

ITEM 424 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448), AS PER PLAN

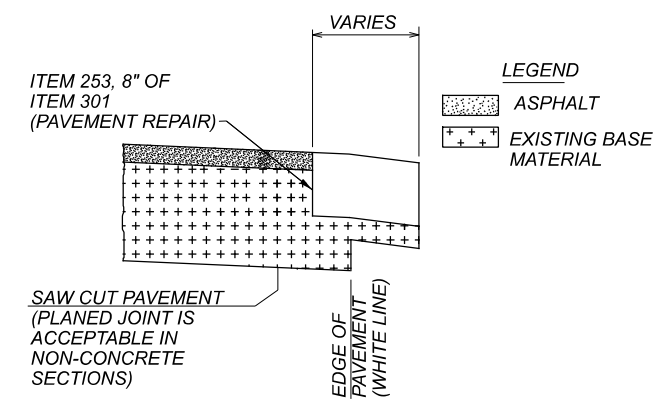
PER CMS 424.04, 448 DENSITY APPLIES TO THIS PROJECT. DENSITY WILL BE TESTED ACCORDING TO SUPPLEMENT 1055 PER CMS 448.02. THE DENSITY DISINCENTIVE PORTION OF TABLE 448.04-3, WILL BE WAIVED PROVIDING THAT THE CONTRACTOR MAKES EVERY EFFORT TO OBTAIN DENSITY AND DOES NOT USE VIBRATORY ROLLERS.

ITEM 253 - PAVEMENT REPAIR:

ALL EXISTING PAVEMENT AREAS WHICH WILL BE IN CONTACT WITH THE PAVEMENT REPAIR SHALL BE COATED WITH PG GRADE LIQUID ASPHALT (SIDES AND BOTTOM) AT AN APPLICATION RATE OF 0.25 GAL. PER SQ YD.

REPAIRS SHOULD BE DONE BEFORE MILLING.

THE FOLLOWING ESTIMATED QUANTITIES FOR IR 75 ARE TO BE USED FOR 8" PAVEMENT REPAIR AS DIRECTED BY THE ENGINEER AND BASED ON THE PERCENTAGE SHOWN.



NOTE: THE ENGINEER SHALL FIELD VERIFY ALL LOCATIONS PRIOR TO THE BEGINNING OF WORK. ANY ADJUSTMENTS NECESSARY SHALL BE AS DIRECTED BY THE ENGINEER.

ITEM 253, FULL DEPTH PAVEMENT REPAIR 8" (CY)										
LOCATION	ROUTE	PLAN SPLIT CODE	STA TO STA		SIDE	LENGTH (FT)	WIDTH	AREA (SF)	% REPAIR AREA	QUANTITY (CY)
WOO	75	01/IMS/05	1394+71	1427+73	NB	3302.00	50	165100.0	3%	122
WOO	75	01/IMS/05	1430+26	1440+50	NB	1024.00	40	40960.0	3%	30
WOO	75	01/IMS/05	1440+50	1467+02	NB	2652.00	50	132600.0	3%	98
WOO	75	01/IMS/05	1467+02	1474+08	NB	706.00	53	37418.0	3%	28
WOO	75	01/IMS/05	1474+08	1481+77	NB	769.00	46	35374.0	3%	26
WOO	75	01/IMS/05	1481+77	1519+28	NB	3751.00	56	210056.0	3%	156
WOO	75	01/IMS/05	1519+55	1525+03	NB	548.00	56	30688.0	3%	23
WOO	75	01/IMS/05	1526+36	1540+79	NB	1443.00	56	80808.0	3%	60
WOO	75	01/IMS/05	1540+79	1550+00	NB	921.00	77	70917.0	3%	53
WOO	75	01/IMS/05	1550+00	1589+51	NB	3951.00	68	268668.0	3%	199
WOO	75	01/IMS/05	1589+51	1596+95	NB	744.00	52	38688.0	3%	29
WOO	75	01/IMS/05	1596+95	1611+46	NB	1451.00	40	58040.0	3%	43
WOO	75	01/IMS/05	1611+46	1621+19	NB	973.00	40	38920.0	3%	29
WOO	75	01/IMS/05	1410+85	1419+63	SB	878.00	40	35120.0	3%	26
WOO	75	01/IMS/05	1419+63	1427+47	SB	784.00	50	39200.0	3%	29
WOO	75	01/IMS/05	1429+96	1439+82	SB	986.00	50	49300.0	3%	37
WOO	75	01/IMS/05	1439+82	1448+15	SB	833.00	40	33320.0	3%	25
WOO	75	01/IMS/05	1448+15	1467+44	SB	1929.00	50	96450.0	3%	71
WOO	75	01/IMS/05	1467+44	1488+95	SB	2151.00	46	98946.0	3%	73
WOO	75	01/IMS/05	1488+95	1519+20	SB	3025.00	56	169400.0	3%	125
WOO	75	01/IMS/05	1522+40	1524+72	SB	232.00	56	12992.0	3%	10
WOO	75	01/IMS/05	1526+24	1545+20	SB	1896.00	56	106176.0	3%	79
WOO	75	01/IMS/05	1545+20	1554+47	SB	927.00	78	72306.0	3%	54
WOO	75	01/IMS/05	1554+47	1585+33	SB	3086.00	68	209848.0	3%	155
WOO	75	01/IMS/05	1585+33	1596+04	SB	1071.00	52	55692.0	3%	41
WOO	75	01/IMS/05	1596+04	1610+63	SB	1459.00	50	72950.0	3%	54
WOO	75	01/IMS/05	1610+63	1618+81	SB	818.00	40	32720.0	3%	24
WOO	75	01/IMS/05	1618+81	1622+46	SB	365.00	50	18250.0	3%	14
TOTAL CARRIED TO GENERAL SUMMARY										1712

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE B

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.

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.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

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

ITEM 442 - ASPHALT CONCRETE, MISC. CROSS OVERS

FOR THE WORK AT THE CROSS OVER THE CONTRACTOR SHALL PLACE ONE OF THE FOLLOWING TREATMENTS:

MILL THE CROSS OVER AREA THE THICKNESS OF THE ASPHALT BEING PLACED, PLACE ITEM 407 NON-TRACKING COAT ON THE MILLED SURFACE AND PLACE 1" ITEM 424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B (449), AS PER PLAN.

OR, MILL THE CROSSOVER AREA THE THICKNESS OF THE ASPHALT BEING PLACED, PLACE ITEM 407 NON-TRACKING COAT ON THE MILLED SURFACE, PLACE 1 1/2" ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A, (449).

WHICH EVER METHOD THE CONTRACTOR CHOOSES ALL WORK SHALL BE PAID FOR UNDER ITEM 442 ASPHALT CONCRETE, MISC. CROSS OVER CY. FOR QUANTITY CALCULATIONS A THICKNESS OF 1 1/2" WAS USED. QUANTITIES CARRIED TO GENERAL SUMMARY AS FOLLOWS:

ITEM 442 - ASPHALT CONCRETE, MISC. : CROSS OVER 26 CY

QUANTITY ADDED

RADAR NOTES

VEHICLE DETECTION REQUIREMENTS

THE ITEM 809-STOP BAR RADAR DETECTION WHERE CALLED FOR SHALL BE INSTALLED AND FULLY FUNCTIONAL BEFORE ANY OF THE MILLING OF THE PAVEMENT IS PERFORMED OR EXISTING LOOP DETECTORS ARE DAMAGED.

ITEM 632 - SIGNALIZATION, MISC.: UNLASH AND RELASH MESSENGER WIRE

THE CONTRACTOR SHALL REMOVE EXISTING MESSENGER WIRE LASHING RODS AND REINSTALL THEM AS NECESSARY FOR THE INSTALLATION OF ANY NEW CABLES ON THE EXISTING INTERSECTION SPANS AT US-20 & I-75 NB RAMPS. IF NECESSARY, NEW LASHING RODS SHALL BE INSTALLED. THE CABLES SHALL ENTER THE EXISTING STRAIN POLE THROUGH THE POLE CABLE ENTRANCE FITTING AND USE THE EXISTING CONDUIT SYSTEM TO GET TO THE CONTROLLER CABINET. THE NEW CABLES SHALL BE SUPPORTED BY A NEW CABLE SUPPORT ASSEMBLY AT THE TOP OF THE STRAIN POLE. THE NEW SIGNAL CABLES SHALL BE BID BY SEPARATE BID ITEMS.

PAYMENT FOR ITEM 632 FINALIZATION MISC.: UNLASH AND RELASH MESSENGER WIRE WILL BE PER FOOT AND INCLUDE ALL LABOR, MATERIALS, CABLE SUPPORT ASSEMBLIES, AND EQUIPMENT TO INSTALL NEW CABLES ON EXISTING SPAN WIRE INSTALLATIONS.

A QUANTITY OF 200 FT. HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 632 - REMOVAL OF MISC. TRAFFIC SIGNAL ITEM: LOOP LEAD-IN-CABLE

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND DISPOSING OF EXISTING LOOP LEAD-IN CABLE WHERE RADAR DETECTION IS BEING INSTALLED TO REPLACE THAT DETECTION. THIS ITEM SHALL INCLUDE ALL UNLASHING/RELASHING OF MESSENGER CABLE TO REMOVE THE EXISTING LOOP LEAD-IN CABLE. THE LOOP LEAD-IN CABLE SHALL BE REMOVED BETWEEN THE LOOP SPLICE AND THE CONTROLLER CABINET WHICH INCLUDES ALL UNDERGROUND AND OVERHEAD RUNS. ANY CONDUIT LEFT EMPTY AFTER THE REMOVAL OF THE LOOP LEAD-IN CABLE SHALL HAVE A PULL WIRE INSTALLED.

PAYMENT FOR THIS ITEM SHALL BE MADE AT THE CONTRACT UNIT BID PRICE.

ASPHALT CURB ALONG RAMPS

IF EXISTING ASPHALT CURB IS LOCATED ON ANY RAMP, IT IS THE INTENT OF THE ENGINEER TO KEEP CLEAR A DISTANCE OF 4" FROM THE FACE OF THE CURB FOR MILLING OPERATIONS AS TO NOT DISTURB ANY CURB.

ITEM 809 STOP-LINE RADAR DETECTION, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR MATRIX DETECTION UNIT. THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
5. THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ONSITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.
8. THE CONTRACTOR SHALL INSTALL THE RADAR DETECTION PRIOR TO MILLING/DISABLING EXISTING LOOPS.
9. THE INSTALLATION SHALL INCLUDE ALL CONTROLLER PROGRAMMING FOR COMPLETE INSTALLATION, WHICH INCLUDES MODIFICATIONS FOR REMOVAL OF EXISTING DETECTION.

PAYMENT FOR ITEM 809 STOP-LINE RADAR DETECTION, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT AND CONNECTIONS TESTED AND ACCEPTED.

A QUANTITY OF 2 EACH HAS BEEN CARRIED TO THE GENERAL SUMMARY.

DESIGN AGENCY
DESIGNER
ALF
REVIEWER
JMF
PROJECT ID
92122
SHEET
8
TOTAL
35

ITEM 614, MAINTAINING TRAFFIC

WOO-75: A MINIMUM OF ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, MILLED SURFACE AND COMPLETED PAVEMENT. LANE CLOSURES SHALL FOLLOW STANDARD CONSTRUCTION DRAWING MT-95.30.

RAMPS MAY BE CLOSED PER LANE VALUE CONTRACT TABLE. A MAXIMUM OF 2 RAMPS PER INTERCHANGE MAY BE CLOSED AT THE SAME TIME PROVIDED THEY DO NOT CONFLICT WITH DETOURS FROM ANY OTHER RAMP/INTERSECTION DETOUR ROUTES.

A MINIMUM OF ONE LANE IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES. LANE AND RAMP CLOSURES SHALL FOLLOW MT-95.30, MT-98.29 AND MT-98.30.

PER THE MOTEC APPROVAL PLAN NOTE AND THE LANE VALUE CONTRACT TABLE, I-475 NB AND I-475 SB MAY EACH BE REDUCED TO ONE LANE IN EACH DIRECTION FOR UP TO TWO WEEKENDS PER DIRECTION TO COMPLETE FULL DEPTH PAVEMENT REPLACEMENT ADJACENT TO STRUCTURES WOO-475-0197 L&R AND WOO-475-0214 L&R. DURING THE WEEKEND WORK FOR I-475 NB, THE I-75 NB TO I-475 NB SYSTEM RAMP AND SR-25 TO I-475 NB SERVICE RAMP SHALL BE CLOSED AND LANE CLOSURES SHALL NOT BE PERMITTED ON I-75 NB. ADDITIONAL LANE CLOSURES ON I-475 ARE PERMITTED OVERNIGHT PER THE LANE VALUE CONTRACT TABLE FOR PROFILE MILLING ADJACENT TO THESE STRUCTURE.

PERMITTED LANE CLOSURES

LANE CLOSURES ON WOO-75 SHALL FOLLOW ODOT'S PERMITTED LANE CLOSURES SCHEDULE LISTED ON THE FOLLOWING WEBSITE:

HTTP://PLCM.DOM.STATE.OH.US/

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES IN ACCORDANCE WITH THE TIME FRAMES AND AMOUNTS SHOWN IN THE LANE VALUE CONTRACT TABLE SHOWN ON THIS SHEET FOR ANY PERMITTED LANE CLOSURE VIOLATIONS.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

Table with 2 columns: Holiday/Event and Gen./Reg. Election Day/Spec. Event. Includes New Year's, Total Solar Eclipse, Memorial Day, Fourth of July, and Labor Day.

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

Table with 2 columns: Day of Holiday or Special Event and Time All Lanes Must Be Open to Traffic.

Table with 2 columns: Day and Time Period. Lists days from Sunday to Saturday and their corresponding lane closure times.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

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.

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.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS 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.

NOTICE OF CLOSURE SIGN TIME TABLE ITEM DURATION SIGN DISPLAYED OF CLOSURE TO PUBLIC

Table with 3 columns: Ramp & Road, Duration, and Days Prior to Closure. Includes entries for ramps with >=2 weeks, roads with >12 hours, and closures with <=12 hours.

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.

LANE VALUE CONTRACT TABLE

Table with 4 columns: Lanes/Ramp to be Maintained, Restricted Time Periods, Time Unit, and Disincentive. Lists various ramp and lane closure scenarios with associated costs.

RAMP DETOURS:

Table with 4 columns: Interchange, Ramp, Closure Duration Allowed, and Detour Route. Details detour routes for interchanges I-75 & US-20, I-75 & SR-795, and I-75 & Buck Rd.

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 6 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

CLEARING SHOULDERS

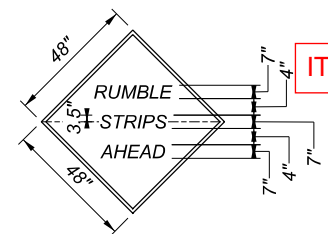
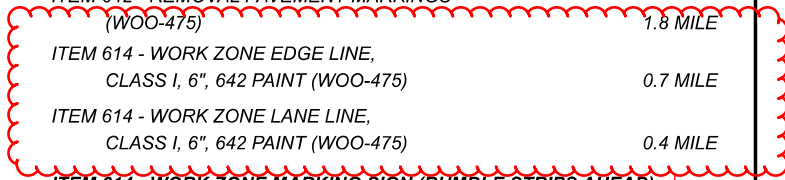
SHOULDERS BEING USED TO CARRY TRAFFIC DUE TO MOT OPERATIONS SHALL BE SWEEPED AND CLEARED OF DEBRIS PRIOR TO THE TRAFFIC BEING SHIFTED OVER.

PAYMENT FOR ALL THE WORK AS DESCRIBED ABOVE IS INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

Table listing work zone marking and sign items (ITEM 614, ITEM 642) with their respective quantities and units (e.g., 52 EACH, 36.3 MILE, 48.6 MILE).



ITEMS ADDED

3.0" RADIUS, 1.25" BOARDER, 0.75" INDENT BLACK LETTERS ON ORANGE BACKGROUND "RUMBLE" - SERIES D; "STRIPS" - SERIES D; "AHEAD" - SERIES D

A QUANTITY OF 2 EACH HAS CARRIED TO GENERAL SUMMARY

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.

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

COORDINATION BETWEEN PROJECTS

THE CONTRACTOR IS ADVISED OF CONSTRUCTION CONTRACT WOO/LUC-75-30.70/0.00 (SPN (19)0108) WHICH MAY BE IN PROGRESS CONCURRENTLY WITH WHEN THIS PROJECT IS BEING CONSTRUCTED.

Table with project metadata: DESIGN AGENCY, DESIGNER (ALF), REVIEWER (JMF), PROJECT ID (92122), SHEET (9), TOTAL (35).

WOO-75/475-26.02/2.04

MODEL: Sheet PAPER SIZE: 17x11 (in.) DATE: 7/6/2023 TIME: 2:55:35 PM USER: a/afinal pwc:\hoboc-pw-bentley.com\shahidoc-pw-02\Documents\01 Active Projects\Distfit\02\Wood\92122\400-Engineering\Foodway\Sheets\92122_GG001.dgn

SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
7	8	9	10	11	14	15	16	17	35A	35C	01/IMS/05	EXT	TOTAL				
ROADWAY																	
							930		748	748	2,426	202	23000	2,426	SY	PAVEMENT REMOVED	
							12,112.5				12,112.5	202	38000	12,112.5	FT	GUARDRAIL REMOVED	
							27				27	202	42010	27	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
							28				28	202	42040	28	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
							10				10	202	42050	10	EACH	ANCHOR ASSEMBLY REMOVED, TYPE B	
							18				18	202	47000	18	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
							158				158	209	15000	158	STA	RESHAPING UNDER GUARDRAIL	
					12.49	7.78					20.27	209	60500	20.27	MILE	LINEAR GRADING	
							12,912.5				12,912.5	606	15050	12,912.5	FT	GUARDRAIL, TYPE MGS	
							16				16	606	26050	16	EACH	ANCHOR ASSEMBLY, MGS TYPE B	
							26				26	606	26150	26	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	7
							34				34	606	26550	34	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
							14				14	606	35002	14	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
							6				6	606	35102	6	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
EROSION CONTROL																	
							1,647				1,647	659	10000	1,647	SY	SEEDING AND MULCHING	
							0.22				0.22	659	20000	0.22	TON	COMMERCIAL FERTILIZER	
							9				9	659	35000	9	MGAL	WATER	
											1,000	832	30000	1,000	EACH	EROSION CONTROL	
DRAINAGE																	
2											2	611	98630	2	EACH	CATCH BASIN ADJUSTED TO GRADE	
2											2	611	99150	2	EACH	INLET ADJUSTED TO GRADE	
PAVEMENT																	
	1,712										1,712	253	02000	1,712	CY	PAVEMENT REPAIR	
					270,442						270,442	254	01000	270,442	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1"	
					74,000						74,000	254	01000	74,000	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2"	
									3,380	3,380	6,760	254	01001	6,760	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 2"	8A
									190	190	380	301	56000	380	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
									28	28	56	304	20000	56	CY	AGGREGATE BASE	
									268	268	536	407	10000	536	GAL	TACK COAT	
					22,988	6,290					29,278	407	20000	29,278	GAL	NON-TRACKING TACK COAT	
					7,512						7,512	424	14001	7,512	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448), AS PER PLAN	8
					3,083						3,083	442	10001	3,083	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG76-22	7
									188	188	376	442	22100	376	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449)	
									83	83	166	442	22400	166	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449)	
	26								154	167	341	SPECIAL	51631200	341	FT	ASPHALT CONCRETE, MISC.; CROSS OVER	8
					608	307			13	13	941	617	10100	941	CY	SAWING AND SEALING BITUMINOUS CONCRETE JOINTS	8A
											492	617	10101	492	CY	COMPACTED AGGREGATE	
85							407				492	617	10101	492	CY	COMPACTED AGGREGATE, AS PER PLAN, 4"	7
					86,756				1,410	1,412	89,578	618	40100	89,578	FT	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
					85,350						85,350	872	10000	85,350	FT	VOID REDUCING ASPHALT MEMBRANE (VRAM)	
									1,600	1,600	3,200	875	10000	3,200	LB	LONGITUDINAL JOINT ADHESIVE	
TRAFFIC SURVEILLANCE																	
	200										200	632	90030	200	FT	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM, LOOP LEAD IN CABLE	
	200										200	632	90500	200	FT	SIGNALIZATION, MISC.; UNLASH AND RELASH MESSENGER WIRE	8
	2										2	809	69101	2	EACH	STOP LINE RADAR DETECTION, AS PER PLAN	8
TRAFFIC CONTROL																	
											1,139	621	00100	1,139	EACH	RPM	
											1,139	621	54000	1,155	EACH	RAISED PAVEMENT MARKER REMOVED	
							257		8	8	257	626	00116	257	EACH	BARRIER REFLECTOR, TYPE 5, UNIDIRECTIONAL	
									23.7	0.31	0.31	642	00104	24.32	MILE	EDGE LINE, 6", TYPE 1	
									17.51	0.16	0.16	642	00204	17.83	MILE	LANE LINE, 6", TYPE 1	
		1.8									1.8	642	30030	1.8	MILE	REMOVAL OF PAVEMENT MARKING	
											14,459	644	00404	14,459	FT	CHANNELIZING LINE, 12"	
											149	644	00500	149	FT	STOP LINE	
											30	644	00700	30	FT	TRANSVERSE/DIAGONAL LINE	
											1,061	644	00720	1,061	FT	CHEVRON MARKING	
											41	644	01300	41	EACH	LANE ARROW	
											5	644	01350	5	EACH	LANE REDUCTION ARROW	
											8	644	01360	8	EACH	WRONG WAY ARROW	
											12,405	644	01510	12,405	FT	DOTTED LINE, 6"	

ITEM REVISED

ITEM ADDED

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER
ALF

REVIEWER
JMF


PROJECT ID
92122

SHEET TOTAL
12 35

SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
7	8	9	10	11	14	15	16	17	35A	35C	01/IMS/05	EXT	TOTAL				
								32			32	644	20800	32	FT	YIELD LINE	
40											40	644	40000	40	EACH	SPEED MEASUREMENT MARKING	7
MAINTENANCE OF TRAFFIC																	
				260							260	614	11110	260	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
											LUMP	614	12420	LS		DETOUR SIGNING	
		54									54	614	12460	54	EACH	WORK ZONE MARKING SIGN	
				14							14	614	12484	14	EACH	WORK ZONE INCREASED PENALTIES SIGN	
		6									6	614	12500	6	EACH	REPLACEMENT SIGN	
		10									10	614	12600	10	EACH	REPLACEMENT DRUM	
			18								18	614	18601	18	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	10
		36.7									36.7	614	20110	36.7	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	ITEM REVISED
		0.1									0.1	614	20500	0.1	MILE	WORK ZONE LANE LINE, CLASS II, 4", 642 PAINT	
		49.3									49.3	614	22110	49.3	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	ITEM REVISED
		0.2									0.2	614	22300	0.2	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
		27,486									27,486	614	23210	27,486	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
		29,682									29,682	614	24202	29,682	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	
		82									82	614	30650	82	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
				48							48	808	18700	48	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
INCIDENTALS																	
											LUMP	108	30000	LS		CPM PROGRESS SCHEDULE SHORT DURATION PROJECTS	
											LUMP	614	11000	LS		MAINTAINING TRAFFIC	
											LUMP	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	7
											LUMP	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



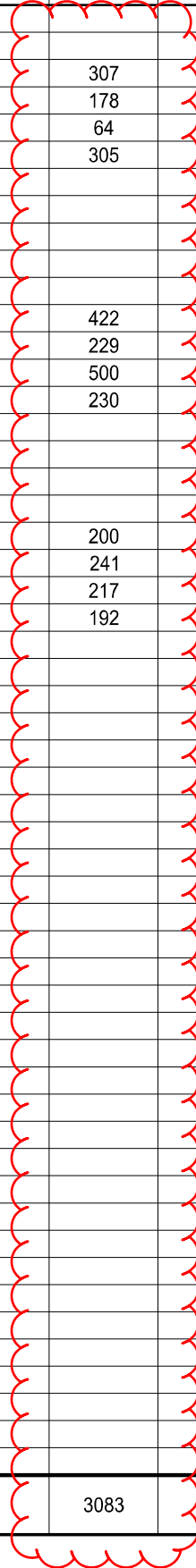
DESIGNER
ALF

REVIEWER
JMF

PROJECT ID
92122

SHEET TOTAL
13 35

STATION RANGE	TYPICAL SECTION	CADD GENERATED AREA	209	254	407	442	617
			LINEAR GRADING	PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2"	NON-TRACKING TACK COAT	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN	COMPACTED AGGREGATE
		SY	MILE	SY	GAL	CY	CY
RAMPS AT US 20							
RAMP A		7369	0.75	7369	626	307	37
RAMP B		4265	0.47	4265	363	178	23
RAMP B		1534	0.47	1534	130	64	9
RAMP C		7319	0.67	7319	622	305	33
RAMPS AT SR 795							
RAMP A		10128	0.66	10128	861	422	32
RAMP B		5499	0.34	5499	467	229	17
RAMP C		11988	1.07	11988	1019	500	52
RAMP D		5522	0.34	5522	469	230	17
RAMPS AT BUCK RD							
RAMP A		4796	0.56	4796	408	200	28
RAMP B		5774	0.96	5774	491	241	23
RAMP C		5197	0.67	5197	442	217	16
RAMP D		4609	0.80	4609	392	192	20
01/IMS/05 TOTALS CARRIED TO GENERAL SUMMARY			7.78	74000	6290	3083	307



ITEM QUANTITIES
REVISED