

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

IN GENERAL LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONE.

THE LEOS WORK AT THE DIRECTION OF THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONTINUED)

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 2400 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
IN ADDITION TO THE REQUIREMENTS OF 615

ON THIS PROJECT THE CLASS A PAVEMENT FOR MAINTAINING TRAFFIC SHALL BE 18 FEET WIDE AND THE ROADWAY WIDTH SHALL NOT BE LESS THAN 22 FEET OUT TO OUT OF SHOULDERS. THE ALIGNMENT AND PAVEMENT TYPICAL SECTION SHALL BE AS DETAILED ON SHEETS 160 THROUGH 180 . THE EXISTING PAVEMENT/SHOULDER SHALL BE SAWCUT AS PER 203.04(E).

TEMPORARY PAVEMENT BASE DOES NOT REQUIRE ANTI-SEGREGATION EQUIPMENT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED IN CONSTRUCTING THE PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

- 615, ROADS FOR MAINTAINING TRAFFIC, LUMP SUM
- 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN, (QUANTIFIED IN SUBSUMMARY)
- 616, WATER, 9 M GAL
- 411, STABILIZED CRUSHED AGGREGATE, 158 CU. YD.

UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL REMOVE THE PAVEMENT FOR MAINTAINING TRAFFIC INCLUDING ANY TEMPORARY DRAINAGE FACILITIES. THE AFFECTED EXISTING EARTH MEDIAN AND PAVED SHOULDERS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AS DIRECTED BY THE ENGINEER AND AS PER 615.08.

PAVEMENT FOR MAINTAINING TRAFFIC SHALL NOT BE OPENED TO TRAFFIC UNTIL ALL WORK ZONE TRAFFIC CONTROL DEVICES, SIGNS, PAVEMENT MARKINGS AND PORTABLE CONCRETE BARRIERS HAVE BEEN ERECTED AND APPROVED BY THE ENGINEER.

ALTHOUGH ESTIMATES FOR TEMPORARY EXCAVATION, EMBANKMENT AND TEMPORARY DRAINAGE FACILITIES MAY BE SHOWN ON THE PLAN DETAILS, THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO, AND INCLUDED WITH PAYMENT FOR ITEM 615 ROADS FOR MAINTAINING TRAFFIC.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.

2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.

3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT www.OhioTIM.com.

4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:

- A. COLLABORATE WITH ODOT AND SAFETY FORCES;
- B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND
- C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.

5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.

6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:

- A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:

- I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL
 - II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN
 - III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN
 - IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN
 - V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN
 - VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE
- B. FOLLOWING AN INCIDENT/CRASH:
 - I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
 - II. RECOMMEND ROADWAY REPAIR NEEDS.
 - III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
 - IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT (CONTINUED)

ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.

ITEM 615 - ROADS FOR MAINTAINING TRAFFIC

THIS WORK CONSISTS OF PROVIDING, MAINTAINING, AND SUBSEQUENTLY REMOVING ROADS AND APPURTENANCES AND PAVEMENTS FOR MAINTAINING TRAFFIC.

ADDITIONAL EXCAVATION AND EMBANKMENT IS REQUIRED BEYOND THE PHYSICAL LIMITS OF PROPOSED SHOULDER WIDTHS AT RAMP GORES, AT TAPERS AND CROSS OVER LOCATIONS. REQUIRED ADDITIONAL EARTHWORK IN THESE AREAS WILL BE PAID FOR UNDER THE LUMP SUM AMOUNT FOR ITEM 615, ROADS FOR MAINTAINING TRAFFIC.

TEMPORARY PAVEMENT BASE DOES NOT REQUIRE ANTI-SEGREGATION EQUIPMENT.

REMOVE ALL PAVEMENT FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH THE PROVISIONS OF ITEM 615 UNLESS OTHERWISE SPECIFIED IN THE PLANS.

PAYMENT FOR ABOVE REQUIREMENTS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 615, ROADS FOR MAINTAINING TRAFFIC.

FULL DEPTH SAW CUTTING

DURING SOME OR ALL PHASES OF CONSTRUCTION, IT WILL BE NECESSARY TO PROTECT THE ADJACENT EXISTING, TEMPORARY OR PROPOSED PAVEMENT THAT WILL BE UTILIZED TO MAINTAIN TRAFFIC DURING PART-WIDTH CONSTRUCTION FOR PAVEMENT REPLACEMENT OPERATIONS. THE CONTRACTOR SHALL PERFORM FULL DEPTH SAW CUTTING AS A MEANS TO PROTECT THE PAVEMENT ADJACENT TO THE ACTIVE WORK ZONE. ANY DAMAGE TO THE ADJACENT PAVEMENT THAT WILL BE USED TO MAINTAIN TRAFFIC SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER. FULL DEPTH SAW CUTTING IS ANNOTATED ON MOT TYPICAL SECTION SHEETS.

PAYMENT FOR ALL WORK ASSOCIATED WITH FULL DEPTH SAW CUTTING SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

SUM-77-3197L BRIDGE SUMMARY											CALC: EKZ 5/21/22	CHECK: RJB 1/10/23
ITEM	ITEM EXT.	03/IMS/14 RECONST.	04/IMS/13 WIDENING	GRAND TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER	GENERAL	APP/REF SHEET NO.	
202	11203		LS	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LS	3	
202	22900	230		230	SY	APPROACH SLAB REMOVED				230		
503	11100		LS	LS	LS	COFFERDAMS AND EXCAVATION BRACING				LS		
503	21101		300	300	CY	UNCLASSIFIED EXCAVATION, AS PER PLAN	140	160			4	
505	11100		LS	LS	LS	PILE DRIVING EQUIPMENT MOBILIZATION				LS		
507	00500		780	780	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	780					
507	00551		840	840	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN	840				4	
509	10001		34,105	34,105	LB	EPOXY COATED STEEL REINFORCEMENT, AS PER PLAN	4,248	5,136	23,885	836	4	
509	20001		300	300	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN				300	4	
509	30020		3238	3238	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			2482	756		
510	10001		22	22	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	22				4	
511	34446		72	72	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK			72			
511	34451		33	33	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN			33		4	
511	42012		31	31	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS		31				
511	44112		30	30	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTING	30					
511	46512		31	31	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	31					
512	33000		8	8	SY	TYPE 2 WATERPROOFING	8					
SPECIAL	51275500		321	321	SY	SEALING OF CONCRETE SURFACES	34	74	169	44		
513	10260		47770	47770	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3			47770			
513	20000		762	762	EACH	WELDED STUD SHEAR CONNECTORS			762			
514	00050		769	769	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			769			
514	00056		769	769	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			769			
514	00060		3223	3223	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			3223			
514	00066		3223	3223	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			3223			
514	00504		1	1	MNHR	GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			1			
514	10000		3	3	EACH	FINAL INSPECTION REPAIR			3			
516	10010	97	25	122	FT	ARMORLESS PREFORMED JOINT SEAL				122		
516	13600		17	17	SF	1" PREFORMED EXPANSION JOINT FILLER				17		
516	13900		47	47	SF	2" PREFORMED EXPANSION JOINT FILLER	47					
516	14020		34	34	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	34					
516	44100		4	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (17"x11"x2.53" BEARING WITH 18"x12" BEVELED LOAD PLATE)		4				
516	44101		4	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (13"x10"x2.27" BEARING WITH 14"x10" LOAD PLATE AND BEVELED HP10x42 PEDESTAL)	4				19	
518	12201		4	4	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN			4		4	
518	21200		25	25	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	25					
518	40000		58	58	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	58					
518	40010		58	58	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	58					
523	20001		2	2	EACH	DYNAMIC LOAD TESTING, AS PER PLAN	2				4	
523	20501		4	4	EACH	RESTRIKE, AS PER PLAN	2	2			4	
524	94946		114	114	FT	DRILLED SHAFTS, 72" DIAMETER, ABOVE BEDROCK		114				
526	25011	239	68	307	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN				307	30 , 31	
526	90030	97	25	122	FT	TYPE C INSTALLATION				122		
601	20000		478	478	SY	CRUSHED AGGREGATE SLOPE PROTECTION	478					
622	41110		120	120	FT	PORTABLE BARRIER, ANCHORED				120		
825	83000		1	1	EACH	STRUCTURE GROUNDING SYSTEM						
894	10000		2	2	EACH	THERMAL INTEGRITY PROFILER (TIP) TEST		2				

ESTIMATED QUANTITIES
 BRIDGE NO. SUM-77-3197L
 I-77 OVER FURNACE RUN

SFN
7704658 (L)

DESIGN AGENCY
ARCADIS
 222 SOUTH MAIN STREET, SUITE 200
 HANCOCK, MA 01930
 (508) 434-6965
 www.arcadis.com

DESIGNER: RJB
 CHECKER: CMD
 REVIEWER: RBB
 PROJECT ID: 111405
 SUBSET: 5
 SHEET: 770

TOTAL: 34
 TOTAL: 927

SUM-77-3197R BRIDGE SUMMARY										CALC: ARO 6/1/22	CHECK: RJB 1/10/23
ITEM	ITEM EXT.	03/IMS/14 RECONST.	04/IMS/13 WIDENING	GRAND TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER	GENERAL	APP/REF SHEET NO.
202	11203		LS	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LS	3
202	22900	274		274	SY	APPROACH SLAB REMOVED				274	
503	11000		LS	LS	LS	COFFERDAMS AND EXCAVATION BRACING				LS	
503	21101		309	309	CY	UNCLASSIFIED EXCAVATION, AS PER PLAN	142	167			4
505	11100		LS	LS	LS	PILE DRIVING EQUIPMENT MOBILIZATION				LS	
507	00500		810	810	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	810				
507	00551		870	870	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN	870				3
509	10001		37,261	37,261	LB	EPOXY COATED STEEL REINFORCEMENT, AS PER PLAN	4,691	5,684	26,050	836	4
509	20001		300	300	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN				300	4
509	30020		3,407	3,407	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			2,651	756	
510	10001		22	22	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	22				4
511	34447		81	81	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN			81		20
511	34451		36	36	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN			36		4
511	42012		38	38	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS		38			
511	44112		37	37	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTING	37				
511	46512		32	32	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	32				
512	33000		8	8	SY	TYPE 2 WATERPROOFING	8				
SPECIAL	51275500		370	370	SY	SEALING OF CONCRETE SURFACES	46	98	182	44	
513	10260		51,445	51,445	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3			51,445		
513	20000		906	906	EACH	WELDED STUD SHEAR CONNECTORS			906		
514	00050		834	834	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			834		
514	00056		834	834	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			834		
514	00060		3,500	3,500	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			3,500		
514	00066		3,500	3,500	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			3,500		
514	00504		1	1	MNHR	GRINDING FINNS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			1		
514	10000		3	3	EACH	FINAL INSPECTION REPAIR			3		
516	10010	115	26	141	FT	ARMORLESS PREFORMED JOINT SEAL				141	
516	13600		17	17	SF	1" PREFORMED EXPANSION JOINT FILLER				17	
516	13900		47	47	SF	2" PREFORMED EXPANSION JOINT FILLER	47				
516	14020		38	38	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	38				
516	44100		4	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (17"x11"x2.53" BEARING WITH 18"x12" LOAD PLATE AND BEVELED HP10x42 PEDESTAL)		4			
516	44101		4	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (13"x10"x2.27" BEARING WITH 14"x11" LOAD PLATE AND BEVELED HP10x42 PEDESTAL), AS PER PLAN	4				19
518	12201		3	3	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN			3		4
518	21200		24	24	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	24				
518	40000		55	55	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	55				
518	40010		59	59	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	59				
523	20001		2	2	EACH	DYNAMIC LOAD TESTING, AS PER PLAN	2				4
523	20501		4	4	EACH	RESTRIKE, AS PER PLAN	2	2			4
524	94946		114	114	FT	DRILLED SHAFTS, 72" DIAMETER, ABOVE BEDROCK		114			
526	25011	283	68	351	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN				351	30 , 31
526	90030	115	25	140	FT	TYPE C INSTALLATION				140	
601	20000		587	587	SY	CRUSHED AGGREGATE SLOPE PROTECTION	587				
622	41110		60	60	FT	PORTABLE BARRIER, ANCHORED				60	
625	93000		1	1	EACH	STRUCTURE GROUNDING SYSTEM				1	
894	10000		2	2	EACH	THERMAL INTEGRITY PROFILER (TIP) TEST		2			

ESTIMATED QUANTITIES
 BRIDGE NO. SUM-77-3197R
 I-77 OVER FURNACE RUN

SFN
 7704682 (R)
 DESIGN AGENCY
ARCADIS
 222 SOUTH MAIN STREET, SUITE 200
 HARVARD, MA 02445
 (603) 434-8865
 www.arcadis.com
 DESIGNER: RJB
 CHECKER: FJG
 REVIEWER: RBB
 PROJECT ID: 111405
 SUBSET: 5 TOTAL: 34
 SHEET: 804 TOTAL: 927