

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

IN ADDITION TO THE REQUIREMENTS OF C&MS 615, THIS ITEM SHALL INCLUDE REMOVAL OF THE EXISTING CURB IN THE AREA WHERE PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN IS TO BE PLACED AND SHALL INCLUDE CONSTRUCTION OF TYPE 2-A CURB AS SHOWN ON THE MAINTENANCE OF TRAFFIC TYPICAL SECTION.

THE TYPE 2-A CURB SHALL BE MAINTAINED PER C&MS 615.07 AND REMOVED PER C&MS 615.08 WHEN NO LONGER NEEDED.

PAYMENT FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR THE PAVEMENT, INCLUDING CURB, PLACED, MAINTAINED AND REMOVED AS DIRECTED.

ITEM 622 - PORTABLE BARRIER, ANCHORED, AS PER PLAN

USE OF PORTABLE BARRIER PER STANDARD CONSTRUCTION DRAWING PCB-91 IS REQUIRED FOR THIS PROJECT. IN ADDITION TO THE REQUIREMENTS OF C&MS 622 AND STANDARD CONSTRUCTION DRAWING PCB-91, THIS ITEM SHALL INCLUDE ATTACHMENT OF TEMPORARY VANDAL PROTECTION FENCE, TYPE B, AS SHOWN ON THE MAINTENANCE OF TRAFFIC TYPICAL SECTIONS AND AS DETAILED IN THE BRIDGE PLANS.

PAYMENT FOR ITEM 622 PORTABLE BARRIER, ANCHORED, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE PER FOOT LABOR, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT THE BARRIER AS SHOWN IN THE PLANS.

MAINTENANCE OF DRIVEWAY ACCESS

MAINTAIN, AT ALL TIMES, ACCESS TO ALL DRIVEWAYS LOCATED WITHIN THE MAINTENANCE OF TRAFFIC ZONES. MAINTAIN, AT ALL TIMES, A MINIMUM 20 FOOT WIDE DRIVEWAY BELOW THE BRIDGE IN SPAN 3 FOR ACCESS TO/FROM STATION STREET FOR THE BUSINESSES LOCATED WEST OF THE BRIDGE.

PAYMENT FOR MAINTAINING DRIVEWAY ACCESS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TCC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO

WORKSITE TRAFFIC SUPERVISOR (CONTINUED)

IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.

8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
9. ON CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED, AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
 - A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
 - B. DAILY TTC SETUP AND REMOVAL.
 - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
 - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
 - E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
 - F. ALL OTHER EMERGENCY TTC NEEDS.
12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THE FORM SHALL BE SUBMITTED UTILIZING GOFORMZ. THE DEPARTMENT SHALL PROVIDE ACCESS TO THE SOFTWARE TO BE UTILIZED. THE CONTRACTOR SHALL SUPPLY AN APPROPRIATE MOBILE DEVICE IN ORDER TO UTILIZE THE SOFTWARE. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRECONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

WORKSITE TRAFFIC SUPERVISOR (CONTINUED)

THE DEPARTMENT WILL DEDUCT:

- A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
- B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.
- C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 809 - EMERGENCY VEHICLE PREEMPTION, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING PREEMPTION EQUIPMENT AND WIRING IN THE LOCATIONS AND LOCAL CONTROLLER CABINETS AS SHOWN IN THE PLANS AND AS NECESSARY FOR PROPER FUNCTIONALITY AS DESCRIBED HEREIN. THE PREEMPTION SHALL CONFORM TO ODOT SUPPLEMENTAL SPECIFICATION 809 AND SHALL UTILIZE LIGHT DETECTION TECHNIQUES COMPATIBLE WITH THE CITY'S EXISTING SYSTEM TO DETERMINE AND LOG THE PRESENCE OF THE EMERGENCY VEHICLE. IT SHALL CAUSE THE TRAFFIC SIGNAL CONTROLLER TO SELECT A PRE-PROGRAMMED PREEMPTION PLAN THAT WILL DISPLAY AND HOLD THE DESIRED SIGNAL PHASE FOR THE DIRECTION OF THE EMERGENCY VEHICLE AS DESCRIBED BELOW.

THE EXISTING CONTROLLER AND PREEMPTION EQUIPMENT AT THE INTERSECTION OF STATE ROUTE 615 AND TYLER BOULEVARD SHALL ACTIVATE THE PROPOSED LED PREEMPT (LIGHT) EMITTER LOCATED ON THE LIGHT POLE AT STATION 55+22 WHEN AN EMERGENCY VEHICLE IS DETECTED TO BE APPROACHING THE INTERSECTION FROM THE NORTH, EAST OR WEST. 12 AWG CABLE SHALL BE USED WHEN WIRING THE EMITTER AND LENGTHS ARE GREATER THAN 1,300 FEET. EMITTER SHALL BE INSULATED FROM LIGHT POLE AND CONNECTIONS SHALL BE PROTECTED IN A WEATHER TIGHT JUNCTION BOX. NO CHANGES SHALL BE MADE TO THE PREEMPTION PROGRAMMING AT THE STATE ROUTE 615 AND TYLER BOULEVARD INTERSECTION.

THE EXISTING CONTROLLER AND PREEMPTION EQUIPMENT AT THE INTERSECTION OF STATE ROUTE 615 AND FRACCI COURT SHALL ACTIVATE THE SECOND PROPOSED LED PREEMPT (LIGHT) EMITTER LOCATED ON THE LIGHT POLE AT STATION 55+22 WHEN AN EMERGENCY VEHICLE IS DETECTED TO BE APPROACHING THE INTERSECTION FROM THE NORTH, EAST OR WEST. 14 AWG CABLE SHALL BE USED WHEN WIRING THE EMITTER AND LENGTHS ARE LESS THAN 1,300 FEET. EMITTER SHALL BE INSULATED FROM LIGHT POLE AND CONNECTIONS SHALL BE PROTECTED IN A WEATHER TIGHT JUNCTION BOX. THE EXISTING PREEMPTION PROGRAMMING AT THIS INTERSECTION SHALL BE REVISED SUCH THAT AN EMERGENCY VEHICLE APPROACHING THE INTERSECTION FROM ANY DIRECTION CHANGES THE SIGNAL TO NORTHBOUND GREEN TO PREVENT NORTHBOUND TRAFFIC STOPPED AT FRACCI COURT FROM QUEUING AND BLOCKING THE CONSTRUCTION ZONE.

THE PROPOSED PREEMPT RECEIVING UNIT (PREEMPT DETECTOR) LOCATED ON THE PROPOSED WOOD POLE AT STATION 46+50 SHALL BE AIMED SUCH THAT IT WILL DETECT THE EMITTER UNITS INSTALLED ON THE LIGHT POLE AT STATION 55+22. THE RECEIVING UNIT SHALL SEND THE PROPER ELECTRICAL SIGNAL TO THE CONTROLLER AT THE INTERSECTION OF STATE ROUTE 615 AND STATION STREET TO TURN THE SIGNALS FOR THE SOUTHBOUND APPROACH GREEN WHILE CHANGING ALL OTHER APPROACHES TO RED. THIS DISPLAY, SOUTHBOUND GREEN AND ALL OTHER APPROACHES RED, SHALL BE HELD FOR 40 SECONDS. THIS TIME IS TO ALLOW THE CONSTRUCTION ZONE TO CLEAR AND FOR THE EMERGENCY VEHICLE TO TRAVEL THROUGH THE ZONE. THE EXISTING PREEMPT RECEIVING UNIT (PREEMPT DETECTOR) AT THIS INTERSECTION POINTED NORTH SHALL BE TEMPORARILY DISCONNECTED DURING CONSTRUCTION AS TO NOT PLACE ANOTHER CALL FOR 40 SECONDS OF SOUTHBOUND GREEN TIME.

ANY EQUIPMENT, HARDWARE OR WIRING ATTACHED TO EXISTING LIGHT POLES AND UTILITY POLES SHALL BE DONE IN SUCH A MANNER AS TO NOT DAMAGE THE POLE OR FINISH. ANY DAMAGE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

ITEM 809 - EMERGENCY VEHICLE PREEMPTION, AS PER PLAN (CONTINUED)

AT THE CONCLUSION OF ONE-WAY MAINTENANCE OF TRAFFIC ZONE, THE TEMPORARY PREEMPTION EQUIPMENT SHALL BE REMOVED AND DELIVERED TO THE CITY AND THE PREEMPT PROGRAMMING AT EACH INTERSECTION SHALL BE RESTORED TO THE PRE-CONSTRUCTION CONDITION. ANY EQUIPMENT NOT ACCEPTED BY THE CITY SHALL BE DISPOSED OF BY THE CONTRACTOR AT NO ADDITIONAL COST.

PAYMENT FOR ITEM 809 PREEMPTION, AS PER PLAN, SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR PREEMPTION IN PLACE AND FULLY OPERATIONAL INCLUDING EMITTERS, WIRING, TEMPORARY POLES, MOUNTING HARDWARE AND ALL ELSE NECESSARY TO ACCOMPLISH THE PREEMPTION DISCUSSED IN THE NOTES AND AS SHOWN ON THE PLANS, EXCEPT FOR THOSE ITEMS BID SEPARATELY AND LISTED BELOW.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DESCRIBED ABOVE:

ITEM 809 - EMERGENCY VEHICLE PREEMPTION,
AS PER PLAN 1 EACH

ALTERNATE PREEMPTION METHOD

THE CONTRACTOR MAY PROPOSE ALTERNATE PREEMPTION METHOD FOR APPROVAL BY THE ENGINEER AND CITY THAT PROVIDES THE SAME FUNCTIONALITY AS DESCRIBED IN THE ITEM 809 PREEMPTION, AS PER PLAN NOTE. THE ALTERNATE METHOD MUST BE APPROVED BY THE ENGINEER AND THE CITY.

NO ADDITIONAL PAYMENT WILL BE MADE FOR APPROVED ALTERNATE METHODS.

ITEM 809 - PREEMPT RECEIVING UNIT

RECEIVING UNITS SHALL CONSIST OF A LIGHTWEIGHT, WEATHERPROOF AND DIRECTIONAL ASSEMBLY. EACH RECEIVING UNIT SHALL BE 360 DEGREE ADJUSTABLE. THE RECEIVING UNIT SHALL BE CAPABLE OF SENDING THE PROPER ELECTRICAL SIGNAL TO THE TRAFFIC SIGNAL CONTROLLER VIA THE PREEMPTION DETECTOR CABLE. RECEIVING UNITS SHALL BE SUPPLIED WITH MOUNTING HARDWARE NECESSARY FOR THIS PROJECT. FURNISH PREEMPTION RECEIVING UNITS WITH 60-MONTH WARRANTIES OR FOR THE MANUFACTURER'S STANDARD WARRANTY WHICHEVER IS GREATER. ENSURE THAT THE WARRANTY PERIOD BEGINS ON THE DATE OF SHIPMENT TO THE PROJECT. ENSURE THAT EACH UNIT HAS A PERMANENT LABEL OR STAMP INDICATING THE DATE OF SHIPMENT.

PAYMENT FOR ITEM 809 PREEMPTION RECEIVING UNIT SHALL BE AT THE CONTRACT UNIT FOR EACH RECEIVING UNIT IN PLACE, COMPLETELY INSTALLED AT THE LOCATION SHOWN IN THE PLANS, WIRED, TESTED AND ACCEPTED.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DESCRIBED ABOVE:

ITEM 809 - PREEMPT RECEIVING UNIT 1 EACH

ITEM 809 - PREEMPT DETECTOR CABLE

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING PREEMPTION DETECTOR HOME RUN CABLE IN THE LOCATIONS SHOWN IN THE PLANS. IT SHALL CONNECT THE PREEMPT RECEIVING UNITS TO THE PHASE SELECTORS IN THE LOCAL CONTROLLER CABINET.

PREEMPTION DETECTOR CABLE SHALL CONFORM TO ODOT SPECIFICATION 632. ONLY ONE EXTERNAL SPLICE SHALL BE PERMITTED BETWEEN PREEMPTION RECEIVER UNIT AND CONTROLLER CABINET. THIS SPLICE SHALL MEET THE REQUIREMENTS OF C&MS 632.23 USING A WATERPROOF EPOXY SPLICE KIT. THE CABLE SHALL BE APPROVED FOR BOTH OVERHEAD AND UNDERGROUND USE. THE JACKET SHALL WITHSTAND EXPOSURE TO SUNLIGHT AND ATMOSPHERIC TEMPERATURES AND STRESSES REASONABLY EXPECTED IN NORMAL INSTALLATIONS.

PAYMENT FOR ITEM 809 PREEMPTION DETECTOR CABLE SHALL BE MADE AT THE CONTRACT UNIT PRICE PER FOOT FOR THE CABLE FURNISHED, IN PLACE, ALL CONNECTIONS MADE AND WIRING COMPLETED, TESTED AND ACCEPTED.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DESCRIBED ABOVE:

ITEM 809 - PREEMPT DETECTOR CABLE 600 FEET

ITEM 828 - LED BLANKOUT SIGN, (MMU/CMU COMPATIBLE), DO NOT ENTER, 30"x30"

THE CONTRACTOR SHALL PROVIDE, INSTALL AND WIRE A FULLY FUNCTIONAL 30"x30" (MINIMUM) "DO NOT ENTER" LED BLANK OUT SIGN ON THE TRAFFIC SIGNAL POLE AT THE NORTHEAST CORNER OF THE STATE ROUTE 615 (CENTER STREET) AND STATION STREET INTERSECTION. THE SIGN SHALL FACE SOUTH AND BE WIRED TO THE PREEMPTION EQUIPMENT AT THIS INTERSECTION SUCH THAT THE SIGN IS ILLUMINATED WHEN AN EMERGENCY VEHICLE IS DETECTED FROM THE NORTH AND THE 40 SECOND "SOUTHBOUND GREEN" PHASE IS INITIATED.

PAYMENT FOR ITEM 828 LED BLANKOUT SIGN, (MMU/CMU COMPATIBLE), DO NOT ENTER, 30"x30", SHALL BE MADE AT THE CONTRACT UNIT PRICE PER EACH BLANKOUT SIGN, IN PLACE, ALL CONNECTIONS MADE AND WIRING COMPLETED, TESTED, ACCEPTED AND REMOVED AT THE CONCLUSION OF CONSTRUCTION.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DESCRIBED ABOVE:

ITEM 828 - LED BLANKOUT SIGN, (MMU/CMU COMPATIBLE),
DO NOT ENTER, 30"x30" 1 EACH

BM #2 STA. 49+70.30, 84.29' RT
BENCH TIE IN SOUTH SIDE OF
POLE #838054
ELEV. 650.36

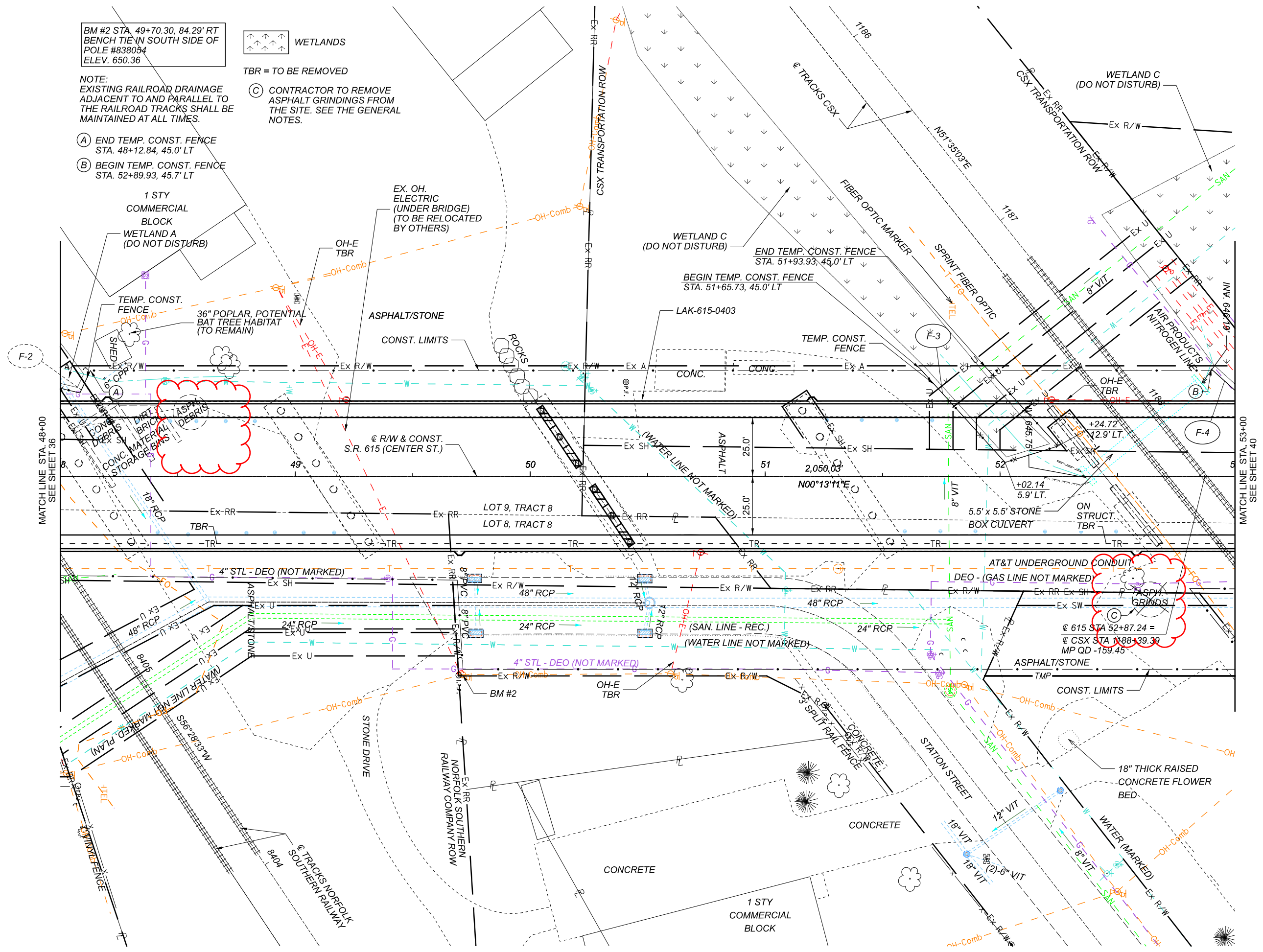


TBR = TO BE REMOVED

(C) CONTRACTOR TO REMOVE ASPHALT GRINDINGS FROM THE SITE. SEE THE GENERAL NOTES.

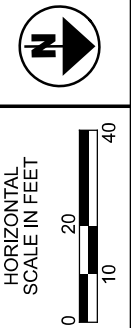
NOTE:
EXISTING RAILROAD DRAINAGE ADJACENT TO AND PARALLEL TO THE RAILROAD TRACKS SHALL BE MAINTAINED AT ALL TIMES.

- (A) END TEMP. CONST. FENCE
STA. 48+12.84, 45.0' LT
- (B) BEGIN TEMP. CONST. FENCE
STA. 52+89.93, 45.7' LT



MATCHLINE STA. 48+00
SEE SHEET 36

MATCHLINE STA. 53+00
SEE SHEET 40



PLAN SHEET
STA. 48+00 TO STA. 53+00



DESIGN AGENCY	ms consultants, inc.
DESIGNER	MSN
REVIEWER	SWG
PROJECT ID	01/25/21
	98564
SHEET	TOTAL
38	128

BY:	LAW	2/5/2021
CHECKED:	SJR	11/16/2021

ESTIMATED QUANTITIES

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL	SHEET REF.
202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					5 /52
202	22900	334	SY	APPROACH SLAB REMOVED				334	
202	23500	3,800	SY	WEARING COURSE REMOVED				3,800	
503	11100	LS		COFFERDAMS AND EXCAVATION BRACING					
503	21100	25	CY	UNCLASSIFIED EXCAVATION	25				
509	10000	493,274	LB	EPOXY COATED REINFORCING STEEL	14,473	5,407	444,118	29,276	
509	20001	100	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN				100	5 /52
509	25001	107	LB	UNCOATED REINFORCING STEEL, AS PER PLAN	107				27 /52, 52 /52
510	10000	303	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	303				
511	34447	1,394	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN			1,394		40 /52
511	34450	169	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)			169		
511	42510	28	CY	CLASS QC1 CONCRETE, PIER CAP		28			
511	45710	119	CY	CLASS QC1 CONCRETE, ABUTMENT	119				
511	51512	308	CY	CLASS QC2 CONCRETE WITH QC/QA, SIDEWALK			308		
512	10001	636	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)	251	385			5 /52
512	10050	1,059	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)			967	92	
512	10100	3,555	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	453	1,279	1,823		
512	10600	127	FT	CONCRETE REPAIR BY EPOXY INJECTION	39	88			
512	33000	6	SY	TYPE 2 WATERPROOFING	6				
513	10201	16,381	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN	4,969	11,412			5 /52
513	20000	12,102	EACH	WELDED STUD SHEAR CONNECTORS			12,102		
513	21001	6	EACH	TRIMMING OF BEAM END, AS PER PLAN			6		5 /52
514	00050	64,222	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			64,222		
514	00056	64,222	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			64,222		
514	00060	65,024	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			65,024		
514	00066	65,024	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			65,024		
514	00504	69	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			69		
514	10000	29	EACH	FINAL INSPECTION REPAIR			29		
516	11211	154	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN			154		47 /52, 48 /52
516	13600	195	SF	1" PREFORMED EXPANSION JOINT FILLER			195		
516	25000	21	SF	NYLON REINFORCED NEOPRENE SHEETING	21				
516	44200	6	EACH	ELASTOMERIC BEARING (17" X 22" X 3.1860") WITH INTERNAL LAMINATES (NEOPRENE) AND LOAD PLATE (18" X 28" X 2.0")		6			
516	45305	42	EACH	REFURBISH BEARING DEVICE, AS PER PLAN	42				6 /52
516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN					6 /52
518	21200	59	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	59				
519	11101	764	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	119	645			6 /52
526	30011	416	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN				416	49 /52, 50 /52
526	90010	157	FT	TYPE A INSTALLATION				157	
SPECIAL	530E00400	300	EACH	STRUCTURES: GROUT AND SEAL PORTABLE BARRIER ANCHOR HOLES			300		6 /52
SPECIAL	530E13000	5,158	SF	FORM LINER			5,158		
607	39921	1,380	FT	VANDAL PROTECTION FENCE, 10' CURVED, COATED FABRIC, AS PER PLAN			1,380		6 /52
607	39992	688	FT	TEMPORARY VANDAL FENCE, TYPE A			688		
607	39994	1,376	FT	TEMPORARY VANDAL FENCE, TYPE B			1,376		

ESTIMATED QUANTITIES
 BRIDGE NO. LAK-615-0403
 OVER NORFOLK SOUTHERN RAILROAD AND CSXT RAILROAD

SFN	4306384
DESIGNER	LAW
CHECKER	SJR
REVIEWER	JDH 08-31-21
PROJECT ID	98564
SUBSET	8
TOTAL	52
SHEET	74
TOTAL	128

