

Project Number: 160219

PID #: 77269

Contract ID: D0477269

DBE Goal: 15.0%

Summit

IR 76-10.00 (Main/Brdway)

E040(563)

MAJOR RECONSTRUCTION

Work Type Percentage Performed by Prime: 50

THE 2013 CONSTRUCTION AND MATERIAL SPECIFICATION BOOK IS PART OF THE
BIDDING DOCUMENTS ON THIS PROJECT

PROPOSAL

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

Jerry Wray, Director

May 12, 2016

Submitted by _____

Bidder Id _____

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PN 019 – 01/20/2016 - PREPARATION OF PROPOSAL

ELECTRONIC BIDDING REQUIREMENTS

The Department uses the Bid Express website (<http://www.bidx.com>) as an official repository for electronic bid submittal. Bidders must prepare their bids electronically using Project Bids and submitted via Bid Express.

The Department will not accept handwritten bids or bids generated electronically from software other than that used and supplied by the Department. All handwritten bids and bids generated electronically from software other than that used and supplied by the Department shall be considered non-responsive and ineligible for award. The Department will only accept and consider bids that have been produced using Project Bids and submitted via Bid Express.

The Department's Office of Contracts will provide planholders with a proposal, plan set and any required addenda. Most addenda will not be provided by hard copy, but will be available on the Office of Contracts website at: <http://contracts.dot.state.oh.us>. Planholders will be notified of all addenda via email. All proposals, plans, Project Bids (EBSX) files and addenda are also available on the Office of Contracts web site.

Electronic bids must comply with all special provisions, the Construction and Material Specifications, Supplemental Specifications and the rules and regulations of the Ohio Department of Transportation regarding bid preparation and bid submittal.

Blank unit prices will be considered an invalid bid EXCEPT in the case of optional designs (projects where the bidder is required to bid on only one design). Unit prices of zero are not permitted at any time.

Addenda and/or amendments must be acknowledged in the Bid Acknowledgement section of the Project Bids (EBSX) file in order for your bid to be considered for award of this project. The section contains the certification of receipt of all hard copy proposals, addenda, amendments, plans, standard specifications and supplemental specifications. Supplemental Questionnaire information regarding the bidder's outstanding ODOT and non-ODOT work have also been included in this section. Bid Express will not accept bids that do not have amendments incorporated. Failure to incorporate changed quantities or items in your Project Bids (EBSX) submissions will result in the rejection of your bid.

Each bidder is required to file with his bid a certified check or cashier's check for an amount equal to five percent (5%) of its bid, but in no event more than fifty thousand dollars, or a bid bond for ten percent (10%) of its bid payable to the "Director of Transportation." Electronic bid bonds will be verified upon submission of bids through Bid Express. Bidders must obtain and verify a Bond ID number from the surety. This Bond ID must be entered in the "Bond ID Number" field in the Bid Bond Section of the Project Bids file.

If the contractor chooses to submit a certified check to guaranty its bid, the Department's Office of Contracts will accept a check up to 72 hours in advance of the letting. The Office of Contracts must receive the certified check by 10:00 a.m. on the day the project sells. All checks must be sent to ODOT, Office of Contracts, Attention: Letting Manager, First Floor, 1980 W. Broad St., Columbus, Ohio 43223.

The successful bidder must furnish a performance bond and a payment bond in an amount equal to one hundred percent (100%) of the awarded contract amount. (Ohio Revised Code Section 5525.16)

Any bid received after 10:00 a.m. on the scheduled day of opening will receive no further consideration for award. The Department will not be responsible for a late bid due to failure of the bidder to allow sufficient time for delivery of the bid.

The Department will ensure that this electronic bid depository is available for a two-hour period prior to the deadline for submission of bids. In the case of disruption of national communications or loss of services by <http://www.bidx.com> during this two-hour period, the Department will delay the deadline for bid submissions to ensure the ability of potential bidders to submit bids. If this occurs, instructions will be communicated to potential bidders.

PN 007 - 10/15/2004 - TRUCK LEASING

The Code of Federal Regulations Title 49, Section 26.55(d)(4)(5)(6) governs trucking operations. This section states that the Disadvantaged Business Enterprise (DBE) may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract. The DBE may also lease trucks from a non-DBE firm, including an owner-operator. The DBE who leases trucks from a non-DBE will receive credit for only the fee or commission it receives as a result of the lease agreement. The DBE does not receive credit for the total value of the transportation services provided by the lessee, since these services are not provided by a DBE. The law requires that a lease must indicate that the DBE has exclusive use of and control over the truck for credit to be accorded to the DBE. This does not preclude the leased truck from working for others during the term of the lease with the consent of the DBE, so long as the lease gives the DBE absolute priority for use of the leased truck. Leased trucks must display the name and identification number of the DBE.

In lieu of a truck owner displaying the name and identification number of the DBE, the truck owner shall be required to furnish a photocopy of the lease agreement. Thereby, fulfilling the rule without causing undue hardship on any entity.

Credit for expenditures with DBEs for materials or supplies toward the DBE goal is described as follows:

1. When the materials or supplies are obtained from a DBE manufacturer the prime contractor may receive credit for 100 percent of the cost of the materials or supplies toward the DBE goal. For purposes of this section, a manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character described by the specifications.
2. When the materials or supplies are purchased from a DBE regular dealer or supplier the prime contractor may receive credit for 60 percent of the cost of the materials or supplies toward the DBE goal. For purposes of this section, a regular dealer or supplier is a firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business.

For subcontract agreement (C-92) purposes the following definitions will be used:

Install - DBE contractor who obtains goods, materials and supplies and fixes in place, for use, the same goods, materials and supplies. (e.g., DBE contractor obtains and fixes in place re-bar on project site). Must spend 20% or more time on project per day. 100% credit toward prime's DBE goal.

Stockpiling - DBE Contractor/Trucker who delivers materials, goods, or supplies to project site. 60% credit toward prime's DBE goal.

Tailgating - DBE Contractor/Trucker who delivers and installs materials, goods, or supplies to project site. Must spend 20% or more time on project per day. 100% credit toward prime's DBE goal.

PN 033 - 04/18/2008 - AS PER PLAN DESIGNATION - PROPOSAL NOTE

For the last several years the "As Per Plan" designation has been added to some item descriptions in the proposal to assist the Contractors to easily identify standard items that have been altered by plan notes.

The "As Per Plan" designation has proven to be a very useful tool for the Contractors. However, its use was never intended to relieve the Contractors of their responsibility to read, bid and construct all items in accordance with all governing plan notes. Therefore, the absence of an "As Per Plan" designation on some item descriptions in the proposal for which there are clear and controlling plan notes does not relieve the Contractors of the responsibility to read, bid and construct those particular items in accordance with the governing plan notes.

Be advised that the item descriptions in the bidding proposal must be read or interpreted with the governing plan notes and the Ohio Department of Transportation Construction and Materials Specifications. A claim based upon an "order of precedence" basis will be denied. In the event that a conflict, either real or perceived, exists between the item description and the governing plan note, the Contractors are to request clarification through the pre-bid process.

PN 038 - 10/15/2004 - UNRESOLVED FINDING FOR RECOVERY

The Contractor affirmatively represents to the Department that it is not subject to a finding for recovery under Ohio Revised Code §9.24, or that it has taken the appropriate remedial steps required under §9.24 or otherwise qualifies under that section. The Contractor agrees that if this representation is deemed to be false, the contract shall be void ab initio as between the parties to this contract, and any funds paid by the state hereunder shall be immediately repaid to the Department, or an action for recovery may be immediately commenced by the Department for recovery of said funds.

PN 039 - 10/15/2004 - ASSIGNMENT OF ANTITRUST CLAIMS IN STATE CONTRACT LANGUAGE

It is the policy of the Ohio Department of Transportation that ODOT and the Contractor recognize that in actual economic practice, overcharges resulting from antitrust violations are usually borne by ODOT. As consideration for the Award of the Contract and intent to be legally bound, the Contractor acting herein by and through the person signing this contract on behalf of the Contractor as a duly authorized agent, hereby assigns, sells, conveys, and transfers to ODOT any and all right, title and interest to any and all claims and causes of action the Contractor now has or hereafter requires under state or federal antitrust laws provided that the claims or causes of action related to the goods or services that are the subject to the contract. In addition, the Contractor warrants and represents that it will require any and all of its subcontractors and first tier suppliers to assign any and all federal and state antitrust claims and causes of action to ODOT. The provisions of this article shall become effective at the time ODOT executes this contract without further acknowledgment by any of the parties.

All contracting entities shall assign their rights and responsibilities to ODOT for all antitrust claims and causes of action regarding subcontractors.

PN 015 - 07/06/2012 - CONTRACT PROVISIONS FOR FEDERAL-AID CONSTRUCTION CONTRACTS

The required contract provisions for federal-aid construction contracts (contained in Form FHWA 1273 revised May, 2012) are hereby incorporated reference as if rewritten herein.

PN 017 - 10/15/2004 - FEDERALLY REQUIRED EEO CERTIFICATION CLAUSE

The Federally Required EEO Certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7 (b) (1)), and must be submitted by bidders and proposed subcontractors only in connection with contracts and subcontractors which are subject to the equal opportunity clause. Contracts and subcontracts which are exempt from the equal opportunity clause are set forth in 41 CFR 60-1.5. (Generally only contracts or subcontracts of \$10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders or their implementing regulations.

Proposed prime contractors and subcontractors who have participated in a previous contract or subcontract subject to the Executive Orders and have not filed the required reports should note that 41 CFR 60-1.7 (b) (1) prevents the award of contracts and subcontracts unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U.S. Department of Labor.

PN 020 – 11/21/2011 - NOTICE OF REQUIREMENT OF AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY

The Bidder's attention is called to the affirmative action obligations required by the specifications set forth in 23 CFR Part 230, 41 CFR Part 60, Executive Order 11246, Section 503, and the affirmative action provisions of Vietnam Era Veterans' Readjustment Assistance Act (VEVRAA) of 1974.

Utilization goals applicable to the project, expressed in percentages, for minority and female participation for each construction craft can be found on ODOT's website at <http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Pages/default.aspx>. These goals are based on 2000 census data and represent the area, per craft, minority and female availability pool.

Minority and female utilization obligations by craft per county (applicable to project):

<http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Construction/CountyAvailability-ByTrade.pdf>

Statewide utilization obligations by craft (applicable to the Contractor's statewide workforce):

<http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Construction/StatewideAverages-ByTrade.pdf>

The New Hire Definition is as follows:

An individual who has a break in service (not on an employer's payroll) for a period of 12 months or longer and the person affected is not a salaried employee, but belongs to a union craft. Individuals compensated for training or incidental work which does not cause a break in unemployment compensation, i.e., paid by voucher check or petty cash, are considered new hires if the individual's break in service is 12 months or longer.

The time frame for a new hire shall be associated with the first project worked for that contractor regardless of whether it is public or private. When reporting new hires the contractor shall identify that employee as a new hire on that specific project only. Subsequent work, barring a break in service of 12 months or more, would **not** qualify the employee as a new hire for that contractor.

The Contractor's compliance shall be based on the implementation of affirmative action obligations required by the specifications set forth in 23 CFR Part 230, and its good faith efforts to meet these obligations. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the Contractor shall make a good faith effort to employ minorities and females on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the affirmative action obligations shall be a violation of the contract and regulations in 23 CFR Part 230. The good faith efforts put forth by the contractor will be measured against the total work hours performed. Under FHWA, ODOT is the authority tasked with ensuring that the contractor adheres to the aforementioned regulations. In addition to complying with the Required Contract Provisions as outlined in the attached subcontract agreement the Contractor shall provide immediate written notification to the ODOT and the Prime Contractor when referral practices of the union or unions with which the Contractor has a collective bargaining agreement impede the company's efforts to meet its equal opportunity obligations.

The Office of Federal Contract Compliance Programs (OFCCP) administers and enforces equal employment opportunity laws that apply to Federal government contractors and subcontractors supplying goods and services, including construction, to the Federal Government under 41 CFR Part 60, Executive Order 11246, Section 503, and the affirmative action provisions of VEVRAA. The OFCCP monitors compliance with these laws primarily through compliance evaluations, during which a compliance officer examines the contractor's affirmative action efforts and employment practices. Under Executive Order 11246, the OFCCP may perform contract compliance reviews on contractors involved with federally funded ODOT projects.

Requirements for affirmative action obligations governing OFCCP contract compliance reviews are those listed in the Federal Register for the Economic Area. <http://www.dol.gov/ofccp/TAguides/consttag.pdf> page E-32

The Department of Administrative Services (DAS), Equal Opportunity Division, is responsible for ensuring state contractors implement and adhere to the State of Ohio's affirmative action program pursuant to [Ohio Administrative Code \(OAC\) 123:2-3-02](#). Specifically, this unit's responsibilities includes the issuance of certificates of compliance under [ORC 9.47](#) and [153.08](#), conducting project site visits and compliance reviews (desk audits) to ensure contractors utilize minorities and women in the construction trades, as well as maintaining a working environment free of discrimination, harassment and intimidation. The DAS may perform contract compliance reviews on contractors involved with state funded ODOT projects. Requirements for affirmative action obligations governing DAS contract compliance reviews are those listed in the O.A.C. for the Metropolitan Statistical Area in which a project is located. http://www.das.ohio.gov/Eod/123_2_3_02.htm

All prime and subcontractors regardless on the number of employees or the state contract amount are required to submit monthly utilization reports (Input Form 29) to Ohio Department of Administrative Services covering the contractor's total workforce within the state of Ohio. The reports must be filed electronically by the 10th of each month, beginning with the contract award and continuing until the contractor or subcontractor completes performance of the state contract. <http://www.das.ohio.gov/Eod/ccinputform29.htm>

The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs, 200 N. High Street, Room 409, Columbus, Ohio 43215, within 10 working days of award of any construction subcontract in excess of \$10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor, employer identification number of the subcontractor, estimated dollar amount of the subcontract, estimated starting and completion dates of the subcontract and the geographical area in which the subcontract is to be performed.

PN 029 – 09/08/2015– ONTHEJOB TRAINING (OJT) PROVISIONS

The requirements of this Training Special Provision supersede subparagraph 7b of the Special Provision entitled Special Employment Opportunity Responsibilities, and implements 23 U.S.C. 140(a).

The following must be included as part of the Contractor's equal employment opportunity affirmative action training program:

The Contractor must provide on-the-job training aimed at developing full journey persons in the type or job classification in which they work.

The Contractor is not required to have a specific number of trainees assigned to this project. The Contractor will endeavor to meet ODOT's annual workforce goal of 7.6% for OJT trainees. The number of trainees will be distributed among the work classifications on the basis of the Contractor's needs and the availability of the journey persons in the various classifications. The Contractor will be credited for each trainee employed by him or her who is currently enrolled or becomes enrolled in an approved program.

Training and upgrading of minorities and women toward journey person status is a primary objective of this Training Special Provision. Accordingly, the Contractor must make every effort to enroll minority trainees and women (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent that such persons are available within a reasonable area of recruitment. This training commitment is not intended, and will not be used, to discriminate against any applicant for training, regardless of whether the applicant is a member of a minority group or not.

No employee will be employed as a trainee in any classification in which he or she has successfully completed a training course leading to journey person status or in which he or she has been employed as a journey person. The Contractor must satisfy this requirement by including appropriate questions in the employee's application or by other suitable means. Regardless of the method used, the Contractor's records must document the findings in each case.

The minimum length and type of training for each classification will be established in the training program selected by the Contractor.

No payment by ODOT will be made to the Contractor for providing this training. However, if the Contractor fails to provide adequate training and cannot show good faith efforts on its part to provide adequate training, it will be subject to a formal compliance review to determine the Contractor's efforts in meeting EEO laws and regulations.

Each Contractor shall provide adequate reporting on trainees and their progress. The Contractor shall report all OJT trainees on its payroll submission to the Department via selecting the OJT designation in the labor code for each trainee.

The prime or subcontractor conducting the training must be involved in at least one Federal project per calendar year in order to get FHWA training credit. Participation in the OJT Program is not project or contract specific.

All Contractors are encouraged to participate in the OJT program. Such a program will be considered when examining the Contractor's Good Faith Efforts toward meeting its contractual affirmative action obligations.

All Contractors shall submit their own Training Program or Apprenticeship Certificate, for approval, to the District in which the company's home office is located.

All OJT trainees must have the appropriate certification. Apprenticeship Certificates can be obtained from the State of Ohio, Department of Job and Family Services, Ohio State Apprenticeship Council. The union apprenticeship agreement is not acceptable verification of an apprentice's enrollment in a union-sponsored training program. A copy of the Apprenticeship Certificate along with a statement indicating the number of months/years the employee has been in the apprenticeship program must be submitted to the EEO Coordinator in the company's home district and to the prevailing wage coordinator in the district responsible for the project within 90 days of the apprentice beginning work on the project.

PN 035 - 10/15/2004 - SPECIAL PROVISIONS OF FEDERAL-AID HIGHWAY PROGRAM OF MANUAL 6-4-1-2 SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES

1. GENERAL

a. Equal employment opportunity requirements not to discriminate and to take affirmative action to assure equal employment opportunity as required by Executive Order 11246 and Executive Order 11375 are set forth in Required Contract Provisions (Form PR- 1273 or 1316, as appropriate) and these Special Provisions which are imposed pursuant to Section 140 of Title 23, U.S.C., as established by Section 22 of the Federal-Aid Highway Act of 1968. The requirements set forth in these Special Provisions shall constitute the specific affirmative action requirements for project activities under this contract and supplement the equal employment opportunity requirements set forth in the Required Contract Provisions.

b. The contractor will work with the State Highway Agencies and the Federal Government in carrying out equal employment opportunity obligations and in their review of his/her activities under the contract.

c. The contractor and all his/her subcontractors holding subcontracts not including material suppliers, of \$10,000 or more, will comply with the following minimum specific requirement activities of equal employment opportunity: (The equal Employment Opportunity requirements of Executive Order 11246, as set forth in Volume 6, Chapter 4, Section 1, Subsection I of the Federal-Aid Highway Program Manual, are applicable to material suppliers as well as contractors and subcontractors.) The contractor will include these requirements in every subcontract of \$10,000 or more with such modification of language as is necessary to make them binding on the subcontractor.

2. EQUAL EMPLOYMENT OPPORTUNITY POLICY

The contractor will accept as his operating policy the following statement which is designed to further the provision of equal employment opportunity to all persons without regard to their race, color, religion, sex, or national origin, and to promote the full realization of equal employment opportunity through a positive continuing program:

It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, or national origin. Such action shall include: employment, upgrading, demotion, or transfer recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training including apprenticeship, pre-apprenticeship, and/or on-the-job training.

3. EQUAL EMPLOYMENT OPPORTUNITY OFFICE

The contractor will designate and make known to the State Highway Agency contracting officers an equal employment opportunity officer (hereinafter referred to as the EEO Officer) who will have the responsibility for and must be capable to effectively administering and promoting an active contractor program of equal employment opportunity and who must be assigned adequate authority and responsibility to do so.

4. DISSEMINATION OF POLICY

a. All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's equal employment opportunity policy and contractual responsibilities to provide equal employment opportunity in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

(1) Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's equal employment opportunity policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

(2) All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer or other knowledgeable company official covering all major aspects of the contractor's equal employment opportunity obligations within thirty days following their reporting for duty with the contractor.

(3) All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer or appropriate company official in the contractor's procedures for locating and hiring minority group employees.

b. In order to make the contractor's equal employment opportunity policy known to all employees, prospective employees and potential sources of employees, i.e., schools, employment agencies, labor unions (where appropriate), college placement officers, etc., the contractor will the following actions:

(1) Notices and posters setting forth the contractor's equal employment opportunity policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

(2) The contractor's equal employment opportunity policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

5. RECRUITMENT

a. When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Employment Opportunity Employer." All such advertisements will be published in newspapers or other publications having a large circulation among minority groups in the area from which the project work force would normally be derived.

b. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority group applicants, including, but not limited to, State employment agencies, schools, colleges and minority group organizations. To meet this requirement, the contractor will, through his EEO Officer, identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority group applicants may be referred to the contractor for employment consideration.

In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, he is expected to observe the provisions of that agreement to extent that the systems permits the contractor's compliance with equal employment opportunity contract provisions. (The U.S. Department of Labor has held that where implementation of such agreements have the effect of discriminating against minorities or women or obligates the contractor to do the same, such implementation violates Executive Order 1 1246, as amended.)

c. The contractor will encourage his present employees to refer minority group applicants for employment by posting appropriate notices or bulletins in areas accessible to all such employees. In addition, information and procedures with regard to referring minority group applicants will be discussed with employees.

6. PERSONNEL ACTIONS

Wages, working conditions and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, or national origin. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with his obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation

indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of his avenues of appeal.

7. TRAINING AND PROMOTION

a. The contractor will assist in locating, qualifying, and increasing the skills of minority group and women employees, and applicants for employment.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training. In the event the "Training Special Provisions" are included in this bid proposal, this subparagraph will be superseded as indicated in said provisions.

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of minority group and women employees and will encourage eligible employees to apply for such training and promotion.

8. UNIONS

If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use his/her best efforts to obtain the cooperation of such unions to increase opportunities for minority groups and women within the unions, and to effect referrals by such unions of minority and female employees. Actions by the contractor either directly or through a contractor's association acting as agent will include the procedures set forth below:

a. The contractor will use best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority group members and women for membership in the unions and increasing the skills of minority group employees and women so that they may qualify for higher paying employment.

b. The contractor will use best efforts to incorporate an equal employment opportunity clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, or national origin.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the State Highway Department and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of minority and women referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex or national origin, making full efforts to obtain qualified and/or qualifiable minority group persons and women. (The U.S. Department of Labor has held that it shall be no excuse that the union with which the contractor has a collective bargaining agreement providing for exclusive referral failed to refer minority employees.) In the event the union referral practice prevents the contractor from

meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the State highway agency.

9. SUBCONTRACTING

a. The contractor will use his best efforts to solicit bids from and to utilize minority group subcontractors or subcontractors with meaningful minority group and female representation among their employees. Contractors shall obtain lists of minority-owned construction firms from State Highway Agency personnel.

b. The contractor will use his best efforts to ensure subcontractor compliance with their equal employment opportunity obligations.

10. RECORDS AND REPORTS

a. The contractor will-keep such records as are necessary to determine compliance with the contractor's equal employment opportunity obligations. The records kept by the contractor will be designed to indicate:

(1) the number of minority and non-minority group members and women employed in each work classification on the project,

(2) the progress and efforts being made in cooperation with unions to increase employment opportunities for minorities and women (applicable only to contractors who rely in whole or in part on unions as a source of their work force),

(3) the progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority and female employees, and

(4) the progress and efforts being made in securing the services of minority group subcontractors or subcontractors with meaningful minority and female representation among their employees.

b. All such records must be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the State Highway Agency and the Federal Highway Administration.

c. The contractors will submit to the State Highway Agency a monthly report for the first three months after construction begins and every month of July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form PR 139 1. If on-the-job training is being required by "Training Special Provisions," the contractor will be required to furnish Form FHWA 1409.

PN 026 - 10/15/2004 - CERTIFICATION OF NONSEGREGATED FACILITIES

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, Order of the Secretary of Labor (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities (is included in the proposal and must be submitted prior to the award of a Federal-aid highway construction contract exceeding \$10,000 which is not exempt from the provisions of the Equal Opportunity clause).

(b) Bidders are cautioned as follows: By signing this bid, the bidder will be deemed to have signed and agreed to the provisions of the "Certification of Nonsegregated Facilities" in this proposal. This certification provides that the bidder does not maintain or provide for his employees facilities which are segregated on a basis of race, creed, color, or national origin, whether such facilities are segregated by directive or on a de facto basis. The certification also provides that the bidder will not maintain such segregated facilities.

(c) Bidders receiving Federal-aid highway construction contract awards exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity clause, will be required to provide for the forwarding of the following notice to prospective subcontractors for construction contracts and material suppliers where the subcontracts or material supply agreements exceed \$10,000 and are not exempt from the provisions of the Equal Opportunity clause.

"Notice to Prospective Subcontractors and Material Suppliers of Requirement for Certification of Nonsegregated Facilities" -

(a) A Certification of Nonsegregated Facilities as required by the May 9, 1967, Order of the Secretary of Labor (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, which is included in the proposal, or attached hereto, must be submitted by each subcontractor and material supplier prior to the award of the subcontract or consummation of a material supply agreement if such subcontract or agreement exceeds \$10,000 and is not exempt from the provisions of the Equal Opportunity clause.

(b) Subcontractors and material suppliers are cautioned as follows: By signing the subcontract or entering into a material supply agreement, the subcontractor or material supplier will be deemed to have signed and agreed to the provisions of the "Certification of Nonsegregated Facilities" in the subcontract or material supply agreement. This certification provides that the subcontractor or material supplier does not maintain or provide for his employees facilities which are segregated on the basis of race, creed, color, or national origin, whether such facilities are segregated by directive or on a de facto basis. The certification also provides that the subcontractor or material supplier will not maintain such segregated facilities.

(c) Subcontractors or material suppliers receiving subcontract awards or material supply agreements exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for construction contracts and material suppliers where the subcontracts or material supply agreements exceed \$10,000 and are not exempt from the provisions of the Equal Opportunity clause.

PN 031 – 02/22/2016 - PROMPT PAYMENT

The Code of Federal Regulations (CFR) 49, 26.29 requires that ODOT establish a mechanism to monitor Prompt Payment requirements to all subcontractors.

The Prime Contractor shall notify the Department that it has complied with the Prompt Payment requirements set forth in Construction and Materials Specification 107.21 utilizing the Civil Rights and Labor (CRL) System. The Prime Contractor will enter subcontractor payments within 10 calendar days of payment from ODOT.

CRL Requirements with interactive training guides can be found at <http://transportation.ohio.gov/crl/> under "Ohio DOT Reference Materials"

The affirmation of compliance shall include the following information:

- 1.) The name of the subcontractor or supplier that was paid;
- 2.) The dollar amount of the payment to the subcontractor or supplier;

3.) The date the subcontractor/supplier was paid.

Subcontractors or suppliers will affirm the payment was made in the CRL system, on the date and in the amount listed in the affirmation. The Prime Contractor shall include this affirmation requirement in all subcontractor and supplier contracts that it enters into and further require that all subcontractors and suppliers place the same payment obligation in each of their lower tier contracts.

PN 046 - 10/15/2004 - SUBCONTRACT AGREEMENTS

Prime contractors will not be required to submit executed C-92s with their subcontract agreements for Disadvantaged Business Enterprises (DBE) subcontractors prior to the execution of the prime contract with ODOT. The prime contractor must only furnish to the Department subcontract agreements from the DBE subcontractors with whom they propose to utilize to fulfill the project goal. Again, this requirement is at the time of contract execution with ODOT.

However, the prime contractor must submit C-92s prior to the DBE commencing work. At the time of submission of the C-92 the DBE subcontractor must have sufficient dollar and work type qualifications to perform the work. The prime contractor will be held accountable to meet the project goal.

PN 013 – 5/29/2015 - DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION PLAN AND GOOD FAITH EFFORTS

DBE UTILIZATION PLAN

All Bidders shall submit a DBE Utilization Plan at the time of bid setting forth specific information demonstrating how the Bidder will achieve the DBE goal. By submitting a DBE Utilization Plan, the Bidder is affirming that they will be using the DBE firms identified in the Utilization Plan to meet the DBE contract goal. The DBE Utilization Plan shall be submitted with the Expedite Online Submission through the DBE List folder. Bidders shall download the dbe.bin file from <http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Construction/dbe.bin>. This file contains the current list of certified DBEs and is updated regularly. The dbe.bin file must be saved in the same directory as the Expedite EBS file.

The DBE Utilization Plan shall include the following information:

- 1) The names and addresses of the certified DBE firm(s) that will be used to meet the DBE goal;
- 2) A description of the work that each DBE will perform. To count toward meeting a goal, each DBE firm must be certified in a NAICS code applicable to the kind of work the firm would perform on the contract;
- 3) Whether the DBE firm(s) being used to meet the goal will be utilized as a subcontractor, regular dealer, manufacturer, consultant or other capacity; and
- 4) The dollar amount of the participation of each DBE firm used to meet the DBE goal.

DBE AFFIRMATION

The Apparent Low Bidder shall ensure the DBE firms being utilized to meet the DBE goal affirm their participation in the bid within five (5) calendar days after the bid opening. The Apparent Low Bidder shall utilize the DBE Affirmation Form located at <http://transportation.ohio.gov/crl/>. The DBE Affirmation Form will be utilized as written confirmation from each listed DBE firm that it is participating in the contract in the kind and amount of work provided in the Bidder's DBE Utilization Plan. The Apparent Low Bidder shall submit a separate DBE Affirmation Form for each DBE it is utilizing for the DBE goal.

All other Bidders shall submit a DBE Affirmation Form(s) if notified that the information is required in order for ODOT to complete its bid assessment. Bidders shall have five (5) calendar days from the date of notification to submit all required DBE Affirmation Forms. Notification will be by phone or email.

In the event a DBE firm fails to confirm the information contained in the DBE Affirmation Form within five (5) calendar days of bid opening, the Apparent Low Bidder shall submit a Request to Terminate/Substitute DBE Form, as set forth herein. The Request to Terminate/Substitute DBE Form shall be submitted within five (5) calendar days after bid opening in order for the Apparent Low Bidder to still be considered for contract award. The Apparent Low Bidder shall include as its reason for termination the DBE firm's failure to provide a timely affirmation and should include all efforts the Apparent Low Bidder made to obtain the affirmation from the DBE firm and shall attach proof of these efforts, if available. If the Apparent Low Bidder intends to replace the DBE Firm, it shall include the replacement firm's information on the form. A DBE firm's failure to timely confirm information contained in the DBE Affirmation Form will be considered as good cause to terminate the DBE firm and will also be considered a part of the Apparent Low Bidder's Good Faith Efforts in meeting the goal.

DBE BIDDERS

In the event that the Bidder is also a certified DBE firm, the Bidder is required to complete a DBE Utilization Plan as set forth above. In this instance, however, the certified DBE Bidder would not need to submit a DBE Affirmation Form for the work it is planning to self-perform in order to meet the goal. ODOT will consider the submission of the bid as the certified DBE Bidder's written confirmation that it is participating in the contract. However, a DBE Affirmation Form must be submitted for all other DBE firms that are being utilized toward the DBE goal.

JOINT VENTURES

In the event that the Bidder is a Joint Venture, the Joint Venture will only be considered a Certified DBE firm if the Joint Venture itself has been certified. The Joint Venture may, however, utilize a Certified DBE firm that is also a partner in the Joint Venture as part of its DBE Utilization Plan. The Certified DBE Firm/Joint Venture Partner, however, does not need to submit a DBE Affirmation Form for any work that the Certified DBE Firm/Joint Venture Partner is going to perform to meet the goal. ODOT will consider submission of the Joint Venture's bid as the Certified DBE Firm/Joint Venture Partner's confirmation that it is participating in the contract.

GOOD FAITH EFFORTS (GFEs)

In the event that the DBE contract goal established by ODOT is not met, the Apparent Low Bidder shall demonstrate that it made adequate good faith efforts to meet the goal, even though it did not succeed in obtaining enough DBE participation to do so.

The Apparent Low Bidder shall demonstrate its GFEs by submitting the following information within five (5) calendar days after the bid opening:

- (1) All written quotes received from certified DBE firms;
- (2) All written (including email) communications between the Apparent Low Bidder and DBE firms;
- (3) All written solicitations to DBE firms, even if unsuccessful;
- (4) Copies of each non-DBE quote when a non-DBE was selected over a DBE for work on the contract;
- (5) Phone logs of communications with DBE firms.

GFE documentation shall be uploaded through the ODOT Civil Rights & Labor System (CRL) at <https://project.transportation.ohio.gov/>. Detailed instructions are located on the CRL page at <http://transportation.ohio.gov/crl/> under Good Faith Effort (GFE) Instructions.

All other Bidders shall submit documentation of GFE's if notified that the information is required in order for ODOT to complete its bid assessment. Bidders shall have five (5) calendar days from the date of notification to submit all required GFE documentation. Notification will be by phone or email.

ODOT shall utilize the guidance set forth in 49 CFR §26.53 Appendix A in determining whether the Bidder has made adequate good faith efforts to meet the goal.

ADMINISTRATIVE RECONSIDERATION

ODOT will review the GFE documentation and issue a written determination on whether adequate GFE's have been demonstrated prior to contract award. In the event that ODOT determines that the Apparent Low Bidder has failed to demonstrate adequate GFE's to meet the goal, the Apparent Low Bidder will have an opportunity for administrative reconsideration prior to the contract being awarded.

As part of this reconsideration, the Apparent Low Bidder may provide written documentation or argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so. Such written documentation or argument must be provided to ODOT, attention to the Deputy Director of the Division of Chief Legal Counsel, 1980 West Broad Street, MS 1500, Columbus, Ohio 43223, within two (2) business days of ODOT's written determination that GFE's were not adequately demonstrated. The Apparent Low Bidder may also include in their written documentation a request for an in person meeting to discuss the issue of whether it met the goal or made adequate good faith efforts to do so.

ODOT will send the Apparent Low Bidder a written decision on reconsideration explaining the basis for finding that the Apparent Low Bidder did or did not meet the goal or make adequate good faith efforts to do so. The result of the reconsideration process is not administratively appealable to the United States Department of Transportation.

TERMINATION OR REPLACEMENT OF A DBE

By submitting a DBE Utilization Plan, the Bidder is committing to use the DBE firms identified in the plan. The Apparent Low Bidder/Awarded Contractor shall utilize the specific DBEs listed in the DBE Utilization Plan to perform the work and supply the materials for which each is listed unless the Apparent Low Bidder/Awarded Contractor obtains written consent as provided in this paragraph. In order to request termination or substitution of a DBE firm, the Apparent Low Bidder/Awarded Contractor shall utilize the Request to Terminate/Substitute DBE Form located at <http://transportation.ohio.gov/crl/>.

This termination/replacement procedure applies only to DBE firms or the amount of work being utilized to meet the goal.

Without ODOT's written consent to terminate/replace a DBE firm being utilized to meet the goal, the Awarded Contractor shall not be entitled to any payment for DBE listed work or material unless it is performed or supplied by the listed DBE.

GOOD CAUSE

ODOT may provide written consent to terminate a DBE only if it agrees, for reasons stated in a concurrence document, that the Apparent Low Bidder/Awarded Contractor has good cause to terminate the DBE firm.

For purposes of this paragraph, good cause to terminate a DBE includes the following circumstances:

- 1) The listed DBE firm fails or refuses to provide the required DBE Affirmation Form or to execute a written contract;
- 2) The listed DBE firm fails or refuses to perform the work of its subcontract in a manner consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE firm to perform its work on the subcontract results from the bad faith or discriminatory action of the awarded contractor;
- 3) The listed DBE firm fails or refuses to meet the awarded contractor's reasonable, nondiscriminatory bond requirements.
- 4) The listed DBE firm becomes bankrupt, insolvent, or exhibits credit unworthiness;
- 5) The listed DBE firm is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215 and 1200 or applicable state law;
- 6) ODOT has determined that the listed DBE firm is not a responsible contractor;
- 7) The listed DBE firm voluntarily withdraws from the project and provides to you written notice of its withdrawal;
- 8) The listed DBE is ineligible to receive DBE credit for the type of work required;
- 9) A DBE owner dies or becomes disabled with the result that the listed DBE contractor is unable to complete its work on the contract; and
- 10) Other documented good cause that ODOT determines compels the termination of the DBE firm. Provided, that good cause does not exist if the awarded contractor seeks to terminate a DBE it relied upon to obtain the contract so that the awarded contractor can self-perform the work for which the DBE contractor was engaged or so that the awarded contractor can substitute another DBE or non-DBE contractor after contract award.

REPLACEMENT

When a DBE firm is terminated or fails to complete its work on the contract for any reason the Awarded Contractor must make GFEs to find another DBE firm to replace the original DBE. These GFEs shall be directed at finding another DBE to perform at least the same amount of work under the contract as the DBE that was terminated, to the extent needed to meet the contract goal. The GFEs shall be documented by the Awarded Contractor. If ODOT requests documentation under this provision, the Awarded Contractor shall submit the documentation within seven (7) calendar days, which may be extended for an additional seven (7) calendar days if necessary at the request of the contractor, and ODOT shall provide a written determination to the contractor stating whether or not GFEs have been demonstrated.

In addition to post-award terminations, the provisions of this section apply to pre-award deletions and substitutions of DBE firms put forward by Bidders in the DBE Utilization Plan.

WRITTEN NOTICE TO DBE

Before transmitting to ODOT its request to terminate and/or substitute a DBE firm, the Apparent Low Bidder/Awarded Contractor must give notice in writing to the DBE firm, with a copy to ODOT, of its intent to request to terminate and/or substitute, and the reason(s) for the request.

The Apparent Low Bidder/Awarded Contractor must give the DBE five (5) calendar days to respond to the notice, advising ODOT and the Apparent Low Bidder/Awarded Contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why ODOT should not approve the Apparent Low Bidder/Awarded Contractor's action. If required in a particular case as a matter of public necessity (e.g., safety), ODOT may provide a response period shorter than five (5) days.

GOAL ATTAINMENT POST AWARD

The Awarded Contractor shall make available upon request a copy of all DBE subcontracts. The Awarded Contractor shall ensure that all subcontracts or agreements with DBEs require that the subcontract and all lower tier subcontractors be performed in accordance with this Proposal Note.

Approval of a DBE Utilization Plan does not ensure approval of C-92 Requests to Sublet nor does approval of a DBE Utilization Plan indicate that the DBE goal has been met. ODOT will monitor goal attainment throughout the life of the project. It is the responsibility of the Awarded Contractor to advise ODOT of any changes to the DBE Utilization plan throughout the life of the project.

SANCTIONS AND ADMINISTRATIVE REMEDIES

Failure to do any of the following shall result in the bid being rejected in accordance with ORC §5525.08:

- 1) Failure to submit a complete DBE Utilization Plan at the time of bid;
- 2) Failure to submit DBE Affirmation Form(s) and/or failure to submit Request to Terminate/Substitute DBE Form(s) as required by this Proposal Note; and
- 3) Failure to meet the goal and/or failure to demonstrate GFEs to meet the goal as required by this Proposal Note. ODOT will not penalize a company for failure to achieve dollar amounts listed beyond the contract goal.

Failure by the Apparent Low Bidder and/or Awarded Contractor to carry out the requirements of this Proposal Note is a material breach of the contract and may result in the termination of the contract or

other remedies available by law including suspension and/or revocation of a contractor's prequalification and/or debarment.

Factors to be considered in issuing sanctions include, but are not limited to:

- 1) The magnitude and the type of offense;
- 2) The degree of the Contractor's culpability;
- 3) Any steps taken by the Contractor to rectify or mitigate the situation;
- 4) The Contractor's record of performance on other projects;
- 5) Evidence that the Contractor falsified, misrepresented, or withheld information;
- 6) Repeated failure to adhere to the requirements of this Proposal Note.

PN 090 - 01/21/2011 - WORK TYPE CODES AND DESCRIPTIONS

The Department will indicate the work type required for each pay item. If the line item does not have a corresponding work type, NR will be shown in the work type column. This proposal note will govern the assignment of work types to pay items.

However, the Contractor may perform incidental work items for which it does not hold the required work type provided the cost of the work does not exceed 5% of the total bid. The Contractor may also perform Work Type 26 (Structural steel painting) without holding the required work type provided the total area to be painted does not exceed 700 SF per structure. The Contractor may perform Work Type 57 (Sealing of Concrete Surfaces with Epoxy or Non-Epoxy Sealers) without holding the required work type provided the total area to be sealed does not exceed 75 SY per project.

Listed below are the work types for this proposal. In accordance with Ohio law, a bidder must possess work types, and perform work equal to the percentage included on the front cover of this proposal. This is a percentage of the total amount of the submitted bid price. The Director may, by insertion of a contract provision, reduce the fifty percent amount.

Work Type Code	Work Type Description	Work Type Code	Work Type Description
1	Clearing & Grubbing	29	Structure Repairs
2	Building Removal	30	Hydrodemolition
3	Gas, Oil, Water Well Abandonments	31	Structural Steel Repairs
4	Roadway Excavation & Embankment Construction	32	Heat Straightening
5	Major Roadway Excavations	33	Tieback Installation
6	Incidental Grading	34	Earth Retaining Structures
7	Soil Stabilization	35	Drainage (Culverts, Misc.)
8	Temporary Soil Erosion & Sediment Control	36	Guardrail / Attenuators
9	Aggregate Bases	37	Fence
10	Flexible Paving	38	Misc. Concrete
11	Apply Bituminous Treatments	39	Maintenance of Traffic
12	Rigid Paving	40	Waterproofing
13	Pavement Planning, Milling, Scarification	41	Raised Pavement Markers
14	Concrete Texturing	42	Signing

15	Sawing	43	Highway Lighting
16	Flexible Replacement	44	Traffic Signals - Standard
17	Rigid Pavement Replacement	45	Pavement Markings
18	Pavement Rubblizing, Breaking, Pulverizing	46	Landscaping
19	Structure Removal	47	Mowing
20	Level 1 Bridge	48	Trucking
21	Level 2 Bridge	49	Herbicidal Spraying
22	Level 3 Bridge	50	Railroad Track Construction
23	Reinforcing Steel	51	Micro Tunneling
24	Structural Steel Erection	52	Tunneling
25	Stud Welding	53	Piling
26	Structural Steel Painting	54	Post-Tensioning Bridge Members
27	Expansion & Contraction Joints, Joint sealers, Bearing Devices	55	Fiber Optic Cable Installation, Splicing, Termination and Testing – Traffic Signal System
28	Caissons / Drilled Shafts	56	Fiber Optic Cable Installation, Splicing, Termination and Testing – Intelligent Transportation System
		57	Sealing of Concrete Surfaces with Epoxy or Non-Epoxy Sealers

PN 059 - 10/15/2004 - WAGE DETERMINATION APPEALS PROCESS

- 1.) Has there been an initial decision in the matter? This can be:
- an existing published wage determination
 - a survey underlying a wage determination
 - a Wage and Hour Division letter setting forth a position on a wage determination matter
 - a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response for this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determination
Wage and Hour Division
U. S. Department of Labor
200 Constitution Avenue, N.W.
Washington, D. C. 20210

- 2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (see 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U. S Department of Labor
200 Constitution Avenue, N.W.
Washington, D. C. 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requester considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U. S. Department of Labor
200 Constitution Avenue, N. W.
Washington, D. C. 20210

4.) All decisions by the Administrative Review Board are final.

PN 061 – 01/20/2016 -WAGE SCALE ON ALL FEDERAL-AID PROJECTS

The wage rates for this project were determined by the Secretary of Labor in accordance with Federal-Aid requirements.

Contractors shall use only the classifications and wage rates set forth in the United States Department of Labor (USDOL) wage decision found at the website noted below on payrolls submitted to the District Office. Additionally, please note that the wage modification in effect at the time of the project sale date, shall be used by all contractors.

This USDOL wage decision may be viewed, by accessing the United States Department of Labor (USDOL) website at:

<http://www.wdol.gov/wdol/scafiles/archive/davisbacon/2016/oh2.r3>

This contract requires the payment of the total of the basic hourly rates plus the fringe benefits payments for each classification in accordance with the following regulations which by reference are made part of this contract:

- 1) The U.S. Department of Labor Regulations, Title 29, Subtitle A, Part 5, Sections 5.5, 5.31, and 5.32, most recent revision at contract execution.
- 2) Form FHWA-1273 (most recent revision at contract execution) Part IV. Payment of Predetermined Minimum Wage and Part V. Statements and Payrolls.

The failure to pay prevailing wages to all laborers and mechanics employed on this project, shall be considered a breach of contract. Such a failure may result in the termination of the contract and debarment.

The Contractor and all subcontractors shall pay all wages and fringe benefits by company check. All payroll records and canceled pay checks shall be maintained for at least three years after final acceptance as defined in section 109.12 of the Ohio Department of Transportation Construction and Materials Specifications. The Contractor's and all subcontractors payroll records and canceled pay checks shall be made available for inspection by the Department and the U.S. Department of Labor, upon request, anytime during the life of the contract, and for three years thereafter by the U.S. Department of Labor. Additionally, the Contractor and all subcontractors shall permit such representatives to interview any employees during working hours while the employee is on the job.

The wage and fringe rates determined for this project shall be posted by the Contractor in a prominent and accessible place on the project, field office, or equipment yard where they can be easily read by the workers.

The Contractor (both prime and sub) shall submit via the Department Civil Rights & Labor System (CRL), certified payrolls each week beginning three weeks after the start of work. The Department will not accept payrolls not uploaded via CRL (no handwritten payrolls). These payrolls shall include but not limited to the following:

1. Employee name, address, social security number, classification, and hours worked.
2. The basic hourly and overtime rate paid, total pay, and the manner in which fringe benefit payments have been irrevocably made.
3. The contract ID and pay week dates.
4. Signature of an authorized company representative will be done online through CRL.

CRL Requirements with interactive training guides can be found at <http://transportation.ohio.gov/crl/>.

Additionally, a copy of the "Apprentice Certification" obtained from the Ohio State Apprenticeship Council, must accompany all certified payrolls submitted for all apprentices working on this project. Instructions for attaching the apprenticeship certificate can also be found at <http://transportation.ohio.gov/crl/> under Attaching the Apprenticeship Certificate.

Please be aware that it is ultimately the responsibility of the Contractor to ensure that all laws relating to prevailing wages in the USDOL Regulations, Title 29, parts 1 and 5, are strictly adhered to by all subcontractors on the project.

If the Contractor or any subcontractor fails to comply with any of the provisions contained in this proposal note, the Department may terminate the contract, debar the Contractor or Subcontractor and/or withhold or suspend pay estimates after written notice and a reasonable opportunity to comply has been provided.

PN 050 - 10/15/2004 - LIMITATION ON USE OF CONTRACT FUNDS FOR LOBBYING

1. The prospective bidder certifies, by signing and submitting this bid proposal, to the best of his or her knowledge and belief, that:
 - a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying" in accordance with its instructions.
2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. This certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.
3. The prospective bidder also agrees by submitting his or her bid proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such sub-recipients shall certify and disclose accordingly.

PN 045 - 10/15/2004 - NON - COLLUSION AFFIDAVIT

In accordance with Title 23 United States Code, Section 112 and Ohio Revised Code, Chapter 1331 et. seq; and Sections 2921.11 and 2921.13, the bidder hereby states, under penalty of perjury and under other such penalties as the law provides, that he or his agents or employees have not entered either directly or indirectly into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this proposal. Execution of this proposal on the signature portion thereof shall constitute also signature of this Non-Collusion Affidavit as permitted by title 28 United States Code, Section 1746.

REPORTING BID RIGGING

To report bid rigging activities call:

1-800-424-9071

The U.S. Department of Transportation (DOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m. eastern time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

PN 118 – 07/21/2015 – REVISIONS TO THE 2013 C&MS FOR DEMOLITION WORKING DRAWING REQUIREMENTS

501.05.B.2

On Page 295, **Replace** the first two sentences with the following:
Demolition of the entire or portions of the following: Bridges, Culverts with 8 feet or more of fill, Walls with 8 feet or more of fill retained. Perform all work as specified below:

PN 107 - 06/27/2012 - CRITICAL PATH METHOD PROGRESS SCHEDULE FOR MULTI-SEASON PROJECTS

A. General. The progress schedule required for this project is the critical path method schedule (CPM schedule). The Contractor shall designate a Schedule Representative who shall be responsible for coordinating with the Engineer during the preparation and maintenance of the schedule. The requirements of this note replace the progress schedule requirements in 108.03 of the Construction & Material Specifications. The contractor shall submit an interim schedule followed by a baseline schedule, or only a baseline schedule, depending on when the contractor starts work as described below.

B. Interim Schedule. If the Contractor starts work within 60 days of execution of the contract, they shall submit an interim schedule. The interim schedule can be in bar chart format or CPM schedule format. The interim schedule shall include detailed activities for the work to be accomplished during the first 90 days of the Contract, and summary activities for the balance of the work.

C. Baseline Schedule. The Contractor shall submit a baseline schedule within 60 days of the execution of the Contract. The baseline schedule will be in CPM schedule format and as described below. The Engineer will review the baseline schedule and will either “approve”, “approve as noted” or “reject” the schedule within 21 days of receipt. If the Engineer does not provide written notification regarding the disposition of the baseline schedule within 21 days, the submission will be considered approved.

For baseline schedules that are “approved as noted”, the Contractor shall make the necessary revisions and resubmit the revised schedule within 14 days. The Engineer will only reject baseline schedules that are not in compliance with contract requirements.

For baseline schedules that are “rejected”, the Engineer shall indicate in writing all portions of the schedule that are not in compliance with the contract requirements. The Project Engineer shall conduct a mandatory meeting with the Contractor and the Contractor’s Schedule Representative within 14 days of the Engineer’s written notice. The purpose of this meeting is to resolve all issues with the baseline schedule. At this meeting the Contractor shall provide clarification and all requested information necessary for the Engineer to “approve” the baseline schedule.

In the event the baseline schedule is not “approved” within 120 days of execution of the contract, all work shall cease on the project until the baseline schedule is “approved”.

Approval of the baseline schedule does not revise the Contract Documents. The baseline schedule must be “approved” or “approved as noted” by the Engineer prior to the Engineer evaluating any contractor claims associated with time impacts.

1. Schedule Requirements. Submit an .xer file prepared in Primavera software manufactured by Oracle. The Department will "Import" or accept progress schedule files from the Contractor. All Calendars assigned to activities must be project level Calendars not Global or Resource Calendars; all Activity Codes shall be project level and not Global or EPS level Activity Codes; no Resources shall be assigned to activities, and no Project Codes shall be assigned.

Table 1 – Schedule Filename Convention			
Progress Schedule	1st Submission	2nd Submission	3rd Submission
Interim Schedule	YYPPPP1IS	YYPPPP2IS	YYPPPP3IS
Baseline Schedule	YYPPPP1B	YYPPPP2B	YYPPPP3B
Schedule Update #1	YYPPPP1SU1	YYPPPP2SU1	YYPPPP3SU1
Schedule Update #2	YYPPPP1SU2	YYPPPP2SU2	YYPPPP3SU2
Delay Analysis	YYPPPP1TIA1	YYPPPP2TIA1	YYPPPP3TIA1
Weather Delay Analysis	YYPPPP1WD1	YYPPPP2WD1	YYPPPP3WD1
Recovery Schedule	YYPPPP1RS1	YYPPPP2RS1	YYPPPP3RS1

YY – Project Year PPPP – Project Number

Provide a working day schedule that shows the various activities of work in sufficient detail to demonstrate a reasonable and workable plan to complete the Project by the Original Contract Completion Date. Show the order and interdependence of activities and the sequence for accomplishing the work. Describe all activities in sufficient detail so that the Engineer can readily identify the work and measure the progress of each activity. The baseline schedule must reflect the scope of work, required phasing, maintenance of traffic requirements, interim completion dates, the Completion Date, and other project milestones established in the Contract Documents. Include activities for submittals, working drawings, shop drawing preparation, submittal review time for the Department shop drawings, material procurement and fabrication, and the delivery of materials, plant, and equipment, and other similar activities.

The Contractor shall be responsible for assuring all work, including all subcontractor work, is included in the schedule. The Contractor shall be responsible for assuring that all work sequences are logical and that the schedule indicates a coordinated plan.

Failure by the Contractor to include any element of work required for performance of the Contract shall not excuse the Contractor from completing all work within the required time. The Engineer's review of the baseline schedule will be for compliance with the specifications and contract requirements. Approval by the Engineer will not relieve the Contractor of any of their responsibilities for the accuracy or feasibility of the schedule. Omissions and errors will be corrected as described in Section F or I in this note and will not affect contract time.

- a) Administrative Identifier Information:
 - i. Project Number
 - ii. County
 - iii. Route Number
 - iv. FHWA Number
 - v. PID Number
 - vi. Contract Signed Date
 - vii. Completion Date
 - viii. Contractor's Name
 - ix. Contractor's Dated Signature
 - x. ODOT's Dated Approval Signature

b) Project Activities:

- i. Activity Identification (ID). Assign each activity a unique identification number. Activity ID length shall not exceed 10 characters. Once accepted, the Activity ID shall be used for the duration of the project.
- ii. Activity Description. Each activity shall have a narrative description consisting of a verb or work function (e.g.; form, pour, excavate) and an object (e.g.; slab, footing, underdrain).
- iii. Activity Original Duration. Assign a planned duration in working days for each activity. Do not exceed a duration of 20 working days for any construction activity, unless approved by the Engineer. Do not represent the maintenance of traffic, erosion control, and other similar items as single activities extending to the Completion Date. Break these Contract Items into component activities in order to meet the duration requirements of this paragraph.
- iv. Activity Relationships:
 - o All activities, except the first activity, shall have a predecessor(s). All activities, except the final activity, shall have a successor(s).
 - o Use only finish-to-start relationships with no leads or lags to link activities, or use start-to-start relationships with lags no greater than the predecessor duration to link activities.
 - o Use of finish-to-finish relationship is permitted when both activities are already linked with a start-to-start relationship.

c) Project Milestones:

- i. Start Project: The Contractor shall include as the first milestone in the schedule, a milestone named "Start Project". The date used for this milestone is the date the contract is executed and signed by the Department.
- ii. End Project Milestone: The Contractor shall include as the last activity in the project schedule, a milestone named "End Project". The date used for this milestone is considered the project completion date.
- iii. Start Phase Milestone: The Contractor shall include as the first activity for a project phase, an activity named "Start Phase X", where "X" identifies the phase of work. The Contractor may include additional milestones but, as a minimum, must include all contractual milestones.
- iv. End Phase Milestone: The Contractor shall include as the last activity in a project phase, an activity named "End Phase X" where "X" identifies the phase of work. The Contractor may include additional milestones, but at a minimum contractual milestones.

d) Level of Effort Activities:

Use level of effort activities to show the duration of specified contract work periods, phases and road closures. The level of effort activity type is allowed to have a start-to-

start relationship with the first activity in a series of activities and a finish-to-finish relationship with the last activity in a series of activities.

- e) Constraints:
Use constraints sparingly in the schedule. If constraints are used, use only Early Constraints or Late Constraints.
 - f) Calendars:
Weather, seasonal (winter) and environmental shutdown periods shall be shown using non-work calendars. The activity can be assigned to a calendar indicating time periods of non-work. These custom calendars can be created to show days, weeks, or months of non-work. Weather and seasonal conditions, as shown in CMS 108.06-1 or PN 130, shall be evenly dispersed into the CPM schedule calendars as non-work days and be included in the planning and scheduling of all work. All calendars developed by the Contractor shall be established as Project Calendars, with the calendar name including the project year, project number and describing the function (i.e. 120345 – 5 day workweek, 120345 – earthwork, 120345 – structures, 120345 – asphalt). No Global Calendars shall be incorporated into any progress schedule submission.
 - g) Activity Codes:
The Contractor shall, at a minimum, include Project Activity Codes for Area, Phase, and Responsibility for each activity. Work Breakdown Structure is permitted, but not required. No Global Activity Codes shall be incorporated into any progress schedule submission.
 - h) Schedule Options:
The schedule may only be calculated using retained logic. Show open ends as non-critical. Schedule durations are to be contiguous. Total float shall be calculated as finish float. Ignore relationships to and from other projects.
2. Submission Requirements. Submit all schedules within the time frames specified. Submit the schedule and information in electronic file format via email or compact disc (CD) compatible with the Engineer's computer. Submit the following information along with the electronic baseline schedule:
- a) A hard copy of the baseline schedule in CPM format including the Administrative Identifier Information discussed in Section C.1.a on the first page of the schedule. For each activity on the chart, indicate the Activity ID, Activity Description, Original Duration, Remaining Duration, Total Float, Start Date, Finish Date, and Calendar ID. Use arrows to show the relationships among activities. . Identify the critical path of the project on the bar chart in red. The critical path is defined as; the longest path of activities in the project that determines the project completion date. The activities that make-up the critical path of activities are the "Critical Activities."
 - b) A hard copy of the Six Week Look Ahead Schedule in CPM format. This schedule will have all the requirements of the baseline schedule in bar chart format except that it shall be limited to those activities that have an early start or early finish within a six week period of the data date.
 - c) A complete Scheduling/Leveling Report (SCHEDLOG.TXT file generated by the Primavera scheduling software application) which includes Schedule Settings, Statistics, Errors, Warnings, Scheduling/Leveling Results, Exceptions, Activities with unsatisfied constraints, Activities with unsatisfied relationships, and Activities with external dates.

The statistics shall include, number of Activities, number of Activities Not Started, number of Activities In Progress, number of Activities Completed, number of Activity Relationships, and number of Activities with Constraints. Total number of activities on the critical path, percent complete, activities without predecessors, activities without successors, and activities out of sequence.

D. Float. Use of float suppression techniques, such as; preferential sequencing (arranging critical path through activities more susceptible to Department caused delay), lag logic restraints, zero total or free float constraints, extending activity times, or imposing constraint dates other than as required by the contract, shall be cause for rejection of the project schedule or its updates.

1. Definitions of Float: Total Float is the length of time along a given network path that the actual start and finish of activity(s) can be delayed without delaying the project completion date. Project Float is the length of time between the End Project Milestone and the Contract Completion Date.
2. Ownership of Float: Float available in the schedule, at any time shall not be considered for the exclusive use of either the Department or the Contractor. During the course of contract execution, any float generated due to the efficiencies of either party is not for the sole use of the party generating the float; rather it is a shared commodity to be reasonably used by either party. Efficiencies gained as a result of favorable weather within a calendar month, where the number of days of normally anticipated weather is less than expected, will also contribute to the Project Float. A schedule showing work completing in less time than the contract time, and accepted by the Department, will be considered to have Project Float. Project Float will be a resource available to both the Department and the Contractor. No time extensions will be granted nor delay damages paid unless a delay occurs which impacts the project's critical path, consumes all available float and extends the work beyond the Contract Completion Date.
3. Negative Float: Negative float will not be a basis for requesting time extensions. Any extension of time will be addressed in accordance with the Section F. Scheduled completion date(s) that extend beyond the contract (or phase) completion date(s) may be used in computations for assessment of liquidated damages. The use of this computation is not to be construed as an order by the Department to accelerate the project.

E. Monthly Update Schedule. A monthly update schedule is a schedule in which only progress is updated from the prior data date to the current data date. Work added and/or excusable delays encountered since the prior data date must be represented as a schedule revision as described in Section F.

1. Update Requirements. On the tenth day of the current month, during the life of the Project, submit an updated schedule and all required information with a data date of the last day of the preceding month. The date for submission and data date may be adjusted to accommodate regularly scheduled progress meetings. Submit the monthly updated bar chart on paper and a copy of the updated schedule in electronic format in Section C.2. The Engineer shall "approve" or "reject" the schedule update within 5 days of receipt of the updated CPM schedule. The Engineer may withhold estimates if the updated schedule is not submitted as required by this section. For each updated schedule, identify the actual start and finish dates for all completed activities and the actual start date and remaining duration for all activities in progress. Correct out-of-sequence progress listings generated by the Scheduling Statistics Report on the critical path. The project schedule shall be reviewed at each monthly progress meeting. Any corrections shall be made prior to the next monthly progress meeting.

Submit the following with each updated schedule:

- i. A hard copy of the updated schedule in CPM format.
 - ii. A hard copy of the Six Week Look Ahead Schedule in CPM Format
 - iii. Provide a written narrative that identifies any changes or shifts in the critical path and submit reasons for the changes or shifts in the critical path.
 - iv. A complete Scheduling/Leveling Report (SCHEDLOG.TXT) file generated by the Primavera scheduling software application.
 - v. A hard copy or .pdf of the Claim Digger Report (generated by the Primavera Software application) providing a comparison between this updated schedule and the previous Monthly Updated Schedule.
 - vi. Electronic files (formatted as described above)
2. Early Completion Monthly Update Schedule. An Early Completion Monthly Update Schedule is defined as a monthly update schedule submitted by the Contractor in which the Finish Date precedes the Contract Completion Date. If after incorporating necessary revisions in accordance with Section F, the Finish Date precedes the Contract Completion Date by at least the number of days shown Table A the Engineer will initiate a change order amending the Contract Completion Date to the Early Completion Date shown on the accepted Early Completion Monthly Update. The amended Completion Date will be effective upon execution of that change order and all contract provisions concerning the Completion Date such as incentives, disincentives, excusable delays, compensable delays, and liquidated damages will be measured against the amended Completion Date. The Contractor may elect not to execute the change order amending the Completion Date; however, in so doing, the Contractor waives its rights to delay damages in meeting the projected early Completion Date and the time between the Early Completion Date and the Contract Completion Date is used as Project Float.

Table A

<u>Original Project Duration</u>	<u># days prior to Contract Completion Date</u>
one year or less	30
one year to two years	60
two years or more	90

3. Late Completion Monthly Update Schedule. A Late Completion Monthly Update Schedule is defined as a monthly update schedule submitted by the Contractor in which the Finish Date exceeds the Contract Completion Date. In the event the Finish Date is more than 14 days beyond the current contract completion date and a schedule revision is not warranted, the contractor must proceed in accordance with Section H.

F. Revisions. The Work may require and/or the Contractor may make revisions to the CPM schedule. Addition of new activities or new calendars or changes to existing activities, calendars or logic constitute a revision. All revisions must be reported in narrative form on a cover sheet accompanying the monthly update schedule. Any revision which modifies the critical path or impacts an interim date or project completion date must be represented on a companion schedule submitted with the monthly update schedule or as a fragnet within the monthly update schedule. A fragnet is defined as the sequence of new activities that are proposed to be added to the existing schedule. The fragnet shall identify the predecessors to the new activities and demonstrate the impacts to successor activities. If submitted as a fragnet, the Contractor shall compute two

Finish Dates. The first Finish Date shall be computed without consideration of any impact by the fragnet. The second Finish Date shall be computed with consideration of any impact by the fragnet. The Contractor shall also submit a written narrative stating the reason for the proposed revisions. The Engineer shall "approve" or "reject" proposed revisions within ten days of receipt of appropriate schedules and narrative. All approved revisions will be incorporated into the Monthly Update Schedule which will become the Revised Monthly Update Schedule.

G. Time Extensions for Delays in Accordance with C&MS 108.06.B and 108.06.D. The Work may require and/or the Contractor may request an extension of the Completion Date. Perform the following analysis to compute the duration of the time extension. Submit two paper copies and two electronic copies of each analysis performed.

1. Determine project progress prior to circumstance(s) necessitating the time extension. , The previous accepted monthly update, updated to the date of the circumstance alleging to have caused delay, shall be used to display the prior progress of the project. This schedule is referred to as the Un-impacted Schedule
2. Prepare a fragmentary network (fragnet) depicting the circumstance that is believed to have delayed the project.
3. Insert the fragnet into the Un-impacted Schedule, run the schedule calculations and determine the finish date. This schedule is referred to as the Impacted Schedule.
4. Compare the Impacted Schedule finish date with the Un-impacted Schedule finish date in order to determine the duration of any warranted time extension.

Submit the impacted schedule with the request for time extension. Include a narrative report describing the effects of new activities and relationships to interim and contract completion dates. All approved time extensions will be incorporated into the monthly update with the fragnet used to determine impacts incorporated into the schedule.

H. Weather Days in Accordance with C&MS 108.06.C. The Contractor may request and/or the Engineer will determine an extension of the completion date due to weather days. Perform the following analysis to compute the duration of the time extension. Submit two paper copies and two electronic copies of each analysis performed.

1. The previously accepted monthly update shall be used to display progress of the project and planned activities for the next 30 day period that incurred weather days. Make a copy of the schedule file to use for the analysis. This schedule is referred to as the Non-weather Schedule.
2. Prepare a list of actual weather days believed to have delayed the project and the activities that were impacted.
3. Utilizing the calendar(s) of those impacted activities, remove any planned weather days. Insert the actual weather day(s) into the calendar(s) for the planned work as a non-work day. Run the schedule calculations and determine the finish date. This schedule is referred to as the Weather Schedule.
4. Compare the Weather Schedule finish date with the Non-weather Schedule finish date in order to determine the duration of any warranted time extension.

Submit the weather schedule with the request for time extension on a monthly basis. Include a narrative report describing the effects of weather days to interim and contract completion dates.

I. Recovery Schedule. If the Monthly Update Schedule or Revised Monthly Update Schedule projects a finish date for the Project more than 14 calendar days later than the current Completion Date, submit a recovery schedule showing a plan to finish by the current Completion Date if requested by the Engineer. The Department will withhold Estimates until the Engineer approves the recovery schedule. The Engineer will use the schedule to evaluate time extensions and associated costs requested by the Contractor. In the event the current Completion Date is in dispute, the recovery schedule will need to be submitted once the dispute has been resolved.

J. Basis of Payment. The Department will make partial payments according to C&MS 109.09 and as modified by the following schedule:

1. The Department will release 60 percent of the lump sum amount bid for CPM Progress Schedule to the Contractor with the first regular estimate payable after the Engineer has approved the CPM Baseline schedule submission.
2. The Department will release an additional 30 percent of the lump sum amount bid for CPM Progress Schedule to the Contractor with the first regular estimate payable after 50 percent of the original contract amount is complete.
3. The Department will release the remaining 10 percent of the lump sum amount bid for CPM Progress Schedule to the Contractor with the first regular estimate payable after 90 percent of the original contract amount is complete.

The Department will pay for the accepted quantities at the contract price as follows:

Item	Unit	Description
108E10000	Lump Sum	CPM Progress Schedule

PN 108 – 10/19/2012 DISPUTE RESOLUTION BOARD PROCESS

The Department's Dispute Resolution Board Process is based upon the partnering approach to construction administration and must be followed by the Contractor in order to resolve disputes on the project.

Purpose

The purpose of the Dispute Resolution Board (DRB) is to provide special expertise to assist in and facilitate the timely and equitable resolution of disputes and claims. The goal is to avoid delays to the contract work, minimize the expense of settlement, avoid litigation, and promote project partnering. The DRB will render non-binding recommendations on issues brought before them.

DRB Membership

The DRB will consist of three members. One member is selected by the Department and approved by the Contractor and one member is selected by the Contractor and approved by the Department. These first two members will mutually select and agree on the third member who will complement the

construction and contract administration experience of the first two members and act as the Chair for all DRB activities. All three members must meet the "Requirements of DRB Members" set forth below.

Requirements of DRB Members

Members of the DRB shall have at least ten years of experience with the type of construction involved on this project, construction contract administration principles, and dispute resolution training.

Members of the DRB must not show or be perceived as showing partiality to either the Contractor or the Department. A DRB member shall not have any conflict of interest which could affect their ability to act in a disinterested and unbiased manner.

A person proposed as a member of the DRB shall submit a resume covering his/her applicable education and experience to the party appointing him/her. The resume shall include a list of all DRBs on which he/she currently serves and any projects on which he/she serves as a Dispute Resolution Advisor (DRA) along with meeting frequencies. A disclosure statement shall be submitted and include, but not limited by, any of the following categories of relationships or prior involvement in this project:

- A.** Any direct or indirect ownership or financial interest in the Contractor, consultant or consulting firm on the project, subcontractor or supplier on the project or any business of another DRB member.
- B.** Current employment by the Department, the Contractor, a consultant or consulting firm on the project, subcontractor or supplier on the project.
- C.** Within the one year period immediately prior to award of the contract: employment by the Department or the Contractor, a consultant or consulting firm on the project, any subcontractor or supplier on the project or any business of another DRB member.
- D.** A close personal relationship with any key individual in any firm involved in the contract.
- E.** A prior involvement in the project of a nature, which might be construed as compromising his/her ability to act impartially in carrying out the duties of the DRB.
- F.** A contract as a consultant to the Department or the Contractor or any subcontractor or supplier on the project.

Category "A" and "B" relationships listed above shall disqualify a person from serving on the DRB for this project. The other categories listed above will be considered by the Department and the Contractor in arriving at their decision as to whether or not to accept a person as a member of the DRB. If a prospective DRB member discloses a relationship or prior involvement in this project listed in other than category "A" and "B" and is considered to be highly qualified and desirable as a DRB member, the Department and the Contractor may, by mutual agreement, approve that person to serve as a member on the DRB.

If a person submits a disclosure statement which fails to provide accurate and complete disclosure of a relationship described in A through F above the Department may disqualify that person from serving as a DRA or on a DRB on future Department projects.

Service as a member of other DRBs, as a DRA or as an arbitrator or mediator shall not be construed as employment and therefore will not preclude a person from membership on the DRB for this project.

DRB Establishment

Every attempt shall be made by the Department and the Contractor to complete the selection of DRB members and execute the "Dispute Resolution Board Three-Party Agreement" prior to the date of the

preconstruction conference. At a minimum, the following timeframes for establishment of the DRB must be followed.

Within twenty-one (21) calendar days of the signing of the contract, both the Department and Contractor shall each obtain a written commitment from their proposed member to serve as a DRB member along with the resume and disclosure statement. These commitments shall include a clause that requires the first two members to immediately pursue selection of the Chair. Within this same timeframe, the Department and Contractor must also give the other party notice of the person they have selected to serve as a DRB member. This notice shall be accompanied by the resume and disclosure statement.

Within fourteen (14) calendar days of receiving the notice of selection of a DRB member, the Department and the Contractor shall notify the other party in writing as to whether or not the person selected is acceptable. Failure to give this notice within the required timeframe shall be construed to be acceptance of that member.

If a person selected is not acceptable to the other party, the party who selected that person shall within seven (7) calendar days select another person and provide to the other party a notification accompanied by the resume and disclosure statement submitted by that person. Within seven (7) calendar days written notification shall be given as to whether or not the person selected is acceptable. Failure to give this notice within the required timeframe shall be construed to be acceptance of that member.

Once the Department and the Contractor have agreed upon the first two members of the DRB they shall immediately notify those members of their approval. Within seven (7) calendar days of this notification, the Department and Contractor will each provide the first two members with a list of not less than two (2) potential members from which the Chair will be selected. Within seven (7) calendar days of receipt of the list of potential members, the first two members shall select the Chair ensuring that the Chair meets all the "Requirements of DRB Members" set forth above and give written notice to both the Department and Contractor accompanied by that person's resume and disclosure statement. In the event of an impasse in selection of the Chair, that member shall be selected by mutual agreement of the Department and Contractor.

Immediately after agreement is reached on all members of the DRB, the Department, Contractor, and the members of the DRB shall execute the "Dispute Resolution Board Three Party Agreement" as provided at the end of this proposal note. The execution of this agreement will not modify the requirements, terms, or conditions of the contract.

DRB Member Termination

If during the life of the contract, a DRB member's status changes in regards to category "A" or "B" categories set forth in the "Requirements for DRB Members" above he/she shall immediately disclose this in writing to both the Department and the Contractor. Upon receiving such notification, the Department or the Contractor may, within seven (7) calendar days, give notice that this DRB member is no longer acceptable. In no event, shall a DRB member participate in a hearing of a dispute or claim involving a firm by which he/she is employed.

Service of a member of the DRB may be terminated at any time with not less than thirty (30) calendar days notice as follows:

- A.** The Department may terminate the service of the Department appointed member.
- B.** The Contractor may terminate the service of the Contractor appointed member.
- C.** The Chair's service may be terminated only by agreement of the other two members.
- D.** Resignation of the member.

DRB Member Replacement

In the event that a vacancy on the DRB occurs, replacement members will be appointed in the same manner as the replaced member was appointed. The selection of a replacement DRB member shall be completed within thirty (30) days of the creation of the vacancy. The "Dispute Resolution Board Three Party Agreement" shall be amended to reflect the change of a DRB member.

DRB Operation and Duties

The DRB, with input from the Department and the Contractor, will establish its Operating Procedures for Dispute Resolution by adopting the "Dispute Resolution Board (DRB) Operating Procedures for Dispute Resolution" which can be found on ODOT's website at http://www.dot.state.oh.us/CONTRACT/construction_policy.htm. These procedures may be tailored to each individual project.

The members of the DRB will keep current on the progress of this project by: 1) quarterly visits to the project, 2) keeping current files, 3) meetings with other DRB members, and 4) joint meetings with Department and Contractor personnel. The frequency of project visits and meetings and content of members' files shall be as agreed upon among the Department, the Contractor, and members of the DRB.

The Chair shall be responsible for arranging and conducting meetings, hearings, mediation sessions, project visits, and drafting DRB recommendations on claims presented to the DRB.

The DRB will not maintain an official transcript of its hearings or deliberations. The DRB members shall perform their responsibilities impartially and independently considering the facts and conditions related to the matters under consideration and the provisions of the contract.

Should the Department and the Contractor mutually agree to terminate a "Dispute Resolution Board Three Party Agreement," the existing "Resolution Review Board Three Party Agreement" will remain in force until replaced by another fully executed "Dispute Resolution Board Three Party Agreement."

The DRB will exist for the life of this project only and will not review disputes or claims on any other project unless as otherwise agreed upon by the Department and the Contractor. If, after the Department has made final acceptance of the project, there are unresolved disputes and claims remaining, the "Dispute Resolution Board Three Party Agreement" shall remain active and in full force and effect until the project is otherwise administratively closed by the Department following final payment so that the DRB may continue in operation until all unresolved disputes and claims are resolved.

Disputes and Claims

Disputes include disagreements, matters in question, and differences of opinion between the Department's personnel and the Contractor. Claims are disputes that are not settled through Steps 1 and 2 of the Dispute Resolution Board Process.

Disputes and claims by subcontractors and suppliers may be pursued by the Contractor on behalf of subcontractors or suppliers. Disputes and claims by subcontractors and suppliers against the Contractor will not be reviewed by the Department or DRB. Disputes and claims by subcontractors and suppliers against the Department but not supported by the Contractor will not be reviewed by the Department or the DRB.

Process

Whenever an issue is elevated to a dispute, the parties shall exhaust the Dispute Resolution Board Process as set forth below prior to filing an action in the Ohio Court of Claims. The following procedures do not compromise the Contractor's right to seek relief in the Ohio Court of Claims.

Failure to meet any of the timeframes outlined below or to request an extension may terminate further review of the dispute and may serve as a waiver of the Contractor's right to file a claim.

Continuation of Work.

Continue with all Work, including that which is in dispute. The Department will continue to pay for Work.

Step 1 (On-Site Determination).

The Engineer will meet with the Contractor's superintendent within two (2) working days of receipt of the Contractor's Written Early Notice set forth in 108.02.F.2. They will review all pertinent information and contract provisions and negotiate in an effort to reach a resolution according to the Contract Documents. The Engineer will issue a written decision of Step 1 within fourteen (14) calendar days of the meeting. If the dispute is not resolved, either abandon or escalate the dispute to Step 2.

Step 2 (District Dispute Resolution Committee).

Within seven (7) calendar days of receipt of the Step 1 decision submit a written request for a Step 2 meeting to the District Construction Administrator (DCA). The DCA will assign the dispute a dispute number. The dispute number will consist of the District number, followed by a hyphen, the project number, followed by a hyphen and then the number of disputes on this project that this dispute represents. Within fourteen (14) calendar days of receipt of the request for a Step 2 meeting, the Contractor shall submit the Dispute Documentation as follows:

1. Submit three (3) complete copies of the documentation of the dispute to the DCA.
2. Identify the dispute on a cover page by county, project number, Contractor name, subcontractor or supplier if involved in the dispute, and dispute number.
3. Clearly identify each item for which additional compensation and time extension requested.
4. Provide a detailed narrative of the disputed work or project circumstance at issue.
5. Include the dates of the disputed work and the date of early notice.
6. Reference the applicable provisions of the plans, specifications, proposal, or other contract documents in dispute. Include copies of the cited provisions in the Dispute Documentation.
7. Include the dollar amount of additional compensation and length of contract time extension being requested.
8. Supporting documents for the requested compensation stated in number six (6) above.
9. Provide a detailed schedule analysis for any dispute concerning additional contract time, actual or constructive acceleration, or delay damages. At a minimum, the schedule analysis must include the Schedule Update immediately preceding the occurrence of the circumstance alleged to have caused delay and must comport with accepted industry practices. Failure to submit the required schedule analysis will result in the denial of that portion of the Contractor's request.
10. Include copies of relevant correspondence and other pertinent documents.

Each District will establish a District Dispute Resolution Committee (DDRC) which will be responsible for hearing and deciding disputes at the Step 2 level. The DDRC will consist of the District Deputy Director, District Construction Administrator and the Planning & Engineering Administrator or designees (other than the project personnel involved).

To prepare for the DDRC meeting, the DCA will create a file on the dispute and assign a person to review and manage the dispute. This manager will advise the Dispute Resolution Coordinator in the Division of Construction Management on the status of the dispute.

Within fourteen (14) calendar days of receipt of the Contractor's Dispute Documentation the DDRC will meet with Contractor personnel authorized to resolve the dispute.. The DDRC will issue a written decision of Step 2 within fourteen (14) calendar days of the meeting. If the dispute is not resolved either abandon or appeal to the DRB as outlined below.

The Department's and Contractor's personnel shall not contact the DRB until a decision has been issued by the DDRC.

Step 3 (Appeal to DRB).

Within fourteen (14) calendar days of receipt of the Step 2 decision, the Contractor must submit a written *Notice of Intent to Appeal to the DRB* to the Chair of the DRB. This notice shall state the Contractor's request for a DRB hearing. The Contractor must also submit copies of this notice to the DCA and Deputy Director of the Division of Construction Management.

The dispute becomes a claim when the Chair of the DRB receives the *Notice of Intent to Appeal to the DRB*. The DRB will not consider a claim until the DDRC has properly reviewed the dispute and issued a decision.

The Operating Procedures for Dispute Resolution established by the DRB will set forth the Step 3 (Appeal to DRB) process in detail. At a minimum, these procedures will establish both the requirements and timeframes for documentation submissions by both the Contractor and Department, documentation exchange between the Contractor and Department, and the hearing procedures.

The Contractor shall submit its Claim Documentation in accordance with the DRB's Operating Procedures for Dispute Resolution. In addition to the documentation submitted at Step 2, the narrative shall be enhanced to include sufficient description and information to enable understanding by a third party who has no knowledge of the dispute or familiarity with the project. This documentation must also include a discussion of the efforts taken to partner the dispute. The DRB may also require additional information be included in the Contractor's Claim Documentation.

Certify the claim in writing and under oath using the following certification:

I, (Name and Title of an Officer of the Contractor) certify that this claim is made in good faith, that all supporting data is accurate and complete to the best of my knowledge and belief, and that the claim amount accurately reflects the contract amendment for which (Contractor Company name) believes the Department is liable.

(The Contractor)

By: _____
(Name and Title)

Date of Execution: _____

Sign and date this claim certification and have the signature notarized pursuant to the laws of the State of Ohio. The date the DRB Chair receives the certified claim documentation is the date of the Department's Receipt of the Certified Claim for the purpose of the calculation of interest as defined in 108.02.G.4.

In accordance with the DRB's Operating Procedures for Dispute Resolution, the District will be instructed to submit its Claim Documentation in response to the Contractor's Claim Documentation. At a minimum, the District's Claim Documentation must include:

1. An overview of the project.
2. A narrative of the disputed work or project circumstance at issue with sufficient description and information to enable understanding by a third party who has no knowledge of the dispute or familiarity with the project.
3. The dates of the disputed work and the date of early notice.
4. Discuss the efforts taken to partner the dispute.
5. References to the applicable provisions of the plans, specifications, proposal, or other contract documents. Copies of the cited provisions shall be included in the claim document.
6. Response to each argument set forth by the Contractor.
7. Any counterclaims, accompanied by supporting documentation, the District wishes to assert.
8. Copies of relevant correspondence and other pertinent documents.

The DRB may also require additional information be included in the District's Claim Documentation.

In the event of multiple claims, the DRB may order that they be considered in a single hearing. The DRB may hold this hearing after the completion of the project or until such time that it is assured that all disputes on the project have been processed through Steps 1 and 2 of the Dispute Resolution Board Process and these issues are before the DRB.

The DRB will hear the entire claim. The DRB will hear oral presentations from both sides. The DRB may, on its own initiative, request information of the Contractor or the Department in addition to that submitted for the hearing. If either party fails to reasonably comply with such request, the DRB may render its recommendation without such information.

Upon completion of the hearing and consideration of any additional information submitted upon request, the DRB will render its written recommendation within fourteen (14) calendar days of the hearing.

The recommendation of the DRB shall be by majority vote. The recommendation shall be a well-reasoned decision which, at a minimum, shall include:

1. The claim number; the project number; county, route and section number; Contractor name; subcontractor or supplier's name, if involved in the dispute; and the commonly referenced name of the dispute on the cover sheet or the first page of the decision.
2. Sufficient description of the project and the claim to enable understanding by a third party who has no knowledge of the claim or familiarity with the project.
3. The value of the claim as determined by the Contractor, if applicable.
4. The value of the claim as determined by the Department, if applicable.
5. Finding of fact and a conclusion that provides clear direction to the parties.

The Chair must submit copies of the recommendation to the Contractor, DCA and Deputy Director of the Division of Construction Management

Within three (3) days of receipt of the recommendation, either party may request a meeting of the DRB to hear the DRB's explanation of the recommendation. Within seven (7) days of this request, the Chair shall conduct this meeting with both the Department and the Contractor.

Within twenty-one (21) calendar days of receipt of the recommendation, the Contractor must indicate its intentions in writing to the Department and the Chair in regards to the recommendation. Simultaneously, the Director or designee will determine the Department's intentions in regards to the recommendation. This determination will be issued in writing to the Contractor and the Chair within twenty-one (21) calendar days of receipt of the recommendation.

Either the Department or the Contractor may appeal a recommendation to the DRB for reconsideration. However, reconsideration will only be allowed when there is new evidence to present.

The recommendation of the DRB is the final step of the Department's Dispute Resolution Board Process and may not be appealed within the Department. The DRB is not bound by any offers of settlement or findings of entitlement made during Steps 1 and 2 of the Dispute Resolution Board Process.

Interest on Claims.

The Department will pay interest in accordance with ORC Section 5703.47 on any amount found due on a claim which is not paid within 30 days of the Claims Coordinator's Receipt of the Certified Claim.

Binding Arbitration (Optional).

In lieu of the DRB hearing the Contractor may request that the claim proceed through binding arbitration. The Department may agree to binding arbitration as defined by ORC 5525.23 in the manner in which this method is practiced by the Department and allowed by law. At its discretion, the Department may decline the Contractor's request.

ODOT's Dispute Resolution Coordinator will coordinate the agreement of the parties to the binding arbitration method and the selection of a neutral third party or technical expert. The fees of the neutral third party or technical expert will be shared equally. The Dispute Resolution Coordinator will obtain a written agreement, signed by both parties, that establishes the binding arbitration process. Subject to the requirements of ORC 5525.23, the neutral third party or technical expert will assume complete control of the claim upon execution of the binding arbitration agreement.

Advisory Recommendation Process (Optional)

1. Objective

To more fully allow the DRB to act in an advisory capacity to assist the Department and the Contractor in resolving selected disputes, the Advisory Recommendation Process may be used to provide the parties with a preliminary assessment of the merits of each party's position in the dispute based upon the information presented pursuant to this process. The process is meant to be expedient, shall be primarily oral, and will not prejudice a future formal DRB hearing of the dispute.

The Advisory Recommendation Process is not to be substituted for the good faith negotiation efforts. Rather, the Advisory Recommendation Process should be utilized when negotiations have reached a temporary impasse.

2. Identification of Disputes

A dispute may be identified as a candidate for an Advisory Recommendation by the Department, the Contractor, the DRB, or any combination of the above.

3. Concurrence of Both Department and Contractor

Both the Department and the Contractor must concur that the dispute is appropriate for the Advisory Recommendation Process; else, the dispute must proceed through the Dispute Resolution Board process as set forth in Proposal Note 108.

4. Pre-meeting Submittals to the DRB

The DRB will decide the nature of the submissions that it wishes the parties to make, on a case-by-case basis. At a minimum, the DRB will require submission of brief position papers (1 to 2 pages) to all parties. Include copies of relevant specification sections, plans, notes, drawings, and other pertinent Contract and /or Project related documentation. The submission will be made at least fifteen (15) days prior to the next quarterly meeting unless the parties agree to alter the time frames.

5. Scheduling of Advisory Recommendation Meetings

In most cases, the dispute will be scheduled for presentation to the DRB at the DRB's next regularly scheduled meeting. If the parties agree and the schedules permit, a dispute may be heard during the period between the regularly scheduled meetings, in which case, a meeting will be scheduled at a time and location convenient to the parties and the DRB.

6. Conduct of Meetings

The Contractor will make its presentation first, followed by the Department. Each party will be allowed sufficient time to make a thorough oral presentation, make rebuttals, provide the DRB with relevant documentation and respond to the DRB's queries and requests.

After receiving all relevant information, the DRB members will, at their discretion, privately caucus to discuss their assessment of the dispute. Either that same day or the next, the DRB will orally share and discuss with the parties its assessment and recommendations with respect to the dispute. The Advisory Recommendation shall not be binding on either party or on the DRB and does not require either party to accept or reject it. The recommendation does not prejudice the opportunity for a Step 3 hearing if the dispute is not resolved. If the dispute is presented to the DRB formally at a later date, pursuant to the Proposal Note 108 process, the DRB will focus anew upon the facts of the dispute as presented at that time, without reference to the Advisory Recommendation meeting.

7. Resolution

The Advisory Recommendation of the DRB will be used by the parties at any time after Step 1 of the Dispute Resolution Board Process. If the parties remain unable to resolve the dispute following the Advisory Recommendation Process, the dispute may proceed in accordance with the next level of Proposal Note 108 process and the requirements of the DRB approved *Operating Procedures*.

Basis of Payment

The Department will furnish the following item with an amount in the Proposal:

Item	Unit	Description
Special	Lump Sum	Department's Share of the Dispute Resolution Board

The fixed amount shown in the Proposal is included in the Total Bid Amount. This fixed amount is one hundred percent of the Department's estimate of the total cost of all quarterly meetings plus fifty percent of all costs anticipated for Appeals to the DRB and Advisory Recommendations.

The Department shall bear one hundred percent of all costs associated with the quarterly meetings. The Contractor and the Department shall bear fifty percent of all costs associated with Appeals to the DRB and Advisory Recommendations.

The payments due will be deducted from the item. If the Department's costs of the DRB exceed the fixed amount, the Department will continue to pay its share of the actual invoice costs of the DRB. The Department will not pay a percent mark-up on these costs. The Department will make partial payments according to C&MS 109.09. This item is exempt from the non-performance table found in C&MS 104.02.

DISPUTE RESOLUTION BOARD THREE PARTY AGREEMENT

THIS THREE PARTY AGREEMENT, hereinafter called "**AGREEMENT**", made and entered into this _____ day of _____, 20____, between the Ohio Department of Transportation, hereinafter called the "**DEPARTMENT**"; and _____, hereinafter called the "**CONTRACTOR**"; and the Dispute Resolution Board, hereinafter called the "**DRB**" and consisting of three members:

_____, **CONTRACTOR** Member, _____, **DEPARTMENT** Member,

and _____, **CHAIR**

WITNESSETH, that

WHEREAS, the **DEPARTMENT** is now engaged in the construction of project (XXX-XX); and

WHEREAS, the contract for project (XXX-XX) provides for the establishment and operation of the **DRB** to assist in resolving disputes and claims; and

WHEREAS, the **DRB** is composed of three members, one selected by the **DEPARTMENT**, one selected by the **CONTRACTOR**, and the **CHAIR** selected by the aforementioned two;

NOW THEREFORE, in consideration of the terms, conditions, covenant, and performance contained herein, or attached and incorporated and made part hereof, the parties hereto agree as follows:

**I
DESCRIPTION OF WORK**

In order to assist in the resolution of disputes and claims between the **CONTRACTOR** and the **DEPARTMENT**, the **DEPARTMENT** has provided in the (XXX-XX) contract, for the establishment of the **DRB**. The purpose of this **DRB**, is to fairly and impartially consider disputes placed before it and provide recommendations for resolution of these disputes to both the **DEPARTMENT** and the **CONTRACTOR**. **DRB** members shall perform the services necessary to participate in the **DRB's** actions as designated in Section II, Scope of Work.

II SCOPE OF WORK

The Scope of Work of the **DRB** includes, but is not limited to, the following items of work:

A. Operating Procedures for Dispute Resolution

Upon execution of the **AGREEMENT**, the **DRB** shall establish Operating Procedures that will govern the conduct of its business based on the Dispute Resolution Board (DRB) Guidelines which can be found on ODOT's website at http://www.dot.state.oh.us/CONTRACT/construction_policy.htm. The **DRB** may elect to adopt the "Dispute Resolution Board Operating Procedures for Dispute Resolution" which can be found on the same website in its entirety or a modified version thereof. At a minimum, these procedures will establish both the requirements and timeframes for documentation submissions by both the **CONTRACTOR** and **DEPARTMENT**, documentation exchange between the **CONTRACTOR** and **DEPARTMENT**, and the hearing procedures.

The members of the **DRB** will keep current on the progress of this project by: 1) quarterly visits to the project, 2) keeping current files, 3) meetings with other **DRB** members, and 4) meetings with **DEPARTMENT** and **CONTRACTOR** personnel. The frequency of project visits and meetings and content of members' files shall be as agreed upon among the **DEPARTMENT**, **CONTRACTOR**, and members of the **DRB**.

Upon receipt by the **DRB** of a written *Notice of Intent to Appeal to the DRB* of a dispute, from either the **CONTRACTOR** or the **DEPARTMENT**, the **DRB** shall convene to review and consider the appeal. The time and location of **DRB** meetings shall be determined by the **DRB** with reasonable notice to the **DEPARTMENT** and **CONTRACTOR**. Both the **DEPARTMENT** and **CONTRACTOR** shall be given the opportunity to present their evidence at these meetings. It is expressly understood that the **DRB** members are to act impartially and independently in the consideration of the contract provisions, and the facts and conditions surrounding any written appeal presented by the **DEPARTMENT** or the **CONTRACTOR**, and that the recommendations concerning any such appeal are advisory. The **DRB** recommendations, resulting from their consideration of a dispute or claim, shall be furnished to the **DEPARTMENT** and to the **CONTRACTOR** in accordance with the process set forth in the Dispute Resolution Board Process Proposal Note 108. The recommendations shall be based on the pertinent contract provisions and the facts and circumstances involved in the dispute.

Either the **DEPARTMENT** or the **CONTRACTOR** may appeal a recommendation to the **DRB** for reconsideration. However, reconsideration will only be allowed when there is new evidence to present.

B. **DRB** Member Replacement

Should the need arise to appoint a replacement **DRB** member, the replacement **DRB** member shall be appointed in the same manner as the original **DRB** members were appointed. The selection of a replacement **DRB** member shall begin promptly upon notification of the necessity for a replacement and shall be completed within 30 calendar days. The **AGREEMENT** shall be amended to indicate a change in **DRB** membership.

III DEPARTMENT RESPONSIBILITIES

The **DEPARTMENT** shall furnish the following services and items:

A. Contract Related Documents

The **DEPARTMENT** shall furnish the **DRB** three copies of the contract for project (XXX-XX) , change orders, written instructions issued by the **DEPARTMENT** to the **CONTRACTOR**, or other documents pertinent to the performance and therefore, necessary for the **DRB** to perform its responsibilities.

B. Coordination and Services

The **DEPARTMENT's** Engineer for the (XXX-XX) project will, in cooperation with the **CONTRACTOR**, coordinate the operations of the **DRB**. The **DEPARTMENT**, through the Engineer, will arrange or provide conference facilities at or near the contract site and provide secretarial and copying services.

C. Dispute Resolution Documents

1. The **DEPARTMENT** shall cooperate with the **CONTRACTOR** to jointly create a Common Support Document Appendix for each claim that is to be heard by the **DRB**. This Appendix shall include all reference documents (applicable plans sheets, specification references, sketches or drawings, etc.) common to both the **DEPARTMENT'S** and the **CONTRACTOR'S** dispute resolution submittal. The **DEPARTMENT** will be responsible for producing 5 copies of this document for the first claim (one copy for each **DRB** member, the **DEPARTMENT** and the **CONTRACTOR**). The **CONTRACTOR** will be responsible for producing 5 copies of this document for the second claim. The responsibility will continue to alternate with subsequent claims, if necessary.

2. The **DEPARTMENT** shall furnish to each **DRB** member, one copy of all pertinent documents not included in the Common Support Document Appendix, which are or may become necessary for the **DRB** to perform its responsibilities. Pertinent documents are any documents substantiating or justifying the **DEPARTMENT'S** position. A copy of such pertinent documents must also be furnished to the **CONTRACTOR**.

Except for its participation in the **DRB's** activities as provided in the contract and in this **AGREEMENT**, the **DEPARTMENT** will not solicit advice or consultation from the **DRB** or any of its members on matters dealing in any way with the project, the conduct of the work, or resolution of problems.

IV CONTRACTOR RESPONSIBILITY

The **CONTRACTOR** shall furnish the following items:

A. Contract Related Documents

The **CONTRACTOR** shall furnish each member of the **DRB** a copy of the progress schedule and updates and any other **CONTRACTOR**-generated documents pertinent to the performance and therefore, necessary for the **DRB** to perform its responsibilities.

B. Dispute Resolution Documents

3. 1. The **CONTRACTOR** shall cooperate with the **DEPARTMENT** to jointly create a Common Support Document Appendix for each claim that is heard by the **DRB**. This Appendix shall include all reference documents (applicable plans sheets, specifications, sketches or drawings, etc.) common to both the **CONTRACTOR'S** and the **DEPARTMENT'S** dispute resolution submittal. The **DEPARTMENT** will be responsible for producing 5 copies of this document for the first claim (one copy for each **DRB** member, the **DEPARTMENT** and the **CONTRACTOR**). The **CONTRACTOR** will be responsible for producing 5 copies of this document for the second claim. The responsibility will continue to alternate with subsequent claims, if necessary.

2. The **CONTRACTOR** shall furnish to each **DRB** member, one copy of all pertinent documents not included in the Common Support Document Appendix, which are or may become necessary for the **DRB** to perform its responsibilities. Pertinent documents are any documents which are used in the performance of the work or in justifying or substantiating the **CONTRACTOR's** position. A copy of such pertinent documents must also be furnished to the **DEPARTMENT**.

Except for its participation in the **DRB's** activities as provided in the contract and in this **AGREEMENT**, the **CONTRACTOR** will not solicit advice or consultation from the **DRB** or any of its members on matters dealing in any way with the project, the conduct of the work, or resolution of problems.

V DURATION OF DRB

The **DRB** will exist for the life of the (XXX-XX) project only and will not review disputes or claims on any other project unless as otherwise agreed upon by the **DEPARTMENT** and the **CONTRACTOR**. If, after the **DEPARTMENT** has made final acceptance of the project, there are unresolved disputes and claims remaining, the **AGREEMENT** shall remain active and in full force and effect until the project is otherwise administratively closed by the **DEPARTMENT** following final payment so that the **DRB** may continue in operation until all unresolved disputes and claims are resolved.

VI COMPENSATION

A. Compensation Allowed

1. **DEPARTMENT** and **CONTRACTOR** Members' Fees
DEPARTMENT and **CONTRACTOR** Members shall be compensated at an agreed rate of \$1,800 per day.
2. **CHAIR's** Fee
The Chair shall be compensated at an agreed rate of \$2,200 per day.
3. Travel Time
The DRB members shall be reimbursed at the rate of \$125 per hour for the time spent traveling to and from the meeting.
4. Transportation Costs
The DRB members shall be paid for travel expenses incurred in accordance with the Ohio Office of Budget and Management Travel Policy as published on the State of Ohio website (<http://www.obm.ohio.gov/mppr/travel.asp>).
5. Review and Research away from the Project
No additional compensation will be made for the time spent in review and research activities by the DRB members unless an estimate of that time is specifically agreed upon in advance and in writing by the Department and the Contractor. Such time that has been agreed to will be compensated at an agreed rate of \$225 per hour. The agreed \$225 per hour shall include all incidentals.

B. Payment

1. Submission for Compensation
The **DRB** members shall submit to the **CONTRACTOR**, monthly, each member's billable time and travel expenses, and required supporting documentation.

2. Member Compensation

After review and verification by the **CONTRACTOR** and **DEPARTMENT** of the members' submission for compensation, the **CONTRACTOR** shall pay each member their earned fees.

3. **CONTRACTOR** Reimbursement

The **DEPARTMENT** will reimburse the **CONTRACTOR** for the **DEPARTMENT'S** share of actual invoice costs of the members under Lump Sum Item Special – Department's Share of Dispute Resolution Board. The Department will not pay a percent mark-up on these costs. The Department will make partial payments according to C&MS 109.09.

VII
ASSIGNMENT OF TASKS OF WORK

The **DRB** members shall not assign any of the work of this **AGREEMENT**.

VIII
CONFLICT

The members of the **DRB** agree individually that they do not have any direct or indirect ownership or financial interest in the **CONTRACTOR**, any consultant or consulting firm on the project, any subcontractor or supplier on the project or any business of another **DRB** member. The members of the **DRB** agree individually that they are not currently employed by the **DEPARTMENT**, the **CONTRACTOR**, or any consultants or consulting firms on the project. Service as a member of other **DRB's**, as a Dispute Resolution Advisor or as an arbitrator or mediator shall not be construed to be employment. The members of the **DRB**, the **DEPARTMENT**, and the **CONTRACTOR** agree that during the life of the contract, no unilateral discussion will be had or agreement will be made between any **DRB** member and any party to this **AGREEMENT** for employment after the contract is completed.

In the event that a **DRB** member's status changes in regards to the aforementioned areas of conflict, the members of the **DRB** agree individually to immediately disclose this in writing to both the **DEPARTMENT** and the **CONTRACTOR**. Upon receiving such notification, the **DEPARTMENT** or the **CONTRACTOR** may, within seven (7) calendar days, give notice that this **DRB** member is no longer acceptable. In no event, shall a **DRB** member participate in a hearing of a dispute or claim by the **DRB** involving a firm by which he/she is employed.

IX
TERMINATION OF AGREEMENT

The parties to this **AGREEMENT** mutually agree that this **AGREEMENT** may be terminated at any time upon not less than a thirty (30) calendar day written notice to the other parties. In the event the **AGREEMENT** is terminated Section 108.02.G of ODOT's Construction and Material Specifications (C&MS), Dispute Resolution and Administrative Claims Process that was in affect at the time of the bidding of this project will immediately become effective. All disputes in Step 1 or Step 2 of this PN109 Note will continue as in Step 1 or Step 2 as described by Section 108.02.G of ODOT's C&MS. Any claims in Step 3, to be heard by the **DRB**, will instead be heard by the Director's Claims Board.

DRB members may withdraw from the **DRB** by providing 30 day notice. **DRB** members may be terminated for cause only by their original appointing authority, therefore, the **DEPARTMENT** may only terminate the **DEPARTMENT** appointed member, the **CONTRACTOR** may only terminate the **CONTRACTOR** appointed member, and the first two members must agree to terminate the **CHAIR**.

**X
LEGAL RELATIONS**

The parties hereto mutually understand and agree that the **DRB** member in the performance of duties on the **DRB**, is acting in the capacity of an independent agent and not as an employee of either the **DEPARTMENT** or the **CONTRACTOR** and accordingly, no party to this **AGREEMENT** shall bear a greater responsibility for damages or personal injury than is normally provided by Federal and Ohio Law.

The parties expressly agree that each DRB member is acting in a capacity intended to facilitate resolution of disputes. The DEPARTMENT and the CONTRACTOR further agree that neither of them will seek nor require the testimony or production of documents and/or records from the DRB members in any administrative, judicial or other proceeding.

**XI
FEDERAL REVIEW**

The Federal Highway Administration shall be informed of the work of the **DRB** and shall have the right to attend any meeting or hearing of the **DRB**.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT as of the day and year first above written.

DRB MEMBER

DRB MEMBER

By: _____
Title: _____

By: _____
Title: _____

CHAIR

By: _____
Title: _____

CONTRACTOR

OHIO DEPARTMENT OF TRANSPORTATION

By: _____
Title: _____

By: _____
Title: _____

Approved as to Form Only this
____ day of _____, 20__

Assistant Attorney General

PN 110 – 10/15/2011 - ESCROW BID DOCUMENTS

1. Scope and Purpose. The purpose of this note is to preserve the Contractor's and subcontractors' Bid Documents for use by the parties in the settlement of disputes and claims.

The Department will not use Escrow Documents to assess the Contractor's or subcontractors' qualifications for performing the Work. The Escrow Documents are, and will always remain, the property of the Contractor or subcontractors, subject to joint review by the Department and Contractor or subcontractors, as provided below.

Escrow Documents consist of one copy of all documents generated in preparation of the Proposal. This includes handwritten notes, records of phone conversations and phone quotes, letters, faxes, e-mails both printed and electronically archived, formal quotations, calculations, work sheets, conceptual progress schedules, marked up plan sheets, and any other paper or electronic record of how the Work was originally bid. These documents will be held in escrow for the duration of the Contract. These documents can be scanned in a format acceptable to the Department and submitted on a CD(s) or be submitted on paper, or a combination of the two types.

2. Submittal. The low bidder and the second low bidder shall submit their Bid Documents for purposes of escrow by 4:00 p.m. in the Office of Contracts at 1980 West Broad Street, Columbus, Ohio the next business day after the bid opening. The Escrow Documents shall be submitted in a sealed container containing only the Escrow Documents. Clearly mark the container with the Contractor's and subcontractors' name, date of submittal, project name and number, and the words "Escrow Documents."

Submittal shall be in accordance with this note. Failure of the low bidder or the second low bidder to submit their Bid Documents for purposes of escrow in a timely manner as defined above will result in a determination by the Department that the bid submitted by that particular bidder is non-responsive and ineligible for award.

3. Stipulations and Acknowledgements. The Department stipulates and expressly acknowledges that the Escrow Documents constitute proprietary information. This acknowledgement is based on the Department's expressed understanding that the information contained in the Escrow Documents is not known outside the Contractor's or subcontractors' business, is known only to a limited extent and by a limited number of the Contractor's or subcontractors' employees, and is safeguarded while in the Contractor's or subcontractors' possession. The Department further acknowledges that the Escrow Documents and the information they contain are provided for the joint use of the Contractor or the subcontractors and the Department.

The Contractor and subcontractors agree, as a requirement of the Contract, that the Escrow Documents constitute all the information used in the preparation of the Bid, and that no other Bid preparation information will be considered in the resolution of disputes and claims. The Contractor and subcontractors also agree that nothing in the Escrow Documentation shall change or modify the terms or conditions of the Contract Documents.

The Department further agrees to safeguard the Escrow Documents, and all information they contain, against disclosure to the fullest extent permitted by law.

4. Format and Contents. The Contractor and subcontractors may submit Escrow Documents in their usual cost estimating format. It is not the intention of this subsection to cause the Contractor to expend additional effort during Proposal preparation, but to ensure that the Escrow Documents are adequate to enable complete understanding and proper interpretation for their intended use.

Ensure that the Escrow Documents clearly itemize the estimated costs of performing the Work of each contract item in the Proposal. Separate contract items into such items necessary to present a complete and detailed estimate of all costs. Detail the plant, equipment, material, and indirect costs in the Contractor's usual format. Ensure that the allocation of contingencies, mark ups, and other items are identified for each contract item.

Identify all elements of pricing developed solely based on experience or market factors, and for which a detailed cost estimate does not exist.

Identify all costs. For contract items amounting to less than \$10,000, the Contractor may provide estimated costs without a detailed cost estimate.

Ensure that the Escrow Documents include all quantity take-offs, calculations of rates of production and progress, copies of quotes from subcontractors and suppliers, memoranda, narratives, add/deduct sheets, and all other information used by the Contractor to arrive at the prices contained in the Proposal.

5. Late Revisions. If the itemized cost breakdowns and allocations described elsewhere are not revised to reflect the final Bid prices, then submit information reconciling the Bid preparation documents and the Bid unit prices. Consider this reconciliation as a part of the Escrow Documents and include in the submittal.

6. Storage. The Department will acknowledge receipt of the Escrow Documents and place the Escrow Documents in an institution in Columbus, Ohio that is mutually agreed upon by both the Contractor and the Department for the life of the Contract. The Department will pay the cost of storage.

7. Examination. The Department, the Contractor, and when necessary, the applicable subcontractors will examine the Escrow Documents, at any time deemed necessary by either the Department or the Contractor, to assist in the negotiation of the settlement of disputes and claims; ensure that subcontractors are present if and when they are presenting a claim through the Contractor or when information is needed. The Contractor, applicable subcontractors, and the Department will be present to review the Escrowed Documents.

Examination of the Escrow Documents is subject to the following conditions:

- a. The Escrow Documents are proprietary and confidential.
- b. Access to the documents will take place only in the presence of authorized representatives from the Department, Contractor, and the applicable subcontractors.
- c. The Contractor shall designate, in writing, the personnel from within the Contractor's organization who are authorized to examine the Escrow Documents. Submit this designation with the Escrow Documents. The Director or the designees may examine the Escrowed Documents.

8. Final Disposition. The Department will return the Escrow Documents to the Contractor and subcontractors after completion of the Contract and after all disputes and claims have been settled.

9. Escrow Agreement for Contract Bid Documents. The following Escrow Agreement shall be executed within ten (10) days after award of the Contract.

THIS AGREEMENT is made and entered into this ___th day of Month, _____, by and among the Ohio Department of Transportation, an agency of the State of Ohio, hereinafter called the "Department", _____ the "Contractor", and the _____, hereinafter called the "Escrow Agent".

WHEREAS, the Department and Contractor entered into that certain construction contract dated _____, hereinafter called the "Contract", for the construction of Project Number _____, pursuant to which the Contractor shall cause the work therein to be constructed; and

WHEREAS, the Department and Contractor are desirous of entering into an Escrow Agreement, to provide for specific contingencies governing the escrow and control of contract bid documentation; hereinafter called "Bid Documents"; and

WHEREAS, the Department and Contractor desire the Escrow Agent to hold the Bid Documents of the Contractor;

NOW, THEREFORE, for and in consideration of the mutual covenants contained herein, it is agreed by and between the parties hereto that:

ARTICLE I - Contract Escrow Bid Documentation

The parties hereto agree to the establishment of Escrow of the Bid Documents for the contract pursuant to the Department's specifications pertaining to construction under the contract. It is the understanding of the parties hereto that the Department shall pay the Escrow Agent, as determined by separate agreement, for the escrow of the Bid Documents submitted to the Escrow Agent under the terms of this Agreement.

ARTICLE II - Acknowledgment

By its signature below, the Escrow Agent hereby acknowledges receipt from the Department and Contractor of a sealed container bearing the Contractor's name, address and Contract Project Number assigned by the Department and containing the Bid Documents.

ARTICLE III - Deposit of Bid Documents

The Bid Documents shall remain on deposit with the Escrow Agent until those conditions of release, as specified in Article IV "Release from Escrow", are met. As long as the Bid Documents remain in escrow with the Escrow Agent, the Escrow Agent shall not allow any person access, to gain possession, or to in any way interfere with the sealed Bid Document container.

ARTICLE IV - Release from Escrow

Upon being presented, by the Department, with documentation that the Final Estimate for the Contract has been paid to the Contractor, the Escrow Agent shall deliver to the Contractor the sealed container bearing the Contractor's name, address and Contract Project Number on it. The Escrow Agent is also authorized to release the Bid Document sealed container to the Department without the Contractor's signed consent subject to the following conditions:

- * The Contractor has provided written notification to the Department of the Contractor's intention to file a claim related to the Contract; or
- * The Contractor has initiated litigation against the Department relating to the Contract.

Prior to any release from escrow to the Department, the Escrow Agent shall verify that either condition of release to the Department, as stated above, has been met by providing written notice to the Contractor of the Escrow Agent's intention to release the Bid Documents to the Department. Such written notice from the Escrow Agent shall be sent by overnight mail no less than ten (10) calendar days prior to release to the Department. Further, the written notice shall recite a date and time certain when the escrow documents will be released to the Department. The Contractor may be present at the time of release and also while the Department reviews the documents. Upon any release from escrow of the Bid Document container, the Escrow Agent shall cause the execution of Exhibit A, "ESCROW RELEASE for Contract

Bid Documents," as attached hereto and incorporate herein as if fully contained, by the party receiving the Bid Document container.

ARTICLE V - Indemnity

The Contractor agrees to indemnify and hold the Escrow Agent harmless against any loss, claim, damage, liability or expenses incurred in connection with any action, suit, proceeding, claim or alleged liability arising from this Escrow Agreement, provided, however, that the Escrow Agent shall not be so indemnified or held harmless for its negligence or acts of bad faith by it or any of its agents or employees.

The Escrow Agent shall have no responsibility as to the genuineness of the signature or the validity of any document deposited in the escrow, nor as to the legal capacity or identity of the parties to this escrow, and the Escrow Agent shall be justified in every act, omission or forbearance in reliance upon the Escrow Agreement so long as and to the extent that it shall act or have acted in good faith.

All of the terms and conditions in connection with the Escrow Agent's duties and responsibilities, and the rights of the undersigned parties are contained in the Escrow Agreement. The Trust Company is not required to be familiar with the provisions of any other instrument or agreement and shall not be charged with any responsibility or liability in connection with the observance or non-observance, by any person, of the provisions of any other such instrument or agreement.

The Escrow Agent shall not be responsible for the determination of any facts or conditions on which the parties may give notice, but the Escrow Agent may rely solely on the notice received from the parties as to the existence of such facts or conditions.

The Escrow Agent may act or refrain from acting in respect of any matter referred to in the Escrow Agreement or additional instructions received in the performance of its duties in full reliance upon the advice of counsel which may be selected by it, and shall be fully protected in so acting or refraining from acting upon the advice of such counsel.

The Escrow Agent may obey and comply with any order or process of a court (whether or not such court shall have jurisdiction) commanding it to do or to refrain from some act in relation to the subject matter of this escrow. It may rely and continue to rely conclusively upon such orders or process, notwithstanding that it may found subsequently to be void or voidable, until one of the Trust Officers of the Escrow Agent, shall have actual knowledge that such order or process shall have been modified, annulled, set aside, vacated or quashed.

ARTICLE VI - Notices

All notices and other communication shall be in writing and shall be deemed to have been duly given and delivered if mailed by certified mail, return receipt requested, postage prepaid to the addresses stated herein:

Department:

The Ohio Department of Transportation
Director
1980 West Broad Street
Columbus, Ohio 43223

Contractor:

Escrow Agent:

ARTICLE VII - Duties of Escrow Agent

The duties and responsibilities of the Escrow Agent shall be limited to those expressly set forth herein and the Escrow Agent shall act only in accordance with this Escrow Agreement. Notwithstanding specific provisions hereunder, the Escrow Agent shall at all times act upon and in accordance with the joint written instructions of the Department and Contractor.

ARTICLE VIII - Laws

This Escrow Agreement shall be deemed to have been executed in Franklin County, Ohio and the laws of the State of Ohio shall apply.

ARTICLE IX - Assignment

This Escrow Agreement shall not be assigned without the written consent of all the parties hereto.

ARTICLE X - Survival of Contract

Except as may be expressly modified, all terms and conditions of this Escrow Agreement remain in full force and effect. The establishment of this Escrow Agreement is limited solely by the contingency of release of the Bid Documents by the Contractor to the Department, as established by Article IV, Release from Escrow. Nothing contained herein shall alter the rights of the parties hereto.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

In witness whereof, the parties have hereunto set their hands and seals the day above first written.

The Contractor:

By: _____

(Title)

(Witness)

(Date)

The Ohio Department of Transportation:

By: _____

(Title)

(Witness)

(Date)

_____ **(Escrow Agent):**

By: _____

(Title)

(Witness)

(Date)

EXHIBIT A - ESCROW RELEASE for Contract Bid Documents

This is to certify that on this _____ day of _____, 20____, the sealed container identified as:

Bid Documentation

Contractor: _____

(Address)

Contract Project Number: _____

Date of Submittal: _____

(Evidence by Agreement dated _____),

was released from escrow and personally handed to the below name individual acknowledging receipt, representing the Contractor/Department, by the Escrow Agent upon the presentation of the required documentation pursuant to Article IV, Release from Escrow, of that agreement dated _____, 20____, a copy of such documentation is attached hereto.

Acknowledgment of Receipt:

Acknowledgment of Release:

(Escrow Agent)

PN 111 – 07/20/2012 Facilitated Partnering

A. Facilitated Partnering. The type of Partnering required on this project is Facilitated Partnering. The requirements of this note replace the Self-facilitated Partnering requirements in 108.02.B and 108.02.E of the Construction & Material Specifications. Select, with input from the Engineer, a partnering facilitator from the ODOT prequalified list located on the Division of Construction Management's Partnering website:

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Pages/Partnering.aspx>

B. Initial Partnering Session. Every attempt shall be made to hold an Initial Partnering Session prior to beginning the Work and separately from the Preconstruction Meeting. This session shall be no later than one month after the Preconstruction Meeting. Identify and invite all stakeholders necessary to make the project successful including utility companies, other transportation entities (i.e., railroads), community leaders, all project participants including subcontractors. Develop the Partnering agenda with the Engineer and facilitator before holding the Initial Partnering Session.

During the Initial Partnering Session:

1. Develop Partnering teams consisting of Department and Contractor senior personnel and Project personnel.
2. Identify and develop a consensus on project goals consistent with the contractual obligations, including specific goals concerning safety, quality, schedule, and budget.
3. Decide on how the teams will measure progress on project goals.
4. Identify any potential risks to the project's success, mitigation strategies and an implementation plan for appropriate strategies.
5. Define key issues, project concerns, joint expectations, roles of key partnership leaders, lines of decision making authority, and share relevant information to help determine the scope of the Partnering efforts.
6. Identify any opportunities for project enhancement, enhancement strategies, and a specific action plan for implementing strategies.
7. Develop a communication protocol to enhance communication on the project.
8. Develop an issue identification and resolution process that identifies and attempts to resolve issues at the level closest to the work. The issue identification and resolution process will develop all the necessary steps for issue elevation including Notice and Mitigation defined in 108.02.F and the Dispute Resolution and Administrative Claims Process defined in 108.02.G.

C. Partnering Update Sessions. Hold quarterly Partnering Update Sessions, unless the frequency is otherwise determined by the Engineer and Contractor, to maintain open communication and evaluate the

Partnering relationship on the Project. Identify Partnering successes and possible areas of improvement. Identify and invite all stakeholders necessary to make the session successful including utility companies, other transportation entities (i.e., railroads), community leaders, all project participants including subcontractors.

D. Partnering Monitoring. Monitor the progress of the Partnering relationship based on the goals decided during the Initial Partnering Session. On-line surveys of project participants will be used to monitor goals progress and help identify issues as they arise. Complete the survey prior to every Partnering Update Session and determine with the Engineer and facilitator whether more frequent evaluations are necessary. The on-line surveys will be consistent with the Department's Partnering Project Rating Form which is located on the Division of Construction Management's Partnering website:

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Pages/Partnering.aspx>

E. Compensation.

1. Submission for Compensation. The facilitator shall submit to the Contractor actual invoice costs.
2. Facilitator Compensation. After review and verification by the Contractor and Department of the facilitator's submission for compensation, the Contractor shall pay the facilitator the fees earned.
3. Contractor Reimbursement. The Department and the Contractor shall bear the costs and expenses of the facilitator and venue equally.

The facilitator chosen by the Department and the Contractor shall be compensated at a maximum rate of \$3,500 for the Initial Partnering Session. The facilitator shall be compensated at a maximum rate of \$1,500 for the Partnering Update Sessions.

The maximum session rates above shall be considered full compensation for venue cost, on-site time, travel expenses, transportation, lodging, and incidentals, or portion thereof that the facilitator is at an authorized meeting.

F. Basis of Payment.

The Department will furnish the following item with an amount in the Proposal:

Item	Unit	Description
Special Lump Sum		Department's Share Facilitated Partnering Costs

The fixed amount shown in the Proposal is included in the Total Bid Amount. This fixed amount is fifty percent of the Department's estimate of the total cost of all Partnering Update Sessions and facilitator expenses

The payments due will be deducted from the item. If the Department's costs of the Facilitated Partnering item exceed the fixed amount, the Department will continue to pay its share of the actual invoice costs of the item by processing a change order.

The Department will not pay a percent mark-up on these costs. The Department will make partial payments according to C&MS 109.09. This item is exempt from the non-performance table found in C&MS 104.02.

PN 117 - 4/19/2013 – STEEL AND IRON PRODUCTS MADE IN THE UNITED STATES

The purpose of this note is to notify the contractor to furnish steel or iron products made in the United States according to the federal requirements in C&MS 106.09.

The Buy American statute at 23 U.S.C. 313 was amended to require the application of Buy American provisions to all contracts eligible for assistance under title 23.

PN 131 – 07/16/2010 – EARLY COMPLETION SCHEDULES

The Contractor has the right to finish the project early. An Early Completion Schedule is defined as a baseline schedule or update schedule which anticipates completion of all work prior to the Completion Date established by the contract documents and the Contractor submits as an Early Completion Schedule. In the event that an Early Completion Schedule is accepted, the Engineer will not initiate a change order amending the Completion Date to the finish date shown on the accepted Early Completion Schedule. The Completion Date established by the contract documents will still be in effect and all contract provisions concerning the Completion Date such as incentives, disincentives, excusable delays, compensable delays, and liquidated damages will be measured against the Completion Date. An Early Completion Schedule showing work completing in less time than the Completion Date, and accepted by the Department, will be considered to have Project Float.

PN 520 – 04/15/2011 - FUEL PRICE ADJUSTMENT

General: This Fuel Price Adjustment (Fpa) provision is intended to minimize risk to the Contractor or Design Build Team, (DBT) due to fuel price fluctuations that may occur during the Contract. This provision is not designed to estimate actual quantities of fuel used in construction operations, but to provide a reasonable basis for calculating a fuel price adjustment based on average conditions.

The Department determines adjustments under the provisions of this Proposal Note, and presumes that the Contractor/(DBT) has relied on these provisions when determining unit bid prices. The monthly

application range for percent change (Mbp/Cbp) will not exceed 50% for a Fuel Price Adjustment increase or decrease as outlined in Section B, Calculation of Fuel Price Adjustment.

A. Price Adjustment Criteria: These requirements provide for a price adjustment, positive or negative, to payments due the Contractor/(DBT) for fluctuations in the cost of fuel consumed in the performance of certain items of work. These price adjustment provisions apply only to those items in the contract as grouped by category and identified in Table A-1. All adjustments will be made based on fuel consumption indicated by Table A-1, and no changes will be made for actual consumption rates.

Category descriptions and the fuel usage factors which are applicable to each are as follows:

Fuel Adjustment Categories, Table A-1				
Category	Basis of Calculation and Threshold Quantity	Eligible Items	Units	Fuel Usage Factor
Earthwork	Apply only to the greater of the sum of all Excavation quantities or the sum of all Borrow and Embankment quantities. Threshold Quantity* = 30,000 c.y. (22,936 c.m.)	203, 204	Gallons per cubic yard (Gallons per cubic meter)	0.50 (0.65)
Aggregate Bases	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 2,500 c.y. (1,912 c.m.)	304, 307	Gallons per cubic yard (Gallons per cubic meter)	0.75 (0.98)
Select Granular Backfill	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 2,000 c.y. (1,529 c.m.)	840	Gallons per cubic yard (Gallons per cubic meter)	0.75 (0.98)
Flexible Bases and Pavements	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 1,200 c.y. (917 c.m.)	301, 302, 308, 424, 442, 443, 446, 448, 803, 826, 857, 880	Gallons per cubic yard (Gallons per cubic meter)	4.50 (5.88)
Rigid Bases and Pavements	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 1,200 c.y. (917 c.m.)	305, 306, 451, 452, 526, 884, 888, 896	Gallons per cubic yard (Gallons per cubic meter)	1.00 (1.31)
Structural Concrete	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 350 c.y. (268 c.m.)	511, 524, 842, 892, 893, 894, 898	Gallons per cubic yard (Gallons per cubic meter)	4.00 (5.23)

* A Fuel Price Adjustment will only apply when the sum of all **original** contract quantities or for Design Build Projects all completed in-place accepted final quantities for the category meet or exceed the specified Threshold Quantity. When a Fuel Price Adjustment applies, calculate the Fuel Price Adjustment for the sum of all quantities for the category per this proposal note.

B. Calculation of Fuel Price Adjustment: Fuel Price Adjustments may be either positive or negative. A positive Fuel Price Adjustment will result in a payment to the Contractor/(DBT) while a negative Fuel Price Adjustment will result in a deduction.

The Department will calculate a Monthly Base Price (Mbp) for fuel for each month of each calendar year beginning with January 2001. The method for calculating the Monthly Base Price (Mbp) will be on file in the Division of Construction Management. The Monthly Base Price (Mbp) will be used to calculate all Fuel Price Adjustments. The Contract Base Price (Cbp) will be the Monthly Base Price (Mbp) for the month the contract was bid. All Monthly Base Price (Mbp) values will be posted on the Division of Construction Management, Office of Construction Administration website at: <http://www.dot.state.oh.us/Divisions/ConstructionMgt/Admin/Pages/PriceIndexes.aspx>

During each month of the contract the Engineer will select the applicable Monthly Base Price (Mbp) and calculate the ratio of the Monthly Base Price (Mbp) divided by the Contract Base Price (Cbp). The formulas below allow for a variation in fuel prices without recognizing cost increases/ decreases within the range of 90% to 110% of the Contract Base Price (Cbp).

When, and only when, the Monthly Base Price (Mbp) divided by the Contract Base Price (Cbp) is less than 0.90 or greater than 1.10 will the Engineer calculate a Fuel Price Adjustment (Fpa).

Cost increases in excess of 150% of the Contract Base Price (Cbp) will not be recognized. When, the Monthly Base Price (Mbp) divided by the Contract Base Price (Cbp) is greater than 1.50, the Fpa shall be calculated using a Cbp/Mbp ratio of 1.50.

Cost decreases in excess of 50% of the Contract Base Price (CBP) will not be recognized. When, the Monthly Base Price (Mbp) divided by the Contract Base Price (Cbp) is less than 0.50, the Fpa shall be calculated using a Cbp/Mbp ratio of 0.50.

For a Price Increase:

$$Fpa = [(Mbp/Cbp) - 1.10] \times Cbp \times Q$$

For a Price Decrease:

$$Fpa = [(Mbp/Cbp) - 0.90] \times Cbp \times Q$$

Where:

Fpa = Fuel Price Adjustment

Mbp = Monthly Base Price

Cbp = Contract Base Price

Q = The number of gallons of fuel used in the placement of items identified in Table A-1 during that month at the specified Fuel Usage Factor. Q will be determined by the Engineer for each category by multiplying the applicable Fuel Usage Factor by the sum of quantities of completed and accepted work for the specified items.

The total Monthly Fuel Price Adjustment will be the algebraic sum of the Fuel Price Adjustments for materials placed during the month for each applicable category identified in Table A-1. The Total Fuel Price Adjustment for the project will be the algebraic sum of all Monthly Fuel Price Adjustments.

The Department will calculate the Monthly and Total Fuel Price Adjustment on a monthly basis and make contract modifications as provided in Section C, Payment/Deduction.

C. Payment/Deduction: The Fuel Price Adjustment will be paid, or deducted, upon approval of a change order prepared after completion of all work. Contractor/(DBT) markups are not permitted. Partial

payments or deductions will be processed prior to total completion when the unpaid accrued Total Fuel Price Adjustment exceeds \$10,000 or once every 12 months.

D. Expiration of Contract Time: When eligible items of work grouped by category and identified in Table A-1 are performed after expiration of contract time and liquidated damages are chargeable, the value of Monthly Base Price (Mbp) used to compute the price adjustment will be either the Monthly Base Price (Mbp) at the time of actual performance or the Monthly Base Price (Mbp) at the time contract time expired, whichever is less.

E. Extra Work: When eligible items of work grouped by category and identified in Table A-1 are added to the contract as Extra Work and for which a unit price is negotiated the Contractor/(DBT) must use the appropriate price for fuel when preparing required backup data for the negotiated price. No Fuel Price Adjustment will be made for fuel consumed in the performance of eligible work added to the contract as Extra Work at a negotiated price when the work commences within 90 days of the approval of the change order authorizing said extra work. If the eligible work at a negotiated price commences more than 90 days after the approval of the change order authorizing said extra work a Fuel Price Adjustment will be made if said extra work quantities exceed the applicable threshold quantity in Table A-1. The Fuel Price Adjustment will be calculated using the Monthly Base Price (Mbp) value for the month the change order authorizing said extra work was approved as the value for its Contract Base Price (Cbp).

When Extra Work is added to the contract as a Force Account operating costs for equipment used in the performance of this work will be paid in accordance with C&MS 109.05.C.4 with no further adjustment.

F. Final Quantities: Upon completion of the work and determination of final pay quantities a change order will be prepared to reconcile any difference between estimated quantities previously paid and the final quantities. In this situation, the value for the Monthly Base Price (Mbp) used in the price adjustment formula will be the average of all Monthly Base Price (Mbp) values previously used for computing price adjustments.

PN 525 –4/15/2011 Steel Price Adjustment

A. General: This proposal note acknowledges fluctuations in the cost of manufactured steel used in the materials defined below and placed as part of the applicable construction work in the form of a pay adjustment. This proposal note will be used in bidding documents, including design-build projects only for as long as the price of the steel products set out below are subject to volatile spikes as determined solely by the Department.

These price adjustment provisions apply to items in the contract including any modified standard or non-standard item where the work to be performed involves the placement or installation of one or more of the steel products specified herein.

The Department will post monthly adjustment indices for steel using data obtained in Table B-1.

For Category 1, Table B-1:

The Department will post monthly adjustment indices (BI and MI) for wide flange steel beams plus a scrap surcharge using data obtained from the steel producers listed.

http://www.stld-cci.com/pdf/Price_list.pdf

<http://www.gerdauameristeel.com/products/mp/pl.cfm>

<http://www.nucoryamato.com/>

For Category 2, Table B-1:

The Department will post monthly adjustment indices (BI and MI) for steel using data obtained on the last Wednesday of the month from the American Metal Market (**AMM**), based on the price for Steel Plate, Cut-to-length as reported for National Mills.

B. Price Adjustment Criteria and Conditions: The BI monthly values apply to projects sold during the same month in which the data is posted. The MI monthly values apply to projects for which qualifying items are shipped from the mill during the same month in which the data is posted. Adjustments will be made to the contract for fluctuations in the cost of steel used in the manufacture of the primary components of only the steel products listed in Table B-1:

Product Relationship Table B-1	
Steel Product (Title)	BI, MI
Category 1: Structural Steel Members, Levels UF, 1, 2, and 3 Steel H-Piling	Average of lowest and highest 27" to 36" tall, 10"-12" wide flange beams, up to 256 lbs./ft., prices plus scrap surcharge from Nucor-Yamato, SDI, and Gerdau Ameristeel
Category 2: Structural Steel Members, Levels 4, 5, and 6 Stay in-place steel casing (Piling & Caissons)	AMM Product Designation: Steel Plate, Cut-to-length (National Mills)

Nuts, bolts, rebar chairs, connecting bands and other miscellaneous hardware items shall not be included in the price adjustment. No other steel products shall be considered for a price adjustment.

Adjustments will only be made for fluctuations in the cost of the steel used in the above products as shipped from the producing mill. No adjustment will be made for changes in the cost of manufacturing, fabrication, shipping, storage, etc.

Adjustments may be positive, negative, or non-existent depending on the circumstances. Adjustments for the steel price will be calculated by the Engineer and processed by change order on the Contractor's progress estimate.

No steel price adjustments will be made for any products manufactured from steel having a mill shipping date prior to the letting date.

Furnish the following documentation for all Table B-1 steel products to be incorporated into the work. Submit all documentation to the Engineer prior to incorporation of the steel into the work. The

Department will withhold progress payments if the documentation is not provided and at the discretion of the Engineer the work is allowed to proceed. Progress payments will be made upon receipt of the delinquent documentation. Submit separate documentation packages for each steel product in Table B-1 and for each quantity represented by items 2) c and d below. Label each documentation package with a unique number.

- 1) An affidavit signed by the Contractor, or Design-Build Team, (DBT) stating that the documentation provided is true and accurate.
- 2) Identification of the steel product subject to adjustment.
 - a. Documentation package number: PN525 – (Insert the steel product “title” from Table B-1) – (Insert sequential package number beginning with “1”). Example: PN525 – Steel H Piling – 1, PN 525 – Structural Steel – 2, etc...
 - b. The steel product quantity in pounds (kg).
 - c. Steel Certification and Mill Test Reports for the steel product.
 - d. The date the steel product, subject to adjustment, was shipped from the producing mill.

Upon the incorporation of the steel product into the work provide the Engineer the following:

- 1) An affidavit signed by the Contractor, or DBT stating that the documentation provided is true and accurate.
- 2) Identification of the steel product subject to adjustment.
 - a. Documentation package number that was initially established for the steel product for which the price adjustment will be calculated.
 - b. The actual steel product quantity in pounds (kg) that was incorporated into the work.

Price Adjustment Calculations

The below formulas allow for a variation in steel prices without recognizing cost increases/decreases within the range of - 90 % to 110% of the Bidding Index (BI). The total steel price adjustment (SPA) will not be computed unless the percent **% Change** is - 10% or more, increase or decrease:

$$\% \text{ Change} = [(MI/BI) - 1] \times 100$$

For a Price Increase:

$$SPA = [(MI/BI) - 1.10] \times BI \times (Q/100)$$

MI and BI are in terms of dollars (\$) per hundredweight (CWT). Therefore, Quantity (Q) of structural steel is divided by 100.

Example: If the Project was bid on 4/8/2008, the BI for a category 1 pay item in March 2008 is \$46.48. If wide flange beams have a documented weight of 34500 pounds and the mill date of 9/8/2009, the MI for September 2008 is \$60.23

Check threshold:

$$\% \text{ Change} = [(\$60.23/CWT / \$46.48/CWT) - 1] \times 100 = 29.58,$$

Is ABS (29.58) > 10? Yes

$$\begin{aligned}\text{Calculate SPA} &= [(\$60.23/\text{CWT} / \$46.48/\text{CWT}) - 1.10] \times \$46.48/\text{CWT} \times 34,500 \text{ lbs}/100 \\ &= \$3,140.19 \text{ (positive adjustment)}\end{aligned}$$

For a Price Decrease:

$$\text{SPA} = [(MI/BI) - 0.90] \times BI \times (Q/100)$$

MI and BI are in terms of dollars (\$) per hundredweight (CWT). Therefore, Quantity (Q) of structural steel is divided by 100.

Example: If the Project was bid on 1/8/2009, the BI for a category 1 pay item in January 2009 is \$47.83. If wide flange beams have a documented weight of 34500 pounds and the mill date of 4/8/2009, the MI for April 2009 is \$37.38.

Check threshold:

$$\% \text{ Change} = [(\$37.38/\text{CWT}/\$47.83/\text{CWT}) - 1] \times 100 = -21.85,$$

Is ABS (-21.85) > 10? Yes

$$\begin{aligned}\text{Calculate SPA} &= [(\$37.38/\text{CWT}/\$47.83/\text{CWT}) - 0.90] \times \$47.83/\text{CWT} \times 34,500 \text{ lbs}/100 \\ &= -\$1,955.12 \text{ (negative adjustment)}\end{aligned}$$

Where:

SPA = Steel Price Adjustment

MI = Mill Shipping Index. – in Dollars (\$) per hundredweight (CWT). Use the adjustment indices from the month the steel was shipped from the producing mill and properly documented. The adjustment indices will be posted on ODOT's website.

BI = Bidding Index. - in Dollars (\$) per hundredweight (CWT). Use the adjustment indices from the month in which the project is bid. The adjustment indices will be posted on ODOT's website.

Q = Quantity of the steel product, pounds actually incorporated into the work as documented by the Contractor, or DBT and verified by the Engineer.

C. Price Adjustment Limitations: The price adjustments are limited to a % Change of 50%, increase or decrease.

Example 1: When the Project was bid, the BI for a category 1 pay item with a quantity of 50,000 pounds, was \$39.00, and the MI for the month in which the steel was shipped was \$60.23.

Check threshold:

$$\% \text{ Change} = [(\$60.23/\text{CWT}/\$39.00/\text{CWT})-1] \times 100 = 54.44\%$$

The limit is 50%, thus the SPA is calculated as follows:

$$\text{SPA} = [1.50 - 1.10] \times \text{BI} \times (\text{Q}/100)$$

$$\begin{aligned} \text{SPA} &= [1.50-1.10] \times \$39.00/\text{CWT} \times 50,000 \text{ lbs}/100 \\ &= \$7,800.00 \end{aligned}$$

Example 2: When the Project was bid, the BI for a category 1 pay item with a quantity of 50,000 pounds, was \$60.23, and the MI for the month in which the steel was shipped was \$29.00

Check threshold:

$$\% \text{ Change} = [(\$29.00/\text{CWT}/\$60.23/\text{CWT})-1] \times 100 = -51.85\%$$

The limit is -50 %, thus the SPA is calculated as follows:

$$\text{SPA} = [0.50-0.90] \times \text{BI} \times \text{Q}$$

$$\begin{aligned} \text{SPA} &= [0.50-0.90] \times \$60.23/\text{CWT} \times 50,000 \text{ lbs}/100 \\ &= -\$12,046.00 \end{aligned}$$

D. Payment/Deductions: The price adjustment will be paid, or deducted from the Contractor's, or DBT's progress estimate, upon approval of a change order.

If the price adjustment is based on estimated material quantities for that time, and a revision to the total material quantity is made in a subsequent or final estimate, an appropriate adjustment will be made to the price adjustment previously calculated. The adjustment will be based on the same indices used to calculate the price adjustment which is being revised. If the shipping date(s) of the revised material quantity cannot be determined, the adjustment for the quantity in question, will be based on the indices utilized to calculate the steel price adjustment for the last initial documentation package submission, for the steel product subject to adjustment, that was incorporated into the particular item of work, for which quantities are being finalized.

Example: Structural steel for a particular bridge was provided for in three different shipments with each having a different mill shipping date. The quantity of structural steel actually used for the bridge was calculated and a steel price adjustment was made in a progress payment. At the conclusion of the work an error was found in the calculation of the final quantity of structural steel used for the bridge. The quantity to be adjusted can not be directly related to any one of the three mill shipping dates. The steel price adjustment for the quantity in question would be calculated using the indices that were utilized to calculate the steel price adjustment for the quantity of structural steel represented by the last initial

structural steel documentation package submission. The package used would be the one with the greatest sequential number.

E. Mill Index after the Approved Completion Date : When steel products are shipped from the mill after the approved contract completion date, steel price adjustments will be based on the MI for the month of the approved contract completion date or the MI for the actual month the steel was shipped, using whichever MI is less.

F. Documentation Review: The Department reserves the right to inspect the records of the Contractor or DBT, its subcontractors, material fabricators and suppliers to verify the accuracy of the documentation submitted to the Department.

G. Extra Work/Force Account: When steel product, as specified herein, are added to the contract as Extra Work, in accordance with the provisions of C&MS Section 109, no steel price adjustments will be made for any products manufactured from steel having a mill shipping date 5 business days after the Department's request. Price adjustments will be made as provided herein however the BI shall be based on the month of the Department's request. The MI will be based on the month the steel was shipped from the producing mill and after the Extra Work request. For extra work performed on force account basis, reimbursement of actual material costs, along with the specified overhead and profit markup, will be considered to include full compensation for the current cost of steel and no steel price adjustments will be made.

PN 534- 04/17/2015 - Asphalt Binder Price Adjustment

A. Eligibility

If the Department's asphalt binder index has increased or decreased in excess of 10%, asphalt concrete may be eligible for a price adjustment. The total price adjustment must be more than \$800.

B. Price Adjustment Criteria and Conditions:

The Department will establish and publish the asphalt binder Bidding Index (BI) and Placing Index (PI) for each month of each calendar year. The asphalt binder indexes will be posted on the Department's website.

The Department will establish the asphalt binder indexes based on the data provided in the Poten & Partners, Inc., Asphalt Weekly Monitor® (AWM) (<http://www.poten.com/copyright.asp>).

The Department will use the selling price for PG 64-22 paving grade asphalt from the Midwest/Mid-continent Markets of Illinois/Michigan/Ohio/Indiana/Kentucky for the Ohio cities/areas listed. The Department will average the Ohio cities/areas low and high selling prices as published in the last weekly publishing period of each month that includes the last Friday of the month to calculate the BI and PI. The calculated asphalt binder BI will be posted by the Department as the index for the following month. The calculated asphalt binder PI will be posted by the Department as the index for the current month.

The Director will determine the asphalt binder indexes in the event data from the AWM is unavailable for any reason.

C. Price Adjustment Calculations

If the ratio of the PI to the BI is greater than 1.10 or less than 0.90, the Department will adjust the compensation the contractor receives for eligible quantities of asphalt concrete. The adjustment is based on the bid month and the month of asphalt concrete placement. The adjustment will apply to the price for asphalt binder used in eligible asphalt concrete quantities according to the following formula:

For a price increase:

$$PA = \left(\frac{PI}{BI} - 1.10 \right) \times C \times Q$$

For a price decrease:

$$PA = \left(\frac{PI}{BI} - 0.90 \right) \times C \times Q$$

Where:

PA = Price Adjustment

BI = Bidding Index, the asphalt binder index for the month the project is bid

PI = Placing Index, the asphalt binder index for the month the asphalt concrete is placed

C = BI x percent virgin asphalt binder / 100

Q = Eligible quantity of asphalt concrete in tons (metric tons)

The percent of virgin asphalt binder used to calculate C is determined from the approved Job Mix Formula (JMF).

The eligible quantity of asphalt concrete, Q, is the complete, in-place, and accepted quantity in tons (metric tons) placed in the month being considered for price adjustment. If the quantity is paid in cubic yards (cubic meters), the Department will convert the volume into tons (metric tons) using the conversion factor established according to the Department's Construction and Material Specifications Item 401.21.

If eligible asphalt concrete is placed beyond an approved Contract Completion Date, the Department will base price adjustments on either the PI for the last month of the approved Contract Completion Date, or the PI for the actual month of placing, using whichever PI is less.

At a minimum, the Department will calculate and apply price adjustments at the end of each construction season and as soon as practical after the completion of the project.

D. Extra Work/Force Account:

When new asphalt concrete pay items are added to the contract as Extra Work, in accordance with the provisions of C&MS Section 109.05, no price adjustments will be made.

PN 540 – 07/19/2013 – Portland Cement Price Adjustment for Multi-Year Projects

A. Eligibility: This price adjustment applies to portland cement concrete (PCC) placed under Items 451, 452 and 884, subject to any exclusions or limitations provided herein.

If the Department's portland cement index has increased or decreased in excess of 10%, PCC may be eligible for a price adjustment. The total price adjustment must be more than \$100 for any contract item. Eligibility is determined as follows:

1. Any contract item listed in the Schedule of Contract Items specifying more than 1800 SY of PCC and with more than 1800 SY of PCC complete, in-place, and accepted; or

2. For design-build projects, any contract item listed in the Schedule of Contract Items and with more than 1800 SY of PCC complete, in-place, and accepted.

The Department will publish a Monthly Index calculated using data released by Engineering News Record (ENR), Construction Economics Cost Indexes. The average of Portland cement, Type 1, prices for Cincinnati and Cleveland, Ohio, shall determine the monthly index.

This monthly index value applies to the corresponding project letting or eligible concrete placement month. (I.e. The monthly index value released during the first week of January applies to all projects let or concrete placed in January).

B. Price Adjustment Criteria and Conditions: The Department will determine the quantity of portland cement using the approved JMF for the Portland cement component only. If the ratio of the placing index (PI) to the bidding index (BI) is greater than 1.10 or less than 0.90 the Department will adjust compensation that the Contractor receives for work performed each month under eligible contract items specifying portland cement concrete. The adjustment will apply to portland cement used in those contract items according to the formulas herein.

Price Adjustment Calculations

The below formulas allow for a variation in cement prices without recognizing cost increases/decreases within the range of 90% to 110% of the Bidding Index (BI). The total portland cement price adjustment (PCPA) will not be computed unless the percent % Change is 10% or more, increase or decrease:

$$\% \text{ Change} = [(PI/BI) - 1] \times 100$$

For a Price Increase:

$$PCPA = [(PI/BI) - 1.10] \times BI \times Q$$

For a Price Decrease:

$$PCPA = [(PI/BI) - 0.90] \times BI \times Q$$

2
Where:

PCPA = Portland Cement Price Adjustment

PI = Placing Index. The average index for portland cement, Type 1, for Cincinnati and Cleveland, Ohio, released during the first week of the month in which the portland cement concrete item was placed.

BI = Bidding Index. The average index for portland cement, Type 1, for Cincinnati and Cleveland, Ohio, released during the first week of the month in which the portland cement concrete item was bid.

Q = Quantity of the portland cement, tons, actually incorporated into the work as documented by the Contractor and verified by the Engineer.

B. Payment/Deductions: If eligible portland cement concrete is placed beyond an approved Contract Completion Date, the Department will base price adjustments on either the PI for the last month of the approved Contract Completion Date, or the PI for the actual month of placing, using whichever PI is less. At a minimum, the Department will calculate and apply price adjustments at the end of each construction season and as soon as practical after the completion of the project.

F. Documentation Review: The Department reserves the right to inspect the records of the Contractor, its subcontractors, material fabricators and suppliers to verify the accuracy of the documentation submitted to the Department.

G. Extra Work/Force Account: When portland cement concrete, as specified herein, are added to the contract as Extra Work, in accordance with the provisions of C&MS Section 109.05, no portland cement price adjustments will be made.

**PN 555 -4/17/2015 – SURFACE SMOOTHNESS FOR BRIDGES AND APPROACHES
DESCRIPTION:**

The Surface smoothness requirements of C&MS 451.13 are modified as follows for bridge encounters defined as 25 feet (7.6 m) of entry pavement, entry approach slab, bridge deck, exit approach slab and 25 feet (7.6 m) of exit pavement including all joints, in addition to pavement transitions

MATERIALS AND EQUIPMENT:

Provide smoothness measuring equipment conforming to Supplement 1058. Furnish the Department's approval letter of the profiler and the operator to the Engineer prior to commencing work. The Engineer will verify the smoothness measuring equipment conforms to Supplement 1058. The Engineer will verify the profile operator's certification against the operator list posted on the Office of Technical Services website. Furnish equipment meeting the requirements of C&MS 257.02 for performing corrective diamond grinding. The Engineer will complete the Smoothness Profiler Verification Report in Supplement 1058.

SMOOTHNESS MEASUREMENT:

Collect surface smoothness measurements for both wheelpaths in each proposed travel lane during one continuous pass. The wheelpaths are located parallel to the centerline or baseline of the roadway or ramp and approximately 3.0 feet (1.0 m) from the centerline of the lane, measured transversely in both directions. Start the profile measurement approximately 250 feet (76 m) before the approach slab/pavement interface at the entry end and continue to approximately 250 feet (76 m) after the approach slab/pavement interface at the exit end.

Notify the engineer a minimum of 24 hours prior to surface smoothness measurements. Do not perform any measurements until all final wearing courses are in place within the bridge encounter lanes being measured and all concrete surfaces have reached specified curing and loading requirements. Remove all dirt and debris from the surface of the travel lanes prior to performing the surface smoothness measurements. Provide permanent or temporary pavement markings for all travel lanes that are of sufficient size to be visible during surface smoothness measurements. Ensure the path of the profiler is parallel to the lane centerline at all times during data collection.

Develop an International Roughness Index (IRI) according to ASTM E 1926 for the bridge encounter using a continuous 25 foot (7.6 m) base length analysis for each wheelpath and calculate the Mean IRI (MRI) for each travel lane. The MRI is the average of the IRI values for the right and left wheelpaths in each travel lane. Submit two copies of the summary report from ProVAL conforming to Supplement 1112

and two electronic copies of all bridge encounter profiles in ProVAL compatible format to the Engineer of which one copy of the summary report and one electronic copy of the profiles will be submitted to the Office of Technical Services.

Provide necessary traffic control and survey stationing for all surface smoothness measurements.

MANDATORY CORRECTIVE WORK:

For bridge encounters exceeding 265 feet (80 m) in length, corrective action is required for each travel lane with an MRI above 130 inches per mile (2.08 m/km). Perform corrective action to reduce the MRI for each corrected lane to 100 inches per mile (1.58 m/km) or less. The MRI threshold does not apply to bridge encounters less than 265 feet (80 m) in length.

Corrective action is required where the IRI in any 25 foot (7.6 m) segment of the bridge encounter exceeds 250 inches per mile (3.94 m/km), except in segments that include a steel armored expansion joint system, where corrective action is required when the IRI exceeds 350 inches per mile (5.52 m/km). Perform corrective action to reduce the IRI for each corrected lane to 250 inches per mile (3.16 m/km) or less for any 25 foot (7.6 m) segment. For any 25 foot segment that includes a steel armored expansion joint system, perform corrective action to reduce the IRI for each corrected lane to 350 inches per mile (5.52 m/km), or less. Do not perform corrective diamond grinding within 1.5 feet (0.45 m) of a steel armored expansion joint system installed prior to the corrective action. Do not exceed 0.5 inches (13 mm) of material removed by corrective diamond grinding without approval of the Engineer. Anytime PN 420 is used in conjunction with PN 555, the localized roughness criteria for the pavement beyond one foot of the approach slab will be governed by the criteria in PN 420 [IRI in any 25 foot (7.6 m) segment not to exceed 160 inches per mile (3.94 m/km)].

If corrective action is required, develop a corrective action plan in accordance with Supplement 1112. Submit the corrective action plan to the Engineer at least 7 days before beginning corrective action. Do not begin corrective action until receiving the Engineer's acceptance of the corrective action plan. The corrective action plan may include but is not limited to grinding, pavement removal and replacement or a combination of the two actions. Upon completion of the corrective action, re-measure surface smoothness according to these specifications. In the event the Contractor is not able to correct the surface smoothness according to the Specification, the DCA may establish a deduction to the Contract in accordance with Section 105.03 of the Construction and Materials Specification. Feather areas adjacent to ground areas to provide a smooth surface. Re-groove diamond ground surfaces according to 511.17, if the existing grooves are less than 0.08 inches (2 mm) deep, at no additional cost to the Department. Replace pavement markings and raised pavement markers per the applicable 600 Item after grinding.

Date 12/18/2015

UTILITY NOTE
SUM County – State Route 76 – Section 10.00
PID #77269

- Bidders are advised that the following utility facilities may not be cleared from the construction area at the time of award of the contract. These utility facilities shall remain in place **or** be relocated within the construction limits of the project as set out below.
- All station locations listed below are approximate unless otherwise stated.
- It should be noted that all of the ‘PROPOSED WORK (BY OTHERS)’ as indicated on the plans depict utility relocations proposed by owners. Not all of this work may be INSTALLled and in place (or in the exact location intended by these designs) prior to the start of the work. The information is provided to depict the extent of relocations that needs to be undertaken. The location of these facilities is subject to change and the linework is intended to show a suggested location provided by utility companies. As-builts are not available.
- Relocations are based on the *Proposed R/W & Construction Centerline*.
- The horizontal and vertical locations of the underground utilities shown in the highway plans, within the project limits, were located by So-Deep, a Subsurface Utility Engineering consultant. If there are any discrepancies between field markings and what the highway plan indicates, please contact Jim McGrath, ODOT District 4 Utilities Coordinator 330-786-4825 prior to any subsurface work being initiated. If applicable, test hole data sheets will be provided to ODOT’s Project Engineer and the State’s Highway Contractor at the Pre-Construction Meeting.
- All changes to relocation work as described in the Utility Note must be approved by the ODOT Project Engineer and District Utilities Coordinator. ODOT shall not be held responsible for delay claims resulting from agreements made between the utility companies and the State’s Highway Contractor without ODOT’s prior consent to the agreement.
- The State’s Highway Contractor shall notify ODOT’s Project Engineer, **in writing**, within **24 hours** of any project related contact with a utility company.
- Company work time frames **DO NOT** include Ohio Revised Code 48 hour One Call requirements.
- Utility relocation work is based on the sequence of construction in the highway plan. Any changes made to the sequence of construction, after the project is sold, may impact the utility relocation completion dates.
- It **should not** be assumed a Company’s work, in all locations, can be performed concurrently, unless otherwise noted. The number of working days for a Company to perform their relocation work may not be consecutive.
- Non-compliance in meeting established target dates could cause ODOT to incur project delays and/or additional costs. In this regard, 5515.02 ORC gives the Department the authority to ensure project clearance and recover costs.
- For further responsibilities of the State’s Highway Contractor and Utility Companies, see the *Department of Transportation Construction and Material Specifications*, sections 105.07 & 107.16.
- The following aerial relocation work is complex and must be performed in a certain order. One company’s time schedule will depend on the other companies performing their work. The aerial relocation work will be performed in the following descending order: Ohio Edison, Time Warner and AT&T.
- Grading around West South Street must be completed prior to Utility Relocation by affected companies (Station 15+00 to at least 200’ east of Yale)

*****NOTE***All aerial and underground relocation work shall be completed as stated herein.**

AT&T

AT&T has aerial and underground telecommunications facilities within the project area. AT&T will have relocation work to perform as indicated below:

AT&T's underground relocations are dependent on the following completed (5) parcel demolitions:

1. Parcel # 5 -- Tasty Pure Foods Co
2. Parcel # 6 – S.I.T. Strings Corp
3. Parcel # 8 – AMD Property Co
4. Parcel # 9 – Skinny Bean Properties
5. Parcel # 27 – Hardgrove Enterprises

Underground - AT&T has extensive underground facilities throughout this entire project. Should an underground conflict be discovered that has not been addressed, the ODOT contractor will give AT&T 3 days' notice (two (2) days necessary for OUPS notification), and an additional seven (7) working days to resolve the conflict, with allowances for additional time depending on the severity and complexity involved.

The standard for relocation of AT&T underground manholes and concrete-encased duct banks includes but is not limited to:

1. Placement of all new manholes with associated concrete-encased duct banks
2. Placement of all new cables (copper & fiber)
3. Splicing of all new cables (copper & fiber), reconnecting all working facilities and testing all new cable connections
 - a. Relocating AT&T facilities on this project will take approximately eight (8) months to complete. Splicing work will begin as soon as connecting structure is in place. The final cutover beginning 10-11-2016 (after the last of the S Broadway St manholes are in place) may take 90 days to complete. AT&T will be complete with Splicing tasks by 01-15-2017.
4. AT&T will remove all cables out of the old duct banks & manholes after reconnecting all circuits
5. Filling in manholes with CDF (Controlled Density Fill) and abandoning-in-place all concrete-encased duct banks will be complete when all cables have been removed

AT&T's underground relocations may be dependent on other utility coordination i.e.: water, gas, electric, storm & sanitary sewers, etc.

Aerial - All aerial/pole final relocations are determined and dependent on all other attaching parties, cable placement, splicing activities and old cable/pole removals. AT&T will complete their aerial/pole work within 45 days after written notification that all other utilities have completed transfers of all of their facilities.

AT&T's aerial relocations are dependent on the following seven (7) completed parcel demolitions and staking of the new Ramp W-9 R/W:

1. Parcel # 51 – Thomas Kintz
2. Parcel # 54 – Charles L. Palmer
3. Parcel # 55 – James E. Deist Jr. & Melody A. Deist
4. Parcel # 56 – AJW Rentals
5. Parcel # 57 – Robert Gonzalez & Anna Marie Heiss-Gonzalez
6. Parcel # 58 – Clark Toledo & Maria Felilia Toledo
7. Parcel # 60 -- James E. Deist Jr. & Melody A. Deist

AT&T will begin new pole placements on 7-5-2016 provided the staking of the new Ramp W-9 R/W is complete. First Energy and Time Warner will then transfer their facilities and notify AT&T in writing when those transfers are complete. AT&T will then complete their aerial transfers/old pole removals within 45 days of that notification.

Ramp W-9 (includes aerial relocations on Bachtel Av & S Main St) Project is in Construction awaiting completed demolition & staking of new W-9 Ramp ROW for placement of new poles.

Location	Item #	Station	Item	Aerial (A)	Under ground (U)	Conflict	Resolution
Ramp W-9	1	964+18, 70 rt	P.54749 (South St)	A		Proposed roadway	Relocate to STA 964+50, 90 rt (9+54, 27 rt)
"	2	965+32, 30 rt	P.54750 (South St)	A		Proposed roadway	Relocate to STA 965+36, 81 rt (10+46, 27 rt)
"	3	966+11, 15 rt	P.62972 (Yale St)	A		Proposed roadway	Relocate to STA 966+14, 80 rt (11+23, 27 rt)
"	4	966+17, 18 lt	P.94527 (South St)	A		Proposed roadway	Remove
"	5	966+50, 115 rt	P.80048 (Yale St)	A		Proposed roadway	Relocate to STA 966+88 132 rt (21+56, 15 rt)
"	6	967+70, 116 lt	P.71175 (South St)	A		Aerial relocation	Remove
"	7	968+62, 115 lt	P.54751 (May Ct)	A		Aerial relocation; proposed grading	Remove
"	8	969+00, 58 lt	P.54752 (May Ct)	A		Aerial relocation; proposed grading	Remove
"	9	969+55, 24 rt	P.54753 (May Ct)	A		Proposed roadway	Remove
"	10	969+78, 61 rt	P.118139 (May Ct)	A		Proposed roadway	Remove
"	11	970+12, 125 rt	P.54754 (May Ct)	A		Aerial relocation	Remove
Bachtel Av / Ramp W-9	12	17+69, 15 lt	P.27348 (OE)	A		Aerial relocation	ATT to remove facilities off OE pole
"	13	19+15, 15 lt	P.27349 (OE)	A		Proposed roadway	ATT to remove facilities off OE pole
"	14	20+19, 14 lt	P.27350 (OE)	A		Proposed roadway	ATT to remove facilities off OE pole
S Main St / Ramp W-9	15	28+50, 43 lt	P.101814 (S. Alley)	A		Aerial relocation	Remove
"	16	29+74, 2 lt	P.94809 (S. Alley)	A		Proposed roadway and grading	Remove

Grant St - Project to create necessary slack for temporary bridge is in Construction and the bid has been awarded.

Location	Item #	Station	Item	Aerial (A)	Under ground (U)	Conflict	Resolution
Grant St	1	11+90 - 14+50	12-3.5 IP, 3-1" DL, 2-1.25" IPP		U	Proposed bridge	AECOM designed temporary bridge for duct bank during construction of new bridge
"	2	16+05, 17 lt	MH 332		U	Proposed grade	Adjust frame/cover to grade
"	3	16+40, 17 rt	P. 102362	A		Proposed roadway	Relocate to STA 16+40, 26 rt

S Broadway St (includes Ramp W-5, Garage Dr. & Main-Broadway Connector) This portion of the Main/Broadway project has been divided into two (2) sections (Manhole & Conduit placement and Cable placement & Splicing and all Removals). The manhole/conduit placement on S Broadway will take approximately 14 weeks.

Parcel # 9 demolition is critical to AT&T's S Broadway St underground relocation. If Parcel # 9 is not demolished until 7-1-2016 then the anticipated completion date for the manhole/conduit placement for S Broadway will be 10-10-2016.

Location	Item #	Station	Item	Aerial (A)	Under ground (U)	Conflict	Resolution
Ramp W-5 / BW	1	582+50 - 586+50	Buried Cable		U	Excessive cover	Disconnect svc & abandon cable in place
"	2	582+85, 65 rt	Buried Cable		U	Proposed wall	Disconnect svc & abandon cable in place
"	3	585+50 - 586+50	Buried Cable		U	Proposed wall	Disconnect svc & abandon cable in place
Garage Dr / BW	4	162+62 - 164+35	4 FD 3.5" B, 3-1" DL, 2 SP 3"		U	Proposed grades; No Cross Sections	Will relocate as necessary when exposed during construction
"	5	162+62, 20 rt	MH 124		U	Proposed grades	Will remove cables; fill with CDF & abandon
"	6	168+62 - 171+00	15-3.5" PC, 3-1" IPP, 13-3.5" PC		U	Proposed grading	Will relocate to new route outside ODOT station markers. See TGC submitted plan; Sheet 17 /ATT STA 0+25 - 5+92

"	7	169+00 - 171+39	15-3.5" PC, 3-1" IPP, 13-3.5" PC		U	Proposed storm sewer	Will adjust as necessary when exposed during construction
"	8	169+20, 7 lt	MH 1125.5		U	Proposed storm sewer	Will adjust as necessary when exposed during construction
"	9	169+77, 6 lt	13-3.5" PC, 3-1" IPP		U	Proposed storm manhole	Will adjust as necessary when exposed during construction
Main-Broadway Connector / BW	10	368+52, 9 lt	12-3.5" PC + 3-1" IPP		U	Proposed water main	Will relocate to new route outside ODOT station markers. See submitted plan; Sheet 17 /ATT STA 0+25 - 5+92
"	11	368+54	12-3.5" PC + 3-1" IPP		U	Shallow cover	Will relocate to new route outside ODOT station markers. See submitted plan; Sheet 17 /ATT STA 0+25 - 5+92
"	12	368+58, 10 rt	12-3.5" PC + 3-1" IPP		U	Proposed storm sewer	Will relocate to new route outside ODOT station markers. See submitted plan; Sheet 17 /ATT STA 0+25 - 5+92
"	13	368+70, 50 rt	12-3.5" PC + 3-1" IPP		U	Proposed storm sewer	Will relocate to new route outside ODOT station markers. See submitted plan; Sheet 17 /ATT STA 0+25 - 5+92
"	14	368+78, 75 rt	12-3.5" PC + 3-1" IPP		U	Proposed sanitary sewer	Will relocate to new route outside ODOT station markers. See submitted plan; Sheet 17 /ATT STA 0+25 - 5+92

S Broadway St	15	37+25 - 44+50	12-3.5" BFD, 3-1" DL, 2- 1.25" IPP		U	Excessive cover	Will relocate to new route with 5 new MHs from STA 36+61.10, rt 37.58 thru STAs 39+68.90, rt 175.78/41+19.90, rt 190.32/46+76.57, rt 190.71 & 49+23.05, rt 221.71 to STA 55+16.34, rt 39.50; See submitted plan: Sheets 2-5 / ATT STA 00+45 - 20+29
"	16	49+91, 39 rt - 51+00, 38 rt	12-3.5" BFD, 3-1" DI, 2- 1.25" IPP		U	Shallow cover	Will relocate to new route with 5 new MHs from STA 36+61.10, rt 37.58 thru STAs 39+68.90, rt 175.78/41+19.90, rt 190.32/46+76.57, rt 190.71 & 49+23.05, rt 221.71 to STA 55+16.34, rt 39.50; See submitted plan: Sheets 2-5 / ATT STA 00+45 - 20+29
"	17	51+27, 37 rt	12-3.5" BFD, 3-1" DI, 2- 1.25" IPP		U	Excessive cover	Will relocate to new route with 5 new MHs from STA 36+61.10, rt 37.58 thru STAs 39+68.90, rt 175.78/41+19.90, rt 190.32/46+76.57, rt 190.71 & 49+23.05, rt 221.71 to STA 55+16.34, rt 39.50; See submitted plan: Sheets 2-5 / ATT STA 00+45 - 20+29
"	18	55+19, 37 rt	MH 1127		U	Proposed grading	Will adjust frame/cover to grade
"	19	37+42, 32 rt	P.5424 (OE)	A		Proposed roadway	ATT to remove facilities off OE pole
"	20	38+42, 33 rt	P.27321 (OE)	A		Proposed roadway	ATT to remove facilities off OE pole
"	21	39+52, 32 rt	P.27319 (OE)	A		Proposed roadway	ATT to remove facilities off OE pole

S Main St - This portion of the Main/Broadway project has been divided into two (2) sections (Manhole & Conduit placement and Cable placement & Splicing and all Removals). The manhole/conduit placement on Main Street will take approximately 15 weeks.

The anticipated completion date for the manhole/conduit placement on S Main St will be 4-18-2016.

Location	Item #	Station	Item	Aerial (A)	Under ground (U)	Conflict	Resolution
S Main St	1	31+45, 115 lt	6 MTD		U	Proposed storm sewer	Will relocate as necessary when exposed during construction
"	2	31+52	4 MTD		U	Shallow cover proposed pavement	Will relocate from STA 31+63.53, rt 98.43 thru 31+84.08 to the pole @ STA 31+82.67, rt 86.99. See submitted plan; Sheet 16 / ATT STA 0+25 - 2+15
"	3	31+53, 8 lt	4 MTD		U	Proposed water line	Will relocate from STA 31+63.53, rt 98.43 thru 31+84.08 to the pole @ STA 31+82.67, rt 86.99. See submitted plan; Sheet 16 / ATT STA 0+25 - 2+15
"	4	33+50 - 35+00	2-4 MTD		U	Shallow cover	Will relocate as necessary when exposed during construction
"	5	33+80, 95 lt	4 MTD		U	Proposed storm sewer	Will relocate as necessary when exposed during construction
"	6	33+86, 29 lt	MH 131		U	Proposed curb	Will adjust MH frame/cover to grade and/or install removable curb
"	7	34+05, 100 lt	4-PC-4"		U	Proposed storm sewer	Will relocate as necessary when exposed during construction

"	8	41+00, 11 lt	2-4 MTD		U	Proposed storm manhole	Will relocate to new route with 7 new MHs from STA 39+36.28, rt 5.94 thru 40+65.46, rt 12.93/43+45.81, rt 12.93/47+09.49, rt 50.75/52+55.98, rt 35.50/56+81.88, rt 42.50/56+81.88, lt 57.50/62+66.98, lt 56.47 to STA 267+14.76, lt 122 onff High St. See submitted plan; Sheet 6 / ATT STA 0+50 - 6+00
"	9	43+00	MH 129		U	Proposed grades	Will remove cables; fill with CDF & abandon
"	10	43+18, 20 lt	2-4 MTD		U	Proposed storm manhole	Will relocate to new route with 7 new MHs from STA 39+36.28, rt 5.94 thru 40+65.46, rt 12.93/43+45.81, rt 12.93/47+09.49, rt 50.75/52+55.98, rt 35.50/56+81.88, rt 42.50/56+81.88, lt 57.50/62+66.98, lt 56.47 to STA 267+14.76, lt 122 onff High St. See submitted plan; Sheet 6 / ATT STA 0+50 - 6+00
"	11	44+18, 24 lt	2-4 MTD		U	Proposed storm manhole	Will relocate to new route with 7 new MHs from STA 39+36.28, rt 5.94 thru 40+65.46, rt 12.93/43+45.81, rt 12.93/47+09.49, rt 50.75/52+55.98, rt 35.50/56+81.88, rt 42.50/56+81.88, lt 57.50/62+66.98, lt 56.47 to STA 267+14.76, lt 122 onff High St. See submitted plan; Sheet 6 / ATT STA 0+50 - 6+00

"	12	46+65, 25 lt	2-4 MTD		U	Proposed storm sewer	Will relocate to new route with 7 new MHs from STA 39+36.28, rt 5.94 thru 40+65.46, rt 12.93/43+45.81, rt 12.93/47+09.49, rt 50.75/52+55.98, rt 35.50/56+81.88, rt 42.50/56+81.88, lt 57.50/62+66.98, lt 56.47 to STA 267+14.76, lt 122 onff High St. See submitted plan; Sheet 6 / ATT STA 0+50 - 6+00
"	13	47+20, 17 lt	MH F 839		U	Proposed grades	Will remove cables; fill with CDF & abandon
"	14	48+50, 21 lt	2-4 MTD		U	Proposed storm sewer and manhole	Will relocate to new route with 7 new MHs from STA 39+36.28, rt 5.94 thru 40+65.46, rt 12.93/43+45.81, rt 12.93/47+09.49, rt 50.75/52+55.98, rt 35.50/56+81.88, rt 42.50/56+81.88, lt 57.50/62+66.98, lt 56.47 to STA 267+14.76, lt 122 onff High St. See submitted plan; Sheet 6 / ATT STA 0+50 - 6+00
"	15	52+70, 10 rt	2-4 MTD		U	Proposed water line	Will relocate to new route with 7 new MHs from STA 39+36.28, rt 5.94 thru 40+65.46, rt 12.93/43+45.81, rt 12.93/47+09.49, rt 50.75/52+55.98, rt 35.50/56+81.88, rt 42.50/56+81.88, lt 57.50/62+66.98, lt 56.47 to STA 267+14.76, lt 122 off High St. See submitted plan; Sheet 6 / ATT STA 0+50 - 6+00

"	16	55+38	4 MTD		U	Proposed water line	Will relocate to new route with 7 new MHs from STA 39+36.28, rt 5.94 thru 40+65.46, rt 12.93/43+45.81, rt 12.93/47+09.49, rt 50.75/52+55.98, rt 35.50/56+81.88, rt 42.50/56+81.88, lt 57.50/62+66.98, lt 56.47 to STA 267+14.76, lt 122 onff High St. See submitted plan; Sheet 6 / ATT STA 0+50 - 6+00
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The Company does not anticipate any (other) conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer so the proper actions can be taken to prevent delay of construction.

Lucie Hinshaw
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Lb2785@att.com

AT&T Long Lines and AT&T Local Network Services/TCA/Metro

There are no facilities belonging to this company within the project limits.

The Company does not anticipate any (other) conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer so the proper actions can be taken to prevent delay of construction.

Tony Lyle
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216.476.6138
tlyle@hlgengineering.com

AT&T Mobility

AT&T Mobility has service within the project limits. This service is along East Crosier to the cell tower. The project will have no impact on these facilities.

The Company does not anticipate any (other) conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer so the proper actions can be taken to prevent delay of construction.

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City of Akron Sewer Maintenance

Utility adjustments required for the project will be performed by the State's Highway Contractor as a part of the work.

Joe Harbeson
330.375.2370
JHarbeson@akronohio.gov

City of Akron Water Department

Utility adjustments required for the project will be performed by the State's Highway Contractor as a part of the work.

George Thomas
330.375.2095
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City of Akron Street lighting

Street lighting improvements required for the project will be performed by the State's Highway Contractor as a part of the work.

Steve Dubetz
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SDubetz@akronohio.gov

City of Akron Traffic

Traffic signal improvements required for the project will be performed by the State's Highway Contractor as a part of the work.

Chris Slabaugh
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CSlabaugh@akronohio.gov

City of Akron Communications

Utility improvements required for the project will be performed by the State's Highway Contractor as a part of the work.

Malcolm Valentine
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Crown Castle

Crown Castle is the owner of the cell tower site. There will be no impacts from the project on this site or any facilities on this site. Access to the site will be maintained via Crosier and the alley.

The Company does not anticipate any (other) conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer so the proper actions can be taken to prevent delay of construction.

Michael Hammer
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 Michael.hammer@crowncastle.com

Dominion East Ohio Gas

The Company has various size low and intermediate pressure gas lines throughout the project limits that may need relocated or replaced. After the centerline of construction and proposed right of way has been staked and R/W cleared (trees and sign foundations removed, building razed, etc.), Dominion East Ohio will relocate/replace its facilities in the described areas.

PHASE 1

ESTIMATED TIMEFRAME - JANUARY 2016

ESTIMATED DURATION – 2 WEEKS

Garage Drive/Bartges - A new 6" plastic gas main will be tapped from the existing line on Bartges (Sta. 168+05, 132' Rt) which will extend to the north (to Sta 169+15) where it will turn west to an offset of 40' Rt from the centerline of Garage Drive. The line will extend north to Sta 171+95 where it will again turn west to tie into the existing steel line. This new gas line will parallel the proposed sanitary line in the new utility easement. The existing 6" line along the western side of Garage Drive will be abandoned.

Bartges/South Main Street – Dominion will lower and construct a new gas main three (3) feet east of the new R/W at the apartment complex situated in the southwest quadrant of the intersection. The line will be relocated/lowered/offset from the existing line between Sta. 164+40 and 165+00.

Grant and South Street – Dominion will replace a service connection at the southeast corner of the intersection and abandon the existing gas main under Grant Street and the curb of the N.E. corner of the intersection.

PHASE 2

ESTIMATED TIMEFRAME – OCTOBER/NOVEMBER 2016

ESTIMATED DURATION – 8 WEEKS

West South Street – Dominion will install a gas main along the south side of the relocated West South Street. The line will tap the existing at Sta 8+35, 16' Rt and transition to a 20' Rt offset at Sta 8+45. The line will be placed 20' south of the centerline before turning south along with west side of Yale Street (7' inside the proposed R/W) and will end at Sta 20+00. The existing gas mains in this area will be abandoned.

Bachtel – Dominion will construct a crossover beneath the pavement, to the west of the project limits (Sta 18+60) and abandon gas lines within the limits of the proposed roundabout.

Main Street (south of I-76) – Dominion will relocate its facilities from Sta. 5+75 Lt. to Sta. 39+10, 5' Rt. Beginning at Sta. 5+75, 25'-27' Lt. and continuing north to Sta. 31+90, 25'-27' Lt. to a point of crossover east on Crosier St.

E. Crosier St. – From Sta. 20+00 to Sta. 21+70, 22' Lt. (a point on new S. Main St).

Main Street - From Sta. 31+90, 57' Rt. (21+70 Crosier) to 35+70, 57' Rt. transitioning to 70' Rt. at Sta. 35+80. Continuing north and transitioning again to 75' Rt. at Sta. 39+10 where an offset tie-in will be installed at 39+10, 5'Rt.

E. Long St. (heading east) – Dominion will relocate from Sta. 113+30, 22' Lt. to Sta. 116+20, 22' Lt., a tie-in point on the existing gas main (Broadway).

Main Street. (Old) – Dominion will relocate from Sta. 6+00, 27' Rt. to Sta. 15+50, 27' Rt. to a point of tie in on the existing gas main. (E.S)

Old S. Main Street Connector – Dominion will relocate from the W.S of Old S. Main Street at STA 8+65 from a point 28' Lt. to 66' Rt. and on the S.W. side of the Old S. Main Street connector from STA 9+10, 30' Lt. to STA 7+90, 30' Lt at a point of tie-in on the existing gas main.

Broadway - Dominion will cut, cap, and abandon its low pressure lines on the west side of Broadway St., from Sta. 35+50 to Sta. 56+50, including the attached lateral lines on E. Long St., and E. Crosier St.

PHASE 3

ESTIMATED TIMEFRAME - MARCH 2016

ESTIMATED DURATION – 3 WEEKS

Broadway – Dominion will cut, cap, and abandon its low pressure lines on both sides of Broadway St., from Sta. 21+10 to Sta. 36+50, including the attached lateral lines on South St., E. Voris St., E. Thornton St., and the crossovers at Sta. 50+90 and 55+65.

PHASE 4

ESTIMATED TIMEFRAME – APRIL / MAY 2016

ESTIMATED DURATION – 8 WEEKS

Main Street (north of I-76) – Dominion will relocate its facilities from Sta. 45+25 to Sta. 62+72 Rt. The offset will vary beginning at Sta. 45+25, 20 Rt. to 45+25, 65' Rt. continuing to Sta. 55+00, 40' Rt. to Sta. 55+10, 52' Rt. the line will continue north along the east side of the road 57+50, 52' Rt. where it will transition to a 42' Rt. offset at Sta. 57+60. The line will end at Sta. 162+72 (62+72) and the existing connection along the southern edge of Old Cross Street will be replaced.

Coburn/Russell – Dominion will relocate two lines along Russell and Coburn. An IP line will tie into the existing line at Sta. 10+32, 18' Rt. and crosses the road to an offset of approximately 29' Lt. The new IP line will extend east and cross Coburn, tying into the existing line along the east side of the street. A LP line will begin relocation at Sta. 10+20, 18' Lt. and transition to a 30' offset at Sta. 10+32 before continuing east to Coburn. At Coburn, the line will bend around the northwest corner of the intersection and continue north to Sta. 214+55 at approximately 28' from the centerline of the road to a tie in point at Sta. 214+65, 18' Lt. A second line will be extended along the east side of Coburn from Sta. 213+60 north to Sta. 214+60 at 22' Rt. of the centerline. A LP line crossing Coburn St. at Sta. 214+44 will be installed to tie in the proposed gas line on the E.S. and W.S. The existing line to the gas regulator vault will be cut within the pavement limits of Coburn.

PHASE 5

ESTIMATED TIMEFRAME –DURING PHASE 3 AND 4 OF ODOT CONSTRUCTION PROJECT

ESTIMATED DURATION – 2 WEEKS

Main Street (under I-76) – Dominion will relocate its facilities from Sta. 39+10 to Sta. 45+25 Rt. after required bridge and grading work is complete. The offset will vary beginning at Sta. 39+10, 75 Rt. to 39+35, 55' Rt. continuing north to Sta. 44+60, 55' Rt. where it will transition to a 65' offset at Sta. 44+75. The line will end at Sta. 45+25, 65' Rt.

NOTE: Dominion has previously abandoned lines on E. South Street and S. Main Street, as well as new lines on E. South St., E. Voris St., and Sweitzer Ave. from recently completed relocation work. This information was reflected in the last set of AutoCad basefiles that were shared with AECOM. Design Plans (but not as-builts) are available for reference, but OUPS field markings will depict the location of these lines.

The Company does not anticipate any other conflicts than the ones mentioned above. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer so the proper actions can be taken to prevent delay of construction. The Company will need five (5) working days to mobilize and three (3) working days to make any adjustments around catch basins and/or laterals. The time frames to adjust each conflict will be measured independently of each other and will not happen concurrently. The Company shall take no more than 180 working days to complete relocation/replacement work, weather permitting.

The State's Highway Contractor shall use caution when digging near the Company's facilities including but not limited to test boxes, curb stops, gate valve boxes, mainline and services. Costs incurred by damages to the Company's facilities could be billed to damaging party.

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Everflow Eastern (aka Strawn Oilfield Services)

Everflow Eastern has aboveground and underground facilities within the project limits. The 4" gas line along the west side of Sweitzer does not appear to be in conflict with the proposed bridge foundations. (four (4) conduits along Sweitzer to Voris to Broadway shared with Qwest). The lines are not in conflict with the proposed improvements and no relocations are anticipated. The Contractor shall notify Everflow Eastern 48 hours prior to commencing the foundation work in the vicinity of their facilities so that field personnel can be on site to monitor and review progress.

The Company does not anticipate any (other) conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer so the proper actions can be taken to prevent delay of construction.

The State's Highway Contractor shall use caution when digging near the Company's facilities including but not limited to test boxes, curb stops, gate valve boxes, mainline and services. Costs incurred by damages to the Company's facilities could be billed to damaging party.

George Strawn
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Involta

Involta has underground facilities within the project limits. Involta has a fiber optic line that runs along the east side of Sweitzer Avenue from our project southern limits approximately 4.5' to 5.0' from the face of the curb, outside of the pavement, up until where it crosses to west side of Sweitzer Avenue, south of the Voris Street intersection and continues north on Sweitzer Avenue.

Involta/Qwest have a joint facility containing four conduits which run along the east side of South Broadway Street, approximately 3' behind existing sidewalk from the projects northern project limits south to the intersection of Bartges St. This line remains at the back of the existing sidewalk up to the intersection of Bartges St. and crosses Bartges St. from the north to the south side of the road, near curb line and continues east along South side of Bartges St., approximately 3' behind the curb. The Contractor shall notify Involta 48 hours prior to commencing work in the vicinity of their facilities so that field personnel can be on site to review progress.

The Company does not anticipate any (other) conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer so the proper actions can be taken to prevent delay of construction.

Natalie Stallman
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MCI/Verizon Business

MCI has an underground fiber optic cable along and within the CSX railroad R/W through the project limits. The cable is located on the west side of the tracks and shall not be disturbed.

MCI has an aerial cable attached to Ohio Edison poles along E. South St. from Sweitzer Ave. to S. Broadway St. and along S. Broadway St. from E. South St. to E. Crosier St. This cable will be relocated to E. Miller Ave. from Sweitzer Ave. to S. Broadway and then proceed north on S. Broadway St. to E. Crosier St. by 12/04/15. The new cable will be placed underground from station 20+40 to station 24+00, 40' RT, along the new S. Main St., then will proceed north on existing Ohio Edison poles from station 24+00 along S. Broadway St. to E. Crosier St. The aerial relocations are anticipated to begin 12/7/2015 and be completed by 1/29/16.

MCI has a fiber cable on the south side of E. Crosier St. from S. Broadway St. to Old Main St. It is aerial from station 23+40 to station 21+15 and then underground from station 21+15 to station 20+00. One span of aerial cable from station 21+15 to station 22+25 will be relocated underground to accommodate the pole removal at station 21+15. A new section will be placed underground from station 21+15 to the existing MCI manhole near station 20+00. This work will be completed by 1/29/16.

MCI has an underground fiber cable in Old Main St./S. Main St. from station 31+40 to station 61+75 and S. High St. from station 260+00 to station 265+50. This cable may have minor conflicts with proposed storm drainage and catch basins. MCI plans to evaluate and remedy the conflicts in conjunction with the roadway construction. If a conflict is found, MCI requires three business day notification to mobilize a contractor to the site to relocate the conduit/cable. MCI anticipates one day of construction to remedy each conflict. The known potential conflict areas are:

Station 32+80, 12' LT, (Old Main St.)
 Station 38+45, 28' LT.
 Station 41+00, 40' LT.
 Station 43+05, 47' LT.
 Station 44+20, 47' LT.
 Station 46+55, 50' LT.

The Company does not anticipate any (other) conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer so the proper actions can be taken to prevent delay of construction.

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Ohio Edison

Ohio Edison has existing, in service, overhead, and underground facilities within the project limits. The Ohio Edison overhead facilities operate at 4kV Distribution, 23.86kV Distribution, and 23kV Sub-Transmission. The Ohio Edison underground facilities operate at 23.86kV Distribution, and 23kV Sub-Transmission. The Ohio Edison underground streetlight facilities operate at 480V and 120V.

Ohio Edison Underground Facilities:

Ohio Edison anticipates (6) six months of relocation and/or modification work will be necessary for the Ohio Edison underground systems affected by this project. Ohio Edison and/or Ohio Edison's contractor, would anticipate our construction activities beginning on March 1, 2016 and completing on August 30, 2016.

Ohio Edison's contractor will make temporary repairs to roadways that are affected by construction so as to make them passable to traffic until such a time that the ODOT contractor begins the demolition and construction of roadways per the project specifications.

Ohio Edison does not anticipate any other Ohio Edison underground facility conflicts in addition to those listed below, due to the proposed ODOT project work. If any unforeseen conflicts should arise, the ODOT Contractor

will immediately contact Ohio Edison and the ODOT Project Engineer, so the proper actions can be taken to prevent any delay(s) of roadway construction.

Ohio Edison will disconnect power feeds to street light underground conductors (where physically possible) per construction schedule to be provided by ODOT. ODOT's contractor will remove steel street light poles for Ohio Edison to pick up.

MAIN BROADWAY UNDERGROUND RELOCATION STATIONING

THE FOLLOWING ARE GRADE ONLY CHANGES TO MANHOLES AND VAULTS.

- THORNTON ST MANHOLE AT 13+55 45' RT.
- S BROADWAY VAULT 56+90 45' LT.
- RUSSELL AV MANHOLE 13+90 2' LT.
- MAIN ST 36+20 27' LT CURRENTLY PAVED OVER.
- S BROADWAY VAULT 60+80 45' LT.
- ALSO ALL NEW VAULTS AND MANHOLES IN THE PROJECT LIMITS WILL NEED ADJUSTMENTS DUE TO GRADE.

THE FOLLOWING LOCATIONS ARE CONDUIT, MANHOLE AND VAULT RELOCATIONS.
ALL CONDUIT IS CONCRETE ENCASED.

BARTGES STREET

- BARTGES ST INSTALL ALL 1-4" CONDUIT 3.5' DEEP FROM EXISTING MANHOLE ON NORTHWEST CORNER OF BARTGES AND HIGH GOING SOUTH TO THE SOUTHWEST CORNER OF THE NEW BARTGES ST BRIDGE OVER GARAGE DRIVE... ABANDON EXISTING CONDUIT.
- BARTGES ST INSTALL ALL 1-4" CONDUIT 3.5' DEEP FROM THE SOUTHEAST CORNER OF NEW BARTGES ST BRIDGE GOING WEST ON BARTGES TO EXISTING MANHOLE STA 11+75 40' RT... ABANDON EXISTING CONDUIT.
- BARTGES ST INSTALL 6-6" CONDUIT 6.5' DEEP FROM EXIST MANHOLE NORTHWEST CORNER OF BARTGES AND HIGH ST SOUTHWEST TO NEW VAULT AT STA 266+70 70' LT... ABANDON EXISTING CONDUIT.

SOUTH HIGH STREET

- S HIGH ST NEW 10'x14'x8' VAULT STA 266+70 70' LT OUTSIDE PROJECT LIMITS.
- S HIGH ST 6-6" CONDUITS 4.5' DEEP FROM NEW VAULT AT STA 266+70 70 LT SOUTH TO NEW MANHOLE AT STA 262+80 60' LT OUTSIDE OF R.O.W.
- S HIGH ST NEW 8'x10'x8' MANHOLE STA 262+80 60' LT OUTSIDE OF R.O.W.
- S HIGH ST ABANDON MANHOLE STA 262+80 0' LT.
- S HIGH ST NEW 8'x10'x8' MANHOLE STA 262+80 7' LT.
- S HIGH ST INSTALL 6-6" CONDUITS 8' DEEP FROM NEW MANHOLE STA 262+80 60' LT EAST TO NEW MANHOLE STA 262+80 7' LT.

THORNTON STREET

- THORNTON ST ABANDON VAULT 113+65 30' LT.
- THORNTON ST INSTALL 7'x12'x8' VAULT 113+42 30' LT.
- THORNTON ST INSTALL 4-6" CONDUITS 10' DEEP FROM NEW VAULT STA 113+42 30' LT SOUTH TO EXIST MANHOLE AT STA 113+56 44' RT... ABANDON EXISTING CONDUIT.
- THORNTON ST INSTALL 2-4" CONDUITS 4' DEEP FROM MANHOLE STA 113+56 44' RT SOUTH 5' THEN WEST 5'... ABANDON EXISTING CONDUIT.
- THORNTON ST INSTALL 6-6" CONDUITS 11' DEEP FROM NEW VAULT STA 113+42 30' LT SOUTHWEST TO EXISTING MANHOLE STA 114+30 3' LT... ABANDON EXISTING CONDUIT.
- THORNTON ST INSTALL 4-6" 8' DEEP FROM EXISTING MANHOLE STA 114+30 35' RT EAST TO EXISTING MANHOLE STA 119+38 18' RT... ABANDON EXISTING CONDUIT.

MAIN STREET

- MAIN ST INSTALL 4-6" CONDUITS 6' DEEP FROM EXIST MANHOLE ON THORNTON ST STA 113+56 44' RT SOUTH TO MAIN ST STA 52+10 65' RT NEW CONDUIT TO BE APPROX 65' RT OF CENTERLINE...ABANDON EXISTING CONDUIT.
- MAIN ST INSTALL 4-6" CONDUITS 7' DEEP FROM EXISTING MANHOLE STA 50+25 45' LT SOUTH TO MANHOLE STA 47+10 40' LT NEW CONDUIT TO BE APPROX 35' LT OF CENTERLINE... ABANDON EXISTING CONDUIT.
- MAIN ST INSTALL 4-6" CONDUITS 7' DEEP FROM MANHOLE STA 50+25 45' LT SOUTH TO MANHOLE STA 42+65 43' LT CONDUIT TO VARY BETWEEN 45' & 30' LT OF CENTERLINE... ABANDON EXISTING CONDUIT.
- MAIN ST INSTALL NEW 4'x5" MANHOLE STA 45' 45+0 70' LT.
- MAIN ST INSTALL NEW 4'x5' MANHOLE 44+45 73' LT.
- MAIN ST ODOT CONTRACTOR TO INSTALL 2-6" CONDUITS MIN 3' DEEP FROM NEW MANHOLE STA 45+0 70' LT TO NEW LIGHTING TRANSFORMER LOCATION.
- MAIN ST INSTALL 2-4" CONDUITS 4' DEEP FROM NEW MANHOLE STA 45+0 70' LT TO NEW MANHOLE STA 44+45 73' LT APPROX 70' LT OF CENTER.
- MAIN ST AT RAMP W-8 INSTALL 2-4" PVC 4' DEEP FROM NEW MANHOLE STA 44+45 73' LT WEST ALONG RAMP W-8 APPROX 60' LT OF CENTERLINE TO RUSSELL AVE EXISTING MANHOLE 13+40 0' LT.
- MAIN ST INSTALL 2-6" CONDUITS 9' DEEP FROM NEW POLE STA 34+40 85' LT TO EXISTING MANHOLE 36+20 27' LT (THIS MANHOLE LID IS CURENTLY PAVED OVER).

RUSSELL AVENUE

- RUSSELL AV ABANDON MANHOLE STA 872+35 10' LT AND ABANDON CONDUIT GOING NORTH AND WEST.

SOUTH BROADWAY

- S BROADWAY STA 51+40 TO 53+80 ABANDON CONDUIT EAST SIDE OF ROAD.
- S BROADWAY STA 50+25 TO 47+80 ABANDON CONDUIT REMOVE TRANSFORMER EAST SIDE OF ROAD.
- S BROADWAY STA 43+80 EAST SIDE REMOVE TRANSFORMER ABANDON 1 MANHOLE, 1 HANDHOLE AND ALL CONDUIT SOUTH TO VAULT STA 47+00 23' LT.

VORIS STREET

- VORIS ST STA 17+50 TO 19+40 ABANDON CONDUIT.
- VORIS ST STA 15+40 REMOVE TRANSFORMER SOUTH SIDE OF ROAD.

SWEITZER STREET

- SWEITZER ST / E SOUTH ST INSTALL 4- 6" CONDUIT 4' DEEP (2 CONDUITS TO EACH NEW POLE) FROM MANHOLE STA 20+75 55' LT SOUTH ON SWEITZER ST 110' FROM E SOUTH ST CENTERLINE 1 POLE EAST SIDE OF SWEITZER AND 1 POLE ON WEST SIDE OF SWEITZER. STREET LIGHT CONDUIT(S) TO BE ABANDONED IN PLACE. ALL OTHER CONDUIT NOT MENTIONED TO REMAIN IN PLACE.

Ohio Edison Overhead Facilities:

Ohio Edison anticipates (6) six months of relocation and/or modification work will be necessary for the Ohio Edison overhead systems affected by this project. Ohio Edison would anticipate our construction activities beginning on March 1, 2016 and completing on August 30, 2016.

Ohio Edison does not anticipate any other Ohio Edison overhead facility conflicts in addition to those listed below, due to the proposed ODOT project work. If any unforeseen conflicts should arise, the ODOT Contractor will immediately contact Ohio Edison and the ODOT Project Engineer, so the proper actions can be taken to prevent any delay(s) of roadway construction.

MAIN BROADWAY OVERHEAD RELOCATION STATIONING

GRANT ST BRIDGE LOCATION

36+65 15 RT	VORIS	TO REMAIN
38+17 15 RT	VORIS	TO REMAIN
16+80 26 RT	GRANT	INSTALL POLE
16+07 26 RT	GRANT	INSTALL POLE
16+22 27 LT	GRANT	INSTALL POLE
15+15 26RT	GRANT	TO REMAIN
15+00 27 LT	GRANT	INSTALL POLE
14+70 50 RT	GRANT	INSTALL POLE
11+63 50 RT	GRANT	INSTALL POLE
11+22 22 RT	GRANT	INSTALL POLE
10+50 22 RT	GRANT	INSTALL POLE
10+25 58 RT	GRANT	INSTALL POLE
16+75 16 LT	GRANT	REMOVE POLE
15+75 16 LT	GRANT	REMOVE POLE
14+35 25 LT	GRANT	REMOVE POLE
11+96 24 LT	GRANT	REMOVE POLE
10+92 17 LT	GRANT	REMOVE POLE
10+28 24 LT	GRANT	REMOVE POLE

CROSIER ST LOCATION

31+47 110 RT	NEW S. MAIN	TO REMAIN
31+40 55 RT	NEW S. MAIN	INSTALL POLE
31+50 3 RT	NEW S. MAIN	REMOVE POLE
31+47 55 LT	NEW S. MAIN	INSTALL POLE
30+75 50 RT	NEW S. MAIN	REMOVE POLE
31+75 85 RT	NEW S. MAIN	REMOVE POLE
32+60 115 RT	NEW S. MAIN	REMOVE POLE

TRAFFIC CIRCLE BACHTELL / OLD MAIN ST

18+50 15 LT	BACHTELL	INSTALL POLE
19+18 15 LT	BACHTELL	REMOVE POLE
20+21 15 LT	BACHTELL	REMOVE POLE
21+18 15 LT	BACHTELL	REMOVE POLE

OLD S MAIN / CROSER LOCATION

21+46 21 LT	OLD S MAIN	POLE TO REMAIN
22+39 22 LT	OLD S MAIN	REMOVE POLE
23+27 21 LT	OLD S MAIN	REMOVE POLE
24+28 22 LT	OLD S MAIN	REMOVE POLE
25+25 22 LT	OLD S MAIN	REMOVE POLE
26+20 23 LT	OLD S MAIN	REMOVE POLE

BROADWAY / MAIN SPLIT LOCATION

25+42 32 LT	OLD BROADWAY	REMOVE POLE
25+23 85 LT	OLD BROADWAY	INSTALL POLE
26+40 44 LT	OLD BROADWAY	REMOVE POLE

27+62 40 LT	OLD BROADWAY	INSTALL POLE
27+42 31 RT	OLD BROADWAY	REMOVE POLE
28+62 32 RT	OLD BROADWAY	REMOVE POLE
28+40 52 LT	OLD BROADWAY	REMOVE POLE
28+92 40 LT	OLD BROADWAY	INSTALL POLE
29+20 40 RT	OLD BROADWAY	INSTALL POLE
27+60 60 LT	NEW MAIN	INSTALL POLE
28+40 35 LT	NEW MAIN	INSTALL POLE

NEW 22.86 FEED TO JAIL W SOUTH / MANILA

09+50 33 RT	RAMP W9	INSTALL POLE
11+12 38 RT	RAMP W9	INSTALL POLE
12+78 42 RT	RAMP W9	INSTALL POLE
14+54 43 RT	RAMP W9	INSTALL POLE
16+25 43 RT	RAMP W9	INSTALL POLE
17+42 118 LT	RAMP W9	INSTALL POLE
11+05 40 RT	E SOUTH	INSTALL POLE
12+45 42 RT	E SOUTH	INSTALL POLE
13+00 35 RT	E SOUTH	INSTALL POLE
14+30 36 RT	E SOUTH	INSTALL POLE
15+79 41 RT	E SOUTH	INSTALL POLE
17+52 41 RT	E SOUTH	INSTALL POLE
19+45 43 RT	E SOUTH	INSTALL POLE
14+23 24 RT	E SOUTH	INSTALL POLE
14+67 26 RT	E SOUTH	REPLACE POLE
16+20 26 RT	E SOUTH	REPLACE POLE
18+05 26 RT	E SOUTH	REPLACE POLE

REMOVE 22.86 KV FEED TO JAIL

18+00 16 LT	W SOUTH	TO REMAIN
19+21 16 LT	W SOUTH	REMOVE POLE
20+23 16 LT	W SOUTH	REMOVE POLE
21+28 18 LT	W SOUTH	REMOVE POLE
12+95 22 RT	YALE	REMOVE POLE
11+80 17 RT	YALE	REMOVE POLE
11+26 19 RT	YALE	INSTALL POLE
11+50 14 LT	YALE	INSTALL POLE
22+72 17 LT	W SOUTH	REMOVE POLE
23+93 42 RT	W SOUTH	REMOVE POLE

REMOVE 6 POLES MAY CT NO STATIONS AVAIL

27+40 168 LT	NEW MAIN	REMOVE POLE
27+05 213 LT	NEW MAIN	REMOVE POLE
27+48 48 LT	NEW MAIN	REMOVE POLE
27+54 151 RT	NEW MAIN	REMOVE POLE
27+17 169 RT	NEW MAIN	REMOVE POLE
28+84 215 RT	NEW MAIN	REMOVE POLE
28+50 164 RT	NEW MAIN	REMOVE POLE
30+53 310 RT	NEW MAIN	REMOVE POLE
10+73 18 RT	E SOUTH	REMOVE POLE
12+00 22 RT	E SOUTH	REMOVE POLE
13+17 24 RT	E SOUTH	REPLACE POLE

REMOVE 4KV OLD BROADWAY / E SOUTH

35+44 32 RT	OLD BROADWAY	POLE TO REMAIN
37+38 33 RT	OLD BROADWAY	REMOVE POLE
38+32 34 RT	OLD BROADWAY	REMOVE POLE
39+58 34 RT	OLD BRAODWAY	REMOVE POLE
40+55 34 RT	OLD BROADWAY	REMOVE POLE
10+68 22 LT	E SOUTH	REMOVE POLE
11+93 21 LT	E SOUTH	REMOVE POLE
13+17 21 LT	E SOUTH	REMOVE POLE
14+48 21 LT	E SOUTH	REMOVE POLE
14+49 91 LT	E SOUTH	REMOVE POLE
15+04 22 LT	E SOUTH	REMOVE POLE
15+96 23 LT	E SOUTH	REMOVE POLE
16+92 23 LT	E SOUTH	REMOVE POLE
17+84 20 LT	E SOUTH	REMOVE POLE
18+66 22 LT	E SOUTH	POLE TO REMAIN

In the event that it becomes apparent Ohio Edison will not be able to meet the projected August 30, 2016 completion date due to weather or other unforeseen construction complications, or other reasons, - Ohio Edison will inform the ODOT Project Engineer and Ohio Edison and/or Ohio Edison's contractor will focus on areas of the project construction that need to be completed first, as directed by the ODOT Project Engineer.

Unless otherwise specified, the overhead/underground conductors within this project area will remain energized for the duration of the project. Caution must be exercised by the State's Highway Contractor to insure that OSHA safety standards are observed.

The Company does not anticipate any (other) conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer so the proper actions can be taken to prevent delay of construction.

Unless otherwise specified, the overhead conductors within this project area will remain energized for the duration of the project. Caution must be exercised by the State's Highway Contractor to insure that OSHA safety standards are observed.

Dave Miller
330.436.4055
millerdl@firstenergycorp.com

Qwest Communications (aka Centurylink)

Qwest has underground facilities within the project limits. Qwest/Involta have a joint facility containing four conduits which run along the east side of South Broadway Street, approximately 3' behind existing sidewalk from the projects northern project limits south to the intersection of Bartges St. This line remains at the back of the existing sidewalk up to the intersection of Bartges St. and crosses Bartges St. from the north to the south side of the road, near curb line and continues east along South side of Bartges St., approximately 3' behind the curb. The lines are not in conflict with the proposed improvements and no relocations are anticipated. The Contractor shall notify Qwest Communications 48 hours prior to commencing work in the vicinity of their facilities so that field personnel can be on site to review progress.

The Company does not anticipate any (other) conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer so the proper actions can be taken to prevent delay of construction.

Chris Strayer
303.886.1299
Christopher.Strayer@CenturyLink.com

Sprint

Sprint has underground telecommunications facilities within the project area. Sprint will have relocation work performed to alleviate conflicts with the proposed bridge piers adjacent to the CSX R/W. Sprint completed the relocations within the railroad property in October 2015. The lines will be moved 3' closer to the tracks (and farther from the bridge piers) and will be placed within a 4" split steel casing. The Contractor shall notify Sprint 48 hours prior to commencing work in the vicinity of their facilities so that field personnel can be on site to review progress.

The Company does not anticipate any (other) conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer so the proper actions can be taken to prevent delay of construction.

Joe Thomas
513.612.4204
937.209.9754
Joseph.j.thomas@sprint.com

Time Warner Cable

Time Warner Cable has aerial and underground telecommunications facilities within the project area. Time Warner Cable will have relocation work to perform as indicated below:

Underground - Time Warner Cable will be relocating our existing services to the new proposed Right of Way. They will install two (2) 4" conduits approximately 36-48" underground. They will bring up tails in various locations and install pedestals or flush mount vaults to feed customers or for splicing points and servicing locations. There are three (3) road crossings that will be directional bored under at approximately the same depth listed above. Once work starts, it will take up to two weeks to install the conduit in the trench and bore under the streets. The splicing will take up to three (3) additional weeks which will be completed overnight in multiple sessions. Any of the TWC facilities that are unable to be wrecked out will be abandoned.

Aerial - Time Warner Cable will relocate or transfer their existing aerial services to the new poles set by either Ohio Edison or AT&T, once they have been set. The time frame depends on the amount of poles needing transferred or relocated. 2-3 weeks' time should be sufficient to build and splice.

Schedule

Area 1- E Long St & S Broadway

Relocate work to beginning in conjunction with OE as we are aerial, joint attachments. Schedule dependent and similar to Ohio Edison.

Area 2- W Crosier, Bachtel Ave. & S Main St

Removal of facilities within next 30 days as soon as buildings abandoned. Work to be completed December, 2015.

Area 3- Russell & Coburn St

Relocate of facilities within 30 days of ROW being secured. Work to be completed December, 2015.

Area 4- W Voris St & S Main St

Relocate of facilities. Work to begin on January 12, 2016 and will be complete in 60 days.

Area 5- W Thorton & S Main St to Bartages & S Main St West side

Relocate of facilities. Work to begin on January 19, 2016 and will be complete in 90 days.

Area 6- S Main St. on east side from E Thorton to Bartages St

Relocate of facilities. Work to begin on January 26, 2016 and will be complete in 90 days.

General Notes - TWC should be complete before construction starts however there is always a chance that we will have more to do than what is planned. If we need more time or need to work while construction is happening, we will coordinate that with the proper people. TWC will call for our own locates. TWC will obtain all required permits needed.

The Company does not anticipate any (other) conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer so the proper actions can be taken to prevent delay of construction.

Drew Fetterman
330.633.9203 ext 3305553087
330.312.8845
drew.fetterman@twcable.com

Zayo

Zayo has underground telecommunications facilities within the project area. Zayo will have relocation work to perform as indicated below:

Zayo will abandon in place the cable and duct on Broadway in the construction area and create a new reroute from the intersection of South Main Street across Thorton to a connection point outside of the project area.

The new duct path will be completed, new cable installed and spliced in to transfer communication traffic allowing the abandonment of the Broadway path beginning on 10/26/15 and completed by the end of February 2016.

The Company does not anticipate any (other) conflicts with proposed work. If a conflict does arise, the State's Highway Contractor will immediately contact the Company and ODOT Project Engineer so the proper actions can be taken to prevent delay of construction.

Dave Galuska
330.835.2480
dave.galuska@zayo.com

Utility Note prepared by Beth Fulton

**SUMMIT COUNTY
SUM-76-10.31, PID 77269
CSX TRANSPORTATION INC.**

**CSX Great Lakes Division, New Castle Subdivision
MP BG-131.26 & MP BG-131.30
CSX OP# OH0975**

SPECIAL CLAUSES IN THE PROPOSAL

The bidder, if awarded the contract for this improvement agrees:

1. To cooperate at all times with the local officials of the railroad company.
2. To use all reasonable care and diligence in the work in order to avoid accidents, damage or unnecessary delay to, or interference with the trains and other property of the railroad company.
3. To conduct his work in a manner satisfactory to the Chief Engineer of the railroad company or his authorized representative, to perform his work in such manner and at such time as not to unnecessarily interfere with the movements of trains or railroad traffic, and to hold his work at all times open to inspection of railroad company inspectors.
4. To cooperate with a public utility, railroad or other organizations having occasion to do work on or in connection with the improvement.
5. To avoid unnecessary use of railroad property without written permission of the railroad company and to leave railroad roadbed and property in a condition acceptable to the Chief Engineer of the railroad company.
6. To execute a bond conditioned according to Section 5525.16 of the Revised Code of Ohio, in favor of the State of Ohio and further to carry insurance of the following kinds and amounts:

The number of trains operating through the improvement at both locations is estimated to be:

0 Passenger trains per day @ ___ miles per hour.

38 Freight trains per day @ 50 miles per hour.

7. Railroad Insurance Requirements
 1. CSXT utilizes a third-party company to handle all insurance documentation submittals and approvals.

Questions: Contact Ann Dinkfield

Phone: 951-658-4069

Email: Ann.Dinkfield@Ebix.com

or Ariana Sladky

Phone: 619-881-4251

Email: Ariana.Sladky@Ebix.com

2. Contractor must submit its original Railroad Protective Liability policy, Certificates of Insurance and all notices and correspondence regarding the insurance policies to:

insurancedocuments@csx.com

Neither Agency nor Contractor may begin work on the Project until it has received CSXT's written approval of the required insurance policies.

Certificate must be provided which evidences the following coverages and lists the Certificate Holder as:

CSX Transportation, Inc.
500 Water Street, C-907
Jacksonville, FL 32202

The following summarize CSXT's specifications for proper evidence of insurance:

1. Commercial General Liability coverage at their sole expense with limits of not less than \$5,000,000 in combined single limits for bodily injury and/or property damage per occurrence, and such policies shall name CSXT as additional insured.
2. Statutory Worker's Compensation and Employers Liability Insurance with limits of not less than \$1,000,000, which insurance must contain a waiver of subrogation against CSXT and its affiliates (if permitted by state law).
3. Commercial automobile liability insurance with limits of not less than \$1,000,000 combined single limit for bodily injury and/or property damage per occurrence, and such policies shall name CSXT as additional insured.
4. Railroad protective liability insurance with limits of not less than \$5,000,000 combined single limit for bodily injury and/or property damage per occurrence and an aggregate of \$10,000,000, which insurance shall satisfy the following additional requirements:
 - a) The Railroad Protective Liability Insurance must be on the ISO/RIMA Form of Railroad Protective Insurance – Insurance Services Office (ISO) Form CG 00 35.
 - b) CSX Transportation must be the named Insured on the Railroad Protective Liability Insurance Policy. The address should be listed as:

CSX Transportation, Inc.
500 Water Street, C-907
Jacksonville, FL 32202

- c) The name and address of the prime contractor must appear on the Declarations.
- d) The description of operations and location must appear on the Declarations, and must match the project description in this agreement and must include the appropriate MP and/or OP number as identified at the top of pg. 1.
- e) Authorized endorsements must include the Pollution Exclusion Amendment – CG 28 31, unless using form CG 00 35 version 96 and later.

- f) Authorized endorsements may include:
 - Broad Form Nuclear Exclusion – Form IL 00 21
 - 30-day Advance Notice of Non-renewal or cancellation
 - Required State Cancellation Endorsement
 - Quick Reference or Index Form CL/IL 240

- g) Authorized endorsements may not include:
 - A Pollution Exclusion Endorsement except CG 28 31
 - A Punitive or Exemplary Damages Exclusion
 - A “Common Policy Conditions” Endorsement
 - Any other endorsement that is not named in 4 (e) or (f) above.
 - Policies that contain any type of deductible

- 5. The insurer must be rated A- and Class VII or better by A.M. Best Company, Inc.
- 6. Such additional or different insurance as CSXT may require.

8. General Insurance Requirements

Copies of all submitted insurance documentation provided to the Railroad shall also be provided to the Department’s Office of Contracts.

The insurance hereinbefore specified shall be with an acceptable insurance company authorized to do business in the State of Ohio, and shall be taken out before execution of the Contract by the Director and kept in effect until all work required to be performed under the terms of the contract is satisfactorily completed as evidenced by the formal acceptance by the State. Such policies shall include thirty (30) days canceling notice. The cost of insurance hereinbefore specified will be a specific bid item.

Notwithstanding the Department's Construction and Material Specification No. 107.12 "Evidence" as above set forth shall consist of furnishing the Director of Transportation three (3) certified copies of the railroad policy.

- 9. To indemnify, defend, and hold CSXT and its affiliates harmless from and against all claims, demands, payments, suits, actions, judgments, settlements, and damages of every nature, degree, and kind (including direct, indirect, consequential, incidental, and punitive damages), for any injury to or death to any person(s) (including, but not limited to the employees of CSXT, its affiliates, the State or the Contractor), for the loss of or damage to any property whatsoever (including but not limited to property owned by or in the care, custody, or control of CSXT, its affiliates, the State or the Contractor, and environmental damages and any related remediation brought or recovered against CSXT and its affiliates), arising directly or indirectly from the negligence, recklessness or intentional wrongful misconduct of the Contractor, the State, and their respective agents, employees, invitees, contractors, or its contractor's agents, employees or invitees in the performance of work in connection with the project or activities incidental thereto, or from their presence on or about CSXT's property. The foregoing indemnification obligation shall not be limited to the insurance coverage required in paragraph 6 above.

10. The Railroad company will assign, at the sole cost and expense of the Department, railroad flaggers or other protective services and devices as necessary to insure the safety and continuity of the work to be performed as a part of this contract. Said services and devices will be provided when necessary, as determined by the railroad company, because of any of the Contractor's operations over, under or adjacent to tracks over which trains are operating. The provision of such protective personnel and devices does not relieve the Contractor from the liability of payment for damage caused by his operations.

Such protection will be required when men or equipment are working within clearances limits of 25 feet of a rail or when work being performed adjacent to operating tracks may present hazards to tracks, train operation, or when equipment does or may infringe upon such limits.

The Contractor will not be permitted to operate any of his own equipment on railroad tracks except under an acceptable arrangement with the railroad company. Such equipment and the operation of such equipment, or equipment rented from the railroad company, shall be arranged for by the Contractor with the railroad and the cost for its use, including protection or railroad traffic, shall be borne by the Contractor.

The Contractor shall notify the following named individual for each railroad company at least 30 days, or as directed by the authorized representative of the Railroad, in advance of starting any work which might require protection:

Mr. David C. Clark
Director Construction Engineering
CSX Transportation, Inc.
500 Meijer Drive, Suite 305
Florence, KY 41042
Telephone: 859-372-6114

The Contractor shall notify the railroad at least 5 working days in advance of suspending or ceasing operations that require a flagger, and must provide the Project Name, PID number, CSX OP#, railroad line and milepost information and/or AARDOT# as shown at the top of pg. SC-1.

Railroad protective personnel assigned to the project will be responsible for notifying the Engineer upon arrival at the job site on the first working day that protective services begin and on the last day that he performs such services. This will be required for each separate period that such services are provided. The Engineer will document such notification in the project diary. The Contractor will be responsible for protective services provided at his request and not utilized due, in the opinion of the Engineer, to a change in the Contractor's construction schedule or if it is determined by the Engineer that the requested services were not necessary. The actual costs for such protective services so assessed to the Contractor will be deducted from the Contract.

The decision of the Director of Transportation shall be final in the event of controversy as to the necessity for any protection services provided and not utilized by the Contractor as described in the preceding paragraph.

11. To pay the railroad or owning company for any changes, requested for his convenience, to railroad property, facilities, wire, fiber optic and/or pipe lines other than shown on the plans for the project.
12. If at any time the contractor desires a temporary crossing of the railroad's tracks, he shall make a request for a temporary crossing from the railroad. If approved, he shall arrange with the railroad company, execute its regular form of private grade crossing agreement covering the crossing desired, paying all construction, maintenance, removal, protection and other costs.
13. Methods and procedures for performing work on property of **CSX Transportation, Inc.** must be approved by:

Mr. David C. Clark
Director Construction Engineering
CSX Transportation, Inc.
500 Meijer Drive, Suite 305
Florence, KY 41042
Telephone: 859-372-6114
14. The Contractor will be required to follow all terms and conditions of the attached CSX Transportation *Construction Submission Criteria*.

End of Special Clauses

CSX TRANSPORTATION

CONSTRUCTION SUBMISSION CRITERIA

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Office of Chief Engineer Design, Construction & Capacity

Jacksonville, Florida

Date Issued: April 3, 2009

CONSTRUCTION SUBMISSION CRITERIA

INTRODUCTION

The information in this document is intended to improve communication and clarify the CSXT criteria related to construction submissions that may involve CSXT property. All work must be performed in a manner as to not adversely impact existing CSXT operations. Please note that there are other standards associated with construction that must be adhered to including but not limited to the CSXT Special Provisions, CSXT Insurance Requirements as well as governing local, county, state and federal requirements. This document and other CSXT standards are subject to change without notice, and future revisions will be available at the CSXT website www.csx.com.

I. DEFINITIONS

Agency – The project sponsor.

AREMA – American Railway Engineering and Maintenance Association – the North American railroad industry standards group.

Construction Submission – The Agency or its representative shall submit six (6) sets of plans, supporting calculations, and detailed means and methods procedures for the specific proposed activity. All plans and supporting calculations shall be signed/sealed by a Professional Engineer as defined below.

Controlled Demolition – Removal of the existing structure or subcomponents in a manner that prevents any portions from falling onto CSXT employees, equipment or property. The proposed procedures shall be detailed in the means and methods submission for CSXT review and acceptance.

Contractor – The Agency's or CSXT's representative retained to perform the project work.

Engineer – CSXT Engineering Representative or a GEC authorized to act on the behalf of CSXT.

GEC – General Engineering Consultant who has been authorized to act on the behalf of CSXT.

Professional Engineer – An engineer who is licensed in State or Commonwealth (if required by the Agency) in which the project is to occur. The drawings and calculations shall be prepared by the Professional Engineer and shall bear his seal and signature.

Submission Review Period - **a minimum of 30 days in advance of start of work.** Up to 30 days will be required for the initial review response. Up to an additional 30 days may be required to review any/all subsequent submissions or resubmission.

Office of Chief Engineer Design, Construction & Capacity

Jacksonville, Florida

Date Issued: April 3, 2009

CONSTRUCTION SUBMISSION CRITERIA

Theoretical Railroad Live Load Influence Zone – A 1½ Horizontal to 1 Vertical theoretical slope line starting 1’-6” below top of rail elevation and 12’-0” from the centerline of the nearest track.

II. DEMOLITION PROCEDURE:

The Agency or its contractor shall submit as defined above, a detailed procedure for demolition of the structure over Railroad Tracks.

- A. The Agency or its Contractor shall submit the detailed procedure for demolition of existing structures over or adjacent to CSXT’s tracks or right-of-way. This procedure shall include a plan showing the locations of cranes, horizontally and vertically, operating radii, with loading or disposal locations shown, with all dimensions referenced from the center line of the near track, including beam placement on ground or truck loading staging plan. The plan shall also include the location, with relevant dimensions, of all tracks, other railroad facilities; wires, poles, adjacent structures, or buried utilities that could be affected, showing that the proposed lifts are clear of these obstructions should be shown. No crane or equipment may be set on the CSXT rails or track structure and no material may be dropped on CSXT property.
- B. Also included with this submittal the following information:
1. Computations showing weight of picks must be submitted.
Computations shall be made from field verified plans of the existing structure beams being removed and those plans or sections thereof shall also be included in the submittal; the weight shall include the weight of concrete or other materials including lifting rigging.
 2. If the sponsor can prove to CSXT that plans do not exist and weights must be calculated from field measurements, the field measurements are to be made under the supervision of the Professional Engineer submitting the procedure and shall include sketches and estimated weight calculations with the procedure. If possible, field measurements shall be taken with a CSXT representative present.
 3. Crane rating sheets showing cranes to be adequate for 150% of the actual weight of the pick. A complete set of crane charts, including crane, counterweight, maximum boom angle, and boom nomenclature is to be submitted.

CONSTRUCTION SUBMISSION CRITERIA

Safety factors that may have been “built in” to the crane charts are not to be considered when determining the 150% Factor of Safety.

4. A data sheet shall be prepared listing the type, size and arrangements of slings, shackles, or other connecting equipment. Include copies of a catalog or information sheets for specialized equipment. All specific components proposed for use shall be clearly identified and highlighted in the submitted documents. The safe working load capacity of the connecting equipment shall be 150% above the calculated weight of the pick.
5. A complete written procedure is to be included that describes the sequence of events, indicating the order of lifts and any repositioning or rehitching of the crane or cranes.
6. A time schedule for each of the various stages must be shown as well as a schedule for the entire lifting procedure. The proposed time frames for all critical subtasks (i.e., torch/saw cutting various portions of the superstructure or substructure, dismantling splices, installing temporary bracing, etc.) shall be furnished so that the potential impact(s) to CSXT operations may be assessed and eliminated or minimized.
7. The names and experience of the key Contractor personnel involved in the operation shall be included in the Contractor’s means and methods submission.
8. Design and supporting calculations prepared by the Professional Engineer for items including the temporary support of components or intermediate stages shall be submitted for review. A guardrail will be required to be installed in a track where a temporary bent is located within twelve (12) feet from the centerline of that track. The guardrail will be installed by CSXT forces at the expense of the Agency or its contractor.
9. Existing, obsolete, bridge piers shall be removed to a minimum of 3’-0” below the finished grade, final ditch line invert, or as directed by the Engineer.
10. A minimum quantity of 25 Tons of CSXT approved track ballast may be required to be furnished and stockpiled on site by the Contractor, or as directed by the Engineer.

CONSTRUCTION SUBMISSION CRITERIA

11. CSXT's tracks, signals, structures, and other facilities shall be protected from damage during demolition of existing structure or replacement of deck slab.

NOTE: On-track or ground level debris shields such as crane mats are prohibited for use by CSXT.

- C. Overhead Demolition Debris Shield - Shall be installed prior to the demolition of the bridge deck or other relevant portions of the superstructure.
 1. The demolition debris shield shall be erected from the underside of the bridge over the track area to catch all falling debris.
 2. The Contractor shall include the demolition debris shield installation/removal means and methods as part of the proposed Controlled Demolition procedure submission.
 3. The demolition debris shield shall provide 23'-0" minimum vertical clearance or maintain the existing vertical clearance if the existing clearance is less than 23'-0" as approved by CSXT. Horizontal clearance to the centerline of the track should not be reduced unless approved by the Engineer.
 4. The vertical clearance ATR (above top of rail) is measured from the top of rail to the lowest point on the overhead shielding system measured within a distance of 6'-0" out from each side of the track centerline.
 5. The demolition debris shield design and supporting calculations all signed/sealed by a Professional Engineer, shall be submitted for review and acceptance.
 6. The demolition debris shield shall have a **minimum** design load of 50 pounds per square foot **plus** the weight of the equipment, debris, personnel, and other loads to be carried.
 7. The Contractor shall include the proposed bridge deck removal procedure in its demolition means and methods and shall verify that the size and quantity of the demolition debris generated by the procedure does not exceed the shield design loads.
 8. The contractor shall clean the demolition debris shield daily or more frequently as dictated either by the approved design parameters or as directed by the Engineer.

CONSTRUCTION SUBMISSION CRITERIA

- D. Vertical Demolition Debris Shield – This type of shield may be required for substructure removals in close proximity to CSXT track and other facilities, as determined by the Engineer.
1. Prior to commencing the demolition activity, the Contractor shall install a ballast protection system consisting of geotextile to keep the railroad ballast from becoming fouled with construction or demolition debris and fines. The geotextile ballast protection system shall be installed and maintained by the Contractor for the project duration in accordance with the attached plan, or with additional measures as directed by the Engineer.
 2. The Agency, or its Contractor, shall submit detailed plans, with detailed calculations, prepared and submitted by a Professional Engineer of the protection shield and ballast protection systems for approval prior to the start of demolition.
 3. Blasting will not be permitted to demolish a structure over or within CSXT's right-of-way.
- E. The Controlled Demolition procedure must be approved by the **Engineer** prior to undertaking work on the project.
- F. The Contractor shall provide timely communication to the Engineer when scheduling the demolition related work so that the Engineer may be present during the entire demolition procedure.
- G. At any time during demolition activities, the Engineer may require revisions to the previously approved procedures to address weather, site conditions or other circumstances which may create a potential hazard to rail operations or CSXT facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. CSXT and its GEC shall not be responsible for any additional costs or time claims associated with such revisions.

III. ERECTION PROCEDURE:

The Agency or its Contractor shall submit a detailed procedure for performing erection on/about CSXT property, as defined above.

CONSTRUCTION SUBMISSION CRITERIA

- A. The Agency or its Contractor shall submit six (6) copies of the detailed procedure for erection of the proposed structures over or adjacent to CSXT's tracks or right-of-way. This procedure shall include a plan showing the locations of cranes, horizontally and vertically, operating radii, with staging locations shown, including beam placement on ground or truck unloading staging plan. Plan should also include the location of all tracks, other railroad facilities; wires, poles, adjacent structures, or buried utilities that could be affected, showing that the proposed lifts are clear of these obstructions should be shown. No crane or equipment may be set on the CSXT rails or track structure.
- B. Also included with this submittal the following information:
1. As-Built Bridge Seat Elevations - All as-built bridge seats and top of rail elevations shall be furnished to the Engineer for review and verification at least 30 days in advance of construction or erection, to ensure that minimum vertical clearances as approved in the plans will be achieved.
 2. Computations showing weight of picks must be submitted. Computations shall be made from plans of the structure beams being erected and those plans or sections thereof shall also be included in the submittal; the weight shall include the weight of concrete or other materials including lifting rigging.
 3. Crane rating sheets showing cranes to be adequate for 150% of the actual weight of the pick. A complete set of crane charts, including crane, counterweight, maximum boom angle, and boom nomenclature is to be submitted. Safety factors that may have been "built in" to the crane charts are not to be considered when determining the 150% Factor of Safety.
 4. A data sheet shall be prepared listing the type, size and arrangements of slings, shackles, or other connecting equipment. Include copies of a catalog or information sheets for specialized equipment. All specific components proposed for use shall be clearly identified and highlighted in the submitted documents. The safe working load capacity of the connecting equipment shall be 150% above the calculated weight of the pick.
 5. A complete written procedure is to be included that describes the sequence of events, indicating the order of lifts and any repositioning or rehitcking of the crane or cranes.

CONSTRUCTION SUBMISSION CRITERIA

6. A time schedule for each of the various stages must be shown as well as a schedule for the entire lifting procedure. The proposed time frames for all critical sub tasks (i.e., performing aerial splices, installing temporary bracing, etc.) shall be furnished so that the potential impact(s) to CSXT operations may be assessed and eliminated or minimized.
 7. The names and experience of the key Contractor personnel involved in the operation shall be included in the Contractor's means and methods submission.
 8. Design and supporting calculations prepared by the Professional Engineer for items including the temporary support of components or intermediate stages shall be submitted for review. A guardrail will be required to be installed in a track where a temporary bent is located within twelve (12) feet from the centerline of that track.
- C. The proposed Erection procedure must be approved by the Engineer prior to undertaking work on the project.
- D. The Contractor shall provide timely communication to the Engineer when scheduling the erection related work so that the Engineer may be present during the entire erection procedure.
- E. At any time during construction activities, the Engineer may require revisions to the previously approved procedures to address weather, site conditions or other circumstances which may create a potential hazard to rail operations or CSXT facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. CSXT and its GEC shall not be responsible for any additional costs or time claims associated with such revisions.

IV. EXCAVATION AND SHORING:

The Agency or its contractor shall submit as defined above, a detailed procedure for the installing sheeting/shoring adjacent to Railroad Tracks.

- A. Shoring protection shall be provided when excavating adjacent to an active track or railroad facility or as determined by CSXT. Shoring will be provided in accordance with AREMA *Manual for Railway Engineering* Chapter 8, part 28; except as noted below.

CONSTRUCTION SUBMISSION CRITERIA

- B. Shoring may not be required if all of the following conditions are satisfied:
1. Excavation does not encroach upon a 1½ horizontal: 1 vertical theoretical slope line starting 1'-6" below top of rail and at 12'-0" minimum from centerline of the track (live load influence zone).
 2. Track is on level ground or in a cut section and on stable soil.
 3. Excavation does not adversely impact the stability of a CSXT facility (i.e. signal bungalow, drainage facility, undergrade bridge, building, etc.).
 4. Shoring is not required by any governing construction code.
- C. When the track is on an embankment, excavating the toe of the embankment without shoring may affect the stability of the embankment. Therefore, excavation of the embankment toe without shoring will not be permitted.
- D. Trench Boxes are prohibited for use on CSXT within the Theoretical Railroad Live Load Influence Zone.
- E. The required protection is the cofferdam type that completely encloses the excavation. Where dictated by conditions, partial cofferdams with open sides away from the track may be used. Cofferdams shall be constructed using steel sheet piling, or when approved by the Engineer, steel soldier piles with timber lagging. Wales and struts shall be provided and designed as needed. The following shall be considered when designing cofferdams:
1. Shoring shall be designed to resist a vertical live load surcharge of 1,880 lbs. per square foot, in addition to active earth pressure. The surcharge shall be assumed to act on a continuous strip, 8'-6" wide. Lateral pressures due to surcharge shall be computed using the strip load formula shown in *AREMA Manual for Railway Engineering*, Chapter 8, Part 20.
 2. Allowable stresses in materials shall be in accordance with *AREMA Manual for Railway Engineering*, Chapter 7, 8, and 15.
 3. A construction procedure for temporary shoring shall be shown on the drawing.

CONSTRUCTION SUBMISSION CRITERIA

4. All shoring systems on or adjacent to CSXT right-of-way shall be equipped with railings or other approved fall protection.
 5. A minimum horizontal clearance of 10'-0" from centerline of the track to face of nearest point of shoring shall be maintained provided a 12'-0" roadbed is maintained with a temporary walkway and handrail system.
- F. The contractor shall submit the following drawings and calculations (all shall be signed/sealed by a Professional Engineer) for CSXT's review and approval.
1. Six (6) sets of detailed drawings of the shoring systems showing sizes of all structural members, details of connections, and distances from centerline of track to face of shoring. Drawing shall show a section showing height of shoring and track elevation in relation to bottom of excavation.
 2. Six (6) sets of calculations of the shoring design.

The drawings and calculations shall be prepared by a Licensed Professional Engineer in the State (if required by the Agency) where the shoring is to be constructed and shall bear his seal and signature. Shoring plans shall be approved by CSXT's construction engineering and inspection representative.
 3. For sheeting and shoring within 18'-0" of the centerline of the track, the live load influence zone, and in slopes, the contractor shall use interlocked steel sheeting (sheet pile).
 4. Sheet pile installed in slopes or within 18'-0" of the centerline of track shall not be removed.
 5. Sheet piles shall be cut off a minimum of 3'-0" below the finished grade, ditch line invert, or as directed by the **Engineer**. The ground shall be backfilled and compacted immediately after sheet pile is cut off.
 6. A procedure for cutting off the sheet pile and restoring the embankment shall be submitted to the Engineer for review and acceptance.

CONSTRUCTION SUBMISSION CRITERIA

- G. Blasting is not permitted on or adjacent to CSXT right-of-way without prior written approval from the **Engineer**. Mechanical and Chemical means of rock removal must be explored before blasting is considered. If written permission for the use of explosives is granted, the Agency or Contractor must comply with all of the following:
1. Blasting shall be done with light charges under the direct supervision of a responsible officer or employee of the Agency or Contractor.
 2. Electronic detonating fuses shall not be used because of the possibility of premature explosions resulting from operation of two-way train radios.
 3. No blasting shall be done without the presence of an authorized representative of CSXT. Advance notice to the Engineer as required by the CSXT Special Provisions is required to arrange for the presence of an authorized CSXT representative and any flagging that CSXT may require.
 4. Agency or Contractor must have at the project site adequate equipment, labor and materials, and allow sufficient time, to clean up debris resulting from the blasting and correct any misalignment of tracks or other damage to CSXT property resulting from the blasting. Any corrective measures required must be performed as directed by the Engineer at the Agency's or Contractor's expense without any delay to trains. If Agency's or Contractor's actions result in the delay of any trains including passenger trains, the Agency or Contractor shall bear the entire cost thereof.
 5. The Agency or Contractor may not store explosives on CSXT property.
 6. At any time during blasting activities, the Engineer may require revisions to the previously approved procedures to address weather, site conditions or other circumstances which may create a potential hazard to rail operations or CSXT facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. CSXT and its GEC shall not be responsible for any additional costs or time claims associated with such revisions.

CONSTRUCTION SUBMISSION CRITERIA

V. TRACK MONITORING

The Agency or its Contractor shall submit for CSXT review and approval, a detailed track monitoring program to detect both horizontal and vertical movement of the CSXT track and roadbed, a minimum of 30 days in advance of start of work.

- A. For the installation of temporary or permanent shoring systems, including but not limited to soldier piles and lagging, and interlocked steel sheeting on or adjacent to CSXT's right-of-way, the contractor may be required to submit a detailed track monitoring program for CSXT's approval prior to performing any work near CSXT's right-of-way.
- B. The program shall specify the survey locations, the distance between the location points, and frequency of monitoring before, during, and after construction. CSXT reserves to the right to modify the survey locations and monitoring frequency as necessary during the project.
- C. The survey data shall be collected in accordance with the approved frequency and immediately furnished to the Engineer for analysis.
- D. If any movement has occurred as determined by the Engineer, CSXT will be immediately notified. CSXT, at its sole discretion, shall have the right to immediately require all contractor operations to be ceased, have the excavated area immediately backfilled and/or determine what corrective action is required. Any corrective action required by CSXT or performed by CSXT including the monitoring of corrective action of the contractor will be at project expense.

Project Number: 160219

To the Director of the Ohio Department of Transportation: The undersigned, having full knowledge of the site, plans and specifications for the following improvement and the conditions of this proposal, hereby agrees to furnish all services, labor, materials, and equipment necessary to complete the entire project, according to the plans, specifications and completion dates, and to accept the unit prices specified below for each item as full compensation for the work in this proposal.

Date Set for Completion: **10/31/2019**

Unit Price Contract

FOR IMPROVING SUM-76-10.00 IN THE CITY OF AKRON, SUMMIT COUNTY, OHIO, IN ACCORDANCE WITH PLANS AND SPECIFICATIONS BY RECONFIGURING AN URBAN INTERCHANGE, RECONSTRUCTING AND/OR CONSTRUCTING 9 BRIDGES, CONSTRUCTION OF NUMEROUS RETAINING WALLS, UPDATING TRAFFIC CONTROL, SIGNALS AND LIGHTING.

Project Length: 0.98 Miles

Work Length: 1.45 Miles

Pavement Width: Varies

Project Number: 160219

Section 0001 ROADWAY

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0001		201E11000	CLEARING AND GRUBBING (WT: 01)	01	LS	1.000
0002		202E11000	STRUCTURE REMOVED (WT: NR)	NR	LS	1.000
0003		202E23000	PAVEMENT REMOVED (WT: NR)	NR	SY	168,044.000
0004		202E23001	PAVEMENT REMOVED, AS PER PLAN (WT: NR)	NR	SY	10,669.000
0005		202E23500	WEARING COURSE REMOVED (WT: NR)	NR	SY	15,260.000
0006		202E30000	WALK REMOVED (WT: NR)	NR	SF	163,365.000
0007		202E30200	STEPS REMOVED (WT: NR)	NR	FT	13.000
0008		202E30700	CONCRETE BARRIER REMOVED (WT: NR)	NR	FT	7,401.000
0009		202E30800	TRAFFIC ISLAND REMOVED (WT: NR)	NR	SY	53.000
0010		202E32000	CURB REMOVED (WT: NR)	NR	FT	37,417.000
0011		202E32500	CURB AND GUTTER REMOVED (WT: NR)	NR	FT	1,699.000
0012		202E35100	PIPE REMOVED, 24" AND UNDER (WT: NR)	NR	FT	16,546.000
0013		202E35200	PIPE REMOVED, OVER 24" (WT: NR)	NR	FT	2,134.000
0014		202E38000	GUARDRAIL REMOVED (WT: NR)	NR	FT	7,120.000
0015		202E58000	MANHOLE REMOVED (WT: NR)	NR	EACH	61.000
0016		202E58300	CATCH BASIN OR INLET REMOVED (WT: NR)	NR	EACH	156.000
0017		202E70000	SPECIAL - FILL AND PLUG EXISTING CONDUIT (WT: NR)	NR	FT	381.000
0018		202E75000	FENCE REMOVED (WT: NR)	NR	FT	9,222.000
0019		202E75610	VALVE BOX REMOVED (WT: NR)	NR	EACH	139.000
0020		202E98100	REMOVAL MISC.:REMOVE AND RE-ERECT BUS SHELTER (WT: NR)	NR	EACH	1.000
0021		202E98200	REMOVAL MISC.:WALL REMOVED (WT: NR)	NR	FT	166.000
0022		203E10000	EXCAVATION (WT: 04)	04	CY	171,373.000
0023		203E10001	EXCAVATION, AS PER PLAN (WT: 04)	04	CY	6,531.000
0024		203E20000	EMBANKMENT (WT: 04)	04	CY	178,228.000
0025		204E10000	SUBGRADE COMPACTION (WT: 04)	04	SY	182,654.000
0026		204E13000	EXCAVATION OF SUBGRADE (WT: 04)	04	CY	9,666.000
0027		204E30010	GRANULAR MATERIAL, TYPE B (WT: 04)	04	CY	9,784.000
0028		204E45000	PROOF ROLLING (WT: 04)	04	hour	91.000
0029		209E60501	LINEAR GRADING, AS PER PLAN (WT: 06)	06	MILE	0.450
0030		606E15050	GUARDRAIL, TYPE MGS (WT: 36)	36	FT	2,362.500
0031		606E17350	GUARDRAIL, TYPE MGS, 25' LONG-SPAN (WT: 36)	36	FT	200.000
0032		606E26100	ANCHOR ASSEMBLY, TYPE E (WT: 36)	36	EACH	8.000

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0033	606E26500	ANCHOR ASSEMBLY, TYPE T (WT: 36)	36	EACH	9.000
0034	606E35000	BRIDGE TERMINAL ASSEMBLY, TYPE 1 (WT: 36)	36	EACH	14.000
0035	606E35100	BRIDGE TERMINAL ASSEMBLY, TYPE 2 (WT: 36)	36	EACH	5.000
0036	606E60040	IMPACT ATTENUATOR, TYPE 3 UNIDIRECTIONAL (WT: 36)	36	EACH	1.000
0037	606E60041	IMPACT ATTENUATOR, TYPE 3 UNIDIRECTIONAL, AS PER PLAN (WT: 36)	36	EACH	1.000
0038	607E23001	FENCE, TYPE CLT, AS PER PLAN (WT: 37)	37	FT	7,982.000
0039	607E50900	GATE, TYPE CL (WT: 37)	37	EACH	6.000
0040	607E70000	FENCELINE SEEDING AND MULCHING (WT: 46)	46	FT	6,616.000
0041	607E98000	FENCE, MISC.:TEMPORARY CONSTRUCTION FENCE (WT: NR)	NR	FT	1,000.000
0042	608E10000	4" CONCRETE WALK (WT: 38)	38	SF	9,081.000
0043	608E13000	6" CONCRETE WALK (WT: 38)	38	SF	76,788.000
0044	608E21200	TEMPORARY ASPHALT CONCRETE WALK (WT: 10)	10	SF	1,000.000
0045	608E40000	CONCRETE STEPS, TYPE A (WT: 38)	38	FT	7.000
0046	608E52003	CURB RAMP, AS PER PLAN A (WT: 38)	38	SF	7,358.000
0047	608E52003	CURB RAMP, AS PER PLAN B (WT: 38)	38	SF	345.000
0048	608E52003	CURB RAMP, AS PER PLAN C (WT: 38)	38	SF	1,115.000
0049	608E52003	CURB RAMP, AS PER PLAN D (WT: 38)	38	SF	1,634.000
0050	608E52003	CURB RAMP, AS PER PLAN E (WT: 38)	38	SF	661.000
0051	608E52003	CURB RAMP, AS PER PLAN F (WT: 38)	38	SF	415.000
0052	608E52030	CURB RAMP, TYPE B1 (WT: 38)	38	SF	566.000
0053	608E98000	WALKWAY, MISC.:6" DECORATIVE CONCRETE WALK (WT: 38)	38	SF	35,913.000
0054	608E98000	WALKWAY, MISC.:8" DECORATIVE CONCRETE WALK (WT: 38)	38	SF	941.000
0055	622E10060	CONCRETE BARRIER, SINGLE SLOPE, TYPE B (WT: 38)	38	FT	672.000
0056	622E10100	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 (WT: 38)	38	FT	4,488.000
0057	622E10121	CONCRETE BARRIER, SINGLE SLOPE, TYPE C, AS PER PLAN (WT: 38)	38	FT	2,383.000
0058	622E10160	CONCRETE BARRIER, SINGLE SLOPE, TYPE D (WT: 38)	38	FT	4,235.000
0059	622E10161	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN A (WT: 38)	38	FT	456.000
0060	622E10161	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN B (WT: 38)	38	FT	20.000
0061	622E10161	CONCRETE BARRIER, SINGLE SLOPE, TYPE D, AS PER PLAN C (WT: 38)	38	FT	12.000
0062	622E10200	BARRIER TRANSITION (WT: 38)	38	EACH	4.000
0063	622E10201	BARRIER TRANSITION, AS PER PLAN A (WT: 38)	38	EACH	8.000
0064	622E10201	BARRIER TRANSITION, AS PER PLAN B (WT: 38)	38	EACH	1.000
0065	622E10201	BARRIER TRANSITION, AS PER PLAN C (WT: 38)	38	EACH	1.000
0066	622E24840	CONCRETE BARRIER END SECTION, TYPE B (WT: 38)	38	EACH	1.000
0067	622E25000	CONCRETE BARRIER END SECTION, TYPE D (WT: 38)	38	EACH	5.000

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0068		622E25004	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B (WT: 38)	38	EACH	23.000
0069		622E25006	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 (WT: 38)	38	EACH	54.000
0070		622E25009	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C, AS PER PLAN (WT: 38)	38	EACH	26.000
0071		622E25050	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D (WT: 38)	38	EACH	52.000
0072		622E25051	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN (WT: 38)	38	EACH	7.000
0073		623E38500	MONUMENT ASSEMBLY (WT: NR)	NR	EACH	36.000
0074		623E39500	MONUMENT BOX ADJUSTED TO GRADE (WT: NR)	NR	EACH	16.000
0075		625E32000	GROUND ROD (WT: 42)	42	EACH	2.000
0076		690E98000	SPECIAL - MISC.:VERTICAL CLEARANCE (WT: NR)	NR	EACH	9.000
0077		861E10000	GEOGRID FOR SUBGRADE STABILIZATION (WT: 07)	07	SY	27,484.000

Section 0002 EROSION CONTROL

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0078		601E11000	RIPRAP USING 6" REINFORCED CONCRETE SLAB (WT: 38)	38	SY	7.000
0079		601E20000	CRUSHED AGGREGATE SLOPE PROTECTION (WT: 35)	35	SY	1,264.000
0080		601E21000	CONCRETE SLOPE PROTECTION (WT: 38)	38	SY	3,869.000
0081		601E21050	TIED CONCRETE BLOCK MAT, TYPE 1 (WT: 35)	35	SY	19.000
0082		601E32100	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER (WT: 35)	35	CY	6.000
0083		601E32200	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER (WT: 35)	35	CY	13.000
0084		659E00100	SOIL ANALYSIS TEST (WT: NR)	NR	EACH	2.000
0085		659E00300	TOPSOIL (WT: 46)	46	CY	22,034.000
0086		659E10000	SEEDING AND MULCHING (WT: 46)	46	SY	198,508.000
0087		659E14000	REPAIR SEEDING AND MULCHING (WT: 46)	46	SY	9,925.000
0088		659E15000	INTER-SEEDING (WT: 46)	46	SY	9,925.000
0089		659E20000	COMMERCIAL FERTILIZER (WT: 46)	46	TON	27.690
0090		659E31000	LIME (WT: 46)	46	ACRE	41.010
0091		659E35000	WATER (WT: 46)	46	MGAL	1,099.000
0092		659E40000	MOWING (WT: 46)	46	MSF	447.000
0093		670E00700	DITCH EROSION PROTECTION (WT: 46)	46	SY	3,354.000
0094		690E65010	SPECIAL - WORK INVOLVING SOLID WASTE (WT: NR)	NR	TON	2,050.000
0095		690E65016	SPECIAL - WORK INVOLVING PETROLEUM CONTAMINATED SOIL (WT: NR)	NR	TON	500.000
0096		690E65022	SPECIAL - WORK INVOLVING NON-REGULATED WATER (WT: NR)	NR	GAL	1,000.000
0097		690E65024	SPECIAL - WORK INVOLVING REGULATED WATER (WT: NR)	NR	GAL	5,000.000

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0098	690E65100	SPECIAL - WORK INVOLVING CONSTRUCTION DEBRIS (WT: NR)	NR	TON	50.000
0099	832E15000	STORM WATER POLLUTION PREVENTION PLAN (WT: NR)	NR	LS	1.000
0100	832E30000	EROSION CONTROL (WT: 08)	08	EACH	558,000.000
0101	836E10000	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1 (WT: 46)	46	SY	849.000

Section 0003 DRAINAGE

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0102		602E20000	CONCRETE MASONRY (WT: 35)	35	CY	9.200
0103		605E11110	6" SHALLOW PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31 (WT: 35)	35	FT	2,339.000
0104		605E13402	6" UNCLASSIFIED PIPE UNDERDRAINS FOR SPRINGS (WT: 35)	35	FT	200.000
0105		605E13410	6" UNCLASSIFIED PIPE UNDERDRAINS WITH FABRIC WRAP (WT: 35)	35	FT	200.000
0106		605E13500	6" ROCK CUT UNDERDRAINS (WT: 35)	35	FT	1,000.000
0107		605E14020	6" BASE PIPE UNDERDRAINS WITH FABRIC WRAP, 707.31 (WT: 35)	35	FT	73,925.000
0108		605E32200	AGGREGATE DRAINS FOR SPRINGS (WT: 35)	35	FT	200.000
0109		611E00100	4" CONDUIT, TYPE B (WT: 35)	35	FT	100.000
0110		611E00200	4" CONDUIT, TYPE C (WT: 35)	35	FT	100.000
0111		611E00510	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS (WT: 35)	35	FT	4,052.000
0112		611E00900	6" CONDUIT, TYPE B (WT: 35)	35	FT	157.000
0113		611E01100	6" CONDUIT, TYPE C (WT: 35)	35	FT	200.000
0114		611E01800	8" CONDUIT, TYPE B (WT: 35)	35	FT	100.000
0115		611E02000	8" CONDUIT, TYPE C (WT: 35)	35	FT	100.000
0116		611E03100	10" CONDUIT, TYPE B (WT: 35)	35	FT	100.000
0117		611E04400	12" CONDUIT, TYPE B (WT: 35)	35	FT	5,252.000
0118		611E04400	12" CONDUIT, TYPE B, 706.02 (WT: 35)	35	FT	10.000
0119		611E04400	12" CONDUIT, TYPE B, 706.08 (WT: 35)	35	FT	114.000
0120		611E04400	12" CONDUIT, TYPE B, 707.33 (WT: 35)	35	FT	5.000
0121		611E04600	12" CONDUIT, TYPE C (WT: 35)	35	FT	1,073.000
0122		611E04600	12" CONDUIT, TYPE C, 706.02 (WT: 35)	35	FT	20.000
0123		611E04600	12" CONDUIT, TYPE C, 706.08 (WT: 35)	35	FT	21.000
0124		611E05900	15" CONDUIT, TYPE B (WT: 35)	35	FT	5,414.000
0125		611E05900	15" CONDUIT, TYPE B, 706.08 (WT: 35)	35	FT	50.000
0126		611E05901	15" CONDUIT, TYPE B, AS PER PLAN (WT: 35)	35	FT	169.000
0127		611E06100	15" CONDUIT, TYPE C (WT: 35)	35	FT	960.000
0128		611E06101	15" CONDUIT, TYPE C, AS PER PLAN (WT: 35)	35	FT	286.000

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0129	611E06700	15" CONDUIT, TYPE F, 707.05 TYPE C OR 707.21 (WT: 35)	35	FT	275.000
0130	611E07400	18" CONDUIT, TYPE B (WT: 35)	35	FT	1,973.000
0131	611E07400	18" CONDUIT, TYPE B, 706.02 (WT: 35)	35	FT	20.000
0132	611E07400	18" CONDUIT, TYPE B, 706.08 (WT: 35)	35	FT	30.000
0133	611E07600	18" CONDUIT, TYPE C (WT: 35)	35	FT	1,067.000
0134	611E08200	18" CONDUIT, TYPE F, 707.05 TYPE C OR 707.21 (WT: 35)	35	FT	56.000
0135	611E08900	21" CONDUIT, TYPE B (WT: 35)	35	FT	710.000
0136	611E08900	21" CONDUIT, TYPE B, 706.08 (WT: 35)	35	FT	10.000
0137	611E09100	21" CONDUIT, TYPE C (WT: 35)	35	FT	114.000
0138	611E09100	21" CONDUIT, TYPE C, 706.08 (WT: 35)	35	FT	5.000
0139	611E09700	21" CONDUIT, TYPE F, 707.05 TYPE C OR 707.21 (WT: 35)	35	FT	66.000
0140	611E10400	24" CONDUIT, TYPE B (WT: 35)	35	FT	902.000
0141	611E10400	24" CONDUIT, TYPE B, 706.08 (WT: 35)	35	FT	30.000
0142	611E10400	24" CONDUIT, TYPE B, 707.33 (WT: 35)	35	FT	5.000
0143	611E10600	24" CONDUIT, TYPE C (WT: 35)	35	FT	131.000
0144	611E10600	24" CONDUIT, TYPE C, 706.02 (WT: 35)	35	FT	5.000
0145	611E10600	24" CONDUIT, TYPE C, 706.08 (WT: 35)	35	FT	20.000
0146	611E12100	27" CONDUIT, TYPE C, 706.02 (WT: 35)	35	FT	15.000
0147	611E13400	30" CONDUIT, TYPE B (WT: 35)	35	FT	285.000
0148	611E13400	30" CONDUIT, TYPE B, 706.02 (WT: 35)	35	FT	30.000
0149	611E13600	30" CONDUIT, TYPE C, 706.02 (WT: 35)	35	FT	10.000
0150	611E16200	36" CONDUIT, TYPE A (WT: 35)	35	FT	135.000
0151	611E16400	36" CONDUIT, TYPE B, 706.02 (WT: 35)	35	FT	5.000
0152	611E16600	36" CONDUIT, TYPE C (WT: 35)	35	FT	55.000
0153	611E16600	36" CONDUIT, TYPE C, 706.02 (WT: 35)	35	FT	40.000
0154	611E19400	42" CONDUIT, TYPE B (WT: 35)	35	FT	99.000
0155	611E97010	SLOTTED DRAIN, TYPE 2, 12" (WT: 35)	35	FT	40.000
0156	611E98150	CATCH BASIN, NO. 3 (WT: 35)	35	EACH	50.000
0157	611E98180	CATCH BASIN, NO. 3A (WT: 35)	35	EACH	110.000
0158	611E98181	CATCH BASIN, NO. 3A, AS PER PLAN (WT: 35)	35	EACH	2.000
0159	611E98300	CATCH BASIN, NO. 5 (WT: 35)	35	EACH	19.000
0160	611E98370	CATCH BASIN, NO. 6 (WT: 35)	35	EACH	7.000
0161	611E98371	CATCH BASIN, NO. 6, AS PER PLAN (WT: 35)	35	EACH	1.000
0162	611E98470	CATCH BASIN, NO. 2-2B (WT: 35)	35	EACH	6.000
0163	611E98540	CATCH BASIN, NO. 2-4 (WT: 35)	35	EACH	1.000

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0164	611E98634	CATCH BASIN RECONSTRUCTED TO GRADE (WT: 35)	35	EACH	1.000
0165	611E98700	INLET, SIDE DITCH (WT: 35)	35	EACH	1.000
0166	611E98811	INLET, NO. 3C, AS PER PLAN (WT: 35)	35	EACH	14.000
0167	611E99094	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B (WT: 35)	35	EACH	3.000
0168	611E99100	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1 (WT: 35)	35	EACH	14.000
0169	611E99114	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D (WT: 35)	35	EACH	15.000
0170	611E99574	MANHOLE, NO. 3 (WT: 35)	35	EACH	122.000
0171	611E99654	MANHOLE ADJUSTED TO GRADE (WT: 35)	35	EACH	21.000
0172	611E99660	MANHOLE RECONSTRUCTED TO GRADE (WT: 35)	35	EACH	7.000
0173	611E99710	PRECAST REINFORCED CONCRETE OUTLET (WT: 35)	35	EACH	14.000
0174	611E99720	INSPECTION WELL (WT: 35)	35	EACH	2.000
0175	611E99820	SPECIAL - MISCELLANEOUS METAL (WT: 35)	35	LB	11,800.000
0176	611E99855	WATER QUALITY BASIN, DETENTION, AS PER PLAN (WT: 46)	46	EACH	1.000
0177	613E41200	LOW STRENGTH MORTAR BACKFILL (WT: 35)	35	CY	300.000
0178	690E65300	SPECIAL - GROUND WATER MONITORING WELL ABANDONMENT (WT: 03)	03	EACH	1.000
0179	690E65310	SPECIAL - GROUND WATER MONITORING WELL RECONSTRUCTION (WT: NR)	NR	EACH	1.000
0180	839E30000	TRENCH DRAIN WITH STANDARD GRATE (WT: 35)	35	FT	448.000

Section 0004 PAVEMENT

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0181		251E01000	PARTIAL DEPTH PAVEMENT REPAIR (WT: 16)	16	SY	650.000
0182		252E01500	FULL DEPTH PAVEMENT SAWING (WT: 15)	15	FT	9,196.000
0183		253E01000	PAVEMENT REPAIR (WT: 16)	16	SY	650.000
0184		254E01000	PAVEMENT PLANING, ASPHALT CONCRETE (WT: 13)	13	SY	17,962.000
0185		301E46000	ASPHALT CONCRETE BASE, PG64-22 (WT: 10)	10	CY	11,073.000
0186		302E46000	ASPHALT CONCRETE BASE, PG64-22 (WT: 10)	10	CY	28,101.000
0187		304E20000	AGGREGATE BASE (WT: 09)	09	CY	61.000
0188		304E20001	AGGREGATE BASE, AS PER PLAN A (WT: 09)	09	CY	9,912.000
0189		304E20001	AGGREGATE BASE, AS PER PLAN B (WT: 09)	09	CY	19,839.000
0190		304E20001	AGGREGATE BASE, AS PER PLAN C (WT: 09)	09	CY	158.000
0191		407E10000	TACK COAT (WT: 10)	10	GAL	124.000
0192		407E20500	SPECIAL - TACK COAT, TRACKLESS TACK (WT: 10)	10	GAL	1,693.000
0193		407E20510	SPECIAL - TACK COAT, TRACKLESS TACK FOR INTERMEDIATE COURSE (WT: 10)	10	GAL	11,643.000
0194		441E10000	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22 (WT: 10)	10	CY	2,405.000

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0195		441E10200	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446) (WT: 10)	10	CY	5,774.000
0196		441E50200	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) (WT: 10)	10	CY	920.000
0197		441E50400	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), (DRIVEWAYS) (WT: 10)	10	CY	58.000
0198		441E50701	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), (UNDER GUARDRAIL), AS PER PLAN (WT: 10)	10	CY	147.000
0199		442E10050	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (446) (WT: 10)	10	CY	3,568.000
0200		442E10150	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE B (446) (WT: 10)	10	CY	4,316.000
0201		451E14010	9" REINFORCED CONCRETE PAVEMENT, CLASS QC1 (WT: 12)	12	SY	3,117.000
0202		451E14011	9" REINFORCED CONCRETE PAVEMENT, CLASS QC1, AS PER PLAN "A" (WT: 12)	12	SY	2,172.000
0203		451E14011	9" REINFORCED CONCRETE PAVEMENT, CLASS QC1, AS PER PLAN "B" (WT: 12)	12	SY	683.000
0204		451E20000	REINFORCED CONCRETE PAVEMENT, MISC.:CONCRETE HEADER (WT: 38)	38	SY	554.000
0205		451E30000	SPECIAL - PRESSURE RELIEF JOINT, TYPE A (WT: 38)	38	FT	1,193.000
0206		452E10050	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS (WT: 38)	38	SY	2.000
0207		452E12050	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS (WT: 12)	12	SY	8,642.000
0208		452E15010	12" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1 (WT: 12)	12	SY	26,116.000
0209		609E12000	COMBINATION CURB AND GUTTER, TYPE 2 (WT: 38)	38	FT	971.000
0210		609E12001	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN (WT: 38)	38	FT	101.000
0211		609E14000	CURB, TYPE 2-A (WT: 38)	38	FT	2,739.000
0212		609E18001	COMBINATION CURB AND GUTTER, TYPE 3, AS PER PLAN A (WT: 38)	38	FT	238.000
0213		609E18001	COMBINATION CURB AND GUTTER, TYPE 3, AS PER PLAN B (WT: 38)	38	FT	251.000
0214		609E24000	CURB, TYPE 4-A (WT: 38)	38	FT	238.000
0215		609E24510	CURB, TYPE 4-C (WT: 38)	38	FT	146.000
0216		609E26000	CURB, TYPE 6 (WT: 38)	38	FT	26,271.000
0217		609E28000	CURB, TYPE 7 (WT: 38)	38	FT	561.000
0218		609E54000	6" CONCRETE TRAFFIC ISLAND (WT: 38)	38	SY	60.000
0219		609E72000	CONCRETE MEDIAN (WT: 38)	38	SY	101.000
0220		617E10101	COMPACTED AGGREGATE, AS PER PLAN (WT: 06)	06	CY	217.000
0221		618E40600	RUMBLE STRIPS, (ASPHALT CONCRETE) (WT: NR)	NR	MILE	5.000

Section 0005 WATER WORK

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0222		638E02404	12" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND FITTINGS (WT: 35)	35	FT	402.000

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0223	638E03404	20" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND FITTINGS (WT: 35)	35	FT	568.000
0224	638E08206	20" BUTTERFLY VALVE AND VALVE BOX (WT: 35)	35	EACH	5.000
0225	638E09391	8" X 6" TAPPING SLEEVE, VALVE AND VALVE BOX, AS PER PLAN (WT: 35)	35	EACH	3.000
0226	638E10480	FIRE HYDRANT REMOVED (WT: 35)	35	EACH	41.000
0227	638E49700	SPECIAL - 1" WATER SERVICE CONNECTION, LONG SIDEAKRON SPECIFICATIONS (WT: 35)	35	EACH	9.000
0228	638E49800	SPECIAL - 2" WATER SERVICE CONNECTION, LONG SIDEAKRON SPECIFICATIONS (WT: 35)	35	EACH	1.000
0229	638E50000	SPECIAL - 6" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND MECHANICAL JOINT FITTINGS (WT: 35)	35	FT	824.000
0230	638E50100	SPECIAL - 8" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND MECHANICAL JOINT FITTINGS (WT: 35)	35	FT	2,355.000
0231	638E50130	12" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, RESTRAINED JOINTS AND FITTINGS, AS PER PLAN (WT: 35)	35	FT	316.000
0232	638E50140	SPECIAL - 16" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, RESTRAINED JOINTS AND FITTINGS AKRON SPECIFICATIONS (WT: 35)	35	FT	128.000
0233	638E50150	SPECIAL - 16" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND MECHANICAL JOINT FITTINGS (WT: 35)	35	FT	6,453.000
0234	638E50200	SPECIAL - 20" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 53, PUSH-ON JOINTS AND MECHANICAL JOINT FITTINGS (WT: 35)	35	FT	1,578.000
0235	638E51060	SPECIAL - 36" STEEL CASING PIPE (WT: 35)	35	FT	187.000
0236	638E51070	POLYETHYLENE ENCASEMENT, 12" PIPE (WT: 35)	35	FT	718.000
0237	638E51070	POLYETHYLENE ENCASEMENT, 16" PIPE (WT: 35)	35	FT	6,441.000
0238	638E51070	POLYETHYLENE ENCASEMENT, 20" PIPE (WT: 35)	35	FT	1,959.000
0239	638E51070	POLYETHYLENE ENCASEMENT, 6" PIPE (WT: 35)	35	FT	812.000
0240	638E51070	POLYETHYLENE ENCASEMENT, 8" PIPE (WT: 35)	35	FT	2,367.000
0241	638E51090	SPECIAL - 6" GATE VALVE WITH VALVE BOX, COMPLETE (WT: 35)	35	EACH	4.000
0242	638E51100	SPECIAL - 8" GATE VALVE WITH VALVE BOX, COMPLETE (WT: 35)	35	EACH	16.000
0243	638E51120	SPECIAL - 12" GATE VALVE WITH VALVE BOX, COMPLETE (WT: 35)	35	EACH	3.000
0244	638E51200	SPECIAL - 16" BUTTERFLY VALVE WITH VALVE BOX, COMPLETE (WT: 35)	35	EACH	14.000
0245	638E51400	SPECIAL - FURNISHING AND SETTING 6" HYDRANT, COMPLETE (WT: 35)	35	EACH	29.000
0246	638E52000	SPECIAL - CUTTING AND PLUGGING EXISTING WATER MAIN AND BRANCHES (WT: 35)	35	EACH	7.000
0247	638E98000	WATER WORK, MISC.:BLOW OFF CHAMBER (WT: 35)	35	EACH	3.000

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Section 0006 SANITARY SEWER

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0248		611E96600	CONDUIT, BORED OR JACKED:10" TYPE B (WT: 35)	35	FT	105.000
0249		611E97400	CONDUIT, MISC.:10" HOUSE LATERAL (WT: 35)	35	FT	400.000
0250		611E97400	CONDUIT, MISC.:10" SANITARY SEWER, 706.08 WITH 706.12, CLASS "B" BEDDING (WT: 35)	35	FT	5.000
0251		611E97400	CONDUIT, MISC.:10" SANITARY SEWER, 707.20, CLASS "NR" BEDDING (WT: 35)	35	FT	950.000
0252		611E97400	CONDUIT, MISC.:12" HOUSE LATERAL (WT: 35)	35	FT	100.000
0253		611E97400	CONDUIT, MISC.:12" SANITARY SEWER, 706.08, WITH 706.12, CLASS "B" BEDDING (WT: 35)	35	FT	82.000
0254		611E97400	CONDUIT, MISC.:12" SANITARY SEWER, 707.20, CLASS "NR" BEDDING (WT: 35)	35	FT	2,525.000
0255		611E97400	CONDUIT, MISC.:15" SANITARY SEWER, 706.08 WITH 706.12, CLASS "B" BEDDING (WT: 35)	35	FT	352.000
0256		611E97400	CONDUIT, MISC.:18" SANITARY SEWER, 706.08 WITH 706.12, CLASS "B" BEDDING (WT: 35)	35	FT	845.000
0257		611E97400	CONDUIT, MISC.:24" SANITARY /COMBINED SEWER RECONSTRUCTION BY THE CIPP PROCESS (WT: 35)	35	FT	212.000
0258		611E97400	CONDUIT, MISC.:24" SANITARY SEWER, 706.03 WITH 706.11, CLASS "B" BEDDING (WT: 35)	35	FT	471.000
0259		611E97400	CONDUIT, MISC.:24" SANITARY SEWER, 706.08 WITH 706.12, CLASS "B" BEDDING (WT: 35)	35	FT	154.000
0260		611E97400	CONDUIT, MISC.:30" SANITARY SEWER, 706.03 WITH 706.11, CLASS "B" BEDDING (WT: 35)	35	FT	295.000
0261		611E97400	CONDUIT, MISC.:42" SANITARY SEWER, 706.03 WITH 706.11, CLASS "B" BEDDING (WT: 35)	35	FT	266.000
0262		611E97400	CONDUIT, MISC.:54" SANITARY SEWER, 706.03 WITH 706.11, CLASS "B" BEDDING (WT: 35)	35	FT	542.000
0263		611E97400	CONDUIT, MISC.:6" HOUSE LATERAL (WT: 35)	35	FT	800.000
0264		611E97400	CONDUIT, MISC.:66" SANITARY SEWER, 706.03 WITH 706.11, CLASS "B" BEDDING (WT: 35)	35	FT	121.000
0265		611E97400	CONDUIT, MISC.:8" HOUSE LATERAL (WT: 35)	35	FT	700.000
0266		611E97400	CONDUIT, MISC.:8" SANITARY SEWER, 707.20, CLASS "NR" BEDDING (WT: 35)	35	FT	2,222.000
0267		611E99571	MANHOLE, NO. 2, AS PER PLAN (SANITARY) (WT: 35)	35	EACH	4.000
0268		611E99575	MANHOLE, NO. 3, AS PER PLAN (SANITARY) (WT: 35)	35	EACH	55.000
0269		611E99621	MANHOLE, NO. 5, AS PER PLAN (SANITARY) (WT: 35)	35	EACH	2.000
0270		611E99655	MANHOLE ADJUSTED TO GRADE, AS PER PLAN (SANITARY) (WT: 35)	35	EACH	22.000

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0271		611E99661	MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN (SANITARY) (WT: 35)	35	EACH	10.000
0272		611E99690	MANHOLE, MISC.:DROP CONNECTION (WT: 35)	35	EACH	4.000
0273		611E99920	DRAINAGE STRUCTURE, MISC.:BY-PASS PUMPING COMPLETE (WT: 35)	35	LS	1.000
0274		611E99930	SPECIAL - BACKFLOW PREVENTER, MISC.:FLAP GATE 12" (WT: 35)	35	EACH	8.000
0275		611E99930	SPECIAL - BACKFLOW PREVENTER, MISC.:FLAP GATE 15" (WT: 35)	35	EACH	7.000
0276		611E99930	SPECIAL - BACKFLOW PREVENTER, MISC.:FLAP GATE 18" (WT: 35)	35	EACH	4.000
0277		611E99930	SPECIAL - BACKFLOW PREVENTER, MISC.:FLAP GATE 21" (WT: 35)	35	EACH	1.000
0278		611E99930	SPECIAL - BACKFLOW PREVENTER, MISC.:FLAP GATE 24" (WT: 35)	35	EACH	2.000
0279		611E99930	SPECIAL - BACKFLOW PREVENTER, MISC.:FLAP GATE 36" (WT: 35)	35	EACH	1.000
0280		638E06708	24" STEEL PIPE ENCASUREMENT, OPEN CUT (WT: 35)	35	FT	195.000
0281		638E07310	24" STEEL PIPE ENCASUREMENT, BORED OR JACKED (WT: 35)	35	FT	100.000
0282		833E10001	CONDUIT RENEWAL USING SPRAY APPLIED STRUCTURAL LINER, ROUND CONDUIT, AS PER PLAN, 54" ROUND CONDUIT (WT: NR)	NR	FT	101.000
0283		833E10001	CONDUIT RENEWAL USING SPRAY APPLIED STRUCTURAL LINER, ROUND CONDUIT, AS PER PLAN, 66" ROUND CONDUIT (WT: NR)	NR	FT	727.000

Section 0007 LIGHTING

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0284		202E30700	CONCRETE BARRIER REMOVED (WT: NR)	NR	FT	16.000
0285		625E00450	CONNECTION, FUSED PULL APART (WT: 43)	43	EACH	328.000
0286		625E00480	CONNECTION, UNFUSED PERMANENT (WT: 43)	43	EACH	99.000
0287		625E10490	LIGHT POLE, CONVENTIONAL, A18B40 (WT: 43)	43	EACH	4.000
0288		625E10490	LIGHT POLE, CONVENTIONAL, AT18B40 (WT: 43)	43	EACH	5.000
0289		625E10491	LIGHT POLE, CONVENTIONAL, AS PER PLAN, ROUND DAVIT, A6B30 (WT: 43)	43	EACH	105.000
0290		625E10491	LIGHT POLE, CONVENTIONAL, AS PER PLAN, ROUND DAVIT, A9B30 (WT: 43)	43	EACH	12.000
0291		625E10494	LIGHT POLE, LOW MAST, DESIGN ALM50 (WT: 43)	43	EACH	18.000
0292		625E10614	LIGHT POLE ANCHOR BOLTS ON STRUCTURE (WT: 43)	43	EACH	44.000
0293		625E10620	LIGHT POLE ANCHOR BOLTS, MISC.:MEDIAN MOUNTED ALM50 (WT: 43)	43	EACH	56.000
0294		625E13204	LIGHT TOWER, BBBB110 (WT: 43)	43	EACH	3.000
0295		625E13400	LIGHT TOWER, BBBBBB100 (WT: 43)	43	EACH	10.000
0296		625E14000	LIGHT POLE FOUNDATION, 24" X 6' DEEP (WT: 43)	43	EACH	110.000
0297		625E14100	LIGHT POLE FOUNDATION, 24" X 8' DEEP (WT: 43)	43	EACH	5.000
0298		625E14306	MEDIAN LIGHT POLE FOUNDATION, 10' DEEP (WT: 43)	43	EACH	14.000
0299		625E14600	LIGHT POLE FOUNDATION, MISC.:MEDIAN LIGHT POLE FOUNDATION REPAIR (WT: 43)	43	EACH	4.000
0300		625E15200	LIGHT TOWER FOUNDATION, 36" X 25' DEEP (WT: 43)	43	EACH	4.000

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0301	625E15700	LIGHT TOWER FOUNDATION, MISC.:MEDIAN TOWER FOUNDATION, 36" X 25' DEEP (WT: 43)	43	EACH	2.000
0302	625E15700	LIGHT TOWER FOUNDATION, MISC.:MEDIAN TOWER FOUNDATION, 36" X 30' DEEP (WT: 43)	43	EACH	7.000
0303	625E20000	PORTABLE WINCH DRIVE POWER UNIT (WT: 43)	43	EACH	1.000
0304	625E23000	NO. 4 AWG 600 VOLT DISTRIBUTION CABLE (WT: 43)	43	FT	46,696.000
0305	625E23100	NO. 2 AWG 600 VOLT DISTRIBUTION CABLE (WT: 43)	43	FT	18,891.000
0306	625E23200	NO. 4 AWG 5000 VOLT DISTRIBUTION CABLE (WT: 43)	43	FT	25,140.000
0307	625E23400	NO. 10 AWG POLE AND BRACKET CABLE (WT: 43)	43	FT	12,960.000
0308	625E24320	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 5000 VOLT CABLES (WT: 43)	43	FT	2,004.000
0309	625E25400	CONDUIT, 2", 725.04 (WT: 43)	43	FT	13,332.000
0310	625E25500	CONDUIT, 3", 725.04 (WT: 43)	43	FT	8,150.000
0311	625E25600	CONDUIT, 4", 725.04 (WT: 43)	43	FT	1,509.000
0312	625E25802	CONDUIT, CONCRETE ENCASED, 6", 725.051 (WT: 43)	43	FT	306.000
0313	625E25910	CONDUIT CLEANED AND CABLES REMOVED (WT: 43)	43	FT	994.000
0314	625E26251	LUMINAIRE, CONVENTIONAL, AS PER PLAN, 150 WATT, LED, 240 VOLT (WT: 43)	43	EACH	133.000
0315	625E26251	LUMINAIRE, CONVENTIONAL, AS PER PLAN, 200 WATT, HIGH PRESSURE SODIUM, 480 VOLT (WT: 43)	43	EACH	9.000
0316	625E26251	LUMINAIRE, CONVENTIONAL, AS PER PLAN, 250 WATT, HIGH PRESSURE SODIUM, 120 VOLT (WT: 43)	43	EACH	2.000
0317	625E26261	LUMINAIRE, HIGH MAST, AS PER PLAN, ASYMMETRIC, 400 WATT, HIGH PRESSURE SODIUM, 480 VOLT (WT: 43)	43	EACH	12.000
0318	625E26261	LUMINAIRE, HIGH MAST, AS PER PLAN, SYMMETRIC, 400 WATT, HIGH PRESSURE SODIUM, 480 VOLT (WT: 43)	43	EACH	60.000
0319	625E26271	LUMINAIRE, LOW MAST, AS PER PLAN, SYMMETRIC, 400 WATT, HIGH PRESSURE SODIUM, 480 VOLT (WT: 43)	43	EACH	18.000
0320	625E27501	LUMINAIRE, UNDERPASS, AS PER PLAN, LED, 240 VOLT (WT: 43)	43	EACH	10.000
0321	625E29000	TRENCH (WT: 43)	43	FT	18,805.000
0322	625E29500	TRENCH IN PAVED AREA, TYPE A (WT: 43)	43	FT	178.000
0323	625E29600	TRENCH IN PAVED AREA, TYPE B (WT: 43)	43	FT	1,578.000
0324	625E29910	TRANSITION JUNCTION BOX (WT: 43)	43	EACH	7.000
0325	625E29920	STRUCTURE JUNCTION BOX (WT: 43)	43	EACH	11.000
0326	625E29930	MEDIAN JUNCTION BOX (WT: 43)	43	EACH	1.000
0327	625E30700	PULL BOX, 725.08, 18" (WT: 43)	43	EACH	4.000
0328	625E30706	PULL BOX, 725.08, 24" (WT: 43)	43	EACH	47.000
0329	625E31511	PULL BOX REMOVED, AS PER PLAN (WT: 43)	43	EACH	2.000

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0330		625E32000	GROUND ROD (WT: 42)	42	EACH	155.000
0331		625E33000	STRUCTURE GROUNDING SYSTEM (WT: 43)	43	EACH	7.000
0332		625E34001	POWER SERVICE, AS PER PLAN (WT: 43)	43	EACH	8.000
0333		625E35011	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN (WT: 43)	43	EACH	1.000
0334		625E36000	PLASTIC CAUTION TAPE (WT: 43)	43	FT	20,561.000
0335		625E37101	SERVICE TO UNDERPASS LIGHTING, AS PER PLAN (WT: 43)	43	EACH	3.000
0336		625E39520	PULL BOX CLEANED (WT: 43)	43	EACH	1.000
0337		625E40000	SPECIAL - MAINTAIN EXISTING LIGHTING (WT: 43)	43	LS	1.000
0338		625E40010	SPECIAL - REPLACEMENT OF EXISTING LIGHTING UNIT (WT: 43)	43	EACH	4.000
0339		625E75351	LIGHT TOWER REMOVED, AS PER PLAN (WT: NR)	NR	EACH	9.000
0340		625E75401	LIGHT POLE REMOVED, AS PER PLAN (WT: NR)	NR	EACH	40.000
0341		625E75403	LIGHT POLE REMOVED FOR STORAGE, AS PER PLAN (WT: NR)	NR	EACH	72.000
0342		625E75500	LIGHT POLE FOUNDATION REMOVED (WT: NR)	NR	EACH	108.000
0343		625E75521	LUMINAIRE SUPPORT REMOVED, AS PER PLAN (WT: NR)	NR	EACH	29.000
0344		625E75540	LIGHT TOWER FOUNDATION REMOVED (WT: NR)	NR	EACH	9.000
0345		625E75800	DISCONNECT CIRCUIT (WT: NR)	NR	EACH	1.000

Section 0008 LIGHTING ALTERNATES

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0346	AA1	625E27501	LUMINAIRE, UNDERPASS, AS PER PLAN, 240 VOLT (WT: 43)	43	EACH	8.000
0347	AA2	625E27501	LUMINAIRE, UNDERPASS, AS PER PLAN, HOLOPHANE TUNNELPASS LED TNLED65K7ASWCR (157 WATT), 240 VOLT (WT: 43)	43	EACH	8.000

Section 0009 TRAFFIC CONTROL

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0348		621E00300	RPM REFLECTOR (WT: 41)	41	EACH	136.000
0349		621E10010	RPM, LOW PROFILE, WHITE (WT: 41)	41	EACH	269.000
0350		621E10020	RPM, LOW PROFILE WHITE/RED (WT: 41)	41	EACH	196.000
0351		621E10030	RPM, LOW PROFILE YELLOW/RED (WT: 41)	41	EACH	84.000
0352		625E32000	GROUND ROD (WT: 42)	42	EACH	20.000
0353		626E00100	BARRIER REFLECTOR (WT: NR)	NR	EACH	336.000
0354		630E02100	GROUND MOUNTED SUPPORT, NO. 2 POST (WT: 42)	42	FT	1,543.100
0355		630E03100	GROUND MOUNTED SUPPORT, NO. 3 POST (WT: 42)	42	FT	1,135.300
0356		630E04100	GROUND MOUNTED SUPPORT, NO. 4 POST (WT: 42)	42	FT	31.000
0357		630E06100	GROUND MOUNTED SUPPORT, NO. 6 POST (WT: 42)	42	FT	29.000

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0358	630E06400	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7 (WT: 42)	42	FT	29.600
0359	630E06500	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9 (WT: 42)	42	FT	105.500
0360	630E07000	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W8X18 (WT: 42)	42	FT	44.400
0361	630E07500	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22 (WT: 42)	42	FT	114.400
0362	630E07600	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12 (WT: 42)	42	FT	179.800
0363	630E08004	ONE WAY SUPPORT, NO. 3 POST (WT: 42)	42	FT	112.000
0364	630E08600	SIGN POST REFLECTOR (WT: 42)	42	EACH	49.000
0365	630E09000	BREAKAWAY STRUCTURAL BEAM CONNECTION (WT: 42)	42	EACH	23.000
0366	630E11206	OVERHEAD SIGN SUPPORT, TYPE TC-16.21, DESIGN 13 (WT: 42)	42	EACH	1.000
0367	630E20200	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 2 (WT: 42)	42	EACH	1.000
0368	630E21000	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 10 (WT: 42)	42	EACH	3.000
0369	630E21200	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 12 (WT: 42)	42	EACH	1.000
0370	630E35500	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 6 (WT: 42)	42	EACH	1.000
0371	630E45500	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8 (WT: 42)	42	EACH	6.000
0372	630E75000	SIGN ATTACHMENT ASSEMBLY (WT: 42)	42	EACH	13.000
0373	630E79101	SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN (WT: 42)	42	EACH	2.000
0374	630E79500	SIGN SUPPORT ASSEMBLY, POLE MOUNTED (WT: 42)	42	EACH	69.000
0375	630E79600	SIGN SUPPORT ASSEMBLY, BRIDGE MOUNTED, TYPE 1 (WT: 42)	42	EACH	7.000
0376	630E79611	SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED, AS PER PLAN (WT: 42)	42	EACH	11.000
0377	630E80100	SIGN, FLAT SHEET (WT: 42)	42	SF	1,814.400
0378	630E80200	SIGN, GROUND MOUNTED EXTRUSHEET (WT: 42)	42	SF	814.000
0379	630E80224	SIGN, OVERHEAD EXTRUSHEET (WT: 42)	42	SF	3,397.300
0380	630E80500	SIGN, DOUBLE FACED, STREET NAME (WT: 42)	42	EACH	4.000
0381	630E80600	SIGN, DOUBLE FACED, MILE MARKER (WT: 42)	42	EACH	6.000
0382	630E82000	SIGN BACKING ASSEMBLY (WT: 42)	42	EACH	1.000
0383	630E84010	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50 (WT: 42)	42	EACH	4.000
0384	630E84500	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION (WT: 42)	42	EACH	23.000
0385	630E84510	RIGID OVERHEAD SIGN SUPPORT FOUNDATION (WT: 42)	42	EACH	15.000
0386	630E84511	RIGID OVERHEAD SIGN SUPPORT FOUNDATION, AS PER PLAN (WT: 42)	42	EACH	1.000
0387	630E84900	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL (WT: NR)	NR	EACH	99.000
0388	630E85001	REMOVAL OF GROUND MOUNTED SIGN AND STORAGE, AS PER PLAN (WT: NR)	NR	EACH	165.000
0389	630E85100	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION (WT: NR)	NR	EACH	5.000
0390	630E85400	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL (WT: NR)	NR	EACH	12.000

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0391	630E86002	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL (WT: NR)	NR	EACH	203.000
0392	630E86102	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL (WT: NR)	NR	EACH	22.000
0393	630E86310	REMOVAL OF STRUCTURE MOUNTED SIGN AND DISPOSAL (WT: NR)	NR	EACH	2.000
0394	630E87001	REMOVAL OF OVERHEAD MOUNTED SIGN AND STORAGE, AS PER PLAN (WT: NR)	NR	EACH	43.000
0395	630E87400	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL (WT: NR)	NR	EACH	40.000
0396	630E87500	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL (WT: NR)	NR	EACH	3.000
0397	630E87511	REMOVAL OF POLE MOUNTED SIGN AND STORAGE, AS PER PLAN (WT: NR)	NR	EACH	123.000
0398	630E87520	REMOVAL OF POLE MOUNTED SIGN AND REERECTION (WT: 42)	42	EACH	3.000
0399	630E89706	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30 (WT: NR)	NR	EACH	14.000
0400	630E89802	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-7.65 (WT: NR)	NR	EACH	4.000
0401	631E94490	REMOVAL, MISC.:SCHOOL SPEED LIMIT SIGN ASSEMBLY (WT: NR)	NR	EACH	1.000
0402	644E00100	EDGE LINE, 4" (WT: 45)	45	MILE	0.610
0403	644E00200	LANE LINE, 4" (WT: 45)	45	MILE	3.790
0404	644E00300	CENTER LINE (WT: 45)	45	MILE	2.010
0405	644E00400	CHANNELIZING LINE, 8" (WT: 45)	45	FT	6,151.000
0406	644E00500	STOP LINE (WT: 45)	45	FT	1,258.000
0407	644E00600	CROSSWALK LINE (WT: 45)	45	FT	4,474.000
0408	644E00601	CROSSWALK LINE, AS PER PLAN (WT: 45)	45	FT	150.000
0409	644E00700	TRANSVERSE/DIAGONAL LINE (WT: 45)	45	FT	112.000
0410	644E00900	ISLAND MARKING (WT: 45)	45	SF	40.000
0411	644E01300	LANE ARROW (WT: 45)	45	EACH	97.000
0412	644E01350	LANE REDUCTION ARROW (WT: 45)	45	EACH	1.000
0413	644E01500	DOTTED LINE, 4" (WT: 45)	45	FT	73.000
0414	644E01514	DOTTED LINE, 8" (WT: 45)	45	FT	1,745.000
0415	644E20800	YIELD LINE (WT: 45)	45	FT	38.000
0416	644E30000	REMOVAL OF PAVEMENT MARKING (WT: 45)	45	FT	394.000
0417	644E30020	REMOVAL OF PAVEMENT MARKING (WT: 45)	45	EACH	2.000
0418	646E10010	EDGE LINE, 6" (WT: 45)	45	MILE	8.620
0419	646E10110	LANE LINE, 6" (WT: 45)	45	MILE	8.790
0420	646E10310	CHANNELIZING LINE, 12" (WT: 45)	45	FT	9,831.000
0421	646E20300	LANE ARROW (WT: 45)	45	EACH	28.000
0422	646E20350	LANE REDUCTION ARROW (WT: 45)	45	EACH	2.000

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0423		646E20504	DOTTED LINE, 6" (WT: 45)	45	FT	4,580.000
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Section 0010 TRAFFIC SIGNALS

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0424		625E25400	CONDUIT, 2", 725.04 (WT: 43)	43	FT	1,634.000
0425		625E25500	CONDUIT, 3", 725.04 (WT: 43)	43	FT	21,081.000
0426		625E29000	TRENCH (WT: 43)	43	FT	10,707.000
0427		625E31600	PULL BOX, MISC.:PULL BOX, 24" X 36" (WT: 44)	44	EACH	69.000
0428		625E31600	PULL BOX, MISC.:PULL BOX, 30" X 48" X 24" (WT: 44)	44	EACH	21.000
0429		625E32000	GROUND ROD (WT: 42)	42	EACH	67.000
0430		625E36000	PLASTIC CAUTION TAPE (WT: 43)	43	FT	10,507.000
0431		630E79101	SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN (WT: 42)	42	EACH	39.000
0432		630E80100	SIGN, FLAT SHEET (WT: 42)	42	SF	531.500
0433		632E04913	VEHICULAR SIGNAL HEAD, (LED) YELLOW, 3-SECTION, 12" LENS, 1-WAY, WITH BACKPLATE, AS PER PLAN (WT: 44)	44	EACH	46.000
0434		632E04923	VEHICULAR SIGNAL HEAD, (LED) YELLOW, 5-SECTION, 12" LENS, 1-WAY, WITH BACKPLATE, AS PER PLAN (WT: 44)	44	EACH	9.000
0435		632E20731	PEDESTRIAN SIGNAL HEAD (LED) , (COUNTDOWN), TYPE D2, AS PER PLAN (WT: 44)	44	EACH	50.000
0436		632E25000	COVERING OF VEHICULAR SIGNAL HEAD (WT: 44)	44	EACH	55.000
0437		632E25010	COVERING OF PEDESTRIAN SIGNAL HEAD (WT: 44)	44	EACH	50.000
0438		632E26001	PEDESTRIAN PUSHBUTTON, AS PER PLAN (WT: 44)	44	EACH	48.000
0439		632E40301	SIGNAL CABLE, 3 CONDUCTOR, NO. 14 AWG, AS PER PLAN (WT: 44)	44	FT	1,135.000
0440		632E40500	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG (WT: 44)	44	FT	2,977.000
0441		632E40700	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG (WT: 44)	44	FT	10,821.000
0442		632E62830	INTERCONNECT, MISC.: REUSE OF EXISTING INTERCONNECT CABLE (WT: 44)	44	LS	1.000
0443		632E64010	SIGNAL SUPPORT FOUNDATION (WT: 44)	44	EACH	19.000
0444		632E64011	SIGNAL SUPPORT FOUNDATION, AS PER PLAN (WT: 44)	44	EACH	8.000
0445		632E64020	PEDESTAL FOUNDATION (WT: 44)	44	EACH	29.000
0446		632E67300	POWER CABLE, 3 CONDUCTOR, NO. 8 AWG (WT: 44)	44	FT	980.000
0447		632E70001	POWER SERVICE, AS PER PLAN (WT: 44)	44	EACH	7.000
0448		632E75103	SIGNAL SUPPORT, TYPE TC-81.21 DESIGN 12 POLE, WITH MAST ARMS TC-81.21 DESIGN 11 AND DESIGN 2, AS PER PLAN (WT: 44)	44	EACH	1.000
0449		632E76411	COMBINATION SIGNAL SUPPORT, TYPE TC-12.30 DESIGN 8 POLE, WITH MAST ARMS TC-81.21 DESIGN 13 AND DESIGN 11, AS PER PLAN (WT: 44)	44	EACH	2.000
0450		632E80203	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2, AS PER PLAN (WT: 44)	44	EACH	1.000

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0451	632E80303	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 3, AS PER PLAN (WT: 44)	44	EACH	1.000
0452	632E80981	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2, AS PER PLAN (WT: 44)	44	EACH	1.000
0453	632E81001	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4, AS PER PLAN (WT: 44)	44	EACH	2.000
0454	632E81071	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 11, AS PER PLAN (WT: 44)	44	EACH	3.000
0455	632E81081	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 12, AS PER PLAN (WT: 44)	44	EACH	2.000
0456	632E81091	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 13, AS PER PLAN (WT: 44)	44	EACH	7.000
0457	632E81091	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 13, AS PER PLAN NO.1 (WT: 44)	44	EACH	1.000
0458	632E89901	PEDESTAL, 8', TRANSFORMER BASE, AS PER PLAN (WT: 44)	44	EACH	27.000
0459	632E90101	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN (WT: 44)	44	EACH	15.000
0460	632E90300	SIGNALIZATION, MISC.:EXPANSION OF CENTRACS SYSTEM (WT: 44)	44	LS	1.000
0461	632E90400	SIGNALIZATION, MISC.:FOUNDATION TEST HOLE (WT: 44)	44	EACH	28.000
0462	633E01581	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1, AS PER PLAN (WT: 44)	44	EACH	7.000
0463	633E67000	CABINET RISER (WT: 44)	44	EACH	7.000
0464	633E67101	CABINET FOUNDATION, AS PER PLAN (WT: 44)	44	EACH	9.000
0465	633E67200	CONTROLLER WORK PAD (WT: 44)	44	EACH	9.000
0466	633E67320	PREEMPTION DETECTOR CABLE (WT: 44)	44	FT	4,547.000
0467	633E67400	PREEMPTION CONFIRMATION LIGHT (WT: 44)	44	EACH	24.000
0468	633E72500	SYSTEM ANALYSIS (WT: 44)	44	LS	1.000
0469	633E99000	CONTROLLER ITEM, MISC.:FIBER OPTIC ETHERNET TRANSCEIVER (WT: 44)	44	EACH	7.000
0470	804E19080	FIBER OPTIC CABLE, ARMORED, 12 FIBER (WT: 56)	56	FT	5,264.000
0471	804E30000	FAN-OUT KIT, 6 FIBER (WT: 56)	56	EACH	7.000
0472	804E32020	DROP CABLE, 6 FIBER (WT: 56)	56	FT	803.000
0473	804E33000	FIBER OPTIC PATCH CORD, 4 FIBER (WT: 56)	56	EACH	7.000
0474	804E34000	TERMINATION PANEL, 6 FIBER (WT: 56)	56	EACH	7.000
0475	804E35000	FUSION SPLICE (WT: 56)	56	EACH	28.000
0476	804E36000	SLACK INSTALLATION (WT: 56)	56	EACH	6.000
0477	804E38100	FIBER OPTIC CABLE MEDIA CONVERTER, ETHERNET (WT: 56)	56	EACH	7.000
0478	815E30001	SPREAD SPECTRUM RADIO, AS PER PLAN (WT: 44)	44	EACH	1.000

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Section 0011 TRAFFIC SIGNALS ALTERNATES

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0479	AB1	633E67301	PREEMPTION, AS PER PLAN (WT: 44)	44	EACH	7.000
0480	AB1	633E67310	PREEMPTION RECEIVING UNIT (WT: 44)	44	EACH	24.000
0481	AB1	633E67350	PREEMPTION PHASE SELECTOR (WT: 44)	44	EACH	7.000
0482	AB1	633E74001	UNINTERRUPTIBLE POWER SUPPLY (UPS), AS PER PLAN (WT: 44)	44	EACH	7.000
0483	AB1	804E37000	SPLICE ENCLOSURE (WT: 56)	56	EACH	7.000
0484	AB1	816E30000	VIDEO DETECTION SYSTEM (WT: 44)	44	EACH	7.000
0485	AB2	633E67301	PREEMPTION, AS PER PLAN, SONEM 2000 (WT: 44)	44	EACH	7.000
0486	AB2	633E67310	PREEMPTION RECEIVING UNIT, SONEM 2000 (WT: 44)	44	EACH	24.000
0487	AB2	633E67350	PREEMPTION PHASE SELECTOR, SONEM 2000 (WT: 44)	44	EACH	7.000
0488	AB2	633E74001	UNINTERRUPTIBLE POWER SUPPLY (UPS), AS PER PLAN, CLARY SP 1250 LX (WT: 44)	44	EACH	7.000
0489	AB2	804E37000	SPLICE ENCLOSURE, SIECOR MODEL UCAO, 3M 2178 (WT: 56)	56	EACH	7.000
0490	AB2	816E30000	VIDEO DETECTION SYSTEM, AUTOSCOPE BRAND (WT: 44)	44	EACH	7.000
0491	AB3	633E67301	PREEMPTION, AS PER PLAN, RIGHT-O-WAY (WT: 44)	44	EACH	7.000
0492	AB3	633E67310	PREEMPTION RECEIVING UNIT, RIGHT-O-WAY (WT: 44)	44	EACH	24.000
0493	AB3	633E67350	PREEMPTION PHASE SELECTOR, RIGHT-O-WAY (WT: 44)	44	EACH	7.000
0494	AB3	633E74001	UNINTERRUPTIBLE POWER SUPPLY (UPS), AS PER PLAN, CLARY SP 1250 LX (WT: 44)	44	EACH	7.000
0495	AB3	804E37000	SPLICE ENCLOSURE, SIECOR MODEL UCAO, 3M 2178 (WT: 56)	56	EACH	7.000
0496	AB3	816E30000	VIDEO DETECTION SYSTEM, FLIR SYSTEMS, INC. (WT: 44)	44	EACH	7.000

Section 0012 LANDSCAPING

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0497		661E20021	DECIDUOUS SHRUB, 18" HEIGHT, AS PER PLAN, GRO-LOW SUMAC (WT: 46)	46	EACH	1,109.000
0498		661E20021	DECIDUOUS SHRUB, 18" HEIGHT, AS PER PLAN, TEXAS SCARLET QUINCE (WT: 46)	46	EACH	186.000
0499		661E20041	DECIDUOUS SHRUB, 2' HEIGHT, AS PER PLAN, DWARF KOREAN LILAC (WT: 46)	46	EACH	2,884.000
0500		661E20041	DECIDUOUS SHRUB, 2' HEIGHT, AS PER PLAN, FRAGRANT SUMAC (WT: 46)	46	EACH	1,660.000
0501		661E20061	DECIDUOUS SHRUB, 3' HEIGHT, AS PER PLAN, WINTER HONEYSUCKLE (WT: 46)	46	EACH	677.000
0502		661E40031	DECIDUOUS TREE, 6' HEIGHT, AS PER PLAN, CRUSADER HAWTHORN (WT: 46)	46	EACH	53.000

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0503	661E40101	DECIDUOUS TREE, 2-1/2" CALIPER, AS PER PLAN PRINCETON ELM TREE (WT: 46)	46	EACH	53.000
0504	661E40101	DECIDUOUS TREE, 2-1/2" CALIPER, AS PER PLAN SKYLINE HONEYLOCUST (WT: 46)	46	EACH	22.000
0505	661E40101	DECIDUOUS TREE, 2-1/2" CALIPER, AS PER PLAN, FRONTIER ELM TREE GRATE (WT: 46)	46	EACH	3.000
0506	661E40101	DECIDUOUS TREE, 2-1/2" CALIPER, AS PER PLAN, IVORY SILK JAPANESE LILAC TREE (WT: 46)	46	EACH	15.000
0507	661E40101	DECIDUOUS TREE, 2-1/2" CALIPER, AS PER PLAN, PRINCETON ELM TREE GRATE (WT: 46)	46	EACH	76.000
0508	661E50121	EVERGREEN TREE, 6' HEIGHT, AS PER PLAN, WHITE SPRUCE (WT: 46)	46	EACH	177.000
0509	661E99900	PLANTING, MISC.:SKYLINE HONEYLOCUST (4" B&B) (WT: 46)	46	EACH	1.000

Section 0013 BUILDING DEMOLITION

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0510		202E56000	BUILDING DEMOLISHED: PARCEL #5 - 841 SOUTH BROADWAY, 2-STORY BRICK OFFICE/WAREHOUSE (WT: 02)	02	LS	1.000
0511		202E56000	BUILDING DEMOLISHED: PARCEL #57 - 66 WEST SOUTH, 2-STORY FRAME & GARAGE (WT: 02)	02	LS	1.000
0512		202E56000	BUILDING DEMOLISHED: PARCEL #5A - 855 SWEITZER, BRICK OFFICE/WAREHOUSE (WT: 02)	02	LS	1.000
0513		690E98400	SPECIAL - MISC.:ABATEMENT OF REGULATED UNIVERSAL AND HAZARDOUS MATERIAL/WASTE: PARCEL #5 - 841 SOUTH BROADWAY STREET (WT: NR)	NR	LS	1.000
0514		690E98400	SPECIAL - MISC.:ABATEMENT OF REGULATED UNIVERSAL AND HAZARDOUS MATERIAL/WASTE: PARCEL #57 - 66 WEST SOUTH STREET (WT: NR)	NR	LS	1.000
0515		690E98400	SPECIAL - MISC.:ABATEMENT OF REGULATED UNIVERSAL AND HAZARDOUS MATERIAL/WASTE: PARCEL #5A - 855 SWEITZER AVENUE (WT: NR)	NR	LS	1.000
0516		690E98400	SPECIAL - MISC.:NOTIFICATION AND COORDINATION: PARCEL #5 - 841 SOUTH BROADWAY STREET (WT: NR)	NR	LS	1.000
0517		690E98400	SPECIAL - MISC.:NOTIFICATION AND COORDINATION: PARCEL #57 - 66 WEST SOUTH STREET (WT: NR)	NR	LS	1.000
0518		690E98400	SPECIAL - MISC.:NOTIFICATION AND COORDINATION: PARCEL #5A - 855 SWEITZER AVENUE (WT: NR)	NR	LS	1.000

Section 0014 NOISE WALL 1

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0519		606E10200	SPECIAL - NOISE BARRIER (REFLECTIVE), 10' HEIGHT AND UNDER (WT: NR)	NR	SF	2,804.000
0520		606E10210	SPECIAL - NOISE BARRIER (REFLECTIVE), OVER 10' TO 14' HEIGHT (WT: NR)	NR	SF	5,192.000

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0521		606E10220	SPECIAL - NOISE BARRIER (REFLECTIVE), OVER 14' TO 20' HEIGHT (WT: NR)	NR	SF	12,136.000
0522		606E10230	SPECIAL - NOISE BARRIER (REFLECTIVE), OVER 20' TO 25' HEIGHT (WT: NR)	NR	SF	8,824.000

Section 0015 NOISE WALL 4

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0523		606E10210	SPECIAL - NOISE BARRIER (REFLECTIVE), OVER 10' TO 14' HEIGHT (WT: NR)	NR	SF	6,416.000
0524		606E10220	SPECIAL - NOISE BARRIER (REFLECTIVE), OVER 14' TO 20' HEIGHT (WT: NR)	NR	SF	16,776.000

Section 0016 NOISE WALL 8

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0525		606E10200	SPECIAL - NOISE BARRIER (REFLECTIVE), 10' HEIGHT AND UNDER (WT: NR)	NR	SF	3,808.000
0526		606E10210	SPECIAL - NOISE BARRIER (REFLECTIVE), OVER 10' TO 14' HEIGHT (WT: NR)	NR	SF	3,128.000

Section 0017 MAINTENANCE OF TRAFFIC

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0527		410E12000	TRAFFIC COMPACTED SURFACE, TYPE A OR B (WT: NR)	NR	CY	500.000
0528		410E13000	TRAFFIC COMPACTED SURFACE, TYPE C (WT: NR)	NR	CY	500.000
0529		611E99500	INLET, MISC.:REMOVE, PROTECT AND RECONSTRUCT BARRIER MEDIAN INLET (WT: 35)	35	EACH	2.000
0530		614E11110	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE (WT: 39)	39	HOUR	1,500.000
0531		614E11500	WORKSITE TRAFFIC SUPERVISOR (WT: 39)	39	MNTH	40.000
0532		614E12336	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL) (WT: 39)	39	EACH	27.000
0533		614E12338	WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL) (WT: 39)	39	EACH	2.000
0534		614E12410	SPEED ZONE AHEAD SYMBOL SIGN (WT: 39)	39	EACH	12.000
0535		614E12420	DETOUR SIGNING (WT: 39)	39	LS	1.000
0536		614E12470	WORK ZONE SPEED LIMIT SIGN (WT: 39)	39	EACH	12.000
0537		614E12484	WORK ZONE INCREASED PENALTIES SIGN (WT: 39)	39	EACH	12.000
0538		614E12800	WORK ZONE RAISED PAVEMENT MARKER (WT: 39)	39	EACH	1,194.000
0539		614E13000	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC (WT: 10)	10	CY	300.000
0540		614E13300	BARRIER REFLECTOR, TYPE B (WT: NR)	NR	EACH	932.000
0541		614E18000	MAINTAINING TRAFFIC, MISC.:TEMPORARY DRAINAGE OUTLET FOR MOT (WT: 35)	35	EACH	3.000
0542		614E18601	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN (WT: 39)	39	SNMT	108.000
0543		614E20000	WORK ZONE LANE LINE, CLASS I (WT: 39)	39	MILE	6.070
0544		614E20001	WORK ZONE LANE LINE, CLASS I, AS PER PLAN (WT: 39)	39	MILE	6.030

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0545		614E21000	WORK ZONE CENTER LINE, CLASS I (WT: 39)	39	MILE	1.800
0546		614E22000	WORK ZONE EDGE LINE, CLASS I (WT: 39)	39	MILE	14.880
0547		614E22001	WORK ZONE EDGE LINE, CLASS I, AS PER PLAN (WT: 39)	39	MILE	23.120
0548		614E23000	WORK ZONE CHANNELIZING LINE, CLASS I (WT: 39)	39	FT	5,944.000
0549		614E23001	WORK ZONE CHANNELIZING LINE, CLASS I, AS PER PLAN (WT: 39)	39	FT	89,088.000
0550		614E24200	WORK ZONE DOTTED LINE, CLASS I, 642 PAINT (WT: 39)	39	FT	540.000
0551		614E24201	WORK ZONE DOTTED LINE, CLASS I, 642 PAINT, AS PER PLAN (WT: 39)	39	FT	6,905.000
0552		614E26000	WORK ZONE STOP LINE, CLASS I (WT: 39)	39	FT	1,136.000
0553		614E30000	WORK ZONE ARROW, CLASS I (WT: 39)	39	EACH	35.000
0554		614E40051	BUSINESS ENTRANCE SIGN, AS PER PLAN (WT: NR)	NR	EACH	20.000
0555		615E10000	ROADS FOR MAINTAINING TRAFFIC (WT: 06)	06	LS	1.000
0556		615E20000	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A (WT: 10)	10	SY	16,086.000
0557		616E10000	WATER (WT: NR)	NR	MGAL	740.000
0558		622E41011	PORTABLE BARRIER, 50", AS PER PLAN (WT: 39)	39	FT	53,818.000
0559		625E10500	LIGHT POLE, MISC.: REMOVE, SALVAGE AND RE-ERECT MEDIAN LIGHT POLE WITH RECONSTRUCTION OF MEDIAN FOUNDATION (WT: 43)	43	EACH	2.000
0560		630E07500	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22 (WT: 42)	42	FT	156.000
0561		630E75000	SIGN ATTACHMENT ASSEMBLY (WT: 42)	42	EACH	3.000
0562		630E80200	SIGN, GROUND MOUNTED EXTRUSHEET (WT: 42)	42	SF	320.000
0563		630E81304	SIGN ERECTED, TEMPORARY OVERLAY (WT: 42)	42	SF	217.000
0564		630E84500	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION (WT: 42)	42	EACH	8.000
0565		630E85101	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION, AS PER PLAN (WT: NR)	NR	EACH	1.000
0566		630E85400	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL (WT: NR)	NR	EACH	12.000
0567		630E86102	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL (WT: NR)	NR	EACH	18.000
0568		630E86292	REMOVAL OF GROUND MOUNTED WOODEN BOX BEAM SUPPORT AND DISPOSAL (WT: NR)	NR	EACH	9.000
0569		630E87400	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL (WT: NR)	NR	EACH	3.000
0570		630E97700	SIGNING, MISC.:REMOVE, SALVAGE AND RE-ERECT CONCRETE MEDIAN BARRIER-MOUNTED MILE MARKER (WT: 42)	42	EACH	1.000

Section 0018 RETAINING WALLS (#1)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0571		203E35120	GRANULAR MATERIAL, TYPE C (WT: 34)	34	CY	250.000
0572		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	56,158.000

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0573		511E46212	CLASS QC1 CONCRETE WITH QC/QA (WT: 34)	34	CY	522.000
0574		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	1,008.000
0575		516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	1,013.000
0576		840E20000	MECHANICALLY STABILIZED EARTH WALL (WT: 34)	34	SF	6,488.000
0577		840E21000	WALL EXCAVATION (WT: 34)	34	CY	1,625.000
0578		840E22000	FOUNDATION PREPARATION (WT: 34)	34	SY	750.000
0579		840E23000	SELECT GRANULAR BACKFILL (WT: 34)	34	CY	2,582.000
0580		840E25010	6" DRAINAGE PIPE, PERFORATED (WT: 34)	34	FT	920.000
0581		840E25020	6" DRAINAGE PIPE, NON-PERFORATED (WT: 34)	34	FT	25.000
0582		840E26000	CONCRETE COPING (WT: 34)	34	FT	450.000
0583		840E26050	AESTHETIC SURFACE TREATMENT (WT: 34)	34	SF	6,488.000
0584		840E27000	ON-SITE ASSISTANCE (WT: 34)	34	DAY	1.000
0585		840E28000	SGB INSPECTION AND COMPACTION TESTING (WT: 34)	34	LS	1.000

Section 0019 RETAINING WALLS (#2)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0586		202E11201	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (WT: NR)	NR	LS	1.000
0587		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	14,299.000
0588		510E10000	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT (WT: 38)	38	EACH	130.000
0589		511E46212	CLASS QC1 CONCRETE WITH QC/QA (WT: 34)	34	CY	145.000
0590		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	157.000
0591		516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	45.000
0592		517E76300	RAILING, MISC.: REATTACH EXISTING HANDRAIL (WT: NR)	NR	FT	124.000

Section 0020 RETAINING WALLS (#3)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0593		203E20001	EMBANKMENT, AS PER PLAN (WT: 34)	34	CY	1,216.000
0594		203E35110	GRANULAR MATERIAL, TYPE B (WT: 34)	34	CY	1,414.000
0595		203E35120	GRANULAR MATERIAL, TYPE C (WT: 34)	34	CY	266.000
0596		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	417.000
0597		516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	79.000
0598		601E37500	PAVED GUTTER, TYPE 1-2 (WT: 38)	38	FT	79.000

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0599	610E60000	SPECIAL - RETAINING WALL, MISC.: TEMPORARY WIRE FACED MSE WALL (WT: 34)	34	LS	1.000
0600	840E20000	MECHANICALLY STABILIZED EARTH WALL (WT: 34)	34	SF	4,336.000
0601	840E21000	WALL EXCAVATION (WT: 34)	34	CY	2,926.000
0602	840E22000	FOUNDATION PREPARATION (WT: 34)	34	SY	798.000
0603	840E23000	SELECT GRANULAR BACKFILL (WT: 34)	34	CY	3,854.000
0604	840E25010	6" DRAINAGE PIPE, PERFORATED (WT: 34)	34	FT	586.000
0605	840E25020	6" DRAINAGE PIPE, NON-PERFORATED (WT: 34)	34	FT	52.000
0606	840E26000	CONCRETE COPING (WT: 34)	34	FT	295.000
0607	840E26050	AESTHETIC SURFACE TREATMENT (WT: 34)	34	SF	4,336.000
0608	840E27000	ON-SITE ASSISTANCE (WT: 34)	34	DAY	2.000
0609	840E28000	SGB INSPECTION AND COMPACTION TESTING (WT: 34)	34	LS	1.000

Section 0021 RETAINING WALLS (#4)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0610		203E20001	EMBANKMENT, AS PER PLAN (WT: 34)	34	CY	1,248.000
0611		203E35110	GRANULAR MATERIAL, TYPE B (WT: 34)	34	CY	1,451.000
0612		203E35120	GRANULAR MATERIAL, TYPE C (WT: 34)	34	CY	268.000
0613		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	478.000
0614		516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	96.000
0615		601E37500	PAVED GUTTER, TYPE 1-2 (WT: 38)	38	FT	96.000
0616		610E60000	SPECIAL - RETAINING WALL, MISC.: TEMPORARY WIRE FACED MSE WALL (WT: 34)	34	LS	1.000
0617		840E20000	MECHANICALLY STABILIZED EARTH WALL (WT: 34)	34	SF	4,977.000
0618		840E21000	WALL EXCAVATION (WT: 34)	34	CY	5,448.000
0619		840E22000	FOUNDATION PREPARATION (WT: 34)	34	SY	804.000
0620		840E23000	SELECT GRANULAR BACKFILL (WT: 34)	34	CY	4,322.000
0621		840E25010	6" DRAINAGE PIPE, PERFORATED (WT: 34)	34	FT	578.000
0622		840E25020	6" DRAINAGE PIPE, NON-PERFORATED (WT: 34)	34	FT	45.000
0623		840E26000	CONCRETE COPING (WT: 34)	34	FT	300.000
0624		840E26050	AESTHETIC SURFACE TREATMENT (WT: 34)	34	SF	4,977.000
0625		840E27000	ON-SITE ASSISTANCE (WT: 34)	34	DAY	2.000
0626		840E28000	SGB INSPECTION AND COMPACTION TESTING (WT: 34)	34	LS	1.000

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Section 0022 RETAINING WALLS (#5)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0627		203E20001	EMBANKMENT, AS PER PLAN (WT: 34)	34	CY	191.000
0628		203E35110	GRANULAR MATERIAL, TYPE B (WT: 34)	34	CY	280.000
0629		203E35120	GRANULAR MATERIAL, TYPE C (WT: 34)	34	CY	363.000
0630		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	53,725.000
0631		511E46212	CLASS QC1 CONCRETE WITH QC/QA (WT: 34)	34	CY	429.000
0632		512E10050	SEALING OF CONCRETE SURFACES (NON-EPOXY) (WT: 57)	57	SY	296.000
0633		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	1,230.000
0634		516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	1,325.000
0635		601E37500	PAVED GUTTER, TYPE 1-2 (WT: 38)	38	FT	60.000
0636		607E39920	VANDAL PROTECTION FENCE, 10' CURVED, COATED FABRIC (WT: 37)	37	FT	394.000
0637		840E20000	MECHANICALLY STABILIZED EARTH WALL (WT: 34)	34	SF	9,997.000
0638		840E21000	WALL EXCAVATION (WT: 34)	34	CY	2,175.000
0639		840E22000	FOUNDATION PREPARATION (WT: 34)	34	SY	1,088.000
0640		840E23000	SELECT GRANULAR BACKFILL (WT: 34)	34	CY	4,909.000
0641		840E25010	6" DRAINAGE PIPE, PERFORATED (WT: 34)	34	FT	1,150.000
0642		840E25020	6" DRAINAGE PIPE, NON-PERFORATED (WT: 34)	34	FT	60.000
0643		840E26000	CONCRETE COPING (WT: 34)	34	FT	593.000
0644		840E26050	AESTHETIC SURFACE TREATMENT (WT: 34)	34	SF	9,997.000
0645		840E27000	ON-SITE ASSISTANCE (WT: 34)	34	DAY	1.000
0646		840E28000	SGB INSPECTION AND COMPACTION TESTING (WT: 34)	34	LS	1.000

Section 0023 RETAINING WALLS (#6)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0647		203E20001	EMBANKMENT, AS PER PLAN (WT: 34)	34	CY	2,141.000
0648		203E35110	GRANULAR MATERIAL, TYPE B (WT: 34)	34	CY	1,794.000
0649		203E35120	GRANULAR MATERIAL, TYPE C (WT: 34)	34	CY	579.000
0650		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	8,783.000
0651		511E46212	CLASS QC1 CONCRETE WITH QC/QA (WT: 34)	34	CY	57.000
0652		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	1,388.000
0653		516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	168.000

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0654	601E37500	PAVED GUTTER, TYPE 1-2 (WT: 38)	38	FT	42.000
0655	610E60000	SPECIAL - RETAINING WALL, MISC.: TEMPORARY WIRE FACED MSE WALL (WT: 34)	34	LS	1.000
0656	840E20000	MECHANICALLY STABILIZED EARTH WALL (WT: 34)	34	SF	13,849.000
0657	840E21000	WALL EXCAVATION (WT: 34)	34	CY	4,627.000
0658	840E22001	FOUNDATION PREPARATION, AS PER PLAN (WT: 34)	34	SY	1,735.000
0659	840E23000	SELECT GRANULAR BACKFILL (WT: 34)	34	CY	10,891.000
0660	840E25010	6" DRAINAGE PIPE, PERFORATED (WT: 34)	34	FT	1,340.000
0661	840E25020	6" DRAINAGE PIPE, NON-PERFORATED (WT: 34)	34	FT	133.000
0662	840E26000	CONCRETE COPING (WT: 34)	34	FT	653.000
0663	840E26050	AESTHETIC SURFACE TREATMENT (WT: 34)	34	SF	13,849.000
0664	840E27000	ON-SITE ASSISTANCE (WT: 34)	34	DAY	2.000
0665	840E28000	SGB INSPECTION AND COMPACTION TESTING (WT: 34)	34	LS	1.000

Section 0024 RETAINING WALLS (#7)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0666		203E20001	EMBANKMENT, AS PER PLAN (WT: 34)	34	CY	2,446.000
0667		203E35110	GRANULAR MATERIAL, TYPE B (WT: 34)	34	CY	2,882.000
0668		203E35120	GRANULAR MATERIAL, TYPE C (WT: 34)	34	CY	1,341.000
0669		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	82,374.000
0670		511E46212	CLASS QC1 CONCRETE WITH QC/QA (WT: 34)	34	CY	638.000
0671		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	4,567.000
0672		516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	1,894.000
0673		607E39920	VANDAL PROTECTION FENCE, 10' CURVED, COATED FABRIC (WT: 37)	37	FT	165.000
0674		610E60000	SPECIAL - RETAINING WALL, MISC.: TEMPORARY WIRE FACED MSE WALL (WT: 34)	34	LS	1.000
0675		840E20000	MECHANICALLY STABILIZED EARTH WALL (WT: 34)	34	SF	34,024.000
0676		840E21000	WALL EXCAVATION (WT: 34)	34	CY	8,915.000
0677		840E22000	FOUNDATION PREPARATION (WT: 34)	34	SY	3,720.000
0678		840E23000	SELECT GRANULAR BACKFILL (WT: 34)	34	CY	27,628.000
0679		840E25010	6" DRAINAGE PIPE, PERFORATED (WT: 34)	34	FT	2,821.000
0680		840E25020	6" DRAINAGE PIPE, NON-PERFORATED (WT: 34)	34	FT	77.000
0681		840E26000	CONCRETE COPING (WT: 34)	34	FT	1,448.000
0682		840E26050	AESTHETIC SURFACE TREATMENT (WT: 34)	34	SF	34,024.000
0683		840E27000	ON-SITE ASSISTANCE (WT: 34)	34	DAY	3.000

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0684		840E28000	SGB INSPECTION AND COMPACTION TESTING (WT: 34)	34	LS	1.000
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Section 0025 RETAINING WALLS (#8)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0685		203E20001	EMBANKMENT, AS PER PLAN (WT: 34)	34	CY	602.000
0686		203E35110	GRANULAR MATERIAL, TYPE B (WT: 34)	34	CY	777.000
0687		203E35120	GRANULAR MATERIAL, TYPE C (WT: 34)	34	CY	214.000
0688		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	450.000
0689		516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	103.000
0690		601E37500	PAVED GUTTER, TYPE 1-2 (WT: 38)	38	FT	103.000
0691		840E20000	MECHANICALLY STABILIZED EARTH WALL (WT: 34)	34	SF	4,900.000
0692		840E21000	WALL EXCAVATION (WT: 34)	34	CY	1,558.000
0693		840E22000	FOUNDATION PREPARATION (WT: 34)	34	SY	641.000
0694		840E23000	SELECT GRANULAR BACKFILL (WT: 34)	34	CY	5,536.000
0695		840E25010	6" DRAINAGE PIPE, PERFORATED (WT: 34)	34	FT	462.000
0696		840E25020	6" DRAINAGE PIPE, NON-PERFORATED (WT: 34)	34	FT	10.000
0697		840E26000	CONCRETE COPING (WT: 34)	34	FT	246.000
0698		840E26050	AESTHETIC SURFACE TREATMENT (WT: 34)	34	SF	4,900.000
0699		840E27000	ON-SITE ASSISTANCE (WT: 34)	34	DAY	1.000
0700		840E28000	SGB INSPECTION AND COMPACTION TESTING (WT: 34)	34	LS	1.000

Section 0026 RETAINING WALLS (#9)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0701		503E21101	UNCLASSIFIED EXCAVATION, AS PER PLAN (WT: 21)	21	CY	460.000
0702		507E00400	STEEL PILES, MISC.:SOLDIER PILES (WT: 20)	20	FT	1,510.000
0703		511E46213	CLASS QC1 CONCRETE WITH QC/QA, AS PER PLAN (WT: 20)	20	CY	363.000
0704		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	1,251.000
0705		512E33000	TYPE 2 WATERPROOFING (WT: NR)	NR	SY	74.000
0706		516E13600	1" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	76.000
0707		517E75120	RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING) (WT: 20)	20	FT	416.000
0708		518E21200	POROUS BACKFILL WITH FILTER FABRIC (WT: 21)	21	CY	26.000
0709		518E40000	6" PERFORATED CORRUGATED PLASTIC PIPE (WT: 21)	21	FT	416.000
0710		518E40010	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS (WT: 21)	21	FT	50.000

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0711		524E94703	DRILLED SHAFTS, 36" DIAMETER, ABOVE BEDROCK, AS PER PLAN (WT: 28)	28	FT	445.000
0712		524E94803	DRILLED SHAFTS, 42" DIAMETER, ABOVE BEDROCK, AS PER PLAN (WT: 28)	28	FT	405.000
0713		524E94903	DRILLED SHAFTS, 48" DIAMETER ABOVE BEDROCK, AS PER PLAN (WT: 28)	28	FT	465.000
0714		524E94915	DRILLED SHAFTS, 60" DIAMETER, ABOVE BEDROCK, AS PER PLAN (WT: 28)	28	FT	745.000
0715		524E94919	DRILLED SHAFTS, 60" DIAMETER, INTO BEDROCK, AS PER PLAN (WT: 28)	28	FT	124.000
0716		530E13000	SPECIAL - FORM LINER (WT: 20)	20	SF	11,259.000

Section 0027 RETAINING WALLS (#10)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0717		202E11201	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (WT: NR)	NR	LS	1.000
0718		503E11101	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WT: 20)	20	LS	1.000
0719		503E21100	UNCLASSIFIED EXCAVATION (WT: 21)	21	CY	2,290.000
0720		505E11100	PILE DRIVING EQUIPMENT MOBILIZATION (WT: 53)	53	LS	1.000
0721		507E00100	STEEL PILES HP10X42, FURNISHED (WT: 53)	53	FT	4,295.000
0722		507E00150	STEEL PILES HP10X42, DRIVEN (WT: 53)	53	FT	3,840.000
0723		507E93300	STEEL POINTS OR SHOES (WT: 53)	53	EACH	83.000
0724		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	59,757.000
0725		511E46212	CLASS QC1 CONCRETE WITH QC/QA (WT: 34)	34	CY	330.000
0726		511E46512	CLASS QC1 CONCRETE WITH QC/QA, FOOTING (WT: 21)	21	CY	334.000
0727		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	543.000
0728		512E33000	TYPE 2 WATERPROOFING (WT: NR)	NR	SY	50.000
0729		516E13600	1" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	140.000
0730		518E21200	POROUS BACKFILL WITH FILTER FABRIC (WT: 21)	21	CY	272.000
0731		518E40000	6" PERFORATED CORRUGATED PLASTIC PIPE (WT: 21)	21	FT	314.000
0732		518E40010	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS (WT: 21)	21	FT	11.000

Section 0028 RETAINING WALLS (#11)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0733		203E35120	GRANULAR MATERIAL, TYPE C (WT: 34)	34	CY	93.000
0734		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	192.000
0735		840E20000	MECHANICALLY STABILIZED EARTH WALL (WT: 34)	34	SF	2,318.000
0736		840E21000	WALL EXCAVATION (WT: 34)	34	CY	626.000
0737		840E22000	FOUNDATION PREPARATION (WT: 34)	34	SY	278.000

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0738		840E23000	SELECT GRANULAR BACKFILL (WT: 34)	34	CY	1,126.000
0739		840E25010	6" DRAINAGE PIPE, PERFORATED (WT: 34)	34	FT	365.000
0740		840E25020	6" DRAINAGE PIPE, NON-PERFORATED (WT: 34)	34	FT	69.000
0741		840E26000	CONCRETE COPING (WT: 34)	34	FT	181.000
0742		840E26050	AESTHETIC SURFACE TREATMENT (WT: 34)	34	SF	2,318.000
0743		840E27000	ON-SITE ASSISTANCE (WT: 34)	34	DAY	1.000
0744		840E28000	SGB INSPECTION AND COMPACTION TESTING (WT: 34)	34	LS	1.000

Section 0029 RETAINING WALLS (MODULAR CONCRETE BLOCK WALL)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0745		610E50010	SPECIAL - RETAINING WALL, MISC.:MODULAR CONCRETE BLOCK WALL (WT: 34)	34	SF	309.000

Section 0030 STRUCTURE 20 FOOT SPAN AND OVER (SUM-76-1034 L/R)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0746		202E11003	STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (WT: 19)	19	LS	1.000
0747		202E22900	APPROACH SLAB REMOVED (WT: NR)	NR	SY	612.000
0748		503E11101	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WT: 20)	20	LS	1.000
0749		505E11100	PILE DRIVING EQUIPMENT MOBILIZATION (WT: 53)	53	LS	1.000
0750		507E00100	STEEL PILES HP10X42, FURNISHED (WT: 53)	53	FT	5,300.000
0751		507E00150	STEEL PILES HP10X42, DRIVEN (WT: 53)	53	FT	4,710.000
0752		507E93300	STEEL POINTS OR SHOES (WT: 53)	53	EACH	118.000
0753		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	316,661.000
0754		511E21522	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE (WT: 21)	21	CY	1,249.000
0755		511E33500	SEMI-INTEGRAL DIAPHRAGM GUIDE (WT: 21)	21	EACH	8.000
0756		511E34451	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN (WT: 21)	21	CY	130.000
0757		511E43512	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING (WT: 21)	21	CY	482.000
0758		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	1,646.000
0759		512E33000	TYPE 2 WATERPROOFING (WT: NR)	NR	SY	5.000
0760		513E10280	STRUCTURAL STEEL MEMBERS, LEVEL 4 (WT: 24)	24	LB	1,546,200.000
0761		513E20000	WELDED STUD SHEAR CONNECTORS (WT: 25)	25	EACH	4,980.000
0762		514E00060	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT (WT: 26)	26	SF	64,000.000
0763		514E00066	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT (WT: 26)	26	SF	64,000.000

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0764	514E10000	FINAL INSPECTION REPAIR (WT: 26)	26	EACH	54.000
0765	516E13600	1" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	44.000
0766	516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	818.000
0767	516E14020	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL (WT: 21)	21	FT	449.000
0768	516E44201	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-4" x 1'-8" x 3.44" WITH 1'-5" x 1'-10" x 1.50" LOAD PLATE) (WT: 21)	21	EACH	38.000
0769	518E21200	POROUS BACKFILL WITH FILTER FABRIC (WT: 21)	21	CY	312.000
0770	518E40000	6" PERFORATED CORRUGATED PLASTIC PIPE (WT: 21)	21	FT	466.000
0771	518E40010	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS (WT: 21)	21	FT	80.000
0772	526E30001	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN (WT: 20)	20	SY	1,232.000

Section 0031 STRUCTURE 20 FOOT SPAN AND OVER (SUM-76-1041 L/R)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0773		202E11203	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (WT: 19)	19	LS	1.000
0774		202E22900	APPROACH SLAB REMOVED (WT: NR)	NR	SY	640.000
0775		503E11101	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WT: 20)	20	LS	1.000
0776		503E21100	UNCLASSIFIED EXCAVATION (WT: 21)	21	CY	925.000
0777		505E11100	PILE DRIVING EQUIPMENT MOBILIZATION (WT: 53)	53	LS	1.000
0778		507E00100	STEEL PILES HP10X42, FURNISHED (WT: 53)	53	FT	7,130.000
0779		507E00150	STEEL PILES HP10X42, DRIVEN (WT: 53)	53	FT	6,140.000
0780		507E92201	PREBORED HOLES, AS PER PLAN (WT: 21)	21	FT	1,100.000
0781		507E93300	STEEL POINTS OR SHOES (WT: 53)	53	EACH	148.000
0782		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	506,227.000
0783		511E21522	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE (WT: 21)	21	CY	1,267.000
0784		511E33500	SEMI-INTEGRAL DIAPHRAGM GUIDE (WT: 21)	21	EACH	4.000
0785		511E34450	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) (WT: 21)	21	CY	168.000
0786		511E41012	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS (WT: 21)	21	CY	397.000
0787		511E43512	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING (WT: 21)	21	CY	437.000
0788		511E46512	CLASS QC1 CONCRETE WITH QC/QA, FOOTING (WT: 21)	21	CY	370.000
0789		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	2,909.000
0790		512E33000	TYPE 2 WATERPROOFING (WT: NR)	NR	SY	11.000

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0791	513E10260	STRUCTURAL STEEL MEMBERS, LEVEL 3 (WT: 24)	24	LB	928,600.000
0792	513E20000	WELDED STUD SHEAR CONNECTORS (WT: 25)	25	EACH	16,272.000
0793	514E00060	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT (WT: 26)	26	SF	5,000.000
0794	514E00066	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT (WT: 26)	26	SF	5,000.000
0795	514E10000	FINAL INSPECTION REPAIR (WT: 26)	26	EACH	6.000
0796	516E13600	1" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	108.000
0797	516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	633.000
0798	516E14020	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL (WT: 21)	21	FT	388.000
0799	516E44201	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-2 1/2" x 1'-3 3/4" x 3.5" WITH 1'-3 1/2" x 1'-5 3/4" x 1.50" LOAD PLATE) (WT: 21)	21	EACH	34.000
0800	516E44201	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-7" x 1'-3 3/4" x 3.5" WITH 1'-8" x 1'-5 3/4" x 1.83" LOAD PLATE) (WT: 21)	21	EACH	34.000
0801	518E21200	POROUS BACKFILL WITH FILTER FABRIC (WT: 21)	21	CY	204.000
0802	518E40000	6" PERFORATED CORRUGATED PLASTIC PIPE (WT: 21)	21	FT	390.000
0803	518E40010	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS (WT: 21)	21	FT	80.000
0804	526E30001	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN (WT: 20)	20	SY	1,098.000

Section 0032 STRUCTURE 20 FOOT SPAN AND OVER (SUM-76-1043)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0805		503E11100	COFFERDAMS AND EXCAVATION BRACING (WT: 21)	21	LS	1.000
0806		503E21100	UNCLASSIFIED EXCAVATION (WT: 21)	21	CY	198.000
0807		505E11100	PILE DRIVING EQUIPMENT MOBILIZATION (WT: 53)	53	LS	1.000
0808		507E00100	STEEL PILES HP10X42, FURNISHED (WT: 53)	53	FT	2,200.000
0809		507E00150	STEEL PILES HP10X42, DRIVEN (WT: 53)	53	FT	1,920.000
0810		507E92201	PREBORED HOLES, AS PER PLAN (WT: 21)	21	FT	256.000
0811		507E93300	STEEL POINTS OR SHOES (WT: 53)	53	EACH	40.000
0812		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	129,256.000
0813		511E21522	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE (WT: 21)	21	CY	274.000
0814		511E33500	SEMI-INTEGRAL DIAPHRAGM GUIDE (WT: 21)	21	EACH	2.000
0815		511E34450	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) (WT: 21)	21	CY	78.000
0816		511E41012	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS (WT: 21)	21	CY	86.000
0817		511E43512	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING (WT: 21)	21	CY	138.000

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0818		511E46512	CLASS QC1 CONCRETE WITH QC/QA, FOOTING (WT: 21)	21	CY	77.000
0819		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	1,024.000
0820		513E10260	STRUCTURAL STEEL MEMBERS, LEVEL 3 (WT: 24)	24	LB	217,100.000
0821		513E20000	WELDED STUD SHEAR CONNECTORS (WT: 25)	25	EACH	3,384.000
0822		514E00060	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT (WT: 26)	26	SF	2,940.000
0823		514E00066	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT (WT: 26)	26	SF	2,940.000
0824		514E10000	FINAL INSPECTION REPAIR (WT: 26)	26	EACH	4.000
0825		516E13600	1" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	18.000
0826		516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	185.000
0827		516E14020	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL (WT: 21)	21	FT	96.000
0828		516E44201	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-3 3/4" x 1'-2 1/2" x 3.70" WITH 1'-5 3/4" x 1'-3 1/2" x 1.5" LOAD PLATE) (WT: 21)	21	EACH	8.000
0829		516E44201	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-6 3/4" x 1'-3 1/2" x 3.32" WITH 1'-8 3/4" x 1'-4 1/2" x 2.12" LOAD PLATE) (WT: 21)	21	EACH	4.000
0830		516E44201	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-6 3/4" x 1'-3 1/2" x 3.32" WITH 1'-8 3/4" x 1'-4 1/2" x 2.28" LOAD PLATE) (WT: 21)	21	EACH	4.000
0831		518E21200	POROUS BACKFILL WITH FILTER FABRIC (WT: 21)	21	CY	66.000
0832		518E40000	6" PERFORATED CORRUGATED PLASTIC PIPE (WT: 21)	21	FT	126.000
0833		518E40010	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS (WT: 21)	21	FT	40.000
0834		526E30001	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN (WT: 20)	20	SY	224.000

Section 0033 STRUCTURE 20 FOOT SPAN AND OVER (SUM-76-1044)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0835		202E11203	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (WT: 19)	19	LS	1.000
0836		202E22900	APPROACH SLAB REMOVED (WT: NR)	NR	SY	139.000
0837		503E11100	COFFERDAMS AND EXCAVATION BRACING (WT: 21)	21	LS	1.000
0838		503E21100	UNCLASSIFIED EXCAVATION (WT: 21)	21	CY	208.000
0839		505E11100	PILE DRIVING EQUIPMENT MOBILIZATION (WT: 53)	53	LS	1.000
0840		507E00100	STEEL PILES HP10X42, FURNISHED (WT: 53)	53	FT	2,190.000
0841		507E00150	STEEL PILES HP10X42, DRIVEN (WT: 53)	53	FT	1,890.000
0842		507E92201	PREBORED HOLES, AS PER PLAN (WT: 21)	21	FT	468.000

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0843		507E93300	STEEL POINTS OR SHOES (WT: 53)	53	EACH	42.000
0844		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	156,465.000
0845		511E21522	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE (WT: 21)	21	CY	326.000
0846		511E33500	SEMI-INTEGRAL DIAPHRAGM GUIDE (WT: 21)	21	EACH	2.000
0847		511E34450	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) (WT: 21)	21	CY	67.000
0848		511E41012	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS (WT: 21)	21	CY	101.000
0849		511E43512	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING (WT: 21)	21	CY	152.000
0850		511E46512	CLASS QC1 CONCRETE WITH QC/QA, FOOTING (WT: 21)	21	CY	93.000
0851		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	1,016.000
0852		513E10260	STRUCTURAL STEEL MEMBERS, LEVEL 3 (WT: 24)	24	LB	228,200.000
0853		513E20000	WELDED STUD SHEAR CONNECTORS (WT: 25)	25	EACH	3,960.000
0854		514E00060	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT (WT: 26)	26	SF	1,900.000
0855		514E00066	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT (WT: 26)	26	SF	1,900.000
0856		514E10000	FINAL INSPECTION REPAIR (WT: 26)	26	EACH	3.000
0857		516E13600	1" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	18.000
0858		516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	200.000
0859		516E14020	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL (WT: 21)	21	FT	115.000
0860		516E44101	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-2" x 12" x 2.95" WITH 1'-3" x 1'-2" x 1.50" LOAD PLATE) (WT: 21)	21	EACH	10.000
0861		516E44201	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-5" x 1'-3" x 3.32" WITH 1'-6" x 1'-5" x 1.74" LOAD PLATE) (WT: 21)	21	EACH	5.000
0862		516E44201	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-5" x 1'-3" x 3.32" WITH 1'-6" x 1'-5" x 2.11" LOAD PLATE) (WT: 21)	21	EACH	5.000
0863		518E21200	POROUS BACKFILL WITH FILTER FABRIC (WT: 21)	21	CY	67.000
0864		518E40000	6" PERFORATED CORRUGATED PLASTIC PIPE (WT: 21)	21	FT	136.000
0865		518E40010	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS (WT: 21)	21	FT	40.000
0866		526E30001	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN (WT: 20)	20	SY	303.000

Section 0034 STRUCTURE 20 FOOT SPAN AND OVER (SUM-76-1051)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0867		503E11100	COFFERDAMS AND EXCAVATION BRACING (WT: 21)	21	LS	1.000

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0868	503E21100	UNCLASSIFIED EXCAVATION (WT: 21)	21	CY	362.000
0869	505E11100	PILE DRIVING EQUIPMENT MOBILIZATION (WT: 53)	53	LS	1.000
0870	507E00100	STEEL PILES HP10X42, FURNISHED (WT: 53)	53	FT	2,400.000
0871	507E00150	STEEL PILES HP10X42, DRIVEN (WT: 53)	53	FT	2,160.000
0872	507E00300	STEEL PILES HP14X73, FURNISHED (WT: 53)	53	FT	800.000
0873	507E00350	STEEL PILES HP14X73, DRIVEN (WT: 53)	53	FT	640.000
0874	507E92201	PREBORED HOLES, AS PER PLAN (WT: 21)	21	FT	702.000
0875	507E93300	STEEL POINTS OR SHOES (WT: 53)	53	EACH	54.000
0876	509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	293,299.000
0877	511E21522	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE (WT: 21)	21	CY	582.000
0878	511E34450	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) (WT: 21)	21	CY	96.000
0879	511E41012	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS (WT: 21)	21	CY	157.000
0880	511E43512	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING (WT: 21)	21	CY	312.000
0881	511E46512	CLASS QC1 CONCRETE WITH QC/QA, FOOTING (WT: 21)	21	CY	172.000
0882	512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	1,533.000
0883	513E10300	STRUCTURAL STEEL MEMBERS, LEVEL 5 (WT: 24)	24	LB	716,100.000
0884	513E20000	WELDED STUD SHEAR CONNECTORS (WT: 25)	25	EACH	8,028.000
0885	514E00060	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT (WT: 26)	26	SF	6,690.000
0886	514E00066	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT (WT: 26)	26	SF	6,690.000
0887	514E10000	FINAL INSPECTION REPAIR (WT: 26)	26	EACH	6.000
0888	516E11210	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL (WT: 27)	27	FT	112.320
0889	516E13600	1" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	18.000
0890	516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	243.000
0891	516E44101	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-3" x 1'-3" x 2.55" WITH 1'-4" x 2'-1" x 1.69" LOAD PLATE) (WT: 21)	21	EACH	5.000
0892	516E44301	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-10" x 1'-10" x 4.27" WITH 1'-11" x 2'-5" x 1.61" LOAD PLATE) (WT: 21)	21	EACH	5.000
0893	516E44301	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-3" x 1'-3" x 4.83" WITH 1'-4" x 2'-5" x 1.72" LOAD PLATE) (WT: 21)	21	EACH	5.000

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0894	516E44401	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-10 1/2" x 1'-10 1/2" x 5.42" WITH 1'-11 1/2" x 2'-3" x 1.65" LOAD PLATE) (WT: 21)	21	EACH	5.000
0895	518E21200	POROUS BACKFILL WITH FILTER FABRIC (WT: 21)	21	CY	117.000
0896	518E40000	6" PERFORATED CORRUGATED PLASTIC PIPE (WT: 21)	21	FT	184.000
0897	518E40010	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS (WT: 21)	21	FT	40.000
0898	526E30001	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN (WT: 20)	20	SY	372.000

Section 0035 STRUCTURE 20 FOOT SPAN AND OVER (SUM-76-1075)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0899		202E11203	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (WT: 19)	19	LS	1.000
0900		202E22900	APPROACH SLAB REMOVED (WT: NR)	NR	SY	268.000
0901		503E11100	COFFERDAMS AND EXCAVATION BRACING (WT: 21)	21	LS	1.000
0902		503E21101	UNCLASSIFIED EXCAVATION, AS PER PLAN (WT: 21)	21	CY	7,210.000
0903		503E31100	ROCK EXCAVATION (WT: 21)	21	CY	637.000
0904		505E11100	PILE DRIVING EQUIPMENT MOBILIZATION (WT: 53)	53	LS	1.000
0905		507E00100	STEEL PILES HP10X42, FURNISHED (WT: 53)	53	FT	360.000
0906		507E00150	STEEL PILES HP10X42, DRIVEN (WT: 53)	53	FT	300.000
0907		507E93300	STEEL POINTS OR SHOES (WT: 53)	53	EACH	12.000
0908		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	283,243.000
0909		511E21530	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE (WT: 21)	21	CY	590.000
0910		511E33500	SEMI-INTEGRAL DIAPHRAGM GUIDE (WT: 21)	21	EACH	4.000
0911		511E34451	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN (WT: 21)	21	CY	52.000
0912		511E43212	CLASS QC1 CONCRETE WITH QC/QA, PIER (WT: 21)	21	CY	65.000
0913		511E43512	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING (WT: 21)	21	CY	885.000
0914		512E10050	SEALING OF CONCRETE SURFACES (NON-EPOXY) (WT: 57)	57	SY	476.000
0915		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	1,372.000
0916		512E10601	CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN (WT: 29)	29	FT	25.000
0917		512E33000	TYPE 2 WATERPROOFING (WT: NR)	NR	SY	68.000
0918		512E74000	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES (WT: NR)	NR	SY	46.000
0919		513E10280	STRUCTURAL STEEL MEMBERS, LEVEL 4 (WT: 24)	24	LB	500,700.000
0920		513E20000	WELDED STUD SHEAR CONNECTORS (WT: 25)	25	EACH	3,345.000

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0921		514E00060	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT (WT: 26)	26	SF	22,700.000
0922		514E00066	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT (WT: 26)	26	SF	22,700.000
0923		514E10000	FINAL INSPECTION REPAIR (WT: 26)	26	EACH	19.000
0924		516E13600	1" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	34.000
0925		516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	269.000
0926		516E14020	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL (WT: 21)	21	FT	160.000
0927		516E44201	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(16" x 24" x 3.85" WITH 17" x 25" x 2.25" PLATE) (WT: 21)	21	EACH	5.000
0928		516E44201	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(16" x 24" x 3.85" WITH 17" x 25" x 2.5" PLATE) (WT: 21)	21	EACH	5.000
0929		516E44401	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(24" x 30" x 5.42" WITH 25" x 31" x 3.05" PLATE) (WT: 21)	21	EACH	5.000
0930		518E21200	POROUS BACKFILL WITH FILTER FABRIC (WT: 21)	21	CY	441.000
0931		518E40000	6" PERFORATED CORRUGATED PLASTIC PIPE (WT: 21)	21	FT	386.000
0932		518E40010	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS (WT: 21)	21	FT	60.000
0933		519E11101	PATCHING CONCRETE STRUCTURE, AS PER PLAN (WT: 29)	29	SF	25.000
0934		526E30001	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN (WT: 20)	20	SY	340.000
0935		530E00600	SPECIAL - STRUCTURE, MISC.:FORM LINER (WT: 21)	21	SF	4,100.000
0936		607E39910	VANDAL PROTECTION FENCE, 8' STRAIGHT, COATED FABRIC (WT: 37)	37	FT	115.000
0937		607E39931	VANDAL PROTECTION FENCE, 12' CURVED, COATED FABRIC, AS PER PLAN (WT: 37)	37	FT	620.000

Section 0036 STRUCTURE 20 FOOT SPAN AND OVER (SUM-76-1085)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0938		202E11203	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (WT: 19)	19	LS	1.000
0939		202E22900	APPROACH SLAB REMOVED (WT: NR)	NR	SY	168.000
0940		503E11100	COFFERDAMS AND EXCAVATION BRACING (WT: 21)	21	LS	1.000
0941		503E21101	UNCLASSIFIED EXCAVATION, AS PER PLAN (WT: 21)	21	CY	1,504.000
0942		503E31100	ROCK EXCAVATION (WT: 21)	21	CY	1,471.000
0943		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	186,336.000
0944		511E21530	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE (WT: 21)	21	CY	421.000
0945		511E33500	SEMI-INTEGRAL DIAPHRAGM GUIDE (WT: 21)	21	EACH	4.000

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0946	511E34451	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN (WT: 21)	21	CY	37.000
0947	511E42512	CLASS QC1 CONCRETE WITH QC/QA, PIER CAP (WT: 21)	21	CY	36.000
0948	511E43512	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING (WT: 21)	21	CY	587.000
0949	512E10050	SEALING OF CONCRETE SURFACES (NON-EPOXY) (WT: 57)	57	SY	367.000
0950	512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	1,111.000
0951	512E10601	CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN (WT: 29)	29	FT	25.000
0952	512E33000	TYPE 2 WATERPROOFING (WT: NR)	NR	SY	24.000
0953	512E74000	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES (WT: NR)	NR	SY	27.000
0954	513E10260	STRUCTURAL STEEL MEMBERS, LEVEL 3 (WT: 24)	24	LB	283,200.000
0955	513E10261	STRUCTURAL STEEL MEMBERS, LEVEL 3, AS PER PLAN (WT: 24)	24	LB	6,800.000
0956	513E20000	WELDED STUD SHEAR CONNECTORS (WT: 25)	25	EACH	3,420.000
0957	514E00060	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT (WT: 26)	26	SF	11,400.000
0958	514E00066	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT (WT: 26)	26	SF	11,400.000
0959	514E10000	FINAL INSPECTION REPAIR (WT: 26)	26	EACH	13.000
0960	516E13600	1" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	34.000
0961	516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	220.000
0962	516E14020	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL (WT: 21)	21	FT	128.000
0963	516E44101	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(16" x 16" x 2.95" WITH 17" x 17" x 1.5" PLATE) (WT: 21)	21	EACH	10.000
0964	516E44301	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(24" x 24" x 4.27" WITH 25" x 25" x 2.8" PLATE) (WT: 21)	21	EACH	5.000
0965	518E21200	POROUS BACKFILL WITH FILTER FABRIC (WT: 21)	21	CY	322.000
0966	518E40000	6" PERFORATED CORRUGATED PLASTIC PIPE (WT: 21)	21	FT	324.000
0967	518E40010	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS (WT: 21)	21	FT	38.000
0968	519E11101	PATCHING CONCRETE STRUCTURE, AS PER PLAN (WT: 29)	29	SF	25.000
0969	526E30001	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN (WT: 20)	20	SY	340.000
0970	530E00200	SPECIAL - STRUCTURE, MISC.:TEMPORARY UTILITY SUPPORT (WT: 21)	21	LS	1.000
0971	530E00600	SPECIAL - STRUCTURE, MISC.:FORM LINER (WT: 21)	21	SF	3,735.000
0972	607E39910	VANDAL PROTECTION FENCE, 8' STRAIGHT, COATED FABRIC (WT: 37)	37	FT	86.000
0973	607E39931	VANDAL PROTECTION FENCE, 12' CURVED, COATED FABRIC, AS PER PLAN (WT: 37)	37	FT	467.000

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0974		625E25920	CONDUIT, MISC.:(12) - 4" NOMINAL SIZE FIBERGLASS (AT&T) (WT: NR)	NR	FT	2,256.000
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Section 0037 STRUCTURE 20 FOOT SPAN AND OVER (SUM-SOUTH-0036)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0975		503E11100	COFFERDAMS AND EXCAVATION BRACING (WT: 21)	21	LS	1.000
0976		503E21100	UNCLASSIFIED EXCAVATION (WT: 21)	21	CY	94.000
0977		505E11100	PILE DRIVING EQUIPMENT MOBILIZATION (WT: 53)	53	LS	1.000
0978		507E00100	STEEL PILES HP10X42, FURNISHED (WT: 53)	53	FT	1,460.000
0979		507E00150	STEEL PILES HP10X42, DRIVEN (WT: 53)	53	FT	1,230.000
0980		507E92201	PREBORED HOLES, AS PER PLAN (WT: 21)	21	FT	256.000
0981		507E93300	STEEL POINTS OR SHOES (WT: 53)	53	EACH	30.000
0982		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	180,055.000
0983		511E21522	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE (WT: 21)	21	CY	455.000
0984		511E34450	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) (WT: 21)	21	CY	80.000
0985		511E41012	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS (WT: 21)	21	CY	91.000
0986		511E43512	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING (WT: 21)	21	CY	183.000
0987		511E46512	CLASS QC1 CONCRETE WITH QC/QA, FOOTING (WT: 21)	21	CY	44.000
0988		512E10050	SEALING OF CONCRETE SURFACES (NON-EPOXY) (WT: 57)	57	SY	296.000
0989		512E10101	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (WT: 57)	57	SY	1,214.000
0990		513E10300	STRUCTURAL STEEL MEMBERS, LEVEL 5 (WT: 24)	24	LB	553,000.000
0991		513E20000	WELDED STUD SHEAR CONNECTORS (WT: 25)	25	EACH	6,498.000
0992		514E00060	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT (WT: 26)	26	SF	6,915.000
0993		514E00066	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT (WT: 26)	26	SF	6,915.000
0994		514E10000	FINAL INSPECTION REPAIR (WT: 26)	26	EACH	6.000
0995		516E11210	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL (WT: 27)	27	FT	80.040
0996		516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	258.000
0997		516E44201	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-8" x 1'-8" x3.26" WITH 1'-9" x 2'-8"x 2.30" LOAD PLATE) (WT: 21)	21	EACH	5.000
0998		516E44201	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-8" x 1'-8" x3.57" WITH 1'-9" x 2'-0 1/2" x 2.24" LOAD PLATE) (WT: 21)	21	EACH	5.000

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0999	516E44301	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-1 1/2" x 1'-3" x 4.41" WITH 1'-2 1/2" x 2'-1" x 1.90" LOAD PLATE) (WT: 21)	21	EACH	5.000
1000	516E44301	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-1 1/2" x 1'-3" x 4.41" WITH 1'-2 1/2" x 2'-1" x 2.01" LOAD PLATE) (WT: 21)	21	EACH	5.000
1001	518E21200	POROUS BACKFILL WITH FILTER FABRIC (WT: 21)	21	CY	71.000
1002	518E40000	6" PERFORATED CORRUGATED PLASTIC PIPE (WT: 21)	21	FT	98.000
1003	518E40010	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS (WT: 21)	21	FT	40.000
1004	524E94804	DRILLED SHAFTS, 42" DIAMETER, INTO BEDROCK (WT: 28)	28	FT	24.000
1005	524E94902	DRILLED SHAFTS, 48" DIAMETER, ABOVE BEDROCK (WT: 28)	28	FT	57.000
1006	526E30001	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN (WT: 20)	20	SY	277.000
1007	607E39910	VANDAL PROTECTION FENCE, 8' STRAIGHT, COATED FABRIC (WT: 37)	37	FT	362.000
1008	607E39920	VANDAL PROTECTION FENCE, 10' CURVED, COATED FABRIC (WT: 37)	37	FT	369.000

Section 0038 STRUCTURE 20 FOOT SPAN AND OVER (SUM-BARGE-00116)

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
1009		202E11203	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (WT: 19)	19	LS	1.000
1010		202E22900	APPROACH SLAB REMOVED (WT: NR)	NR	SY	341.000
1011		503E11100	COFFERDAMS AND EXCAVATION BRACING (WT: 21)	21	LS	1.000
1012		503E21101	UNCLASSIFIED EXCAVATION, AS PER PLAN (WT: 21)	21	CY	366.000
1013		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	100,320.000
1014		511E21522	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE (WT: 21)	21	CY	436.000
1015		511E33500	SEMI-INTEGRAL DIAPHRAGM GUIDE (WT: 21)	21	EACH	4.000
1016		511E34451	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN (WT: 21)	21	CY	21.000
1017		511E45512	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT (WT: 21)	21	CY	199.000
1018		512E10001	SEALING OF CONCRETE SURFACES, AS PER PLAN (WT: 57)	57	SY	758.000
1019		512E10050	SEALING OF CONCRETE SURFACES (NON-EPOXY) (WT: 57)	57	SY	335.000
1020		512E10601	CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN (WT: 29)	29	FT	50.000
1021		512E33000	TYPE 2 WATERPROOFING (WT: NR)	NR	SY	31.000
1022		513E10280	STRUCTURAL STEEL MEMBERS, LEVEL 4 (WT: 24)	24	LB	234,100.000
1023		513E10281	STRUCTURAL STEEL MEMBERS, LEVEL 4, AS PER PLAN (WT: 24)	24	LB	2,000.000
1024		513E20000	WELDED STUD SHEAR CONNECTORS (WT: 25)	25	EACH	2,370.000
1025		514E00060	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT (WT: 26)	26	SF	12,600.000

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1026		514E00066	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT (WT: 26)	26	SF	12,600.000
1027		514E10000	FINAL INSPECTION REPAIR (WT: 26)	26	EACH	11.000
1028		516E13900	2" PREFORMED EXPANSION JOINT FILLER (WT: 21)	21	SF	417.000
1029		516E14020	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL (WT: 21)	21	FT	207.000
1030		516E44101	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(1'-6" x 1'-0" x 2.82" WITH 1'-8" x 1'-1" x 1.75" LOAD PLATE), AS PER PLAN (WT: 21)	21	EACH	20.000
1031		518E21200	POROUS BACKFILL WITH FILTER FABRIC (WT: 21)	21	CY	137.000
1032		518E40000	6" PERFORATED CORRUGATED PLASTIC PIPE (WT: 21)	21	FT	152.000
1033		518E40010	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS (WT: 21)	21	FT	20.000
1034		519E11101	PATCHING CONCRETE STRUCTURE, AS PER PLAN (WT: 29)	29	SF	100.000
1035		524E94903	DRILLED SHAFTS, 48" DIAMETER ABOVE BEDROCK, AS PER PLAN (WT: 28)	28	FT	263.000
1036		524E94905	DRILLED SHAFTS, 48" DIAMETER, INTO BEDROCK, AS PER PLAN (WT: 28)	28	FT	20.000
1037		524E94915	DRILLED SHAFTS, 60" DIAMETER, ABOVE BEDROCK, AS PER PLAN (WT: 28)	28	FT	635.000
1038		524E94919	DRILLED SHAFTS, 60" DIAMETER, INTO BEDROCK, AS PER PLAN (WT: 28)	28	FT	387.000
1039		526E10001	REINFORCED CONCRETE APPROACH SLABS (T=12"), AS PER PLAN (WT: 20)	20	SY	128.000
1040		526E30001	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN (WT: 20)	20	SY	307.000
1041		530E00600	SPECIAL - STRUCTURE, MISC.:FORM LINER (WT: 21)	21	SF	2,460.000
1042		607E39920	VANDAL PROTECTION FENCE, 10' CURVED, COATED FABRIC (WT: 37)	37	FT	177.000
1043		625E25601	CONDUIT, 4", 725.04, AS PER PLAN (WT: NR)	NR	FT	136.000

Section 0039 INCIDENTALS

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
1044		100E00300	SPECIAL - PREMIUM ON RAILROADS' PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE (WT: NR)	NR	LS	1.000
1045		100E50000	SPECIAL - DISPUTE REVIEW BOARD (WT: NR)	NR	LS	1.000
1046		103E05000	PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND (WT: NR)	NR	LS	1.000
1047		108E10000	SPECIAL - CPM PROGRESS SCHEDULE (WT: NR)	NR	LS	1.000
1048		111E10000	SPECIAL - DEPARTMENTS SHARE FACILITATED PARTNERING COSTS (WT: NR)	NR	LS	1.000
1049		614E11000	MAINTAINING TRAFFIC (WT: 39)	39	LS	1.000
1050		619E16021	FIELD OFFICE, TYPE C, AS PER PLAN (WT: NR)	NR	MNTH	40.000
1051		623E10000	CONSTRUCTION LAYOUT STAKES AND SURVEYING (WT: NR)	NR	LS	1.000
1052		624E10000	MOBILIZATION (WT: NR)	NR	LS	1.000