



**OHIO TURNPIKE AND  
INFRASTRUCTURE COMMISSION**

**ADDENDUM NO. 1**  
**ISSUED JANUARY 23, 2020**

**PROJECT NO. 59-20-02**  
**PART A: REPAIRS AND RESURFACING**  
**EASTBOUND AND WESTBOUND ROADWAYS**  
**MILEPOST 118.80 TO MILEPOST 127.23**  
**ERIE COUNTY, OHIO**  
**PART B: SLOPE REPAIRS**  
**EASTBOUND ROADWAY**  
**MILEPOST 121.2 AND MILEPOST 123.1**  
**ERIE COUNTY, OHIO**

**OPENING DATE: 2:00 P.M. (EASTERN TIME), JANUARY 29, 2020**

**ATTENTION OF BIDDERS IS DIRECTED TO:**  
**ANSWERS TO QUESTIONS RECEIVED THROUGH 1:00 PM ON JANUARY 23, 2020**

**-AND-**

**MODIFICATIONS TO THE CONTRACT DOCUMENTS**

Plan Sheets: 5, 7, 12, and 13 of 14

**-and-**

Bid Schedule of Items and Estimated Quantities Worksheet

Bid Ref. Nos. 24, 28, and 54


**-and-**

Original Construction Plans-Mainline Bridges

**-and-**

Slope Remediation Report

Issued by the Ohio Turnpike and Infrastructure Commission through Jennifer L. Stueber, Esq., General Counsel.

  
\_\_\_\_\_  
Jennifer L. Stueber, Esq.,  
General Counsel

1/23/2020  
Date

**ANSWERS TO QUESTIONS RECEIVED THROUGH 1:00 P.M. ON JANUARY 23, 2020:**

- Q#1** Will the project require placement of porous backfill per the standard drawing? If so the approach slabs are partial replacements and several do not proceed through driving lane and outside shoulder. If porous backfill is required how is the contractor to outlet the underdrain pipe?
- A#1 Approach slab removal and reconstruction locations that include the replacement of the right shoulder shall be required to have the porous backfill as called for in the standard drawing. All other locations will not be required to provide the porous backfill as called for in the standard drawing.*
- Q#2** There is a bid item for 4,733.33 SY of Full Depth Pavement Repair (Asphalt). What is the replacement material for this item? Is it SP 302 or Concrete?
- A#2 The concrete that is removed shall be replaced with SP 302 in accordance with SP 451.*
- Q#3** Who will be performing the construction inspection on this project? Will the Turnpike be self-performing the inspection or will it be hired out to an outside firm? If it is being hired out to an outside firm, which firm will the turnpike be using?
- A#3 The Commission will not be self-performing the construction administration and inspection for this Project. A construction administration and inspection firm will be assigned to this Project, however, at this time it has not been determined which firm will be assigned.*
- Q#4** On page 2 of the plans, note 3 states that there is additional pavement planing and resurfacing quantities for the WB decel ramp at Exit 118. Will this ramp work be the full 3" mill with two lifts of asphalt or is it only a 2" mill with just the surface course? Can an estimated quantity for this work please be provided.
- A#4 The WB decel ramp for Exit 118 will be milled 3" and resurfaced 3" as called for in the Plans. Estimated quantities for the respective items are included in the General Summary to cover work to plan station 670+00. Limits will be reviewed and may be adjusted at the direction of the Chief Engineer to meet plan intent.*
- Q#5** Item 526 Reinforced Concrete Approach slabs (T=12") APP (Ref 35): Note #1 on sheet 3 (Part A) states that the approach slab removal and replacement performed during a work shift shall be completed during that same work shift. No repair shall be left open beyond end of the shift. Also, note #4 adds a contingency quantity to patch concrete structures to repair the grade beams. If its determined that the grade beam needs patched after removal

**of approach slab, how is the contractor supposed to patch the grade beam, allow for cure time for patching and pour new approach slab during the same shift? If the grade beam does need patching and the repair area needs to be left opened, what traffic protections will be required?**

*A#5 If it is determined that the grade beam needs to be patched and the patching area is adjacent to a live lane of traffic, the contractor may utilize temporary steel road plate(s) to span the repair area. If the grade beam does not need patching, and the Contractor is not able to stage the Work (Note 2 Plan Sheet 3 of 14) the Contractor may use steel road plates to span the repair area that is adjacent to a live lane of traffic. The cost of providing steel road plates shall be considered incidental to Item SP 614, Maintaining traffic, As Per Plan.*

**Q#6 Can the existing bridge plans be made available for the bridges in the project limits?**

*A#6 The original 1953/1954 construction plans, third lane construction plans, and the most current rehabilitation plans have been included, with this Addendum No. 1, for the five (5) mainline bridges, within the Project limits.*

**Q#7 We hereby request the full soil report for Project No. 59-20-02 Part B Slope repairs.**

*A#7 The soils report for the Part B Slope Repair is included with this Addendum No. 1.*

**Q#8 Bid Ref #11 – Portions of Structure Removed, APP – with the removal and replacement of the parapet wall sections (in Stage 2) included in this pay item, the full sequence for each location is expected to take a week or so to complete. Multiple locations are expected to be performed concurrently. We feel per Note 9. under Std Drawing TCR-1 that no additional work zones (i.e. temp barrier, or truck mounted impact attenuators) will be necessary to protect the hazards since the work space will be beyond 30 feet and more from the roadway edge. We feel this note applies to removing and replacing guardrail during Stage 2 as well. Please clarify if the hazards are to be protected or not. If the hazards are to be protected, could OTIC provide a not standard drawing of what will be required to protect the hazards?**

*A#8 Per OTIC Standard Drawing TCR-1, if the hazard is at least thirty (30) feet from an active lane of traffic, no additional Temporary Traffic Control devices are needed.*

**Q#9 Bid Ref #26 – Reinforced Concrete Approach slabs (T=12”) app, the note (1) on sheet 3/14 says Approach slab removal and replacement performed during a work shift shall be completed during that same work shift. No repair shall be left open beyond the end of the shift. Also, note #4 add a contingency quantity to patch concrete structures to repair the grade beams. 1) If its determined that the grade beam needs patched after removal of**

**approach slab how is the Contractor supposed to patch the grade beam, allow for cure time for patching and pour new approach slab during the same shift? If the grade beam does need patching and the repair area needs to be left opened what traffic protections will be required?**

*A#9 See response to Q#5.*

**Q#10 Bid Ref #27 calls out SP 304 material, Due to the type of use on this project (all contingent), could the material be changed to standard ODOT 304?**

*A#10 The use of ODOT CMS Item 304 is acceptable as a replacement for OTIC Item SP 304 for Bid Reference No. 27, at no additional cost to the Commission. All applicable provisions of Item 304 of the Specifications shall apply.*

**Q#11 In SP 627 stone shoulder Protection, #67 aggregate is specified. Can the specification be changed to use 57's instead of 67's?**

*A#11 The use of #57 stone in place of #67 stone for Item SP 627, Stone Shoulder Protection is an acceptable replacement and can be provided at no additional cost to the Commission. Where appearing throughout the Contract Documents "#67" is supplemented with "or #57" through this Addendum No. 1.*

**Q#12 On sheet 5/14, does note #5 apply for this project?**

*A#12 Plan Sheet 5 of 14 has been reviewed and revised. Plan Note #5 has been removed. Revised Plan Sheet 5 of 14 has been included with this Addendum No. 1.*

**Q#13 Under SP 104 H. During all phases of construction the following will apply (reducing traffic to a single lane will not be permitted) - Regarding Summer Weekends, it states noon on Friday through Sunrise on Monday for the period beginning Friday, May 29, 2020 through Sunrise Monday, August 31, 2020. Can the Contractor still have single lane closures on Friday, Saturday and Sunday nights if needed during this time period as long as we follow the permitted lane closures in Appendix B?**

*A#13 Single lane closures will be permitted, if needed, during Friday, Saturday, and Sunday provided the request is in accordance with Appendix B - Permitted Lane Closure requirements and approved by the Chief Engineer.*

**Q#14 Plans show removing and replacing approach slabs in the Left lanes in various locations. 1) Currently there is no asphalt setup to transition the new approach slab to the existing**

**asphalt. Is the intent to patch in the gap between the existing asphalt and new approach slab or will quantities be established to mill and fill transitions to the new approach slabs? 2) Should the sequence for removing and replacing the approach slabs happen during Stage 1 or after Stage 2?**

*A#14 Plan Sheet 7 of 14 has been reviewed and revised to include a plan note which includes Item 254, Pavement Planing, Asphalt Concrete (T=2") and Item SP 404, Asphalt Concrete Surface Course, Using Crushed Stone, PG 64-22 for patching/repairing the transition area for the left lane approach slab replacements, as called for in the Plans. This work may be performed during Stage 1 Work or it may be performed after Stage 2 Work is complete. Furthermore, Plan Sheet 12 of 14, the the Bid Schedule of Items and the Estimated Quantities Worksheet has been reviewed and revised to increase the quantity of Reference No. 24, Item 254, Pavement Planing, Asphalt Concrete (T=2") and Reference No. 28, Item SP 404, Asphalt Concrete Surface Course, Using Crushed Stone, PG 64-22 for patching/repairing the transition area for the left lane approach slab replacements. Revised Plan Sheets 7 and 12 of 14, the Bid Schedule of Items and the Estimated Quantities Worksheet have been included with this Addendum No. 1.*

**Q#15 Plan sheet 13 of 14 shows 1 catchbasin adjusted to grade with no station location. Please review and advise if this is to be performed or not.**

*A#15 Plan Sheet 13 of 14 has been reviewed and revised to remove the one (1) catch basin, reconstructed to grade, 4" to 12", as per plan with no station location. This adjustment revised the chart quantity from 3 to 2. Furthermore, Plan Sheet 12 of 14, the Bid Schedule of Items and the Estimated Quantity Worksheet has been reviewed and revised to decrease the quantity of Reference No. 54, Item SP 611, Catch Basin, Reconstructed to Grade, 4" – 12", As Per Plan from ~~18~~ to 17. Revised Plan Sheets 12 and 13 of 14, the Bid Schedule of Items and the Estimated Quantities Worksheet have been included with this Addendum No. 1.*

### **MODIFIED CONTRACT DOCUMENTS**

With this Addendum No. 1, the Commission substitutes the enclosed materials for the following Contract Documents:

Plan Sheets 5, 7, 12, and 13 of 14 with changes to the Plan Drawings are called out with a cloud and a revision triangle as thus:



With this Addendum No. 1, the Commission modifies the Bid Schedule of Items for the following Reference Numbers: 24, 28, and 54.

ADDENDUM NO. 1  
PROJECT NO. 59-20-02  
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**Receipt of Addendum No. 1**  
**Project No. 59-20-02 is hereby acknowledged:**

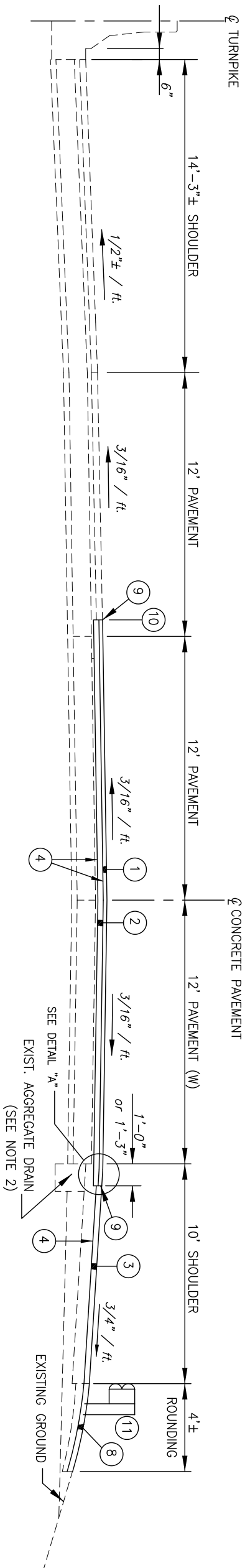
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(Signature) \_\_\_\_\_

(Printed Name) \_\_\_\_\_

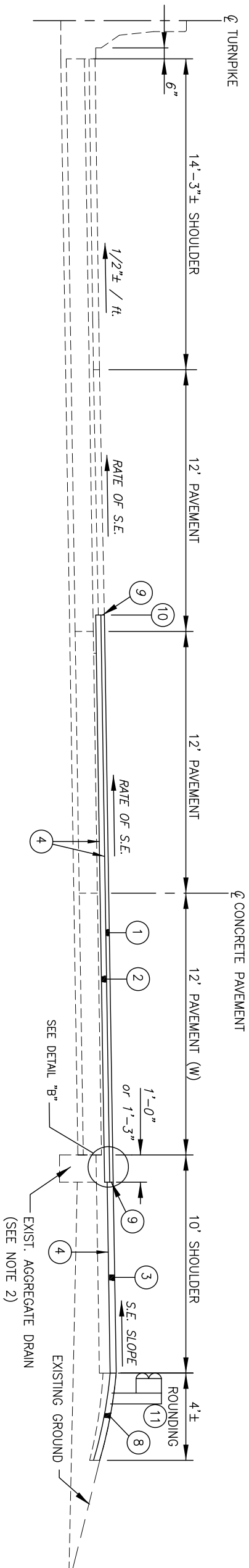
(Date) \_\_\_\_\_

**BIDDERS MUST RETURN THE ABOVE ACKNOWLEDGEMENT  
OF RECEIPT OF ADDENDUM NO. 1 WITH THEIR BID.**

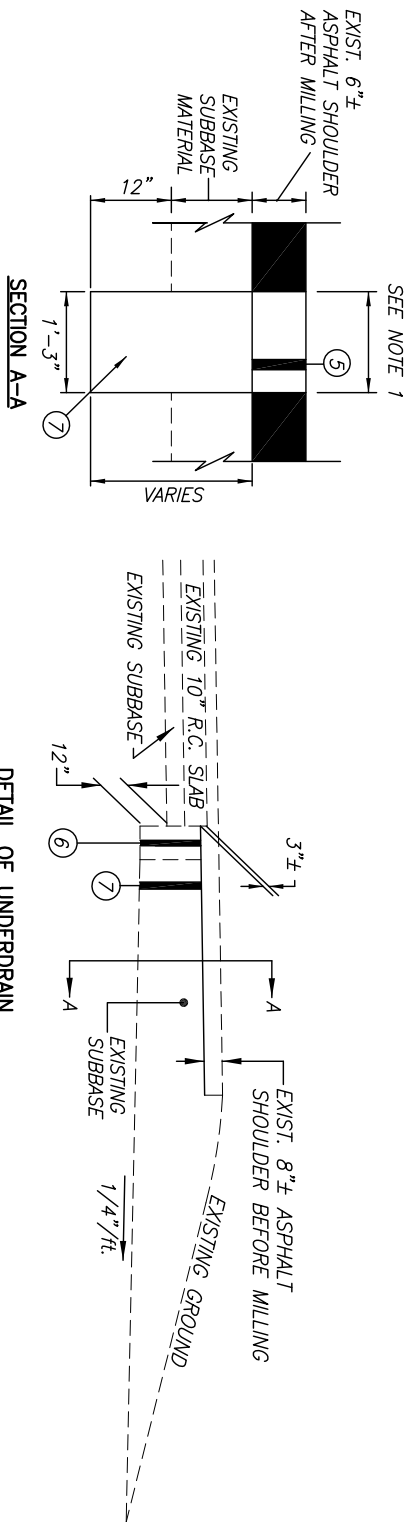


LANE WIDTH VARIES (EASTBOUND ONLY)  
W = 12' TO 24' STA 950+90.0 TO STA 954+00.0  
W = 24' STA 954+00.0 TO STA 1045+00.0  
W = 24' TO 12' STA 1045+00.0 TO STA 1053+00.0

STATIONS PROVIDED FOR INFORMATION ONLY. LIMITS MAY BE ADJUSTED BY CHIEF ENGINEER AS NEEDED.



## RESURFACING - SUPERELEVATED SECTION



- ## NOTES

1. FULL DEPTH SAW CUT/ON FULL DEPTH PAVEMENT PLANING OF EXISTING ASPHALT PAVEMENT IS REQUIRED WHERE EXISTING ASPHALT PAVEMENT IS TO BE REMOVED FOR THE INSTALLATION OF EITHER TYPE I OR TYPE II DRAINS.
2. TYPE I AGGREGATE DRAINS WILL BE INSTALLED AS DIRECTED BY THE ENGINEER AND ADJACENT TO ALL NEW FULL DEPTH CONCRETE REPLACEMENT. ADJACENT TO FULL DEPTH REPLACEMENT THE EXISTING TYPE I DRAIN SHALL BE SAW CUT OR PAVEMENT PLANED FULL DEPTH OF SHOULDER; THE EXISTING DRAIN REMOVED AND REPLACED TO THE DEPTH INDICATED HEREON. TYPE II AGGREGATE DRAINS WILL BE INSTALLED AT EACH EXISTING ROADWAY JOINT WITHIN FULL DEPTH REPAIR AREAS, OR AS DIRECTED BY THE CHIEF ENGINEER. (APPROX. SPACING = 61'-6" O/C)
3. SP 402 BITUMINOUS SHOULDER MATERIAL REQUIRED FOR REPAIR OF THE SHOULDER SHALL BE CONSIDERED INCIDENTAL TO SP 605.
4. RATE OF APPLICATION FOR NON-TRACKING TACK COAT MAY BE ADJUSTED BY CHIEF ENGINEER AS NEEDED.
5. SEE EXISTING TYPICAL SECTIONS AND PAVEMENT PLANNING DETAILS FOR SHOULDER THICKNESS LIMITS.
6. CONTRACTOR TO FOLLOW EXISTING JOINT LINE FOR EXT 142 PAVEMENT PLANING AND REPAIR/AGGREGATE UNLESS DIRECTED OTHERWISE BY THE CHIEF ENGINEER.
7. THE USE OF SLAG OR RAP MILLINGS FOR ITEM 61', COMPACTED AGGREGATE, IS PROHIBITED.

- | <u>LEGEND</u> |  |
|---------------|--|
| ①             | SP 404 1 1/4" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 76-22 (FR)                     |
| ②             | SP 402 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, USING CRUSHED STONE, PG 76-22 (FR)               |
| ③             | SP 404 2" ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22                             |
| ④             | 407 NON-TRACKING TACK COAT   |
| ⑤             | SP 402 6" BITUMINOUS SHOULDER MATERIAL (SEE NOTE 2) (ASPHALT CONCRETE INTERMEDIATE COURSE, PG 64-22) |
| ⑥             | SP 605 AGGREGATE DRAIN TYPE I (SEE NOTE 2)   |
| ⑦             | SP 605 AGGREGATE DRAIN TYPE II   |
| ⑧             | 617 COMPACTED AGGREGATE (W/O GUARDRAIL)  |
| OR            |  |
| SP 627        | STONE SHOULDER PROTECTION (W/ GUARDRAIL)   |
| ⑨             | SP 404A JOINT SEALER   |
| ⑩             | SPECIAL ASPHALT REJUVENATOR, POLYMER EMULSION  |
| ⑪             | 606 GUARDRAIL, TYPE MGS, USING LONG STEEL POSTS  |

SAFETY AND CONTINUITY OF OPERATIONS OF TRAFFIC ON THE OHIO TURNPIKE SHALL BE OF THE UTMOST IMPORTANCE AND SHALL AT ALL TIMES BE PROTECTED AND SAFEGUARDED. THE CONTRACTOR SHALL DAILY, NOT LATER THAN 12 O'CLOCK NOON, INFORM THE CHIEF ENGINEER AS TO HIS OPERATIONS AND METHOD OF WORK FOR THE FOLLOWING DAY. WHENEVER SUCH WORK, IN THE OPINION OF THE CHIEF ENGINEER, MAY AFFECT THE SAFETY OF TRAFFIC ON THE OHIO TURNPIKE, THE METHOD OF DOING SUCH WORK SHALL BE SUBMITTED TO THE CHIEF ENGINEER FOR APPROVAL, WITHOUT WHICH IT SHALL NOT BE COMMENCED OR PROSECUTED. ANY REQUEST FOR WORK INVOLVING LANE CLOSURE(S) MUST BE SUBMITTED ON AN APPROVED LANE CLOSURE REQUEST FORM SUPPLIED BY THE COMMISSION.

EXISTING UTILITIES  
AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL CONTACT THE OHIO UTILITIES PROTECTION SERVICE AND THE OWNERS OF ANY UNDERGROUND UTILITY FACILITY IN THE AREA FOR APPROPRIATE MARKING. THE CONTRACTOR SHALL BE AWARE THAT WITHIN THE PROJECT LIMITS, CENTURYLINK HAS FIBER OPTIC CABLES. THE CABLE RUNS ALONG THE NORTH RIGHT OF WAY.

AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING ANY CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE EXISTING O.T.I.C. UNDERGROUND LIGHTING OR O.T.I.C. COMMUNICATIONS FACILITIES, THE CONTRACTOR SHALL NOTIFY O.T.I.C. DIVISION TRADES SUPERVISOR BASED ON LOCATION OF PROJECT AS INDICATED ON THE TITLE SHEET.

ITEM SP 202B – CRACK REPAIRS  
THE FOLLOWING CONTINGENCY ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR PAVEMENT CRACK REPAIR. THE CRACK REPAIR SHALL OCCUR PRIOR TO THE PLACEMENT OF THE ASPHALT LEVINGL COURSE. CRACK REPAIR SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ITEM:

ITEM SP 202B –CRACK REPAIR, 1" OR LESS, USING SAND ASPHALT 50 CU.YD.  
ITEM SP 202B –CRACK REPAIR, 1" OR LESS, USING HOT JOINT SEALER 3,000 GAL.  
ITEM SP 202B –CRACK REPAIR, WIDER THAN 1" AND LESS THAN 1" 50 CU.YD.  
ITEM SP 202B –CRACK REPAIR, WIDER THAN 1" AND GREATER THAN 1" 50 CU.YD.  
IN DEPTH, USING ITEM SP 402 (Pg 64-22)  
ITEM SP 202B –3 CORNER CRACK REPAIR, USING ITEM SP 402 (Pg 64-22) 50 CU.YD.  
ITEM SP 202B –REPAIR EXISTING EXPANSION JOINT, USING ITEM SP 404(Pg 64-22) 20 CU.YD.(\*)  
(\*) –EXPANSION JOINTS AT EB MP 119.42, 119.7, 125.37, AND 125.42 WILL NEED TO BE REPAIRED.

SOFT SUBGRADE  
THE FOLLOWING CONTINGENCY ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR REPAIR OF SOFT SUBGRADE AS DIRECTED BY THE CHIEF ENGINEER FOR FULL DEPTH REPAIRS AND/OR SHOULDER RECONSTRUCTION:

ITEM 204 – EXCAVATION OF SUBGRADE 50 CU.YD.  
ITEM 204 – EMBANKMENT 50 CU.YD.  
ITEM 204 – SUBGRADE COMPACTION 300 SQ.YD.

ITEM 202 – PORTIONS OF STRUCTURE REMOVED, AS PER PLAN  
PORTIONS OF STRUCTURE REMOVED, AS PER PLAN SHALL INCLUDE ALL LABOR AND MATERIALS NECESSARY TO REMOVE THE EXISTING BRIDGE TERMINAL ASSEMBLY, THE EXISTING BRIDGE PARAPET (ASSUME 10' MAX.) TO THE CONSTRUCTION JOINT AND CONSTRUCT NEW PARAPET TRANSITION AS PER MGS-3.1, MGS-3.2, DOSTR-1, DOSTR-2, DOSTR-3, AND DOSTR-4 TO ACCEPT THE PERTINENT BRIDGE TERMINAL ASSEMBLY AS DETAILED IN THESE PLANS. ANY ADDITIONALLY REQUIRED CONCRETE CURBING AND REINFORCING, AS SPECIFIED BY THE STANDARD DRAWINGS, SHALL BE INSTALLED AS WELL AND PAID FOR UNDER ITEM 609. THE CONTRACTOR SHALL VERIFY CONDITIONS OF GUARDRAIL TERMINATION AND CURBING PRIOR TO START OF WORK.  
ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE PRICE BID FOR EACH ITEM 202 – PORTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 609, CONCRETE CURB, TYPE 2-A, AS PER PLAN RESPECTIVELY.

ITEM 254 – PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN  
THIS CONTINGENCY ITEM CONSISTS OF PAVEMENT PLANING OF CONCRETE APPROACH AND/OR ABUTMENT SLABS WITH DIAMOND BLADES ONLY. THIS QUANTITY IS INTENDED TO BE UTILIZED TO MEET PAVEMENT SMOOTHNESS. A QUANTITY OF 2,100 SQ.YD. IS INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE CHIEF ENGINEER OR AS INDICATED IN THE PLANS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY FOR THE ABOVE MENTIONED WORK SHALL BE DEPENDENT ON AND IN ACCORDANCE WITH ITEM 254-PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN.

ITEM SP 304 – AGGREGATE BASE  
A CONTINGENCY QUANTITY OF 50 C.Y. IS INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER FOR DRESSING BASE MATERIAL UNDER THE FULL DEPTH REPAIRS.

ITEM SP 404A – JOINT SEALER  
A CONTINGENCY QUANTITY OF 1,000 FOOT, IS INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER FOR SEALING BUTT JOINTS AND LOCATIONS WHERE EXISTING PAVEMENT AND PROPOSED PAVEMENT MEET.

ADDITIONALLY, A QUANTITY HAS BEEN INCLUDED IN THE PLANS TO SEAL THE LONGTUDINAL JOINT CREATED DURING PART WIDTH CONSTRUCTION AT THE PLAZA RAMPS.

ITEM 609 – ASPHALT CONCRETE CURB, PG 64-22, STANDARD TYPE 1  
A QUANTITY OF 1,000 FOOT IS INCLUDED IN THE ESTIMATED QUANTITIES FOR USE FOR REPAIR/REPLACEMENT OF CURBING WITHIN PROJECT LIMITS OR AS DIRECTED BY THE CHIEF ENGINEER. THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, REMOVAL OF CURB, CLEANING, TACKING WITH NON-TRACKING TACK COAT AND ANY INCIDENTALS NECESSARY TO COMPLETE THE ITEM.

ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN  
THIS ITEM SHALL CONSIST OF THE CONTRACTOR PROVIDING APPROXIMATELY 50 CU.YD. OF ITEM 614-ASPHALT CONCRETE FOR MAINTAINING TRAFFIC. THIS ITEM SHALL BE USED FOR WEDGING PURPOSES TO AID IN TRANSITIONING TRAFFIC FROM NORMAL TO FINAL SURFACE AND BACK AT THE PERTINENT TOLL/SERVICE PLAZAS FOR EACH PART OF THE CONTRACT.  
SMOOTH TRANSITIONS BETWEEN SURFACES SHALL BE MAINTAINED AT ALL TIMES AT TOLL/SERVICE PLAZA ACCEL/DECEL. AT NO TIME SHALL TRAFFIC BE SUBJECTED TO SUDDEN DIPS, DROPOFFS, OR BUMPS. ASPHALT WEDGING OF TRANSITION AREAS SHALL BE IN ACCORDANCE WITH ODOT STANDARD DRAWING MT-101.90. MATERIAL SUPPLIED FOR THIS ITEM SHALL COMPLY WITH THE REQUIREMENTS OF 614.13.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM INCLUDING PLACING AND REMOVING THE ASPHALT CONCRETE WEDGES (WHEN NEEDED). THIS ITEM SHALL BE PAID FOR AT THE UNIT BID PRICE FOR ITEM 614-ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 617/SP 627  
THE FOLLOWING ITEMS HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES FOR USE, OR AS DIRECTED BY THE CHIEF ENGINEER, FOR ADDING NEW MATERIAL UNDER GUARDRAIL AND ALONG SELECTED ROADWAY LOCATIONS TO BRING THE AREA UP TO GRADE AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE ITEM:

ITEM 617-SHOULDER PREPARATION 23,232 SQ.YD.  
ITEM 617-COMPACTED AGGREGATE 2,000 CU.YD.  
ITEM 617-WATER 50 M.GAL.  
ITEM SP 627-STONE SHOULDER PROTECTION 1,232 CU.YD.  
ITEM SPECIAL-REGRAIDING UNDER GUARDRAIL 12,300 SQ.YD. (\*)

(\*) – ITEM INCLUDED TO BE USED, AS DIRECTED BY THE CHIEF ENGINEER, TO LEVEL AREAS UNDER EXISTING AND PROPOSED GUARDRAIL LOCATIONS WHERE STONE SHOULDER PROTECTION IS MORE THAN 1" ABOVE THE EDGE OF THE SHOULDER PAVEMENT. ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NEEDED TO LOWER THE STONE SHOULDER PROTECTION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM. ALL LOCATIONS WILL BE DELINEATED BY THE CHIEF ENGINEER.

ITEM 619 – FIELD OFFICE, AS PER PLAN  
THE FIELD OFFICE PROVIDED SHALL MEET THE REQUIREMENTS OF ITEM 619, TYPE B FIELD OFFICE WITH THE FOLLOWING EXCEPTION(S):  
–THE FIELD OFFICE WILL BE PAID AT THE CONTRACT LUMP SUM PRICE BID, WHICH SHALL BE FULL COMPENSATION FOR FURNISHING AND MAINTAINING FACILITIES, ALL UTILITIES, HEAT, ELECTRIC, TELEPHONES, INTERNET, WEEKLY CLEANING AND REMOVAL OF FACILITIES UPON COMPLETION OF THE CONTRACT.

ITEM SP 626 – BARRIER REFLECTOR  
ITEM SP 626-BARRIER REFLECTOR, TYPE B(YELLOW) SHALL CONSIST OF INSTALLING REFLECTORS ON THE MEDIAN CONCRETE BARRIER WALL AS SPECIFIED IN SP 626 EXCEPT THAT THE REFLECTORS SHALL BE INSTALLED AT A 25' NORMAL SPACING AND AT 10' SPACING IN ALL LOCATIONS WHERE THE MEDIAN SHOULDER NARROWS (MEDIAN BRIDGE PIERES AND SIGN FOUNDATIONS). UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL CAREFULLY REMOVE, SO AS NOT TO OVERLY DAMAGE THE BARRIER FACE, THE APPROPRIATE NUMBER OF INSTALLED BARRIER REFLECTORS SO THAT THE NUMBER AND SPACING COMPLY WITH THE REQUIREMENTS OF SP 626. THIS WORK SHALL BE INCIDENTAL TO THE COST OF THE BARRIER REFLECTORS.

THIS ITEM SHALL ALSO CONSIST OF REMOVING EXISTING BARRIER REFLECTORS THAT ARE NOT PLACED AT THE APPROPRIATE LOCATION ON THE MEDIAN WALL AS SPECIFIED IN SP 626. THE COST OF REMOVAL SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 626-BARRIER REFLECTOR, TYPE B.

ITEM SP 626-BARRIER REFLECTOR, TYPE A (WHITE) OR TYPE B (WHITE) SHALL CONSIST OF INSTALLING REFLECTORS AT GUARDRAIL AND/OR PARAPET WALL LOCATIONS IDENTIFIED BY THE CHIEF ENGINEER, WITHIN PROJECT LIMITS, THAT REQUIRE INSTALLATION, REPAIR, OR REPLACEMENT OF BARRIER REFLECTORS. FOR THIS PURPOSE, A CONTINGENCY QUANTITY IS INCLUDED IN THE ESTIMATED QUANTITIES FOR USE AS DIRECTED BY THE CHIEF ENGINEER.

ITEM SP 626-BARRIER REFLECTOR TYPE A 400 EACH  
ITEM SP 626-BARRIER REFLECTOR TYPE B 200 EACH

ITEM SPECIAL – ASPHALT REJUVENATOR, POLYMER EMULSION  
THIS ITEM SHALL CONSIST OF SUPPLYING AND PLACING APPROXIMATELY 28,512 SQ.YD. OF A POLYMERIZED EMULSION. THE POLYMERIZED EMULSION SHALL BE JOINTBOND AS MANUFACTURED BY D & D EMULSIONS OR APPROVED EQUAL BY THE CHIEF ENGINEER.

FOR THE LONGTUDINAL JOINTS, THE POLYMERIZED EMULSION SHALL BE APPLIED 36" WIDE AND CENTERED ON THE LONGTUDINAL JOINT BETWEEN THE CENTER AND LEFT LANE. THE POLYMERIZED EMULSION SHALL BE PLACED AFTER THE SP 404 SURFACE COURSE IS COMPLETE AND IN PLACE (BOTH LANES PAVED) AND SHALL BE APPLIED TO THE LONGTUDINAL JOINT IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS AND SPECIFICATIONS. CONTRACTOR SHALL ALSO PERFORM ANY MANUFACTURER RECOMMENDED TEST SECTIONS TO VERIFY APPLICATION RATE TO THE NEW PAVEMENT SURFACE AND THE EXISTING PAVEMENT AS WELL. ANY ADJUSTMENTS TO THE APPLICATION RATE WILL BE MADE BY THE MANUFACTURER BASED ON FIELD TESTING RESULTS.

CONTRACTOR SHALL ALSO APPLY THE POLYMER EMULSION PRIOR TO ANY FINAL STRIPING OR RE-STRIPING OPERATIONS.

PAYMENT FOR THIS ITEM SHALL BE AT THE CONTRACT UNIT PRICE PER SQ.YD. FURNISHED, INSTALLED AND ACCEPTED BY THE CHIEF ENGINEER, AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS, TEMPORARY TRAFFIC CONTROL, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM.

ITEM 642 – WORD ON PAVEMENT AND LANE ARROW, TYPE 1  
A QUANTITY OF 3 EACH IS INCLUDED IN THE ESTIMATED QUANTITIES FOR USE FOR REINSTALLING LANE ARROWS AND WORD ON PAVEMENT (MERGE) FOR THE EB TRUCK CLIMBING LANE (4TH LANE). FINAL LOCATION AND SPACING WILL MATCH EXISTING AND CONTRACTOR SHALL MAKE NOTE ACCORDINGLY. THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND ANY INCIDENTALS NECESSARY TO COMPLETE THE RESPECTIVE ITEMS.

PORTABLE CHANGEABLE MESSAGE SIGN (POMS)  
THE CONTRACTOR SHALL SUPPLY 2 POMS FOR THE DURATION OF THE PROJECT. THE POMS SHALL BE AN AMERICAN SIGNAL CMS-1333 LED PORTABLE FULL-MATRIX MESSAGE BOARD OR APPROVED EQUAL AND SHALL HAVE AS A MINIMUM THE FOLLOWING FEATURES & OPTIONS:

- FULL-MATRIX
- PORTABLE
- LED
- FOCUSING LENS TO COVER EACH INDIVIDUAL LED
- WIRELESS REMOTE CONTROL
- SOLAR-POWERED (W/AMSTAR ADJUSTABLE SOLAR ASSEMBLY)
- NUMBER OF SOLAR PANELS: TWO (2)
- ONE (1), TWO (2), OR THREE (3) LINE MESSAGES
- EIGHTEEN INCH (18") CHARACTER DISPLAY
- FULL-SIZE KEYBOARD TERMINAL
- HANDHELD CONTROLLER WITH VT 100 CURSOR CONTROL COMMANDS
- LEGIBILITY DISTANCE (MOST CONDITIONS): ONE THOUSAND TWO-HUNDRED FIFTY FEET (1,250')
- INDIVIDUAL AND REMOVABLE POLYCARBONATE LENS FOR EACH ROW OF LED PANELS, WITH FLAT-BLACK SCREENING TO REDUCE GLARE
- TEMPERATURE RANGE: MINUS 30 DEGREES FAHRENHEIGHT TO ONE HUNDRED SIXTY-FIVE DEGREES FAHRENHEIGHT (-300 F TO 1650 F)
- TRES: FIFTEEN INCHES (15")
- STEEL BATTERY ENCLOSURES
- NUMBER OF BATTERIES: SIX (6) EACH 12VDC
- BATTERY ENERGY: THIRTY (30) DAYS
- TRAILER LENGTH: ONE HUNDRED NINETY-SIX INCHES (196")
- TRAILER WIDTH: ONE HUNDRED TWENTY-SIX INCHES (126")
- HEIGHT FULLY RAISED: ONE HUNDRED SIXTY-TWO INCHES (162")
- HEIGHT IN TRANSPORT POSITION: ONE HUNDRED SEVEN INCHES (107")
- TRAILER DIMENSIONS: ONE HUNDRED NINETY-SEVEN INCHES LONG (197") X SEVENTY-NINE POINT TWO INCHES WIDE (79.2")
- PINTLE HITCH
- NTOP COMPLIANT
- COMPATIBLE WITH GUI SOFTWARE CURRENTLY UTILIZED WITH EXISTING CMS-1333 MODELS OPERATING ON THE OHIO TURNPIKE (EASYHOST SOFTWARE)
- MODEM: PEPMAVE OR APPROVED 4G LTE COMPATIBLE WIRELESS MODEM

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGN BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE CHIEF ENGINEER. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE CHIEF ENGINEER, RELOCATE THE POMS TO IMPROVE THE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS, WHEN NOT IN USE. THE POMS WILL BE OFF, FACING AWAY FROM ALL TRAFFIC AND SHALL DISPLAY ONE OR MORE HIGH INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

THE CHIEF ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT AND TO REVERSE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE CHIEF ENGINEER. THE SIGN SHALL HAVE TWO DIFFERENT MEMORIES [FROM AND RAW] AND CAPABILITY TO STORE UP TO 99 MESSAGES IN EACH MEMORY. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. IN ORDER TO CONVEY A MAXIMUM OF INFORMATION AT A SINGLE GLANCE, ONLY THREE LINE PRESENTATION FORMATS WITH A MAXIMUM OF THREE MESSAGE PHASES WILL BE PERMITTED. NORMALLY, ONLY A MAXIMUM OF TWO MESSAGE PHASES SHOULD BE EMPLOYED. POMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST ONCE.

THE POMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF SP 614. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE POMS TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE BID FOR ITEM SP 614 – MAINTAINING TRAFFIC AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM SPECIAL – SNAP MILL AND FILL  
MAINTENANCE OF TRAFFIC ON THE MEDIAN/LEFT SHOULDER, AND THE RIGHT SHOULDER(S) WILL REQUIRE THE EXISTING "SNAPs" TO BE MILLED AND FILLED. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL OF THE FOLLOWING: REMOVAL OF THE EXISTING "SNAPs" BY MILLING 1 1/2" DEEP AND 5' WIDE; TACK COATING ALL EXPOSED MILLED SURFACES WITH NON-TRACKING TACK COAT; AND PAVING THE MILLED AREA WITH 1 1/2" OF ITEM SP 404 – ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL – "SNAP" MILL AND FILL.

ADDITIONALLY, EASTBOUND AND WESTBOUND FOR BOTH STAGES, THE 5' WIDE SNAP MILL AND FILL SHALL BE CENTERED TO INCLUDE THE REMOVAL OF THE EXISTING SNAPs, THE AREA BETWEEN THE YELLOW/WHITE EDGE LINE AND THE EXISTING SNAPs, AND THE YELLOW/WHITE EDGE LINE. THE CONTRACTOR SHALL PLAN ITS OPERATIONS ACCORDINGLY TO COMPLETE THIS WORK. ADJUSTMENTS MAY BE MADE BY THE CHIEF ENGINEER TO INSURE THAT THE YELLOW/WHITE EDGE LINE AND SNAPs ARE REMOVED APPROPRIATELY.

LEFT LANE APPROACH SLAB ASPHALT TRANSITION REPAIRS  
A QUANTITY OF ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (T=2") AND ITEM SP 404, ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22 HAVE BEEN ADDED TO THE PLANS TO PATCH/REPAIR PAVEMENT THAT IS DAMAGED DURING THE REMOVAL OF THE APPROACH SLAB IN THE LEFT LANE, AS CALLED FOR IN THE PLANS. FOR PLANNING PURPOSES, IT CAN BE ASSUMED THE PATCH SIZE WILL BE 12'x50' TO AID IN MAKING A SMOOTH TRANSITION FROM THE REPLACED APPROACH SLAB TO THE EXISTING PAVEMENT. LIMITS ARE SUBJECT TO ADJUSTMENT BY THE CHIEF ENGINEER. ALL LABOR, EQUIPMENT, MATERIALS, NON-TRACKING TACK COAT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE RESPECTIVE ITEMS.

7	PROJECT 59-20-02A	GENERAL NOTES	DESIGNED JJS	CHECKED CAM	NO. △	REVISIONS ADDENDUM NO. 1	BY JJS	DATE 1/23/20	DESIGN AGENCY
14			DRAWN JJS	IN CHARGE ADY	.	.	.	.	



ESTIMATED QUANTITY				ITEM DESCRIPTION	
ITEM	TOTAL	UNIT			
IB. ART 6	1	LUMP	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND		
202	33,298.50	FOOT	GUARDRAIL REMOVED		
202	703.35	SQ. YD.	APPROACH SLAB REMOVED		
202	2	EACH	CATCH BASIN REMOVED		
202	300	FOOT	CURB AND GUTTER REMOVED		
202	12	EACH	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN		
SP 202B	50	CU. YD.	CRACK REPAIR, 1" OR LESS, USING HOT JOINT SEALER		
SP 202B	3,000	GALLON	CRACK REPAIR, 1" OR LESS, USING SAND ASPHALT		
SP 202B	50	CU. YD.	CRACK REPAIR, WIDER THAN 1" AND LESS THAN 1" IN DEPTH, USING ITEM SP 404 (PG 64-22)		
SP 202B	50	CU. YD.	CRACK REPAIR, WIDER THAN 1" AND GREATER THAN 1" IN DEPTH, USING SP 402 (PG 64-22)		
SP 202B	50	CU. YD.	3 CORNER CRACK REPAIR, USING ITEM SP 402 (PG 64-22)		
SP 202B	20	CU. YD.	REPAIR EXISTING EXPANSION JOINT, USING ITEM SP 404 (PG 64-22)		
204	490	CU. YD.	EXCAVATION OF SUBGRADE		
204	50	CU. YD.	EMBANKMENT		
204	2,940	SQ. YD.	SUBGRADE COMPACTION		
254	(91,580)	SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE (T=2")		
254	264,926	SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE (T=3")		
254	2,100	SQ. YD.	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN		
SP 304	490	CU. YD.	AGGREGATE BASE		
SP 404	(5,615)	CU. YD.	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22		
SP 402	19,449	CU. YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, USING CRUSHED STONE, PG 76-22(FR)		
SP 404	9,063	CU. YD.	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 76-22(FR)		
SP 404A	171,882	FOOT	JOINT SEALER		
407	55,250	GALLON	NON-TRACKING TACK COAT		
SP 451	4,733.33	SQ. YD.	FULL DEPTH PAVEMENT REPAIRS (ASPHALT)		
SP 519	200	SQ. FT.	PATCHING OF CONCRETE STRUCTURES, AS PER PLAN		
526	703.35	SQ. YD.	REINFORCED CONCRETE APPROACH SLABS (T=12"), AS PER PLAN		
SP 536	25,454	SQ. YD.	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS AND APPROACH SLABS		
SP 536	5,966	SQ. YD.	CONCRETE WEATHERPROOFING, PARAPETS		
SP 605	3,500	FOOT	AGGREGATE DRAINS, TYPE II		
606	32,598.50	FOOT	GUARDRAIL, TYPE MGS, USING LONG STEEL POSTS		
606	37	EACH	ANCHOR ASSEMBLY, MGS TYPE T, USING LONG STEEL POSTS		
606	22	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING LONG STEEL POSTS		
606	12	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2, USING LONG STEEL POSTS		
SP 606A	43	EACH	ANCHOR ASSEMBLY, MGS TYPE E		
609	1,000	FOOT	ASPHALT CONCRETE CURB, TYPE I, PG 64-22		
609	300	FOOT	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN		
SP 611	29	EACH	CATCH BASIN, RECONSTRUCTED TO GRADE, LESS THAN 4", AS PER PLAN		
SP 611	(17)	EACH	CATCH BASIN, RECONSTRUCTED TO GRADE, 4" - 12", AS PER PLAN		
SP 611	2	EACH	CATCH BASIN, RECONSTRUCTED TO GRADE, GREATER THAN 12", AS PER PLAN		
SP 611	10	EACH	CATCH BASIN, GRATE AND CASTING, AS PER PLAN		
SP 611	2	EACH	CATCH BASIN, NO. CB-1		
SP 614	1	LUMP	MAINTAINING TRAFFIC, AS PER PLAN		
SP 614	4,152	HOURS	ZONE PERSON		
SP 614A	1,00	MILE	TEMPORARY REMOVAL OF EXISTING PAVEMENT MARKINGS		
SP 614C	22.44	MILE	REMOVAL OF PAVEMENT MARKING		
614	50	CU. YD.	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN		
614	18.11	MILE	WORK ZONE EDGE LINE, CLASS 1, 740.02 TYPE 1		
614	18.11	MILE	WORK ZONE LANE LINE, CLASS 1, 740.02 TYPE 1		
614	14,256	FOOT	WORK ZONE CHANNELIZING LINE, CLASS 1, 740.02 TYPE 1		
614	7,160	FOOT	WORK ZONE CHANNELIZING LINE, CLASS 1, 740.06 TYPE 1		
617	23,232	SQ. YD.	SHOULDER PREPARATION		
617	2,000	CU. YD.	COMPACTED AGGREGATE		
617	50	M. GAL.	WATER		
619	1	LUMP	FIELD OFFICE, AS PER PLAN		
621	2,136	EACH	RAISED PAVEMENT MARKERS REMOVED		
SP 621	2,136	EACH	RAISED PAVEMENT MARKERS		
SP 623	1	LUMP	CONSTRUCTION LAYOUT SURVEY		
624	1	LUMP	MOBILIZATION		
SP 626	400	EACH	BARRIER REFLECTOR, TYPE A (WHITE)		
SP 626	200	EACH	BARRIER REFLECTOR, TYPE B (WHITE)		
SP 626	4,423	EACH	BARRIER REFLECTOR, TYPE B (YELLOW)		
SP 626A	1,920	EACH	CONSTRUCTION ZONE MARKERS, ONE WAY MODEL		
SP 627	1,232	CU. YD.	STONE SHOULDER PROTECTION		
642	42.00	MILE	6" WHITE LANE LINE, TYPE 1		
642	22.00	MILE	6" WHITE EDGE LINE, TYPE 1		
642	22.00	MILE	6" YELLOW EDGE LINE, TYPE 1		
642	2,000	FOOT	12" WHITE CHANNELIZING LINE, TYPE 1		
642	2,000	FOOT	WHITE DOTTED LINE, 6" WHITE, TYPE 1		
642	3	EACH	WORD ON PAVEMENT, 96", TYPE 1		
642	3	EACH	LANE ARROW, TYPE 1		
SPECIAL	19.05	MILE	SNAP MILL AND FILL		
SPECIAL	34.60	MILE	SONIC NAP ALERT PATTERN (SNAP)		
SPECIAL	20	EACH	AIR SPEED ZONE MARKINGS, AS PER PLAN		
SPECIAL	100	SQ. YD.	PATCHING CONCRETE BRIDGE DECKS, TYPE B		
SPECIAL	14,025	SQ. YD.	EXISTING AGGREGATE DRAIN CLEAN OUT		
SPECIAL	12,300	SQ. YD.	REGRAIDING UNDER GUARDRAIL		
SPECIAL	4	EACH	EXISTING CROSSOVER TO BE CLOSED/RE-OPENED, AS PER PLAN		
SPECIAL	28	EACH	SECURING MANHOLE LID		
SPECIAL	1	EACH	LINTEL SPILLWAY REPAIR		
SPECIAL	28,512	SQ. YD.	ASPHALT REJUVENATOR, POLYMER EMULSION		

\* CONTINGENCY QUANTITY TO BE USED AS DIRECTED BY CHIEF ENGINEER (SEE GENERAL NOTES).

\*\* PORTION OF THIS ITEM IS CONTINGENCY QUANTITY (SEE PLANS AND GENERAL NOTES).



# PROJECT NO. 59-20-02 PART A AND B

## ESTIMATED QUANTITIES WORKSHEET

Ref. No.	Item No.	Item Description	Part A	Part B	Approx. Quantity	Unit	Unit Cost	Extended Amount Bid
<b>PROJECT NO. 59-20-02 PART A AND B (Ref. Nos. 1-102)</b>								
1	IB. ART.6	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND	1		1	LUMP		
2	201	CLEARING AND GRUBBING		1	1	LUMP		
3	202	HEADWALL REMOVED		2	2	EACH		
4	202	PIPE REMOVED, 24" AND UNDER		130	130	FOOT		
5	202	PIPE REMOVED, OVER 24", AS PER PLAN		20	20	FOOT		
6	202	GUARDRAIL REMOVED	33,298.50		33,298.50	FOOT		
7	202	APPROACH SLAB REMOVED	703.35		703.35	SQ.YD.		
8	202	CATCH BASIN REMOVED	2	1	3	EACH		
9	202	FENCE REMOVED		200	200	FOOT		
10	202	CURB AND GUTTER REMOVED	300		300	FOOT		
11	202	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	12		12	EACH		
12	SP 202B	CRACK REPAIR, 1" OR LESS, USING SAND ASPHALT	50		50	CU.YD.		
13	SP 202B	CRACK REPAIR, 1" OR LESS, USING HOT JOINT SEALER	3,000		3,000	GALLON		
14	SP 202B	CRACK REPAIR, WIDER THAN 1" AND LESS THAN 1" IN DEPTH, USING ITEM SP 404 (PG 64-22)	50		50	CU.YD.		
15	SP 202B	CRACK REPAIR, WIDER THAN 1" AND GREATER THAN 1" IN DEPTH, USING SP 402 (PG 64-22)	50		50	CU.YD.		
16	SP 202B	3 CORNER CRACK REPAIR, USING ITEM SP 402 (PG 64-22)	50		50	CU.YD.		
17	SP 202B	REPAIR EXISTING EXPANSION JOINT, USING ITEM SP 404 (PG 64-22)	20		20	CU.YD.		
18	203	EXCAVATION		1,675	1,675	CU.YD.		
19	203	EMBANKMENT		1,919	1,919	CU.YD.		
20	204	EXCAVATION OF SUBGRADE	490		490	CU.YD.		
21	204	EMBANKMENT	50		50	CU.YD.		
22	204	SUBGRADE COMPACTION	2,940		2,940	SQ.YD.		
23	209	DITCH CLEANOUT		200	200	FOOT		
24	254	PAVEMENT PLANING, ASPHALT CONCRETE (T=2")	<b>91,580</b>		<b>91,580</b>	SQ.YD.		
25	254	PAVEMENT PLANING, ASPHALT CONCRETE (T=3")	261,026		261,026	SQ.YD.		
26	254	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN	2,100		2,100	SQ.YD.		
27	SP 304	AGGREGATE BASE	490		490	CU.YD.		
28	SP 404	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED STONE, PG 64-22	<b>5,615</b>		<b>5,615</b>	CU.YD.		
29	SP 402	ASPHALT CONCRETE INTERMEDIATE COURSE, USING CRUSHED STONE, PG 76-22(FR)	13,419		13,419	CU.YD.		
30	SP 404	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 76-22(FR)	9,063		9,063	CU.YD.		

**PROJECT NO. 59-20-02 PART A AND B**  
**ESTIMATED QUANTITIES WORKSHEET**

Ref. No.	Item No.	Item Description	Part A	Part B	Approx. Quantity	Unit	Unit Cost	Extended Amount Bid
31	SP 404A	JOINT SEALER	171,882		171,882	FOOT		
32	407	NON-TRACKING TACK COAT	55,250		55,250	GALLON		
33	SP 451	FULL DEPTH PAVEMENT REPAIRS (ASPHALT)	4,733.33		4,733.33	SQ.YD.		
34	SP 519	PATCHING OF CONCRETE STRUCTURES, AS PER PLAN	200		200	SQ.FT.		
35	526	REINFORCED CONCRETE APPROACH SLABS (T=12"), AS PER PLAN	703.35		703.35	SQ.YD.		
36	SP 536	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS AND APPROACH SLABS	25,454		25,454	SQ.YD.		
37	SP 536	CONCRETE WEATHERPROOFING, PARAPETS	5,966		5,966	SQ.YD.		
38	601	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER		70	70	CU.YD.		
39	602	CONCRETE MASONRY		2.30	2.30	CU.YD.		
40	SP 605	AGGREGATE DRAINS, TYPE II	3,500		3,500	FOOT		
41	606	GUARDRAIL, TYPE MGS, USING LONG STEEL POSTS	32,598.50		32,598.50	FOOT		
42	606	ANCHOR ASSEMBLY, MGS TYPE T, USING LONG STEEL POSTS	37		37	EACH		
43	606	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING LONG STEEL POSTS	22		22	EACH		
44	606	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2, USING LONG STEEL POSTS	12		12	EACH		
45	SP 606A	ANCHOR ASSEMBLY, MGS TYPE E	43		43	EACH		
46	607	FENCE, TYPE 47, AS PER PLAN		200	200	FOOT		
47	609	ASPHALT CONCRETE CURB, TYPE I, PG 64-22	1,000		1,000	FOOT		
48	609	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN	300		300	FOOT		
49	SP 611	6" CONDUIT, TYPE C		5	5	FOOT		
50	SP 611	18" CONDUIT, TYPE C		5	5	FOOT		
51	SP 611	24" CONDUIT, TYPE C		42	42	FOOT		
52	SP 611	77" X 52" CONDUIT, TYPE A, W/ CIP		20	20	FOOT		
53	SP 611	CATCH BASIN, RECONSTRUCTED TO GRADE, LESS THAN 4", AS PER PLAN	29		29	EACH		
54	SP 611	CATCH BASIN, RECONSTRUCTED TO GRADE, 4" - 12", AS PER PLAN	17		17	EACH		
55	SP 611	CATCH BASIN, RECONSTRUCTED TO GRADE, GREATER THAN 12", AS PER PLAN	2		2	EACH		
56	SP 611	CATCH BASIN, GRATE AND CASTING, AS PER PLAN	10		10	EACH		
57	SP 611	CATCH BASIN, NO. CB-1	2		2	EACH		
58	SP 611	CATCH BASIN, NO. 8		1	1	EACH		
59	SP 614	MAINTAINING TRAFFIC, AS PER PLAN	1		1	LUMP		
60	SP 614	ZONE PERSON	4,152		4,152	HOURS		
61	SP 614A	TEMPORARY REMOVAL OF EXISTING PAVEMENT MARKINGS	1.00		1.00	MILE		

**PROJECT NO. 59-20-02 PART A AND B**  
**ESTIMATED QUANTITIES WORKSHEET**

Ref. No.	Item No.	Item Description	Part A	Part B	Approx. Quantity	Unit	Unit Cost	Extended Amount Bid
62	SP 614C	REMOVAL OF PAVEMENT MARKING	22.44		22.44	MILE		
63	614	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN	50		50	CU.YD.		
64	614	WORK ZONE EDGE LINE, CLASS 1, 740.02 TYPE 1	18.11		18.11	MILE		
65	614	WORK ZONE LANE LINE, CLASS 1, 740.02 TYPE 1	18.11		18.11	MILE		
66	614	WORK ZONE CHANNELIZING LINE, CLASS 1, 740.02 TYPE 1	14,256		14,256	FOOT		
67	614	WORK ZONE CHANNELIZING LINE, CLASS 1, 740.06 TYPE 1	7,160		7,160	FOOT		
68	617	SHOULDER PREPARATION	23,232		23,232	SQ.YD.		
69	617	COMPACTED AGGREGATE	2,000		2,000	CU.YD.		
70	617	WATER	50		50	M. GAL.		
71	619	FIELD OFFICE, AS PER PLAN	1		1	LUMP		
72	621	RAISED PAVEMENT MARKERS REMOVED	2,136		2,136	EACH		
73	SP 621	RAISED PAVEMENT MARKERS	2,136		2,136	EACH		
74	SP 623	CONSTRUCTION LAYOUT SURVEY	1		1	LUMP		
75	624	MOBILIZATION	1		1	LUMP		
76	SP 626	BARRIER REFLECTOR, TYPE A (WHITE)	400		400	EACH		
77	SP 626	BARRIER REFLECTOR, TYPE B (WHITE)	200		200	EACH		
78	SP 626	BARRIER REFLECTOR, TYPE B (YELLOW)	4,423		4,423	EACH		
79	SP 626A	CONSTRUCTION ZONE MARKERS, ONE WAY MODEL	1,920		1,920	EACH		
80	SP 627	STONE SHOULDER PROTECTION	1,232	15	1,247	CU.YD.		
81	642	6" WHITE LANE LINE, TYPE 1	42.00		42.00	MILE		
82	642	6" WHITE EDGE LINE, TYPE 1	22.00		22.00	MILE		
83	642	6" YELLOW EDGE LINE, TYPE 1	22.00		22.00	MILE		
84	642	12" WHITE CHANNELIZING LINE, TYPE 1	2,000		2,000	FOOT		
85	642	WHITE DOTTED LINE, 6" WHITE, TYPE 1	2,000		2,000	FOOT		
86	642	WORD ON PAVEMENT, 96", TYPE 1	3		3	EACH		
87	642	LANE ARROW, TYPE 1	3		3	EACH		
88	659	SEEDING AND MULCHING		4,941	4,941	SQ.YD.		
89	659	COMMERCIAL FERTILIZER		0.67	0.67	TON		
90	659	LIME		1.02	1.02	ACRE		
91	659	WATER		13.34	13.34	MGAL		
92	832	EROSION CONTROL		5,000	5,000	EACH		
93	SPECIAL	SNAP MILL AND FILL	19.05		19.05	MILE		

# **PROJECT NO. 59-20-02 PART A AND B** **ESTIMATED QUANTITIES WORKSHEET**

Ref. No.	Item No.	Item Description	Part A	Part B	Approx. Quantity	Unit	Unit Cost	Extended Amount Bid
94	SPECIAL	SONIC NAP ALERT PATTERN (SNAP)	34.60		34.60	MILE		
95	SPECIAL	AIR SPEED ZONE MARKINGS, AS PER PLAN	20		20	EACH		
96	SPECIAL	PATCHING CONCRETE BRIDGE DECKS, TYPE B	100		100	SQ.YD.		
97	SPECIAL	EXISTING AGGREGATE DRAIN CLEAN OUT	14,025		14,025	SQ.YD.		
98	SPECIAL	REGRADE UNDER GUARDRAIL	12,300		12,300	SQ.YD.		
99	SPECIAL	EXISTING CROSSOVER TO BE CLOSED/RE-OPENED, AS PER PLAN	4		4	EACH		
100	SPECIAL	SECURING MANHOLE LID	28		28	EACH		
101	SPECIAL	LINTEL SPILLWAY REPAIR	1		1	EACH		
102	SPECIAL	ASPHALT REJUVENATOR, POLYMER EMULSION	28,512		28,512	SQ.YD.		
The total amount of the preceding Bid is based upon the approximate quantities given above, and the Unit Prices and Lump Sums offered by the undersigned, amounts to the sum of:								
TOTAL BASE BID PROJECT NO. 59-20-02 PART A AND B (ITEM 1 THRU ITEM 102) ----->								

## **TEMPORARY ACCESS DEDUCT ALTERNATE**

The Bidder may request permission to construct one (1) or more Temporary Access entrances or exits at a site or sites of its own choice. Such Deduct Alternate request must be submitted with the Bidder's Bid, and must include the information specified in SP 104 and will be considered subject to the conditions and provisions contained in said SP 104. The Bidder must fill in "yes" or "no" in the space provided below as to whether a Temporary Access Deduct Alternate Proposal is included with the Bid and must also enter an amount to be deducted from the Total Base Bid as a credit due to the Commission, should the Temporary Access Proposal be approved. (Refer to Articles 2.6.3 and 3.5.1 of the INSTRUCTIONS TO BIDDERS)

Amount of TEMPORARY ACCESS DEDUCT ALTERNATE CREDIT: \$  
(must be a positive number)

A Temporary Access Deduct Alternate Proposal is included in the Bid Submittal: \_\_\_\_\_. (yes or no)

**Item No.'s that do not have an IB or SP designation are Items drawn from the 2016 ODOT CMS. Bidders should refer to the 2016 ODOT CMS for information and guidance concerning these Items.**