

GENERAL (CONTINUED)

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN SECTION 203.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS). NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF SECTION 203.05.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

ITEM 204 - PROOF ROLLING	71 HOUR
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ROADWAY

CEMENT STABILIZATION

THIS PROJECT REQUIRES SUBGRADE IMPROVEMENTS USING CEMENT STABILIZATION PRIOR TO PAVEMENT CONSTRUCTION. CEMENT STABILIZATION SHALL BE PERFORMED TO A DEPTH OF 12 INCHES EXCEPT AREAS FOUND TO CONTAIN UNSUITABLE SOILS SHALL BE STABILIZED TO A DEPTH OF 14 INCHES PER THE TABLE BELOW.

STATION RANGES OF UNSUITABLE SOILS			
ALIGNMENT	BEGIN STATION	END STATION	LENGTH (FT)
IR 90	742+00.00	746+00.00	400.00
RAMP 117-11	35+50.00	42+52.49	702.49
RAMP 117-12	33+63.90	43+76.68	1,012.78

CHEMICALLY STABILIZE SUBGRADES TO 18 INCHES BEYOND THE EDGE OF THE SURFACE OF PAVEMENT, PAVED SHOULDERS, PAVED MEDIANS AND 18 INCHES FROM THE FACE OF NEW CURBS. WHERE CEMENT STABILIZATION IS PERFORMED, ITEM 204 - SUBGRADE COMPACTION SHALL NOT BE PERFORMED.

THE CONTRACTOR SHALL PERFORM THE MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS ACCORDING TO 206 OF THE C&MS AND SUPPLEMENT 1120. PAYMENT FOR THE MIX DESIGN SHALL BE PER:

ITEM 206 - MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS, LUMP

IN ACCORDANCE WITH SECTIONS 107.10 AND 107.16 OF THE C&MS, THE CONTRACTOR SHALL EXERCISE CAUTION WHEN PERFORMING CEMENT STABILIZATION IN THE VICINITY OF ALL EXISTING AND PROPOSED UTILITY CROSSINGS. THE UTILITY DEPTHS ARE NEAR THE MINIMUM COVER REQUIREMENTS. THE CONTRACTOR SHALL AVOID USING POWER DRIVEN ROTARY MIXERS DIRECTLY ON TOP OF THE UTILITY CROSSINGS.

SUBGRADE EXCAVATION

IN AREAS WHERE SHALLOW ROCK IS ENCOUNTERED IN THE PROPOSED SUBGRADE WITHIN 12 INCHES BELOW THE BOTTOM OF THE PROPOSED PAVEMENT BUILDUP, CEMENT STABILIZATION SHALL NOT BE PERFORMED. THE CONTRACTOR SHALL EXCAVATE TO A DEPTH 6 INCHES BELOW THE FINAL SUBGRADE ELEVATION. THE WIDTH OF THE UPPER 6 INCHES OF AGGREGATE BASE SHALL EXTEND 18 INCHES BEYOND PAVED SHOULDERS. THE ADDITIONAL 6 INCHES BELOW THE BOTTOM OF THE 6 INCH AGGREGATE BASE SHALL BE REPLACED WITH ITEM 304 AGGREGATE BASE AND SHALL EXTEND A MINIMUM OF 12 INCHES BEYOND PAVED SHOULDERS.

THE FOLLOWING LOCATIONS REPRESENT AREAS WHERE SHALLOW ROCK EXISTS BASED ON THE SUBSURFACE INVESTIGATION.

204 - EXCAVATION OF SUBGRADE, AS PER PLAN - SHALLOW ROCK				
ALIGNMENT	BEGIN STA	END STA	LENGTH (FT)	VOLUME (CU YD)
IR 90	563+00.00	659+00.00	9,801.82*	25,969
IR 90	674+00.00	682+00.00	800.00	2,075
IR 90	726+00.00	738+00.00	1,200.00	3,728
RAMP W1	36+39.23	42+13.75	574.52	341
RAMP W2	29+40.99	37+80.90	839.91	438
RAMP 117-5	27+06.36	31+00.00	393.64	197
RAMP 117-8	24+03.19	33+64.10	960.91	569
RAMP 117-9	30+57.77	39+69.36	911.59	431

*STATION EQUATION: STA. 617+61.82 BK R1 = STA. 615+60.00 AH R2

ADDITIONAL LOCATIONS WHERE EXCAVATION AND REPLACEMENT IS REQUIRED AS DESCRIBED ABOVE ARE AS FOLLOWS:

- WB MEDIAN SHOULDER FROM STA 539+50 TO STA 546+10 FOR THE AREA WITHIN THE MAINTENANCE OF TRAFFIC CROSSOVER.
- FULL WIDTH OF THE EASTBOUND AND WESTBOUND PAVEMENT AND SHOULDERS FROM STA 696+30 TO STA 708+00.

204 - EXCAVATION OF SUBGRADE, AS PER PLAN - ADDITIONAL AREAS				
ALIGNMENT	BEGIN STA	END STA	LENGTH (FT)	VOLUME (CU YD)
IR 90	539+50.00	546+10.00	660.00	417
IR 90	696+30.00	708+00.00	1,170.00	3,001

A VOLUME OF ITEM 204 EXCAVATION OF SUBGRADE, AS PER PLAN HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK DESCRIBED ABOVE.

ITEM 304 AGGREGATE BASE IS NOT INCLUDED IN THE COST OF ITEM 204 ABOVE AND WILL BE PAID FOR SEPARATELY AS ITEMIZED IN THE GENERAL SUMMARY.

TEST HOLES

WHERE PLANS PROVIDE FOR PROPOSED SUBGRADE STABILIZATION, UNDERCUTTING, UNDERDRAIN, LIGHTING CONDUIT OR ITS CONDUIT TO CROSS OVER OR UNDER AN EXISTING UNDERGROUND UTILITY AND THE UTILITY DEPTH IS NOT SHOWN ON THE PLAN, THE CONTRACTOR WILL BE PERFORM TEST HOLES TO DETERMINE THE DEPTH OF THE UTILITY AT THE DIRECTION OF THE ENGINEER.

THE CONTRACTOR SHALL HAVE THE UTILITY MARKED USING OHIO 811 AND/OR BY USE OF RADIO FREQUENCY LOCATORS OR OTHER APPROVED METHOD. ONCE LOCATED, THE CONTRACTOR SHALL CAREFULLY HAND AND/OR VACUUM EXCAVATE TO DETERMINE THE DEPTH OF THE EXISTING UTILITY AND PROVIDE THE SURVEYED COORDINATE AND ELEVATION INFORMATION TO THE ENGINEER.

TEST HOLES (CONTINUED)

IF IT IS DETERMINED THAT THE PROPOSED SUBGRADE STABILIZATION, LIGHTING CONDUIT OR ITS CONDUIT WILL BE IN CONFLICT WITH AN EXISTING UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, NOTIFY THE ENGINEER BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED WORK WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

THE FOLLOWING QUANTITY IS INCLUDED FOR USE AS DIRECTED BY THE ENGINEER FOR THE UTILITY LOCATION BY USE OF TEST HOLES AS DESCRIBED ABOVE:

ITEM 203 - ROADWAY, MISC.: TEST HOLE	24 EACH
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CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 606 - GUARDRAIL, TYPE MGS, AS PER PLAN

GUARDRAIL, TYPE MGS HALF POST SPACING, AS PER PLAN
GUARDRAIL, TYPE MGS QUARTER POST SPACING, AS PER PLAN

THE POSTS FOR THESE ITEMS SHALL BE STEEL PER 710.15. ALL OTHER PROVISIONS OF 606 SHALL APPLY.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER C&MS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

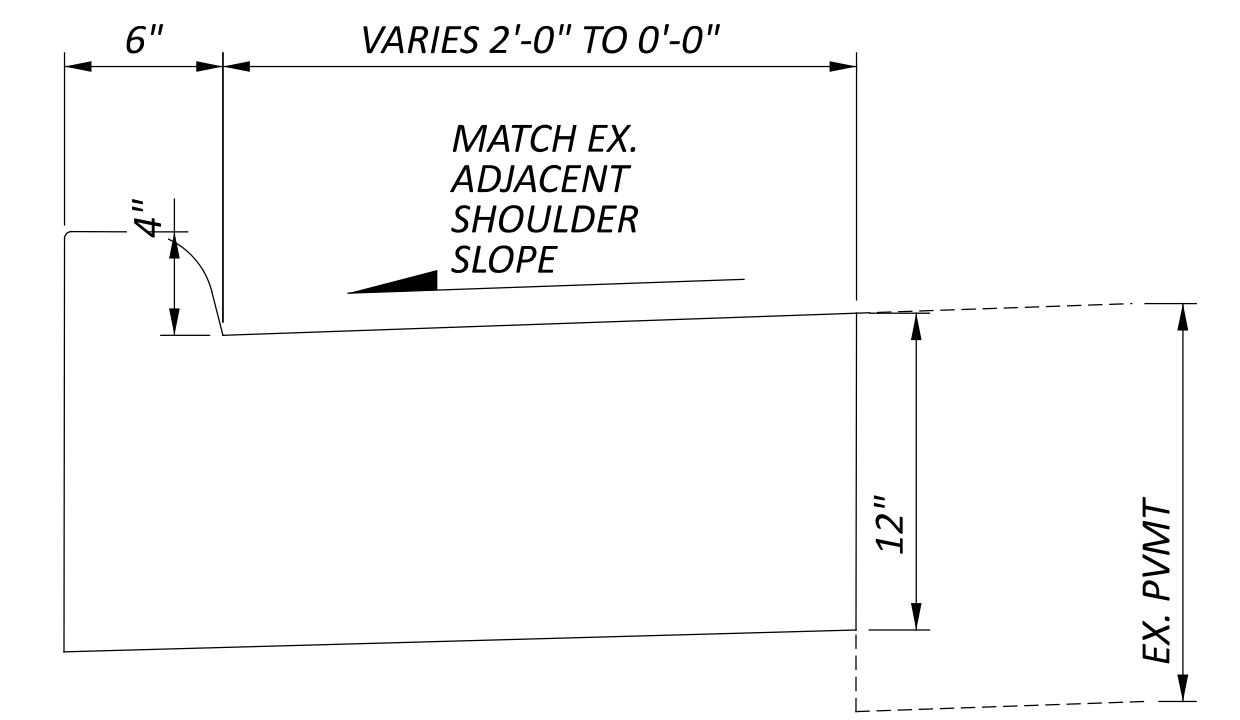
ITEM 622 - CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN

CONSTRUCT REFERENCE CB-106 PER STANDARD CONSTRUCTION RM-4.5M DATED 6/30/95. IT IS NOT NECESSARY TO TRANSITION THE BACK SIDE OF THE BARRIER TO MATCH THE EXISTING TYPE B NEW JERSEY SHAPE.

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 4, AS PER PLAN

THE FOLLOWING VARIABLE WIDTH GUTTER DETAIL BELOW IS PROVIDED FOR THE LONG-TERM TEMPORARY TRANSITION FROM THE PROPOSED 12 FOOT INSIDE SHOULDER TO THE EXISTING 10 FOOT SHOULDER AT THE FOLLOWING LOCATION:

-STA. 768+85.00 TO STA. 769+18.60 EASTBOUND



THE CURB HEIGHT SHALL BE A UNIFORM 4 INCHES.

PAYMENT FOR ALL MATERIALS, TOOLS, EQUIPMENT AND LABOR REQUIRED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE MADE AT THE UNIT PRICE BID PER FOOT FOR:

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 4, AS PER PLAN

ITEM 622 - BARRIER, MISC.: PORTABLE BARRIER REMOVED AND RESET

THE CONTRACTOR SHALL REMOVE THE EXISTING PORTABLE CONCRETE BARRIER ON THE EAST SIDE OF W. 140TH ST. NORTH OF RAMP 140-3 TO ALLOW FOR THE RECONSTRUCTION OF THE CURB, CURB RAMP AND SIDEWALK. THE CONTRACTOR MAY STORE THE BARRIER EAST OF THE EXISTING SIDEWALK OR OTHER LOCATION APPROVED BY THE ENGINEER THAT DOES NOT ADVERSELY AFFECT THE SAFETY OF THE PUBLIC. AFTER WORK HAS BEEN COMPLETED IN THIS AREA INCLUDING NECESSARY CONCRETE CURING TIMES, THE CONTRACTOR SHALL RESET THE BARRIER IN ITS ORIGINAL LOCATION AND ORIENTATION.

ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE (B1, C1, D), AS PER PLAN

AT LOCATIONS WHERE THE ENTIRE 15 FOOT LENGTH OF END ANCHORAGES CANNOT BE ACHIEVED OR WHERE THERE IS INSUFFICIENT SPACE FOR TWO BACK-TO-BACK END ANCHORAGES REQUIRED PER THE STANDARD CONSTRUCTION DRAWINGS, THE FOLLOWING WILL BE REQUIRED. THE 6-INCH SPACING OF THE Y401 STEEL REINFORCING BARS SHALL BE MAINTAINED UNIFORMLY FOR THE ENTIRE LENGTH OF THE ANCHORAGE(S) EXCEPT AT EACH END WHERE THE FIRST AND LAST Y401 BAR SHALL BE 4 INCHES FROM THE END OF THE END ANCHORAGE OR EXPANSION JOINT.

THE UNIT PRICE BID FOR EACH AS PER PLAN END ANCHORAGE SHALL INCLUDE ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE AND WILL BE PAID FOR PER EACH FOR THE APPLICABLE ITEM LISTED BELOW:

- ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN
- ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN
- ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	BER
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0046 P.1587

TRAFFIC SURVEILLANCE

DETECTION MAINTENANCE

IF VEHICLE DETECTION BECOMES UNEXPECTEDLY DISABLED, REQUIRES MODIFICATION, OR IS SCHEDULED TO BE TEMPORARILY REMOVED DURING THE CONSTRUCTION PROJECT, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER AND CITY OF ROCKY RIVER, LAKEWOOD AND CLEVELAND ENGINEER.

IF THE LOSS OF VEHICLE DETECTION IS KNOWN PRIOR TO THE START OF CONSTRUCTION, IT SHALL BE DISCUSSED AT THE PRECONSTRUCTION MEETING. AT SUCH TIME, THE CITY OF ROCKY RIVER, LAKEWOOD AND CLEVELAND ENGINEER SHALL ADVISE THE PROJECT ENGINEER AND CONTRACTOR ON THE APPROPRIATE ACTION TO RECTIFY ANY LOSS OF VEHICLE DETECTION. THIS MAY INCLUDE PLACING THE TRAFFIC SIGNAL ON MINIMUM OR MAXIMUM RECALL, MODIFYING THE MINIMUM GREEN TIMES, AND REMOVING THE MALFUNCTIONING DETECTION FROM SERVICE. WHERE NONINTRUSIVE DETECTION (I.E. VIDEO, RADAR) ALREADY EXISTS, THE CONTRACTOR SHALL INSURE THAT DETECTION IS OPERATING AND MAINTAINED BY RECONFIGURING THE DETECTION UNITS ACCORDINGLY DURING ALL CONSTRUCTION PHASES. THIS IS TO AVOID THE SIGNAL FROM MAXING OUT THE EFFECTED SIGNAL PHASE AND CREATING UNNECESSARY DELAYS.

LOCATIONS WHERE NON-INTRUSIVE DETECTION IS PROPOSED AND THE EXISTING VEHICLE DETECTION IS TO BE ABANDON, THE NON-INTRUSIVE VEHICLE DETECTION SHALL BE INSTALLED, CONFIGURED AND MADE FULLY FUNCTIONAL PRIOR TO THE EXISTING DETECTION BEING DISABLED. THE CONTRACTOR SHALL CONTINUE TO MAINTAIN AND MODIFY THE DETECTION UNTIL FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL. THIS IS TO ENSURE VEHICLE DETECTION REMAINS FULLY FUNCTIONAL THROUGHOUT CONSTRUCTION.

PROTECTION OF TRAFFIC MONITORING EQUIPMENT

ATR SITE 571 IS LOCATED WITHIN THE PROJECT LIMITS.

PRIOR TO BEGINNING ANY PAVEMENT ACTIVITIES OR ANY EXCAVATION ACTIVITIES BETWEEN STA 566+00 AND STA 568+00 THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE FROM THE OWNER WILL COORDINATE A TIME FOR THE OWNER/MAINTAINING AGENCY TO DISCONNECT THE EQUIPMENT. FOLLOWING THE DISCONNECTION BY THE OWNER, THE CONTRACTOR WILL BE ALLOWED TO PERFORM THEIR PAVEMENT ACTIVITIES, INCLUDING PAVEMENT REMOVAL. THE REMOVED LOOPS AND SENSORS BECOME THE PROPERTY OF THE CONTRACTOR.

DURING THE MEETING, THE OWNER/MAINTAINING AGENCY WILL IDENTIFY EQUIPMENT LOCATIONS. DO NOT DISTURB PULL BOXES, CONTROLLERS, CABINETS, POLES AND CONDUITS. ANY DAMAGE WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND REPAIRS MUST BE ACCEPTED BY THE OWNER.

ITEM 632 DETECTOR LOOP, AS PER PLAN

ALL STOP LINE INDUCTANCE DETECTOR LOOPS SHOWN IN THE PLANS SHALL BE THE POWERHEAD CONFIGURATION SHOWN ON TC-82.10. THE WIDTH SHALL BE AS SPECIFIED ON TC-82.10 AND THE LENGTH SHALL MATCH THE EXISTING DETECTOR LOOP LENGTH, WITH A MAXIMUM LENGTH OF 35'. THE STOP LINE DETECTOR LOOPS SHALL NOT BE WIRED TO ANY OTHER LOOPS AND SHALL HAVE THEIR OWN DETECTOR CHANNEL. THE LOCATION OF THESE LOOPS SHALL BE SUCH THAT THE POWERHEAD IS LOCATED AT THE STOP LINE, NOT PAST IT.

ALL DILEMMA ZONE INDUCTANCE DETECTOR LOOPS CALLED FOR IN THE PLANS SHALL BE THE ANGULAR DESIGN DETECTION (A.D.D.) LOOP AS SHOWN ON TC-82.10. DIMENSIONS SHALL BE AS SPECIFIED ON TC-82.10.

SYSTEM LOOPS SHALL BE AS DEPICTED IN THE PLANS.

ALL STOP LINE DETECTION SHALL BE TESTED FOR A BICYCLE TARGET AND ALL DILEMMA DETECTION ZONES SHALL BE TESTED FOR A MOTORCYCLE TARGET.

WHEN REPLACING THE LOOP DETECTORS, THE LOOP DETECTOR WIRE SHALL BE REPLACED TO THE PULL BOX OR POLE, WHICHEVER IS APPLICABLE, UNDER ITEM 632 AND TC-82.10. THE NEW CABLE SPLICE KITS SHALL BE INCLUDED IN THIS PAY ITEM.

THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER AND THE CITY OF ROCKY RIVER, LAKEWOOD AND CLEVELAND ENGINEER, SEVEN (7) DAYS PRIOR TO REMOVAL OF EXISTING LOOP DETECTORS TO ADJUST SIGNAL OPERATION AS NEEDED.

THE CITY OF ROCKY RIVER, LAKEWOOD AND CLEVELAND ENGINEER SHALL CONCUR WITH THE LOCATION OF THE REPLACEMENT LOOPS.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DESCRIBED ABOVE:

ITEM 632 DETECTOR LOOP, AS PER PLAN..... 10 EACH

INCIDENTALS

ITEM SPECIAL (69091000) - AS-BUILT CONSTRUCTION PLANS

PRIOR TO THE FINAL ACCEPTANCE OF THE PROJECT, PROVIDE AS-BUILT PLANS OF THE ENTIRE PROJECT TO THE ENGINEER IN THE FOLLOWING FORMATS: DGN FILES AND PDF FILE.

THE AS-BUILT PLANS SHALL INCLUDE ALL ROADWAY, EROSION CONTROL, DRAINAGE, PAVEMENT, TRAFFIC CONTROL, LIGHTING AND STRUCTURAL ITEMS THAT WERE BUILT TO LOCATIONS THAT ARE OUTSIDE CUSTOMARY CONSTRUCTION TOLERANCES AND ITEMS THAT WERE NON-PERFORMED. ALSO INCLUDE LOCATIONS OF ALL UTILITIES THAT WERE FOUND TO BE IN CONFLICT WITH THE PLANS AND WERE SUBSEQUENTLY RELOCATED DURING CONSTRUCTION.

THIS WORK WILL BE PAID UNDER THE LUMP SUM PRICE BID FOR ITEM SPECIAL (69091000) - AS-BUILT CONSTRUCTION PLANS AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THIS ITEM.

ITEM 619 FIELD OFFICE, TYPE C, AS PER PLAN

ALL REQUIREMENTS OF C&MS 619 SHALL APPLY EXCEPT AS MODIFIED HEREIN:

THE FIELD OFFICE SHALL BE A SUITE TYPE OFFICE (NO TRAILER OR MODULAR OFFICE) WITH A MINIMUM OF 4,000 SQUARE FEET AND AT GROUND LEVEL WITH A MINIMUM CEILING HEIGHT OF EIGHT (8) FEET. PROVIDE TWO (2) OUTSIDE DOORS, LOCKABLE VANDAL PROOF CYLINDER TYPE DEAD BOLTS AND LOCKABLE WINDOWS. THE FLOOR SPACE WILL BE DIVIDED INTO TWO RESTROOMS, ONE GENERAL OFFICE AREA (MINIMUM 400 SQUARE FEET), NOT LESS THAN SEVEN INDIVIDUAL OFFICES (MINIMUM 300 SQUARE FEET EACH) AS SEPARATE ENCLOSED ROOMS (NO CUBICLE DIVIDERS WILL BE ACCEPTED), ONE KITCHEN SPACE INCLUDING SINK, REFRIDGERATOR, AND MICROWAVE, AND ONE CONFERENCE ROOM (MINIMUM 1000 SQUARE FEET).

FURNISH NEAT, SANITARY, ENCLOSED TOILET ACCOMMODATIONS CONNECTED TO AN EXISTING SANITARY SEWER LINE FOR THE USE OF THE OCCUPANTS OF THE FIELD OFFICE, MEETING APPLICABLE STATE AND LOCAL CODES AND ORDINANCES. FURNISH ASSOCIATED LAVATORY AND SANITARY SUPPLIES. POTABLE HOT AND COLD RUNNING WATER WILL BE PROVIDED IN THE RESTROOM FOR SANITARY PURPOSES.

FURNISH TRASH COLLECTION SERVICE / DUMPSTER.

FURNISH PROFESSIONAL, BONDED, AND INSURED JANITORIAL SERVICE WITH A WEEKLY CLEANING OF THE ENTIRE OFFICE TO INCLUDE THE RESTROOM FACILITIES FOR THE DURATION OF THE PROJECT.

FURNISH BOTTLED DRINKING WATER SERVICE WITH A HOT AND COLD DISPENSER AND ASSOCIATED SUPPLIES.

FURNISH A BOX FOR STORING A NUCLEAR DENSITY GAUGE WITH REQUIREMENTS AS SET FORTH IN C&MS 619.02.

FURNISH AND MAINTAIN A BROADBAND INTERNET CONNECTION CAPABLE OF MINIMUM DOWNLOAD SPEEDS OF 1.0 Gb/s. PROVIDE A WIRELESS ROUTER THAT SUPPORTS WI-FI STANDARD 802.11ax (WIFI 6) AND A MINIMUM WIRELESS DATA TRANSFER RATE OF 4000 Mb/s. PROVIDE PRE-WIRED ETHERNET ACCESS FOR ALL INDIVIDUAL OFFICES AND THE CONFERENCE ROOM.

FURNISH TEN (10) DESK AND CHAIR SETS, THIRTY (30) STACKABLE CHAIRS, TWENTY (20) WORK TABLES (30" X 72"), AND TWELVE (12) 24-QUART WASTE BASKETS WITH APPROPRIATE SIZED TRASH BAGS.

FURNISH AND INSTALL TWO (2) WALL-MOUNTED 8' X 4' GLASS, MAGNETIC DRY ERASE BOARDS.

FURNISH ONE NEW TELEVISION WITH THE FOLLOWING SPECIFICATIONS:

- a) DIAGONAL SCREEN SIZE 70" MINIMUM
- b) NATIVE RESOLUTION 4K
- c) HDMI PORTS: 3
- d) VIDEO INTERFACES: HDMI, USB
- e) ALL ACCESSORIES NECESSARY TO OPERATE
- f) ALL HARDWARE AND INSTALLATION NECESSARY TO HANG THE TELEVISION ON THE WALL IN THE CONFERENCE ROOM

THE FIELD OFFICE WILL BE APPROVED IN ADVANCE BY THE ENGINEER AND FULLY OPERATIONAL WITHIN 30 DAYS AFTER THE SIGNING AND EXECUTION OF THE CONTRACT OR PRIOR TO THE START OF ANY CONSTRUCTION WORK, WHICHEVER COMES FIRST.

THE DEPARTMENT WILL MEASURE FIELD OFFICE, TYPE C, AS PER PLAN BY THE NUMBER OF MONTHS THE OFFICE IS MAINTAINED. A PARTIAL MONTH AT THE END OF THE PROJECT WILL BE PAID AS A FULL MONTH.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE IN MONTHS AS FOLLOWS:
ITEM 619 - FIELD OFFICE, TYPE C, AS PER PLAN 38 MNTH

ITEM 614, MAINTAINING TRAFFIC

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

NO WORK SHALL BE PERFORMED AND LANES IN THE THEN CURRENT MAINTENANCE OF TRAFFIC SCHEME SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

NEW YEAR'S DAY (OBSERVED)	TOTAL SOLAR ECLIPSE (4/8/24)
MEMORIAL DAY	FOURTH OF JULY (OBSERVED)
LABOR DAY	
GENERAL/REGULAR ELECTION DAY (NOVEMBER)	
THANKSGIVING	CHRISTMAS (OBSERVED)

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENTS FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR SPECIAL	TIME ALL LANES MUST BE OPEN FOR TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY (TOTAL SOLAR ECLIPSE)	12:00N FRIDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT FOUND IN THESE MOT NOTES.

ALL EXISTING RAMPS LANES SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT AT ALL TIMES EXCEPT FOR SINGLE LANE RAMPS MAYBE BE CLOSED FOR A PERIOD NOT TO EXCEED 45 CALENDAR DAYS, WHEN TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS P.0084 TO P.0102. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED ACCORDING TO THE TABLE IN THE WINDOW CONTRACT NOTE.

EXCEPT AS DESCRIBED IN THE APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION, A MINIMUM OF 4 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EAST OF THE HILLARD BLVD. INTERCHANGE BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 502 STRUCTURE FOR MAINTAINING TRAFFIC, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614, EXCEPT 3 LANES SHALL BE IN EACH DIRECTION WEST OF THE HILLIARD BLVD. INTERCHANGE.

ITEM 614, MAINTAINING TRAFFIC (CONTINUED)

ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT DURING WINTER MONTHS DEFINED TO BE FROM OCTOBER 15 THROUGH MARCH 31. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED ACCORDING TO THE TABLE IN THE INCENTIVE/DISINCENTIVE CONTRACT NOTE.

SCHEDULE OF THROUGH LANES TO BE MAINTAINED

ALL LANE CLOSURES MAY ONLY BE IMPLEMENTED AT THE TIMES PERMITTED BY THE "DISTRICT 12 PERMITTED LANE CLOSURE TIMES" LIST, WHICH IS LOCATED ON THE ODOT WEBSITE:

<http://www.dot.state.oh.us/districts/D12/HighwayManagement/Pages/PermittedLaneClosures.aspx>

THE LATEST REVISION, AT 14 DAYS PRIOR TO THE BID DATE, SHALL BE IN EFFECT FOR THIS PROJECT.

NO LANE OR SHOULDER CLOSURES SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED, UNLESS DIRECTED BY THE ENGINEER. SHOULDER CLOSURES SHALL ONLY BE ALLOWED AT THE TIMES SPECIFIED FOR LANE CLOSURES.

ANY ROADWAY NOT LISTED SHALL NOT HAVE ANY LANE CLOSURES ON WEEKDAYS FROM 6:30AM TO 9:00AM AND 3:00PM TO 6:00PM. CONTACT TROY ONESTI, DISTRICT 12 WORK ZONE TRAFFIC MANAGER, AT (216) 584-2204 IF THERE ARE ANY QUESTIONS.

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE AN APPROVED MOT EXCEPTION PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

THE APPROVED MOT EXCEPTION INCLUDES A LONG-TERM SINGLE LANE CLOSURE FOR TWO CONSTRUCTION SEASONS EXCLUDING WINTER MONTHS ON I-90 EB FROM STA 540+44 TO STA 662+88. THIS LANE CLOSURE PERMITS THE TOTAL NUMBER OF OPEN EASTBOUND LANES TO BE REDUCED FROM FOUR TO THREE.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER, AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND E-MAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 10/18/2022 FOR PID 76779" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

LANE VALUE CONTRACT TABLE

OUTSIDE OF WINTER MONTHS AND THE APPROVED MOT POLICY EXCEPTION, THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT TABLE IS LOCATED BELOW. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK.

CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE. DISINCENTIVES SHALL APPLY TO EACH LANE RESTRICTED BEYOND THOSE ALLOWED IN THE D12 PERMITTED LANE TIMES.

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTION TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE
I.R. 90 FROM LAKEVIEW AVE TO WOOSTER RD	AS PER THE D12 PERMITTED LANE TIMES	EACH MINUTE	\$275
I.R. 90 FROM WOOSTER RD TO WEST BLVD	AS PER THE D12 PERMITTED LANE TIMES	EACH MINUTE	\$265
RAMPS HA, HB, 117-12	ONE LANE OPEN AT ALL TIMES	EACH MINUTE	\$265

INCENTIVE/DISINCENTIVE CONTRACT

THE CONTRACTOR SHALL COMPLETE ALL CRITICAL WORK AND SAFETY ITEMS ACCORDING TO THE DISINCENTIVE CONTRACT TABLES. THE INCENTIVE/DISINCENTIVE CONTRACT TABLE ARE LOCATED BELOW. IN THE EVENT THE CONTRACTOR IMPEDES THE FLOW OF TRAFFIC SUBSEQUENT TO THE OPENING TO UNRESTRICTED TRAFFIC, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE ACCORDING TO THE INCENTIVE/DISINCENTIVE CONTRACT TABLE.

CRITICAL WORK IS SHOWN IN THE INCENTIVE/DISINCENTIVE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTION OF WORK OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLES, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE AT THEIR FINAL DESIGN WIDTH WITH ALL MARKINGS, RPM'S, AND SAFETY FEATURES INSTALLED, ALONG WITH NO RESTRICTIONS WITHIN 2 FEET OF THE EDGE LINE ON THE SHOULDERS.

DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD	INCENTIVE \$ PER TIME PERIOD
PHASE 1 COMPLETE; START WINTER PHASE 1	10/15/2024	DAY	\$10,000	\$0
PHASE 3 COMPLETE; START WINTER PHASE 2	10/15/2025	DAY	\$10,000	\$0
PHASE 5 COMPLETE; START WINTER PHASE 3	10/15/2026	DAY	\$10,000	\$0

DUST CONTROL

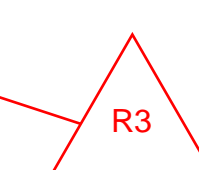
THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 353 M. GAL.

DETOUR SIGNING

DETOUR SIGNING SHALL BE AS DETAILED IN THE PLANS. THE FOLLOWING ITEM HAS BEEN INCLUDED IN THE GENERAL SUMMARY.

ITEM 614, DETOUR SIGNING LUMP SUM



FLEXIBLE START WINDOW CONTRACT

THE FOLLOWING TABLE SHALL BE USED IN CONJUNCTION WITH THE FLEXIBLE START WINDOW CONTRACT PROPOSAL NOTE.

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
WB RT TURN ONTO RAMP HA	45 DAYS	\$1,500	START OF PHASE 3	END OF PHASE 3
RAMP MC	45 DAYS	\$1,500	START OF PHASE 5	END OF PHASE 5
RAMP MD	45 DAYS	\$1,500	START OF PHASE 3	END OF PHASE 3
RAMP ME	45 DAYS	\$1,500	START OF PHASE 3	END OF PHASE 3
RAMP MF	45 DAYS	\$1,500	START OF PHASE 5	END OF PHASE 5
RAMP W1	45 DAYS	\$1,500	START OF PHASE 5	END OF PHASE 5
RAMP W2	45 DAYS	\$1,500	START OF PHASE 3	END OF PHASE 3
RAMP W1A	45 DAYS	\$1,500	START OF PHASE 5	END OF PHASE 5
RAMP W2A	45 DAYS	\$1,500	START OF PHASE 3	END OF PHASE 3
RAMP 140-3	45 DAYS	\$1,500	START OF PHASE 5	END OF PHASE 5
RAMP 140-4	45 DAYS	\$1,500	START OF PHASE 3	END OF PHASE 3
RAMP 117-5	45 DAYS	\$5,000	START OF PHASE 5	END OF PHASE 5
RAMP 117-7	45 DAYS	\$5,000	START OF PHASE 3	END OF PHASE 3
RAMP 117-8	45 DAYS	\$5,000	START OF PHASE 3	END OF PHASE 3
RAMP 117-9	45 DAYS	\$5,000	START OF PHASE 3	END OF PHASE 3
RAMP 117-11	45 DAYS	\$5,000	START OF PHASE 5	END OF PHASE 5
RAMP W13	45 DAYS	\$1,500	START OF PHASE 5	END OF PHASE 5
RAMP W14	45 DAYS	\$1,500	START OF PHASE 3	END OF PHASE 3

NOTICE OF CLOSURE SIGNS

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE PCMS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURE	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	<=12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE PCMS SHALL DISPLAY THE NAME OF THE ROAD OR RAMP AND THE DATE OF THE CLOSURE IN MMM-DD FORMAT.

ROAD CLOSED SIGN

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 SHOWN ON MAINTENANCE OF TRAFFIC PLANS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

MAINTENANCE OF TRAFFIC NOTES

ESTIMATED QUANTITIES

Sheet P.0067	Sheet P.0067A	Sheet P.0067B	Sheet P.0068	Sheet P.0069	Sheet P.0070	Sheet P.0071	Sheet P.0072	Sheet P.0073	Sheet P.0074	Sheet P.0075	Sheet P.0076	Sheet P.0077	Sheet P.0078	Sheet P.0079	Sheet P.0080	Sheet P.0081	Sheet P.0082	Sheet P.0083	ITEM	EXTENSION	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
799																			441	50101	799	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG64-22	P.0061
1332																			611	97010	1,332	FT	SLOTTED DRAIN, TYPE 2, 15"	
	3	6	5				9	4	1		3			9	3	1	2	6	614	12380	52	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
	1831	1647	1945	429			390	127			1421	364		598	78	88	27		614	12801	8,945	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	P.0060
	61	280	2678		356	40	389	333	169	113	1747		12	355	619	188	88	76	614	13310	7,504	EACH	BARRIER REFLECTOR, TYPE 1, ONE WAY	
	61	280	16952		356	40	389	333	169	113	503		12	355	97	188	88	76	614	13350	20,012	EACH	OBJECT MARKER, ONE WAY	
				6289	6337				2474			4183			1528				614	18030	20,811	FT	MAINTAINING TRAFFIC, MISC.: TROUGH	P.0063
	4.26	14.12	20.51	1.92		0.82	1.93			26.97	19.1			4.94			26.97		614	20056	121.54	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	
		26.97								26.97							26.97		614	20110	80.91	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
	6.43	0.53	29.64	3.08		0.91	10.26	1.26	1.54	24.77	29.33		0.16	10.88	1.6	1.68	24.56		614	22056	146.63	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
		24.08								24.08							24.08		614	22110	72.24	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
	20315	13657	16032	8579		100	6100	2535	843	20147	11604	7287		7603	1916	1768	20677		614	23110	139,163	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
		20147								20147							20147		614	23210	60,441	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 6", 642 PAINT	
	20315	5096	7360	8717		835	5408	2925	1264	16317	9933	1053	760	5141	999		16317		614	24102	102,440	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	
		16317								16317							16317		614	24202	48,951	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	
			212																614	25000	212	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	
20082			2073	2374								3860							615	20000	28,389	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
			31030								31090								622	41011	62,120	FT	PORTABLE BARRIER, 50", AS PER PLAN	P.0057
			1			2					1			1	1	1			622	41060	7	EACH	DUAL PORTABLE BARRIER TRANSITION/TERMINATION	P.0064
	2929	13923	54660		1021	19457	3764	8432	5635	20866			605	17733	4830	9420	4380	3820	622	41100	171,475	FT	PORTABLE BARRIER, UNANCHORED	
			17200		960					4300									622	41111	22,460	FT	PORTABLE BARRIER, ANCHORED, AS PER PLAN	P.0057
		757.4								311.4									617	10100	1,069	CY	COMPACTED AGGREGATE	
		2389								983									617	20000	3,372	SY	SHOULDER PREPARATION	

MAINTENANCE OF TRAFFIC SUB-SUMMARY

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.
 DESIGNER
 BER
 REVIEWER
 VDK 08/09/23
 PROJECT ID
 76779
 SHEET TOTAL
 P.0066 | P.1587

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	PHASE	STEP	611	614	614	614	614	614	614	614	614	614	615	622	622	622	622		
			FROM	TO				FT	EACH	EACH	EACH	EACH	FT	MILE	MILE	MILE	FT	FT	FT	SY	FT	EACH	FT	FT
	WCH-15	IR 90	792+60.00	793+05.00	RT	4	A			7							145							
	WDL-1	IR 90	793+05.00	803+58.00	RT	4	A																	
	WCH-16	IR 90	808+90.00	820+79.00	RT	4	A			178														
	WCH-17	IR 90	808+90.00	830+94.00	RT/LT	4	A			179														
	TD-65	IR 90	570+67.00	571+58.00	RT	4	A																	
	TD-66	IR 90	573+42.00	573+55.00	RT	4	A						91											
	TD-67	IR 90	573+94.00	574+30.00	RT	4	A						13											
	TD-68	IR 90	583+29.00	583+64.00	RT	4	A						36											
	TD-69	IR 90	585+15.00	585+25.00	RT	4	A						35											
	TD-70	IR 90	587+00.00	587+72.00	RT	4	A						10											
	TD-71	IR 90	591+06.00	591+57.00	RT	4	A						72											
	TD-72	IR 90	600+04.00	600+25.00	RT	4	A						51											
	TD-73	IR 90	602+44.00	602+61.00	RT	4	A						21											
	TD-74	IR 90	603+77.00	604+11.00	RT	4	A						17											
	TD-75	IR 90	629+59.00	630+24.00	RT	4	A						34											
	TD-76	IR 90	631+90.00	632+77.00	RT	4	A						65											
	TD-77	IR 90	633+80.00	634+56.00	RT	4	A						87											
	TD-78	IR 90	635+50.00	636+25.00	RT	4	A						76											
	TD-79	IR 90	637+15.00	638+24.00	RT	4	A						75											
	TD-80	IR 90	639+54.00	640+82.00	RT	4	A						109											
	TD-81	IR 90	643+31.00	643+86.00	RT	4	A						128											
	TD-82	IR 90	644+26.00	644+60.00	RT	4	A						55											
	TD-83	IR 90	645+23.00	645+85.00	RT	4	A						34											
	TD-84	IR 90	647+08.00	647+65.00	RT	4	A						62											
	TD-85	IR 90	648+98.00	649+99.00	RT	4	A						57											
	TD-86	IR 90	651+58.00	653+03.00	RT	4	A						101											
	TD-87	IR 90	655+06.00	657+54.00	RT	4	A						145											
	TD-88	IR 90	660+60.00	660+92.00	RT	4	A						248											
	TD-89	IR 90	677+13.00	678+35.00	RT	4	A						32											
	TD-90	IR 90	671+61.00	672+15.00	RT	4	A						122											
	TD-91	IR 90	674+75.00	675+41.00	RT	4	A						53											
	TD-92	IR 90	676+74.00	677+40.00	RT	4	A						64											
	TD-93	IR 90	696+64.00	701+03.00	RT	4	A						64											
	TD-94	IR 90	703+34.00	703+90.00	RT	4	A						439											
	TD-95	IR 90	704+12.00	709+24.00	RT	4	A						56											
	TD-96	IR 90	711+88.00	714+00.00	RT	4	A						512											
	TD-97	IR 90	715+70.00	717+00.00	RT	4	A						212											
	TD-98	IR 90	718+55.00	719+70.00	RT	4	A						130											
	TD-99	IR 90	721+41.00	722+50.00	RT	4	A						115											
	TD-100	IR 90	729+79.00	730+22.00	RT	4	A						109											
	TD-101	IR 90	747+83.00	748+40.00	RT	4	A						43											
	TD-102	IR 90	748+91.00	749+75.00	RT	4	A						57											
	TD-103	IR 90	751+26.00	753+59.00	RT	4	A						84											
	TD-104	IR 90	754+09.00	754+75.00	RT	4	A						233											
	TD-105	IR 90	755+56.00	757+26.00	RT	4	A						66											
	TP-1	IR 90	644+00.00	657+20.00	LT	4	A																	
	TP-2	IR 90	715+50.00	732+50.00	LT	4	A																	
	TP-3	IR 90	759+50.00	770+16.00	LT	4	A																	
TOTALS CARRIED TO SHEET P.0066										364			4183				7287	1053						

MAINTENANCE OF TRAFFIC ESTIMATED QUANTITIES

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
SIGNER	BER
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0077 P.1587

3860

SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS	45	46	47	332	337	338	340	341	346		01/IMS/04	02/IMS/13	03/IMS/13						
	LS										LS			201	11000	LS	CLEARING AND GRUBBING		
				420,404							420,404			202	23000	420,404	SY	PAVEMENT REMOVED	
				40,075		6,343					6,343			202	30000	6,343	SF	WALK REMOVED	
				2,234							40,075			202	30700	40,075	FT	CONCRETE BARRIER REMOVED	
				54,446							2,234			202	30800	2,234	SY	TRAFFIC ISLAND REMOVED	
											54,446			202	32000	54,446	FT	CURB REMOVED	
				204							204			202	32800	204	SY	CONCRETE SLOPE PROTECTION REMOVED	
											9,654			202	35100	9,654	FT	PIPE REMOVED, 24" AND UNDER	
											10,617			202	35200	10,617	FT	PIPE REMOVED, OVER 24"	
				12,141							12,141			202	38000	12,141	FT	GUARDRAIL REMOVED	
				39							39			202	42010	39	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
				25							25			202	42040	25	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
				33							33			202	47000	33	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
				2							2			202	47800	2	EACH	IMPACT ATTENUATOR REMOVED	
											37			202	58000	37	EACH	MANHOLE REMOVED	
											101			202	58100	101	EACH	CATCH BASIN REMOVED	
											150			202	58200	150	EACH	INLET REMOVED	
											4,248			SPECIAL	20270000	4,248	FT	FILL AND PLUG EXISTING CONDUIT, 15"	P.0048
											578			SPECIAL	20270000	578	FT	FILL AND PLUG EXISTING CONDUIT, 18"	P.0048
											654			SPECIAL	20270000	654	FT	FILL AND PLUG EXISTING CONDUIT, 21"	P.0048
											804			SPECIAL	20270000	804	FT	FILL AND PLUG EXISTING CONDUIT, 24"	P.0048
											247			SPECIAL	20270000	247	FT	FILL AND PLUG EXISTING CONDUIT, 30"	P.0048
											575			SPECIAL	20270000	575	FT	FILL AND PLUG EXISTING CONDUIT, 36"	P.0048
											670			SPECIAL	20270000	670	FT	FILL AND PLUG EXISTING CONDUIT, 42"	P.0048
											773			SPECIAL	20270000	773	FT	FILL AND PLUG EXISTING CONDUIT, 48"	P.0048
											2,021			SPECIAL	20270000	2,021	FT	FILL AND PLUG EXISTING CONDUIT, 54"	P.0048
											1,806			SPECIAL	20270000	1,806	FT	FILL AND PLUG EXISTING CONDUIT, 60"	P.0048
				500							145			SPECIAL	20270110	645	FT	PIPE CLEANOUT, 24" AND UNDER	P.0047
				500							190			SPECIAL	20270120	690	FT	PIPE CLEANOUT, 27" TO 48"	P.0047
				500							500			SPECIAL	20270130	500	FT	PIPE CLEANOUT OVER 48"	P.0047
							40,911				40,911			202	75000	40,911	FT	FENCE REMOVED	
											LS			202	98000	LS	FT	REMOVAL MISC.: TRAFFIC MONITORING EQUIPMENT	P.1268
											262,875			203	10000	262,875	CY	EXCAVATION	
											7,422			203	20000	7,422	CY	EMBANKMENT	
											24			203	98600	24	EACH	ROADWAY, MISC.: TEST HOLE	P.0046
											37,166			204	13001	37,166	CY	EXCAVATION OF SUBGRADE, AS PER PLAN	P.0046
											71			204	45000	71	HOUR	PROOF ROLLING	
											5,786			206	10500	5,786	TON	CEMENT	
											221,079			206	11000	221,079	SY	CURING COAT	
											204,209			206	15010	204,209	SY	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	
											16,870			206	15020	16,870	SY	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	
											LS			206	30000	LS	SY	MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
											0.25			209	15051	0.25	MILE	RESHAPING UNDER GUARDRAIL, AS PER PLAN	P.0049
											20,246			606	15051	20,246	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	P.0046
											125			606	15151	125	FT	GUARDRAIL, TYPE MGS HALF POST SPACING, AS PER PLAN	P.0046
											62.5			606	15251	62.5	FT	GUARDRAIL, TYPE MGS QUARTER POST SPACING, AS PER PLAN	P.0046
											57			606	26150	57	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
											35			606	26550	35	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
											42			606	35002	42	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
											20			606	35102	20	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
											40,911			607	23000	40,911	FT	FENCE, TYPE CLT	
											40,911			607	70000	40,911	FT	FENCELINE SEEDING AND MULCHING	

GENERAL SUMMARY

DESIGN AGENCY
STRUCTUREPOINT
 INC.

DESIGNER
 BER

REVIEWER
 VDK 08/09/23

PROJECT ID
 76779

SHEET TOTAL
 P.0316 | P.1587

SHEET NUM.				PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
1361	1385	1389	1393	01/IMS/04	02/IMS/13	03/IMS/13						
STRUCTURE OVER 20 FOOT SPAN (CUY-00090-07.580) CONT.												
586						586	514	00050	586	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
586						586	514	00056	586	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
2,239						2,239	514	00060	2,239	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
2,239						2,239	514	00066	2,239	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
LS						LS	514	27800	LS		FIELD PAINTING, MISC.: COATING SYSTEM REPAIR	
288						288	516	11210	288	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL	
87						87	516	13600	87	SF	1" PREFORMED EXPANSION JOINT FILLER	
388						388	516	13900	388	SF	2" PREFORMED EXPANSION JOINT FILLER	
2						2	516	46201	2	EACH	BEARING DEVICE, ROCKER, AS PER PLAN	P.1370
LS						LS	516	47000	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE	
8						8	518	12500	8	EACH	SCUPPER, MISC.: PLUG AND FILL EXISTING SCUPPER	P.1349
39						39	518	21200	39	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
144						144	518	40000	144	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
92						92	518	40010	92	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
623						623	526	15010	623	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=13")	
280						280	526	90010	280	FT	TYPE A INSTALLATION	
52						52	601	20010	52	CY	CRUSHED AGGREGATE SLOPE PROTECTION	
96						96	SPECIAL	60740300	96	FT	VANDAL PROTECTION FENCE REMOVED AND REBUILT	
92						92	611	96600	92	FT	CONDUIT, BORED OR JACKED, 6" 707.45	
4						4	611	99710	4	EACH	PRECAST REINFORCED CONCRETE OUTLET	
60						60	613	41200	60	CY	LOW STRENGTH MORTAR BACKFILL	
104						104	838	20700	104	CY	GABIONS	
12,239						12,239	848	10201	12,239	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN 1 1/2" INCH THICK	P.1350
12,239						12,239	848	20000	12,239	SY	SURFACE PREPARATION USING HYDRODEMOLITION	
123						123	848	30200	123	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY	
241						241	848	50000	241	SY	HAND CHIPPING	
LS						LS	848	50100	LS		TEST SLAB	
12,239						12,239	848	50320	12,239	SY	EXISTING CONCRETE OVERLAY REMOVED, 1.25" NOMINAL THICKNESS	
100						100	848	50340	100	SY	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY	
STRUCTURE OVER 20 FOOT SPAN (CUY-00090-07.850)												
	10					10	512	10100	10	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
	LS					LS	518	63300	LS		STRUCTURE DRAINAGE, MISC.: CLEAN OUT EXISTING DRAINAGE SYSTEM	P.1349
	81					81	519	11101	81	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	P.1350
STRUCTURE OVER 20 FOOT SPAN (CUY-00090-08.100)												
		12				12	512	10100	12	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
		8				8	512	10600	8	FT	CONCRETE REPAIR BY EPOXY INJECTION	
		LS				LS	518	63300	LS		STRUCTURE DRAINAGE, MISC.: CLEAN OUT EXISTING SCUPPERS	P.1350
		95				95	519	11101	95	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	P.1350
		1				1	625	33001	1	EACH	STRUCTURE GROUNDING SYSTEM, AS PER PLAN	P.1350
STRUCTURE OVER 20 FOOT SPAN (CUY-00090-08.340)												
		5				5	512	10100	5	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
		8				8	512	10600	8	FT	CONCRETE REPAIR BY EPOXY INJECTION	
		67				67	SPECIAL	51271500	67	SY	URETHANE TOP COAT SEALER	P.1349
		LS				LS	518	63300	LS		STRUCTURE DRAINAGE, MISC.: CLEAN OUT EXISTING SCUPPERS	P.1350
		602				602	SPECIAL	51900100	602	SF	COMPOSITE FIBER WRAP SYSTEM	P.1350
		142				142	519	11101	142	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	P.1350

GENERAL SUMMARY

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.
 DESIGNER
 BER
 REVIEWER
 VDK 08/09/23
 PROJECT ID
 76779
 SHEET TOTAL
 P.0323 | P.1587

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	441	606	606	606	606	606	606	606	626								
			ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, (449), (UNDER GUARDRAIL), AS PER PLAN, 3"	GUARDRAIL, TYPE MGS, AS PER PLAN		GUARDRAIL, TYPE MGS HALF POST SPACING, AS PER PLAN	GUARDRAIL TYPE MGS QUARTER POST SPACING, AS PER PLAN	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	BARRIER REFLECTOR, TYPE 5, ONE WAY	FROM	TO	CY	FT	FT	FT	EACH	EACH	EACH	EACH
419	GR-51	IR 90 EB	742+18.00	743+10.50	RT	3.75	12.50			1		1		2								
419	GR-52	RAMP 117-12/IR 90 WB	43+89.10	749+06.60	LT	11.33	437.50			1		1		7								
419	GR-53	IR 90 WB	744+00.50	748+55.50	LT	20.07	375.00			1		1		6								
419	GR-54	IR 90 EB	747+36.00	749+53.50	RT	4.76	137.50			1		1		4								
421	GR-55	IR 90 EB	748+98.50	750+03.50	RT	4.31	25.00			1		1		3								
421	GR-56	IR 90 WB	750+71.50	751+89.00	LT	4.87	37.50			1		1		3								
421	GR-57	IR 90 EB	757+24.50	758+29.50	RT	4.31	25.00			1		1		3								
421	GR-58	IR 90 WB	758+98.50	760+03.50	LT	4.31	25.00			1		1		3								
421	GR-59	IR 90 WB	759+28.37	761+70.87	LT	5.31	162.50			1		1		4								
423	GR-60	IR 90 EB	766+69.40	768+85.00	RT	9.71	162.50			1				4								
423	GR-61	IR 90 WB	767+47.50	768+85.00	LT	3.01	125.00				1			3								
423	GR-62	IR 90 EB	767+76.06	769+18.56	RT	5.64	62.50			1		1		3								
425	GR-63	Ramp HA	33+99.27	39+14.60	LT	4.77	452.83			1		1		11								
425	GR-64	Ramp HA	35+00.00	36+00.00	RT	0.93	37.5			1		1		2								
427	GR-65	Ramp HB	32+28.50	33+15.40	LT	0.80	74.4				1		1	1								
427	GR-66	Ramp HB	31+68.32	33+55.77	RT	1.74	250				1		1	5								
428	GR-67	Ramp HB	37+25.00	38+73.80	LT	1.38	71.9			1		1		3								
428	GR-68	Ramp HB	37+84.00	42+61.56	RT	4.42	400.66			1		1		5								
430	GR-69	Ramp MC	96+24.40	100+23.52	RT	3.70	386.62				1			4								
432	GR-70	Ramp MD	93+47.19	97+75.29	LT	3.96	378.1			1				5								
435	GR-71	Ramp ME	5+30.69	8+80.00	LT	3.23	299.31			1				4								
436	GR-72	Ramp MF	5+21.90	12+00.02	RT	6.28	628.12			1				7								
438	GR-73	Ramp W1	39+94.40	43+35.00	RT	3.15	278.1			1	1			4								
441	GR-74	Ramp W2	31+46.19	38+00.90	LT	6.06	604.71			1				7								
447	GR-75	Ramp W2A	58+74.00	60+62.50	LT	1.75	176				1			2								
448	GR-76	Ramp 140-3	73+35.17	84+45.67	LT	10.28	1098				1		1	12								
450	GR-77	Ramp 140-4	75+61.41	84+21.77	RT	7.97	810.36			1		1		9								
457	GR-78	RAMP 117-8	30+76.40	31+54.50	RT	3.52	12.50			1	1			3								
463	GR-79	RAMP 117-12	36+60.10	39+52.60	LT	13.17	212.50			1		1		7								
8	GR-80	IR 90 EB	807+50.00	819+50.00	RT	54.05	1173.10					1	1	25								
8	GR-81	IR 90 WB	808+05.00	819+50.00	LT	51.57	1118.10					1	1	24								
415	GR-82	IR 90 EB	727+52.50	729+52.50	RT	9.01	134.40			1	1			5								
TOTALS THIS SHEET						273.13	10184.71			24.00	11.00	15.00	6.00	190.00								
TOTALS CARRIED FROM SHEET 336						450.04	10060.94	125.00	62.50	33.00	24.00	27.00	14.00	205.00								
TOTALS CARRIED TO GENERAL SUMMARY						724.00	20,246.00	125.00	62.50	57.00	35.00	42.00	20.00	395.00								

ROADWAY ESTIMATED QUANTITIES

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
BER

REVIEWER
 VDK 08/09/23

PROJECT ID
 76779

SHEET TOTAL
 P.0337 | P.1587

ESTIMATED QUANTITIES

Sheet 351	Sheet 352	Sheet 353	Sheet 354	Sheet 355	Sheet 356	Sheet 357	Sheet 358	Sheet 359	Sheet 370	ITEM	EXTENSION	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
			6	20						611	97400	26	FT	CONDUIT, MISC.: 12" CONDUIT, TYPE C, ROCK CUT	P.0047
	45	825	2663	3382	350	276	965	59		611	97400	8,520	FT	CONDUIT, MISC.: 15" CONDUIT, TYPE B, ROCK CUT	P.0047
		221	36	328	469	13	773	48		611	97400	1,933	FT	CONDUIT, MISC.: 15" CONDUIT, TYPE C, ROCK CUT	P.0047
		28		57						611	97400	85	FT	CONDUIT, MISC.: 15" CONDUIT, TYPE F, ROCK CUT	P.0047
		94	424	1058	163					611	97400	1,739	FT	CONDUIT, MISC.: 18" CONDUIT, TYPE B, ROCK CUT	P.0047
	16	566		61	376					611	97400	1,019	FT	CONDUIT, MISC.: 18" CONDUIT, TYPE C, ROCK CUT	P.0047
	6	20	15	190					270	611	97400	501	FT	CONDUIT, MISC.: 24" CONDUIT, TYPE B, ROCK CUT	P.0047
	252	186		31						611	97400	469	FT	CONDUIT, MISC.: 24" CONDUIT, TYPE C, ROCK CUT	P.0047
	76									611	97400	76	FT	CONDUIT, MISC.: 27" CONDUIT, TYPE C, ROCK CUT	P.0047
			6							611	97400	6	FT	CONDUIT, MISC.: 30" CONDUIT, TYPE B, ROCK CUT	P.0047
		512			882					611	97400	1,394	FT	CONDUIT, MISC.: 30" CONDUIT, TYPE C, ROCK CUT	P.0047
			248		332					611	97400	248	FT	CONDUIT, MISC.: 36" CONDUIT, TYPE B, ROCK CUT	P.0047
					66					611	97400	332	FT	CONDUIT, MISC.: 36" CONDUIT, TYPE C, ROCK CUT	P.0047
					803					611	97400	262	FT	CONDUIT, MISC.: 42" CONDUIT, TYPE B, ROCK CUT	P.0047
										611	97400	1,180	FT	CONDUIT, MISC.: 42" CONDUIT, TYPE C, ROCK CUT	P.0047
	2115	352								611	97400	2,467	FT	CONDUIT, MISC.: 48" CONDUIT, TYPE B, ROCK CUT	P.0047
	368									611	97400	368	FT	CONDUIT, MISC.: 54" CONDUIT, TYPE B, ROCK CUT	P.0047
					289	319				611	97400	608	FT	CONDUIT, MISC.: 54" CONDUIT, TYPE C, ROCK CUT	P.0047
		546				9				611	97400	555	FT	CONDUIT, MISC.: 60" CONDUIT, TYPE B, ROCK CUT	P.0047
	2085									611	97400	2,085	FT	CONDUIT, MISC.: 66" CONDUIT, TYPE B, ROCK CUT	P.0047
		182								611	97400	182	FT	CONDUIT, MISC.: 66" CONDUIT, TYPE C, ROCK CUT	P.0047
	5	6	6	3	4	2	4	6	2	611	98150	38	EACH	CATCH BASIN, NO. 3	
									1	611	98151	1	EACH	CATCH BASIN, NO. 3, AS PER PLAN	P.0048
	4	2	2	2	3	1		1		611	98180	15	EACH	CATCH BASIN, NO. 3A	
	10	10	11	4	4	4	5	10	5	611	98300	63	EACH	CATCH BASIN, NO. 5	
						1				611	98301	1	EACH	CATCH BASIN, NO. 5, AS PER PLAN	P.0048
					1	1	2	2	1	611	98370	7	EACH	CATCH BASIN, NO. 6	
					1					611	98510	1	EACH	CATCH BASIN, NO. 2-3	
								1		611	98690	1	EACH	CATCH BASIN, MISC.: CITY OF CLEVELAND CB-1 CATCH BASIN	P.0048
	5	4	3	1	2					611	98800	15	EACH	INLET, NO. 3B	
			3	4						611	98810	7	EACH	INLET, NO. 3C	
			2	1		1	1	2		611	98820	7	EACH	INLET, NO. 3D	
	1	4	20	15	1	2	4	2		611	98840	49	EACH	INLET, NO. 2-A-6	
	2	2	7	9	2	6	4	3		611	98850	35	EACH	INLET, NO. 2-A-8	
	1	1	1	1	1	10	7	2		611	98860	24	EACH	INLET, NO. 2-A-10	
		1			1	4	1	2	3	611	98870	12	EACH	INLET, NO. 2-A-12	
			1	4		1	1	2		611	98880	9	EACH	INLET, NO. 2-A-14	
				1						611	98890	1	EACH	INLET, NO. 2-A-16	
		1		3	24	15	5	1		611	99000	1	EACH	INLET, NO. 2-A-18	
	9	6	9	1	3	24	15	5	1	611	99574	73	EACH	MANHOLE, NO. 3	
	9	20	3						1	611	99575	33	EACH	MANHOLE, NO. 3, AS PER PLAN	P.0048
					1					611	99575	1	EACH	MANHOLE, NO. 3, AS PER PLAN (2)	P.0048
		1	1							611	99660	2	EACH	MANHOLE RECONSTRUCTED TO GRADE	
		1								633	99690	1	EACH	MANHOLE, MISC.: MH-3 MODIFIED	P.0048
									1608	659	00300	1,608	CY	TOPSOIL	
									14216	670	00500	14,216	SY	SLOPE EROSION PROTECTION	
									11691	670	00720	11,691	SY	DITCH EROSION PROTECTION MAT, TYPE B	
									444	836	10000	444	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1	

CUY-90-6.69

MODEL: Sheet 2 PAPER SIZE: 34x22 (in.) DATE: 4/23/2024 TIME: 4:20:34 AM USER: breder
 p:\structurepoint-pw\benley.com\structurepoint-pw-01\Documents\Projects\20200062\76779\400-Engineering\Drawings\Sheets\76779_DS001.dgn

DRAINAGE SUB-SUMMARY

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	BER
REVIEWER	VDK 08/09/23
PROJECT ID	76779
SHEET TOTAL	P.0347 P.1587

SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	
			FROM	TO		12" CONDUIT, TYPE B	15" CONDUIT, TYPE B	15" CONDUIT, TYPE C	24" CONDUIT, TYPE C	MANHOLE RECONSTRUCTED TO GRADE	36" CONDUIT, TYPE B	36" CONDUIT, TYPE C	42" CONDUIT, TYPE B	42" CONDUIT, TYPE C	60" CONDUIT, TYPE B	CONDUIT, BORED OR JACKED, 15", TYPE B	CONDUIT, BORED OR JACKED, 18", TYPE B	CONDUIT, BORED OR JACKED, 24", TYPE B	CATCH BASIN, NO. 3	CATCH BASIN, NO. 3A	CATCH BASIN, NO. 5	INLET, NO. 2-A-6	INLET, NO. 2-A-8	INLET, NO. 2-A-10	INLET, NO. 3B	MANHOLE, NO. 3	MANHOLE, NO. 3, AS PER PLAN	
OUTFALL A																												
1047/1069	D2	WESTWAY DR	49+48.00	49+52.51	LT	6																						
OUTFALL AH																												
1048/1068	D3A	HILLIARD BLVD	82+10.38	82+13.00	LT	7																						
1048/1068	D4	HILLIARD BLVD	82+13.00	82+32.00	LT	19																						
OUTFALL B																												
1047/1070	D88	IR 90	530+69.00	530+69.00	LT/RT																							
1047/1070	D83	IR 90	530+69.00	530+69.00	RT																							
1047/1070	D79	IR 90	530+69.00	533+50.00	RT																							
1048/1070	D75	IR 90	533+50.00	535+20.00	RT																							
1048/1070	D71	IR 90	535+20.00	37+53.40	RT																							
1047/1075	D79A	IR 90	353+30.00		RT																							
1048/1070	D62	RAMP HA	37+53.40	37+60.00	LT/RT																							
1048/1070	D57	RAMP HA	37+60.00	40+16.00	RT																							
1048/1071	D50	RAMP HA	40+16.00	542+89.00	RT																							
1048/1071	D21	IR 90	542+89.00	545+10.00	RT																							
1049/1072	D19	IR 90	545+10.00	545+54.00	RT																							
1049/1072	D18	IR 90	545+54.00	547+00.00	RT																							
1049/1072	D17	IR 90	547+00.00	547+09.00	RT																							
1049/1072	D14	IR 90	547+09.00	547+65.00	RT																							
1049/1072	D11	IR 90	547+65.00	551+91.86	RT																							
1047/1075	D86	IR 90	529+87.00	530+69.00	RT																							
1047/1075	D85	IR 90	530+69.00	531+51.00	RT																							
1048/1075	D77	RAMP HB	32+51.00	533+50.00	LT																							
1048/1075	D78	IR 90	533+50.00	533+50.00	RT																							
1048/1075	D67	IR 90	535+40.00	535+20.00	RT																							
1048/1075	D72	RAMP HA	35+43.00	535+20.00	LT																							
1048/1075	D73	RAMP HA	35+43.00	35+70.00	LT/RT																							
1048/1075	D74	RAMP HA	35+70.00	35+75.00	RT																							
1048/1075	D66	IR 90	536+65.00	537+48.00	RT																							
1048/1076	D69	IR 90	537+47.00	537+50.00	LT																							
1048/1076	D65	IR 90	537+50.00	537+48.00	LT/RT																							
1048/1076	D64	IR 90	537+48.00	37+53.40	RT																							
1048/1076	D54	RAMP HA	39+68.00	40+16.00	RT																							
1048/1076	D53	RAMP HA	40+16.00	540+58.00	RT																							
1048/1076	D55	RAMP HA	40+16.00	40+16.00	RT																							
1048/1076	D51	RAMP HA	40+16.00	40+16.00	RT																							
1048/1076	D27	IR 90	542+00.00	542+75.00	RT																							
1048/1077	D49	RAMP HB	38+16.00	39+18.00	RT																							
1048/1077	D48	RAMP HB	39+18.00	39+85.00	RT																							
1048/1077	D47	RAMP HB	39+85.00	42+81.00	RT																							
1048/1077	D28	RAMP HB	42+81.00	542+75.00	RT																							
1048/1077	D26	IR 90	542+75.00	542+91.00	RT																							
1048/1077	D25	IR 90	542+91.00	542+89.00	RT																							
1048/1077	D22	IR 90	542+89.00	542+89.00	RT																							
1048/1077	D30	RAMP HB	42+73.50	42+73.50	LT																							
1048/1077	D29	RAMP HB	42+73.50	543+25.25	LT																							
1048/1077	D32	IR 90	543+25.25	543+75.00	LT																							
1048/1077	D33	IR 90	543+75.00	543+75.25	LT																							
1048/1078	D31	IR 90	543+25.25	42+81.00	LT																							
TOTALS CARRIED TO SHEETS 346 & 347						46	976	261	332	1	58	923	247	493	472	143	126	235	5	4	10	1	2	1	5	9	9	

DRAINAGE ESTIMATED QUANTITIES

DESIGN AGENCY
AMERICAN STRUCTUREPOINT
 INC.

DESIGNER
 BER

REVIEWER
 VDK 08/09/23

PROJECT ID
 76779

SHEET TOTAL
 P.0351 | P.1587

GENERAL ITS SCOPE

CONTRACTOR SHALL INSTALL 2"ITS CONDUIT IN CONCRETE MEDIAN BARRIER PER ODOT STANDARD CONSTRUCTION DRAWING ITS-14.50. LATERAL CONDUITS SHALL BE INSTALLED FROM MEDIAN JUNCTION BOXES IN THE MEDIAN BARRIER TO 32" PULL BOXES ON ONLY ONE-SIDE OF I-90 WHERE THE WALL IS NOT CONTINUED. THE MAXIMUM SPACING BETWEEN MEDIAN BARRIER JUNCTION BOXES SHALL BE 1,000 FEET PER TRAFFIC ENGINEERING MANUAL.

THE ITS CONDUIT INSIDE THE MEDIAN BARRIER SHALL BE 2-INCH HDPE CONDUIT PER 725.052, WITH THE FOLLOWING EXCEPTIONS: THE CONDUIT SHALL BE MICRO-RIBBED ON THE INSIDE AND HAVE A COEXTRUDED PERMANENT FRICTION REDUCING LINING.

CONDUIT INSIDE MEDIAN BARRIER SHALL BE PAID FOR AS PART OF ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, [BY TYPE] PER STANDARD CONSTRUCTION DRAWING RM-4.3.

A TOTAL OF (4) 14MM/10MM (OD/ID) MICRO-DUCTS SHALL BE INSTALLED THROUGH EACH 2"HDPE CONDUIT. THE MICRO-DUCTS SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION 909.14C. THE MICRO-DUCTS SHALL BE INSTALLED IN CONTINUOUS LENGTHS BETWEEN 32" PULL BOXES BY CONTINUING AND SWEEPING THE MICRO-DUCTS THROUGH THE MEDIAN BARRIER WALL, LATERALS, AND MIDDLE OF EVERY JUNCTION BOX IN THE BARRIER WALL.

EACH LATERAL CONDUIT CROSSING FROM THE MEDIAN BARRIER WALL TO THE 32" PULL BOX SHALL CONSIST OF (2) 2" HDPE CONDUITS WITH THE 4 MICRO-DUCTS IN EACH (8 MICRO-DUCTS TOTAL). EACH LATERAL CROSSING SHALL HAVE 4 MICRO-DUCTS ENTERING AND EXITING THE 32" PULL BOXES AND CONTINUING EACH DIRECTION ALONG THE INTERSTATE.

THE ITS CONDUIT SHALL CONNECT TO ANY EXISTING CCTV/DMS SITES THROUGHOUT THE PROJECT WHEN THEY ARE IN AREAS WHERE CONCRETE BARRIER WALL IS BEING INSTALLED. THE ITS CONDUIT SHALL CONNECT INTO THE NEAREST "TRAFFIC" PULL BOX NEXT TO THE EXISTING CCTV AND DMS SITES.

ITEM 625 MEDIAN JUNCTION BOX, AS PER PLAN (ITS JUNCTION BOX)

THE CONTRACTOR SHALL SUPPLY BARRIER WALL JUNCTION PULL BOXES THAT MEET THE FOLLOWING SPECIFICATIONS:

- SHALL BE OF TYPE POLYMER-CONCRETE
- SIZE: 17 INCHES (HEIGHT) X 30 INCHES (LENGTH) X 12 INCHES (DEPTH)
- MINIMUM WALL THICKNESS: 0.5 INCH
- MINIMUM LID THICKNESS: 2 INCHES
- ANSI TIER 22 RATING
- LID SHALL BE MARKED "TRAFFIC"
- BOXES SHALL HAVE A SOLID BOTTOM.

USE HORIZONTAL REINFORCING STEEL MEMBERS UNDERNEATH AND ABOVE THE JUNCTION BOXES TO SECURE IN PLACE AND TIE IN TO THE REST OF THE WALL REINFORCING STEEL. THE JUNCTION BOX SHALL BE ATTACHED TO THE FORM WORK TO SECURE IT IN THE APPROPRIATE POSITION IN THE WALL DURING CONCRETE PLACEMENT. SLIP FORMING IS NOT PERMITTED IN SECTIONS OF CONCRETE WALL CONTAINING JUNCTION BOXES.

MEDIAN JUNCTION BOXES FOR THE ATR:
 THE CONTRACTOR SHALL INSTALL MEDIAN JUNCTION BOXES AND THE ASSOCIATED PROPOSED 4" CONDUIT AND 1" RACEPIPES AS DETAILED ON SHEETS P.1284 AND P.1285.

PAYMENT FOR EACH ITS JUNCTION BOX COMPLETE, INSTALLED, AND ACCPETED SHALL BE MADE AT THE UNIT BID PRICE FOR ITEM MEDIAN JUNCTION BOX, AS PER PLAN.

ITEM 625 PULL BOX, 725.08, 32" AS PER PLAN

THE CONTRACTOR SHALL FURNISH AND INSTALL 32" ROUND PULL BOX WITH CONCRETE PAD PER STANDARD CONSTRUCTION DRAWING ITS-14.11.

PROTECTION OF TRAFFIC MONITORING EQUIPMENT

PRIOR TO BEGINNING ANY PAVEMENT/MEDIAN ACTIVITIES BETWEEN STA. 566+00 AND STA 568+00 THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE FROM THE OWNER WILL COORDINATE A TIME FOR THE OWNER/MAINTAINING AGENCY TO DISCONNECT THE EQUIPMENT. FOLLOWING THE DSCONNECTING BY THE OWNER, THE CONTRACTOR WILL BE ALLOWED TO REMOVE THE EXISTING MEDIAN PULL BOXES, WIRING, CONDUIT, AND LOOPS. THE EXISTING PULL BOXES ALONG THE OUTSIDE SHALL NOT BE DISTURBED. ALL ITEMS REMOVED SHALL BECOME PROPERTY OF THE CONTRACTOR.

DURING THE MEEETING, THE OWNER/MAINTAINING AGENCY WILL IDENTIFY EQUIPMENT LOCATIONS. DO NOT DISTURB PULL BOXES, CONTROLLERS, CABINETS, POLES, AND CONDUITS. ANY DAMAGE WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND REPAIRS MUST BE ACCEPTED BY THE OWNER.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN ITEM 202 REMOVAL MISC.: TRAFFIC MONITORING EQUIPMENT.

MAINTAINING ITS DURING CONSTRUCTION

THE CONTRACTOR SHALL MAINTAIN ALL PRE-EXISTING OR NEWLY INSTALLED PERMANENT ITS/TRAFFIC DEVICES AND INFRASTRUCTURE DURING CONSTRUCTION ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DESCRIBED ABOVE:

ITEM 809 MAINTAINING ITS DURING CONSTRUCTION LUMP

ITEM 512 - SPECIAL - URETHANE TOP COAT SEALER

THIS WORK SHALL BE AS PER C&MS 512, EXCEPT AS MODIFIED BELOW. A FINAL URETHANE COATING IS REQUIRED TO PROTECT THE COMPOSITE FIBER WRAP SYSTEM FROM THE ELEMENTS, SPECIFICALLY UV RADIATION, AND TO GIVE THE FINAL AESTHETIC EFFECT.

INSTALL THE URETHANE TOP COAT SEALER AFTER THE COMPOSITE FIBER WRAP SYSTEM HAS FULLY CURED, AND WITHIN 4 CALENDAR DAYS OF INSTALLATION. CLEAN AND ROUGHEN THE COMPOSITE FIBER WRAP SYSTEM IN A MANNER THAT WILL NOT DAMAGE THE SYSTEM. IF THE COMPOSITE FIBER WRAP SYSTEM IS DAMAGED, REPAIR IT AS PER THE MANUFACTURER'S RECOMMENDATIONS AT NO COST TO THE STATE. ALLOW THE CLEANED AND ROUGHENED SURFACES TO DRY COMPLETELY BEFORE INSTALLING THE URETHANE TOP COAT SEALER.

THE TOP COAT SEALER SHOULD BE FEDERAL COLOR NUMBER 595b-27722 (BUFF, SEMI-GLOSS) AND SHALL BE APPLIED TO THE FOLLOWING STRUCTURES:

- CUY-00090-08.490
- CUY-00090-09.090
- CUY-00090-10.620
- CUY-00090-10.820
- CUY-00090-10.940
- CUY-00090-11.110

THE TOP COAT SEALER SHOULD BE FEDERAL COLOR NUMBER 595B-26492 (GREY, SEMI-GLOSS) AND SHALL BE APPLIED TO THE FOLLOWING STRUCTURES:

- CUY-00020-08.470
- CUY-00090-07.540
- CUY-00090-08.340

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 512, SPECIAL - URETHANE TOP COAT SEALER, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 513 - TRIMMING OF BEAM END, AS PER PLAN

THIS ITEM IS SPECIFIC TO CUY-00090-08.920.

THIS ITEM OF WORK SHALL INCLUDE THE TRIMMING OF THE BEAM ENDS. ALL DIMENSIONS SHOWN IN THE PLANS SHALL BE FIELD VERIFIED. THE TRIMMING METHOD SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY REMOVAL OF BEAM ENDS.

REMOVE FINS, TEARS, SLIVERS, AND BURIED OR SHARP EDGES FROM STEEL MEMBERS BY GRINDING. CLEAN AND PAINT AREAS OF COATING SYSTEM DAMAGED BY THIS WORK PER ITEM 514 - FIELD PAINTING, MISC.: COATING SYSTEM REPAIR. THE COATING SYSTEM REPAIR IS INCIDENTAL TO THIS PAY ITEM.

ALL EQUIPMENT, LABOR, MATERIALS, AND ACCESS REQUIRED TO TRIM THE BEAM ENDS SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 513 - TRIMMING OF BEAM END, AS PER PLAN.

ITEM 513 - REPLACEMENT OF DETERIORATED END CROSSFRAMES, AS PER PLAN

EXISTING DAMAGED OR DETERIORATED CHANNELS AND ANGLES ARE TO BE REMOVED AND REPLACED AS PER THE PLANS OR AS DIRECTED BY THE ENGINEER. THE EXISTING END CROSSFRAME MEMBERS SHALL BE REMOVED FLUSH WITH THE BEAM WEB, WHEN APPLICABLE. ALL END CROSSFRAME MEMBERS DESIGNATED FOR REPLACEMENT IN ONE BAY SHALL BE REMOVED AND REPLACED PRIOR TO REMOVING ANY END CROSSFRAME MEMBERS IN ANOTHER BAY.

CONTINUED ITEM 513 - REPLACEMENT OF DETERIORATED END CROSSFRAMES, AS PER PLAN

EXISTING GUSSET PLATES ARE TO BE REUSED AS WELD CONNECTING POINTS FOR THE NEW STEEL CROSSFRAME MEMBERS. CUT OR GRIND EXISTING GUSSET PLATES TO HAVE A 1" +/- TAB REMAINING FOR WELDING PURPOSES.

CLEAN AND PAINT AREAS OF COATING SYSTEM DAMAGED BY THIS WORK PER ITEM 514 - FIELD PAINTING, MISC.: COATING SYSTEM REPAIR.

ALL EQUIPMENT, LABOR, AND MATERIALS REQUIRED TO REMOVE AND INSTALL THE END CROSSFRAMES AND REPAIR THE COATING SYSTEM SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 513 - REPLACEMENT OF DETERIORATED END CROSSFRAME, AS PER PLAN.

ITEM 514- FIELD PAINTING, MISC.: COATING OF BEAM ENDS

THIS ITEM IS SPECIFIC TO CUY-00090-09.910.

PRIOR TO ENCASING THE BEAM ENDS, PREPARE THE ENDS PER SSPC SP10 OR SSPC SP11 TO BARE METAL ACHIEVING A 1.5 TO 3.5 MIL PROFILE. PAINT THE BEAM ENDS WITH ORGANIC ZINC PRIME COAT PER C&MS 514. PROVIDE THE PRIME COAT THICKNESS AS PER C&MS 514.20. EXTEND THE LIMITS OF THE BEAM PREPARATION AND PAINTING 1-FT BEYOND THE LIMITS OF THE END DIAPHRAGM CONCRETE.

AFTER THE DIAPHRAGM CONCRETE IS SET, SEAL THE INTERFACE BETWEEN THE BEAM AND CONCRETE WALL WITH CAULK.

THE DEPARTMENT WILL PAY FOR ALL ABOVE LABOR AND AT THE CONTRACT BID PRICE FOR ITEM 514 - FIELD PAINTING, MISC.: COATING OF BEAM ENDS.

ITEM 514 - FIELD PAINTING, MISC.: COATING SYSTEM REPAIR

THIS ITEM IS SPECIFIC TO CUY-00090-07.580, CUY-00090-09.700, CUY-00090-10.620, AND CUY-00090-10.940.

AFTER ALL RETROFITS ARE PERFORMED, REPAIR ALL DAMAGED AREAS OF PAINT WHICH WERE DAMAGED FROM THE INSTALLATION OR RETROFITTING PROCESS ON ALL NEW AND EXISTING STEEL WHICH IS NOT GOING TO BE PAINTED PER CMS 514.

THESE DAMAGED PAINT AREAS SHALL BE REPAIRED IN ACCORDANCE WITH SECTION 514 OF THE ODOT CMS WITH THE FOLLOWING MODIFICATIONS:

FOR EXISTING STEEL ON EXTERIOR GIRDERS, APPLY A THREE-COAT SYSTEM CONSISTING OF AN ORGANIC ZINC PRIME COAT, AN EPOXY INTERMEDIATE COAT, AND A URETHANE FINISH COAT. FOR ALL OTHER EXISTING STEEL, APPLY A TWO-COAT PAINT SYSTEM CONSISTING OF ZINC PRIME COAT AND AN EPOXY TOP COAT. (SECTION 514.02)

EXISTING STEEL MAY BE CLEANED ACCORDING TO COMMERCIAL BLAST SPECIFICATION SSPC-SP6. (SECTION 514.13), NO DESTRUCTIVE TESTING IS TO BE PERFORMED ON EXISTING STEEL. (SECTION 514.21), PAINT FEATHERING IS NOT REQUIRED. MINIMAL OVERSPRAY IS PERMISSIBLE, AS DETERMINED BY THE ENGINEER. (SECTION 514.22)

THE FINISHED COAT SHALL CLOSELY MATCH THE EXISTING BRIDGE COLOR AS APPROVED BY THE ENGINEER.

THIS ITEM SHALL BE INCLUDED FOR PAYMENT AT THE LUMP SUM CONTRACT PRICE FOR ITEM 514 - FIELD PAINTING, MISC.: COATING SYSTEM REPAIR.

ITEM 516 - RESET BEARING, AS PER PLAN

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN BRIDGE BEARINGS AS WELL AS THEIR CLEANING AND PAINTING. INCLUDED SHALL BE THE DISASSEMBLY OF THE BEARINGS, HAND TOOL CLEANING (GRINDING IF NECESSARY), PAINTING ACCORDING TO ITEM 514, REPLACEMENT OF ANY DAMAGED SHEET LEAD WITH PREFORMED BEARING PADS (711.21), INSTALLATION OF ANY NECESSARY STEEL SHIMS OF THE SAME SIZE AS THE BEARINGS TO PROVIDE A SNUG FIT, REALIGNMENT OF THE UPPER BEARING PLATE BY REMOVING EXISTING WELDS AND REWELDING SO THAT THE BEARINGS ARE VERTICALLY ALIGNED AT 60-DEGREES F [15-DEGREES C], LUBRICATING SLIDING SURFACES, AND REASSEMBLY OF THE BEARINGS. ASSURE ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS AND/OR BEARING DEVICES ARE "FLOATING".

ALL WORK SHALL BE TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE-DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 516 - RESET BEARINGS, AS PER PLAN.

ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: COMPRESSED EXPANSION JOINT SEAL

THIS ITEM CONSISTS OF INSTALLING A COMPRESSED FOAM EXPANSION JOINT SEAL AT THE LOCATIONS DETAILED IN THE PLANS. FURNISH A COMPRESSED FOAM EXPANSION JOINT SEAL SIZED FOR THE NOMINAL JOINT OPENING SHOWN IN THE PLANS, SUCH AS METAZEAL BY CHASE CORPORATION, EMSEAL 25V BY EMSEAL JOINT SYSTEMS, LTD., OR EQUAL AS APPROVED BY THE ENGINEER.

INSTALL THE COMPRESSED FOAM EXPANSION JOINT SEAL IN ONE PIECE FOR THE FULL HEIGHT OF VERTICAL EXPANSION JOINTS. FOR BRIDGE RAILING EXPANSION JOINTS WHERE THE SEAL TURNS HORIZONTAL AT THE TOP OF THE RAILING, FURNISH A SEAL THAT HAS BEEN FABRICATED TO THE REQUIRED SHAPE OR MITER AND BOND THE TOP CORNERS IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

PAYMENT FOR ALL EQUIPMENT, LABOR, MATERIALS AND OTHER INCIDENTALS NECESSARY TO COMPLETE THE WORK AS DETAILED IN THE PLANS WILL BE MADE UNDER ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: COMPRESSED FOAM EXPANSION JOINT SEAL.

ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THIS WORK CONSISTS OF RAISING THE BEREA ROAD SUPERSTRUCTURE TO FACILITATE BEARING REPLACEMENT TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05. IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR A DISTANCE OF THE SEPARATION IN ACCORDANCE WITH C&MS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS. THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 518 - STRUCTURE DRAINAGE, MISC.: CLEAN OUT EXISTING DRAINAGE SYSTEM

THIS ITEM SHALL CONSIST OF REMOVING ALL DIRT AND DEBRIS FROM THE SCUPPER DRAINAGE SYSTEMS AT LOCATIONS SHOWN IN THE PLANS. THE LIMIT OF CLEANUP SHALL EXTEND TO INCLUDE THE DRAINAGE SYSTEM CATCH BASIN.

AFTER ALL DIRT AND DEBRIS ARE REMOVED, THE SYSTEM SHALL BE FLUSHED WITH CLEAN WATER MAKING CERTAIN THE WATER FLOWS SMOOTHLY THROUGH THE ENTIRE DRAINAGE SYSTEM WITH NO OVERFLOW CAUSED BLOCKAGES. THIS ITEM ALSO INCLUDES ALL EQUIPMENT AND MAN POWER NECESSARY TO PROVIDE ACCESS FOR THE ENGINEER TO INSPECT ENTIRE DRAINAGE SYSTEM BEFORE AND AFTER CLEANING.

ALL EQUIPMENT, LABOR, MATERIALS AND INCIDENTALS NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED FOR PAYMENT ON A LUMP SUM BASIS UNDER ITEM 518 - STRUCTURE DRAINAGE, MISC.: CLEAN OUT EXISTING DRAINAGE SYSTEM.

ITEM 518 - SCUPPER MISC.: REPLACE PORTIONS OF DRAINAGE SYSTEM

THIS ITEM SHALL CONSIST OF REPAIRS TO THE STRUCTURE DOWNSPOUTS AND/OR ANCHORING SYSTEM. THE EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER. THE CONTRACTOR IS ADVISED THAT SPECIAL EQUIPMENT MAY BE NECESSARY TO PERFORM THIS OPERATION. ANY REPAIRS SHALL ADHERE TO ALL REQUIREMENTS OF CMS ITEM 518.

ALL EQUIPMENT, LABOR, MATERIALS AND INCIDENTALS NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED FOR PAYMENT ON A LUMP SUM BASIS UNDER ITEM 518 - SCUPPER MISC.: REPLACE PORTIONS OF DRAINAGE SYSTEM

ITEM 518 - SCUPPER MISC.: PLUG AND FILL EXISTING SCUPPERS

THIS ITEM SHALL CONSIST OF PLUGGING, FILLING AND ABANDONING THE SCUPPER DRAINAGE SYSTEMS AT LOCATIONS SHOWN IN THE PLANS. THE CONTRACTOR IS ADVISED THAT SPECIAL EQUIPMENT MAY BE NECESSARY TO PERFORM THIS OPERATION.

FOR STRUCTURE CUY-00090-07.580, PERFORM THIS WORK UPON COMPLETION OF PROPOSED STRIP SEAL EXPANSION JOINT INSTALLATION AND MOT PHASING THAT PLACES TRAFFIC ON THE SHOULDERS. REMOVE SCUPPER GRATES, PLUG THE DOWNSPOUTS, AND FILL THE SCUPPER BOXES WITH OVERLAY CONCRETE FINISHED FLUSH WITH THE DECK SURFACE.

ALL EQUIPMENT, LABOR, MATERIALS AND INCIDENTALS NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 518 - SCUPPER MISC.: PLUG AND FILL EXISTING SCUPPERS.

DESIGN AGENCY

Michael Baker INTERNATIONAL

DESIGNER

MKB

REVIEWER

CDC 04/07/23

PROJECT ID

76779

SHEET TOTAL

P.1349 P.1587

ESTIMATED QUANTITIES

PARTICIPATION		ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REAR ABUTMENT	PIERS	FORWARD ABUTMENT	SUPER.	GENERAL	SHEET REF.
02/IMS/13	03/IMS/13											
	LS	202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					LS	3, 1348 / 1587
	427	202	22900	427	SY	APPROACH SLAB REMOVED					427	
R4	LS	503	11100	LS		COFFERDAMS AND EXCAVATION BRACING					LS	
	174	503	21100	174	CY	UNCLASSIFIED EXCAVATION	174					
	79710	509	10000	79710	LB	EPOXY COATED STEEL REINFORCEMENT	31110		31110		17490	
	192	510	10000	192	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT					192	
	56	511	34412	56	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE				56		
	76	511	34450	76	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)	11		11	30	24	
	218	511	53012	218	CY	CLASS QC2 CONCRETE, MISC.: ABUTMENT SLABS	109		109			
	13311	512	10050	13311	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)				12239	1072	
	3659	512	10100	3659	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	53		53	3510	149	
	927	512	10300	927	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	7		7	895	18	
	10348	513	10200	10348	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF				10348		
	6500	513	21501	6500	LB	REPLACEMENT OF DETERIORATED END CROSSFRAMES, AS PER PLAN				6500		10, 11
	LS	513	95020	LS		STRUCTURAL STEEL, MISC.: GIRDER SPLICE REPAIR				LS		
	586	514	00050	586	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL				586		
	586	514	00056	586	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT				586		
	2239	514	00060	2239	SF	FIELD PAINTING OF STRUCTURAL STEEL, INTERMEDIATE COAT				2239		
	2239	514	00066	2239	SF	FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT				2239		
	LS	514	27800	LS		FIELD PAINTING, MISC.: COATING SYSTEM REPAIR				LS		
	288	516	11210	288	FT	STRUCTURAL STEEL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL				288		
	87	516	13600	87	SF	1" PREFORMED EXPANSION JOINT FILLER					87	
	388	516	13900	388	SF	2" PREFORMED EXPANSION JOINT FILLER				388		
	2	516	46201	2	EA	BEARING DEVICE, ROCKER, AS PER PLAN	2					11
	LS	516	47000	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE				LS		
	8	518	12500	8	EACH	SCUPPER, MISC: PLUG AND FILL EXISTING SCUPPER					8	1349 / 1587
	39	518	21200	39	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	39					
	144	518	40000	144	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	144					
	92	518	40010	92	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	92					
	623	526	15010	623	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=13")					623	
	280	526	90010	280	FT	TYPE A INSTALLATION					280	
	52	601	20010	52	CY	CRUSHED AGGREGATE SLOPE PROTECTION	52					
	96	SPECIAL	60740300	96	FT	VANDAL PROTECTION FENCE REMOVED AND REBUILT				96		
	92	611	96600	92	FT	CONDUIT, BORED OR JACKED, 6", 707.45	92					
	4	611	99710	4	EACH	PRECAST REINFORCED CONCRETE OUTLET	4					
	60	613	41200	60	CY	LOW STRENGTH MORTAR BACKFILL	60					
	104	838	20700	104	CY	GABIONS	104					
	12239	848	10201	12239	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION 1 1/2" INCH THICK, AS PER PLAN				12239		1350 / 1587
	12239	848	20000	12239	SY	SURFACE PREPARATION USING HYDRODEMOLITION				12239		
	123	848	30200	123	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY				123		
	241	848	50000	241	SY	HAND CHIPPING				241		
	LS	848	50100	LS		TEST SLAB					LS	
	12239	848	50320	12239	SY	EXISTING CONCRETE OVERLAY REMOVED, 1 1/4" NOMINAL THICKNESS				12239		

CALCULATED BY: SSW DATE: 04/05/23
 CHECKED BY: CDC DATE: 04/05/23

ESTIMATED QUANTITIES
 BRIDGE NO.: CUY-00090-07.580
 IR 90 OVER ROCKY RIVER VALLEY

SFN	1808567
DESIGN AGENCY	
Michael Baker	INTERNATIONAL
DESIGNER	CHECKER
SSW	MKB
REVIEWER	
CDC	04/07/23
PROJECT ID	
	76779
SUBSET	TOTAL
2	24
SHEET	TOTAL
P.1361	P.1587