

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 5" :

ALL REPAIR AREAS SHALL BE VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE THE REPAIR AREAS SHALL CONSIST OF REMOVING 5.0 INCHES OF PAVEMENT AND PLACING 5.0 INCHES OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 AND THE AVERAGE WIDTH SHALL BE 6' WIDE. FOR MORE INFORMATION SEE DETAIL ON SHEET 9. WORK SHALL BE PERFORMED PRIOR TO PLANING. NO MORE PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

IN ADDITION TO THE QUANTITY SHOWN IN THE PAVEMENT REPAIR SUBSUMMARY, THE FOLLOWING QUANTITY HAS BEEN PROVIDED AS A CONTINGENCY AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 5" = 289.6 SQ YD



ITEM 253 - PAVEMENT REPAIR, AS PER PLAN, 14" :

ALL REPAIR AREAS DETAILED IN THE PLAN SHALL BE VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE THE REPAIR AREAS SHALL CONSIST OF REMOVING 14 INCHES OF PAVEMENT AND PLACING 8 INCHES OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 AND 6 INCHES OF ITEM 304 - AGGREGATE BASE. THE AVERAGE WIDTH SHALL NOT BE LESS THAN 4 FEET. FOR MORE INFORMATION SEE DETAIL ON SHEET 9. SAWCUTTING SHALL BE INCIDENTAL TO THE COST OF THE PAVEMENT REPAIRS. WORK SHALL BE PERFORMED PRIOR TO PLANING. NO MORE PAVEMENT REPAIR (ASPHALT CONCRETE BASE) SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY. REPAIRS SHALL BE LEFT 1.5 INCHES BELOW EXISTING GRADE IF COMPLETED BEFORE MILLING.

IN ADDITION TO THE QUANTITY SHOWN IN THE PAVEMENT REPAIR SUBSUMMARY, THE FOLLOWING QUANTITY HAS BEEN PROVIDED AS A CONTINGENCY AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN, 14" = 157.6 CU YD

ITEM 253 - PAVEMENT REPAIR, MISC: UNDERCUT :

AT LOCATIONS WHERE ITEM 253 - FULL DEPTH PAVEMENT REPAIRS ARE PERFORMED, THERE WILL BE 12" OF ITEM SPECIAL 50-50 MIX OF #1'S AND #2'S USED A THE DIRECTION OF THE ENGINEER/CITY OF MARION WHERE MORE UNDERCUT IS NEEDED. PAVEMENT REPAIR SHALL BE STARTED AND COMPLETED IN THE SAME WORKING DAY. THE MINIMUM WIDTH OF REPAIR IS 4".

THE FOLLOWING QUANTITY IS A CONTINGENCY AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 253 - PAVEMENT REPAIR, MISC: UNDERCUT = 50 CU YD

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" :

THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS SLOPE (CROWN) DURING THE PLANING OPERATIONS.

THE ASPHALT PAVEMENT SHALL BE PLANED AND RESURFACED WITHIN THE SAME WORK PERIOD. FAILURE TO COMPLY SHALL SUBJECT THE CONTRACTOR TO LIQUIDATED DAMAGES AS PER SECTION 108.07 OF C&MS.

AT NO TIME OUTSIDE OF THE WORK SHIFT SHALL TRAFFIC BE EXPOSED TO PLANED PAVEMENT ON THE MAINLINE ROADWAY OR ANY INTERSECTING STATE ROUTES. PLANED PAVEMENT AT INTERSECTIONS WITH CITY STREETS MUST BE PAVED WITHIN TWO (2) DAYS.

THE CONTRACTOR SHALL LIMIT THE PAVING OPERATION TO A MAXIMUM OF ONE LANE AT A TIME SO AS TO ENSURE THAT THE PROPOSED SURFACE COURSE IS BUTTING UP TO EITHER PROPOSED OR EXISTING ASPHALT (CONFINED JOINT).

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 3.0" :

THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS SLOPE (CROWN) DURING THE PLANING OPERATIONS.

THE CONTRACTOR SHALL LIMIT THE PLANING OPERATION TO ONE LANE AT A TIME AS TO ENSURE THAT THE PROPOSED INTERMEDIATE COURSE IS BUTTING UP TO EITHER PROPOSED OR EXISTING ASPHALT.

PLANED PAVEMENT SHALL NEVER BE EXPOSED TO TRAFFIC AND THE CONTRACTOR SHALL PERFORM THE INTERMEDIATE COURSE CONCURRENTLY AS TO NO VIOLATE THE DROPOFF POLICY PER SCD MT-101.90. THE FINAL SURFACE COURSE SHALL NOT BE PLACED UNTIL BOTH LANES OF INTERMEDIATE COURSE HAS BEEN COMPLETED AND THE SURFACE COURSE SHALL MEET THE LAP REQUIREMENTS ON SCD BP-3.1.

FAILURE TO COMPLY SHALL SUBJECT THE CONTRACTOR TO LIQUIDATED DAMAGES AS PER SECTION 108.07 OF C&MS.

ITEM 617 - WATER:

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 617 - WATER = 2 MGAL

ITEM 617 - SHOULDER RECONDITIONING, MISC.: RESHAPING SHOULDER:

THIS ITEM SHALL BE PERFORMED AS DESCRIBED AS IN CMS 617 (RECONDITIONING SHOULDERS). THIS ITEM OF WORK SHALL CONSIST OF LOOSENING (AND REMOVING) EXISTING AGGREGATE SHOULDER TO A VARIABLE TO A VARIABLE DEPTH OF 6" TO 12" AND A VARIABLE WIDTH OF A MINIMUM OF 2 FEET TO A MAXIMUM OF 6 FEET. RESHAPING AND COMPACTING THE LOOSENED MATERIAL AS NECESSARY TO MATCH THE PROPOSED ASPHALT SURFACE COURSE AS DETAILED ON TYPICAL DETAIL SHEET 11. ALL EXCESS MATERIAL TO BE REMOVED BY THE CONTRACTOR.

ITEM 632 - DETECTOR LOOP, AS PER PLAN:

THE LOCATIONS, SIZES AND SHAPES OF PROPOSED LOOP DETECTORS WILL BE THE SAME AS EXISTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THE EXISTING LOOP DETECTORS LISTED IN THE PLAN BEFORE THE PAVEMENT PLANING DESTROYS THEM. ALL LOOP WIRE SHALL BE IDENTIFIED WITH A PLASTIC TAG (WBLT, EBRT, ETC.) AT THE SPLICE POINT OR AT ENTRANCE TO THE CONTROL CABINET. WHEN A PULLBOX IS NOT USED, THE SOLDERED SPLICE SHALL BE MADE IN AN ANCHOR BASE, STRAIN POLE OR A CONDUIT RISER SPECIFIED BY THE PROJECT ENGINEER, EXCEPT WHERE A CONTROLLER CABINET IS MOUNTED ON THAT POLE IN WHICH CASE THE LOOP WIRE SHALL BE ROUTED DIRECTLY INTO THE CABINET. THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER PRIOR TO THE COMMENCEMENT OF WORK, A COPY OF THE IMSA CERTIFICATION PAPERS FOR ALL SIGNAL TECHNICIANS WORKING ON THIS PROJECT.

THE CONTRACTOR SHALL ALSO CONTACT THE CITY OF MARION AT LEAST ONE WEEK IN ADVANCE OF THIS ITEM OF WORK.

ALL DETECTOR LOOPS SHALL BE REPLACED AND FUNCTIONAL WITHIN 48 HOURS OF BEING REMOVED. THE CONTRACTOR SHALL ALSO PROTECT ANY INLET OR CATCH BASIN FROM FOREIGN MATERIAL OR CONSTRUCTION DEBRIS ENTERING THE INLET OR CATCH BASIN WHILE CUTTING DETECTOR LOOPS.

LOOP DETECTORS ARE LOCATED AT THE FOLLOWING INTERSECTIONS:

- SUPERIOR STREET = 1 EACH
- WASHINGTON AVENUE = 1 EACH
- COLUMBIA AVENUE = 2 EACH
- COPELAND AVENUE = 2 EACH

CONTINGENCY = 2 EACH

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 632 - DETECTOR LOOP, AS PER PLAN = 8 EACH

ITEM 632 - LOOP DETECTOR TIE IN:

THIS ITEM SHALL BE USED TO CONNECT AND SPLICE THE PROPOSED LOOP DETECTORS TO THE APPROPRIATE EXISTING LEAD IN CABLE INSIDE THE PULL BOX.

- EDGEWOOD DRIVE = 2 EACH
- SUPERIOR STREET = 2 EACH
- WASHINGTON AVENUE = 1 EACH
- COLUMBIA AVENUE = 2 EACH
- COPELAND AVENUE = 2 EACH

CONTINGENCY = 2 EACH

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 632 - LOOP DETECTOR TIE IN = 11 EACH

ITEM 644 - THERMOPLASTIC PAVEMENT MARKING:

THE LOCATIONS, SIZES AND SHAPES OF PROPOSED PAVEMENT MARKINGS WILL BE THE SAME AS EXISTING ON THE MAJORITY OF THIS PROJECT. ANY DEVIATION FROM EXISTING WILL BE IDENTIFIED WITHIN THIS PLAN.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THESE EXISTING PAVEMENT MARKINGS BEFORE THE PAVEMENT PLANING AND RESURFACING OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

QUANTITIES FOR ITEM 644 - THERMOPLASTIC PAVEMENT MARKINGS ARE REFLECTED IN THE TRAFFIC CONTROL SUBSUMMARY ON SHEET 63.

ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN:

THIS ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES. THE STAKES SHALL BE SPACED AT 200 FT INTERVALS AND SHALL EXTEND THROUGHOUT THE LENGTH OF EACH PROJECT LOCATION AND THROUGHOUT THE LENGTH OF ANY RAMPS.

PLACEMENT OF THE STAKES SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED OR MISSING STAKES.

CONSTRUCTION LAYOUT STAKES, AS PER PLAN WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID, WHICH SHALL BE FULL COMPENSATION FOR ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS, INCLUDING THE REMOVAL, NECESSARY TO COMPLETE THIS ITEM.

ENVIRONMENTAL COMMITMENTS:

1. ANY ROAD CLOSURES WILL BE POSTED IN ADVANCE. AND DETOUR ROUTE WILL BE PROPERLY POSTED.
2. THERE ARE SEVERAL PARKS, CEMETERIES, AND HISTORICAL/MEMORIAL PARKS LOCATED IN MARION AND MUST BE AVOIDED AS PART OF THIS PROJECT. THERE SHALL BE NO STORAGE OF MATERIALS, EQUIPMENT, OR STAGING FROM THESE LOCATIONS.
3. NO TREE CLEARING IS REQUIRED OR PERMITTED ON THIS PROJECT.

INTERIM COMPLETION DATE:

THIS CONTRACT INCLUDES AN INTERIM COMPLETION DATE AS DESCRIBED IN PN 121 OF 10/15/2022 FOR ALL WORK IDENTIFIED BELOW BETWEEN SLM 10.01 (STA 529+05.00) AND SLM 10.73 (STA 567+32.50)

- ALL ITEMS RELATED TO CURB RAMP UPGRADES
- ALL ITEMS RELATED TO PAVEMENT REPAIR
- ALL ITEMS RELATED TO PAVEMENT PLANING AND RESURFACING IN THE AREA DESCRIBED ABOVE.
- ALL ITEMS RELATED TO FINAL PAVEMENT MARKINGS IN THE AREA DESCRIBED ABOVE.

INCENTIVE/DISINCENTIVE CONTRACT TABLE

DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD
WORK DESCRIBED ABOVE	10/15/2022	DAY	\$900

DESIGN AGENCY



DESIGNER
RAM

REVIEWER
XXX MM-DD-YY

PROJECT ID
106276

SHEET TOTAL
P.13 64