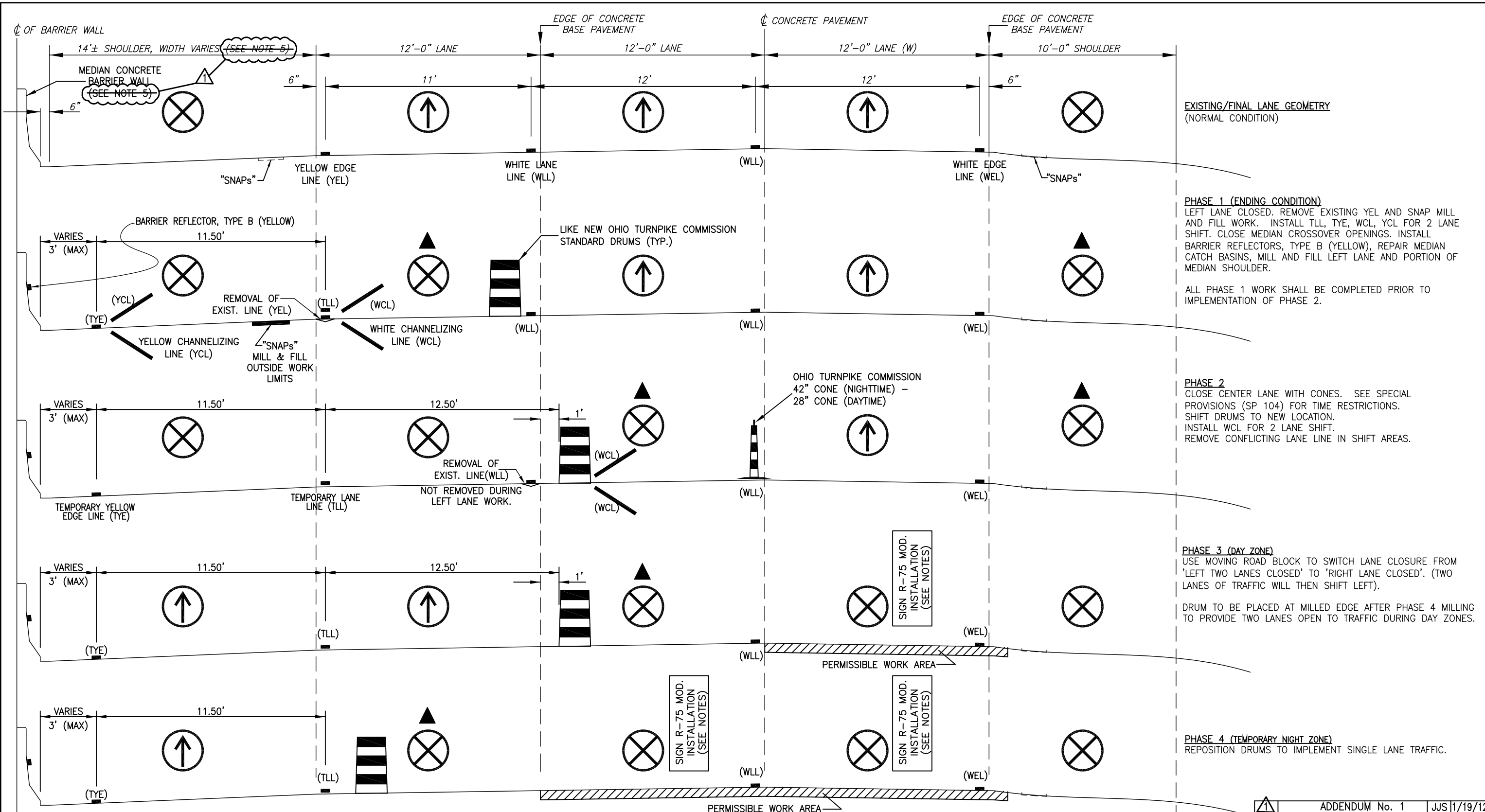


ESTIMATED QUANTITY			ITEM DESCRIPTION
ITEM	TOTAL	UNIT	
IB. ART.6	1.00	LUMP	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND
202	10.00	EACH	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
202	447.67	SQ.YD.	APPROACH SLAB REMOVED
202	200.00	LIN.FT.	GUARDRAIL REMOVED FOR SALVAGE, TYPE 5
202	300.00	LIN.FT.	GUARDRAIL REMOVED
202	2,297.00	EACH	RAISED PAVEMENT MARKERS, REMOVED FOR DISPOSAL
SP 202B	10.00	CU.YD.	CRACK REPAIR, 1" OR LESS, USING SAND ASPHALT
SP 202B	3,000.00	GALLON	CRACK REPAIR, 1" OR LESS, USING HOT JOINT SEALER
SP 202B	20.00	CU.YD.	CRACK REPAIR, WIDER THAN 1" AND LESS THAN 1" IN DEPTH, USING ITEM SP 404 (PG 64-22)
SP 202B	30.00	CU.YD.	CRACK REPAIR, WIDER THAN 1" AND GREATER THAN 1" IN DEPTH, USING SP 402 (PG 64-22)
SP 202B	100.00	CU.YD.	3 CORNER CRACK REPAIR, USING ITEM SP 402 (PG64-22)
SP 202B	20.00	CU. YD.	REPAIR EXISTING EXPANSION JOINT, USING ITEM SP 404 (PG64-22)
SP 202B	100.00	CU. YD.	LONGITUDINAL CRACK REPAIR
254	601,212.00	SQ.YD.	PAVEMENT PLANING, ASPHALT CONCRETE
254	1,200.00	SQ.YD.	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN
SP 304	150.00	CU. YD.	AGGREGATE BASE
SP 403	6,076.00	CU.YD.	ASPHALT CONCRETE LEVELING COURSE, PG 64-22
SP 402	12,161.00	CU.YD.	ASPHALT CONCRETE BASE COURSE, OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG 70-22(FR)
SP 404	8,918.00	CU.YD.	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22
SP 404	12,900.00	CU.YD.	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 70-22(FR)
SP 404A	97,166.00	LIN.FT.	JOINT SEALER
SP 407	120,964.00	GALLON	TACK COAT
SP 451	2,960.00	SQ.YD.	FULL DEPTH PAVEMENT REPAIRS (ASPHALT)
SP 536	14,376.00	SQ.YD.	CONCRETE WEATHERPROOFING - DECK AND APPROACH SLABS
SP 536	3,993.00	SQ.YD.	CONCRETE WEATHERPROOFING - BARRIERS AND PARAPETS
604	105.00	EACH	CATCH BASIN, ADJUSTED TO GRADE, AS PER PLAN
604	20.00	EACH	CATCH BASIN, ADJUSTED TO GRADE, GREATER THAN 12", AS PER PLAN
604	5.00	EACH	CATCH BASIN, GRATE AND CASTING, AS PER PLAN
SP 605	3,055.00	LIN.FT.	AGGREGATE DRAINS, TYPE II
606	500.00	LIN.FT.	GUARDRAIL ADJUSTED TO 27" HEIGHT
606	500.00	LIN.FT.	GUARDRAIL, TYPE 5, USING STEEL POSTS
606	200.00	LIN.FT.	GUARDRAIL REBUILT, TYPE 5, USING STEEL POSTS
606	10.00	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2, USING STEEL POSTS
609	400.00	LIN.FT.	ASPHALT CONCRETE CURB, PG 64-22, STANDARD TYPE I
609	100.00	LIN.FT.	CURB, TYPE 2
SP 611	447.67	SQ.YD.	CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (T=12")
SP 614	1.00	LUMP	MAINTAINING TRAFFIC, AS PER PLAN
SP 614	1,984.00	HOURS	ZONE PERSON
614	20.00	CU. YD.	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
614	19.20	MILE	WORK ZONE EDGE LINE, CLASS 1, 740.02 TYPE 1
614	19.20	MILE	WORK ZONE LANE LINE, CLASS 1, 740.02 TYPE 1
614	7,392.00	LIN.FT.	WORK ZONE CHANNELIZING LINE, CLASS 1, 740.06 TYPE 1
617	25,000.00	SQ.YD.	SHOULDER PREPARATION
617	2,000.00	CU.YD.	COMPACTED AGGREGATE
617	50.00	M. GAL.	WATER
619	1.00	LUMP	FIELD OFFICE, AS PER PLAN
624	1.00	LUMP	MOBILIZATION
SP 626	1,500.00	EACH	RAISED PAVEMENT MARKERS, STIMSONITE MODEL 101 LPCR
SP 626A	1,000.00	EACH	CONSTRUCTION ZONE MARKERS, ONE WAY MODEL, WHITE
SP 626A	500.00	EACH	CONSTRUCTION ZONE MARKERS, ONE WAY MODEL, YELLOW
SP 627	2,500.00	TON	STONE SHOULDER PROTECTION
SP 641	2.00	MILE	8" TEMPORARY CHANNELIZING LINE (WHITE)
SP 641	1.00	MILE	8" TEMPORARY CHANNELIZING LINE (YELLOW)
SP 641A	0.65	MILE	TEMPORARY REMOVAL OF EXISTING PAVEMENT MARKING
SP 641C	21.50	MILE	REMOVAL OF PAVEMENT MARKING
642	39.70	MILE	6" WHITE LANE LINE, TYPE 1
642	23.30	MILE	6" WHITE EDGE LINE, TYPE 1
642	23.30	MILE	6" YELLOW EDGE LINE, TYPE 1
SP 802	400.00	EACH	BARRIER REFLECTOR, TYPE A (WHITE)
SP 802	4,055.00	EACH	BARRIER REFLECTOR, TYPE B (YELLOW)
SPECIAL	2.40	MILE	"SNAP" MILL AND FILL
SPECIAL	35.60	MILE	SONIC NAP ALERT PATTERN (SNAP)
SPECIAL	4.00	EACH	EXISTING CROSSOVER TO BE CLOSED/RE-OPENED, AS PER PLAN
SPECIAL	26.00	EACH	SECURING MANHOLE LID
SPECIAL	10.00	EACH	AIR SPEED ZONE MARKINGS, AS PER PLAN



NO.	ADDENDUM No. 1	JJS	1/19/12
	REVISION	BY	DATE
OHIO TURNPIKE COMMISSION			
ESTIMATED QUANTITIES			
DATE : DECEMBER 2011		SCALE : NONE	
CONTRACT : 59-12-03		SHEET 2 OF 12	



EXISTING/FINAL LANE GEOMETRY (NORMAL CONDITION)

PHASE 1 (ENDING CONDITION)
 LEFT LANE CLOSED. REMOVE EXISTING YEL AND SNAP MILL AND FILL WORK. INSTALL TLL, TYE, WCL, YCL FOR 2 LANE SHIFT. CLOSE MEDIAN CROSSOVER OPENINGS. INSTALL BARRIER REFLECTORS, TYPE B (YELLOW), REPAIR MEDIAN CATCH BASINS, MILL AND FILL LEFT LANE AND PORTION OF MEDIAN SHOULDER.

ALL PHASE 1 WORK SHALL BE COMPLETED PRIOR TO IMPLEMENTATION OF PHASE 2.

PHASE 2
 CLOSE CENTER LANE WITH CONES. SEE SPECIAL PROVISIONS (SP 104) FOR TIME RESTRICTIONS. SHIFT DRUMS TO NEW LOCATION. INSTALL WCL FOR 2 LANE SHIFT. REMOVE CONFLICTING LANE LINE IN SHIFT AREAS.

PHASE 3 (DAY ZONE)
 USE MOVING ROAD BLOCK TO SWITCH LANE CLOSURE FROM 'LEFT TWO LANES CLOSED' TO 'RIGHT LANE CLOSED'. (TWO LANES OF TRAFFIC WILL THEN SHIFT LEFT).

DRUM TO BE PLACED AT MILLED EDGE AFTER PHASE 4 MILLING TO PROVIDE TWO LANES OPEN TO TRAFFIC DURING DAY ZONES.

PHASE 4 (TEMPORARY NIGHT ZONE)
 REPOSITION DRUMS TO IMPLEMENT SINGLE LANE TRAFFIC.

- LEGEND**
- LANE/SHOULDER OPEN TO TRAFFIC
 - LANE/SHOULDER CLOSED TO TRAFFIC
 - (W) WIDTH AND NUMBER OF LANES VARIES. SEE TYPICAL SECTIONS FOR APPROXIMATE LIMITS.
 - STORAGE OF EQUIPMENT OR PARKING VEHICLES IN LANE ADJACENT TO TRAFFIC IS **STRICTLY PROHIBITED**.

- NOTES**
1. ORDER OF STAGING WILL BE REVERSED (i.e. 3,2,1) TO RETURN TRAFFIC TO NORMAL CONDITION.
 2. "LANE CLOSED" R-75(MODIFIED) SIGNS WITH TYPE III BARRICADES SHALL BE PROVIDED, INSTALLED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. THE "LANE CLOSED" R-75(MODIFIED) SIGN MOUNTED ON APPROVED TYPE III BARRICADE SHALL BE INSTALLED AT 1/2 MILE INTERVALS AS SHOWN ABOVE. HOWEVER, THE SAID SIGN AND BARRICADE ASSEMBLY SHALL NOT BE LOCATED ANY CLOSER THAN 500' OR BETWEEN ANY SIGN REQUIRED BY OTC STD. DWG. TCR-9.1, TCR-9.2, TCR-9.3, AND/OR TCR-9.4. THE INSTALLATIONS SHOWN IN EACH OF THE ABOVE STEPS MAY BE WAIVED BY THE CHIEF ENGINEER PROVIDED THE DURATION OF THE SPECIFIC PHASE IS LESS THAN 12 HOURS LONG.
 3. MEDIAN WALL AND EXISTING STRIPING SHALL NOT BE USED AS A GUIDE FOR FINAL STRIPING. STRIPING SHALL BE IN ACCORDANCE WITH RPM-1. ANY CONFLICTS WITH REGARD TO EXISTING/PROPOSED/FINAL STRIPING SHALL BE BROUGHT TO THE CHIEF ENGINEERS ATTENTION IMMEDIATELY FOR FURTHER EVALUATION.
- 1. MEDIAN BARRIER WALL PRESENT FROM MP 172 TO MP 173.05. FROM MP 173.05 TO 176, LEFT SHOULDER 14'± WITH 50" AND 32" BARRIER PRESENT AT VARIOUS LOCATIONS.*

NO.	ADDENDUM No. 1	JJS 1/19/12
	REVISION	BY DATE
OHIO TURNPIKE COMMISSION		
TEMPORARY TRAFFIC CONTROL PHASING FOR RIGHT AND CENTER LANE WORK		
DATE : NOVEMBER 2011	SCALE : NONE	
CONTRACT : 59-12-03	SHEET 11 OF 12	