<u>CONTRACTION AND/OR EXPANSION JOINTS</u>

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. PROVISIONS OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES AND THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS SHALL, IN ALL CASES, BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING CONTRACTION JOINTS SHALL BE CONSTRUCTED AS PER STANDARD CONSTRUCTION DRAWING BP-2.2, EXCEPT THAT THE SPACING SHALL BE 14 FOOT MAXIMUM.

### <u>ADDITIONAL SOIL INFORMATION</u>

THE SOIL BORING LOGS ARE SHOWN ON SHEETS 73 THROUGH 101 AND CONTAIN ALL AVAILABLE SOIL AND BEDROCK INFORMATION WHICH CAN BE CONVENIENTLY SHOWN. ADDITIONAL INFORMATION MAY ALSO BE AVAILABLE FROM THE FOLLOWING:

- 1) SUBSURFACE INVESTIGATION REPORT(S) PREPARED FOR THE PROJECT. 2) ADDITIONAL SUBSURFACE INVESTIGATIONS MADE TO STUDY SOME ASPECT OF THE PROJECT.
- 3) SOIL PROFILE AND/OR STRUCTURE FOUNDATION INVESTIGATION SHEETS FROM THE CONSTRUCTION PLANS FOR THE EXISTING FACILITY AND/OR STRUCTURES.

ADDITIONAL INFORMATION, IF ANY, MAY BE EXAMINED BY PROSPECTIVE BIDDERS AT THE OHIO TURNPIKE OFFICE, 682 PROSPECT STREET, BEREA, OHIO 44017.

#### <u> ITEM SP604 - CATCH BASIN, TYPE CB-1</u>

EXISTING TOP OF GRATE ELEVATIONS AND INVERT ELEVATIONS FOR ALL STORM STRUCTURES SHALL BE FIELD MEASURED AND RECORDED BY THE CONTRACTOR PRIOR TO REMOVAL OF THE STRUCTURES. PROPOSED CATCH BASINS SHALL BE INSTALLED AT THE SAME TOP OF GRATE AND INVERT ELEVATIONS AS EXISTING. PROPOSED DRAINAGE PIPES SHALL BE CONNECTED TO EXISTING PIPES USING MASONRY COLLAR AS PER STANDARD DRAWING DM-1.1. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE INCLUDED WITH ITEM SP604 - CATCH BASIN, TYPE CB-1.

## CONSTRUCTION SEQUENCE

PART A OF THIS PROJECT SHALL START PRIOR TO ANY MAINTENANCE OF TRAFFIC SETUP FOR PART B. CONSTRUCTION FOR PART B SHALL NOT BEGIN UNTIL ALL MAINTENANCE WORK FOR PART A IS COMPLETE.

#### SEEDING & MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

2 EACH 659, SOIL ANALYSIS TEST 659. TOPSOIL 3,288 CU. YD. 29,613 SQ. YD. 659, SEEDING AND MULCHING 1,481 SQ. YD. 659, REPAIR SEEDING AND MULCHING 1,481 SQ. YD. 659, INTER-SEEDING 659, COMMERCIAL FERTILIZER 4.0 TON 6.1 ACRES 659, LIME 160 M. GAL. 659. WATER

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF- WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON AN ASSUMED LIMIT 10' BEYOND THE SHOULDER.

## PAVEMENT REPAIRS

THE FOLLOWING QUANTITIES, ARE INCLUDED AS A CONTINGENCY, TO BE USED AS DIRECTED > BY THE CHIEF ENGINEER FOR PAVEMENT REPAIR MEASURES TO MAINTAIN TRAFFI

CONTRACTOR SHALL FOLLOW ODOT CMS FOR ITEM 255, EXCEPT THAT PLACEMENT OF THE DOWEL BARS ARE NOT REQUIRED AND CONCRETE SHALL BE CLASS FS. 500 SQ. YD.

ITEM 251, PARTIAL DEPTH PAVEMENT REPAIR ITEM 255, FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT 500 SQ. YD. ITEM 255, FULL DEPTH PAVEMENT SAWING 200 FT.

# COATED DOWEL BARS

DOWEL BARS REQUIRED ON STANDARD DRAWING BP-2.2 SHALL BE COATED IN ACCORDANCE WITH 709.13.

# <u> ITEM 622 - CONCRETE BARRIER, TYPE B-50, AS PER PLAN</u>

THIS ITEM SHALL BE IN ACCORDANCE WITH OTC STANDARD DRAWING CBR-3 AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIAL AND INCIDENTALS TO COMPLETE THIS ITEM.

# <u> ITEM SPECIAL - ROLLER COMPACTED CONCRETE (T=9")</u>

THIS ITEM SHALL COMPLY WITH OTC SPECIFICATION FOR ROLLER COMPACTED CONCRETE AND SHALL INCLUDE ALL EQUIPMENT, MATERIAL, LABOR AND OTHER INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK. SAW CUT JOINTS SHALL BE INSTALLED TO MATCH ADJACENT JOINTS IN ITEM 452.

### PROJECT BASELINE

THE CONTRACTOR SHALL ESTABLISH THE PROJECT BASELINE IN THE FIELD AND USE THIS BASELINE FOR CONSTRUCTION LAYOUT. THE LOCATION OF THE BASELINE SHALL BE AT THE RIGHT EDGE OF THE THIRD LANE BASE PAVEMENT JOINT OF THE EASTBOUND LANES. THE CONTRACTOR SHALL USE POTHOLING AT EVERY 500 FEET ON TANGENTS AND EVERY 100 FEET ON CURVES, OR USE OTHER METHODS AS APPROVED BY THE CHIEF ENGINEER, TO FIND AND VERIFY THE LOCATION OF THIS JOINT.

# <u>ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A</u>

THIS ITEM OF WORK SHALL CONSIST OF INSTALLING PRESSURE RELIEF JOINT, TYPE A, AT EACH APPROACH TO EACH MAINLINE BRIDGE ACROSS THE NEW PAVEMENT AND OUTSIDE SHOULDER IN ACCORDANCE WITH THE DETAIL SHOWN ON OHIO DEPARTMENT OF TRANSPORTATION STANDARD DRAWING BP-2.3 (07-16-04).

PRESSURE RELIEF JOINT LOCATIONS WILL BE FIELD LOCATED BY THE CHIEF ENGINEER. APPROXIMATE LOCATIONS FOR WESTBOUND LANES ARE AS FOLLOWS: STA. 758+92, STA. 761+62, STA. 788+42, STA. 790+17, STA. 803+64, STA. 805+88, STA. 846+80, STA. 849+19, STA. 898+44, STA. 901+11, STA. 913+62, STA. 915+22, STA. 940+56, STA. 944+08.

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY:

ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A ITEM SP 605 - 6" SHALLOW PIPE UNDERDRAIN 765 FT. WITH FABRIC WRAP ITEM 603 - 6" CONDUIT TYPE F, NON-PERFORATED 170 FT. ASTM 3034 SDR 35, SS931 OR SS944

## <u>ITEM SPECIAL - SAW CUT JOINT</u>

THIS ITEM SHALL CONSIST OF SAW CUTTING WITH A DIAMOND BLADE AT JOINTS WHERE EXISTING ASPHALT AND PROPOSED ASPHALT MEET. THE LOCATION AND DEPTH SHALL BE AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE CHIEF ENGINEER.

PAYMENT FOR THIS ITEM WILL BE AT UNIT BID PRICE PER LINEAR FOOT FOR ITEM

SPECIAL - SAW CUT JOINT AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS

NECESSARY TO COMPLETE THIS ITEM. THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY:

ITEM SPECIAL - SAW CUT JOINT

26,900 FT.

ALL MAINTENANCE OF TRAFFIC NECESSARY TO COMPLETE THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 614 - MAINTAINING TRAFFIC.

#### ITEM 605 - AGGREGATE DRAIN, AS PER PLAN

THE ENTIRE OUTSIDE PERIMETER OF THE AGGREGATE DRAIN SHALL BE WRAPPED WITH FILTER FABRIC, TYPE A, AS PER ODOT SPECIFICATION 712.09 PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 605 AGGREGATE DRAIN, AS PER PLAN.

#### ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN

THIS WORK SHALL COMPLY WITH ALL REQUIREMENTS SPECIFIED IN ITEM 206 - CHEMICALLY STABILIZED SUBGRADE OF ODOT 2010 CMS EXCEPT AS NOTED BELOW:

ITEM 206.02 MATERIALS: CURING COAT SUBMITTAL NOT REQUIRED

ITEM 206.03 SUBMITTALS: MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS IS NOT REQUIRED BY THE CONTRACTOR.

## ITEM 206.05 CONSTRUCTION:

A. SPREADING - USE AN APPLICATION RATE OF 5% QUICKLIME BY DRY UNIT WEIGHT. THE APPLICATION RATE WILL VARY DEPENDING ON THE IN-SITU DRY UNIT WEIGHT OF THE SOIL. QUANTITY OF PORTLAND LIME IS BASED ON A IN-SITU DRY UNIT WEIGHT OF 105 LBS/FT3.

D. CURING - THE TREATED AREA SHOULD BE SHAPED TO THE REQUIRED LINES, GRADES AND CROSS SECTIONS AND FINAL COMPACTION, BY WAY OF SMOOTH DRUM ROLLER WEIGHING AT LEAST 10 TONS, SHOULD CONTINUE UNTIL UNIFORM AND ADEQUATE COMPACTION IS OBTAINED. THE CONTRACTOR SHALL MAINTAIN THE SURFACE OF THE LIME STABILIZED SOIL SUBGRADE IN A MOIST CONDITION DURING THE CURING PERIOD. FINISHED PORTIONS OF THE STABILIZED SUBGRADE THAT ARE TRAVELED ON BY EQUIPMENT USED IN CONSTRUCTING AN ADJOINING SECTION SHALL BE PROTECTED IN SUCH A MANNER AS TO PREVENT EQUIPMENT FROM MARRING OR DAMAGING COMPLETED WORK. DURING THE CURING PERIOD. NO TRAFFIC SHALL BE PERMITTED ON THE COMPLETED WORK BEYOND THAT REQUIRED FOR MAINTAINING MOIST CONDITIONS. THE LENGTH OF THE CURING PERIOD WILL DEPEND ON THE ACCEPTANCE OF THE LIME STABILIZED SOIL SUBGRADE. THE ACCEPTANCE OF THE LIME STABILIZED SOIL SUBGRADE WILL BE EVALUATED AFTER 72 HOURS OF CURING, DEPENDING ON THE ACCEPTANCE OF THE LIME STABILIZED SOIL SUBGRADE, ADDITIONAL CURING MAY BE REQUIRED. SUFFICIENT PROTECTION FROM FREEZING SHALL BE GIVEN THE CHEMICALLY STABILIZED MATERIAL FOR 7 DAYS AFTER ITS CONSTRUCTION OR AS APPROVED BY THE CHIEF ENGINEER.

E. PROOF ROLLING - ACCEPTANCE TESTING OF THE LIME STABILIZED SOIL SUBGRADE WILL BE PERFORMED AFTER 72 HOURS OF CURING. AN AUTOMATIC DYNAMIC CONE PENETROMETER (ADCP) WILL BE USED AS THE INITIAL ACCEPTANCE TEST FOR THE LIME STABILIZED SOIL SUBGRADE. THE ADCP WILL MEASURE THE PENETRATION RATE (PR) IN MM/BLOW FOR THE LIME STABILIZED SOIL SUBGRADE THROUGH THE TREATMENT DEPTH. THE MAXIMUM PENETRATION RATE THROUGHOUT THE CEMENT STABILIZED SOIL SUBGRADE MUST AVERAGE 8.0 MM/BLOW. TESTS WILL BE PERFORMED EVERY 200 LINEAR FEET OF ROADWAY. IF THE AVERAGE PR OF THE LIME STABILIZED SOIL SUBGRADE IS BELOW 8.0 MM/BLOW, THEN THE CONTRACTOR CAN PROCEED WITH CONSTRUCTION OF THE PAVEMENT STRUCTURE.

IF THE AVERAGE PR OF THE LIME STABILIZED SOIL SUBGRADE IS ABOVE 8.0 MM/BLOW, HEN THE LIME STABILIZED SOIL SUBGRADE MUST CONTINUE TO CURE FOR TWO ADDITIONAL DAYS AND THEN BE PROOF ROLLED IN ACCORDANCE WITH ODOT ITEM 204.

L OCA TION	BEGIN STATION	END STATION	STABILIZATION DEPTH (INCHES)	LENGTH	нтОIW	TREATMENT AREA	TREATMENT AREA	OUICKLIME APPLICATION RATE	TOTAL WEIGHT OF OUICKLIME	TOTAL WEIGHT OF OUICKLIME
			a S	FT.	FT.	S.F.	S.Y.	LBS./S.Y.	LBS.	TONS
	740+00	750+00	16	1,000	26	26,000	2,889	66	190,667	95
	750+50	788+50	12	3,800	26	98,800	10,978	49	537,911	269
INE	790+00	899+00	16	10,900	26	283,400	31,489	66	2,078,267	1,039
NZ,	901+50	913+50	16	1,200	26	31,200	3,467	66	228,800	114
MA INL INE	914+50	941+00	16	2,650	26	68,900	7,656	66	505,267	253
	944+50	969+50	12	2,500	26	65,000	7,222	49	353,889	177
	970+00	1023+00	16	5,300	26	137,800	15,311	66	1,010,533	505
	740+00	750+00	16	1,000	10	10,000	1,111	40	44,444	22
ER	750+50	788+50	12	3,800	10	38,000	4,222	40	168,889	84
SHOUL DER	790+00	899+00	16	10,900	10	109,000	12,111	40	484,444	242
101	901+50	913+50	16	1,200	10	12,000	1,333	40	53,333	27
S	914+50	941+00	16	2,650	10	26,500	2,944	40	117,778	59
	944+50	969+50	12	2,500	10	25,000	2,778	40	111,111	56
	970+00	1023+00	16	5,300	10	53,000	5,889	40	235,556	118
		TOTALS					109,400		6,120,889	3,060
	THE FOLLOWS	NC OUANTITIE		05511 11101		**** TUE 6	C1/C0 1/	CUMMADY F	00 TUE W0	7//

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK UNDER ITEM 206 - CHEMICALLY STABILIZED SUBGRADE, AS PER PLAN:

206 - LIME STABILIZED SUBGRADE, 12 INCHES DEEP, AS PER PLAN

206 - LIME STABILIZED SUBGRADE, 16 INCHES DEEP, AS PER PLAN

206 - LIME

206 - WATER FOR CURING 206 - TEST ROLLING

48,589 SQ. YD. 60,811 SQ. YD. 3,060 TON 1.4 M GAL

37 HOURS

# <u>ITEM SP626 - RAISED PAVEMENT MARKER</u>

THIS ITEM SHALL BE INSTALLED IN ACCORDANCE WITH SP626 WITH THE FOLLOWING CHANGES IN SPACING: 120' FOR ALL TANGENT SECTIONS AND 80' FOR ALL CURVES.

### ITEM SPECIAL - ASPHALT PAVEMENT REINFORCEMENT

THIS ITEM SHALL INCLUDE FURNISHING AND PLACING AN ASPHALT PAVEMENT REINFORCEMENT GRID AT THE LOCATIONS AS SHOWN ON THE PLANS. THE ASPHALT PAVEMENT REINFORCEMENT GRID SHALL BE "GLASGRID - 8502" AS MANUFACTURED BY SAINT-GOBAIN TECHNICAL FABRICS OR APPROVED EQUAL. THE ASPHALT PAVEMENT REINFORCEMENT GRID SHALL BE INSTALLED AS PER THE RECOMMENDATIONS OF THE MANUFACTURER. THE UNIT PRICE BID PER SQUARE YARD FOR ITEM SPECIAL - ASPHALT PAVEMENT REINFORCEMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND OTHER INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK.

## ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT (T=13")

WHEN THIS ITEM IS TO BE OVERLAID WITH ASPHALT, COMPOUNDS FOR CURING CONCRETE AS DESCRIBED IN 705.07 SHALL NOT BE USED EXCEPT THAT CURING COMPOUNDS SHALL MEET THE REQUIREMENTS OF ASTM C309 AND SHALL BE COMPATIBLE WITH SP407 TACK COAT. CURING SHALL BE IN ACCORDANCE WITH ALTERNATE METHODS SPECIFIED IN ODOT SPECIFICATION 451.10 AND SUPPLEMENTED WITH SPECIFICATION 305.02. CONTRACTOR MAY USE OTHER WATER BASED CURING COMPOUNDS AS AN ALTERNATIVE METHOD WHICH RESULT IN A SURFACE THAT PREVENTS DE BONDING BETWEEN CONCRETE BASE AND ASPHALT OVERLAY. THE SPECIFICATIONS FOR ALTERNATIVE CURING COMPOUNDS SHALL BE SUBMITTED TO THE CHIEF ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ANY APPLICATION OR PURCHASE. APPLICATION OR PURCHASE.

## <u>ITEM 642 - PERMANENT PAVEMENT MARKINGS</u>

PERMANENT PAVEMENT MARKING LOCATIONS SHALL BE DETERMINED BY REFERENCING THE BASE PAVEMENT JOINTS, AS SHOWN ON OTC STANDARD DRAWING RPM-1.

## SLOPE DRAINS

THE FOLLOWING QUANTITIES, ARE INCLUDED AS CONTINGENCY, TO BE USED AS DIRECTED BY THE CHIEF ENGINEER TO REPLACE ANY DAMAGED, RUSTED, OR NON-FUNCTIONAL SLOPE DRAIN PIPES. REMOVE AND REPLACE HEADWALLS AND ROCK CHANNEL PROTECTIONS WHERE NEW SLOPE DRAIN PIPES ARE INSTALLED.

100 FT.

ITEM 603 - 12" CONDUIT, TYPE C ITEM 603 - 15" CONDUIT, TYPE C ITEM 601 - ROCK CHANNEL PROTECTION.

TYPE C, WITH FABRIC FILTER
ITEM 602 - CONCRETE MASONRY 10 CU. YD. 5 CU. YD.

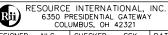
ITEM SPECIAL - DOWEL BAR VERIFICATION



<u> </u>	ADDENDUM NO. 2	NL C	12/27/11
$\triangle$	ADDENDUM NO. 1	NL C	12/22/11
NO.	REVISIONS	BY	DATE
	LUG TURNBUKE GOMM	100	101

OHIO TURNPIKE COMMISSION

OHIO TURNPIKE EASTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION GENERAL NOTES



DESIGNED: NLC CHECKED: SSK DATE: 12/27/2011
DRAWN: NLC IN CHARGE: SSK SCALE: N/A CONTRACT 39-12-01 SHEET 9 OF136

24 E 24 E 24 E 24 E 25 E 25 E 25 E 25 E	PHASE A, STEP 1  FAP ELY6 *RLL  ELY6 *RLL  ELY6 CH CH CH TL	FROM STATION 659+50 659+50 663+00 663+00 708+00 732+50 709+50 717+65 717+65	70 STATION  663+00 663+00 708+00 677+50 724+25 741+00 725+50 725+50 725+50	RT RT RT RT RT RT	WORK ZONE IMPACT  WORK ZONE IMPACT  ATTENUATOR FOR 24" WIDE  PHAZARDS (UNIDIRECTIONAL)  OR BIDIRECTIONAL)	1 FLASHING ARROW PANEL	WORK ZONE CROSSOVER	S PAVEMENT FOR MAINTAINING 9 TRAFFIC, CLASS A GI	REMOVAL OF 29 RPM REFLECTORS	TEMPORARY PORTABLE BARRIER (WITHOUT GLARE SHIELD)	TEMPORARY  PORTABLE BARRIER  (WITH GLARE SHIELD)	SAW CUT JOINT	CONSTRUCTION ZONE 40 MARKER, ONE-WAY MODEL, 90 WHITE 99	CONSTRUCTION ZONE "HE WARKER, ONE-WAY MODEL, 92 YELLOW	EXISTING CROSSOVER TO BE HOUSED, TO CLOSED / RE-OPENED, AS PER PLAN	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" - WHITE)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" - YELLOW)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (6" - YELLOW)	KK ZONE CHANNELIZING E, CLASS I, 642 PAINT (8" - WHITE)	E, CLASS I, 642 PAINT B (12" – WHITE)		REMOVAL · OF 4S PAVEMENT MARKINGS 31F9	TEMPORARY WHITE 45 DOTTED LINE 159
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34	TCB TCB ELY6 ELY ELW ELW		1 2001.30	RT											(				375			375	
	TCB TCB ELY6 ELY ELW ELW DL CH	945+00 945+00 949+25 949+25	953+00	RT			-												ļ			200	
34	TCB TCB ELY6 ELY ELW ELW DL CH CH RTL	945+00 945+00 949+25 949+25 951+25	953+00 953+00	RT		-				-			-									200	
	TCB TCB ELY6 ELY ELW ELW DL CH	945+00 945+00 949+25 949+25	953+00	1	-					1					1					-	-		
	TCB TCB ELY6 ELY ELW ELW DL CH CH RTL	945+00 945+00 949+25 949+25 951+25	953+00 953+00									1		$\Lambda$						1	t 1	<u> </u>	
SI	TCB TCB ELY6 ELY ELW ELW DL CH CH RTL	945+00 945+00 949+25 949+25 951+25	953+00 953+00																				

ADDENDUM NO. 2 PSL 12/11
NO. REVISIONS BY DATE

OHIO TURNPIKE COMMISSION

MAINTENANCE OF TRAFFIC
SUB—SUMMARY

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LEGISLATE OF TRAFFIC
SUB—SUMMARY

DESIGNED: W.D.B. CHECKED: J.M.P. DATE: OCT. 2011
DRAWN: J.J.C. IN CHARGE: W.D.B. SCALE: N.T.S.

CONTRACT 39–12–01 SHEET 13 OF 136

							ENA				aff:			SUM				014	014		L CD CAT	0 L CD C4
					614 W ,	614	614	615 පු	621	SP 622A	SP 622A				SPECIAL 出	614	614	614	614	614	SP 6410	C SP 641
SHEET NO.	PHASE A, STEP 1	FROM STATION	TO STATION	SIDE	WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL) OR BIDIRECTIONAL)		WORK ZONE CROSSOVER LIGHTING SYSTEM	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	REMOVAL OF RPM REFLECTORS	TEMPORARY PORTABLE BARRIER (WITHOUT GLARE SHIELD)	TEMPORARY PORTABLE BARRIER (WITH GLARE SHIELD)		CONSTRUCTION ZONE MARKER, ONE-WAY MODEL, WHITE	CONSTRUCTION ZONE MARKER, ONE-WAY MODEL YELLOW	EXISTING CROSSOVER TO CLOSED / RE-OPENED, AS PER PLAN	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" - WHITE)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" - YELLOW)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (6" - YELLOW)	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT (8" – WHITE)	WORK ZONE TRANSVERSE LINE, CLASS I, 642 PAINT (12" - WHITE)	REMOVAL OF PAVEMENT MARKINGS	4" TEMPORARY WHITE DOTTED LINE
75	DEI.	2201.00	275 : 00		EACH	EACH	EACH	SQ YD	EACH	FT	FT	FT	EACH	EACH	EACH	FT	FT	FT	FT	FT	5000	FT
35 35	REL TCB	960+00 960+00	975+00 975+00	LT/RT LT	+						1500										3000	
35	TCB	960+00	968+75	RT						875	,,,,,,											
35	TCB	965+75	966+35	RT	1					60												
35	TCB	967+51	975+00	RT	1					749												
35	*RLL	968+50	975+00	RT					6	لـــــا										-	700	
35	*RLL	968+00	969+00	RT	<u> </u>				11									1500			100	
35	ELY6	960+00	975+00	LT /DT		-		$\vdash$	·'	$\leftarrow$	$\longrightarrow$						7000	1500			1500 3000	
35	ELY	960+00	975+00	LT/RT	+	<b> </b>	<b></b>	+	<del></del> '	$\leftarrow$	$\leftarrow$			$\vdash$		1500	3000				1500	
35	ELW	960+00	975+00 968+75	LT	<del>                                     </del>	-	<del></del>			-				<del></del>		875					875	
35 35	ELW ELW	960+00 966+40	975+00	RT RT	<del>                                     </del>		+	1	$\overline{}$		$\leftarrow$				-	880					880	
35	CH	968+75	970+07	RT	+		1	$\vdash$	$\overline{}$							- 555			132		132	
35	CH	965+50	970+07	RT			<del></del>	<del>                                     </del>		$\vdash$									460		460	
35	DL	970+07	975+00	RT																		493
35	PAVEMENT	966+35	967+50	RT				52				240										
36	REL	975+00	1005+00	LT/RT							ليسا							ļ	<u> </u>		2990	
36	TCB	975+00	1005+00	LT		4		<u> </u>	<b>_</b>	<u> </u>	2995		<u>                                     </u>	ļ	<b></b>				$\vdash \vdash$			
36	TCB	975+00	1005+00	RT	4	4	4	4		2995	-				<u> </u>			-	<b></b>		800	
36	*RLL	975+00	983+00	RT					10	+	$\vdash$				<b></b>	$\vdash$		2005			800	
36	ELY6	975+00	1005+00	LT (DT			-	4		+-	-		<del> </del>			$\vdash$	5000	2995			2995 5990	
36	ELY	975+00	1005+00	LT/RT		<del> </del>		<b> </b> '		<b></b>			<del></del>			5990	5990	$\vdash$			5990	
36	ELW	975+00	1005+00	LT/RT	+		-			<del></del> '	$\vdash$				<b></b>	2990			<b></b>		3330	1005
36 36	DL MEDIAN BARRIER	975+00 991+50	985+05 993+30	RT	+		-			<del>                                     </del>	$\vdash$	1	<b></b>	1	1							1000
30	MEDIAN DANNES	331700	380700	UL	+	<del>                                     </del>																
37	REL	1005+00	1035+00	LT/RT																	3000	
37	TCB	1005+00	1035+00	LT							3000											
37	TCB	1005+00	1035+00	RT						3000												
37	ELY6	1005+00	1035+00	LT														3000			3000	
37	ELY	1005+00	1035+00	LT/RT													6000				6000	
37	ELW	1005+00	1035+00	LT/RT												6000					6000	
38	REL	1035+00	1047+50	LT							<u> </u>	'					<u> </u>	<u> </u>			750	
38	REL	1035+00	1050+50	LT						-	1										1550	
38	TCB	1035+00	1045+31.5	LT			-	4——			1032			-				<b></b>		-		
38	TCB	1035+00	1041+68	RT	-					668	<del></del>	$\vdash$			-			3000			3000	
38	ELY6	1035+00	1065+00	LT			4	+	$\leftarrow$		<del></del> '			-			2508	3000		<del>                                     </del>	2508	
38	ELY	1035+00	1047+54	LT/RT LT	+		-	+	-	1	<del></del> '	<del>                                     </del>		_			296				296	
38 38	ELY ELW	1047+54 1035+00	1050+50 1047+54	LT/RT	_			+	$\leftarrow$	<del>                                     </del>	<del></del>			+		2508	230				2508	
38	CH	1035+00	1054+50	RT	+		1				1					2000			696		696	
38	CH	1047+54	1064+50	RT	1		+							~	·				1696		1696	
	MEDIAN BARRIER			Ĝ											1							
ستتس		محسحتعسم													سسا							
39	ELY6	1065+00	1087+60	LT														2260			2260	
39	*RLL	1079+60	1087+60	LT			-55		7		(3)										1000	
39	FAP	1087+60		LT	2	1			ŷ.													_
					4					4										<u> </u>		-
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				_						1		1		$\longrightarrow$	NI .		T		1	1	`	
	SUB-TOTALS (				2		0	52	24	8347	8527	240	0	0	2	17,753	17,794	12,755	2984	0	65,176	6 1498

PSL 12/11 BY DATE ADDENDUM NO. 2 PSL 12/11
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OHIO TURNPIKE COMMISSION

MAINTENANCE OF TRAFFIC SUB-SUMMARY



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Section   From   From									/1 A I N						ffic		B-\$										4	
Fig.						614		614	615	621	SP 622A	SP 622A	SPECIAL	SP 626A	SP 626A		614	614	614	614	614		SP 641C	SP 641	SP 641	SP 641	SP 641	
Sect   COMY   731+46		STEP 1 CROSSOVER	FROM STATION	TO STATION	SIDE	WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL) OR BIDIRECTIONAL)	FLASHING ARROW PANEL	WORK ZONE CROSSOVER LIGHTING SYSTEM	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	REMOVAL OF RPM REFLECTORS	TEMPORARY PORTABLE BARRIER (WITHOUT GLARE SHIELD)	TEMPORARY PORTABLE BARRIER (WITH GLARE SHIELD)	SAW CUT JOINT	CONSTRUCTION ZONE MARKER, ONE-WAY MODEL, WHITE	CONSTRUCTION ZONE MARKER, ONE-WAY MODEL, YELLOW		WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" - WHITE)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (4" - YELLOW)	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (6" - YELLOW)	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT (8" - WHITE)	WORK ZONE TRANSVERSE LINE, CLASS I, 642 PAINT (12" - WHITE)	=	REMOVAL OF PAVEMENT MARKINGS					
Company   Comp								EACH	SQ YD	EACH	FT	FT	FT	EACH		EACH	FT	FT	FT	FT	FT		FT	FT	FT	FT	FT	
52-54 CZWW 731+65 742-50 LT/RT																												
52-54 C/MW (7314-5) 739-60 (1/RT   1   1   1   1   1   1   1   1   1					LT/RT										201													
52-95   LIGHTING   733+45   704-2087   LIGHT					LT/RT																		-			-		
SS-57   CZMV   1034-70   1044-50   LT/RT					LT/RT									163									-					
59-57   CZAW   1039-78   1049+50   LT/RT	52-54	LIGHTING	733+45	740+20.87	LT/RT			1															_					
SS-57   CZW   1039-74   1049+50   LT/RT																												
65-57   C2MY   1039-75   1049+50   LT/RT		07111	4044 : 60	1010150	LT (DT							-			150		-											
SS-57   CZWW   1038-75   10494-90   LT/RT														-			-											
S5-57   LIGHTING   1041+73.50   1047+54   LT/RT					LI/KI				-					015	195		-											
SSIB-TOTALS CARRIED FROM SHEET IF					LI/RI	_			_								-						-					
27 BRIDGE LIMITS 758+99.64 761+65.42 RT									-					100			-											
28 BRIOCE LIMITS 788-44-9.28 790-19.0.3 RT	5-5/	LIGHTING	1041+31.50	104/+54	LIZRI						-																	
28 BROCE LIMITS 788-449.28 790-19.03 RT														-			1											
28 BRIOCE LIMITS 7881-49.28 790-19.03 RT																	ļ											
28 BROCE LIMITS 788-449.28 790-19.03 RT																	-											
28 BROCE LIMITS 788-449.28 790-19.03 RT																	-											
28 BROCE LIMITS 788-449.28 790-19.03 RT									_																570	F70	200	
29 BRIDGE LIMITS																	-											
30 BRIDGE LIMITS 848-94.59 8494-92.38 RT 901-442.99 RT 1 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 8 7 9 9 8 7 9 9 8 7 9 9 8 7 9 9 9 8 7 9 9 9 8 7 9 9 9 8 7 9 9 9 9																												
Signature   Sign																												
33 BRIDGE LIMITS 913+55.59 915+12.27 RT																												
33 BRIDGE LIMITS 941+08.13 944+44.73 RT																												
No.   No.	33	BRIDGE LIMITS																										
SUB-TOTALS CARRIED FROM SHEET 17 0 0 0 0 0 0 3910 0 0 0 0 0 0 0 0 0 0 11,300 850 1510 1510 0 0 0 0 0 0 0 0 0 0 0 0 0 0	33	BRIDGE LIMITS	941+08.13	944+44.73	RT																				674	674	337	
SUB-TOTALS CARRIED FROM SHEET 17  O O O O O O O O O O O O O O O O O O																												
SUB-TOTALS CARRIED FROM SHEET 17  O O O O O O O O O O O O O O O O O O																												
SUB-TOTALS CARRIED FROM SHEET 17  O O O O O O O O O O O O O O O O O O																												
SUB-TOTALS CARRIED FROM SHEET 17         0         0         0         0         0         3910         0         0         0         0         0         1510         0           SUB-TOTALS CARRIED FROM SHEET 16         0         0         0         0         0         4150         0																												
SUB-TOTALS CARRIED FROM SHEET 17  O O O O O O O O O O O O O O O O O O																												
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SUB-TOTALS CARRIED FROM SHEET 17         0         0         0         0         0         3910         0         0         0         0         0         1510         0           SUB-TOTALS CARRIED FROM SHEET 16         0         0         0         0         0         4150         0																												
SUB-TOTALS CARRIED FROM SHEET 17  O O O O O O O O O O O O O O O O O O																												
SUB-TOTALS CARRIED FROM SHEET 17  O O O O O O O O O O O O O O O O O O																												
SUB-TOTALS CARRIED FROM SHEET 17  O O O O O O O O O O O O O O O O O O				*	*																							
SUB-TOTALS CARRIED FROM SHEET 16 0 0 0 0 0 4150 0 0 0 0 0 7572 7572 0 0 0 0 15,144 0 1778 1778 0 SUB-TOTALS CARRIED FROM SHEET 15 3 0 0 0 0 5179 0 0 0 0 0 7928 3329 0 912 0 12,169 1755 0 0 0 0 SUB-TOTALS CARRIED FROM SHEET 14 2 1 0 52 24 8347 8527 240 0 0 0 0 0 2 17,753 17,794 12,755 2984 0 65,176 1498 0 0 0 0 SUB-TOTALS CARRIED FROM SHEET 13 3 1 0 0 0 15 24,381 22,400 0 0 0 0 2 2 43,844 43,612 27,581 2928 635 167,785 525 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		SHEET	T SUB-TOTALS			0	0	2	0	0	0	0	0	755	714	0	0	0	0	0	0		0	0	3288	3288	1644	
SUB-TOTALS CARRIED FROM SHEET 15 3 0 0 0 0 5179 0 0 0 0 0 7928 3329 0 912 0 12,169 1755 0 0 0 SUB-TOTALS CARRIED FROM SHEET 14 2 1 0 52 24 8347 8527 240 0 0 0 2 17,753 17,794 12,755 2984 0 65,176 1498 0 0 0 SUB-TOTALS CARRIED FROM SHEET 13 3 1 0 0 0 15 24,381 22,400 0 0 0 2 2 43,844 43,612 27,581 2928 635 167,785 525 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		SUB-TOTALS C	CARRIED FROM	SHEET 17		0	0	0	0	0	3910	0	0	0	0	0	5650	5650	0	0	0		11,300	850	1510	1510	0	
SUB-TOTALS CARRIED FROM SHEET 15 3 0 0 0 0 0 5179 0 0 0 0 0 7928 3329 0 912 0 12,169 1755 0 0 0 0 SUB-TOTALS CARRIED FROM SHEET 14 2 1 0 52 24 8347 8527 240 0 0 0 2 17,753 17,794 12,755 2984 0 65,176 1498 0 0 0 0 SUB-TOTALS CARRIED FROM SHEET 13 3 1 0 0 0 15 24,381 22,400 0 0 0 2 2 43,844 43,612 27,581 2928 635 167,785 525 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		SUB-TOTALS C	CARRIED FROM	SHEET 16		0		0	0	0		0	0	0	0	0			0	0	0			0	1778		0	
SUB-TOTALS CARRIED FROM SHEET 14  2 1 0 52 24 8347 8527 240 0 0 0 2 17,753 17,794 12,755 2984 0 65,176 1498 0 0 0 SUB-TOTALS CARRIED FROM SHEET 13  3 1 0 0 15 24,381 22,400 0 0 0 2 2 43,844 43,612 27,581 2928 635 167,785 525 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		SUB-TOTALS C	CARRIED FROM	SHEET 15		3	0	0	0	0	5179	0	0	0	0	0	7928	3329	0	912	0		12,169	1755	0	0	0	
SUB-TOTALS CARRIED FROM SHEET 13 3 1 0 0 15 24,381 22,400 0 0 0 2 2 43,844 43,612 27,581 2928 635 167,785 525 0 0 0 0 TOTALS  TOTALS  8 2 2 39 45,967 30,927 240 755 714 4628 6576 6576 1164								0	52	24		8527	240	0	0	(2)			12,755		0		65,176		0	0	0	
TOTALS 8 2 2 39 45,967 30,927 240 755 714 \$4 82,747 77,957 40,336 6824 635 271,574 4628 6576 6576 1164						3	1	0						0	0	3 2 {					635				0	0	0	
						1						1	1			1 } = 1												
			TOTALS		====	8	2	2		.39	45.967	30.927	240	755	714	{4}	82.747	77,957	40,336	6824	635		271.574	4628	6576	6576	1164	
TOTALS CARRYED TO CENERAL SUMMARY SUEETS FO. FO												5.86				1 2 3	15.67	14.76	7.64				51.43		1.25	1.25	0.22	
TOTALS CARRIED TO GENERAL SUMMARY SHEETS 58-59 8 2 2 52 39 MILE MILE 240 755 714 4 15.07 14.76 7.04 6824 635 11.43 4628 MILE MILE MILE MILE MILE MILE MILE MILE	TOTAL	LS CARRIED TO G	ENERAL SUMMA	RY SHEETS 58-	-59	8	2	2	52	39	MILE	MILE	240	755	714	(4)	MILE		MILE	6824	635		MILE	4628	MILE	MILE	MILE	
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ADDENDUM NO. 2 PSL 12/11 NO. REVISIONS BY DATE OHIO TURNPIKE COMMISSION PSL 12/11 BY DATE

MAINTENANCE OF TRAFFIC SUB-SUMMARY



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8 9	10	11	12	18	19	62	63	64	65	66	103	114	115	134	135	ITEM		PART B	UNIT	DESCRIPTION	NO.
																				ROADWAY	
IMP							0.7			-						201		27		CLEARING AND GRUBBING	
							27 5493									202 202		27 5493		CATCH BASIN REMOVED  CURB REMOVED	
							12627									202		12627		GUARDRAIL REMOVED	
							1422									202		1422	FT	GUARDRAIL REMOVED, BARRIER DESIGN	
							1206			-						202		1206	SO VD	APPROACH SLAB REMOVED	
					200		195									202		395		CONCRETE BARRIER REMOVED	
							100		73527							202		73527	SQ YD	PAVEMENT REMOVED	
															1056	202	1056		EACH	RAISED PAVEMENT MARKERS, REMOVED FOR DISPOSAL	
															20	SP202B	20		LUYD	CRACK REPAIR, ONE (1) INCH OR LESS, USING SAND ASPHALT	
															20	SP202B	20		CU YD	CRACK REPAIR, WIDER THAN ONE (1) INCH AND LESS THAN ONE (1) INCH IN DEPTH, USING SP 404	
															200	SP202B	200			CRACK REPAIR, WIDER THAN ONE (1) INCH AND GREATER THAN ONE (1) INCH IN DEPTH, USING SP 402	
804										-					200	SP202B 203	200	24804	CU YD	LONGITUDINAL CRACK REPAIR, AS PER PLAN  EXCAVATION	
804																203	$\wedge$	24604		EXCAVATION	
					2280				}   <i>105 742</i>	<b>'</b> K	3237					254	140800	111259	KSQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
						100			The same	1					600	254	600	····	SQ YD	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN	135
						160 12665.75					-					SP536 606		160 12665.75	SU YU FT	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS GUARDRAIL, TYPE 5, USING STEEL POST	
	-					1425					+					606		1425	FT	GUARDRAIL, TIPE 5, USING STEEL FOST	
						7										606		7	EACH	ANCHOR ASSEMBLY, TYPE T, USING STEEL POST	
						12 7		-			-					606 606		12 7	FACH	BRIDGE TERMINAL ASSEMBLY, TYPE I, USING STEEL POST BRIDGE TERMINAL ASSEMBLY, TYPE 2, USING STEEL POST	
						1					1					606		1	EACH	IMPACT ATTENUATOR, TYPE I (UNIDIRECTIONAL)	
						12										SP606E		12	EACH	ANCHOR ASSEMBLY, TYPE E (ET-2000 PLUS)	
						200										600		200		CURR TYPE 4.4	
						280 5444					+					609 609		280 5444	FT	CURB , TYPE 4-A ASPHALT CONCRETE CURB, PG64-22 STANDARD, TYPE 1	
						943										SP611		943	SQ YD	CLASS C, CONCRETE APPROACH SLAB USING TYPE I CEMENT (T=12")	
						217										622		217	FT	CONCRETE BARRIER TYPE D, AS PER PLAN	8
								-			380	-	-			622		380	FT	CONCRETE BARRIER, TYPE B-50, AS PER PLAN	9
										1	154					SP622A		154	FT	TEMPORARY PORTABLE BARRIER	
											380					SP625		380	FT	CONDUIT, 4" WITH 3 CELL INNERDUCT, 725.05	
											380					SP625		380	FT	CONDUIT, 4" WITH 4 CELL INNERDUCT, 725.05	
						216 5				-	3					626 626		216 8	EACH	BARRIER REFLECTOR, TYPE A BARRIER REFLECTOR, TYPE B	
						3					7					020		0	EALH	DARKIER REFLECTOR, TIPE D	
																				EROSION CONTROL	
1481																207		1481		TEMPORARY SEEDING AND MULCHING	
										1216 1190						207 207		1216 1190	FT	INLET PROTECTION FILTER FABRIC FENCE	
										2850						207		2850	FT	FILTER FABRIC DITCH CHECK	
										1173						207		1173	CU YD		
										1000						20.7		1000		CLODE DRAING	
										1068 28						207 207		1068 28	CUYD	SLOPE DRAINS ROCK CHANNEL PROTECTION, TYPE C OR D, WITHOUT FILTER	
2											<u> </u>					659		2	EACH	SOIL ANALYSIS TEST	
3288																659		3288		TOPSOIL	
29613											+					659		29613	SQ YD	SEEDING AND MULCHING	
1481											+					659		1481	SQ YD	REPAIR SEEDING AND MULCHING	
1481																659		1481	SQ YD	INTER SEEDING	
0.3 4.0																659		4.3		COMMERCIAL FERTILIZER	
9 160								-			1					659 659		6.1 169	ACRE M GAL		
9 160											+					659		103	IVI GAL	ITA I LN	
										LUMP						832			L UMP	EROSION CONTROL	
																	-				
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								-			+									RESOURCI 6350 F	INTERNATIONA
								<u> </u>			+										
																				DESIGNED: NLC CHEC DRAWN: NLC IN CH	

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9	9	10	11	12	18	19	62	63	64	65	66	103					ITEM	'	TAL	UNIT	DESCRIPTION	NA
	-								"	00	00	103	114	115	134	135		PART A	PART B	1		NO.
																	201		10	011.110	DRAINAGE	
																	601 602		10		ROCK CHANNEL PROTECTION, TYPE C, WITH FABRIC FILTER CONCRETE MASONRY	
170	0								1215								603		1385	FT	6" CONDUIT TYPE F, NON-PERFORATED ASTM 3034 SDR 35 SS931 OR SS944	
)							66 12										603 603		466 112	FT	12" CONDUIT, TYPE C 15" CONDUIT, TYPE C	
							12										803		112	F 1	IS CONDUIT, TIFE C	
							27										SP604		27	EAGH	CATCH BASIN TYPE CB-1	
765	55								50685	26651							605 SP605		26651 <u>/1\</u> 51450		AGGREGATE DRAIN, AS PER PLAN 6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC FILTER WRAP	9
700	,5								2528								SP605		2528	FT	6" UNCLASSIFIED PIPE UNDERDRAIN, WITH FABRIC FILTER WRAP	<u> </u>
									45								SPECIAL		45	EACH	PRECAST REINFORCED CONCRETE OUTLET	8
																					PAVEMENT	
4858																	206		48589		LIME STABILIZED SUBGRADE, 12 INCHES DEEP, AS PER PLAN	9
608 306																	206 206		60811 3060	SO YD TON	LIME STABILIZED SUBGRADE, 16 INCHES DEEP, AS PER PLAN	9
1.4																	206		1.4	M GAL	WATER FOR CURING	
37	7																206		37		TEST ROLLING	
500	00																251		500	SO YD	PARTIAL DEPTH PAVEMENT REPAIR	
	$\sim$									26651							252~		26651	~FJ~	FULL DEPTH PAVEMENT, SAMING	
} 200 500	103	$\triangle$														$\wedge$	<i>≥ 255</i>		200 500	FT	FULL DEPTH PAVEMENT SAWING)  FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT	
-500	70					20											255 SP302		20		BITUMINOUS AGGREGATE BASE COURSE, PG64-22	
										13443							SP304		13443	CU YD	AGGREGATE BASE	
						252				7.762 1262	A						SP304 SP402		77,62	CU YD	AGGREGATE BASE (SHOULDER)  ASPHALT CONC. BASE COURSE, OR RECYCLED ASPHALT CONC. BASE COURSE, PG64-22	
						252				4130	723						SP402 SP402		2 4130	CU YD	ASPHALT CONC. BASE COURSE, OR RECYCLED ASPHALT CONC. BASE COURSE, PG70-22 (FR)	
										1082 3434		135				7978	SP404 SP404	7978	1082 3569		ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG64-22  ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR)	
						81				3434		155					SP404		81	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC ON CROSSOVER, PG64-22	
						1536				26651	A	4000					SP404A		32187	FT	JOINT SEALER	
						173				7905	/2\					14080	SP407	14080	8078	GALLON	TACK COAT	
						140				<i>6502</i> ⊰	<b>À</b>	194					SP407		6836 \(\frac{1}{2}\)	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
										79449							452		79449		NON-REINFORCED CONCRETE PAVEMENT (T=13")	9
										26462 4615							SPECIAL SP617		26462 4615		ROLLER COMPACTED CONCRETE (SHOULDER, T=9") SHOULDER PREPARATION	9
										385							SP617		385		COMPACTED AGGREGATE	
										426							CDC27		420	CH VD	CTONE CHOULDED BROTECTION	
										426 14806							SP627 SPECIAL		426 14806		STONE SHOULDER PROTECTION  ASPHALT PAVEMENT REINFORCEMENT	9
765	55									,~~~	Α						SPECIAL		765	FT	PRESSURE RELIEF JOINT, TYPE A	9
2690	200				240	1936				5.07	<u> </u>	2000					SPECIAL SPECIAL		5.45 3 31076 12		SONIC NAP ALERT PATTERN (SNAP) SAW CUT JOINT	9
2030	700				240	1330						2000					JI LUIAL		31010	, ,	SAW COT BOINT	
										0015							60700		0015	011.140	AL TERNATE BID	
+										6615 7762							SP302 SP304		6615 7762		BITUMINOUS AGGREGATE BASE COURSE PG64-22 (SHOULDER)  10" RECYCLED AGGREGATE BASE. AS PER PLAN (SHOULDER)	8
0																	SPECIAL		10000		CRUSHED MATERIAL STOCKPILE	
															3306		SP516B		3306	FT	BRIDGE MAINTENANCE  SEALING OF CONSTRUCTION JOINTS	
															340		SP510B SP519		340		PATCHING CONCRETE STRUCTURES	
															353		SP533E		353	FT	CONTINOUS ELASTOMER SEAL IN ELASTOMERIC CONCRETE JOINT	
_															261 3159		SP533F SP536		261 3159		REPLACEMENT OF COMPRESSION SEAL WITH CONTINOUS ELASTOMER SEAL  CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS	
															10997		SP536		10997		CONCRETE WEATHER HOOFING, DECK AND APPROACH SLABS	
														97			620		97	FACH	TRAFFIC CONTROL  REMOVAL OF DELINEATOR, USING STEEL POST	
														106			620		106		DELINEATOR, POST MOUNTED, AS PER PLAN	116
														620					620			9
																						9
																					A ADDENDUM NO. 2	
																					△ ADDENDUM NO. 1	
																					OHIO TURNPI	KE COV
																					OHIO TURNPIKE E.	ASTBOUND
		+																			LANES & SHOUL	DER RECON
																					GENER	CAL SUMMAF
							1	1	1			1				l	1				RESOURCE	INTERNATION
																					(Rii) 6350 PR	RESIDENTIAL GAT
																					RESOURCE 6350 PR COLU  DESIGNED: NLC   DRAWN: NLC   IN CH/	
																	520 SP626 SP626 SP626			EACH EACH	RAISED PAVEMENT MARKER STIMSONITE MODEL 101 LPCR (WHITE)  RAISED PAVEMENT MARKER STIMSONITE MODEL 101 LPCR (YELLOW)  REPLACEMENT PRISMATIC RETRO-REFLECTOR (WHITE)  ADDENDUM NO. 2	9 9 9

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					s	HEET	וטא	MBER	}								ITEM		AND TAL	UNIT	DESCRIPTION	REF.
8	9	10	11	12	18	19	62	63	64	65	5 ε	66 103	114	115	134	135		PART A		ONT	DESCRIPTION	NO.
																					TRAFFIC CONTROL (CONT.)	
									-				23.98 26.43			18 18	642 642	18	23.98 26.43		6" EDGE LINE, TYPE I, AS PER PLAN 6" LANE LINE, TYPE I, AS PER PLAN	9
													3960			10	642	10	3960	FT	12" CHANNELIZING LINE, TYPE 1, AS PER PLAN	9
													665				642		665	FT	24" TRANSVERSE LINE, TYPE I, AS PER PLAN	9
													2720				642		2720	FT	6" DOTTED LINE, TYPE 1, AS PER PLAN	9
		-											14				SPECIAL		14	EACH	AIR SPEED ZONE MARKINGS	111
													14	300.5			630		300.5		GROUND MOUNTED SUPPORT, NO. 3 POST	111
														103.5			630		103.5	SQ FT	SIGN, FLAT SHEET	
														22			630		22		REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
														25			630		25	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
																					MAINTENANCE OF TRAFFIC	
			5000													600	SP614	600	5000		ZONE PERSON	11
			LUMP 10														SP614 614	LUMP	LUMP 10		MAINTAINING TRAFFIC REPLACEMENT SIGN	
			10		2												614		2		WORK ZONE CROSSOVER LIGHTING SYSTEM	11
				720													614		720		PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	12
				_													614		1.7	5400	WORK TOUR MUDICITATION FOR CANALITATION OF PROPERTY OF	
				5	8	+											614 614		13		WORK ZONE IMPACT ATTENUATOR FOR 24" HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL) FLASHING ARROW PANEL	12
	+ +				15.67	+			+	+							614		15.67		WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (4" - WHITE)	
					14.76												614		14.76	MILE	WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (4" - YELLOW)	
		$ \mp$			7.64	+											614		7.64	MILE	WORK ZONE EDGE LINE, CLASS 1, 642 PAINT (6" - YELLOW)	
-		+			6824	+											614		6824	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT (8" -WHITE)	
		+			635	+			1	1							614		635	FT	WORK ZONE TRANSVERSE LINE, CLASS I, 642 PAINT (12" -WHITE)	
				100													614		100	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
			75.0		52												615		52		PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
			750														616		750	M GAL	WATER	
					39												621		39	EACH	REMOVAL OF RPM REFLECTORS	
			0.05		8.71												SP622A		8.76		TEMPORARY PORTABLE BARRIER (WITHOUT GLARE SHIELD)	
			0.05		5.86				-							75.0	SP622A SP626	750	5.91		TEMPORARY PORTABLE BARRIER (WITH GLARE SHIELD)  RAISED PAVEMENT MARKER - STIMSONITE MODEL 101 LPCR	10
		25 25														750	SP626	750	25 25		RAISED PAVEMENT MARKER - STIMSONITE MODEL TOT LPCR REPLACEMENT PRISMATIC RETRO-REFLECTOR	10 10
		-20															0, 020			27.077	The Evolution of the First of t	70
		25															SP626		25		REPLACEMENT RAISED PAVEMENT MARKER CASTING - STIMSONITE MODEL 101 LPCR	10
					755 714												SP626A SP626A		755 714		CONSTRUCTION ZONE MARKER, ONE-WAY MODEL, WHITE CONSTRUCTION ZONE MARKER, ONE-WAY MODEL, YELLOW	
			500		714												630		500		SIGNING, MISC.: ADDITIONAL SIGNS WITH SUPPORTS, AS DIRECTED BY THE CHIEF ENGINEER	11
			000		4628												SP641		4628		4" TEMPORARY WHITE DOTTED LINE	11
																			4.05			
		-			1.25 1.25				-	-							SP641 SP641		1.25 1.25	MILE	4" TEMPORARY WHITE EDGE LINE 4" TEMPORARY YELLOW EDGE LINE	11
					0.22												SP641		0.22		6" TEMPORARY YELLOW EDGE LINE	11
					51.43												SP641C		51.43	MILE	REMOVAL OF PAVEMENT MARKINGS	
			200														SP802		200	EACH	BARRIER REFLECTOR, TYPE A (WHITE)	11
		+	305						-								SP802		305	FACH	BARRIER REFLECTOR, TYPE B (WHITE)	11
			1500														SPECIAL		1500		"SNAP" MILL AND FILL	
				8	4	₽											SPECIAL		\ <b>4</b> \ \		EXISTING CROSSOVER TO BE CLOSED / RE-OPENED, AS PER PLAN	11
		-											-								7	
		+				+				+							IB. ART.6			LUMP	GENERAL  PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND	
																	SP115			LUMP	RAILROAD PROTECTION LIABILITY INSURANCE	
		-															SP619 SP623			LUMP	FIELD OFFICE	
	+ +	+				+		1	+	+			-				5P623 624			LUMP	CONSTRUCTION LAYOUT SURVEY MOBILIZATION	
		+				+											J2 7			201411		
						_				1												
						+																
		+				+			1													
																					ADDENDUM NO. 2	NL C 12/27/
																					△ ADDENDUM NO. 1	NL C 12/22/
		+				+			-												REVISI	
					L	$\pm$				1											OHIO TURNP	KE COMMISSION
																						ASTBOUND RIGHT TWO
									-	-											LANES & SHOUL	DER RECONSTRUCTION
		+				+			+	+											GENEF	AL SUMMARY
		+				+			1												RESOURCE	INTERNATIONAL, INC. RESIDENTIAL GATEWAY MBUS, OH 42321
																					COLUMN 6350 PI	MBUS, OH 42321
<u> </u>						+			-				-							-	DESIGNED: NLC CHECK DRAWN: NI C IN CH.	ED: <u>SSK</u> DATE: <u>12/27/2011</u> ARGE: <u>SSK</u> SCALE: <u>N/</u> A
							1	1									<u> </u>					01 SHEET 60 OF 136
L																					CONTRACT 39-12-0	, SHELL 00 OF 130

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					_	Ι				202	252	254	5	SP304		SP4	102	SP4	04	SP404A		SP407		452	SPECIAL	SP302	605	SPECIAL	SPECIAL
STA T STA	0	LOCATION	SIDE	_	PAVEMENT WIDTH W	SHOULDER WIDTH W	SURFACE AREA A A A B A B A B B B B B B B B B B B B	APPROACH SLAB AREA (AS)	PLANIMETERED AREAS	PAVEMENT REMOVED (LX24')/9	FULL DEPTH PAVEMENT SAWING	PAVEMENT PLANING ASPHALT CONCRETE (T=5°±) (LX24°1/9 OR (LX10°1/9	10" AGGREGATE BASE, AS PER PLAN [(A+(LXO.67))X(10/12)]/27 (AL TERNATE BID)	10- AGGREGATE BASE	6" AGGREGATE BASE [(A+AS)X(6/12)]/27	1 3.74" ASPHALT CONCRETE BASE COURSE, OR RECYCLE ASPHALT CONCRETE BASE COURSE, PG64-22 [AXII.75/12)1/27	1 3/4" ASPHALT CONCRETE BASE COURSE, OR RECYCLE ASPHALT CONCRETE BASE (FR) COURSE, PG70-22 [(4+(LX))X(1.75/12)]/27	I 1/2" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG64-22 [(AX(1,5/12)]/27	I 1/2" ASPHAL T CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG70-22 (FR) (14+(1 XI))x(1 5/1917/27	JOINT SEALER	TACK COAT FOR INTERMEDIATE COURSE (0.06 GAL./S.Y.) (A/9)X0.06	TACK COAT FOR INTERMEDIATE COURSE (0.06 GAL./S.Y.) (4+(LXI))/9)XO.06	TACK COAT (0.075 GAL./S.Y.) (A/9)X0.075	NON-REINFORCED CONCRETE PAVEMENT (T=13") A/9	ROLLER COMPACTED CONCRETE (T=9") [A+(Lx0.17)J/9	9" BITUMINOUS AGGREGATE BASE COURSE PG 64-22 (ALTERNATE BID) [(A+(L×0.17))x(9/12)]/27	AGGREGATE DRAIN, AS PER PLAN	ASPHALT PAVEMENT REINFORCEMENT	SONIC NAP ALERT PATTERN (SNAP)
FROM	ΤO			FT.	FT.	FT.	SO. FT.	SO. FT.	SQ. FT.	SQ YD	FT.	SQ. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	FT.	GAL.	GAL.	GAL.	CU. YD.	SQ. YD.	CU. YD.	FT.	S.Y.	MILE
740+00.00	758+94.78	l l	RT.	1895	26.00		49264	593		5053	1895	5053			923		276		237	1895		341	411	5474			1895	1053	
740+00.00	758+90.22	Į.	RT.	1890		8.75	16539					2100	550	550		89		77			110		138		1873	468			0.36
761+60.07	788+43.61	ŀ	RT. 2	2684	26.00		69772	1187		7156	2683	7156			1314		391		335	2684		483	581	7752			2684	1491	
761+55.07	788+38.35	<i> </i>	RT. 2	2683		8.75	23479					2981	780	780		127		109			157		196		2659	665			0.51
790+13.55	803+68.23	ŀ	RT.	1355	26.00		35222	1187		3612	1355	3612			674		198		169	1355		244	294	3914			1355	753	
790+13.55	803+68.23	F	RT.	1355		8.75	11853					1505	394	394		64		55			79		99		1343	336			0.26
805+85.67	846+80.12	F	RT. 4	1094	26.00		106456	1243		10919	4094	10919			1994		597		<i>512</i>	4094		737	887	11828			4094	2275	
805+85.67	846+80.12	1	RT. 4	1094		8.75	35826					4549	1190	1190		194		166			239		299		4058	1015			0.78
849+14.56	898+39.81	l l	RT.	1925	26.00		128057	1718		13134	4925	13134			2403		718		616	4925		887	1067	14229			4925	2736	
849+14.56	898+39.81	1	RT.	1925		8.75	43096					5473	1432	1432		233		200			287		359		4881	1220			0.93
901+00.19	913+65.02	1	RT.	1265	26.00		32886	1649		3373	1265	3373			640		184		158	1265		228	274	3654			1265	703	
901+00.19	913+65.02	1	RT.	1265		8.75	11067					1405	368	368		60		51			74		92		1254	313			0.24
915+21.16	940+50.13	1	RT. 2	2529	26.00		65753	1959		6744	2529	6744			1254		369		316	2529		455	548	7306			2529	1405	
915+21.16	940+50.13	1	RT. 2	2529		8.75	22128					2810	735	735		120		102			148		184		2506	627			0.48
943+95.06	1023+00.00	/	RT. 7	7905	26.00		205528	1358		21080	7905	21080			3831		1153		988	7905		1423	1713	22836			7905	4392	
943+42.73	1023+00.00	1	RT. 7	7957		8.75	69626					8841	2314	2314		376		322			464		580		7887	1972			1.51
943+42.73	951+24.36	EXIT TO PLAZA	RT.	782	VARIES				9930	1103		1103			184		54		46			66	83	1103					
968+39.36	978+01.35	ENTRANCE FROM PLAZA	RT.	962	VARIES				12176	1353		1353			225		66		56			81	101	1353					
740+00.00	985+93.00	1' OVERLAP		2946	1.00		22946					⊱ <b>2550</b> } ∤	$\triangle$				124												
		•			_	_	sı	JB-TO	TALS			1000							-		1,557	4,945							
		TOTALS CA	ARR	RIED	то	GE	NERAL	SUMI	MARY	73,527	26,651	105,742	7,762	7,762	13,443	1,262	4,130	1,082	3,434	26,651	6,	502	7,905	79,449	26,462	6,615	26,651	14,806	5.07

						SP	617	SP627
Т	TION O TION	SIDE	LENGTH	SHOULDER WIDTH W	SURFACE AREA A A=LxW	COMPACTED AGGREGATE (T=3″) [AX(3/12)]/27	SHOULDER PREPARATION A/9	STONE SHOULDER PROTECTION (T=3") [AX(3/12)]/27
FROM	ТО		FT.	FT.	SQ. FT.	CU. YD.	SQ. YD.	CU. YD
740+00.00	746+00.16	RT.	600.16	3.25	1951	18	217	
746+00.16	750+72.00	RT.	471.84	3.25	1533			14
750+72.00	754+99.76	RT.	427.76	3.25	1390	13	154	
754+99.76	759+04.00	RT.	404.24	3.25	1314			12
761+38.35	764+87.37	RT.	349.02	3.25	1134			11
764+87.37	770+62.65	RT.	575.28	3.25	1870	17	208	
770+62.65	777+70.00	RT.	707.35	3.25	2299			21
777+70.00	785+22.42	RT.	752.42	3.25	2445	23	272	
785+22.42	788+51.84	RT.	329.42	3.25	1071			10
789+91.11	803+88.51	RT.	1397.4	3.25	4542			42
805+76.09	814+57.35	RT.	881.26	3.25	2864			27
814+57.35	825+52.40	RT.	1095.05	3.25	3559	33	395	
825+52.40	831+82.00	RT.	629.6	3.25	2046			19
831+82.00	843+53.33	RT.	1171.33	3.25	3807	35	423	
843+53.33	846+82.74	RT.	329.41	3.25	1071			10
848+83.99	849+70.58	RT.	86.59	3.25	281			3
849+70.58	855+50.04	RT.	579.46	3.25	1883	17	209	
855+50.04	859+70.00	RT.	419.96	3.25	1365			13

						SP	617	SP627
7	TION O TION	SIDE	LENGTH	SHOULDER WIDTH W	SURFACE AREA A A=LxW	COMPACTED AGGREGATE (T=3") [AX(3/12)]/27	SHOULDER PREPARATION A/9	STONE SHOULDER PROTECTION (T=3") [AX(3/12)]/27
FROM	TO		FT.	FT.	SQ. FT.	CU. YD.	SQ. YD.	CU. YD.
859+70.00	873+07.95	RT.	1337.95	3.25	4348	40	483	
873+07.95	898+19.92	RT.	2511.97	3.25	8164			76
900+25.87	913+94.93	RT.	1369.06	3.25	4449			41
915+20.87	921+53.32	RT.	632.45	3.25	2055			19
921+53.32	933+37.50	RT.	1184.18	3.25	3849	36	428	
933+37.50	940+18.84	RT.	681.34	3.25	2214			21
942+97.07	951+27.34	RT.	830.27	3.25	2698	25	300	
951+29.00	953+13.22	RT.	184.22	3.25	599	6	67	
953+13.22	967+64.04	RT.	1450.82	3.25	4715			44
967+64.04	968+44.00	RT.	79.96	3.25	260	2	29	
968+44.00	970+30.00	RT.	186	<i>3.25</i>	605			6
970+30.00	975+88.58	RT.	558.58	3.25	1815	17	202	
975+88.58	979+52.25	RT.	363.67	3.25	1182			11
979+52.25	990+81.00	RT.	1128.75	3.25	3668	34	408	
990+81.00	994+45.00	RT.	364	3.25	1183			11
994+45.00	1001+75.16	RT.	730.16	3.25	2373	22	264	
1001+75.16	1007+56.37	RT.	581.21	3.25	1889			17
1007+56.37	1023+00.00	RT.	1543.63	3.25	5017	46	557	
			SUB	-T0	TALS	385	4615	426
TOTALS CA	RRIED TO G	ENE	RAL	SUMI	MARY	385	4615	426

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NO.	REVISIONS	BY	DATE
С	HIO TURNPIKE COMM	ISS	ION

OHIO TURNPIKE EASTBOUND RIGHT TWO LANES & SHOULDER RECONSTRUCTION PAVEMENT CALCULATIONS RESOURCE INTERNATIONAL, INC. 6350 PRESIDENTIAL GATEWAY

	COLUMBUS, OH 42321				
	DESIGNED: NLC DRAWN: NLC	CHECKED:_ IN CHARGE	SSK[ :SSK	DATE: <u>12</u> SCALE:	2/27/20 N/A
CONTRACT		59-12-01	SHEE	ET 65	OF 13