

OHIO TURNPIKE COMMISSION

ADDENDUM NO. 2

CONTRACT NO. 39-13-01
WESTBOUND RIGHT TWO (2) LANES AND SHOULDER RECONSTRUCTION
MILEPOST 90.0 TO MILEPOST 95.90
SANDUSKY COUNTY, OHIO

OPENING DATE: 2:00 P.M. (E.S.T.), ***PREVIOUSLY EXTENDED TO*** FEBRUARY 5 6, 2013

ATTENTION OF BIDDERS IS DIRECTED TO:

ANSWERS TO QUESTIONS RECEIVED THROUGH 1:00 P.M., FEBRUARY 1, 2013

MODIFICATIONS TO THE BID FORM

Pages revised: OTC-BF-12 and OTC-BF-13

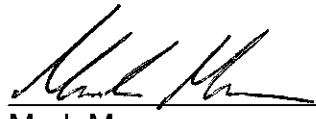
MODIFICATIONS TO THE DRAWINGS

Contract Drawings: Sheets 12, 13, 15, 171, 172, 173, 174, 175, 176, 177, 178, 179, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210 and 211 of 253

Issued by the Ohio Turnpike Commission February 1, 2013. Issuance authorized by Robin Carlin, Deputy Executive Director and Mark Musson, Acting General Counsel.



Robin Carlin
2/1/13
Date



Mark Musson
2/1/13
Date

**OHIO TURNPIKE COMMISSION
ADDENDUM NO. 2
CONTRACT NO. 39-13-01**

ANSWERS TO QUESTIONS RECEIVED THROUGH 1:00 P.M., FEBRUARY 1, 2013

Q#23 Bid items 9 (Pavement Removed), 10 (Excavation): Plan sheet 116 in the pavement calculations shows what appears to be multiple errors and/or inconsistencies with Turnpike procedure in calculating pay items. First of all, the pavement removed quantities are currently shown to include the 8' shoulder. The existing shoulder, if not mistaken is a combined asphalt and granular pavement. By specification, unless this is a concrete pavement or a composite concrete/asphalt pavement, then the shoulder should be paid for as excavation and/or a combination of pavement planing (similar to other OTC reconstruction projects) and excavation. As a result of this, the excavation, which is explained in the caption above the summary, has an incorrect basis for different depths under pavement and shoulder. Please correct the excavation quantity, the pavement removal quantity, and in order to be consistent with other OTC projects, please consider setting up another pavement planing item to cover milling of the asphalt on the mainline and shoulders.

A#23 All quantities are accounted for and included in this Project. Under ODOT CMS 202.05, Item 202 - Pavement Removed includes the removal and disposal of the existing wearing course, concrete base or asphalt wearing course on concrete. Therefore, the Contractor may assume that all pavement, mainline or shoulder shall be removed down to the aggregate base as shown in the Plans. The excavation quantity covers the removal of aggregate base and soil under both of those areas as detailed in the typical sections.

Q#24 In order to verify depths of pavements and types of soils, can the OTC please provide geotechnical/soil reports for this project?

A#24 The report was provided with Addendum No. 1.

Q#25 Plan sheet 9 under the Recycled SP304 Aggregate Base, indicates that the excess material becomes property of the OTC and is to be delivered to near the Salt Dome at MP 93.1 EB. Will the contractor be granted access to this location off both directions of the Turnpike without having to give a fence cut credit? Furthermore, will there be any site preparation required for this stockpile or can the contractor assume that it will be in an already-prepared area?

A#25 *The Shoulder Aggregate Base Alternate, Ref. No. 277 Item SP304 – Recycled Aggregate Base, As Per Plan, and Ref No. 278 Item Special – Crushed Material Stockpile, was removed from the Project via Addendum No. 1.*

Q#26 **Bid Item #254- Pavement for Maintaining Traffic, Class A, As Per Plan:** The way the note reads, we are to remove and build 615A temporary pavement in the two locations shown on plan sheets 47,48, and 52. Class A 615 Pavement can be either be 9" of 452 Concrete or 10" Asphalt and 4" stone. Is the contractor allowed to use concrete pavement for temporary pavement? Note that the legend on plan sheets 104, 105, 109, and 110 refer to this temporary pavement as a "Variable Depth Overlay".

A#26 *Yes, the Contractor may use concrete as defined in ODOT CMS 615.05 in the areas where the median barrier wall is to be removed. The existing shoulder in the crossover area will get a variable depth asphalt overlay as shown in the typical section on Plan Sheet 31 of 253 and the Plan views on Plan Sheets 104, 105, 109 and 110 of 253*

Q#27 The note on plan sheet 13 calls for the restoring of the original cross-slope of the shoulder pavement. However, plan sheet 31 has a note that calls for "provide a minimum 1.25" pavement thickness" in the same shoulder area. Is it the intent to mill the asphalt down and leave it at grade (with a rough, milled surface) or to mill it out to -1.25" and then resurface with 1.25" asphalt?

A#27 *Under this Project, the Contractor only will install the temporary pavement at each of the contraflow crossovers. The contraflow crossover, as modified in the Maintenance of Traffic - Phase 1, will be left in place for use with the future Eastbound Pavement Reconstruction Project. The Item 614 - Pavement for Maintaining Traffic Class A, As Per Plan, General Note on Plan Sheet 13 of 253, has been updated via this Addendum No. 2 to reflect this change.*

Q#28 The temporary pavement in the median item requires incidental trench drains and connector pipes as shown on plan sheets 104,105,109,110. Please provide required inlet tie-in elevations as well as required depths and widths of the trench drain so proper trench widths and trench excavation can be calculated. What type of pipe is required for the connectors?

A#28 *Trench Drains shall be constructed in accordance with ODOT Supplemental Specification SS839. Outlet Pipe shall be installed in accordance with ODOT CMS 603. With regard to depth, the standard median inlet shown on OTC Standard Drawing CB-4 has a minimum depth of four (4) foot, six (6) inches. The trench drain shall be installed at the minimum depth with the trench drain and outlet pipe constructed to provide positive drainage at all times. Actual field invert elevations may vary from the OTC Standard Drawing and shall be verified by the Contractor prior to construction.*

Q#29 I do not see any MOT material setup for the Pre-phase mill and fill work on the east bound side. Example of these missing MOT material are (CZM's white and Yellow, temp striping tape and or paint, line removal, est.)

A#29 New separately itemized estimated quantities for Pavement Markings, Removal of Pavement Markings, and Raised Pavement Markers are included in the Plans via this Addendum No. 2 for the Eastbound Mill and Fill Work and carried over to the Bid Form. Refer to the new General Note "Work Zone Pavement Markings – Eastbound Maintenance Overlay" inserted on Plan Sheet 12 of 253 for the new estimated quantities. Raised Pavement Marker quantities were revised on the Pavement Markings Subsummaries, Plan Sheets 173 through 179 of 253, for the pre-phase resurfacing Work. The quantity for Removal of Pavement Marking has been modified via this Addendum No. 2. CZMs are not required as part of this Project. The Bidders are to include all other Maintenance of Traffic Work, as detailed on Plan Sheet 28 of 253, that are not itemized shall be included in the Lump Sum cost bid for SP614 - Maintaining Traffic.

Q#30 Bid item 254 is paid for by the square yard of temporary pavement. However there will be restoration of removed barrier base to be performed in phase 1 and restoration of removed trench drains and connector pipes in the later phase. Will OTC please set up a quantity of SP304 and/or SP302 as pay items to account for this as it could skew the unit cost for the bid item.

A#30 Under this Project, the Contractor only will be removing the median barrier, installing a trench drain and installing the temporary pavement at each of the contraflow crossovers. The contraflow crossover, as modified in Maintenance of Traffic Phase 1, will be left in place for use for the future Eastbound Pavement Reconstruction Project. The Item 614 - Pavement for Maintaining Traffic Class A, As Per Plan, General Note on Plan Sheet – 13 of 253 has been modified via this Addendum No. 2 to reflect this change.

Q#31 Can you provide a break out of the locations of the SNAP Mill and Fill quantity listed on sheet 13/253 of 70,000 ' ?

A#31 The quantity of SNAP Mill and Fill Work on Plan Sheet 13 of 253 represents the Work required for both median shoulders throughout the Maintenance of Traffic Work limits.

Q#32 Bid Item 89 Sonic Nap Alert Pattern has a quantity of 5.38 miles, this reflects only the SNAP's in the new 10' shoulder west bound. Should this quantity be 18.64 Miles to account for the snap mill and fill locations? Also can you provide the locations of the additional 13.26 miles?

A#32 *The estimated quantity of five and thirty-eight hundredths (5.38) miles of Sonic Nap Alert Pattern ("SNAP"), Ref. No. 89 is correct. The SNAPS removed in both median shoulders will not be re-installed*

Q#33 In response to addendum 1 adding general notes for LKD/Cement Stabilization: sheet 14 of the notes calls for replacement, LKD/Cement stabilization at approach slabs and box culverts. Does this also apply for elliptical and round pipes that currently function as culverts?

A#33 *Yes. The "Lime-Kiln Dust Modification / Cement Stabilization at Culverts and Approach slab areas" Note on Plan Sheet 10 of 253 was added via Addendum No. 1 to protect any shallow culverts or structures from being struck or damaged by the Stabilization equipment.*

Q#34 Temporary pavement striping, stripe removal, and CZM quantities for the EB resurfacing portion of the project do not appear to be included in the MOT sub-summary on sheet 15. How is this striping and stripe removal to be paid for?

A#34 *Refer to the response to Q#29 in this Addendum No. 2. The quantity for Removal of Pavement Marking has been modified via this Addendum No. 2.*

Q#35 While WB traffic is in Phase 3, where are the following Phase 2/2A WB signs to be located for Phase 3: "Speed Limit 50", "Do Not Pass on Shoulder", "Stay In Lane", "Single Lane w/ Next XX Miles", "Mile XX"? These signs will not be visible in Phase 3 if they are to remain in their Phase 2/2A locations.

A#35 *The barrier mounted signs from Phase 2/2A will remain in-place for Phase 3. The Contractor shall supply additional "speed limit 50" and "Single Lane with Next XX Miles" signs mounted on X-footprint sign stands. These signs shall be located behind the Traffic Drums in the Work Zone, and respectively adjacent to each corresponding barrier mounted sign. The "Do Not Pass on Shoulder" and "Stay in Lane" signs will not be required.*

MODIFICATIONS VIA ADDENDUM NO. 2 TO THE CONTRACT DOCUMENTS FOR CONTRACT NO. 39-13-01

The following changes are made to the Contract Documents for Contract No. 39-13-01:

MODIFICATIONS TO THE BID FORM

Deletions are shown with ~~strikethrough~~ text.

Changes/Additions are shown with ***bold italicized*** text.

Page OTC – BF – 12

Ref. Nos. 213 and 214 were modified as follows:

213	SP626	REPLACEMENT PRISMATIC RETRO REFLECTOR	846 288	EACH
214	SP626	RAISED PAVEMENT MARKER STIMSONITE MODEL 101LPCR	624 1,182	EACH

Page OTC – BF – 13

Ref. Nos. 245, 246, 247 and 266 were modified as follows:

245	614	WORK ZONE LANE LINE, CLASS I, 642 PAINT	0.32 12.37	MILE
246	614	WORK ZONE EDGE LINE, CLASS I, 642 PAINT	45.73 57.78	MILE
247	614	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	5,755 10,240	FT

266	SP641C	REMOVAL OF PAVEMENT MARKING	60.00 66.50	MILE
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MODIFICATIONS TO THE PLAN DRAWINGS

Modifications to the Plan Drawings

Deletions in Plan Notes are shown with ~~strikethrough~~ text.

Changes/Additions in the Plan Notes are shown with ***bold italicized*** text.

Additions and deletions on Plan Drawings are indicated with a cloud and revision triangle thus:



Plan Sheet 12 of 253

The General Note "WORK ZONE PAVEMENT MARKINGS – EASTBOUND MAINTENANCE OVERLAY" was added as follows:

"WORK ZONE PAVEMENT MARKINGS - EASTBOUND MAINTENANCE OVERLAY
THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY AND ARE INCLUDED FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR PURPOSES OF MAINTAINING TRAFFIC DURING AND AFTER THE PRE PHASE EASTBOUND MAINTENANCE OVERLAY.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY:

ITEM 614, WORK ZONE LANE LINE, CLASS I, 642 PAINT	12.05 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS I, 642 PAINT	12.05 MILE
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	4,485 FT

The quantity under the General Note SP614C - REMOVAL OF PAVEMENT MARKING has been revised from 60.0 to **66.5** Mile.

Plan Sheet 13 of 253

The General Note "ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN" was revised as follows:

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

THIS ITEM SHALL BE AS PER SECTION 615 OF THE CMS WITH THE EXCEPTION OF THE REMOVAL OF THE WORK ZONE PAVEMENT **THAT THE TEMPORARY PAVEMENT AND TRENCH DRAIN SHALL BE LEFT IN PLACE** FOLLOWING THE CONSTRUCTION OF THE PROJECT. ~~FOLLOWING THE COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL REMOVE THE TEMPORARY PAVEMENT TO WITHIN 1' OF THE MEDIAN BARRIER WALL (PERMANENT AND 50" TEMPORARY WALL) IN ORDER TO RESTORE THE EXISTING SHOULDER CROSS SLOPE. THE REMAINING TEMPORARY PAVEMENT ADJACENT TO THE EXISTING MEDIAN WALL AND UNDER THE PCB SHALL REMAIN.~~ IN ADDITION, PAYMENT FOR THIS ITEM SHALL ALSO INCLUDE ALL LABOR AND MATERIALS REQUIRED TO INSTALL THE TRENCH DRAIN PER ITEM SPSS839 AS WELL AS REMOVAL OF THE TRENCH DRAIN AND **THE** RESTORATION OF THE SHOULDER.

Plan Sheet 15 of 253

The quantities have been revised as follows:

On the line for Item 614, the WORK ZONE LANE LINE, CLASS I, 642 PAINT, under the column for Sheet Number 12, inserted **12.05 Mile**, which correspondingly increased the Grand Total from 0.32 to **12.37** Mile.

On the line for Item 614, the WORK ZONE EDGE LINE, CLASS I, 642 PAINT, under the column for Sheet Number 12, inserted **12.05 Mile**, which correspondingly increased the Grand Total from 45.73 to **57.78** Mile.

On the line for Item 614, the WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT under the column for Sheet Number 12 added **4485 FT**, which correspondingly increased the Grand Total from 5,755 to **10,240** FT.

One the line for Item 614C, the REMOVAL OF PAVEMENT MARKING, under the columns for Sheet Number 12 and the Grand Total, was revised from 60.0 Mile to **66.50** Mile

Plan Sheet 171 of 253

The General Note "ITEM 621 - RAISED PAVEMENT MARKER REMOVED" was revised as follows:

"ITEM 621 - RAISED PAVEMENT MARKER REMOVED

RAISED PAVEMENT MARKERS SHALL BE REMOVED FROM THE OHIO TURNPIKE ON THE WESTBOUND LANES WITHIN THE LIMITS OF THE MAINTENANCE OF TRAFFIC ZONE AS WELL AS FROM THE LANE LINE BETWEEN THE SECOND AND THIRD LANES IN THE EASTBOUND DIRECTION AS DIRECTED BY THE CHIEF ENGINEER. IN THE EASTBOUND DIRECTION THE CONTRACTOR SHALL ONLY REMOVE THE EXISTING REFLECTORS ***OUTSIDE THE PROJECT LIMITS AS SHOWN IN THE DETAILED PLANS.*** ~~THE EXISTING EASTBOUND REFLECTOR CASTINGS SHALL REMAIN IN PLACE.~~

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE TRAFFIC CONTROL GENERAL SUMMARY TO BE USED THROUGHOUT THE PROJECT AS DIRECTED BY THE ENGINEER.

ITEM 621 - RAISED PAVEMENT MARKER REMOVED	1,650 EACH"
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Plan Sheet 172 of 253

The quantities have been revised as follows:

On the line for Item SP626 - REPLACEMENT PRISMATIC RETRO REFLECTOR (WHITE), various quantities were reduced under the columns for Sheets 173, 174, 175, 176, 177, 178 and 179, which correspondingly decreased the Grand Total quantity from 848 to **288** Each.

On the line for Item SP626 - RAISED PAVEMENT MARKER STIMSONITE MODEL 101LPCR, various quantities were added under the columns for Sheets 173, 174, 175, 176, 177, 178 and 179, which correspondingly increased the Grand Total quantity from 624 to **1,182** Each.

Plan Sheets 173 through 179 of 253

The estimated quantities for Item SP626 - REPLACEMENT PRISMATIC RETRO REFLECTOR (WHITE) and Item SP626 - RAISED PAVEMENT MARKER STIMSONITE MODEL 101LPCR (WHITE) were modified.

Plan Sheets 187 through 211 of 253

A Sheet Note was added to each Plan Sheet that stated, "***RAISED PAVEMENT MARKERS IN EASTBOUND DIRECTION FROM STA. 430+00 TO STA. 740+00, REVISED FROM TYPE 'REPLACEMENT OF REFLECTOR ONLY' TO TYPE 'REPLACEMENT OF REFLECTOR AND CASTING.'***"

Various Symbols for the Raised Pavement Markers in the Eastbound direction were revised from identifying an "EXISTING RAISED PAVEMENT MARKER CASTING WITH REPLACEMENT REFLECTOR" to ***identifying*** "PROPOSED RAISED PAVEMENT MARKERS (PER OTC SDC RPM-1) "

(BIDDERS ARE ADVISED TO UTILIZE THE ATTACHED REPLACEMENT PAGES).

ATTACHMENTS:

Bid Form: OTC-BF-12 and OTC-BF-13

Contract Drawings: 12, 13, 15, 171, 172, 173, 174, 175, 176, 177, 178, 179, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210 and 211 of 253 (37 Total Sheets)

Receipt of Addendum No. 2 to Contract No. 39-13-01 is hereby acknowledged:

(Firm Name)

(Signature)

(Printed Name)

Date: _____

CONTRACT NO. 39-13-01 BID FORM

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		TRAFFIC CONTROL (Ref. Nos. 210-237)				
210	620	DELINEATOR, POST MOUNTED, AS PER PLAN	117	EACH		
211	620	REMOVAL OF DELINEATOR	117	EACH		
212	621	RAISED PAVEMENT MARKER REMOVED	1,650	EACH		
213	SP626	REPLACEMENT PRISMATIC RETRO REFLECTOR	288	EACH		
214	SP626	RAISED PAVEMENT MARKER STIMSONITE MODEL 101LPCR	1,182	EACH		
215	630	GROUND MOUNTED SUPPORT, NO. 3 POST	106	FT		
216	630	GROUND MOUNTED SUPPORT, NO. 4 POST	58	FT		
217	630	GROUND MOUNTED SIGN SUPPORT, PIPE	1	EACH		
218	630	SIGN POST REFLECTOR	2	EACH		
219	630	TRIANGULAR SLIP BASE CONNECTION	1	EACH		
220	630	SIGN, FLAT SHEET	155	SQ FT		
221	630	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	28	EACH		
222	630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	29	EACH		
223	630	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	20	EACH		
224	630	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	1	EACH		
225	630	SIGNING, MISC.: SIGN ERCTED, FLAT SHEET	39	EACH		
226	630	SIGNING, MISC.: SIGN ERCTED, OVERHEAD EXTRUSHEET	20	EACH		
227	631	REMOVAL OF LUMINAIRE AND DISPOSAL	8	EACH		
228	631	REMOVAL OF DISCONNECT SWITCH AND DISPOSAL	2	EACH		
229	631	REMOVAL OF BALLAST AND DISPOSAL	8	EACH		
230	631	REMOVAL OF SIGNS WIRED	4	EACH		
231	631	REMOVAL OF SIGN WIRING AND DISPOSAL	4	EACH		
232	631	REMOVAL OF SIGN SERVICE AND DISPOSAL	4	EACH		
233	642	EDGE LINE, 6", TYPE 1	28.82	MILE		
234	642	LANE LINE, 6", TYPE 1	28.84	MILE		
235	642	CHANNELIZING LINE, 12", TYPE 1	1,028	FT		
236	642	DOTTED LINE, 6", TYPE 1	290	FT		
237	SP802	BARRIER REFLECTOR, TYPE B	650	EACH		
TOTAL - TRAFFIC CONTROL						

CONTRACT NO. 39-13-01 BID FORM

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		MAINTENANCE OF TRAFFIC (Ref. Nos. 238-268)				
238	614	LINEAR DELINEATION	4,050	FT		
239	614	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) 24"	15	EACH		
240	614	REPLACEMENT SIGN	10	EACH		
241	614	WORK ZONE Crossover LIGHTING SYSTEM	2	EACH		
242	614	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	100	CU YD		
243	614	OBJECT MARKER, ONE WAY	1,015	EACH		
244	614	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	480	DAY		
245	614	WORK ZONE LANE LINE, CLASS I, 642 PAINT	12.37	MILE		
246	614	WORK ZONE EDGE LINE, CLASS I, 642 PAINT	57.78	MILE		
247	614	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	10,240	FT		
248	614	WORK ZONE DOTTED LINE, CLASS I, 642 PAINT	2,450	FT		
249	614	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1, 740.06, TYPE I	551	FT		
250	SP614	ZONE PERSON(S)	5,000	HOURL		
251	SP614	MAINTAINING TRAFFIC	LUMP	LUMP		
252	615	ROADS FOR MAINTAINING TRAFFIC	LUMP	LUMP		
253	615	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	323	SQ YD		
254	615	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	4,389	SQ YD		
255	616	WATER	1,000	M GAL.		
256	622	PORTABLE CONCRETE BARRIER, 50", AS PER PLAN	650	FT		
257	622	PORTABLE CONCRETE BARRIER, "Y" CONNECTOR	1	EACH		
258	SP622A	PORTABLE CONCRETE BARRIER, 32" (WITH GLARE SHIELD)	LUMP	LUMP		
259	SP622A	PORTABLE CONCRETE BARRIER, 32" (WITHOUT GLARE SHIELD)	LUMP	LUMP		
260	SP626	RAISED PAVEMENT MARKER-STIMSONITE MODEL 101 LPCR	25	EACH		
261	SP626	REPLACEMENT PRISMATIC RETRO-REFLECTOR	25	EACH		
262	SP626	REPLACEMENT RAISED PAVEMENT MARKER CASTING-STIMSONITE MODEL 101 LPCR	25	EACH		
263	SP626A	CONSTRUCTION ZONE MARKER, ONE WAY MODEL, (WHITE)	676	EACH		
264	SP626A	CONSTRUCTION ZONE MARKER, ONE WAY MODEL, (YELLOW)	547	EACH		
265	630	SIGNING, MISC.: ADDITIONAL SIGNS WITH SUPPORTS, AS DIRECTED BY THE CHIEF ENGINEER	500	SQ FT		
266	SP641C	REMOVAL OF PAVEMENT MARKING	66.50	MILE		
267	SPECIAL	"SNAP" MILL AND FILL	70,000	FT		
268	SPECIAL	EXISTING Crossover TO BE CLOSED / RE-OPENED, AS PER PLAN	3	EACH		
TOTAL - MAINTENANCE OF TRAFFIC						