEMENT MARKING AND SIGNING WORK.

ANY MAINLINE BRIDGE SUBSTRUCTURE PATCHING AND PAINTING FOR MP 202.8 AND MP 203.7 BRIDGES SHALL BE COMPLETED DURING SEASON THREE. NO TEMPORARY TRAFFIC CONTROL SYSTEMS AND/OR DEVICES SHALL BE LEFT IN PLACE OUTSIDE THE DATES SPECIFIED FOR SEASON ONE, SEASON TWO AND SEASON THREE CONSTRUCTION, EXCEPT AS NOTED BELOW.

PRE-PHASE 1

THIS WORK WILL CONSIST OF RECONSTRUCTING THE OUTSIDE SHOULDERS TO BE USED TO MAINTAIN TRAFFIC DURING PHASE 1 AND 2. THE SHOULDER RECONSTRUCTION WORK WILL CONSIST OF SHOULDER REPLACEMENT OF THE ENTIRE WIDTH OF THE SHOULDER AS DETAILED ON MAINTENANCE OF TRAFFIC TYPICAL SECTIONS.

TWO LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED USING DAILY LANE CLOSURES FOR RIGHT LANE CLOSURES AS DETAILED ON OTIC STANDARD DRAWING TCR-2. AT THE END OF EACH DAY THE CONTRACTOR SHALL RESTORE TRAFFIC TO THE EXISTING TRAFFIC PATTERN.

AFTER THE SHOULDER RECONSTRUCTION IS COMPLETED, THE CROSSOVERS TO BE USED TO MAINTAIN TRAFFIC DURING PHASE 1 AND 2 SHALL BE CONSTRUCTED AS DETAILED IN THE MAINTENANCE OF TRAFFIC PLANS. THE CROSSOVER CONSTRUCTION WILL CONSIST OF REMOVING PORTIONS OF THE EXISTING APPROACH ROADWAY MEDIAN BARRIER, CONSTRUCTING TEMPORARY DRAINAGE AND MEDIAN RESURFACING.

TWO LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED USING LEFT LANE CLOSURES AS DETAILED ON THE MAINTENANCE OF TRAFFIC SHEETS.

PHASE 1

THIS PHASE WILL CONSIST OF THE EASTBOUND STRUCTURE IMPROVEMENTS FOR MP 202.8 AND MP 203.7, EASTBOUND APPROACH SLABS FOR BOTH STRUCTURES AND ALL ASSOCIATED WORK FOR THE EASTBOUND ROAD. 2

TWO LANES OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED USING CROSSOVER AS DETAILED ON THE MAINTENANCE OF TRAFFIC SHEETS.

PHASE 2

THIS PHASE WILL CONSIST OF THE WESTBOUND STRUCTURE IMPROVEMENTS FOR MP 202.8 AND MP 203.7, WESTBOUND APPROACH SLABS FOR BOTH STRUCTURES AND ALL ASSOCIATED WORK FOR THE WESTBOUND ROAD.

TWO LANES OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED USING CROSSOVER AS DETAILED ON THE MAINTENANCE OF TRAFFIC SHEETS.

POST PHASE 2

THIS PHASE WILL CONSIST OF RESTORING THAT PORTION OF THE MEDIAN USED FOR PHASES 1 AND 2 CROSSOVERS AND APPROACH MEDIAN RECONSTRUCTION WITHIN THE WORK AREA. THE MEDIAN WORK WILL CONSIST OF REMOVING THE TEMPORARY DRAINAGE, CONSTRUCTING CONCRETE MEDIAN BARRIER, BARRIER REFLECTORS AND SONIC NAP ALERT PATTERS (SNAPS), AND RESURFACING.

TWO LANES OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED USING LEFT LANE CLOSURES AS DETAILED ON THE MAINTENANCE OF TRAFFIC SHEETS AND OTIC STANDARD DRAWING TCR-2.

ADDITIONALLY, THIS PHASE SHALL ALSO INCLUDE, BUT NOT BE LIMITED TO, THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS AND BARRIER DELINEATORS, REPLACEMENT OF RAISED PAVEMENT MARKERS, RESTORING SONIC NAP ALERT PATTERNS AND REMOVING ALL TEMPORARY TRAFFIC CONTROL SYSTEMS AND DEVICES IN ACCORDANCE WITH APPLICABLE STANDARD DRAWINGS AND TO THE SATISFACTION OF THE CHIEF ENGINEER.

BRYANT RD IMPROVEMENTS

THE CONTRACTOR SHALL MAINTAIN THE EXISTING LANES ON BRYANT ROAD EXCEPT FOR DAILY LANE CLOSURE UTILIZING FLAGGERS PER ODOT SCD MT-97.10 FOR UNDERPASS STRUCTURE WORK ON MP 202.8.

NORTH MAIN ST IMPROVEMENTS

THE CONTRACTOR SHALL MAINTAIN THE EXISTING LANES ON NORTH MAIN STREET EXCEPT FOR DAILY LANE CLOSURE UTILIZING FLAGGERS PER ODOT SCD MT-97.10 FOR UNDERPASS STRUCTURE WORK ON MP 203.5.

INTERIM MAINTENANCE OF TRAFFIC PHASES AND OPERATIONS

THE DETAILED MAINTENANCE OF TRAFFIC PLANS THAT ARE PRESENTED IN THE PLANS FOR THIS PROJECT REFLECT MAJOR PHASES OF CONSTRUCTION THAT ARE REQUIRED TO COMPLETE THE CONSTRUCTION OF THIS PROJECT. THE MAINTENANCE OF TRAFFIC PLANS ALSO INCLUDES QUANTITY CALCULATIONS FOR THESE MAJOR PHASES AS DEPICTED IN THE PLANS.

THERE ARE PERIODS DURING THE CONSTRUCTION OF THIS PROJECT WHERE THE CONTRACTOR SHALL BE REQUIRED TO PERFORM WORK TO ESTABLISH THESE MAJOR CONSTRUCTION PHASES OR TO TRANSITION INTO THE NEXT PHASE OF CONSTRUCTION WHICH SHOULD BE CONSIDERED AS INTERIM MAINTENANCE OF TRAFFIC PHASES.

DURING INTERIM MAINTENANCE OF TRAFFIC PHASES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL LABOR, MATERIALS, EQUIPMENT AND TEMPORARY TRAFFIC CONTROL DEVICES, INCLUDING IMPACT ATTENAUTORS, REQUIRED TO ESTABLISH THESE MAJOR PHASES OF CONSTRUCTION.

PAYMENT OF THE ABOVE NOTED WORK FOR INTERIM MAINTENANCE OF TRAFFIC PHASES AND OPERATIONS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM SP 614- MAINTAINING TRAFFIC, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THE WORK AS SPECIFIED ABOVE.

GUARDRAIL DELINEATION

GUARDRAIL DELINEATION FROM MP 202.50 TO MP 204.60 SHALL CONSIST OF AKT CORPORATION MODEL 567 ONE -WAY DELINEATORS INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. THE DELINEATORS SHALL BE SPACED 100' (MIN.), WITH ALL GUARDRAIL RUNS HAVING NO LESS THAN 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.

2 ESTIMATED QUANTITIES - MP 199.5

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR INSTALLATION OF TEMPORARY PAVEMENT MARKINGS ON MP 199.5 STRUCTURE AT THE END OF SEASON TWO PRIOR TO OPENING UP THE STRUCTURE TO TRAFFIC. PERMANENT PAVEMENT MARKINGS SHALL BE INSTALLED ON MP 199.5 IN SEASON TWO. QUANTITIES HAVE BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER.

SP 614B - WORK ZONE CENTER LINE	0.18	MILE
SP 614B - WORK ZONE WHITE EDGE LINE, 6 INCH	0.35	MILE

1 LOCAL DETOUR FOR ODOT SNOW AND ICE REMOVAL TRUCKS

A LOCAL UNSIGNED DETOUR ROUTE HAS BEEN ESTABLISHED ALONG ANDERSON ROAD AND A PORTION OF NICHOLS ROAD (BETWEEN S.R. 88 AND ANDERSON ROAD) FOR USE ONLY BY ODOT SNOW AND ICE REMOVAL TRUCKS ON THEIR RETURN TRIP TO THE ODOT OUTPOST LOCATED ON S.R. 88. THIS ROUTE SHALL NOT BE USED BY CONSTRUCTION TRAFFIC. AS DIRECTED BY THE ENGINEER DURING THE PERIOD THAT S.R. 88 TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS UNSIGNED DETOUR ROUTE IN A CONDITION THAT IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS AND STANDING WATER CAUSED BY USE OF THESE LOCAL ROADS. ONCE THE S.R. 88 DETOUR HAS BEEN REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE UNSIGNED LOCAL ROUTE NOTED HEREIN SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE.

IN ACCORDANCE WITH ITEM 201, ALONG THE UNSIGNED DETOUR ROUTE, THE CONTRACTOR SHALL ALSO TRIM ANY TREE BRANCHES OVERHANGING THE HORIZONTAL LIMITS OF THE ROADWAY PAVEMENT TO A CLEAR HEIGHT OF 14 FEET ABOVE THE PAVEMENT.

ON THE EXISTING ROADWAY WEIGHT LIMIT SIGNS AT EACH END OF THE UNSIGNED LOCAL DETOUR ROUTE, THE CONTRACTOR SHALL FURNISH, INSTALL AND SUBSEQUENTLY REMOVE AN ADDITIONAL SIGN INDICATING "EXCEPT GOVERNMENT SNOW AND ICE REMOVAL EQUIPMENT". IN ACCORDANCE WITH THE REQUIREMENTS OF SP 109, THE CONTRACTOR SHALL ALSO CONDUCT PRE AND POST CONSTRUCTION VIDEOS AND WRITTEN CONDITION SURVEYS OF THE UNSIGNED ROUTE NOTED HEREIN. THE COST OF THE VIDEO INSPECTIONS AND SIGNAGE SHALL BE INCIDENTAL TO THE PROJECT.

ALL ROADWAY REPAIR WORK NOTED HEREIN SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER.

1 LOCAL DETOUR FOR ODOT SNOW AND ICE REMOVAL TRUCKS (CONT.)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND RESTORE THE LOCAL ROUTE DESCRIBED.

ITEM 201 TREE TRIMMING, AS PER PLAN	LUMP
ITEM 254 PAVEMENT PLANING VARIABLE DEPTH	1408 SY
ITEM SP 302 ASPHALT CONCRETE BASE	118 CY
ITEM SP 304 AGGREGATE BASE	118 CY
ITEM SP 402 ASPHALT CONCRETE INTERMEDIATE COURSE	69 CY
ITEM SP 404 ASPHALT CONCRETE SURFACE COURSE	59 CY
ITEM 407 NON-TRACKING TACK COAT	141 GAL
ITEM 408 PRIME COAT	282 GAL
ITEM 614 ASPHALT FOR MAINTAINING TRAFFIC	10 CY

STORAGE OF PORTABLE BARRIER

THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION WILL ALLOW STORAGE OF PORTABLE BARRIER WALL ON TURNPIKE RIGHT OF WAY AT TOLL PLAZAS TP 193 AND TP 209. SPACE IS AVAILABLE AT EACH TOLL PLAZA. THE CONTRACTOR SHALL VERIFY THE AMOUNT OF SPACE THAT IS AVAILABLE AT EACH TOLL PLAZA. THE AVAILABLE SPACE AT THE TOLL PLAZAS MAY REQUIRE MINIMAL GRADING TO PREPARE THE SURFACE FOR LEVEL AND STABLE STORAGE. EITHER ASPHALT MILLINGS OR CRUSHED AGGREGATE MAY BE USED AT THE CONTRACTOR'S OWN EXPENSE TO GRADE AND STABILIZE THE STORAGE AREA. PORTABLE BARRIER SHALL NOT BE STORED HIGHER THAN THREE PIECES HIGH. TYPICAL STORAGE ANTICIPATED WOULD BE IN CUBES OF 5 PORTABLE BARRIER SECTIONS ALTERNATELY STACKED 3 HIGH OR AS RECOMMENDED BY THE MANUFACTURER. RESTORATION OF THE AREA WILL BE REQUIRED TO ORIGINAL OR BETTER CONDITIONS AS APPROVED BY THE CHIEF ENGINEER PRIOR TO FINAL COMPLETION. ALL BROKEN BARRIER AND DEBRIS SHALL BE REMOVED FROM THESE AREAS ONCE COMPLETE AND DISPOSED IN ACCORDANCE WITH SP 105. FLAGGERS WILL BE REQUIRED FOR ANY TURNING MOVEMENTS IN FRONT OF THE TOLL PLAZAS PER THE OTIC'S STANDARDS. THE CONTRACTOR SHALL PROVIDE A UTILIZATION PLAN TO THE CHIEF ENGINEER FOR APPROVAL. THIS PLAN SHALL INCLUDE THE FOLLOWING: AN AERIAL DRAWING OF THE TOLL PLAZA WHICH DEFINES THE STORAGE AREA, SIZE OF AREA REQUIRED, DESCRIPTION OF HOW THE BARRIER IS TO BE STORED, DESCRIPTION OF WORK REQUIRED TO PREPARE THE STORAGE AREA WHICH INCLUDES TYPE OF SURFACE TO BE INSTALLED IF REQUIRED, GRADING THAT PROVIDES POSITIVE DRAINAGE AND ANY EROSION CONTROL MEASURES REQUIRED, AND THE LOGISTICS TO STORE AND RETRIEVE THE STORED PORTABLE BARRIER TO AND FROM THE TOLL PLAZA. ALL COSTS ASSOCIATED WITH THE STORAGE OF PORTABLE BARRIER SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM PRICE BID OF ITEM SP 622 - PORTABLE BARRIER.

ITEM SP 626 - BARRIER REFLECTOR

ITEM SP 626 - BARRIER REFLECTOR, TYPE A (WHITE), SHALL CONSIST OF INSTALLING ONE-WAY REFLECTORS BETWEEN MP 202.50 TO MP 204.60 AT GUARDRAIL LOCATIONS IDENTIFIED BY THE CHIEF ENGINEER THAT REQUIRE INSTALLATION, REPAIR OR REPLACEMENT OF BARRIER REFLECTORS. FOR THIS PURPOSE, THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR THOSE LOCATIONS REQUIRING BARRIER REFLECTORS.

ITEM SP 626 - BARRIER REFLECTOR, TYPE A (WHITE)..... 350 EACH

ITEM SP 626 - BARRIER REFLECTOR, TYPE B (WHITE), SHALL CONSIST OF INSTALLING ONE-WAY REFLECTORS BETWEEN MP 202.50 TO MP 204.60, AND TWO-WAY REFLECTORS BETWEEN MP 202.50 TO MP 204.60, ON THE EXISTING MEDIAN CONCRETE BARRIER WALL AS SPECIFIED IN SP 626. THE REFLECTORS SHALL BE INSTALLED AND SPACED EVERY 100 FT ON TANGENT SECTIONS AND SPACED EVERY 50 FT ON CURVES. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SP 626 - BARRIER REFLECTOR, TYPE B (WHITE)..... 350 EACH

DESIGN AGENCY
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NO.	REVISIONS	BY	DATE
1	REVISED NOTES, ADDED PAY ITEMS	TJW	5/30/24
2	REVISED NOTE	AKF	6/5/24
-	-	-	-

DESIGNED JAH | CHECKED AKF
DRAWN DGD | IN CHARGE AKF

PROJECT 43-24-09
DATE: 03/26/24

MAINTENANCE OF TRAFFIC
GENERAL NOTES
M.P. 199.5, 202.8 & 203.7
PORTAGE COUNTY

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

2022348MN001.dwg: 6/05/24 - 11:03am

ITEM SP 622 - PORTABLE BARRIER (WITH GLARE SCREEN)
ITEM SP 622 - PORTABLE BARRIER (WITHOUT GLARE SCREEN
THE CONTRACTOR SHALL REPLACE ANY DAMAGED PORTABLE BARRIER WITH IN 24 HOURS OF A DAMAGING IMPACT. TO FACILITATE THIS PROMPT REPLACEMENT, AN ADDITIONAL THREE 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. A LUMP SUM QUANTITY HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR REPLACEMENT OF PORTABLE BARRIER.

ITEM SP 622 - PORTABLE BARRIER (WITH GLARE SCREEN) ..... 300 FT

ITEM SP 622 - PORTABLE BARRIER
(WITHOUT GLARE SCREEN) ..... 300 FT

WORK ZONE PAVEMENT MARKINGS
THE WORK ZONE PAVEMENT MARKINGS SHALL BE 6" WIDE, UNLESS NOTED OTHERWISE ON THE PLANS OR OTIC/ODOT STANDARD DRAWING(S).

ITEM SPECIAL - "SNAP" MILL AND FILL
MAINTENANCE OF TRAFFIC ON THE MEDIAN SHOULDER AND PORTIONS OF THE OUTSIDE SHOULDER WILL REQUIRE THE EXISTING "SNAPS" TO BE MILLED AND FILLED OUTSIDE THE WORK LIMITS FOR TEMPORARY TRAFFIC CONTROL PURPOSES.

PAYMENT FOR THIS ITEM SHALL INCLUDE REMOVAL OF EXISTING "SNAPS" AND THE EXISTING PAVEMENT JOINT BY MILLING 1 1/2" DEEP AND 5' WIDE, COATING All EXPOSED MILLED SURFACES WITH ITEM 407 NON-TRACKING TACK COAT, AND PAVING THE MILLED AREA WITH 1 1/2" OF ITEM SP 404 - ASPHALT CONCRETE SURFACE COURSE, PG 64-22. ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE ABOVE-MENTIONED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL - "SNAP" MILL AND FILL.

ITEM SPECIAL - "SNAP" MILL AND FILL..... 15,000 FT

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.

ITEM 630 - SIGNING MISC.: ADDITIONAL SIGNS WITH SUPPORTS AS DIRECTED BY THE CHIEF ENGINEER
WHEN ADDITIONAL SIGNING IS NEEDED TO MAINTAIN TRAFFIC, THE CONTRACTOR SHALL FURNISH THE SIGN OR SIGNS AS DIRECTED BY THE CHIEF ENGINEER. THESE SIGNS SHALL BE GROUND OR BARRIER MOUNTED AND MEET ALL THE SPECIFICATIONS OF THE PLAN, PROPOSAL AND CURRENT YEAR ODOT CMS. SIGN SUPPORTS AND HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 630 - SIGNING, MISC.: ADDITIONAL SIGNS WITH SUPPORTS, AS DIRECTED BY THE CHIEF ENGINEER.

ITEM 630 - SIGNING, MISC.: ADDITIONAL SIGNS WITH
SUPPORTS, AS DIRECTED BY THE CHIEF ENGINEER ..... 500 SQ FT

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. SP 614C SHALL ALSO BE USED FOR THE REMOVAL OF ITEM 614 - WORK ZONE 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. IN NO INSTANCE SHALL BLACKOUT TAPE BE USED. 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 ..... 20.00 MILE

SP 621 - RAISED PAVEMENT MARKERS
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR CONTINGENCY PURPOSES ONLY. THESE ITEMS ARE TO BE USED TO REPLACE OR REPAIR DAMAGED RAISED PAVEMENT MARKERS IN THE EASTBOUND AND WESTBOUND TURNPIKE LANES.

SP 621 RAISED PAVEMENT MARKER -
STIMSONITE MODEL 101 LPCR ..... 50 EACH

SP 621 REPLACEMENT PRISMATIC RETRO-REFLECTOR ..... 50 EACH

SP 621 REPLACEMENT RAISED PAVEMENT MARKER CASTING -
STIMSONITE MODEL 101 LPCR ..... 50 EACH

DUST CONTROL
THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE CHIEF ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616 - WATER ..... 250 M GAL.

ALTERNATE MAINTENANCE OF TRAFFIC (MOT) PLANS
IF THE CONTRACTOR SO ELECTS, HE OR SHE MAY PROPOSE AN ALTERNATE METHOD OR METHODS FOR MAINTAINING TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS AND SP 614 ARE FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THERE FROM.

IF THE CONTRACTOR ELECTS TO PROPOSE AN ALTERNATE MOT PHASE, SCHEME OR PLAN FROM THAT INCLUDED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL PREPARE TO SCALE PLANS, EQUIVALENT TO THE LEVEL OF DETAIL OR MORE AS PROVIDED IN THE CONTRACT DOCUMENTS, WHICH ILLUSTRATE ALL ADVANCED WARNING AREA SIGNAGE, TRANSITION AREA(S) FOR TAPERS AND SHIFTS, SIGNAGE AND/ OR PAVEMENT MARKINGS, BUFFER SPACE, ACTIVITY OR WORK AREAS WHERE WORK IS TAKING PLACE, STAGING AREAS FOR WORKERS / MATERIALS / EQUIPMENT, AND TERMINATION AREA SHOWING TRAILING BUFFER SPACE AND TRANSITIONS OF TRAFFIC RETURNING TO NORMAL ALIGNMENT.

DETAILS OF ANY VARIATION FROM THE CONTRACT DOCUMENTS, SUCH AS THE PLACEMENT OF PORTABLE BARRIER, TEMPORARY SHEETING, PORTABLE BARRIER VEHICLES, TEMPORARY SIGNALS, TEMPORARY IMPACT ATTENUATORS, COVERING OF EXISTING SIGNAGE, REMOVAL OF PAVEMENT MARKINGS, ETC. SHOULD ALSO BE PROVIDED. BOTH MILEPOSTS AND STATIONS SHALL BE PROVIDED TO IDENTIFY ALL LOCATIONS OF SIGNS OR DEVICES.

THE PROPOSED ALTERNATE PLAN IS TO ADDRESS THE ENTIRE PROJECT AND/ OR ADJACENT PROJECT MOT PLANS AND ANY REQUIRED CORRECTIONS TO ALREADY EXISTING MOT. TRAFFIC FLOW ARROWS SHALL BE SHOWN ON THE PLANS TO CLEARLY INDICATE EACH LANE OF TRAFFIC MAINTAINED.

ALTERNATE MAINTENANCE OF TRAFFIC (MOT) PLANS (CONTINUED)
THE ALTERNATE MOT PLANS SHALL BE PREPARED, SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED AND REGISTERED IN THE STATE OF OHIO WHO IS KNOWLEDGEABLE ABOUT FUNDAMENTAL PRINCIPLES OF TEMPORARY TRAFFIC CONTROL AND WORK ACTIVITIES TO BE PERFORMED. ALTERNATE MOT PLANS SHALL BE SUBMITTED TO THE CHIEF ENGINEER FOR REVIEW AND APPROVAL.

THE CHIEF ENGINEER WILL REQUIRE A 14 DAY REVIEW PERIOD TO EVALUATE THE PROPOSED ALTERNATE MOT PLAN. NO ALTERNATE PLANS SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED IN WRITING BY THE CHIEF ENGINEER. ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH SP 614 AND ALL OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE CURRENT VERSION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION STANDARDS. ALL COSTS ASSOCIATED WITH THE PROPOSED ALTERNATE MOT PLAN WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

LANE CLOSURE RESTRICTION
THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION WILL NOT ALLOW THE CLOSURE OF THE TWO (2) TRAFFIC LANES WHICH ARE LOCATED ON THE OPPOSITE SIDE OF THE BASE REPLACEMENT WORK AFTER THE CONTRAFLOW TRAFFIC PATTERN IS IN OPERATION. THE CONTRACTOR SHALL SCHEDULE ITS WORK SO THAT A LANE CLOSURE OF EITHER OF THESE TWO (2) LANES IS NOT REQUIRED DURING THE DURATION OF EACH PHASE OF CONSTRUCTION.

SIGN COVERS AND OVERLAYS
THE CONTRACTOR SHALL COVER ALL PERMANENT SIGNS, OR PORTIONS THEREOF, AS REQUIRED BY THE PLANS. SIGN COVERS SHALL BE FURNISHED BY THE COMMISSION. THE CONTRACTOR SHALL RETURN THE SIGN COVERS TO THE COMMISSION AT THE END OF THE CONTRACT.

SIGN OVERLAYS FOR OVERHEAD SIGNS SHALL BE OF THE SAME COLOR AS THE BACKGROUND OF THE SIGN OR BE IN ACCORDANCE WITH ODOT OR OTIC MAINTENANCE OF TRAFFIC SIGNING. THE SIGN OVERLAYS SHALL BE HIGH INTENSITY GRADE SHEETING (TYPE G) ON 0.080 INCH THICK ALUMINUM SECURELY RIVETED TO THE SIGN FACE, AND SHALL BE FURNISHED, INSTALLED AND REMOVED BY THE CONTRACTOR.

PAYMENT FOR ALL LABOR, MATERIAL AND EQUIPMENT ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM SP 614 - MAINTAINING TRAFFIC.

METHOD OF PAYMENT FOR MAINTAINING TRAFFIC - WINTER SHUTDOWN
AFTER COMPLETION OF ALL PHASE 1 CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL RESTORE ALL PERMANENT TRAFFIC CONTROL WHICH SHALL REQUIRE THE CONTRACTOR TO PERFORM THE FOLLOWING TASKS:

1. CLOSURE OF EXISTING MEDIAN BARRIER OPENINGS AT THE MOT CROSSOVER LOCATIONS PER OTIC STANDARD DRAWINGS.
2. REOPEN THE MOT CROSSOVERS IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC NOTE FOR "ITEM SPECIAL - EXISTING CROSSOVER TO BE CLOSED/REOPENED" (1)
3. REMOVE ANY TEMPORARY MOT AND EXISTING PAVEMENT MARKINGS PER SP 614C REMOVAL OF PAVEMENT MARKINGS AND RE-STRIPE THE EASTBOUND AND WESTBOUND PAVEMENT MARKINGS TO THE EXISTING STRIPING PATTERN.

ALL COSTS ASSOCIATED WITH THE ABOVE DESCRIBED TASKS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM SPECIAL - EXISTING CROSSOVER TO BE CLOSED/RE-OPENED.

WARRANTY 1 YEAR ANNIVERSARY WALK THROUGH MAINTENANCE OF TRAFFIC
THIS WORK IS TO INCLUDE THE SETUP AND REMOVAL OF MOT (MAINTENANCE OF TRAFFIC) USING OTIC STANDARD DRAWINGS FOR MAINTAINING TRAFFIC DURING THE ONE (1) YEAR ANNIVERSARY WALK THROUGH INSPECTION FOR THE OTIC AND THE OTIC OWNER'S AGENT. THE CONTRACTOR IS TO ANTICIPATE, INITIALLY, THE NEED FOR A MINIMUM OF TWO (2) DAYS OF SETUP IN ORDER TO PROVIDE ACCESS TO THE ENTIRE PROJECT LIMITS FOR WARRANTY INSPECTIONS. FURTHER MOT SETUPS AND REMOVALS SHALL ALSO BE CONSIDERED AS PART OF THIS WORK ITEM FOR INSPECTIONS OF CORRECTED WARRANTY ITEMS UNTIL WARRANTY HAS EXPIRED. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM SP 614 - MAINTAINING TRAFFIC, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THE WORK AS SPECIFIED ABOVE.

MAINTAINING TRAFFIC - LOCAL ROADS
THE CONTRACTOR SHALL BE REQUIRED TO CLOSE LANES ON LOCAL ROADS DURING THE CONSTRUCTION OF SUBSTRUCTURE WORK INCLUDING BUT NOT LIMITED TO FALSE WORK INSTALLATION, SUBSTRUCTURE PATCHING, TEMPORARY JACKING AND SHORING, BEARING REHAB/REPLACEMENT, ETC. FOR THE TR 236 (BRYANT ROAD) 202.8 BRIDGE AND CR 229 (SOUTH MAIN STREET) 203.7 BRIDGE. THE CONTRACTOR SHALL PERFORM ALL WORK IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWINGS, OMUTCD AND/OR PORTAGE COUNTY AND WINDHAM TOWNSHIP STANDARDS.

THE COMMISSION HAS SECURED WRITTEN PERMISSION FROM THE MAINTAINING AGENCY TO PERFORM WORK ON THE LOCAL ROAD. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS FROM THE MAINTAINING AGENCY.

ALL COST AND MATERIALS ASSOCIATED WITH THE ABOVE WORK SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED WITH THE LUMP SUM CONTRACT BID ITEM FOR SP 614 - MAINTAINING TRAFFIC.

ITEM 642 - PAVEMENT MARKING, MISC.: FINAL PAVEMENT MARKING PREPARATION, AS PER PLAN
THIS ITEM SHALL CONSIST OF APPLYING A BASE LAYER OF PAVEMENT MARKING PRIOR TO THE PLACEMENT OF FINAL MARKINGS.

IF FINAL PAVEMENT MARKING WILL BE PLACED WHERE 614.11 OR SP 614B PAVEMENT MARKINGS WERE REMOVED BY EITHER SP 614C GRINDING METHOD OR WATER-BLAST METHOD, THEN THE ASPHALT PAVEMENT MUST FIRST BE PREPPED BY APPLYING A BLACK SHADOW MARKING. THE BLACK SHADOW MARKING SHALL CREATE A 1-INCH BORDER AROUND THE FINAL MARKING BEING PLACED.

THE BLACK SHADOW MARKING SHALL BE NON-REFLECTIVE AND PLACED AT THE SAME RATE AS ITEM 642 TYPE 1 MARKINGS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER PRIOR TO THE PLACEMENT OF WORK ZONE PAVEMENT MARKINGS.

ITEM 642 - PAVEMENT MARKINGS, MISC.: FINAL PAVEMENT MARKING PREPARATION, AS PER PLAN..... 10.00 MILES

DESIGN AGENCY
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Cincinnati, Gates, Pyle, Schwartz, Burk & Dilworth, 2021

REVISIONS		BY	DATE
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1	REVISED NOTE	AKF	6/5/24
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DESIGNED	CHECKED
JAH	AKF
DRAWN	IN CHARGE
DGD	AKF

MAINTENANCE OF TRAFFIC
GENERAL NOTES
PORTAGE COUNTY
M.P. 199.5, 202.8 & 203.7

PROJECT 43-24-09
DATE: 03/26/24

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

2022348MN001.dwg: 6/05/24 - 11:44am

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, TWO (2) PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS). THE INTENT OF THE PCMS IS TO ALERT MOTORISTS OF TRAFFIC QUEUES OR INCIDENTS DURING CONTRAFLOW MAINTENANCE OF TRAFFIC PHASES. PCMS SHOULD BE PUT IN PLACE APPROXIMATELY A WEEK BEFORE CONTRAFLOW PHASE(S) ARE ESTABLISHED AND REMOVED ONCE CONTRAFLOW PHASES ARE DISCONTINUED. TWO (2) OF THE SIGNS SHALL BE LOCATED NEAR THE PROJECT SITE, ONE FOR EACH DIRECTION OF TRAVEL, AS DIRECTED BY THE ENGINEER. TWO OF THE SIGNS SHALL BE LOCATED APPROXIMATELY TWENTY-FIVE (25) MILES OUTSIDE THE PROJECT LIMITS, ONE FOR EACH DIRECTION OF TRAVEL, AS DIRECTED BY THE ENGINEER. THE SIGNS SHALL BE OF A TYPE SHOWN ON A 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 CLICKING ON THE SERVICES MENU, THEN CLICKING ON 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. 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 PHASES 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.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN (CONTINUED)

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

WHEN A PCMS IS INITIALLY BROUGHT OUT TO THE PROJECT 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 540 DAYS, FOR AN ESTIMATED TOTAL OF1080 DAYS.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN..... 1080 DAYS

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.

ANY IMPACT ATTENUATOR PLACED ON:

- NEW PAVEMENT
- PAVEMENT THAT IS NOT BEING REPLACED AS PART OF THIS PROJECT
- OR PAVEMENT ON AN ACCELERATION/DECELERATION RAMP SHALL BE AN ANCHORLESS WATER-FILLED IMPACT ATTENUATOR. FURNISH AN ANCHORLESS WATER-FILLED IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARD'S WEB PAGE FOR ROADWAY STANDARDS APPROVED PRODUCTS.

IMPACT ATTENUATORS SHOWN AND QUANTIFIED IN THE PLANS ARE FOR THE PROPOSED MAINTENANCE OF TRAFFIC PHASE LAYOUTS. ADDITIONAL IMPACT ATTENUATORS UTILIZED FOR PHASE SETUP, CONSTRUCTION ACCESS POINTS AND ALTERNATIVE MAINTENANCE OF TRAFFIC METHODS NOT DETAILED IN THESE PLANS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM SP 614 - MAINTAINING TRAFFIC AND SHALL INCLUDE THE COST OF THE ATTENUATOR, LABOR, MATERIALS AND EQUIPMENT NECESSARY TO SET, RESET AND REMOVE THE IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT, MAINTAIN AND REMOVE COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED. AS REQUIRED BY THE MANUFACTURER. ANCHOR REMOVAL CAN CAUSE DAMAGE TO THE PAVEMENT SURFACE. PAYMENT SHALL INCLUDE REPAIRING ANY DAMAGE CAUSED DURING REMOVAL.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC CLASS A, AS PER PLAN

THIS ITEM SHALL BE AS PER SECTION 615 OF THE ODOT CMS AND SHALL INCLUDE THE FOLLOWING:

ESTABLISHING THE MOT CROSSOVER PAVEMENT PER THE TYPICAL SECTION ON SHEET 27 INSTALLING THE 12 INCH SLOTTED DRAIN, TYPE 2 WITH THE REQUIRED CONNECTION TO THE EXISTING CATCH BASIN INCLUDING THE 12 INCH CONDUIT, TYPE B, RESTORING THE MOT CROSSOVER AREA BACK TO ITS ORIGINAL CONDITION PER THE TYPICAL SECTIONS ON SHEET 27 WHICH INCLUDES REMOVAL OF THE 12 INCH SLOTTED DRAIN AND THE 12 INCH CONDUIT.

THE 12" SLOTTED DRAIN, TYPE 2 SHALL BE CONSTRUCTED IN ACCORDANCE WITH ODOT STANDARD CONSTRUCTION DRAWING DM-1.3. THE PROPOSED 12 INCH SLOTTED DRAIN, TYPE 2 SHALL BE A 12 INCH DIAMETER SLOTTED DRAIN ALUMINUM COATED STEEL CONDUIT 707.01 WITH 6 INCH TRAPEZOIDAL GALVANIZED SOLID BAR GRATE AS APPROVED BY THE CHIEF ENGINEER. THE EXISTING CATCH BASIN SHALL BE NEATLY CUT AND REPLACED WITH CLASS C AND THE BACK FILL MATERIAL AROUND THE CATCH BASIN SHALL BE LSM PER SP 604.

ALL COSTS FOR THE PLACEMENT OF THE MOT CROSSOVERS, RESTORING THE MOT CROSSOVER AREA TO ITS ORIGINAL CONDITION, INSTALLING AND REMOVING THE DRAINAGE SYSTEM AS DETAILED ABOVE, LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC,

CLASS A, AS PER PLAN ..... 5374 SQ. YD.

7

ITEM SPECIAL - MOT CROSSOVER TO BE CLOSED/RE-OPENED

THIS ITEM SHALL CONSIST OF TEMPORARILY CLOSING AND REOPENING THE MOT MEDIAN CROSSOVERS IN ACCORDANCE WITH OTIC STANDARD DRAWING TCB-3. ALL SECTIONS OF CONCRETE PORTABLE BARRIER SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE NCHRP-350 BARRIER WALL.

PAYMENT OF ALL EQUIPMENT, MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO CLOSE AND REOPEN THE MEDIAN BARRIER SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR:

ITEM SPECIAL - MOT CROSSOVER TO BE CLOSED/RE-OPENED

DESIGN AGENCY
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1	REVISED NOTE	AKF	6/5/24
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DESIGNED	CHECKED	DRAWN	IN CHARGE
JAH	AKF	DGD	AKF

MAINTENANCE OF TRAFFIC
GENERAL NOTES
M.P. 199.5, 202.8 & 203.7
PORTAGE COUNTY

PROJECT 43-24-09
DATE: 03/26/24

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

2022348MN001.dwg; 6/05/24 - 11:06am

PROPOSED MAINTENANCE OF TRAFFIC CROSSOVER SECTION

EXISTING MEDIAN BARRIER REMOVAL LIMITS:
CROSSOVER #1 AND #3 - STA. 891+38 TO STA. 896+98
CROSSOVER #2 AND #4 - STA. 959+45 TO STA. 965+05
(SEE NOTES 2 & 3)

CROSSOVER #1 AND #3 RESTORATION TYPICAL SECTION

PROPOSED MEDIAN BARRIER RESTORATION LIMITS:
CROSSOVER #1 AND #3 - STA. 891+38 TO STA. 896+98

CROSSOVER #2 AND #4 RESTORATION TYPICAL SECTION

PROPOSED MEDIAN BARRIER RESTORATION LIMITS:
CROSSOVER #2 AND #4 - STA. 959+45 TO STA. 965+05

ITEM LEGEND

PROPOSED TEMPORARY PAVEMENT
MINIMUM $1\frac{1}{2}$" THICKNESS

1. ITEM SP 404 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG64-22
2. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE DEPTH)
3. ITEM 622 - CONCRETE BARRIER TYPE B-50, AS PER PLAN
4. ITEM SP 404A - JOINT SEALER (APPLIED TO VERTICAL FACE)
5. ITEM 252 - FULL DEPTH PAVEMENT SAWING
6. ITEM 407 - NON-TRACKING TACK COAT (APPLIED @ 0.06 GAL/S.Y. FOR INTERMEDIATE COURSE, 0.075 GAL/S.Y. FOR SURFACE COURSE)
7. SP 304 - AGGREGATE BASE (T=6")
8. SP 304 - GRANULAR MATERIAL (T=6"+/-)
9. SP 302 - BITUMINOUS AGGREGATE BASE, PG64-22 (T=10") (2 EQUAL LIFTS) (SEE NOTE 7)

NOTES:

1. THE CONTRACTOR SHALL REMOVE THE EXISTING SURFACE COURSE OF ASPHALT WITHIN THE LIMITS OF THE PROPOSED CROSSOVER TEMPORARY PAVEMENT IN ORDER TO PROVIDE THE MINIMUM $1\frac{1}{2}$" PAVEMENT THICKNESS. COST OF REMOVAL, SURFACE PREPARATION, NON-TRACKING TACK COAT AND PLACEMENT OF VARIABLE DEPTH TEMPORARY PAVEMENT INCLUDING, BUT NOT LIMITED TO, THE REMOVAL OF TEMPORARY PAVEMENT, THE REMOVAL OF ALL TEMPORARY DRAINAGE ITEMS, FILLING AND PLUGGING CONDUIT, AND PERMANENT DRAINAGE ITEMS, TO BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN. (1)
2. CONTRACTOR IS TO REMOVE ENTIRE MEDIAN BARRIER WALL DURING DEMOLITION OPERATIONS. MEDIAN BARRIER WALL FOUNDATION MAY REMAIN DURING CONSTRUCTION AND BE REPLACED DURING THE CROSSOVER RESTORATION.
3. THE CONTRACTOR SHALL CLOSE THE MEDIAN BARRIER OPENING AT THE END OF THE PHASE 1 EASTBOUND CONSTRUCTION SEASON USING 50" PORTABLE BARRIER. THE CONTRACTOR SHALL REOPEN THE MEDIAN BARRIER OPENING AT THE START OF THE PHASE 2 WESTBOUND CONSTRUCTION SEASON.

   ALL LABOR, EQUIPMENT AND MATERIAL COSTS ASSOCIATED WITH THE CLOSURE AND REOPENING OF THE MEDIAN BARRIER OPENING SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM SPECIAL - EXISTING CROSSOVER TO BE CLOSED/RE-OPENED.
4. THE CONTRACTOR SHALL TERMINATE THE MULTICELL CONDUIT BY PERMANENT CAPPING. THE CONTRACTOR SHALL NOT REPLACE THE MULTICELL CONDUIT. LABOR, EQUIPMENT, AND MATERIALS FOR THE ABOVE DESCRIBED SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM SP 614 - MAINTAINING TRAFFIC.
5. SEE SHEETS 65 - 66 FOR CROSSOVER #1 AND #3 TEMPORARY PAVEMENT AND SLOTTED DRAIN DETAILS.
6. SEE SHEETS 67 - 68 FOR CROSSOVER #2 AND #4 TEMPORARY PAVEMENT AND SLOTTED DRAIN DETAILS.
7. ITEM 407 - NON-TRACKING TACK COAT (APPLIED @ 0.075 GAL./S.Y.) SHALL BE PLACED ON SURFACE OF SP 302 AND ITEM 407 - NON-TRACKING TACK COAT FOR INTERMEDIATE COURSE (APPLIED @ 0.06 GAL/S.Y.) SHALL BE PLACED BETWEEN THE LIFTS OF SP 302.
8. ALL LABOR, EQUIPMENT AND MATERIAL COSTS ASSOCIATED WITH THE REMOVAL OF THE TEMPORARY DRAINAGE AND RESTORATION OF THE PAVEMENT AS SHOWN ON THE DETAILS ON THIS SHEET FOR THE CROSSOVERS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN. (1)

NO.	REVISIONS	BY	DATE
1	REVISED PAY ITEM	AKF	5/31/24
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DESIGN AGENCY

DESIGNED	CHECKED
JAH	AKF
DRAWN	IN CHARGE
DGD	TJW

MAINTENANCE OF TRAFFIC CROSSOVER SECTIONS

PORTAGE COUNTY

M.P. 199.5

PROJECT 43-24-09

DATE: 03/26/24

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

2022348MY005.dwg: 5/31/24 - 2:16pm

0 20 40
HORIZONTAL SCALE IN FEET

NOTES:

1. THE INTENTION OF THE LISTED ELEVATIONS IS TO IDENTIFY THE EXISTING EDGE LINE ELEVATIONS AND THE REQUIRED VARIABLE DEPTH TEMPORARY PAVEMENT PLACEMENT REQUIRED TO PROMOTE DRIVER SAFETY THROUGH THE WORK ZONE AND PROVIDE POSITIVE ROADWAY DRAINAGE.
2. PAVEMENT ELEVATIONS AND DRAINAGE INVERTS SHOWN HERE ARE DESIGNED USING ELEVATIONS OBTAINED IN A RECENT SURVEY OF EXISTING CONDITIONS. AS A RESULT, DIFFERENCES MAY OCCUR FROM THOSE ELEVATIONS SHOWN IN PARTS OF THESE PLANS WHICH ARE BASED ON EXISTING THIRD LANE DESIGN PLANS.
3. ALL ELEVATIONS ARE TO BE CONSIDERED AS RELEVANT TO THE EXISTING CONDITIONS AND SHALL BE VERIFIED FOR ACCURACY AND POSITIVE DRAINAGE BY THE CONTRACTOR PRIOR TO BEGINNING MEDIAN BARRIER WALL REMOVAL AND CROSSOVER CONSTRUCTION ACTIVITIES.
4. THE TEMPORARY SLOTTED DRAIN SHALL BE AS PER ODOT STANDARD CONSTRUCTION DRAWING DM-1.3, TYPE 2. THE CONSTRUCTION SHALL BULKHEAD AND SEAL THE WESTERN END OF THE SLOTTED DRAIN PIPE. PAYMENT FOR INSTALLATION OF THE SLOTTED DRAIN SHALL BE INCLUDED IN ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN. 7
5. THE TEMPORARY ELEVATIONS INDICATED AT 3.5' LT. ARE THE PROPOSED SLOTTED DRAIN GRATE ELEVATIONS.

LEGEND

	DRAINAGE FLOW ARROW
ELEV = XXX.XX / STA. XXX+XX	EXISTING ELEVATION INFORMATION
ELEV = XXX.XX / STA. XXX+XX	PROPOSED ELEVATION INFORMATION
	TEMPORARY PAVEMENT (VARIABLE DEPTH OVERLAY)
	RECONSTRUCTED SHOULDER FOR MAINTAINING TRAFFIC

2022348MP120.dwg; 5/31/24 - 1:33pm
O:\2022\2022348\Design\MOT\Sheets\2022348MP120.dwg; MOT DRAINAGE CROSSOVER 1 - 3; 5/31/24 - 1:33pm

NO.	REVISIONS	BY	DATE
1	REVISED PAY ITEM	AKF	5/31/24
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DESIGNED JAH | CHECKED AKF
DRAWN DLS | IN CHARGE TJW

DESIGN AGENCY
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MAINTENANCE OF TRAFFIC PLAN
TEMPORARY PAVEMENT DETAILS - CROSSOVER #1 & #3
PORTAGE COUNTY
M.P. 202.6 TO M.P. 202.7

PROJECT 43-24-09
DATE: 03/26/24

65
170

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

SECTION A-A
TEMPORARY 12" DRAINAGE
CONDUIT TIE-IN DETAIL
STA. 897+98

NOTES:

1. THE INTENTION OF THE LISTED ELEVATIONS IS TO IDENTIFY THE EXISTING EDGE LINE ELEVATIONS AND THE REQUIRED VARIABLE DEPTH TEMPORARY PAVEMENT PLACEMENT REQUIRED TO PROMOTE DRIVER SAFETY THROUGH THE WORK ZONE AND PROVIDE POSITIVE ROADWAY DRAINAGE.
2. PAVEMENT ELEVATIONS AND DRAINAGE INVERTS SHOWN HERE ARE DESIGNED USING ELEVATIONS OBTAINED IN A RECENT SURVEY OF EXISTING CONDITIONS. AS A RESULT, DIFFERENCES MAY OCCUR FROM THOSE ELEVATIONS SHOWN IN PARTS OF THESE PLANS WHICH ARE BASED ON EXISTING THIRD LANE DESIGN PLANS.
3. ALL ELEVATIONS ARE TO BE CONSIDERED AS RELEVANT TO THE EXISTING CONDITIONS AND SHALL BE VERIFIED FOR ACCURACY AND POSITIVE DRAINAGE BY THE CONTRACTOR PRIOR TO BEGINNING MEDIAN BARRIER WALL REMOVAL AND CROSSOVER CONSTRUCTION ACTIVITIES.
4. THE TEMPORARY SLOTTED DRAIN SHALL BE AS PER ODOT STANDARD CONSTRUCTION DRAWING DM-1.3, TYPE 2. THE CONSTRUCTION SHALL BULKHEAD AND SEAL THE WESTERN END OF THE SLOTTED DRAIN PIPE. PAYMENT FOR INSTALLATION OF THE SLOTTED DRAIN SHALL BE INCLUDED IN ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN. (1)
5. THE TEMPORARY ELEVATIONS INDICATED AT 3.5' LT. ARE THE PROPOSED SLOTTED DRAIN GRATE ELEVATIONS.

LEGEND

~→	DRAINAGE FLOW ARROW
ELEV = XXX.XX / STA. XXX+XX	EXISTING ELEVATION INFORMATION
ELEV = XXX.XX / STA. XXX+XX	PROPOSED ELEVATION INFORMATION
	TEMPORARY PAVEMENT (VARIABLE DEPTH OVERLAY)
	RECONSTRUCTED SHOULDER FOR MAINTAINING TRAFFIC

NO.	REVISIONS	BY	DATE
1	REVISED PAY ITEM	AKF	5/31/24
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-	-	-	-
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DESIGNED	CHECKED
JAH	AKF
DRAWN	IN CHARGE
DLS	TJW

DESIGN AGENCY
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MAINTENANCE OF TRAFFIC
TEMPORARY PAVEMENT DETAILS - CROSSOVER #1 & #3
M.P. 202.7 PORTAGE COUNTY

PROJECT 43-24-09
DATE: 03/26/24

66
170

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

2022348MP120.dwg; 5/31/24 - 1:34pm
O:\2022\2022348\Design\MOT\Sheets\2022348MP120.dwg; MOT DRAINAGE CROSSOVER 1 & 3; 5/31/24 - 1:34pm

NOTES:

1. THE INTENTION OF THE LISTED ELEVATIONS IS TO IDENTIFY THE EXISTING EDGE LINE ELEVATIONS AND THE REQUIRED VARIABLE DEPTH TEMPORARY PAVEMENT PLACEMENT REQUIRED TO PROMOTE DRIVER SAFETY THROUGH THE WORK ZONE AND PROVIDE POSITIVE ROADWAY DRAINAGE.

2. PAVEMENT ELEVATIONS AND DRAINAGE INVERTS SHOWN HERE ARE DESIGNED USING ELEVATIONS OBTAINED IN A RECENT SURVEY OF EXISTING CONDITIONS. AS A RESULT, DIFFERENCES MAY OCCUR FROM THOSE ELEVATIONS SHOWN IN PARTS OF THESE PLANS WHICH ARE BASED ON EXISTING THIRD LANE DESIGN PLANS.

3. ALL ELEVATIONS ARE TO BE CONSIDERED AS RELEVANT TO THE EXISTING CONDITIONS AND SHALL BE VERIFIED FOR ACCURACY AND POSITIVE DRAINAGE BY THE CONTRACTOR PRIOR TO BEGINNING MEDIAN BARRIER WALL REMOVAL AND CROSSOVER CONSTRUCTION ACTIVITIES.

4. THE TEMPORARY SLOTTED DRAIN SHALL BE AS PER ODOT STANDARD CONSTRUCTION DRAWING DM-1.3, TYPE 2. THE CONSTRUCTION SHALL BULKHEAD AND SEAL THE WESTERN END OF THE SLOTTED DRAIN PIPE. PAYMENT FOR INSTALLATION OF THE SLOTTED DRAIN SHALL BE INCLUDED IN ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN. 7

5. THE TEMPORARY ELEVATIONS INDICATED AT 3.5' RT. ARE THE PROPOSED SLOTTED DRAIN GRATE ELEVATIONS.

LEGEND

~~→	DRAINAGE FLOW ARROW
ELEV = XXX.XX / STA. XXX+XX	EXISTING ELEVATION INFORMATION
ELEV = XXX.XX / STA. XXX+XX	PROPOSED ELEVATION INFORMATION
	TEMPORARY PAVEMENT (VARIABLE DEPTH OVERLAY)
	RECONSTRUCTED SHOULDER FOR MAINTAINING TRAFFIC

NO.	REVISIONS	BY	DATE
1	REVISED PAY ITEM	AKF	5/31/24
-	-	-	-
-	-	-	-
-	-	-	-

DESIGN AGENCY
GPD GROUP®
Gates Pike Dowling & Associates, Inc.
P: 216.518.9544 F: 216.518.5545
5995 Transportation Boulevard, Suite 100 Cleveland, Ohio 44125
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DESIGNED	CHECKED
JAH	AKF
DRAWN	IN CHARGE
DLS	TJW

MAINTENANCE OF TRAFFIC
TEMPORARY PAVEMENT DETAILS - CROSSOVER #2 & #4
M.P. 203.8 TO M.P. 203.9 PORTAGE COUNTY

PROJECT 43-24-09
DATE: 03/26/24

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

2022348MP121.dwg; 5/31/24 - 1:37pm
O:\2022\2022348\Design\MOT\Sheets\2022348MP121.dwg; MOT DRAINAGE CROSSOVER 2 & 4; 5/31/24 - 1:37pm

SECTION A-A
TEMPORARY 12" DRAINAGE
CONDUIT TIE-IN DETAIL
STA. 967+54

NOTES:

1. THE INTENTION OF THE LISTED ELEVATIONS IS TO IDENTIFY THE EXISTING EDGE LINE ELEVATIONS AND THE REQUIRED VARIABLE DEPTH TEMPORARY PAVEMENT PLACEMENT REQUIRED TO PROMOTE DRIVER SAFETY THROUGH THE WORK ZONE AND PROVIDE POSITIVE ROADWAY DRAINAGE.
2. PAVEMENT ELEVATIONS AND DRAINAGE INVERTS SHOWN HERE ARE DESIGNED USING ELEVATIONS OBTAINED IN A RECENT SURVEY OF EXISTING CONDITIONS. AS A RESULT, DIFFERENCES MAY OCCUR FROM THOSE ELEVATIONS SHOWN IN PARTS OF THESE PLANS WHICH ARE BASED ON EXISTING THIRD LANE DESIGN PLANS.
3. ALL ELEVATIONS ARE TO BE CONSIDERED AS RELEVANT TO THE EXISTING CONDITIONS AND SHALL BE VERIFIED FOR ACCURACY AND POSITIVE DRAINAGE BY THE CONTRACTOR PRIOR TO BEGINNING MEDIAN BARRIER WALL REMOVAL AND CROSSOVER CONSTRUCTION ACTIVITIES.
4. THE TEMPORARY SLOTTED DRAIN SHALL BE AS PER ODOT STANDARD CONSTRUCTION DRAWING DM-1.3, TYPE 2. THE CONSTRUCTION SHALL BULKHEAD AND SEAL THE WESTERN END OF THE SLOTTED DRAIN PIPE. PAYMENT FOR INSTALLATION OF THE SLOTTED DRAIN SHALL BE INCLUDED IN ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN. (1)
5. THE TEMPORARY ELEVATIONS INDICATED AT 3.5' RT. ARE THE PROPOSED SLOTTED DRAIN GRATE ELEVATIONS.

LEGEND

~~→	DRAINAGE FLOW ARROW
ELEV = XXX.XX / STA. XXX+XX	EXISTING ELEVATION INFORMATION
ELEV = XXX.XX / STA. XXX+XX	PROPOSED ELEVATION INFORMATION
	TEMPORARY PAVEMENT (VARIABLE DEPTH OVERLAY)
	RECONSTRUCTED SHOULDER FOR MAINTAINING TRAFFIC

NO.	REVISIONS	BY	DATE
1	REVISED PAY ITEM	AKF	5/31/24
-	-	-	-
-	-	-	-
-	-	-	-

DESIGNED JAH | CHECKED AKF
DRAWN DLS | IN CHARGE MRG

DESIGN AGENCY
GPD GROUP®
Gates Pike Dowling & Associates, Inc.
P: 216.518.9544 F: 216.518.5545
5500 Transportation Boulevard, Suite 100, Cleveland, Ohio 44125
Chrysler Building, 1 Ste. Scholastica Plaza, Duluth, MN 55802

MAINTENANCE OF TRAFFIC
TEMPORARY PAVEMENT DETAILS - CROSSOVER #2 & #4
M.P. 203.9 TO M.P. 204.0 PORTAGE COUNTY

PROJECT 43-24-09
DATE: 03/26/24

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

2022348MP121.dwg; 5/31/24 - 1:37pm
O:\2022\2022348\Design\MOT\Sheets\2022348MP121.dwg; MOT GEOMETRIC PHASE 2 (4); 5/31/24 - 1:37pm

SHEET NUMBER 8	71	72	166	ITEM	GRAND TOTAL	UNIT	DESCRIPTION	REF. NO.
							INCIDENTALS	
				IB, ART.6	LUMP	LUMP	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND	
				SP 614	LUMP	LUMP	MAINTAINING TRAFFIC	
				SP 619	26	MONTH	FIELD OFFICE	
				SP 623	LUMP	LUMP	CONSTRUCTION LAYOUT SURVEY	
				624	LUMP	LUMP	MOBILIZATION	
							ROADWAY	
				201	LUMP	LUMP	CLEARING AND GRUBBING, AS PER PLAN	8
		568		202	568	FOOT	PIPE REMOVED, 24" AND UNDER	
		2384		202	2,384	FOOT	GUARDRAIL REMOVED, INCLUDING END ANCHORS	
1120		249		202	1,369	FOOT	CONCRETE BARRIER REMOVED	
	1280			202	1280	SQ YD	PAVEMENT REMOVED, ASPHALT	
		720		202	720	FOOT	CURB REMOVED	
		228		202	228	FOOT	FENCE REMOVED	
		4		202	4	EACH	CATCH BASIN OR INLET REMOVED	
		4		202	4	EACH	HEADWALL REMOVED	
	1076			203	1,076	CU YD	EXCAVATION	
	549			203	549	CU YD	EMBANKMENT	
	2365			204	2,365	SQ YD	SUBGRADE COMPACTION	
	2423			209	2,423	FOOT	LINEAR GRADING, AS PER PLAN	8
		587.5		606	587.5	FOOT	GUARDRAIL, TYPE MGS WITH LONG STEEL POSTS	
		1300.0		606	1,300.0	FOOT	GUARDRAIL, TYPE MGS	
		2		606	2	EACH	ANCHOR ASSEMBLY MGS, TYPE T	
		4		606	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 WITH LONG STEEL POSTS	
		4		606	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
		4		606	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
		6		SP 606A	6	EACH	ANCHOR ASSEMBLY MGS, TYPE E	
		228		607	228	FOOT	FENCE, TYPE 47, AS PER PLAN	
		4		622	4	EACH	CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN	8
		80		622	80	FOOT	CONCRETE BARRIER, TYPE D, AS PER PLAN	8
1120				622	1,120	FOOT	CONCRETE BARRIER TYPE B-50, AS PER PLAN	8
		137		622	137	FOOT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B-50, AS PER PLAN	
		4		622	4	EA	CONCRETE BARRIER, END ANCHORAGE, REINFORCED	
							EROSION CONTROL	
		13		601	13	CU YD	ROCK CHANNEL PROTECTION WITH TYPE C FILTER FABRIC	
			15	616	15	M GAL	WATER	
3				659	3	EACH	SOIL ANALYSIS TEST	
242				659	242	CU YD	TOPSOIL	
2184				659	2,184	SQ YD	SEEDING AND MULCHING	
110				659	110	SQ YD	REPAIR SEEDING AND MULCHING	
110				659	110	SQ YD	INTER-SEEDING	
0.29				659	0.29	TON	COMMERCIAL FERTILIZER	
0.50				659	0.50	ACRE	LIME	
6				659	6	M GAL	WATER	
200				671	200	SQ YD	EROSION CONTROL MAT, TYPE B	
			LUMP	832	LUMP	LUMP	STORM WATER POLLUTION PREVENTION PLAN INSPECTIONS	
			46500	832	46,500	EACH	EROSION CONTROL	
							DRAINAGE	
107				605	107	FOOT	AGGREGATE DRAIN	
		160		611	160	FOOT	12" CONDUIT, TYPE F	
		215		611	215	FOOT	15" CONDUIT, TYPE F	
		8		611	8	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
		4		611	4	EACH	INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	
		4		SPECIAL	4	EACH	12" PRECAST CONCRETE END SECTION	
		8		SPECIAL	8	EACH	15" PRECAST CONCRETE END SECTION	
							PAVEMENT	
200				251	200	SQ YD	PARTIAL DEPTH PAVEMENT REPAIR	
200	275			252	475	FOOT	FULL DEPTH PAVEMENT SAWING	
	6331			254	6,331	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE DEPTH)	
	299			SP 302	299	CU YD	ASPHALT CONCRETE BASE, PG 64-22	
	394			SP 304	394	CU YD	AGGREGATE BASE	
	282			SP 402	282	CU YD	ASPHALT CONC. INTERMEDIATE COURSE OR RECYCLED ASPHALT CONC. INTERMEDIATE COURSE, PG64-22	
	26			SP 402	26	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE USING CRUSHED STONE, PG76-22 (FR)	
	303			SP 404	303	CU YD	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG76-22 (FR)	
	919			407	919	GALLON	NON-TRACKING TACK COAT	
	530			408	530	GALLON	PRIME COAT	
200				SP 451	200	SQ YD	FULL DEPTH PAVEMENT REPAIR (ASPHALT)	
200				SP 451	200	SQ YD	FULL DEPTH PAVEMENT REPAIR (CONCRETE)	
		680		609	680	FOOT	CURB, TYPE 1	
		40		609	40	FOOT	CURB, TYPE 4C	
	40			SP 627	40	CU YD	3" STONE SHOULDER PROTECTION (WITH GUARDRAIL)	

DESIGN AGENCY: HALLES ENGINEERING & DESIGN

REVISIONS		BY	DATE
1	MP 199.5 INSIDE SHOULDER	LD	5/30/24
-	-	-	-
-	-	-	-

CHECKED	IN CHARGE
HJC	HJC

DESIGNED	DRAWN
HE	HE

GENERAL SUMMARY

PORTAGE COUNTY

M.P.199.5, 202.8 & 203.7

PROJECT 43-24-09

DATE: 03/26/24

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

General Summary.dwg: 5/30/24 - 3:25pm

SHEET NUMBER 8	9	10	11	12	13	14	15	16	17	18	19	88	89	90	ITEM	GRAND TOTAL	UNIT	DESCRIPTION	REF. NO.
																		TRAFFIC CONTROL	
												3			620	3	EACH	REMOVAL OF DELINEATOR	
												3			620	3	EACH	DELINEATOR, POST MOUNTED, AS PER PLAN	88
												541			621	541	EACH	RAISED PAVEMENT MARKER REMOVED	
													541		SP 621	541	EACH	RAISED PAVEMENT MARKER STIMSONITE MODEL 101LPCR	
												64			SP 626	64	EACH	BARRIER REFLECTOR, TYPE B	
														54.8	630	54.8	FOOT	GROUND MOUNTED SUPPORT, NO. 3 POST	
														27.6	630	27.6	SF	SIGN, FLAT SHEET	
														7	630	7	EACH	SIGN ERECTED, FLAT SHEET, AS PER PLAN	88
														10	630	10	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
														14	630	14	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
														2	630	2	EACH	REMOVAL OF STRUCTURE MOUNTED SIGN AND DISPOSAL	
												4			630	4	EACH	SIGNING, MISC.: MILEPOST AND TENTH MILEPOST SIGN REMOVED	88
												4			630	4	EACH	SIGNING, MISC.: TENTH MILEPOST SIGN ERECTED	88
													8.24		642	8.24	MILE	EDGE LINE, 6 INCH, TYPE 1	
													7.89		642	7.89	MILE	LANE LINE, 6 INCH, TYPE 1	
													0.18		642	0.18	MILE	CENTER LINE, TYPE 1	
													7.64		SPECIAL	7.64	MILE	SONIC NAP ALERT PATTERN (SNAP)	TCR-13
																		MAINTENANCE OF TRAFFIC	
						4	1	1	1	1	4				614	12	EACH	WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)	
						90	184	125	179	125	90				614	793	EACH	BARRIER REFLECTOR, TYPE A	
							91	34	104	132					614	361	EACH	BARRIER REFLECTOR, TYPE B	
						90	180	120	179	125	90				614	784	EACH	OBJECT MARKER, ONE WAY	
							1.50	0.77	1.49	0.87					614	4.63	MILE	WORK ZONE LANE LINE, CLASS I, 642 PAINT (6")	
						3.60	3.95	2.53	4.02	2.76	3.60				614	20.46	MILE	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (6")	
							1966	2319	2333	2084					614	8702	FOOT	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT (8") WHITE	
		2													614	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
		20													614	20	EACH	REPLACEMENT SIGN	
		20													614	20	EACH	REPLACEMENT DRUM	
				1,080											614	1080	DAYS	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	12
		12,000													SP 614ZP	12000	HOUR	ZONE PERSON WITH ZONE VEHICLE	
							0.06	0.07	0.07	0.07					SP 614B	0.27	MILE	WORK ZONE LANE LINE, 6 INCH	
	0.35						0.07	0.07	0.07	0.07					SP 614B	0.63	MILE	WORK ZONE WHITE EDGE LINE, 6 INCH	
						0.13	0.07	0.07	0.07	0.07	0.13				SP 614B	0.54	MILE	WORK ZONE YELLOW EDGE LINE, 6 INCH	
							54								SP 614B	54	FOOT	WORK ZONE CHANNELIZING LINE, 8 INCH	
	0.18														SP 614B	0.18	MILE	WORK ZONE CENTERLINE	
			20.00												SP 614C	20.00	MILE	REMOVAL OF PAVEMENT MARKING	
				5,374											615	5374	SQ YD	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	12
					18,596										615	18596	SQ YD	SHOULDER RECONSTRUCTION FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	13
			250												616	250	MGAL	WATER	
			50												SP 621	50	EACH	RAISED PAVEMENT MARKER - STIMSONITE MODEL 101 LPCR	
			50												SP 621	50	EACH	REPLACEMENT PRISMATIC RETRO-REFLECTOR	
			50												SP 621	50	EACH	REPLACEMENT RAISED PAVEMENT MARKER CASTING - STIMSONITE MODEL 101 LPCR	
															SP 622	LUMP	LUMP	PORTABLE BARRIER (WITH GLARE SCREEN)	11
															SP 622	LUMP	LUMP	PORTABLE BARRIER (WITHOUT GLARE SCREEN)	11
	350														SP 626	350	EACH	BARRIER REFLECTOR, TYPE A	
	350														SP 626	350	EACH	BARRIER REFLECTOR, TYPE B	
							396	468	470	442					SP 626A	1776	EACH	CONSTRUCTION ZONE MARKER, ONE-WAY MODEL, WHITE	
							198	234	235	221					SP 626A	888	EACH	CONSTRUCTION ZONE MARKER, ONE-WAY MODEL, YELLOW	
			500												630	500	SQ FT	SIGNING, MISC,: ADDITIONAL SIGNS WITH SUPPORTS, AS DIRECTED BY THE CHIEF ENGINEER	11
			10.00												642	10.00	MILE	PAVEMENT MARKING, MISC.: FINAL PAVEMENT MARKING PREPARATION, AS PER PLAN	11
			15,000												SPECIAL	15000	FOOT	"SNAP" MILL AND FILL	11
															SPECIAL	LUMP	LUMP	MOT CROSSOVER TO BE CLOSED/RE-OPENED	12
1	LUMP														1 201	LUMP	LUMP	TREE TRIMMING, AS PER PLAN	9
	1408														254	1408	SQ YD	PAVEMENT PLANING VARIABLE DEPTH	
	118														SP 302	118	CU YD	ASPHALT CONCRETE BASE	
	118														SP 304	118	CU YD	AGGREGATE BASE	
	69														SP 402	69	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE	
	59														SP 404	59	CU YD	ASPHALT CONCRETE SURFACE COURSE	
	141														407	141	GAL	NON-TRACKING TACK COAT	
	282														408	282	GAL	PRIME COAT	
	10														614	10	CU YD	ASPHALT FOR MAINTAINING TRAFFIC	
																		RETAINING WALLS	
																		MSE WALL	98
																		STRUCTURES	
																		STRUCTURE M.P. 199.5 (S.R. 88) GENERAL SUMMARY	104
																		STRUCTURE M.P. 202.8 (BRYANT ROAD) GENERAL SUMMARY	104
																		STRUCTURE M.P. 203.7 (NORTH MAIN) GENERAL SUMMARY	104

DESIGN AGENCY: HALLES ENGINEERING & DESIGN

NO.	REVISIONS	BY	DATE
1	ADDED PAY ITEMS	GPD	6/6/24
-	-	-	-
-	-	-	-

DESIGNED HE | DRAWN HE | CHECKED HJC | IN CHARGE HJC

GENERAL SUMMARY

PORTAGE COUNTY

M.P.199.5, 202.8 & 203.7

PROJECT 43-24-09

DATE: 03/26/24

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

EARTHWORK			
SHEET NO.	203 EXCAVATION	203 EMBANKMENT	659 SEEDING AND MULCHING
	CY	CY	SY
OHIO TURNPIKE			
84	271	0	165
85	123	0	118
86	182	0	173
87	121	2	109
S.R. 88			
79	2	5	226
80	0	24	336
81	324	450	527
82	42	64	336
83	11	4	194
TOTAL CARRIED TO GENERAL SUMMARY	1076	549	2184*

* QUANTITY CARRIED TO GENERAL NOTES SHEET 8.

STATION TO STATION		SIDE	LENGTH	FULL DEPTH PAVEMENT WIDTH	EXISTING PAVEMENT WIDTH	PAVEMENT WIDENING WIDTH	PAVED SHOULDER WIDTH	RESURFACED PAVEMENT SURFACE AREA	PAVEMENT WIDENING SURFACE AREA	APPROACH SLAB SURFACE AREA	FULL DEPTH PAVEMENT SURFACE AREA	PAVED SHOULDER SURFACE AREA	202 PAVEMENT REMOVED, ASPHALT	204 SUBGRADE COMPACTION	209 LINEAR GRADING, AS PER PLAN	252 FULL DEPTH PAVEMENT SAWING	254 PAVEMENT PLANING, VARIABLE DEPTH	SP 302 10" ASPHALT CONCRETE BASE, PG 64-22	SP 302 6" ASPHALT CONCRETE BASE, PG 64-22	SP 304 6" AGGREGATE BASE	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE OR RECYCLED ASPHALT CONCRETE INTERMEDIATE COURSE, PG64-22	SP 402 VARIABLE DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE OR RECYCLED ASPHALT CONCRETE INTERMEDIATE COURSE, PG64-22	SP 402 2" ASPHALT CONCRETE INTERMEDIATE COURSE USING CRUSHED STONE, PG76-22	SP 404 1 1/4" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG76-22	SP 404 1 1/2" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG76-22	407 NON-TRACKING TACK FOR INTERMEDIATE COURSE (0.06 GAL./S.Y.)	408 PRIME COAT (0.4 GAL./S.Y.)	SP 627 3" STONE SHOULDER PROTECTION (WITH GUARDRAIL)
			FT.	FT.	FT.	FT.	FT.	SQ. FT.	SQ. FT.	SQ. FT.	SQ. FT.	SQ. FT.	SQ. YD.	SQ. YD.	FT.	FT.	SQ. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	GAL.	GAL.	CU. YD.
					S.R. 88																								
04+84.00	07+16.34	RT/LT	232.34		28.00		8.00	6506				1859			464.7		722.8					25.1	13.1	25.1		86.7		
12+83.66	14+50.00	RT/LT	166.34		28.00		8.00	6114				1515			332.7		679.3					23.6	3.6	23.6		81.5		
07+16.34	07+85.00	RT/LT	68.66		18.00	11.00	8.00	1236	755			549	76.2	83.9	137.3	137.3	137.3		14.0	14.0		7.7	3.4	7.7		26.5	33.6	
12+15.00	12+83.66	RT/LT	68.66		18.00	11.00	8.00	1236	755			549	76.2	83.9	137.3	137.3	137.3		14.0	14.0		7.7	3.4	7.7		26.5	33.6	
07+85.00	08+53.44	RT/LT	68.44	30.00	28.00		8.00				2053	548	212.9	228.1	136.9				38.0	38.0	11.1		1.2	7.9		27.4	91.3	
11+46.53	12+15.00	RT/LT	68.47	30.00	28.00		8.00				2054	548	212.9	228.1	136.9				38.0	38.0	11.1		1.2	7.9		27.4	91.3	
08+53.44	08+83.44	RT/LT	30.00		28.00					1000				111.1						18.5								
11+16.53	11+46.53	RT/LT	30.00		28.00					1000				111.1						18.5								
					MAINLINE																								
728+00.00	729+75.00	EB	175.00				4.00					700			175.0														6.5
729+50.00	731+25.00	WB	175.00				4.00					700			175.0														6.5
728+94.00	730+31.00	EB/WB	137.00		28.5						3905		433.8	433.8				120.5		72.3	21.1					18.1	52.1	173.5	
899+17.53	900+22.30	EB	104.77		60.25			6312							104.8		701.4					24.4				29.2	84.2		4.1
900+22.30	900+27.30	EB/WB	5.00		120.50						301		66.9	66.9	10.0			18.6		11.2	3.3					2.8	8.0	26.8	0.4
901+90.61	901+95.61	EB/WB	5.00		120.50						301		66.9	66.9	10.0			18.6		11.2	3.3					2.8	8.0	26.8	0.4
901+95.61	902+95.31	EB	99.70		60.25			6007							99.7		667.4					23.2				27.8	80.1		3.4
947+99.50	948+78.02	EB	78.52		60.25			4731							78.5		525.6					18.3				21.9	63.1		2.9
948+78.02	948+83.02	EB/WB	5.00		120.50						301		66.9	66.9	10.0			18.6		11.2	3.3					2.8	8.0	26.8	0.4
950+52.43	950+57.43	EB/WB	5.00		120.50						301		66.9	66.9	10.0			18.6		11.2	3.3					2.8	8.0	26.8	0.4
950+57.43	951+50.00	EB	92.57		60.25			5577							92.6		619.7					21.5				25.8	74.4		3.4
899+22.53	900+22.30	WB	99.77		60.25			6011							99.8		667.9					23.2				27.8	80.1		3.4
901+95.61	902+86.00	WB	90.39		60.25			5446							90.4		605.1					21.0				25.2	72.6		3.6
947+99.50	948+78.02	WB	78.52		60.25			4731							78.5		525.6					18.3				21.9	63.1		2.9
950+57.43	951+00.00	WB	42.57		60.25			2565							42.6		285.0					9.9				11.9	34.2		1.6
900+27.30	900+42.40	EB/WB	15.10		123.83					1869.8				207.8						34.6									
901+75.51	901+90.61	EB/WB	15.10		123.83					1869.8				207.8						34.6									
948+83.02	948+98.02	EB/WB	15.00		120.50					1808				200.8						33.5									
950+37.43	950+52.43	EB/WB	15.00		120.50					1808				200.8						33.5									
899+22.53	900+22.30	WB	99.77		0.75			75									8.3					0.28				0.35	1.00		
899+17.53	900+22.30	EB	104.77		0.75			79									8.7					0.30				0.36	1.05		
901+95.61	902+86.00	WB	90.39		0.75			68									7.5					0.26				0.31	0.90		
901+95.61	902+95.31	EB	99.70		0.75			75									8.3					0.29				0.35	1.00		
947+99.50	948+78.02	WB	78.52		0.75			59									6.5					0.23				0.27	0.79		
947+99.50	948+78.01	EB	78.51		0.75			59									6.5					0.23				0.27	0.79		
950+57.44	951+00.00	WB	42.56		0.75			32									3.5					0.12				0.15	0.43		
950+57.42	951+50.00	EB	92.58		0.75			69									7.7					0.27				0.32	0.93		
TOTALS CARRIED TO GENERAL SUMMARY													1280	2365	2423	275	6331	195	104	394	56	226	26	80	223	919	530	40
														1				299			282		1	303				

Subsummary 1 - EARTH WORK AND PAVEMENT.dwg; 5/30/24 - 3:25pm

DESIGN AGENCY: HALLES ENGINEERING & DESIGN

NO.	REVISIONS	BY	DATE
1	MP 199.5 INSIDE SHOULDER	LD	5/30/24
-	-	-	-
-	-	-	-
-	-	-	-

CHECKED: HJC | IN CHARGE: HJC
DESIGNED: HE | DRAWN: HE

EARTH WORK AND PAVEMENT SUBSUMMARY
M.P.199.5, 202.8 & 203.7
PORTAGE COUNTY

PROJECT 43-24-09
DATE: 03/26/24

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

LEGEND:

- PROPOSED SP 627-STONE SHOULDER PROTECTION (SEE CROSS SECTIONS SHEETS 84 THROUGH 87 AND TYPICAL SECTION SHEET 6 OF 170)
- 1 PROPOSED SHOULDER RESTORATION FOR RECONSTRUCTION OF MEDIAN BARRIER
- PROPOSED GUARDRAIL
- EXISTING GUARDRAIL

NOTES:

1. SEE DITCH CROSS SECTIONS SHEETS 84 THROUGH 87 OF 170
2. FOR QUANTITIES SEE SUB-SUMMARIES ON SHEET 71 AND 72 OF 170
3. FOR TYPICAL SECTIONS SEE SHEET 6 OF 170
4. EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. ALL UTILITIES MUST BE LOCATED AT THE TIME OF CONSTRUCTION.

DESIGN AGENCY: HALLES ENGINEERING & DESIGN

NO.	REVISIONS	BY	DATE
1	MP 199.5 INSIDE SHOULDER	LD	5/30/24
-	-	-	-
-	-	-	-
-	-	-	-

DESIGNED	CHECKED	DRAWN	IN CHARGE
HE	HJC	HE	HJC

PROJECT 43-24-09 DATE: 03/26/24

ROADWAY PLAN
OHIO TURNPIKE
M.P.199.5 STA. 726+50 TO STA. 732+40 PORTAGE COUNTY

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

Mainline at SR88.dwg; 5/30/24 - 1:44pm

STRUCTURE GENERAL NOTES:

PROPOSED WORK

THE OVERPASS BRIDGE CARRYING S.R. 88 OVER THE OHIO TURNPIKE AT MILEPOST 199.5 WILL BE REPLACED IN ITS ENTIRETY UNDER FULL CLOSURE. THE MAINLINE BRIDGE CARRYING THE OHIO TURNPIKE OVER BRYANT ROAD AT MP 202.8 WILL BE REHABILITATED BY DECK REPLACEMENT WITH TRAFFIC MAINTAINED IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PLANS. THE MAINLINE BRIDGE CARRYING THE OHIO TURNPIKE OVER N. MAIN STREET AT MP 203.7 WILL BE REHABILITATED BY DECK SLAB OVERLAY WITH TRAFFIC MAINTAINED IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PLANS.

THE PROPOSED WORK AT EACH STRUCTURE INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING BASIC DESCRIPTION OF THE WORK. DETAILS OF THE PROPOSED WORK ARE SHOWN IN THE PLANS AND/OR SPECIFIED IN THE GENERAL NOTES.

MP 199.5 BRIDGE:

1. REMOVE THE EXISTING STRUCTURE IN ACCORDANCE WITH ITEM 202 WHILE SALVAGING THE EXISTING MEDIAN PIER FOUNDATION FOR REUSE.
2. DRIVE STEEL BEARING PILES TO BEDROCK FOR NEW ABUTMENTS .
3. CONSTRUCT NEW MSE WALLS AND NEW SEMI-INTEGRAL CONCRETE STUB ABUTMENTS.
4. CONSTRUCT A NEW MEDIAN WALL PIER ON THE EXISTING DRILLED SHAFT PIER FOUNDATION.
5. INSTALL ELASTOMERIC BEARINGS AND ERECT NEW STEEL PLATE GIRDERS.
6. INSTALL NEW END-DIAPHRAGMS, DECK SLAB AND APPROACH SLAB.
7. INSTALL NEW MOMENT SLABS WITH ATTACHED CONCRETE PARAPETS AT BRIDGE APPROACHES.
8. PERFORM FIELD-PAINTING OF STRUCTURAL STEEL.
9. WEATHERPROOF CONCRETE SURFACES.

MP 202.8 BRIDGE:

1. TRAFFIC WILL BE MAINTAINED USING CROSSOVERS WITH TWO LANES OF TRAFFIC MAINTAINED IN EACH DIRECTION AT ALL TIMES IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PLANS.
2. REPLACE THE EXISTING DECK SLAB, EXPANSION JOINTS AND PARAPETS.
3. REPLACE THE ABUTMENT SLABS AND PARAPETS.
4. REPLACE BEARINGS AT BOTH ABUTMENT WITH ELASTOMERIC BEARINGS.
5. REPAIR SUBSTRUCTURES BY PATCHING AND EPOXY INJECTION OF CRACKS.
6. PAINT ALL EXISTING STRUCTURAL STEEL.
7. REPLACE APPROACH SLABS.
8. WEATHERPROOF CONCRETE SURFACES.

MP 203.7 BRIDGE:

1. TRAFFIC WILL BE MAINTAINED USING CROSSOVERS WITH TWO LANES OF TRAFFIC MAINTAINED IN EACH DIRECTION AT ALL TIMES IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PLANS.
2. PERFORM A CONCRETE OVERLAY ON THE EXISTING DECK SLABS AND ABUTMENT SLABS USING HYDRODEMOLITION.
3. REPLACE THE EXPANSION JOINTS AT BOTH ENDS OF THE DECK SLABS, INCLUDING LIMITED PARAPET REPLACEMENT ADJACENT TO THE NEW EXPANSION JOINTS.
4. REPAIR EXISTING OUTSIDE SHOULDER PARAPETS BY PATCHING AND EPOXY INJECTION OF CRACKS.
5. REPAIR SUBSTRUCTURES BY PATCHING AND EPOXY INJECTION OF CRACKS.
6. RESET BEARINGS 'E' & 'C' AT THE REAR ABUTMENT AND BEARING 'D' AT THE FORWARD ABUTMENT.
7. REFURBISH BEARINGS 6 & 7 AT THE REAR ABUTMENT AND BEARINGS 6 & 9 AT THE FORWARD ABUTMENT.
8. REPLACE APPROACH SLABS.
9. WEATHERPROOF CONCRETE SURFACES.

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

MP 199.5: THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, DATED 2020, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

MP 202.8 & 203.7: 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.

OPERATIONAL IMPORTANCE

FOR THE NEW STRUCTURE AT MP 199.5 A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR DESIGN OF THE STRUCTURE IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

THE DESIGN LOADING

MP 199.5: VEHICULAR LIVE LOAD, HL-93, 0.060 KIPS PER SQUARE FOOT FUTURE WEARING SURFACE.

MP 202.8 & 203.7: HS 20-44 CASE II AND THE ALTERNATE MILITARY LOADING, NO FUTURE WEARING SURFACE 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. (NEW STEEL AT MP 199.5)

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.

UTILITIY 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.

PILES TO BEDROCK (MP 199.5)

PRIOR TO DRIVING ABUTMENT PILES TO REFUSAL ON BEDROCK, CONSTRUCT MSE WALLS UP TO THE BOTTOM OF THE ABUTMENT FOOTING. THE CONTRACTOR MAY PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALLS. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. IF PRE-DRIVING PILES, INSTALL THE PILE SLEEVES AROUND THE PILES BEFORE CONSTRUCTING THE MSE WALL. PROVIDE AT LEAST 3 FEET OF PILE ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF CMS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO REFUSAL ON BEDROCK UNTIL AFTER THE ABOVE REQUIRED MSE WALL HAS BEEN CONSTRUCTED. IF NOT PRE-DRIVING THE ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL HAS BEEN CONSTRUCTED.

DRIVE PILES TO REFUSAL ON BEDROCK. THE COMMISSION WILL CONSIDER REFUSAL TO BE OBTAINED WHEN THE PILE PENETRATION IS AN INCH OR LESS AFTER RECEIVING AT LEAST 20 BLOWS FROM THE PILE HAMMER. SELECT THE HAMMER SIZE TO ACHIEVE THE REQUIRED DEPTH TO BEDROCK AND REFUSAL.

THE TOTAL FACTORED LOAD IS 140 KIPS PER PILE FOR THE HP10x42 ABUTMENT PILES.

REAR ABUTMENT PILES:	FORWARD ABUTMENT PILES:
20 PILES 40 FEET LONG, ORDER LENGTH	20 PILES 45 FEET LONG, ORDER LENGTH

USE STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL H-PILES AT ABUTMENTS.

DRILLED SHAFTS (MP 199.5)

THE MAXIMUM FACTORED LOAD TO BE SUPPORTED BY THE EXISTING MEDIAN PIER DRILLED SHAFTS TO BE REUSED WITH THIS PROJECT IS 615 KIPS. THIS LOAD IS RESISTED BY TIP RESISTANCE ONLY. THE FACTORED TIP RESISTANCE IS 3,678 KIPS AND IS CONTROLLED BY STRUCTURAL RESISTANCE OF THE DRILLED SHAFT ITSELF (FACTORED TIP RESISTANCE OF THE EXISTING SHALE BEDROCK IS 19,435 KIPS).

ITEM 202 - APPROACH SLAB REMOVED, AS PER PLAN

THIS WORK INCLUDES REMOVAL OF APPROACH SLABS INCLUDING ANY ATTACHED CURBING, BARRIERS AND PARAPETS. ALL WORK SHALL BE IN ACCORDANCE WITH CMS ITEM 202. EXISTING ABUTMENT GRADE BEAMS TO REMAIN SHALL NOT BE DAMAGED DURING APPROACH SLAB REMOVAL. AT THE MP 202.8 STRUCTURE, THE MEDIAN PARAPET SHALL BE CAREFULLY REMOVED IN PHASES SYMMETRICALLY ABOUT THE CENTERLINE OF CONSTRUCTION. AT THE MP 203.7 STRUCTURE, SAW CUTTING THE EXISTING APPROACH SLAB TO SALVAGE AND REUSE THE EXISTING MEDIAN BARRIER SHALL BE INCIDENTAL TO THE WORK.

ITEM 202 - STRUCTURE REMOVED, AS PER PLAN

AT THE MP 199.5 STRUCTURE THIS WORK SHALL INCLUDE COMPLETE REMOVAL OF THE EXISTING STRUCTURE IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 202 IN THE ODOT CMS; EXCEPT THE EXISTING MEDIAN PIER FOUNDATION AND DRILLED SHAFTS SHALL REMAIN FOR REUSE AND NOT BE DAMAGED DURING REMOVAL OF THE PIER COLUMNS AND WALL ABOVE THE FOUNDATION. AS PART OF THIS ITEM, THE CONTRACTOR'S REMOVAL PLAN SHALL CAREFULLY CONSIDER THE SEQUENCE OF REMOVAL OF THE SUPERSTRUCTURE ELEMENTS, INCLUDING THE DECK SLAB, STEEL STRINGERS, EXTERIOR CARRYING GIRDERS AND POST-TENSIONED CONCRETE CROSS BEAMS SUPPORTING THE STRINGER MEMBERS. STABILITY OF THE STRUCTURE ELEMENTS SHALL BE MAINTAINED AT ALL TIMES IN A SAFE MANNER DURING REMOVAL OPERATIONS.

ITEM SP 202 - PORTIONS OF STRUCTURE REMOVED

AT THE MP 202.8 STRUCTURE,THIS ITEM SHALL INCLUDE THE REMOVAL OF ABUTMENT SLABS & PARAPETS , REMOVAL OF THE DECK SLABS, REMOVAL OF ABUTMENT BEARING PEDESTALS, AND REMOVAL OF ALL OTHER PORTIONS OF THE STRUCTURE NOT INCORPORATED INTO THE FINAL WORK AND NOT PAID FOR REMOVAL UNDER SEPARATE ITEMS. AT THE MP 203.7 STRUCTURE,THIS ITEM SHALL INCLUDE THE REMOVAL OF PORTIONS OF THE DECK AND ABUTMENT SLABS ADJACENT TO THE PROPOSED DECK JOINT AS SHOWN ON OTIC STANDARD DRAWING DJ-7, AND REMOVAL OF ALL OTHER PORTIONS OF THE STRUCTURE NOT INCORPORATED INTO THE FINAL WORK AND NOT PAID FOR REMOVAL UNDER SEPARATE ITEMS. ALL EXISTING REBAR NOT CALLED OUT TO BE REPLACED SHALL BE SALVAGED FOR REUSE IN THE REHABILITATED STRUCTURE.

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 PER POUND FOR ITEM SP 509 - EPOXY COATED REINFORCING STEEL, GRADE 60

DESIGN AGENCY
GPD GROUP®
Gaus, Pyle, Scrosnie, Burt & Dattilo, Inc.
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NO.	REVISIONS	BY	DATE
1	REVISED NOTES	TJW	5/30/24
-	-	-	-
-	-	-	-

DESIGNED	CHECKED
TJW	DJC
DRAWN	IN CHARGE
TJW	DGN

STRUCTURE GENERAL NOTES

M.P. 199.5, 202.8, 203.7

PORTAGE COUNTY

PROJECT 43-24-09

DATE: 03/26/24

1 / 2

102 / 170

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

4324xx-SN001.dwg; 5/29/24 - 6:08pm

STRUCTURE GENERAL NOTES (CONT.):

IITEM 516 - REFURBISHING BEARING DEVICE, AS PER PLAN

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN BRIDGE BEARINGS AS WELL AS THEIR CLEANING AND PAINTING. INCLUDED SHALL BE THE DISASSEMBLY OF THE BEARINGS, HAND TOOL CLEANING, GRINDING AS REQUIRED, RE-WELDING AND REPLACMENT OF KEEPER PLATES AS REQUIRED, PAINTING ACCORDING TO SP 514A AND SP 525A, REPLACEMENT OF ANY DAMAGED SHEET LEAD WITH PREFORMED BEARING PADS (C&MS 711.21), INSTALLATION OF ANY NECESSARY STEEL SHIMS OF THE SAME SIZE AS THE BEARINGS TO PROVIDE A SNUG FIT, REALIGNMENT OF THE UPPER BEARING PLATE BY REMOVING EXISTING WELDS AND REWELDING SO THAT THE BEARINGS ARE VERTICALLY ALIGNED AT 60° F, LUBRICATING SLIDING SURFACES, AND REASSEMBLY OF THE BEARINGS. ASSURE ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS AND/OR BEARING DEVICES ARE "FLOATING". AT NO ADDITIONAL COST TO THE COMMISSION, THE CONTRACTOR MAY INSTALL NEW BEARINGS OF THE SAME TYPE AS THE EXISTING IN PLACE OF REFURBISHING THE BEARINGS. ALL WORK SHALL BE TO THE SATISFACTION OF THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF AN ADEQUATE SUPPORT AND JACKING SYSTEM CAPABLE OF RAISING THE STRUCTURE AND 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 STRUCTURE SHALL NOT BE RAISED MORE THAN NECESSARY TO ACCOMPLISH THE REQUIRED WORK. 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 ITS EXPENSE TO THE SATISFACTION OF THE CHIEF ENGINEER. THE CONTRACTOR'S DETAILED PROCEDURES SHALL BE DESIGNED BY A REGISTERED STRUCTURAL ENGINEER AND SHALL BE SUBMITTED IN TRIPLICATE, TO THE CHIEF ENGINEER FOR APPROVAL.

PAYMENT SHALL BE MADE AT UNIT PRICE BID PER EACH BEARING AND SHALL INCLUDE ALL LABOR, MATERIAL, TOOLS, AND INCIDENTALS INCLUDING ALL COSTS ASSOCIATED WITH THE JACKING AND SUPPORT SYSTEMS NCESSARY 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 SURFACES OF MEDIAN AND OUTSIDE SHOULDER PARAPETS.
- 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 - STRUCTURE, MISC.: PRECONSTRUCTION CONDITION SURVEY

BEFORE PILE DRIVING BEGINS AT THE MP 199.5 STRUCTURE, CONDUCT A CONDITION SURVEY OF ALL EXISTING BUILDINGS, STRUCTURES, AND UTILITIES WITHIN 200-FT OF THE PILE DRIVING WORK. THIS INCLUDES, BUT IS NOT LIMITED TO, RESIDENTIAL BUILDINGS LOCATED AT STREET ADDRESSES: 9198 S.R. 88, 7302 ANDERSON ROAD AND 7282 ANDERSON ROAD.

THE PURPOSE OF THE SURVEY IS TO DOCUMENT THE CONDITION OF THE BUILDINGS, STRUCTURES, OR UTILITIES PRIOR TO PILE DRIVING, SO THAT CLAIMS OF DAMAGE CAUSED BY THE PILE DRIVING CAN BE VERIFIED.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO PERFORM OR SUPERVISE THE CONDITION SURVEY. USE A VIBRATION SPECIALIST THAT MEETS THE QUALIFICATION REQUIREMENTS FOR VIBRATION MONITORING.

RECORD THE CONDITION OF EXISTING STRUCTURES AND BUILDING MATERIALS, USING WRITTEN TEXT, PHOTOGRAPHS, AND VIDEO RECORDINGS. INSPECT INTERIOR WALLS, CEILINGS, AND FLOORS THAT ARE ACCESSIBLE. INSPECT THE EXTERIOR OF THE BUILDING THAT IS VISIBLE FROM GROUND LEVEL. ALSO RECORD THE LOCATION, SIZE, AND TYPE OF ALL CRACKS AND OTHER STRUCTURAL DEFICIENCIES.

IF OWNERS OR OCCUPANTS FAIL TO ALLOW ACCESS TO THE PROPERTY FOR THE PRECONSTRUCTION CONDITION SURVEY, SEND A CERTIFIED LETTER TO THE OWNER OR OCCUPANT. DOCUMENT THE NOTIFICATION EFFORT AND THE CERTIFIED LETTER IN THE REPORT. SUBMIT THREE COPIES OF A REPORT TO THE ENGINEER THAT SUMMARIZES THE PRECONSTRUCTION CONDITION OF THE BUILDINGS, STRUCTURES, AND UTILITIES, AND THAT IDENTIFIES AREAS OF CONCERN.

THE COMMISSION WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL - STRUCTURE MISC.: PRECONSTRUCTION CONDITION SURVEY.

ITEM SPECIAL - STRUCTURE, MISC.: VIBRATION MONITORING

IF RECOMMENDED BY THE VIBRATION SPECIALIST BASED ON THE RESULTS OF PRECONSTRUCTION CONDITION SURVEY OF RESIDENTIAL BUILDINGS WITHIN 200-FT OF PILE DRIVING WORK, AND/OR AS DIRECTED BY THE ENGINEER IN WRITING, MONITOR GROUND VIBRATIONS CAUSED BY PILE DRIVING FOR THE POTENTIAL TO DAMAGE RESIDENTIAL BUILDINGS LOCATED AT STREET ADDRESSES: 9198 S.R. 88, 7302 ANDERSON ROAD AND 7282 ANDERSON ROAD.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO ESTABLISH THE ACCEPTABLE VIBRATION LIMITS AND TO PERFORM THE VIBRATION MONITORING. USE A VIBRATION SPECIALIST THAT IS AN EXPERT IN THE INTERPRETATION OF VIBRATION DATA, AND WHO MEETS ONE OF THE FOLLOWING CRITERIA: 1) IS A REGISTERED ENGINEER WITH AT LEAST TWO YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS, OR 2) HAS AT LEAST FIVE YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS. DO NOT USE A VIBRATION SPECIALIST THAT IS AN EMPLOYEE OF THE CONTRACTOR.

SUBMIT A RESUME OF THE CREDENTIALS OF THE PROPOSED VIBRATION SPECIALIST AT OR BEFORE THE PRECONSTRUCTION MEETING. INCLUDE IN THE RESUME A LIST OF CONSTRUCTION PROJECTS ON WHICH THE VIBRATION SPECIALIST WAS RESPONSIBLY IN CHARGE OF MONITORING THE VIBRATIONS. LIST A DESCRIPTION OF THE PROJECTS, WITH DETAILS OF THE VIBRATION INTERPRETATIONS MADE ON THE PROJECT. LIST THE NAMES AND TELEPHONE NUMBERS OF PROJECT OWNERS WITH SUFFICIENT KNOWLEDGE OF THE PROJECTS TO VERIFY THE SUBMITTED INFORMATION. OBTAIN THE ENGINEER'S ACCEPTANCE OF THE VIBRATION SPECIALIST BEFORE BEGINNING ANY PILE DRIVING WORK. ALLOW 30 DAYS FOR THE REVIEW OF THIS DOCUMENTATION.

USE SEISMOGRAPHS CAPABLE OF CONTINUOUSLY RECORDING THE PEAK PARTICLE VELOCITY FOR THREE MUTUALLY PERPENDICULAR COMPONENTS OF VIBRATION, AND OF PROVIDING A PERMANENT RECORD OF THE ENTIRE VIBRATION EVENT. USE A SUFFICIENT NUMBER OF SEISMOGRAPHS TO PROVIDE REDUNDANCY IN CASE ONE DEVICE SHOULD FAIL. SUBMIT A PLAN OF THE PROPOSED SEISMOGRAPH LOCATIONS TO THE ENGINEER FOR REVIEW.

THE VIBRATION SPECIALIST SHALL PERFORM THE FOLLOWING:

1. MEASURE THE AMBIENT GROUND VIBRATIONS NEAR EXISTING STRUCTURES BEFORE PILE DRIVING BEGINS.
2. ESTABLISH VIBRATION LIMITS TO MINIMIZE POTENTIAL DAMAGE TO EXISTING STRUCTURES AND EXPLAIN WHY THEY ARE BEING USED TO THE ENGINEER BEFORE DRIVING PILES NEAR EXISTING STRUCTURES.
3. MONITOR GROUND VIBRATIONS DURING PILE DRIVING.
4. IMMEDIATELY INFORM THE CONTRACTOR AND ENGINEER IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED.
5. FURNISH THE DATA RECORDED AND INCLUDE THE FOLLOWING:
   - A. IDENTIFICATION OF SEISMOGRAPH
   - B. DISTANCE AND DIRECTION OF SEISMOGRAPH FROM PILE DRIVING
   - C. START TIME AND DURATION OF PILE DRIVING
   - D. LIST OF PILES DRIVEN DURING EACH MONITORING INTERVAL

IMMEDIATELY SUSPEND ALL PILE DRIVING IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED. EVALUATE ALTERNATIVE CONSTRUCTION PROCEDURES, SUCH AS PREBORED HOLES, TO REDUCE THE VIBRATIONS. SUBMIT THREE COPIES OF THE FINAL REPORT WHICH CONTAINS ALL MEASUREMENTS, INTERPRETATIONS, AND RECOMMENDATIONS TO THE ENGINEER.

THE COMMISSION WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL - STRUCTURE MISC.: VIBRATION MONITORING. THE COMMISSION WILL PAY THE FINAL TWENTY PERCENT AFTER THE ENGINEER RECEIVES THE FINAL REPORT.

ITEM 848 - TEST SLAB, AS PER PLAN

THIS ITEM INCLUDES ALL LABOR, MATERIAL, EQUIPMENT, TOOLS AND INCIDENTALS TO CONSTRUCT TEST SLABS AS SPECIFIED IN SUPPLEMENTAL SPECIFICATION 848.15 ALONG WITH ANY RELATED OR REFERENCED SECTIONS OF SUPPLEMENTAL SPECIFICATION 848 OR THE ODOT CMS. GROOVING OF THE CURED TEST SLABS IS NOT REQUIRED.

NO.	REVISIONS	BY	DATE
1	REVISED NOTES	TJW	5/30/24
-	-	-	-
-	-	-	-

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DESIGNED	CHECKED
TJW	DJC
DRAWN	IN CHARGE
TJW	DGN

STRUCTURE GENERAL NOTES

M.P. 199.5, 202.8, 203.7

PORTAGE COUNTY

PROJECT 43-24-09

DATE: 03/26/24

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OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

4324xx-SN001.dwg; 5/29/24 - 6:10pm

ITEM	UNIT	DESCRIPTION	MP 199.5	MP 202.8	MP 203.7	AS PER PLAN SHEET
202	SQ YD	APPROACH SLAB REMOVED, AS PER PLAN	142	417	399	102
202	LUMP SUM	STRUCTURE REMOVED, AS PER PLAN	LUMP SUM			102
SP 202	LUMP SUM	PORTIONS OF STRUCTURE REMOVED		LUMP SUM	LUMP SUM	
503	LUMP SUM	COFFERDAMS AND EXCAVATION BRACING	LUMP SUM			
503	LUMP SUM	UNCLASSIFIED EXCAVATION	LUMP SUM	LUMP SUM		
503	CU YD	ABUTMENT BACKFILL BETWEEN STRUTS, AS PER 503.08		21		
505	LUMP SUM	PILE DRIVING EQUIPMENT MOBILIZATION	LUMP SUM			
507	FOOT	STEEL PILES HP10X42, FURNISHED	1,700			
507	FOOT	STEEL PILES HP10X42, DRIVEN	1,500			
507	EACH	STEEL POINTS OR SHOES	40			
SP 509	POUND	EPOXY COATED REINFORCING STEEL, GRADE 60	116,702	143,053	1,398	
509	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL		100	100	
510	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	48			
SP 511(QC2)	CU YD	CLASS QC2 CONCRETE, BARRIERS AND PARAPETS	98	90		
SP 511(QC2)	CU YD	CLASS QC2 CONCRETE, SUPERSTRUCTURE DECK SLAB	273	375		
SP 511(QC2)	CU YD	CLASS QC2 CONCRETE, ABUTMENT SLABS		125		
511	CU YD	CLASS QC1 CONCRETE, PIER ABOVE FOOTINGS	105			
511	CU YD	CLASS QC1 CONCRETE, ABUTMENT INCLUDING FOOTING	145			
511	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	2			
511	CU YD	CLASS QC1 CONCRETE, MOMENT SLAB	19			
513	EACH	WELDED STUD SHEAR CONNECTORS	2,055	5,994		
513	POUND	STRUCTURAL STEEL MEMBERS, LEVEL 4 1	351,803			1
513	EACH	STRUCTURAL STEEL, MISC.: MOMENT PLATE RETROFIT		32		
1						
SP 514A	LUMP SUM	SURFACE PREPARATION OF EXISTING STEEL, SYSTEM OZEU		LUMP SUM		
SP 514A	LUMP SUM	FIELD PAINTING OF EXISTING STEEL, PRIME COAT, SYSTEM OZEU		LUMP SUM		
SP 514A	LUMP SUM	FIELD PAINTING OF NEW AND EXISTING STEEL, INTERMEDIATE COAT, SYSTEM OZEU 1	LUMP SUM	LUMP SUM		
SP 514A	LUMP SUM	FIELD PAINTING OF NEW AND EXISTING STEEL, FINISH COAT, SYSTEM OZEU	LUMP SUM	LUMP SUM		
SP 514A	HOUR	REMEDIATION OF CHLORIDES		4		
SP 514A	HOUR	GRINDING FINS, TEARS, SLIVERS		4		
SP 516A	FOOT	CRACK REPAIR USING EPOXY INJECTION		54	65	
SP 516B	FOOT	SEALING OF CONSTRUCTION JOINTS	587	1,019	558	
SP 516G	EACH	REPLACE EXPANSION BEARING DEVICE		36		
SP 516M	EACH	RESET EXISTING ROCKER BEARING			3	
516	EACH	REFURBISH BEARING DEVICE, AS PER PLAN			4	103
516	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (9.5" x 17" x 3.11"), AS PER PLAN	10			115
516	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (16" x 22" x 3.25"), AS PER PLAN	5			115
516	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	33			
516	SQ FT	2" PREFORMED EXPANSION JOINT FILLER	76	138		
516	FOOT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	118			
1 516	FOOT	ARMORLESS PREFORMED JOINT SEAL	82			
518	CU YD	POROUS BACKFILL	57			
518	FOOT	6" PERFORATED CORRUGATED PLASTIC PIPE	151			
518	FOOT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	40			
SP 519	SQ FT	PATCHING CONCRETE STRUCTURES		17	150	
SP 525A	LUMP SUM	WORKER PROTECTION		LUMP SUM		
SP 525A	LUMP SUM	ESTABLISH REGULATED AREAS		LUMP SUM		
SP 525A	EACH	PROTECTIVE CLOTHING/EQUIPMENT SET		10		
SP 525A	LUMP SUM	PAINT WASTE/HAZARDOUS WASTE CLASSIFICATION, HANDLING, AND DISPOSAL		LUMP SUM		
SP 525A	LUMP SUM	CONTAINMENT SYSTEM		LUMP SUM		
526	SQ YD	REINFORCED CONCRETE APPROACH SLABS (T=12"), AS PER PLAN		420	402	155, 163
526	SQ YD	REINFORCED CONCRETE APPROACH SLABS (T=17")	223			
526	FT	TYPE C INSTALLATION	88			
SP 527	LUMP SUM	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	LUMP SUM	LUMP SUM	LUMP SUM	
SP 533	FOOT	THREE (3) INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT		249		
SP 533D	FOOT	CONTINUOUS ELASTOMER SEAL IN A PORTLAND CEMENT CONCRETE JOINT			252	
SP 536	SQ YD	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS AND APPROACH SLABS	1,066	2,200	2,246	
SP 536	SQ YD	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS	498	360	333	
SP 536	SQ YD	CONCRETE WEATHERPROOFING, SUBSTRUCTURE	325	1,050	806	
SP 607	FOOT	TYPE II FENCE, ALL ALUMINUM (6'-0" CHAIN LINK WITH SPECIALS)	584			
848	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION (2" THICK)			1,854	
848	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION			1,854	
848	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY			15	
848	SQ YD	HAND CHIPPING			28	
848	LUMP SUM	TEST SLAB, AS PER PLAN			LUMP SUM	103
848	CU YD	FULL-DEPTH REPAIR			2	
SPECIAL	LUMP SUM	STRUCTURE, MISC.: PRECONSTRUCTION CONDITION SURVEY	LUMP SUM			103
SPECIAL	LUMP SUM	STRUCTURE, MISC.: VIBRATION MONITORING	LUMP SUM			103

4324xx-SQ001.dwg; 5/30/24 - 11:55am

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NO.	REVISIONS	BY	DATE
1	REVISED PAY ITEMS	TJW	5/30/24
-	-	-	-
-	-	-	-

DESIGNED RFV | CHECKED TJW
DRAWN RFV | IN CHARGE DGN

STRUCTURE ESTIMATED QUANTITIES
PORTAGE COUNTY
M.P. 199.5, 202.8, 203.7

PROJECT 43-24-09
DATE: 03/26/24

1 / 1

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OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE