REF NO.	ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	SEE SHEET
		GENERAL (REF. NOS. 1 - 5A)			
1	IB.ART.6	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND	1	LUMP	
2	SP 614	MAINTAINING TRAFFIC	1	LUMP	
3	SP 619	FIELD OFFICE	45	MONTH	2
4	SP 623	CONSTRUCTION LAYOUT SURVEY	1	LUMP	
5	624	MOBILIZATION	1	LUMP	
5A	SPECIAL	TEMPORARY HAUL ROADS	1	LUMP	

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REF NO.	ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	SEE SHEET
		ROADWAY (REF NOS. 6 - 31)			
6	201	CLEARING AND GRUBBING	1	LUMP	
7	202	PAVEMENT REMOVED	373	SQ. YD.	
8	202	CONCRETE BARRIER REMOVED	82	FOOT	
9	202	CURB REMOVED	60	FOOT	
10	202	GUARDRAIL REMOVED	5,485	FOOT	
11	202	GUARDRAIL REMOVED FOR REUSE	1,100	FOOT	
12	202	BRIDGE TERMINAL ASSEMBLY REMOVED	4	EACH	
13	202	FENCE REMOVED	118	FOOT	
14	202	REMOVAL MISC.: FIBER OPTIC	1	LUMP	
15	203	EXCAVATION	8,822	CU. YD.	
16	203	EMBANKMENT	1,071	CU. YD.	
17		NOT USED			
18	204	SUBGRADE COMPACTION	6,439	SQ. YD.	
19	204	EXCAVATION OF SUBGRADE	68	CU. YD.	1
20	204	PROOF ROLLING	3	HOUR	
21	606	GUARDRAIL, TYPE MGS WITH LONG POSTS	5,463	FOOT	
22	606	GUARDRAIL REBUILT, TYPE MGS WITH LONG POSTS	1,100	FOOT	
23	606	ANCHOR ASSEMBLY, TYPE T	1	EACH	
24	606	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	2	EACH	
25	606	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	2	EACH	
26	SP 607	TYPE II FENCE, ALL ALUMINUM (4'-0" CHAIN LINK WITH SPECIALS) 1	118	FOOT	
27	609	CURB, TYPE 4-C	101	FOOT	
28	SP 621	RAISED PAVEMENT MARKER	182	EACH	
29	622	CONCRETE BARRIER, TYPE B-50, AS PER PLAN	326	FOOT	5
30	SP 626	BARRIER REFLECTOR, TYPE 1 (BI-DIRECTIONAL)	5	EACH	
31	SP 626	BARRIER REFLECTOR, TYPE 2 (ONE WAY)	58	EACH	

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REF NO.	ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	SEE SHEET
		EROSION CONTROL (REF. NOS. 32 - 42, 39A)			
32	659	SOIL ANALYSIS TEST	2	EACH	
33	659	TOPSOIL	231	CU. YD.	
34	659	SEEDING AND MULCHING	2,080	SQ. YD.	
35	659	REPAIR SEEDING AND MULCHING	104	SQ. YD.	
36	659	INTER-SEEDING	104	SQ. YD.	
37	659	COMMERCIAL FERTILIZER	0.29	TON	
38	659	LIME	0.43	ACRE	
39	659	WATER	12	M. GAL.	
39A	661	DECIDUOUS TREE, 2" CALIPER (NATIVE SPECIES)	20	EACH	
40	SP 113	SWP3 MANAGEMENT	1	LUMP	
41	832	STORM WATER POLLUTION PREVENTION PLAN	1	LUMP	
42	832	EROSION CONTROL	30,000	EACH	

REF NO.	ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	SEE SHEET
		DRAINAGE (REF. NOS. 43 - 59)			
43	202	HEADWALL REMOVED	2	EACH	
44	202	PIPE REMOVED, 24" AND UNDER	98	FOOT	
45	202	CATCH BASIN REMOVED	3	EACH	
46	601	CRUSHED AGGREGATE SLOPE PROTECTION WITH GEOTEXTILE FABRIC	3	CU. YD.	
47	601	TIED CONCRETE BLOCK MAT, TYPE 2	34	SQ. YD.	
48	601	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC	23	CU. YD.	
49	602	CONCRETE MASONRY	15.0	CY	
50	SP 605	6" SHALLOW PIPE UNDERDRAINS, WITH FABRIC WRAP (30")	1,545	FOOT	
51	SP 605	6" UNCLASSIFIED PIPE UNDERDRAINS, WITH FABRIC WRAP (30")	61	FOOT	
52	SP 605	6" BASE PIPE UNDERDRAINS, WITH FABRIC WRAP (18")	638	FOOT	
53	SP 605	6" UNDERDRAIN OUTLET PIPE	280	FOOT	
54	SP 611	12" CONDUIT, TYPE B	189	FOOT	
55	SP 611	18" CONDUIT, TYPE B	41	FOOT	
56	SP 611	18" CONDUIT, TYPE B, AS PER PLAN	79	FOOT	5
57	SP 611	INLET, NO I-3B50, DOUBLE GRATE	3	EACH	
58	SP 611	CATCH BASIN, MEDIAN WALL	2	EACH	
59	611	CATCH BASIN ADJUSTED TO GRADE	1	EACH	

REF NO.	ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	SEE SHEET
		PAVEMENT (REF. NOS. 60 - 73)			
60	254	PAVEMENT PLANING, ASPHALT CONCRETE	47,140	SQ. YD.	
61	SP 302	ASPHALT CONCRETE BASE, PG 64-22	1,357	CU. YD.	
62	SP 304	AGGREGATE BASE	1,386	CU. YD.	
63	SP 304	AGGREGATE BASE, (VARIABLE DEPTH)	68	CU. YD.	
64	SP 402	ASPHALT CONCRETE INTERMEDIATE COURSE, PG 76-22 (FR)	2,509	CU. YD.	
65	SP 402	ASPHALT CONCRETE INTERMEDIATE COURSE, PG 76-22 (FR), (VARIABLE DEPTH)	320	CU. YD.	
66	SP 404	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 76-22 (FR)	1,793	CU. YD.	
67	SP 404	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 76-22 (FR), (VARIABLE DEPTH)	17	CU. YD.	
68	407	NON-TRACKING TACK COAT	7,546	GAL.	
69	SPECIAL	SONIC NAP ALERT PATTERN	2.78	MILE	
70	617	SHOULDER PREPARATION	749	SQ. YD.	
71	617	COMPACTED AGGREGATE USING SP 304	63	CU. YD.	
72	617	WATER	10	M. GAL.	
73	SP 627	STONE SHOULDER PROTECTION	63	CU. YD.	

REF NO.	ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	SEE SHEET
		TRAFFIC CONTROL (REF. NOS. 74 - 78)			
74	630	SIGN ERECTED, FLAT SHEET, AS PER PLAN	2	EACH	73
75	630	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	2	EACH	
76	642	EDGE LINE, 6", TYPE 1	3.26	MILE	
77	642	LANE LINE, 6", TYPE 1	3.26	MILE	
78	642	PAVEMENT MARKING, MISC.: FINAL PAVEMENT MARKING PREPARATION	0.90	MILE	

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DESIGN AGENCY
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NO.	REVISIONS	BY	DATE
1	ADDENDUM 4	MWZ	05/23
2	ADDENDUM 6	PES	05/23
-	-	-	-

DESIGNED MWZ | CHECKED JDB
DRAWN VT | IN CHARGE MWZ

GENERAL SUMMARY
OHIO TURNPIKE OVER TINKERS CREEK
SUMMIT COUNTY
M.P. 185.6

PROJECT 43-23-04
DATE: 1/17/23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

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REF NO.	ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	SEE SHEET
		STRUCTURES (REF. NOS. 79 - 131)			
79	SP 202	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	1	LUMP	76
80	203	SPECIAL - SETTLEMENT PLATFORMS 1	8	EACH	76
81	503	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	1	LUMP	77
82	503	UNCLASSIFIED EXCAVATION, AS PER PLAN	1	LUMP	77
83	505	PILE DRIVING AND EQUIPMENT MOBILIZATION	1	LUMP	
84	507	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	20,880	FOOT	
85	507	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	21,780	FOOT	
86	507	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	18,180	FOOT	
87	507	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	18,930	FOOT	
88	SP 509	EPOXY COATED REINFORCING STEEL, GRADE 60	1,693,724	POUND	
89	511	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	298	CU. YD.	
90	511	CLASS QC1 CONCRETE WITH QC/QA, PIER CAPS AND COLUMNS	445	CU. YD.	
91	511	CLASS QC1 CONCRETE WITH QC/QA, PIER FOOTINGS	757	CU. YD.	
92	511	SEMI-INTEGRAL DIAPHRAGM GUIDE	4	EACH	
93	511	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK	2,953	CU. YD.	
94		NOT USED			
95	SP 511B	CLASS S CONCRETE, BARRIERS AND PARAPETS, USING TYPE 1 CEMENT, AS PER PLAN	217	CU. YD.	77
96	512	TYPE 2 WATERPROOFING	5	SQ. YD.	1
97	515	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBER, LEVEL 3, TYPE WF54-49	72	EACH	
98	515	INTERMEDIATE DIAPHRAGMS	180	EACH	
99	516	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL 1	304	FOOT	
100	516	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), 16" x 18"	120	EACH	
101	516	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), 16" x 20"	24	EACH	
102	516	1" PREFORMED EXPANSION JOINT FILLER	122	SQ. FT.	
103	516	2" PREFORMED EXPANSION JOINT FILLER 1	1,269	SQ. FT.	
104	516	ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN	255	FOOT	77
105	517	RAILING, MISC.: COMBINATION PARAPET AND MOMENT SLAB ON MSE WALL	491	FOOT	77
106	518	POROUS BACKFILL WITH GEOTEXTILE FABRIC	34	CU. YD.	
107	518	SCUPPER, MISC: EXISTING DECK CORING	8	EACH	77
108	519	SPECIAL - PATCHING CONCRETE BRIDGE DECK	344	SQ. YD.	77
109	523	DYNAMIC LOAD TESTING	4	EACH	
110	526	REINFORCED CONCRETE APPROACH SLAB (T=17")	846	SQ. YD.	
111	526	TYPE C INSTALLATION	255	FOOT	
112	SP 527	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	1	LUMP	
113	530	SPECIAL - MOBILIZATION/DEMOBILIZATION	1	LUMP	77
114	0	NOT USED	0	0	77
115	530	SPECIAL - GROUND IMPROVEMENT PRODUCTION WORKS	1	LUMP	77
116	530	SPECIAL - GROUND IMPROVEMENT TEST PROGRAMS AND QC/QA TESTING	1	LUMP	77
117	0	NOT USED	0	0	77
118	SP 536	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS, AND APPROACH SLABS	9,231	SQ. YD.	77
119	SP 536	CONCRETE WEATHERPROOFING, SUBSTRUCTURE	755	SQ. YD.	77
120	601	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	148	CU .YD.	
120A	601	CONCRETE SLOPE PROTECTION	57	SQ. YD.	
121	622	CONCRETE BARRIER, TYPE B-50, AS PER PLAN	1,433	FOOT	112
122	690	SPECIAL - ENVIRONMENTAL, WATER MONITORING	1	LUMP	77
123	840	MECHANICALLY STABILIZED EARTH WALL	8,782	SQ. FT.	
124	840	FOUNDATION PREPARATION	4,662	SQ. YD.	
125	840	SELECT GRANULAR BACKFILL 1	29,243	CU .YD.	
126	840	6" DRAINAGE PIPE, PERFORATED	900	FOOT	
127	840	6" DRAINAGE PIPE, NONPERFORATED	42	FOOT	
128	840	CONCRETE COPING	909	FOOT	
129	840	ON-SITE ASSISTANCE	10	DAYS	
130	840	SGB INSPECTION AND COMPACTION TESTING	1	LUMP	
131	867	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL	1	LUMP	

REF NO.	ITEM NO.	ITEM DESCRIPTION	APPROX. QUANTITY	UNIT	SEE SHEET
		MAINTENANCE OF TRAFFIC (REF. NOS. 132 - 154)			
132	614	REPLACEMENT SIGN	5	EACH	6
133	614	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	10	CU. YD.	7
134	614	WORK ZONE CROSSOVER LIGHTING SYSTEM	2	EACH	7
135	SP 614ZP	ZONE PERSON WITH ZONE VEHICLE 1	28,500	HOUR	7
136	614	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	2,480	DAYS	7
137	614	BARRIER REFLECTOR, TYPE 1, ONE-WAY	36	EACH	7
138	614	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	6	EACH	
139	614	WORK ZONE LANE LINE, CLASS I, 6"	1.07	MILE	
140	614	WORK ZONE EDGE LINE, CLASS I, 6"	5.01	MILE	
141	614	WORK ZONE CHANNELIZING LINE, CLASS I, 12"	4,499	FOOT	
142	SP 614B	WORK ZONE LANE LINE, CLASS I, 6"	1.09	MILE	
143	SP 614B	WORK ZONE EDGE LINE, CLASS I, 6"	5.63	MILE	
144	SP 614B	WORK ZONE CHANNELIZING LINE, CLASS I, 12"	5,050	FOOT	
145	SP 614C	REMOVAL OF PAVEMENT MARKING	5.42	MILE	
146	615	ROADS FOR MAINTAINING TRAFFIC	1	LUMP	7
147	615	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	429	SQ. YD.	
148	621	REPLACEMENT PRISMATIC RETRO-REFLECTOR	101	EACH	6
149		NOT USED			
150	SP 622	PORTABLE BARRIER (WITHOUT GLARE SCREEN)	9,015	FOOT	6
151	SP 622	PORTABLE BARRIER (WITH GLARE SCREEN)	6,140	FOOT	6
152	SP 626	CONSTRUCTION ZONE MARKERS, ONE WAY MODEL, WHITE	1,492	EACH	
153	SP 626	CONSTRUCTION ZONE MARKERS, ONE WAY MODEL, YELLOW	746	EACH	
154	630	SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY ENGINEER	16	SQ. FT.	6

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1	ADDENDUM 4	MWZ	05/23
2	ADDENDUM 6	PES	05/23
-	-	-	-

DESIGNED MWZ | CHECKED JDB | DRAWN VT | IN CHARGE MWZ

GENERAL SUMMARY
OHIO TURNPIKE OVER TINKERS CREEK
M.P. 185.6
SUMMIT COUNTY

PROJECT 43-23-04
DATE: 1/17/23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

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PROPOSED WORK

THE OHIO TURNPIKE BRIDGE OVER TINKERS CREEK SHALL BE RECONSTRUCTED UNDER THIS CONTRACT. MAJOR WORK INCLUDES COMPLETE REMOVAL AND REPLACEMENT OF THE EXISTING BRIDGE WITH A NEW MULTI-SPAN COMPOSITE PRESTRESSED CONCRETE BEAM BRIDGE WITH CONTINUOUS REINFORCED CONCRETE DECK, SEMI-INTEGRAL ABUTMENTS, CAP-AND-COLUMN PIERS ON PILES. ADDITIONAL WORK INCLUDES PERFORMING CONCRETE WEATHERPROOFING AND MAINTENANCE OF TRAFFIC. DETAILS OF THIS WORK ARE SHOWN IN THE PLANS.

DESIGN SPECIFICATIONS

THE STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION, DATED 2002, THE 2004 ODOT BRIDGE DESIGN MANUAL, INCLUDING INTERIMS, AND ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS.

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

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4,500 PSI (PARAPETS)
CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4,500 PSI (SUPERSTRUCTURE)
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4,000 PSI (SUBSTRUCTURES)
CONCRETE FOR PRESTRESSED BEAMS:
COMPRESSIVE STRENGTH (FINAL) 8,500 PSI
COMPRESSIVE STRENGTH (RELEASE) 7,000 PSI

PRESTRESSING STRANDS - ASTM A416
ULTIMATE STRENGTH = 270 KSI
A_S = 0.217 SQ. IN.
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)
MODULUS OF ELASTICITY = 28,500 KSI

REINFORCING STEEL - ASTM A615 OR A996 - GRADE 60
WELDED WIRE FABRIC - YIELD STRENGTH 70 KSI
STRUCTURAL STEEL - ASTM A709 GRADE 50

DESIGN LOADING

HS20-44 AND THE ALTERNATE MILITARY LOADING

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL
2-½" CONCRETE COVER

MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1" THICK

EXISTING STRUCTURE VERIFICATION

DETAILS, DIMENSIONS, AND ELEVATIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE 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. THE CONTRACTOR IS REFERRED TO ODOT CMS 501.02 AND OTIC INSTRUCTION TO BIDDERS ARTICLE 2.1 AND GENERAL CONDITIONS ARTICLE 1.5.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS, DIMENSIONS, ELEVATIONS, AND SKEW ANGLES WHICH HAVE BEEN FIELD VERIFIED BY THE CONTRACTOR.

CONSTRUCTION JOINTS

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

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS. CENTERLINE OF SCREED RAIL IS ASSUMED TO BE 2½" OUTSIDE EDGE OF DECK PER OHIO DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL FIGURE 309-23.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.53 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65".

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):

THE ULTIMATE BEARING VALUE IS 313 KIPS PER PILE FOR THE REAR ABUTMENT PILES.
THE ULTIMATE BEARING VALUE IS 321 KIPS PER PILE FOR THE PIER 1-3 PILES.
THE ULTIMATE BEARING VALUE IS 320 KIPS PER PILE FOR THE PIER 4-5 PILES.
THE ULTIMATE BEARING VALUE IS 313 KIPS PER PILE FOR THE FORWARD ABUTMENT PILES.

REAR ABUTMENT PILES:
14-INCH DIAMETER CAST-IN-PLACE REINFORCED CONCRETE PILES, 105 FEET LONG, ORDER LENGTH 1 DYNAMIC LOAD TESTING ITEM

PIERS 1-3 PILES:
14-INCH DIAMETER CAST-IN-PLACE REINFORCED CONCRETE PILES, 125 FEET LONG, ORDER LENGTH 1 DYNAMIC LOAD TESTING ITEM

PIERS 4-5 PILES:
16-INCH DIAMETER CAST-IN-PLACE REINFORCED CONCRETE PILES, 125 FEET LONG, ORDER LENGTH 1 DYNAMIC LOAD TESTING ITEM

FORWARD ABUTMENT PILES:
16-INCH DIAMETER CAST-IN-PLACE REINFORCED CONCRETE PILES, 130 FEET LONG, ORDER LENGTH 1 DYNAMIC LOAD TESTING ITEM

PILE DRIVING CONSTRAINTS :

PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE, PLACE SHEET PILES, PERFORM ITEM 530 GROUND IMPROVEMENTS, AND CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE BOTTOM OF THE FOOTING FOR THE FULL EXTENT OF MECHANICALLY STABILIZED EARTH INSTALLATION FOR A GIVEN PHASE. 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 PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. AT LEAST THREE FEET OF PILE MUST EXTEND ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF CMS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE ULTIMATE BEARING VALUE UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND A MINIMUM 30 CALENDAR DAY WAITING PERIOD HAS ELAPSED. THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT PILES TO THE ULTIMATE BEARING VALUE. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5 INCH. IF NOT PRE-DRIVING ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED. 2

THE MAXIMUM DRIVING STRESS SHALL BE LIMITED TO 90 PERCENT OF THE STEEL YIELD STRESS. SELECT A HAMMER CAPABLE OF ACHIEVING THE REQUIRED ULTIMATE BEARING VALUES WITHOUT DAMAGING THE PILES.

ALL PILES SHALL HAVE A MINIMUM NOMINAL WALL THICKNESS OF ½ INCH. CONTRACTOR TO COORDINATE PLACEMENT OF PROPOSED PILES TO AVOID CONFLICTS WITH EXISTING PILING OR NEW GROUND IMPROVEMENTS. NOTIFY ENGINEER IF ANY CONFLICTS ARE FOUND.

MSE RETAINING WALL DATA (ACCREDITED SUPPLIER):

THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. THE DESIGN FOR INTERNAL STABILITY SHALL INCLUDE AN UNFACTORED HORIZONTAL STRIP LOAD FROM THE SUPERSTRUCTURE OF 2.2 K/FT APPLIED PERPENDICULAR TO THE FACE OF WALL AT THE BASE OF THE CONCRETE FOOTING. THIS STRIP LOAD DOES NOT INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL. HOWEVER, THE PROPRIETARY WALL SUPPLIER SHALL INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL IN THE DESIGN CALCULATIONS.

AT THE PHASE CONSTRUCTION JOINT LINE THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE WIRE FACE IN ACCORDANCE WITH SS867.

QUANTITY OF GEOGRID TYPE P5 OR BETTER = 65,320 SQUARE YARDS (FOR INFORMATION ONLY).

WALL FACING PANELS ARE TO HAVE A STANDARD SMOOTH FINISH. FURNISHING AND PLACEMENT OF LAST PANEL SHALL NOT OCCUR UNTIL SETTLEMENT ATTENUATES. 2

SP 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

THIS WORK CONSISTS OF THE REMOVAL OF THE EXISTING SUPERSTRUCTURE IN ITS ENTIRETY, INCLUDING WEARING SURFACE, ABUTMENT SLABS AND APPROACH SLABS, AND THE ABANDONED FIBER OPTIC LINE ATTACHED TO THE WESTBOUND BRIDGE.

REMOVE EXISTING REAR ABUTMENT AND PILES TO ELEVATION 996.00.

REMOVE EXISTING PIERS AND PIER PILES TO 1 FOOT BELOW EXISTING GROUND, EXCEPT AT EXISTING PIER 3. REMOVE EXISTING PIER 3 AND PIER 3 PILES TO ELEVATION 999.14 TO REMAIN ABOVE ORDINARY HIGH WATER MARK ELEVATION. REMOVAL EQUIPMENT SHALL REMAIN OUTSIDE OF TINKERS CREEK AND ABOVE THE ORDINARY HIGH WATER MARK ELEVATION.

REMOVE EXISTING FORWARD ABUTMENT AND PILES TO ELEVATION 1010.80.

PAYMENT WILL BE MADE AT THE CONTRACT LUMP SUM PRICE FOR SP ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

1

ITEM 203 SPECIAL - SETTLEMENT PLATFORMS:

2 SETTLEMENT MONITORING PLATES SHALL BE PLACED AFTER SUBSURFACE IMPROVEMENTS AND SUBGRADES ARE COMPACTED. NO PLATES SHALL BE PLACED OVER OR WITHIN 15 FEET OF PREVIOUS SUBSTRUCTURES. SETTLEMENT MONITORING PLATES SHALL BE PLACED AT THE FOLLOWING LOCATIONS:

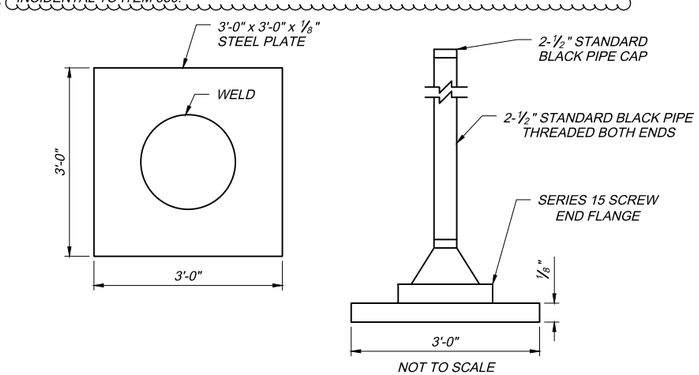
STATION	OFFSET	SEGMENT FOR ACCEPTANCE
713+50.00	20.00' RIGHT	STA. 713+00.00 TO STA. 713+70.00
720+50.00	30.00' RIGHT	STA. 720+02.00 TO STA. 721+00.00
721+40.00	15.00' RIGHT	STA. 721+00.00 TO STA. 0+50.00
0+75.00	30.00' RIGHT	STA. 0+50.00 TO STA. 1+25.00
713+50.00	20.00' LEFT	STA. 713+00.00 TO 713+70.00
720+50.00	15.00' LEFT	STA. 720+02.00 TO STA. 721+00.00
721+40.00	30.00' LEFT	STA. 721+00.00 TO STA. 0+50.00
0+75.00	30.00' LEFT	STA. 0+50.00 TO STA. 1+25.00

2 AFTER PLACEMENT OF MSE WALL TO FULL DESIGN HEIGHT (LESS 1 FOOT SUBGRADE MATERIAL, PAVEMENT AND/OR COPING), THE SETTLEMENT SHALL CONTINUE TO BE MONITORED UNTIL IT HAS ATTENUATED TO A RATE OF 0.02 FT PER 14 DAYS OR LESS, AT WHICH POINT THE FINAL SUBGRADE LIFTS, PAVEMENT, AND COPING CAN BE INSTALLED. THE STATION SEGMENTS MAY BE ACCEPTED INDIVIDUALLY. THE ESTIMATED TIMEFRAME FOR ACHIEVING THIS ATTENUATION IS 30 CALENDAR DAYS, BUT WILL BE SUBJECT TO PROPER PLACEMENT AND COMPACTION OF MATERIALS. REFER TO THE GEOTECHNICAL REPORT FOR MORE INFORMATION.

SUBMIT PROPOSED LOCATIONS, SIZES, AND MONITORING METHODS OF SETTLEMENT PLATES OR PLATFORMS FOR APPROVAL PRIOR TO CONSTRUCTION.

PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE EACH FOR "ITEM SPECIAL – SETTLEMENT PLATFORMS" WHICH IS COMPENSATION FOR CONSTRUCTING MAINTAINING, AND MONITORING THE SETTLEMENT PLATFORMS INCLUDING FURNISHING ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK. PAYMENT SHALL NOT BE MADE FOR SETTLEMENT PLATFORMS WHICH BECOME USELESS DUE TO DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS.

2 ADDITIONAL SETTLEMENT PLATFORMS REQUIRED FOR GROUND IMPROVEMENT TESTING IS INCIDENTAL TO ITEM 530.



NOT TO SCALE

1. SETTLEMENT PLATFORMS SHALL BE PLACED AT THE LOCATIONS LISTED ABOVE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. CONTRACTOR SHALL FURNISH MATERIALS AND LABOR TO EXTEND PIPE UP THROUGH ENTIRE FILL.
3. SETTLEMENT PLATFORMS SHALL BE ANCHORED BY STAKES DRIVEN AT EACH CORNER TO PREVENT OVERTURNING.

DESIGN AGENCY
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NO.	REVISIONS	BY	DATE
1	ADDENDUM 4	PES	05/23
2	ADDENDUM 6	PES	06/23
-	-	-	-

DESIGNED	CHECKED	DRAWN	IN CHARGE
PES	TML	PES	TML

GENERAL NOTES
OHIO TURNPIKE OVER TINKERS CREEK
SUMMIT COUNTY
M.P. 185.6

PROJECT 43-23-04
DATE: 1/17/23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

FinalPlansBind_81533_SN001.dwg: 5/24/23 - 1:16pm

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN:

THE CONTRACTOR WILL BE PAID FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. THIS ITEM INCLUDES ALL COFFERDAMS, EXCAVATION BRACING, AND DEWATERING NOT ASSOCIATED WITH THE GROUND IMPROVEMENTS, WHICH ARE INCLUDED UNDER SP530.

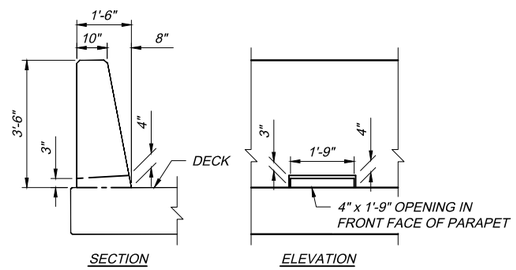
2

ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN:

UNCLASSIFIED EXCAVATION AT THE ABUTMENTS WILL BE MEASURED WITHIN THE LIMITS SHOWN ON SHEETS 9-10/46. AT THE PIERS, THE UNCLASSIFIED EXCAVATION SHALL BE MEASURED IN ACCORDANCE WITH C&MS 503.09.

SP 511B, CLASS S CONCRETE, BARRIER AND PARAPETS, USING TYPE 1 CEMENT, AS PER PLAN:

PLACE THE PARAPET CONCRETE WITH TEMPORARY DRAINAGE WINDOWS AS SHOWN, SPACED NOT TO EXCEED 30 FEET ON CENTER ALONG THE LENGTH OF THE SBR-1-13 PARAPET. MAINTAIN THE WINDOWS FOR THE DURATION OF THE CONSTRUCTION PHASING AND CROSSOVER MAINTENANCE OF TRAFFIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING CLEAN OPENINGS FREE FROM DEBRIS. UPON COMPLETION OF THE REMAINING BRIDGE WORK FILL THE DRAINAGE WINDOWS WITH TYPE 2 MORTAR PER C&MS 705.21. PAYMENT FOR THE CONSTRUCTION, MAINTENANCE, AND FILLING OF THE DRAINAGE WINDOWS SHALL BE INCIDENTAL TO SP 511B: CLASS S CONCRETE, BARRIER AND PARAPETS, USING TYPE 1 CEMENT, AS PER PLAN.



PARAPET DRAINAGE DETAILS
(REINFORCING NOT SHOWN)

ITEM 516 - ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN

INSTALL THE ARMORLESS PREFORMED JOINT SEAL IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND UNDER THE SUPERVISION OF THE MANUFACTURER'S DESIGNATED REPRESENTATIVE.

SELECT THE ARMORLESS PREFORMED JOINT SEAL FROM ONE OF THE MANUFACTURER'S LISTED BELOW:

R.J. WATSON, INC.
11035 WALDEN AVE.
ALDEN, NY 14004-9616
PHONE: (716) 901-7020
FAX: (716) 901-7015
- SILICOFLEX SF500 (MAX. MOVEMENT RATING: 5")

WATSON BOWMAN ACME CORP.
95 PINEVIEW DRIVE
AMHERST, NY 14228-2121
PHONE: (716) 691-7566
FAX: (716) 691-9239
- WABO SPS-500 (MAX. MOVEMENT RATING: 5")

D.S. BROWN COMPANY
300 EAST CHERRY STREET
NORTH BALTIMORE, OH 45872-1227
PHONE: (419) 257-3561
FAX: (419) 257-2200
- V-500 (MAX. MOVEMENT RATING: 5")

THE SEAL AND ADHESIVE ARE AN INTEGRAL JOINT SYSTEM THAT SHALL BE DESIGNED AND SUPPLIED BY THE SAME MANUFACTURER.

REFER TO STANDARD DRAWING AS-2-15 FOR ADDITIONAL NOTES, DETAILS, AND REQUIREMENTS.

ITEM 519 SPECIAL - PATCHING CONCRETE BRIDGE DECK:

1

A CONTINGENCY QUANTITY HAS BEEN INCLUDED FOR PATCHING OF THE EXISTING EASTBOUND SUPERSTRUCTURE. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, TESTING, MAINTENANCE OF TRAFFIC (INCLUDING LANE CLOSURES), AND REPORTING TO ACCOMPLISH THIS WORK SHALL BE PAID FOR UNDER ITEM 519 SPECIAL - PATCHING CONCRETE BRIDGE DECK.

ITEM 517 - RAILING, MISC.: COMBINATION PARAPET AND MOMENT SLAB ON MSE WALL:

CONSTRUCT THE MOMENT SLABS AND PARAPETS ON THE MOMENT SLABS AS SHOWN IN THE PLANS. THE WORK WILL BE MEASURED ON A PER FOOT LENGTH BASIS AND SHALL INCLUDE THE MOMENT SLABS, PARAPETS, EXPANSION AND CONTRACTION JOINTS, AND REINFORCING STEEL. PAYMENT SHALL BE MADE AT THE PER FOOT UNIT BID PRICE FOR ITEM 517 - RAILING, MISC.: COMBINATION PARAPET AND MOMENT SLAB ON MSE WALL, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE WORK.

PRECAST CONCRETE MOMENT SLABS ARE ALLOWED AS AN ALTERNATIVE TO CAST-IN-PLACE MOMENT SLABS. SUBMIT SHOP DRAWINGS AND DESIGN CALCULATIONS FOR APPROVAL FOR ANY ALTERNATIVES AT LEAST 30 DAYS PRIOR TO CONSTRUCTION. NO ADDITIONAL PAYMENT SHALL BE MADE FOR ENGINEERING OR ALTERNATE DESIGNS.

ITEM 518 - SCUPPER, MISC.: EXISTING DECK CORING

CORE 4-INCH DIAMETER HOLES IN THE EXISTING DECK TO PROVIDE DRAINAGE DURING MAINTENANCE OF CONSTRUCTION OPERATIONS. PLACE THE HOLES AS CLOSE TO THE PARAPETS AS POSSIBLE WHILE MAINTAINING AT LEAST 3-INCHES OF CLEARANCE FROM THE EXISTING BEAM FLANGES TO THE NEAREST EDGE OF CORE HOLE. ALL CORE HOLES SHALL RESIDE WITHIN THE SHOULDERS IN THE EXISTING AND MAINTENANCE OF TRAFFIC SETUP CONDITIONS.

PLACE CORE HOLES AT THE FOLLOWING STATIONS:
OHIO TURNPIKE EASTBOUND:

STATION 713+50, RIGHT	STATION 715+00, RIGHT
STATION 713+75, RIGHT	STATION 715+50, RIGHT
STATION 714+00, RIGHT	STATION 716+00, RIGHT
STATION 714+25, RIGHT	STATION 719+00, RIGHT

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING CLEAN OPENINGS FREE FROM DEBRIS. THIS WORK SHALL BE MEASURED ON AN EACH BASIS AND SHALL BE INCLUSIVE OF ALL LABOR, EQUIPMENT, AND MATERIALS TO COMPLETE THE WORK. PAYMENT SHALL BE MADE ON AN EACH BASIS FOR ITEM 518 - SCUPPER, MISC.: EXISTING DECK CORING.

ITEM 530 SPECIAL - STRUCTURES, GROUND IMPROVEMENTS (SEE SPECIAL PROVISIONS)

THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PLAN, AND CONSTRUCT THE GROUND IMPROVEMENT TO SUPPORT THE PROPOSED ROADWAY EMBANKMENT AND PAVEMENT. THESE METHODS SHALL BE DESIGNED AND INTENDED FOR USE IN PEAT SOIL.THE WORK SHALL INCLUDE THE GROUND IMPROVEMENT METHOD AND ASSOCIATED TESTING, MONITORING, SAMPLING, AND RECORDING TO MEET THE PERFORMANCE REQUIREMENTS OUTLINED IN THESE PLANS, SPECIFICATIONS, AND STRUCTURE FOUNDATION EXPLORATION REPORT.

2

CONTRACTOR TO COORDINATE PLACEMENT OF GROUND IMPROVEMENTS TO AVOID CONFLICTS WITH PILING. IF A CONFLICT OCCURS, PREDRILL THROUGH THE GROUND IMPROVEMENT ZONE PRIOR TO PLACING THE PILE AND PLACE LOW STRENGTH MORTAR AFTER DRIVING AT NO ADDITIONAL COST TO THE PROJECT.

2

SHEET PILE IS NOT REQUIRED IF THE GROUND IMPROVEMENT METHOD DOES NOT PRODUCE EFFLUENT WHICH COULD CONTAMINATE GROUNDWATER AND IF IT IS NOT REQUIRED FOR PLACEMENT OF THE GROUND IMPROVEMENT SYSTEM. IF SHEET PILE IS REQUIRED FOR DESIGN OR EFFLUENT CONTROL, IT MAY BE REMOVED OR LEFT IN PLACE BASED ON THE GROUND IMPROVEMENT DESIGN. SHEET PILING MAY BE PERMANENT IF THE DESIGN REQUIRES THE SHEETING FOR GLOBAL STABILITY OR OTHER DESIGN CHECKS OR CANNOT BE REMOVED DUE TO POTENTIAL DAMAGE TO THE GROUND IMPROVEMENTS. THIS SHEETING SHALL BE CONSIDERED INCIDENTAL TO THE GROUND IMPROVEMENT WORK. SHEET PILE SHOWN IN PLANS IS FOR INFORMATION PURPOSES AND MAY NOT BE REQUIRED PENDING GROUND IMPROVEMENT METHOD USED. SEE 530 SPECIFICATION FOR ADDITIONAL INFORMATION.

MEASUREMENT AND PAYMENT.
PAYMENT SHALL INCLUDE FULL COMPENSATION FOR MATERIAL, TOOLS, EQUIPMENT, LABOR, AND ACCESS TO COMPLETE THE GROUND IMPROVEMENTS AS INDICATED IN THE SPECIFICATION FOR ITEM SPECIAL 530 STRUCTURES, GROUND IMPROVEMENTS. THE ACCEPTED QUANTITIES FOR THE COMPLETED WORK AS DESCRIBED WILL BE PAID FOR USING THE FOLLOWING CONTRACT ITEMS (PAY ITEMS).

ITEM	UNIT	DESCRIPTION
530 SPECIAL - STRUCTURES	LUMP	MOBILIZATION / DEMOBILIZATION
530 SPECIAL - STRUCTURES	LUMP	GROUND IMPROVEMENT PRODUCTION WORKS
530 SPECIAL - STRUCTURES	LUMP	GROUND IMPROVEMENT TEST PROGRAMS AND QC/QA TESTING

2

SP 536 CONCRETE WEATHERPROOFING

ITEM SP 536 - CONCRETE WEATHERPROOFING, SHALL BE APPLIED TO THE FOLLOWING EXPOSED CONCRETE SURFACES OF THE BRIDGE:

ALL EXPOSED CONCRETE SURFACES OF ALL ABUTMENTS AND PIERS.
TOP OF DECK AND APPROACH SLABS WITHIN THE BRIDGE LIMITS.

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

MEASUREMENT AND PAYMENT.
PAYMENT SHALL INCLUDE FULL COMPENSATION FOR MATERIAL, TOOLS, EQUIPMENT, LABOR, AND ACCESS TO COMPLETE CONCRETE WEATHERPROOFING. THE ACCEPTED QUANTITIES FOR THE COMPLETED WORK AS DESCRIBED WILL BE PAID FOR USING THE FOLLOWING CONTRACT ITEMS (PAY ITEMS).

ITEM	UNIT	DESCRIPTION
SP 536	SQ YD	CONCRETE WEATHERPROOFING, SUBSTRUCTURE
SP 536	SQ YD	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS, AND APPROACH SLABS

ITEM 690 SPECIAL - ENVIRONMENTAL, WATER MONITORING

PROVIDE SOIL IMPROVEMENT PER ITEM 530. DURING SOIL IMPROVEMENT OPERATIONS THERE IS A RISK OF EFFLUENT BEYOND THE PLANNED IMPACT ZONE BOUNDED BY THE SHEET PILES SHOWN IN THE PLANS. TO MITIGATE THIS RISK, PROVIDE CONTINUOUS WATER MONITORING WITHIN 10 FEET OUTSIDE THE SHEET PILE CUTOFF WALLS ADJACENT TO THE ACTIVE WORK AND NOT EXCEEDING 100 LINEAR FEET IN SPACING PARALLEL TO THE SHEET PILE. THE CONTINUOUS WATER MONITORING SHALL BE PERFORMED IN ACCORDANCE WITH EPA METHOD 150.2, TO CONSIST OF A WATER pH MONITOR/SENSOR PLACED IN A PLASTIC TUBE SUNK TO GROUNDWATER DEPTH. WHEN PERFORMING SOIL IMPROVEMENT WORK AT THE REAR ABUTMENT PROVIDE MONITORING IN TINKERS CREEK. PROVIDE INITIAL MONITORING FOR ONE WEEK PRIOR TO BEGINNING SOIL IMPROVEMENT WORK IN ORDER TO ESTABLISH BASELINE CONDITIONS

IF WATER pH EXCEEDS 9.0 CEASE OPERATIONS UNTIL pH VALUE RETURNS TO THE BACKGROUND LEVELS. AFTER INITIAL CURING OF THE ADJACENT SOIL IMPROVEMENTS THE MONITORING MAY BE REMOVED.

PROVIDE TEST REPORTS THAT INCLUDE THE WATER MONITORING DATA FOR EACH LOCATION FOR RECORD.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, TESTING, AND REPORTING TO ACCOMPLISH THE MONITORING WORK SHALL BE PAID FOR UNDER ITEM 690 SPECIAL - ENVIRONMENTAL, WATER MONITORING.

1

ITEM SPECIAL - TEMPORARY HAUL ROADS

PLACE TEMPORARY HAUL ROADS, MATTING, OR OTHER TEMPORARY ITEMS TO PROVIDE ACCESS TO THE SITE FOR EQUIPMENT AND MATERIALS. REMOVE TEMPORARY MATERIALS UPON COMPLETION. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED FOR THIS WORK SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL - TEMPORARY HAUL ROADS .

VALUE ENGINEERING NOTE

VALUE ENGINEERING MAY BE CONSIDERED BY OTIC AS PART OF THE AWARDED CONTRACT.

DESIGN AGENCY
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NO.	REVISIONS	BY	DATE
1	ADDENDUM 4	PES	05/23
2	ADDENDUM 6	PES	06/23
-	-	-	-

DESIGNED	CHECKED
PES	TML
DRAWN	IN CHARGE
PES	TML

GENERAL NOTES
OHIO TURNPIKE OVER TINKERS CREEK
M.P. 185.6
SUMMIT COUNTY

PROJECT 43-23-04
DATE: 1/17/23

4 / 46

77 / 119

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

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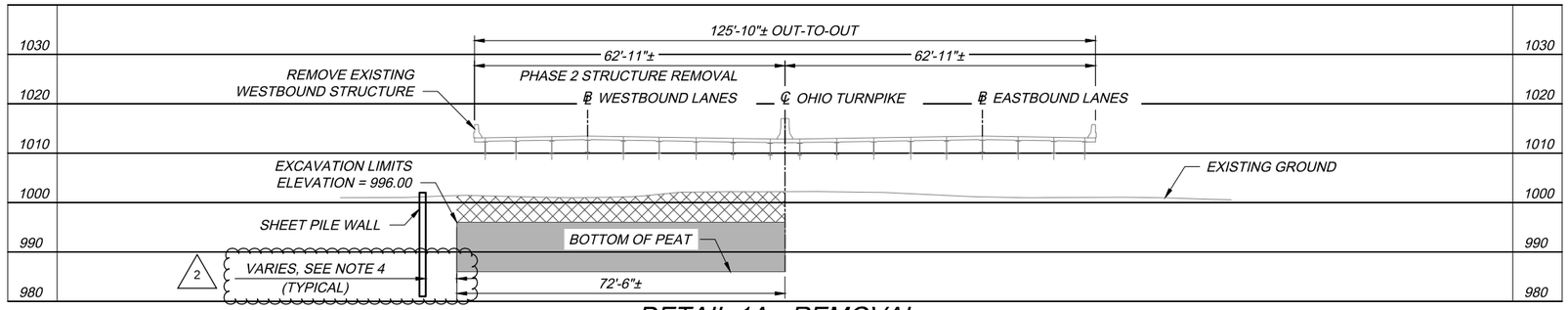
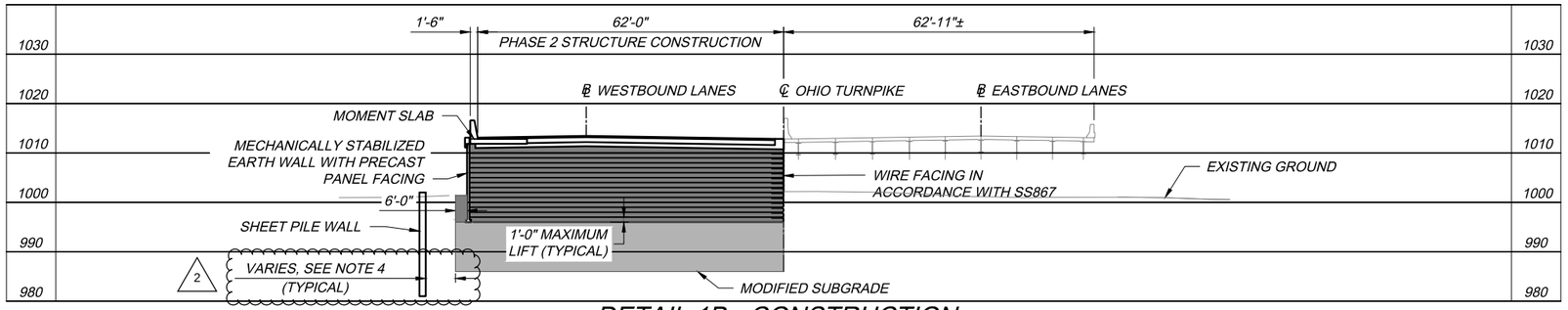


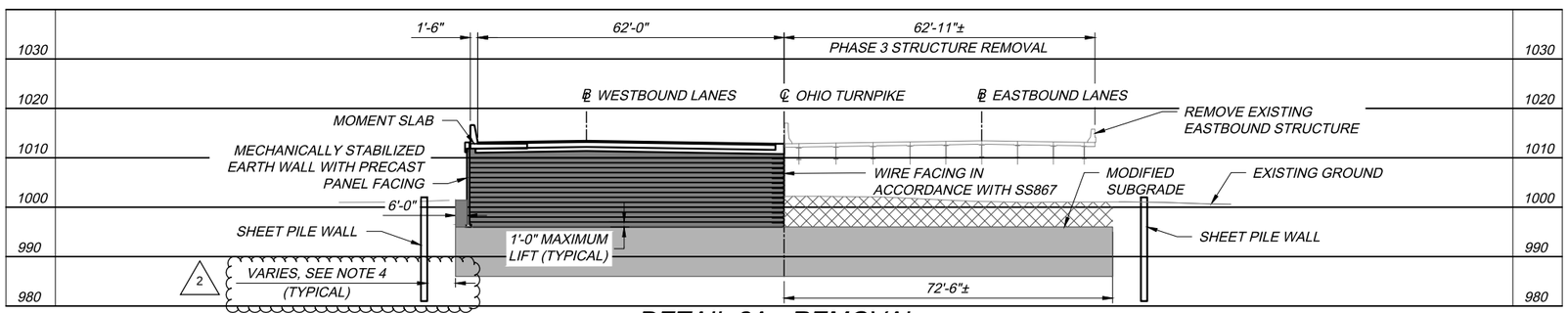
DETAIL 1A - REMOVAL

(FACING EASTBOUND)



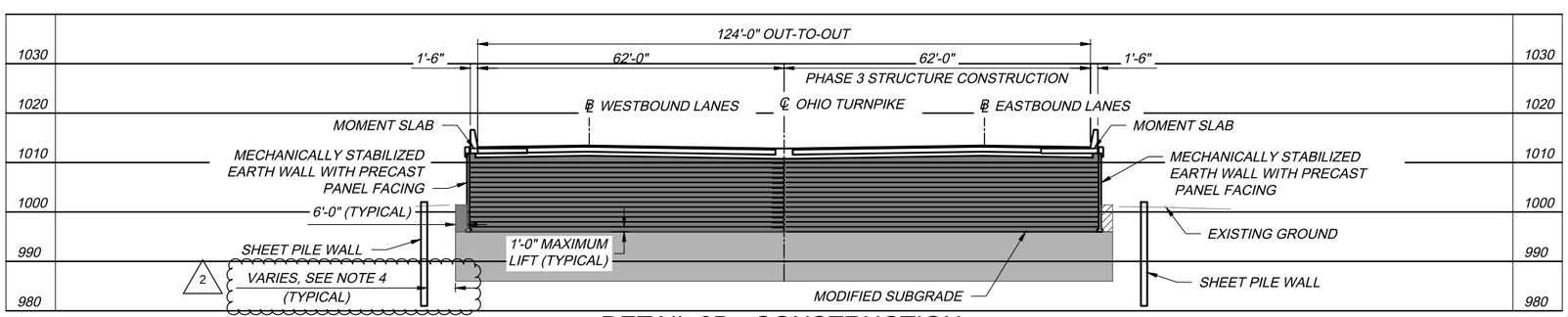
DETAIL 1B - CONSTRUCTION

(FACING EASTBOUND)



DETAIL 2A - REMOVAL

(FACING EASTBOUND)



DETAIL 2B - CONSTRUCTION

(FACING EASTBOUND)

SEQUENCE FOR CONSTRUCTION

DETAIL 1A

INSTALL SHEET PILE WALL AND EXCAVATE EXISTING PEAT MATERIAL AT REAR EMBANKMENT TO ELEVATION 996.00. EXCAVATION SHALL EXTEND FROM APPROXIMATELY STATION 713+00.00 TO STATION 713+75 AT PROPOSED REAR ABUTMENT. EXCAVATION ASSUMED TO OCCUR CONCURRENTLY WITH PHASE 2 REMOVAL OF WESTBOUND STRUCTURE (SHOWN ON SHEET 78/119), BUT MAY BEGIN PRIOR TO ANY MAINTENANCE OF TRAFFIC CLOSURES ON STRUCTURE IN AREAS WITH SUFFICIENT VERTICAL CLEARANCE AND WHERE NO INTERFERENCE WILL OCCUR. PERFORM GROUND IMPROVEMENT OF EXISTING PEAT MATERIALS TO APPROXIMATE ELEVATION 986.00. INSTALL TRAFFIC CONTROL AS DETAILED ON THE MAINTENANCE OF TRAFFIC PLANS. 2

DETAIL 1B

AFTER GROUND MODIFICATION HAS BEEN COMPLETED, BEGIN MECHANICALLY STABILIZED EARTH WALL CONSTRUCTION UP TO PROPOSED PAVEMENT SUBGRADE. CONSTRUCT NEW WESTBOUND ROADWAY AS SHOWN ON TYPICAL SECTIONS (SHEETS 3/119 - 4/119). THIS WORK IS COMPLETED WHILE TRAFFIC IS MAINTAINED ON THE EXISTING EASTBOUND LANES USING THE TRAFFIC CONTROL ESTABLISHED IN PHASE 2 CONSTRUCTION (SHEET 78/119).

MECHANICALLY STABILIZED EARTH WALL SHALL BE IN ACCORDANCE WITH ODOT SUPPLEMENTAL SPECIFICATION 840. THE WIRE FACING ALONG THE CENTER PHASE CONSTRUCTION LINE SHALL BE PROVIDED IN ACCORDANCE WITH ODOT SUPPLEMENTAL SPECIFICATION 867.

DETAIL 2A

AFTER COMPLETION OF WESTBOUND STRUCTURE, SWITCH TRAFFIC CONTROL AS DETAILED ON THE MAINTENANCE OF TRAFFIC PLANS. REMOVE THE EXISTING EASTBOUND STRUCTURE AS SHOWN IN PHASE 3 REMOVAL (SHEET 79/119). INSTALL SHEET PILE WALL AND EXCAVATE EXISTING PEAT MATERIAL TO ELEVATION 996.00. EXCAVATION SHALL EXTEND FROM APPROXIMATELY STATION 713+00.00 TO STATION 713+75 AT PROPOSED REAR ABUTMENT. EXCAVATION ASSUMED TO OCCUR CONCURRENTLY WITH PHASE 3 REMOVAL OF EASTBOUND STRUCTURE BUT MAY BEGIN DURING AN EARLIER PHASE IN AREAS WITH SUFFICIENT VERTICAL CLEARANCE AND WHERE NO INTERFERENCE WILL OCCUR. PERFORM GROUND IMPROVEMENT OF EXISTING PEAT MATERIALS TO APPROXIMATE ELEVATION 986.00. INSTALL TRAFFIC CONTROL AS DETAILED ON THE MAINTENANCE OF TRAFFIC PLANS. 2

DETAIL 2B

CONSTRUCT MECHANICALLY STABILIZED EARTH EMBANKMENT AND WALL BELOW THE PROPOSED EASTBOUND STRUCTURE. CONSTRUCT NEW EASTBOUND ROADWAY AS SHOWN ON TYPICAL SECTIONS (SHEETS 3/119 - 4/119). THIS WORK IS COMPLETED WHILE TRAFFIC IS MAINTAINED ON THE NEWLY CONSTRUCTED WESTBOUND LANES USING THE TRAFFIC CONTROL ESTABLISHED IN PHASE 3 CONSTRUCTION SHEET 79/119).

LEGEND

- ITEM 203 - EXCAVATION
- ITEM 530 SPECIAL - STRUCTURES, GROUND IMPROVEMENTS
- ITEM 840 - SELECT GRANULAR BACKFILL

SCALE: 1" = 30' (TYPICAL)

NOTES

1. SEE SHEETS 6/119 - 49/119 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.
2. SEE SHEETS 78/119 AND 79/119 FOR ADDITIONAL PHASE CONSTRUCTION DETAILS.
3. SEE SHEET 82/119 FOR EMBANKMENT ELEVATION.
4. INSTALL SHEET PILE AT THE MAXIMUM DISTANCE POSSIBLE FROM THE GROUND IMPROVEMENT ZONE WHILE REMAINING WITHIN THE CONSTRUCTION LIMITS PROVIDED. DISTANCE BETWEEN GROUND IMPROVEMENT LIMIT AND SHEET PILE MAY VARY. 2

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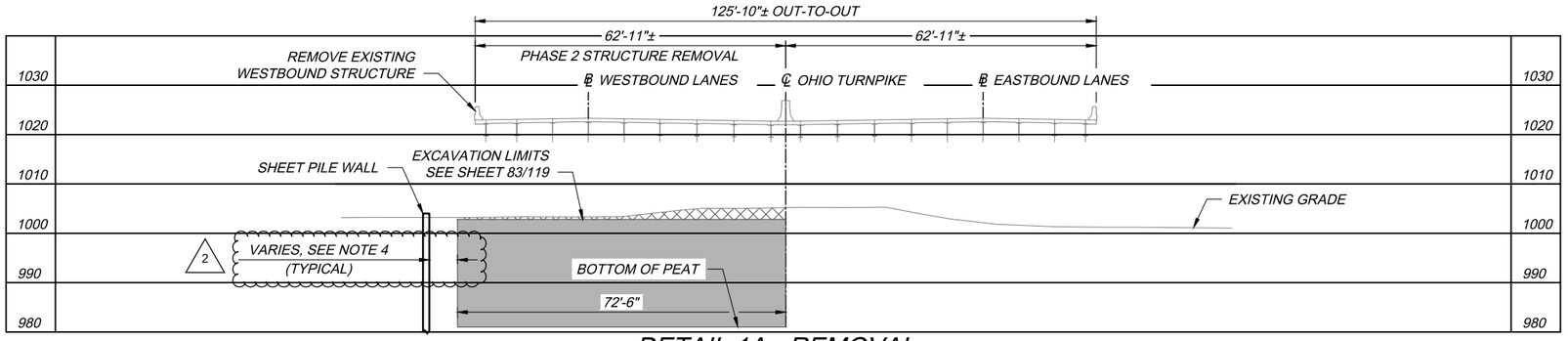
REVISIONS		BY	DATE
2	ADDENDUM 6	PES	05/23
-	-	-	-
-	-	-	-

DESIGNED	CHECKED	NO.
JYM	TML	2
DRAWN	IN CHARGE	-
JYM	TML	-

REAR EMBANKMENT DETAILS
OHIO TURNPIKE OVER TINKERS CREEK
SUMMIT COUNTY
M.P. 185.6

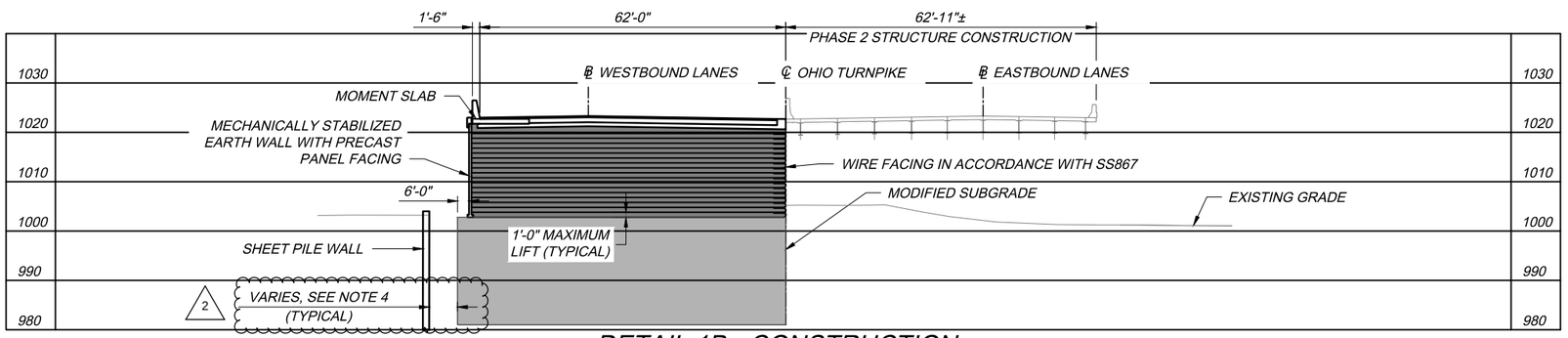
PROJECT 43-23-04
DATE: 1/17/23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION



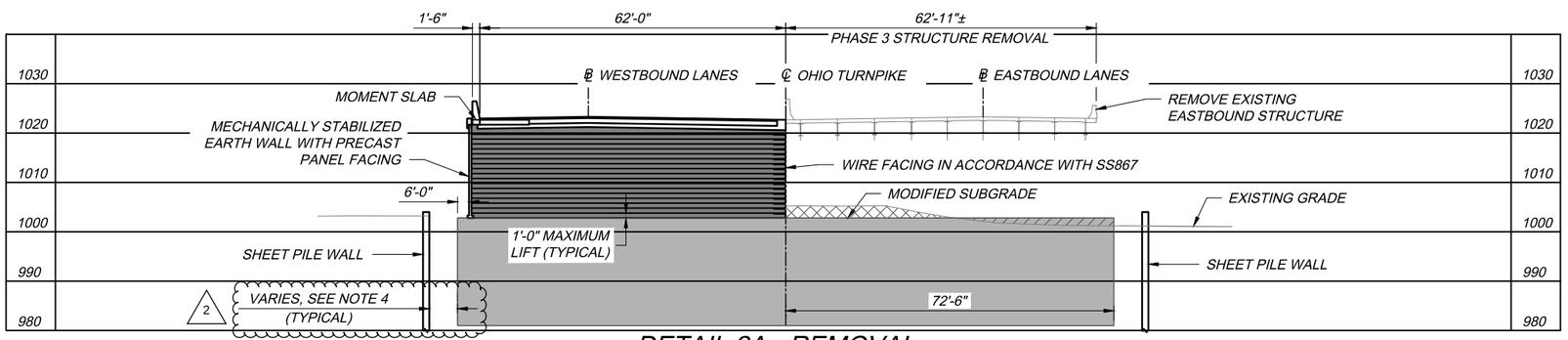
DETAIL 1A - REMOVAL

(FACING EASTBOUND)



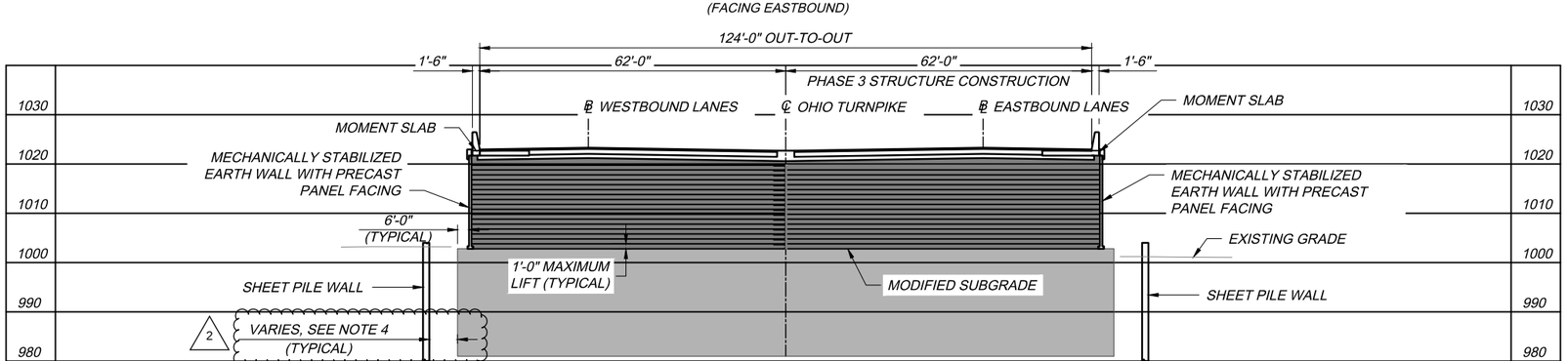
DETAIL 1B - CONSTRUCTION

(FACING EASTBOUND)



DETAIL 2A - REMOVAL

(FACING EASTBOUND)



DETAIL 2B - CONSTRUCTION

(FACING EASTBOUND)

SEQUENCE FOR CONSTRUCTION

DETAIL 1A

INSTALL SHEET PILE WALL AND EXCAVATE EXISTING PEAT MATERIAL AT FORWARD EMBANKMENT TO ELEVATIONS SHOWN ON SHEET 83/119. EXCAVATION SHALL EXTEND FROM APPROXIMATELY STATION 720+00.00 (℄ OHIO TURNPIKE, BACK) TO STATION 1+25.00 (℄ OHIO TURNPIKE, AHEAD) AT EXISTING FORWARD ABUTMENT. EXCAVATION IS ASSUMED TO OCCUR CONCURRENTLY WITH PHASE 2 REMOVAL OF WESTBOUND STRUCTURE (SHOWN ON SHEET 78/119), BUT MAY BEGIN PRIOR TO ANY MAINTENANCE OF TRAFFIC CLOSURES ON STRUCTURE IN AREAS WHERE THERE IS SUFFICIENT VERTICAL CLEARANCE AND WHERE NO INTERFERENCE WILL OCCUR. PERFORM GROUND IMPROVEMENT OF EXISTING PEAT MATERIALS TO ELEVATIONS SHOWN ON SHEET 83/119. INSTALL TRAFFIC CONTROL AS DETAILED ON THE MAINTENANCE OF TRAFFIC PLANS. 2

DETAIL 1B

AFTER GROUND MODIFICATION HAS BEEN COMPLETED, BEGIN MECHANICALLY STABILIZED EARTH WALL CONSTRUCTION UP TO PROPOSED PAVEMENT SUBGRADE. CONSTRUCT NEW WESTBOUND ROADWAY AS SHOWN ON TYPICAL SECTIONS (SHEETS 3/119 - 4/119). THIS WORK IS COMPLETED WHILE TRAFFIC IS MAINTAINED ON THE EXISTING EASTBOUND LANES USING THE TRAFFIC CONTROL ESTABLISHED IN PHASE 2 CONSTRUCTION (SHEET 78/119).

MECHANICALLY STABILIZED EARTH WALL SHALL BE IN ACCORDANCE WITH ODOT SUPPLEMENTAL SPECIFICATION 840. THE WIRE FACING ALONG THE CENTER PHASE CONSTRUCTION LINE SHALL BE PROVIDED IN ACCORDANCE WITH ODOT SUPPLEMENTAL SPECIFICATION 867.

DETAIL 2A

AFTER COMPLETION OF WESTBOUND STRUCTURE, SWITCH TRAFFIC CONTROL AS DETAILED ON THE MAINTENANCE OF TRAFFIC PLANS. REMOVE THE EXISTING EASTBOUND STRUCTURE AS SHOWN IN PHASE 3 REMOVAL (SHEET 79/119). INSTALL SHEET PILE WALL AND EXCAVATE EXISTING PEAT MATERIAL AT FORWARD EMBANKMENT TO ELEVATIONS SHOWN ON SHEET 83/119. EXCAVATION SHALL EXTEND FROM APPROXIMATELY STATION 720+00.00 (℄ OHIO TURNPIKE, BACK) TO STATION 1+25.00 (℄ OHIO TURNPIKE, AHEAD) AT EXISTING FORWARD ABUTMENT. EXCAVATION IS ASSUMED TO OCCUR CONCURRENTLY WITH PHASE 3 REMOVAL OF EASTBOUND STRUCTURE BUT MAY BEGIN DURING AN EARLIER PHASE IN AREAS WHERE THERE IS SUFFICIENT VERTICAL CLEARANCE AND WHERE NO INTERFERENCE WILL OCCUR. PERFORM GROUND IMPROVEMENT OF EXISTING PEAT MATERIALS TO ELEVATIONS SHOWN ON SHEET 83/119. INSTALL TRAFFIC CONTROL AS DETAILED ON THE MAINTENANCE OF TRAFFIC PLANS. 2

DETAIL 2B

CONSTRUCT MECHANICALLY STABILIZED EARTH EMBANKMENT AND WALL BELOW THE PROPOSED EASTBOUND STRUCTURE IN 2H:1V BENCHES. CONSTRUCT NEW EASTBOUND ROADWAY AS SHOWN ON TYPICAL SECTIONS (SHEETS 3/119 - 4/119). THIS WORK IS COMPLETED WHILE TRAFFIC IS MAINTAINED ON THE NEWLY CONSTRUCTED WESTBOUND LANES USING THE TRAFFIC CONTROL ESTABLISHED IN PHASE 3 CONSTRUCTION SHEET 79/119).

LEGEND

- ITEM 203 - EXCAVATION
- ITEM 530 SPECIAL - STRUCTURES, GROUND IMPROVEMENTS
- ITEM 840 - SELECT GRANULAR BACKFILL

SCALE: 1" = 30' (TYPICAL)

NOTES

1. SEE SHEETS 6/119 - 49/119 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.
2. SEE SHEETS 78/119 AND 79/119 FOR ADDITIONAL PHASE CONSTRUCTION DETAILS.
3. SEE SHEET 83/119 FOR EAST EMBANKMENT ELEVATION.
4. INSTALL SHEET PILE AT THE MAXIMUM DISTANCE POSSIBLE FROM THE GROUND IMPROVEMENT ZONE WHILE REMAINING WITHIN THE CONSTRUCTION LIMITS PROVIDED. DISTANCE BETWEEN GROUND IMPROVEMENT LIMIT AND SHEET PILE MAY VARY. 2

DESIGN AGENCY
WOOLPERT
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NO.	REVISIONS	BY	DATE
2	ADDENDUM 6	PES	05/23
-	-	-	-
-	-	-	-

DESIGNED	CHECKED
JYM	TML
DRAWN	IN CHARGE
JYM	TML

FORWARD EMBANKMENT DETAILS
OHIO TURNPIKE OVER TINKERS CREEK
SUMMIT COUNTY
M.P. 185.6

PROJECT 43-23-04
DATE: 1/17/23

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION