

GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 630 - SIGNING MISC.: LOW CLEARANCE SIGN.....7 EACH

ITEM 630 - SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER

WHEN ADDITIONAL SIGNING IS NEEDED TO MAINTAIN TRAFFIC, THE CONTRACTOR SHALL FURNISH THE SIGN OR SIGNS AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE GROUND MOUNTED AND MEET ALL THE SPECIFICATIONS OF THE PLAN, PROPOSAL AND CURRENT YEAR CMS.

PAYMENT FOR THIS ITEM SHALL INCLUDE, BUT NOT BE LIMITED TO, THE COST TO FURNISH AND ERECT THE SIGN, INCLUDING DRIVING POSTS OR OTHER APPROVED METHODS OF SIGN SUPPORT, MAINTAINING THE SIGN AND REMOVAL OF THE SIGN. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 630, SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER..... 16 SQ FT

ITEM 614 - REPLACEMENT SIGN

FLAT SHEET 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 CHIEF ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE CHIEF 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. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 614, REPLACEMENT SIGN..... 5 EACH

CONSTRUCTION TRAFFIC

ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY.

SUSPENSION OF WORK

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, THE CHIEF ENGINEER WILL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

SURFACE CONDITION SIGNS

ERECT A GROOVED PAVEMENT SIGN (W8-H15) 250 FEET (75 M) IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. ERECT THESE SIGNS ON EACH ENTRANCE RAMP AND AT INTERSECTIONS OF THROUGH ROUTES TO WARN TRAFFIC OF THIS SURFACE CONDITION. PAYMENT SHALL BE MADE UNDER THE LUMP SUM FOR SP 614 MAINTAINING TRAFFIC.

ITEM 614 - WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE

AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM SPECIAL - "SNAP" MILL AND FILL MAINTENANCE OF TRAFFIC ON THE MEDIAN SHOULDER AND PORTIONS OF THE OUTSIDE SHOULDER WILL REQUIRE THE EXISTING "SNAPS" TO BE MILLED AND FILLED OUTSIDE THE WORK LIMITS FOR TEMPORARY TRAFFIC CONTROL PURPOSES.

PAYMENT FOR THIS ITEM SHALL INCLUDE REMOVAL OF EXISTING "SNAPS" AND THE EXISTING PAVEMENT JOINT BY MILLING 1 1/2" DEEP AND 5' WIDE, COATING ALL EXPOSED MILLED SURFACES WITH ITEM 407 NON-TRACKING TACK COAT, AND PAVING THE MILLED AREA WITH 1 1/2" OF ITEM SP 404 - ASPHALT CONCRETE SURFACE COURSE, PG 64-22. ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE ABOVE MENTIONED WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL - "SNAP" MILL AND FILL.

ITEM SPECIAL - "SNAP" MILL AND FILL.....15,000 FT

WORK ZONE PAVEMENT MARKINGS

THE WORK ZONE PAVEMENT MARKINGS SHALL BE 4" WIDE, UNLESS NOTED OTHERWISE ON THE PLANS OR ODOT/OTIC STANDARD DRAWING(S). REMOVAL METHODS LISTED IN SP 614C SHALL ALSO BE USED TO REMOVE ITEM 614 - WORK ZONE PAVEMENT MARKINGS.

ALL COSTS FOR THE PLACEMENT AND REMOVAL OF WORK ZONE MARKINGS INCLUDING EQUIPMENT, LABOR, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

SP 614C - REMOVAL OF PAVEMENT MARKINGS

ALL PAVEMENT MARKINGS WHICH ARE IN CONFLICT WITH THE PROPOSED MAINTENANCE OF TRAFFIC PAVEMENT MARKINGS ARE TO BE REMOVED AS PER SP 614C - REMOVAL OF PAVEMENT MARKINGS.

REMOVAL OF EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY EITHER GRINDING OR WATER BLAST AS APPROVED BY THE CHIEF ENGINEER, IN ACCORDANCE WITH SP 614C.

BLACKOUT TAPE CAN BE USED PER SP 614A AND CMS 614.

MEASUREMENT OF THIS ITEM SHALL BE IN ACCORDANCE WITH SP 614C AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO REMOVE CONFLICTING PAVEMENT MARKINGS TO THE SATISFACTION OF THE CHIEF ENGINEER.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY TO BE UTILIZED AS DIRECTED BY THE CHIEF ENGINEER.

SP 614C - REMOVAL OF PAVEMENT MARKING 8.85 MILE

SP 621 RAISED PAVEMENT MARKERS, AS PER PLAN #1

ALL RAISED PAVEMENT MARKER REFLECTORS WHICH ARE IN CONFLICT WITH THE PROPOSED MAINTENANCE OF TRAFFIC PAVEMENT MARKINGS ARE TO BE REMOVED AND REPLACED. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER FOR CONTINGENCY PURPOSES ONLY.

SP 621 REPLACEMENT PRISMATIC RETRO-REFLECTOR212 EACH

SP 621 RAISED PAVEMENT MARKERS, AS PER PLAN #2

INSTALL AND REMOVE RAISED PAVEMENT MARKER REFLECTORS IN THE PHASE 1 LANE SHIFT AREAS EASTBOUND AND WESTBOUND. THE RAISED PAVEMENT MARKERS SHALL BE LOCATED 1" LEFT OF THE CHANNELIZING LANE LINE, SPACED EVERY 20', OF BOTH THE IN AND OUT LANE SHIFT AREA, IN LIEU OF THE CONSTRUCTION ZONE MARKERS SPECIFIED IN TCR-12. THIS ITEM INCLUDES PATCHING OF THE ASPHALT ROADWAY AFTER REMOVAL OF THE RAISED PAVEMENT MARKERS. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY.

SP 621 REPLACEMENT PRISMATIC RETRO-REFLECTOR248 EACH

ITEM 642 - PAVEMENT MARKING MISC.: FINAL PAVEMENT MARKING PREPARATION

THIS ITEM SHALL CONSIST OF APPLYING A BASE LAYER OF PAVEMENT MARKING PRIOR TO THE PLACEMENT OF FINAL MARKINGS.

IF FINAL PAVEMENT MARKING WILL BE PLACED WHERE 614.11 OR SP 614 B PAVEMENT MARKINGS WERE REMOVED BY EITHER SP 614C GRINDING METHOD OR WATER-BLAST METHOD, THEN THE ASPHALT PAVEMENT MUST FIRST BE PREPPED BY APPLYING A BLACK SHADOW MARKING. THE BLACK SHADOW MARKING SHALL CREATE A 1-INCH BORDER AROUND THE FINAL MARKING BEING PLACED.

THE BLACK SHADOW MARKING SHALL BE NON-REFLECTIVE AND PLACED AT THE SAME RATE AS ITEM 642 TYPE 1 MARKINGS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER PRIOR TO THE PLACEMENT OF WORK ZONE PAVEMENT

MARKINGS.

ITEM 642-PAVEMENT MARKING MISC.: FINAL PAVEMENT MARKING PREPARATION.....8.85 MILE

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, TWO (2) PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS). THE TWO (2) SIGNS SHALL BE LOCATED NEAR THE PROJECT SITE, ONE FOR EACH DIRECTION OF TRAVEL, FOR THE DURATION OF THE PROJECT. THE INTENT OF THE PCMS IS TO ALERT MOTORISTS OF TRAFFIC QUEUES OR INCIDENTS DURING MAINTENANCE OF TRAFFIC PHASES 1 AND 2. PCMS SHOULD BE PUT IN PLACE APPROXIMATELY A WEEK BEFORE PHASE 1 IS ESTABLISHED AND REMOVED ONCE PHASE 2 IS DISCONTINUED. THE SIGNS SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED CLASS "A" PCMS UNITS MAINTAINED BY THE ODOT DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEBSITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS SHALL BE DELINEATED ON A PERMANENT BASIS IN ACCORDANCE WITH ODOT CMS 614.03.

THE PCMS LOCATIONS, LIMITS FOR THOSE LOCATIONS AND ALL ACTIVATION OF PCMS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE CHIEF ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE CHIEF ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW RETROREFLECTIVE 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 TURNPIKE MAINTENANCE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE CHIEF ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRE-CONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL ALLOW REMOTE ACCESS BY THE OTIC COMMUNICATIONS CENTER THROUGH A WEB BROWSER OR PROVIDED SOFTWARE. REMOTE ACCESS WILL ALLOW PCMS ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS, REVISIONS TO TIME OF DAY PROGRAMS, VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES AND SHOW ITS CURRENT LOCATION ON A MAP. THE OTIC COMMUNICATIONS CENTER SHALL BE FURNISHED A USERNAME AND PASSWORD TO ACCESS THE PCMS THROUGH THE WEBSITE OR PROVIDED SOFTWARE.

ALL PCMS UNITS SHALL BE EQUIPPED WITH RADAR THAT ENABLES THE MESSAGE BOARD TO DISPLAY THE SPEED OF THE APPROACHING VEHICLES.

WHEN A PCMS IS INITIALLY BROUGHT OUT TO THE PROJECT THE CONTRACTOR SHALL CONTACT THE OTIC COMMUNICATIONS CENTER WITH THE PCMS NUMBER AND LOCATION. AT THAT TIME THE OTIC COMMUNICATIONS WILL VERIFY COMMUNICATION WITH THE PCMS.

WHEN A PCMS IS REPLACED OR RELOCATED THE CONTRACTOR SHALL CONTACT THE OTIC COMMUNICATIONS CENTER WITH THE PCMS NUMBER AND LOCATION.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF ODOT

CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE CHIEF ENGINEER TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON THEIR CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. THE CONTRACTOR SHALL ONLY BE PAID FOR PCMS UNITS WHEN THEY ARE IN OPERATION ON THE PROJECT AS SPECIFIED IN THE PLANS OR BY THE CHIEF ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE CHIEF ENGINEER TO PROVIDE TWO (2) PORTABLE CHANGEABLE MESSAGE SIGNS, EACH SIGN FOR APPROXIMATELY 578 DAYS, FOR AN ESTIMATED TOTAL OF 1,156 DAYS.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN.....1,156 DAYS

ITEM SP 614 - ZONE PERSON

THE ZONE PERSON REQUIREMENTS OF SP 614 - MAINTAINING TRAFFIC ARE MODIFIED AS FOLLOWS:

THE CONTRACTOR SHALL DESIGNATE A ZONE PERSON, (SUBJECT TO THE APPROVAL OF THE CHIEF ENGINEER), OTHER THAN THE SUPERINTENDENT, TO BE RESPONSIBLE FOR THE MAINTENANCE OF TRAFFIC. THE DESIGNATED ZONE PERSON SHALL HAVE A FULL WORKING KNOWLEDGE OF THE MAINTENANCE OF TRAFFIC PLANS AND SPECIAL PROVISIONS. THE ZONE PERSON SHALL SUPERVISE THE SET-UP AND REMOVAL OF THE TRAFFIC CONTROL DEVICES AS WELL AS THE MAINTENANCE, ON A CONTINUAL BASIS TWENTY-FOUR (24) HOURS PER DAY, SEVEN (7) DAYS PER WEEK, WHILE ZONES ARE IN PLACE, EXCLUDING THE WINTER SHUTDOWN PERIOD (11/5/2022 THROUGH 4/2/2023). THE ZONE PERSON SHALL BE RESPONSIBLE THAT ANY DAMAGED OR MISSING TRAFFIC CONTROL DEVICES ARE REPAIRED OR REPLACED IMMEDIATELY. IN ADDITION, THE ZONE PERSON SHALL CONTINUALLY CHECK THE REFLECTIVE SURFACES OF ALL THE TRAFFIC CONTROL DEVICES TO ENSURE THAT THE DEVICES ARE CLEAN AND ARE PERFORMING THEIR INTENDED FUNCTION. THE ZONE PERSON SHALL HAVE NO OTHER CONSTRUCTION RELATED DUTIES.

THE ZONE PERSON SHALL SUBMIT DOCUMENTATION VERIFYING THE STATUS OF TRAFFIC CONTROL AT THE END OF EACH SHIFT TO THE CHIEF ENGINEER.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY: ITEM SP 614 - ZONE PERSON10,272 HOURS

SPEED REDUCTION FOR BRIDGE DECK POURS

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, COVER DURING SUSPENSION OF WORK, AND SUBSEQUENTLY REMOVE SPEED LIMIT 35 MPH (R2-1) SIGNS AND REDUCED SPEED LIMIT AHEAD 35 MPH (W3-5) SIGNS IN ADVANCE OF THE SCHEDULED BRIDGE DECK POUR. THE SIGNS SHALL BE ERECTED ON THE LEFT-HAND AND RIGHT-HAND SIDE OF THE MAINLINE FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS.

EACH AFFECTED LANE SHALL HAVE ONE SET OF DUAL SPEED LIMIT 35 MPH (R2-1) SIGNS PLACED APPROXIMATELY 500 FEET IN ADVANCE OF THE SUBJECT BRIDGE DECK. ANOTHER SET OF DUAL SPEED LIMIT 35 MPH (R2-1) SIGNS SHALL BE PLACED 500 FEET PRIOR TO THE FIRST SET. THE DUAL REDUCED SPEED LIMIT AHEAD 35 MPH (W3-5) SIGNS SHALL BE ERECTED APPROXIMATELY 1000 FEET IN ADVANCE OF THE SECOND SET OF SPEED LIMIT 35 MPH (R2-1) SIGNS.

THE SPEED LIMIT SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN 30 MINUTES BEFORE THE ACTUAL START OF THE WORK (I.E. DECK POUR) THAT CAUSES THE WARRANTING CONDITION TO OCCUR. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN 30 MINUTES FOLLOWING REMOVAL OF THE WARRANTING CONDITION, OR SOONER AS DIRECTED BY THE ENGINEER.

PROJECT 43-22-03 DATE: 9/28/2020 M.P. 98.9 AND 99.1 SANDUSKY COUNTY OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION KS Associates Inc. 260 BURNS ROAD, EL YRIA, OHIO 44035 OHIO TURNPIKE

ESTIMATED QUANTITIES								
ITEM	TOTAL	UNIT	ITEM DESCRIPTION	GENERAL	M.P. 98.9	M.P. 99.1	SLOPE	SHT NO.
GENERAL								
IB. ART. 6	LUMP SUM	LUMP SUM	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND	LUMP SUM				
SP 614	LUMP SUM	LUMP SUM	MAINTAINING TRAFFIC	LUMP SUM				
SP 619	LUMP SUM	LUMP SUM	FIELD OFFICE	LUMP SUM				
SP 623	LUMP SUM	LUMP SUM	CONSTRUCTION LAYOUT SURVEY	LUMP SUM				
624	LUMP SUM	LUMP SUM	MOBILIZATION	LUMP SUM				
ROADWAY								
201	LUMP SUM	LUMP SUM	CLEARING AND GRUBBING	LUMP SUM				
202	225	FOOT	GUARDRAIL REMOVED		100		125	
202	50	FOOT	GUARDRAIL REMOVED FOR REUSE				50	
202	8	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED		4	4		
202	582	SQ YD	PAVEMENT REMOVED		443		139	
202	80	FOOT	CONCRETE BARRIER REMOVED		40	40		
202	125	FOOT	CURB REMOVED				125	
202	495	FOOT	FENCE REMOVED		495			
203	24,418	CU YD	EMBANKMENT (AS PER PLAN)		23,230		1,188	29
203	712	CU YD	EXCAVATION		616	96		
203	1,088	CU YD	EXCAVATION, AS PER PLAN				1,088	50
203	667	CU YD	EXCAVATION OF SUBGRADE		334	333		
204	6,518	SQ YD	SUBGRADE COMPACTION		5,946	433	139	
204	9	HOUR	PROOF ROLLING		8		1	
254	2,951	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE (3")		307	2,644		
SP 302	1,936	CU YD	ASPHALT CONCRETE BASE, PG64-22		1,912		24	
SP 304	1,748	CU YD	AGGREGATE BASE		1,652	72	24	
SP 304	394	CU YD	AGGREGATE BASE (TOE KEY)				394	
407	2,117	GAL	NON-TRACKING TACK COAT		1,707	397	13	
441	8	CU YD	2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22				8	
SP 402	406	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, PG 70-22 (FR) (T=1 3/4")		277	129		
SP 404	290	CU YD	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 70-22 (FR) (T=1 1/4")		198	92		
SP 451	100	SQ YD	FULL DEPTH PAVEMENT REPAIRS (ASPHALT)			100		
SP 605	1,400	FOOT	6" SHALLOW PIPE UNDERDRAIN, WITH FABRIC WRAP		1,400			
SP 605	3,500	FOOT	6" BASE PIPE UNDERDRAIN		3,500			
606	50	FOOT	GUARDRAIL REBUILT				50	
606	525	FOOT	GUARDRAIL, TYPE MGS, USING STEEL POSTS		525			
606	125	FOOT	GUARDRAIL, TYPE MGS, USING LONG STEEL POSTS				125	
606	2	EACH	MGS BRIDGE TERMINAL, TYPE 1, USING STEEL POSTS			2		
606	2	EACH	MGS BRIDGE TERMINAL, TYPE 2, USING STEEL POSTS			2		
607	360	FOOT	FENCE, TYPE 47		360			
609	825	FOOT	ASPHALT CONCRETE CURB, TYPE 1		700		125	
SP 611	100	FOOT	6" CONDUIT, TYPE F, 707.33		100			
SP 611	5	EACH	CATCH BASIN ADJUSTED TO GRADE		3	2		
614	LUMP SUM	LUMP SUM	DETOUR SIGNING	LUMP SUM				
614	5	EACH	REPLACEMENT SIGN		5			
614	5	EACH	WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)		5			
614	1,156	DAYS	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN		1,156			4
614	10,272	HOURS	ZONE PERSON		10,272			
614	280	EACH	OBJECT MARKER, 1-WAY		280			
SPECIAL	15,000	FOOT	"SNAP" MILL AND FILL		15,000			
SP 614C	8.85	MILE	REMOVAL OF PAVEMENT MARKING		8.85			
SP 621	212	EACH	RAISED PAVEMENT MARKING, AS PER PLAN #1		212			
SP 621	248	EACH	RAISED PAVEMENT MARKING, AS PER PLAN #2		248			
SP 622	3,900	FOOT	TEMPORARY PORTABLE BARRIER		3,600		300	
SP 622	1,130	FOOT	TEMPORARY PORTABLE BARRIER, BRIDGE MOUNTED		1,130			
622	350	FOOT	CONCRETE BARRIER, TYPE B-50, AS PER PLAN			300	50	
622	50	FOOT	CONCRETE BARRIER, TYPE B				50	
623	1	EACH	MONUMENT BOX ADJUSTED TO GRADE				1	
625	1	EACH	LIGHT POLE, MISC.: REMOVAL, STORAGE, REERECTION				1	
625	1	EACH	LIGHT POLE FOUNDATION REMOVAL AND DISPOSAL				1	
625	1	EACH	LIGHT POLE FOUNDATION, 24" X 10' DEEP				1	
SP 626	2	EACH	BARRIER REFLECTOR, TYPE A (WHITE)				2	
630	6	EACH	SIGNING MISC.: LOW CLEARANCE SIGN			6		
630	16	SQ FT	SIGNING MISC.: ADDITIONAL SIGNS GROUND MOUNTED, AS PER DIRECTED BY THE ENGINEER		16			
642	8.85	MILE	PAVEMENT MARKING MISC.: FINAL PAVEMENT MARKING PREPARATION		8.85			
642	3.35	MILE	EDGE LINE, 4", TYPE 1		3.35			
642	5.50	MILE	LANE LINE, 4", TYPE 1		5.50			
659	548	CU YD	TOPSOIL		486		62	
659	4,931	SQ YD	SEEDING AND MULCHING, AS PER PLAN		4,375		556	13
671	556	SQ YD	EROSION CONTROL MAT				556	

ESTIMATED QUANTITIES								
ITEM	TOTAL	UNIT	ITEM DESCRIPTION	GENERAL	M.P. 98.9	M.P. 99.1	SLOPE	SHT NO.
832	100,000	EACH	EROSION CONTROL	100,000				
832	LUMP SUM	LUMP SUM	STORM WATER POLLUTION PROTECTION PLAN	LUMP SUM				
SPECIAL	125	FOOT	BENCHING SLOPE DRAIN				125	50
STRUCTURES								
ITEM	TOTAL	UNIT	ITEM DESCRIPTION	GENERAL	M.P. 98.9	M.P. 99.1	SLOPE	SHT NO.
SP 202	LUMP SUM	LUMP SUM	PORTIONS OF STRUCTURE REMOVED	LUMP SUM				
503	LUMP SUM	LUMP SUM	COFFERDAMS AND EXCAVATION BRACING	LUMP SUM				
SP 509	132,237	POUND	EPOXY COATED REINFORCING STEEL, GRADE 60			132,237		
SP 509	200	POUND	EPOXY COATED REINFORCING STEEL, GRADE 60, REPLACEMENT OF EXISTING REINFORCING STEEL			200		
SP 511B	94	CU. YD.	CLASS HP4 CONCRETE (ABUTMENT SLABS)			94		
SP 511B	350	CU. YD.	CLASS HP4 CONCRETE, SUPERSTRUCTURE DECK SLAB			350		
SP 511B	75	CU. YD.	CLASS S CONCRETE, BARRIERS AND PARAPETS, USING TYPE 1 CEMENT			75		
SP 511B	12	CU. YD.	CLASS HP4 CONCRETE FOR PREPLACEMENT TESTING			12		
516	36	EACH	ELASTOMERIC BEARING PAD			36		
516	20	EACH	RESET BEARING			20		
SP 516A	40	FOOT	CRACK REPAIR USING EPOXY INJECTION			40		
SP 516B	942	FOOT	SEALING OF CONSTRUCTION JOINTS			942		
SP 516G	18	EACH	REPLACE EXPANSION BEARING DEVICE			18		
SP 516J	18	EACH	REPLACE FIXED BEARING DEVICE			18		
518	53	CU. YD.	POROUS BACKFILL WITH GEOTEXTILE FABRIC			53		
518	260	FOOT	6" PERFORATED CORRUGATED PLASTIC PIPE			260		
518	60	FOOT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE			60		
SP 519	80	SQ. FT.	PATCHING OF CONCRETE STRUCTURES			80		
SP 519	20	EACH	PATCHING OF CONCRETE STRUCTURES (BEARING PEDESTAL REPAIR)			20		14
526	433	SQ. YD.	REINFORCED CONCRETE APPROACH SLABS			433		
SP 527	1	LUMP SUM	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES					
SP 533	132	FOOT	3" CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT				132	
SP 533A	132	FOOT	ELASTOMERIC COMPRESSION SEAL IN STRUCTURAL STEEL JOINT				132	
SP 536	2,082	SQ. YD.	CONCRETE WEATHERPROOFING, DECK AND APPROACH SLABS			2,082		
SP 536	938	SQ. YD.	CONCRETE WEATHERPROOFING, SUBSTRUCTURE			938		
849	LUMP SUM	LUMP SUM	STRAIGHTENING DAMAGED MEMBERS	LUMP SUM				14, 44, 45

DESIGN AGENCY: **KS Associates Inc.**
 260 BURNS ROAD, EL YRIA, OHIO 44035

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

BY DATE: RAP 08/21, RAP 09/21, MTG 08/21

REVISIONS: ADDENDUM 2, ADDENDUM 3, ADDENDUM 4

CHECKED: NO. 2, 3, 4

CALC-RAP: MTG, SJP/RY, IN CHARGE: HVH

ESTIMATED QUANTITIES

PROJECT 43-22-03
DATE: 9/28/2020

SANDUSKY COUNTY
M.P. 98.9 AND 99.1

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OHIO TURNPIKE