

OHIO TURNPIKE COMMISSION

ADDENDUM NO. 3

CONTRACT NO. 77-13-01

**THIRD LANE CONSTRUCTION
M.P. 59.52 TO M.P. 64.13
LUCAS AND WOOD COUNTIES, OHIO**

OPENING DATE: *EXTENDED TO 2:00 P.M. (E.S.T.), JANUARY 3, 2013*

ATTENTION OF BIDDERS IS DIRECTED TO:

**ANSWERS TO QUESTIONS RECEIVED THROUGH
5:00 P.M., DECEMBER 18, 2012**

**MODIFICATIONS TO THE
COVER SHEET AND NOTICE TO BIDDERS PAGE NB-1**

MODIFICATIONS TO THE BID FORM

Pages revised: OTC-BF-2, OTC-BF-3, OTC-BF-6, OTC-BF-7, OTC-BF-8, OTC-BF-9,
OTC-BF-11, OTC-BF-13, OTC-BF-15, OTC-BF-17, OTC-BF-19, OTC-BF-21, OTC-BF-
23, OTC-BF-24 and OTC-BF-25

MODIFICATIONS TO THE SPECIFICATIONS

Pages revised: TOC-1, SP-6, SP-39, SP-40, SP-41, SP-42, SP-266 and SP-274

MODIFICATIONS TO THE DRAWINGS

Contract Drawings: Sheets 5, 6, 7, 8, 9, 11 14, 15, 16, 17, 36, 42, 43, 44, 45, 46, 195B,
206, 236, 248, 264, 279, 291, 302 and 313 of 322 and Soil Profile Sheet 1 of 11

Issued by the Ohio Turnpike Commission on December 19, 2012. Issuance authorized
by Richard Hodges, Executive Director and Kathleen Weiss, General Counsel.


Richard Hodges


Date


Kathleen Weiss


Date

**OHIO TURNPIKE COMMISSION
ADDENDUM NO. 3
CONTRACT NO. 77-13-01**

THE COMMISSION RECOGNIZES THAT SOME PERSONNEL MAY BE OUT OF THE OFFICE DURING THE HOLIDAY WEEK. HOWEVER, THE COMMISSION REQUESTS THAT INDIVIDUALS ESSENTIAL TO FORMULATING THE CONSTRUCTORS' BIDS REGULARLY CHECK THEIR E-MAIL FOR ANY ADDITIONAL INFORMATION RELEASED PRIOR TO THE EXTENDED OPENING DATE.

ANSWERS TO QUESTIONS RECEIVED THROUGH 5:00 P.M., DECEMBER 18, 2012

Q#24 We have a question/comment regarding the note "CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING" shown on page 14 of 322. This note states that new contraction joints shall be provided to form a continuous joint between the new pavement and the abutting existing concrete pavement joints, it says to consider transverse cracks to be existing transverse joints. At bid time there is no way to determine the amount and where existing cracks may be. To do what this note says would result in variable spacing of transverse contraction joints in the new concrete pavement. Not being able to determine the exact quantity of transverse joints has a huge effect on the cost of the pavement. This cost includes the material and labor to furnish and place dowel baskets, material and labor to saw and seal the joints, and the material and labor to field cut each piece of mesh to fit the unknown variable joint spacing. Since the longitudinal joint between the existing pavement and the new pavement is an untied slip joint please consider waving this plan note and going with the standard joint spacing of 21' per BP 2.2 for 451 concrete pavement. (This similar note was changed for Project's Contract # 39-11-01 and for Contract # 39-12-01).

A#24 Supplemental Answer - The "Contraction Joints in Concrete Pavement or Base Widening" in the General Note on Plan Sheet 14 of 322 has been revised via this Addendum No. 3 to provide that a standard joint spacing of fifteen (15) feet is specified for Item 305 – Concrete Base, As Per Plan, in accordance with ODOT Standard Drawing BP-2 2. Also, "Item 451 – Reinforced Concrete Pavement, As Per Plan," has been deleted and replaced via this Addendum No. 3 with "Item 305 - Concrete Base, As Per Plan." See also the response to Q#49, below.

Q#26 Addendum 1 answered pre-bid question #15 such that the contractor during phase 1 was to remove and reset lane closures on a daily basis with a maximum of a 3" drop off. Plan sheet 16 of 322 in the last paragraph of the middle column states that during phase 1 that these same lane closures were not subject to daily openings and closures, but indicated Friday and Sunday time restrictions. The addendum appears to be in conflict with these MOT notes. Please clarify which of the two lane closure situations prevails, and if the addendum prevails, then please provide revised plan notes.

A#26 Supplemental Answer - The Maintenance of Traffic General Notes Sheet 16 has been revised via this Addendum. The Contractor shall remove any single lane zone that backs traffic up for more than one-half (1/2) mile behind the arrow board. Single lane zones shall only be permitted at night, unless approved by the Chief Engineer. Furthermore, single lane zones shall be removed when there is no Work being performed.

Q#27 Special Provision Section 104, Item J, Paragraph 1 states; "Two (2) each in each direction shall be open to Turnpike traffic from May 24, 2013 to September 3, 2013." It appears that a word or words is missing in the sentence after "Two". What is being referred to in this sentence?

*A#27 Supplemental Answer - Special Provision 104 has been revised in this Addendum No. 3 to read as follows: "Two (2) **lanes** in each direction shall be open to Turnpike traffic from May 24, 2013 to September 3, 2013."*

Q#33 Plan sheet 1/11 of the soil profile performed by Resource International, in the 2nd to right column makes reference to a "Section 4.1" recommending stabilization of the soils. Can "Section 4.1" and/or the entire consultant's report be made available for the contractor's information?

A#33 Supplemental Answer - This report is out-of-date and is not available for review. Soil Profile Sheet 1 of 11 has been revised to delete "(Recommendations for stabilization of these soils are presented in Section 4.1)" from the General Note. SP 205 – Modified Soil Subgrade has been deleted in the Special Provisions and replaced with Standard ODOT Items defined in CMS 206. Refer to the Bid Form OTC-BF-2, Soft Subgrade General Note on Plan Sheet 11 of 322 for new Pay Items.

Q#38 Should the SP 536 weatherproofing on the bridge barriers and parapets be changed to SP 536A Masonry Coating like the median wall addendum #1 revision?

A#38 *Supplemental Answer - Yes, the Pay Item Ref. Nos. 265, 317, 372, 424, 478, 529 and 579 of the Bid Form have been revised from, "Item SP 536 - Weatherproofing, Barriers and Parapets" to Item "SP 536A - Masonry Coating" via this Addendum No. 3.*

Q#35 **In reviewing recent OTC contracts, lane and shoulder pavement construction, Item #452 – Non-Reinforced Concrete Pavement has been consistently bid, awarded and utilized. The current project, No. 77-13-01, calls out Item 451 – 10" Reinforced Concrete Pavement, As Per Plan. Please note there is a significant price difference between 451 and 452 concrete pavement. Please confirm Concrete Pavement Item and Specification.**

A#35 *Supplemental Answer - The Commission investigated the pavement design and performed a current Life Cycle Cost Analysis. The Plans have been revised via this Addendum No. 3 to provide an alternate mainline base pavement section.*

Q#39 **Would the OTC consider making an alternate bid item for SP302 base to replace the 451 - 10" reinforced concrete? Past third lane project have had the same sectional thickness with a SP302 base specified.**

A#39 *Supplemental Answer - Yes, Pay Item Ref. No. 134, "Item 451 – 10" Reinforced Concrete Pavement, As Per Plan," has been modified via this Addendum No. 3 to "Item 305 – 10" Concrete Base, As Per Plan, Mainline Pavement Base Bid." Additionally, an alternate mainline base pavement was added via this Addendum No. 3 as Ref. No. 590 specifying ten (10) inches of SP 302 – Bituminous Aggregate Base Course, PG 64-22 (Mainline).*

Q#42 **On plan page 36-38/322 it shows reducing Reynolds Road to one lane between the hours of 9am-3pm with all lanes of traffic to be open to traffic after dark. This is going to be hard to accomplish since doing the shoulder pier work on this structure requires temporary sheeting which is going to be located in the outside lanes. With sheeting being placed at these locations as per plan page 235/322 we will need to place temporary concrete barrier to protect this obstruction from the traveling public. This will be in place the entire duration of the shoulder pier construction in front of the sheeting. How do you propose doing this with only a 6 hour slot allotted for each day? In having to clear all lanes after 3pm where do you propose our equipment be parked during non-working hours and what is required by the OTC to protect it?**

A#42 Supplemental Answer - A General Note has been added to Plan Sheet 36 of 322 for Maintenance of Traffic via this Addendum No. 3 that will allow Work to be performed from 9:00 A.M. to 3:00 P.M. and/or 8:00 P.M. to 6:00 A.M. Such Work shall be coordinated with the City of Maumee. Also, any blunt ends or open excavations shall be protected with Temporary Portable Barrier and shall be paid for under SP 614 - Maintaining Traffic.

Q#44 Page OTC-GC-67 in the proposal, item 12.2 "BUILDER'S RISK": Part 12.2.1 begins with "Where the Contract requires..." Will builder's risk insurance be required for this contract?

A#44 See response to Q#25 in Addendum No. 2.

Q#45 Ref. 103 and 104 (6" Shallow and 6" Unclassified Underdrain Items): the SP605 specification allows for 4" 707.31 tubing to be used. Will OTC consider allowing 4" 707.31 to be used as well for the unclassified underdrains?

A#45 No, all underdrains shall be six (6) inches.

Q#46 With regards to pipe boring items (ref. 107, 108, 109): In the special provisions, page SP-344, Item F-1 says the entire void between casing and carrier pipe is to be filled with sand. In the roadway general notes on plan sheet 14 under the "Conduit -Bored and Jacked" item, it says the void is to be filled with grout. Please clarify which method is to be used as there is a conflict in specification.

A#46 The "Item Special – Conduit Bored and Jacked, (size), Type B, 706 02, As Per Plan" in the General Note on Plan Sheet 14 of 322 has been revised via this Addendum No. 3 to provide that "the entire pipe shall be completely filled with sand."

Q#47 For item no. 451 10" Reinforced Concrete Pavement, should we refer to ODOT standard number BP-1.1 for size and dimensioning?

A#47 Yes, the longitudinal pavement joint shall be in accordance with ODOT Standard Drawing BP-1.1, and "Item 451 – Reinforced Concrete Pavement, As Per Plan," has been replaced via this Addendum No. 3 with "Item 305 - Concrete Base, As Per Plan "

Q#48 For item no. SP 451 Expansion joint, the special provision refers to a full depth pavement repair, is there a special provision that refers to the expansion joint that is missing from the bid documents and what is the intended use for the 1,039 Lin. Ft. of the Expansion Joint?

A#48 Expansion joints are to be installed at the various structures within the Work limits, and as they are shown on the Plan and Profile Sheets. There is an additional quantity of 300 feet of expansion joints that are carried to the General Summary for use as directed by the Engineer to match any existing expansion joints in the adjacent pavement that may be encountered.

Q#49 Table A in the ODOT Standard Drawings no. BP 2.1 shows that contraction joint spacing in pavement 10" or less to be 21', will we need to match any existing contraction joints or cracks in the adjacent existing pavement that may change the standard spacing of 21' and cause the number of joints to increase?

A#49 Joint spacing shall be a standard fifteen (15) feet per ODOT Standard Drawing BP-2.2 and no additional contraction joints are required at existing contraction joints or cracks in the adjacent existing concrete pavement. "Item 451 – Reinforced Concrete Pavement, As Per Plan," has been replaced via this Addendum with "Item 305 - Concrete Base, As Per Plan." See response to Q#24.

Q#50 For bid items 107, 108 and 109 "Conduit Bored and Jacked" if a steel casing pipe is used, is the contractor still required to install 706.02 conduit as the carrier pipe, or can a different material be installed? Paragraph 2 under the Conduit Bored and Jacked notes on plan sheet 14 states that 707.13 can be substituted if the bid item is listed "As Per Plan". The bid form does not call these items out "As Per Plan". If a steel casing pipe is installed will the commission allow 707.33 or PVC conduit as the carrier pipe?

A#50 The General Note "Item Special – Conduit Bored and Jacked, (size), Type B, 706.02, As Per Plan" on Plan Sheet 14 of 322 has been revised via this Addendum No. 3 to provide that, "The following pipe material may be substituted: 707.33, Corrugated Polyethylene Smooth Line Pipe."

Q#51 I don't see bid items in the proposal for 77-13-01 Lucas/Wood some of the 630 items:

Overhead Sign Support Type TC-12.30 Design 10	4 each
Overhead Sign Support Type TC-12.30 Design 12	1 each

Rigid Overhead Sign Support Foundation 6 each
Removal of Overhead Sign Support & Storage TC-12.30 4 each
Please review these bid items to determine if additional bid items need to be established.

A#51 These Items have been added to the Traffic Control General Summary on Plan Sheet No. 206 of 322, and to the Bid Form as Ref. Nos. 183, 189A, 189B and 201A.

Q#52 We have a follow up question to question and answer # 23 on Addendum # 2. Our original question (Q#23) was in regards to adding an ADDITIONAL joint within the concrete shoulder over and above the joint already shown in the plans. Thus our question is: For constructability purposes, at the contractors expense, will an additional tied longitudinal joint per BP-2.1 be allowed within the 10" 451 concrete shoulder in addition to the longitudinal joint already shown in plans?

A#52 No.

Q#53 With the amount of work needing to be done in phase one, Drainage, D-Wall, Guardrail, bore and jack milling and paving est. The time frame you are giving from April 8 to May 24th is unrealistic. How The SP 104 section reads at the present time is Phase one is restricted to SP 103 and SP 104 (H). Phase II of 2013 reads if the contractor gets all the work done in phase one and sets up phase II 2013 he is under the restriction of no single lanes. Phase II of 2014 reads to me start date April one 2014 following all the restrictions of SP104 (H)

A#53 The primary objective of Phase 1 is to complete the shoulder reconditioning so that traffic can be maintained on the shoulder. This Work must be performed prior to Memorial Day and the commencement of Phase 2 Work. The Contractor may elect to perform the Drainage and Concrete Barrier, Type D, Work during a later phase, when Third Lane Work is complete in the respective section.

Q#54 If the Contractor elects to utilize the optional winter phase for 2013-2014, will the Commission pay for additional quantities of: 606 impact attenuator, 614 temporary striping, 614 zone person, 626A construction zone marker, 641C removal of pavement markings and 802 barrier reflector at the bid unit prices?

A#54 Any Work required to maintain traffic during an optional winter phase shall be included in the Contractor's Bid for Ref. No. 586, Item 614 - Maintaining Traffic. The cost for this is not subject to negotiation at a later date.

Q#55 There is no item in the MOT bid items for temporary anchor assemblies, but SP606C states that these anchor assemblies will be paid separately. How does the Commission intend to pay for temporary anchor assemblies?

A#55 Special Provision SP 606C has been revised via this Addendum No. 3 to provide that any required temporary anchor assemblies shall be paid for under Ref. No. 586, Item 614 - Maintaining Traffic.

Q#56 Plan sheet 16 states that all temporary signs along the mainline shall be furnished by the OTC. SP 614 states that in long-term zones where construction warning signs are mounted on posts, the signs shall be furnished, installed, covered and removed by the Contractor. Given that these notes conflict, which is correct? Also, plan sheet 16 states that if traffic signs on posts have not been installed, the Contractor shall furnish, install, maintain and remove roll-up signs on X-footprint stands. For bid purposes, which signs should we assume that the Commission will supply, if any? Also, if a sign supplied by the Commission or Contractor is damaged, how is the replacement sign to be paid?

A#56 Special Provision SP 614 has been revised via this Addendum No. 3 to provide all Post Mounted Temporary signs shall be furnished and installed by the Commission, but covered, maintained and removed as needed by the Contractor. All X-footprint signs or roll-up signs are to be furnished, installed and maintained by the Contractor.

Q#57 Plan sheet 17 states that mainline bridge widening at the CSX and Norfolk-Southern bridges shall not begin until 2014. SP 104-N states that widening shall not begin on these structures until agreements have been reached with the railroad companies, which is anticipated to be complete by 11/2/13 and may be sooner if available. Please clarify which note takes precedence?

A#58 The General Note on Sheet 17 of 322 has been revised to conform to the requirements of SP 104. Work on the railroad bridges may begin after the agreements are in place.

Q#59 Plan sheet 17 and SP 103/104, the mainline phasing of the project is as follows:

1. Phase 1 Outside (2013)
2. Phase 2 Inside (2013)
3. Winter Shutdown (Optional Winter Phase 2013-2014)
4. Phase 2 Inside (2014)

This shows going into Phase 2 in 2013 as well as 2014. However, the MOT quantities for 614 temporary striping (some), 626A construction zone marker, 641C removal of pavement markings and 802 barrier reflector only have the 2014 quantities. How are the additional Phase 2 MOT quantities performed in 2013 going to be paid?

A#59 The quantities shown on Sheet 17 of 322 are for the 2013 and 2014 Construction along the Mainline Roadway. The "2013 Construction" and "2014 Construction" labels have been deleted via this Addendum No. 3. If the Contractor elects to modify the Mainline Phasing limits of Work under Phase 2, the additional Traffic Control Devices and Pavement Markings required shall be included in Item SP614 – Maintaining Traffic.

Q#60 Item 451 addresses a 12' driving lane and a variable width lane, do both lanes require dowels in the transverse joints? Please address this question if there are any alternate cross-sections added in addendum 3.

A#60 Yes, dowels are required in both the Third Lane and the inside shoulder. See also the responses to Q#24 and Q#49.

MODIFICATIONS VIA ADDENDUM NO. 3 TO THE CONTRACT DOCUMENTS FOR CONTRACT NO. 77-13-01

The following changes are made to the Contract Documents for Contract No. 77-13-01:

CHANGES TO CONTRACT DOCUMENTS:

Deletions are shown with ~~strikethrough~~ text.

Additions are shown with ***bold italicized*** text.

The following changes are made to the Cover Page and the Notice to Bidders Page NB-1 for Contract No. 77-13-01:

Cover Sheet and Notice to Bidders Page NB-1: The Bid Opening date has been extended from 2:00 P.M. (E.S.T.) December 21, 2012, to 2:00 P.M. (E.S.T.), ***January 3, 2013.***

MODIFICATIONS TO THE BID FORM

Deletions are shown with strikethrough text.

Changes/Additions are shown with ***bold italicized*** text.

Page OTC – BF – 2

Revised Ref. Nos. 26 through 30 and Add Ref. Nos. 30A and 30B as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
26	SP-205 206	LIME MODIFIED SUBGRADE STABILIZED SUBGRADE, 16 INCHES DEEP	66,000	SQ. YD.
27	SP-205 206	CEMENT-MODIFIED SUBGRADE STABILIZED SUBGRADE, 16 INCHES DEEP	66,000	SQ. YD.
28	SP-205 206	LIME	3,300	TON
29	SP-205 206	CEMENT	4,125	TON
30	SP-205 206	WATER FOR CURING	100 990	M. GAL.
30A	206	TEST ROLLING	30	HOURS
30B	206	MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	LUMP SUM	-

Page OTC – BF – 3

Ref. Nos. 34 and 35 moved from OTC-BF-2 to OTC-BF-3:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
34	606	BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING STEEL POSTS	24	EACH
35	606	BRIDGE TERMINAL ASSEMBLY, TYPE 2, USING STEEL POSTS	1	EACH

Page OTC – BF – 6

Revised Item Description for Ref. No. 122 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
122	SP 302	BITUMINOUS AGGREGATE BASE COURSE, PG 64-22 (SHOULDER)	3,467	CU. YD.

Page OTC – BF – 7

Revised Item No. and Description for Ref. No. 134 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
134	451 305	10" REINFORCED CONCRETE PAVEMENT, AS PER PLAN 10" CONCRETE BASE, AS PER PLAN (MAINLINE PAVEMENT BASE BID)	123,713	SQ. YD.

Page OTC – BF – 8

Revised Description for Ref. No. 183 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
183	630	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	6	EACH

Page OTC – BF – 9

Added new Ref. Nos. 189A, 189B and 201A as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
189A	630	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 10	4	EACH
189B	630	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 12	1	EACH
201A	630	REMOVAL OF OVERHEAD SIGN SUPPORT & STORAGE, TYPE TC-12.30	4	EACH

Page OTC – BF – 11

Revised Item No. and Description for Ref. No. 265 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
265	SP 536A	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS MASONRY COATING	421	SQ. YD.

Sheet OTC – BF – 13

Revised Item No. and Description for Ref. No. 317 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
317	SP 536A	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS MASONRY COATING	292	SQ. YD.

Page OTC – BF – 15

Revised Item No. and Description for Ref. No. 372 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
372	SP 536A	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS MASONRY COATING	809	SQ. YD.

Page OTC – BF – 17

Revised Item No. and Description for Ref. No. 424 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
424	SP 536A	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS MASONRY COATING	422	SQ. YD.

Page OTC – BF – 19

Revised Item No. and Description for Ref. No. 478 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
478	SP 536A	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS MASONRY COATING	414	SQ. YD.

Page OTC – BF – 21

Revised Item No. and Description for Ref. No. 529 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
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529	SP 536A	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS MASONRY COATING	460	SQ. YD.
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Page OTC – BF – 23

Revised Item No. and Description for Ref. No. 579 as follows:

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
579	SP 536A	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS MASONRY COATING	321	SQ. YD.

OTC – BF – 24

Revised the Title as follows:

BASE BID SUMMARY

Page OTC – BF – 25

Added new Ref. No. 590 Pay Item for Mainline Pavement Alternate as follows:

MAINLINE PAVEMENT ALTERNATE

REF. NO.	ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT
590	SP 302	BITUMINOUS AGGREGATE BASE COURSE, PG 64-22 (MAINLINE) (REPLACES REF. NO. 134)	34,365	CU. YD.
		TOTAL – MAINLINE PAVEMENT ALTERNATE		

NOTE: Bidders must submit a Total Base Bid (Ref. No. 1 thru Ref. No. 589) and may submit a Bid for Mainline Pavement Alternate (Ref. No. 590). However, Bidders are advised, per IB 2.6.3, that failure to bid on the Alternate items may result in rejection of a Bid should the Commission choose the alternate(s) for which the Contractor did not submit a Bid. The low Bid will be determined based on the lowest sum total of the Base Bid submitted for Ref. No. 1 thru Ref. No. 589, or said total with the Alternate Bid(s) selected by the Commission, thereby replacing the corresponding Ref. No. set forth in the Base Bid.

MODIFICATIONS TO THE SPECIAL PROVISIONS

Deletions are shown with strikethrough text.

Changes/Additions are shown with ***bold italicized*** text.

SPECIAL PROVISIONS Table of Contents Page 1 of 4

~~Deleted SP 205 — Modified Soil Subgrade, Page SP 39.~~

Page SP-6

SP 104 ACCESS TO TURNPIKE AND RESTRICTIONS, Section J entitled "During Phase 2 Construction (2013)", Sub-section 1 and the second sentence is revised as follows: Two (2) ***Lanes*** in each direction shall be open to Turnpike traffic from May 24, 2013 to September 3, 2013.

Pages SP-39 through SP-42

Deleted the entire Special Provision "~~***SP 205 — MODIFIED SOIL SUBGRADE***~~" from the Contract Documents which includes Pages SP-39 through SP-42 of the Special Provisions.

Page SP-266

Modified the Special Provision "SP 606C - TEMPORARY GUARDRAIL FOR MAINTAINING TRAFFIC", Section D entitled "Method of Measurement" and the second paragraph is revised as follows: The cost of furnishing Type E Anchor Assemblies shall be paid separately ***under Item 614 – Maintaining Traffic***.

Page SP-274

Modified the Special Provision "SP 614 - MAINTAINING TRAFFIC", sub-section 1(b)(1) entitled "Lane Closure Mainline" under Section B entitled "Requirements" and the third sentence is revised as follows: In long term zones, where construction warning signs are mounted on posts, the signs shall be furnished, and installed covered and removed by the Contractor ***Commission. The Contractor shall cover, maintain and remove the post mounted signs when necessary. The removed signs shall be turned over to the Commission at the end of this Project.***

MODIFICATIONS TO THE PLAN DRAWINGS

Modifications to the Plan Drawings

Deletions in Plan Notes are shown with ~~strikethrough~~ text.

Changes/Additions in the Plan Notes are shown with ***bold italicized*** text.

Additions and deletions on Plan Drawings are indicated with a cloud and revision triangle thus:



Plan Sheets 5, 6, 7, 8 and 9 of 322

The "Typical Sections" Drawings were revised as follows: The Mainline Base Pavement Alternate Section, Reference Balloon 3b, ***SP302 – 10" Bituminous Aggregate Base, PG 64-22*** was added. Reference Balloon 3, ~~Item 451 – 10" Reinforced Concrete Base, As Per Plan~~ was replaced with ***Item 305 - 10" Concrete Base, As Per Plan (Base Bid Item)***. ***Notes 6 and 7*** were added. These changes were in conjunction with the response to Q#39 of this Addendum No. 3.

Plan Sheet 11 of 322

The "Roadway General Notes" Drawing was revised as follows: The estimated quantities in the Soft Subgrade General Note were revised by removing ~~Item SP 205~~ and inserting various estimated quantities for ***Item 206*** in conjunction with the response to Q#33 of this Addendum No. 3.

Plan Sheet 14 of 322

The "Roadway General Notes" Drawing was revised as follows: The General Note for "Item Special – Conduit Bored and Jacked, (size) Type B, 706.02, As Per Plan" has been modified as described in the response to Q#46 and Q#50 of this Addendum No. 3 to specify the pipe is filled with ***sand*** rather than ~~grout~~ and modified the conduit material from ~~steel~~ to ***plastic*** inside the casing pipe. The "Contraction Joints in Concrete Pavement or Base Widening" General Note has been modified as described in the response to Q#24 and Q#49 of this Addendum No. 3 by deleting the second paragraph.

Plan Sheet 15 of 322

The "Roadway General Notes" Drawing was revised as follows: The General Note for ~~"Item 451 – Reinforced Concrete Pavement, As Per Plan"~~ replaced with ***"Item 305 – Concrete Base, As Per Plan"*** as stated in the response to Q#39 of this Addendum No. 3.

Plan Sheet 16 of 322

The "Maintenance of Traffic General Notes" was revised as follows: A ***"Single-Lane Zones"*** General Note has been added as stated in the response to Q#26 of this Addendum No. 3.

Plan Sheet 17 of 322

The "Sequence of Construction and Quantity Subsummary" Drawing was revised as follows: The 2013 and 2014 Construction labels been removed in conjunction with the response to Q#59 of this Addendum No. 3 and a General Note was revised by removing the reference to the ~~second year of construction (2014)~~ and replaced with "***the requirements of SP 104 are met***" in conjunction with the response to Q#58 of this Addendum No. 3.

Plan Sheet 36 of 322

The "General Notes Maintenance of Traffic" Drawing was revised as follows: The "Maintenance of Traffic" General Note has been modified to additionally allow lane closures "***between 8:00 P.M. and 6:00 P.M.***" and provide that the "***Maintenance of Traffic shall be coordinated with the City of Maumee***" and to add a General Note specifying that, "***Any blunt ends or open excavations must be protected with Temporary Portable concrete barrier, and shall be incidental to SP 614 - Maintaining Traffic***" as described in the response Q#42 of this Addendum No. 3.

Plan Sheet 42 of 322

The "General Summary" Drawing was revised as follows: Four (4) Item numbers and Descriptions of Pay Items were revised to ***SP 206*** and two (2) new Pay Items for were added as stated in the response to Q#33 of this Addendum No. 3 and Bid Form Page OTC-BF-2 as revised via this Addendum No. 3.

Plan Sheet 43 of 322

The "General Summary" Drawing was revised as follows: The description for a Pay Item was revised for clarification purposes to specify the limits of its application is the "***(Shoulder)***" in conjunction with the response to Q#39 of this Addendum No. 3.

Plan Sheet 44 of 322

The "General Summary" Drawing was revised as follows: A Pay item was revised to distinguish the 10" Concrete Base, As Per Plan, as the "***(Mainline Pavement Base Bid)***" and added new a Pay Item for "***Bituminous Aggregate Base Course, PG 64-22 (Mainline Pavement Alternate Bid)***" as stated in the response to Q#39 of this Addendum No. 3.

Plan Sheets 45 and 46 of 322

The "Pavement Calculations and Quantities" Drawings were revised as follows: A Pay Item for ~~SP 451 - 10" Reinforced Concrete Pavement As Per Plan~~ was deleted and replaced with ***305 - 10" Concrete Base, As Per Plan*** and a new Pay Item for ***SP 302 - 10" Bituminous Aggregate Base*** was added as stated in the response to Q#39 of this Addendum.

Plan Sheet 195B of 322

The "Maumee River & SR 65 Bridge Barrier Transition" Drawing was replaced with new Drawing Details and Notes.

Plan Sheet 206 of 322

The "General Notes & General Summary Traffic Control Plans" Drawing was revised as follows: Pay Items were added for "**Overhead Sign Support, Type TC-12.30, Design 10**," "**Overhead Sign Support, Type TC-12.30, Design 12**" and "**Removal of Overhead Sign Support & Storage, Type TC-12.30**," and the Pay Item description for "Rigid Overhead Sign **Support** Foundation" revised as described in the response to Q#51 of this Addendum No. 3.

Plan Sheet 236 of 322

The "Estimated Quantities Ohio Turnpike MP 59.8 over US Route 20" Drawing was revised as follows: The Item Number and Description of a Pay Item for "~~SP 536—Concrete Weather Proofing, Barriers and Parapets~~" was revised to "**SP 536A - Masonry Coating**" as described in the response to Q#38 of this Addendum No. 3.

Plan Sheet 248 of 322

The "Estimated Quantities Ohio Turnpike MP 61.1 over Michigan Ave." Drawing was revised as follows: The Item Number and Description of a Pay Item for "~~SP 536—Concrete Weather Proofing, Barriers and Parapets~~" was revised to "**SP 536A - Masonry Coating**" as described in the response to Q#38 of this Addendum No. 3.

Plan Sheet 264 of 322

The "Estimated Quantities Ohio Turnpike MP 61.5 over N.S. RR & Stengel Ave." Drawing was revised as follows: The Item Number and Description of a Pay Item for "~~SP 536—Concrete Weather Proofing, Barriers and Parapets~~" was revised to "**SP 536A - Masonry Coating**" as described in the response to Q#38 of this Addendum No. 3.

Plan Sheet 279 of 322

The "Estimated Quantities Ohio Turnpike MP 63.3 over State Route 65" Drawing was revised as follows: The Item Number and Description of a Pay Item for "~~SP 536—Concrete Weather Proofing, Barriers and Parapets~~" was revised to "**SP 536A - Masonry Coating**" as described in the response to Q#38 of this Addendum No. 3.

Plan Sheet 291 of 322

The "Estimated Quantities Ohio Turnpike MP 63.5 over CSX Railroad" Drawing was revised as follows: The Item Number and Description of a Pay Item was revised in conjunction with the response to Q#38 of this Addendum No 3

Plan Sheet 302 of 322

The "Estimated Quantities Ohio Turnpike MP 63.6 over White Road" Drawing was revised as follows: An Item number and Description of a Pay Item for "~~SP 536—Concrete Weather Proofing, Barriers and Parapets~~" was revised to "**SP 536A - Masonry Coating**" as described in the response to Q#38 of this Addendum No. 3.

Plan Sheet 313 of 322

The "Estimated Quantities Ohio Turnpike MP 63.9 over Simmons Road" Drawing was revised as follows: An Item number and Description of a Pay Item for "~~SP 536—Concrete Weather Proofing, Barriers and Parapets~~" was revised to "**SP 536A - Masonry Coating**" as described in the response to Q#38 of this Addendum No. 3.

Soil Profile Plan Sheet 313 of 322

The "Soil Profile" Drawing was revised as follows: A General Note was revised to delete "~~(recommendations for stabilization of these soils are presented in Section 4.1)~~" in conjunction with A#33 of this Addendum.

ATTACHMENTS:

Bid Form: OTC-BF-2, OTC-BF-3, OTC-BF-6, OTC-BF-7, OTC-BF-8, OTC-BF-9, OTC-BF-11, OTC-BF-13, OTC-BF-15, OTC-BF-17, OTC-BF-19, OTC-BF-21, OTC-BF-23, OTC-BF-24 and OTC-BF-25

Special Provisions Table of Contents: Page 1 of 4

Special Provisions: Pages SP-6, SP-39, SP-40, SP-41, SP-42, SP-266 and SP-273 through SP-280

Contract Drawings: Sheets 5, 6, 7, 8, 9, 11 14, 15, 16, 17, 36, 42, 43, 44, 45, 46, 195B, 206, 236, 248, 264, 279, 291, 302 and 313 of 322 and Soil Profile Sheet 1 of 11 (26 total Sheets)

(BIDDERS ARE ADVISED TO UTILIZE THE ATTACHED REPLACEMENT PAGES).

Addendum No. 3 to Contract No 77-13-01
is hereby acknowledged:

(Firm Name)

(Signature)

(Printed Name)

Date: _____

**Ohio Turnpike Commission
682 Prospect Street
Berea, Ohio 44017**

CONTRACT NO. 77-13-01

**THIRD LANE CONSTRUCTION
M.P. 59.52 to M.P. 64.13
LUCAS AND WOOD COUNTIES, OHIO**

OPENING DATE: 2:00 P.M. (E.S.T.), ~~DECEMBER 21, 2012~~ JANUARY 3, 2013

Submitted By:

Company Name: _____

Contact Name: _____

Street Address: _____

City: _____

State: _____ Zip Code: _____

Telephone Number: _____

Fax Number: _____

Email: _____

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OHIO TURNPIKE COMMISSION

682 Prospect Street
Berea, Ohio 44017

NOTICE TO BIDDERS

Sealed Bids will be received by the Ohio Turnpike Commission ("Commission") at 682 Prospect Street, Berea, Ohio 44017 for the following Project:

CONTRACT NO. 77-13-01

THIRD LANE CONSTRUCTION
M.P. 59.52 to M.P. 64.13
LUCAS AND WOOD COUNTIES, OHIO

Bids are to be submitted in accordance with the Contract Documents prepared by the Commission.

Prevailing Wage Rates and Equal Employment Opportunity requirements are applicable to this Project.

All Bidders entering into a Contract on a Commission-administered Project and their Subcontractors will be required to be enrolled, and in good standing in a "Drug-Free Safety Program" approved by the Ohio Bureau of Workers' Compensation.

Bids will be received for:

The Work to be performed under the Contract, if any is awarded on the basis of the Bids, consists of adding a new third lane and median shoulder including grading, drainage, concrete base with an asphalt overlay pavement, median wall, permanent concrete barrier, installing traffic control devices, safety upgrades to guardrails, widening of five (5) three-span steel beam bridges, widening of one (1) four-span steel beam bridge, and widening of one (1) five-span steel beam bridge, all from M.P. 59.52 to M.P. 64.13 of the Ohio Turnpike. All Work is to be performed as per the Plans, Specifications, Special Provisions, and other Contract Documents for Contract No. 77-13-01.

Bids will be accepted until ~~December 21, 2012~~ *January 3, 2013*, at 2:00 P.M (E.S.T.), when all Bids will be opened and read aloud. To avoid a potential extension of the Bid Opening date and/or a potential rejection of all Bids, it is imperative that Bidders submit all questions in a timely manner and no later than seven (7) days prior to Bid Opening.

Requests for Contract Documents and/or requests to arrange for a site visit may be made by contacting the office of the Commission's Procurement Manager, 682 Prospect Street, Berea, Ohio 44017, Telephone (440) 234-2081.

Contract Documents are available by contacting the Commission's Procurement Department, 682 Prospect Street, Berea, Ohio 44017, Telephone (440) 234-2081

BID FORM CONTRACT NO. 77-13-01

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		ROADWAY (Ref. Nos. 1 - 55)				
1	SP 201	CLEARING AND GRUBBING, AS PER PLAN	LUMP SUM	-		
2	202	CONCRETE BARRIER REMOVED	608	LIN. FT.		
3	202	PIPE REMOVED, 24" AND UNDER	3,079	LIN. FT.		
4	202	GUARD POST REMOVED	38	EACH		
5	202	HEADWALL REMOVED	16	EACH		
6	202	CATCH BASIN REMOVED	45	EACH		
7	202	PIPE REMOVED OVER 24"	12	LIN. FT.		
8	202	FENCE REMOVED FOR REUSE	190	LIN. FT.		
9	202	GUARDRAIL REMOVED	12,273	LIN. FT.		
10	202	GUARDRAIL REMOVED FOR STORAGE	125	LIN. FT.		
11	202	GUARDRAIL REMOVED FOR REUSE	9,456	LIN. FT.		
12	202	FENCE REMOVED	1,116	LIN. FT.		
13	202	WALK REMOVED	300	SQ. FT.		
14	202	CURB AND GUTTER REMOVED	110	LIN. FT.		
15	202	ANCHOR ASSEMBLY REMOVED, TYPE T	19	EACH		
16	202	ANCHOR ASSEMBLY REMOVED FOR STORAGE	2	EACH		
17	SP 202B	3 CORNER CRACK REPAIR, USING ITEM SP402	10	CU. YD.		
18	SP 202J	PLUG AND FILL EXISTING CONDUIT	555	LIN. FT.		
19	SP 202K	ANCHOR ASSEMBLY, SYRO STEEL ET-2000, REMOVED FOR STORAGE	24	EACH		
20	SP 202L	ANCHOR ASSEMBLY, SYRO STEEL ET-2000, REMOVED AND RESET	2	EACH		
21	203	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	62,860	CU. YD.		
22	203	EMBANKMENT	37,569	CU. YD.		
23	204	PROOF ROLLING	44	HOUR		
24	204	SUBGRADE COMPACTION	140,456	SQ. YD.		
25	209	DITCH CLEANOUT, AS PER PLAN	4,881	LIN. FT.		
26	206	LIME STABILIZED SUBGRADE, 16 INCHES DEEP	66,000	SQ. YD.		
27	206	CEMENT STABILIZED SUBGRADE, 16 INCHES DEEP	66,000	SQ. YD.		
28	206	LIME	3,300	TON		
29	206	CEMENT	4,125	TON		
30	206	WATER FOR CURING	990	M. GAL.		
30A	206	TEST ROLLING	30	HOUR		
30B	206	MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	LUMP SUM	-		
31	SP 536	CONCRETE WEATHERPROOFING, MEDIAN WALL	2,990	SQ. YD.		
31A	SP 536A	MASONRY COATING	31,489	SQ. YD.		
32	604	MONUMENT ASSEMBLY	27	EACH		
33	606	ANCHOR ASSEMBLY, TYPE T	5	EACH		

BID FORM CONTRACT NO. 77-13-01

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
34	606	BRIDGE TERMINAL ASSEMBLY, TYPE 1, USING STEEL POSTS	24	EACH		
35	606	BRIDGE TERMINAL ASSEMBLY, TYPE 2, USING STEEL POSTS	1	EACH		
36	606	GUARDRAIL, TYPE 5	575	LIN. FT.		
37	606	GUARDRAIL, TYPE 5, USING STEEL POSTS	1,213	LIN. FT.		
38	SP 606	GUARDRAIL REBUILT, TYPE 5, USING STEEL POSTS	9,456	LIN. FT.		
39	SP 606	GUARDRAIL POST, STEEL, NINE (9) FT.	100	EACH		
40	607	FENCE, TYPE 47, AS PER PLAN	100	LIN. FT.		
41	607	FENCE REBUILT, TYPE CLT	80	LIN. FT.		
42	607	FENCE REBUILT, TYPE 47	110	LIN. FT.		
43	608	4" CONCRETE WALK	300	SQ. FT.		
44	613	LOW STRENGTH MORTAR BACKFILL	10	CU. YD.		
45	613	LOW STRENGTH MORTAR BACKFILL, TYPE 2	20	CU. YD.		
46	622	CONCRETE BARRIER, TYPE B-50, AS PER PLAN	12,429	LIN. FT.		
47	622	CONCRETE BARRIER, TYPE C-50, AS PER PLAN	5,661	LIN. FT.		
48	622	CONCRETE BARRIER, TYPE D, AS PER PLAN	1,579	LIN. FT.		
49	622	PORTABLE CONCRETE BARRIER, 32", AS PER PLAN	152	LIN. FT.		
50	SP 622C	MEDIAN WALL (DESIGN HEIGHT = 2 FEET)	448	LIN. FT.		
51	SP 622C	MEDIAN WALL (DESIGN HEIGHT = 4 FEET)	1,627	LIN. FT.		
52	861	GEOGRID FOR SUBGRADE STABILIZATION	66,000	SQ. YD.		
53	SPECIAL	INERTIA BARRIER REMOVED	1	EACH		
54	SPECIAL	PIPE CLEANOUT, 12" TO 36"	1,715	LIN. FT.		
55	SPECIAL	PIPE CLEANOUT, OVER 36"	540	LIN. FT.		

TOTAL - ROADWAY

BID FORM CONTRACT NO. 77-13-01

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
108	SPECIAL	CONDUIT, BORED OR JACKED, 18", TYPE B, 706.02	126	LIN. FT.		
109	SPECIAL	CONDUIT, BORED OR JACKED, 24", TYPE B, 706.02	217	LIN. FT.		
110	SPECIAL	12" PRECAST FLARED END SECTION	21	EACH		
111	SPECIAL	15" PRECAST FLARED END SECTION	37	EACH		
112	SPECIAL	18" PRECAST FLARED END SECTION	3	EACH		
113	SPECIAL	24" PRECAST FLARED END SECTION	1	EACH		
114	SPECIAL	30" PRECAST FLARED END SECTION	1	EACH		
115	SPECIAL	PRECAST REINFORCED CONCRETE OUTLET	13	EACH		

TOTAL - DRAINAGE

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		PAVEMENT (Ref. Nos. 116 - 148)				
116	254	PAVEMENT PLANING, ASPHALT CONCRETE (t=1")	280	SQ. YD.		
117	254	PAVEMENT PLANING, ASPHALT CONCRETE (t=1 1/4")	880	SQ. YD.		
118	254	PAVEMENT PLANING, ASPHALT CONCRETE (t=3")	47,669	SQ. YD.		
119	254	PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE t=3"-6")	330	SQ. YD.		
120	254	PAVEMENT PLANING, ASPHALT CONCRETE (t=9")	13,183	SQ. YD.		
121	301	ASPHALT CONCRETE BASE	50	CU. YD.		
122	SP 302	BITUMINOUS AGGREGATE BASE COURSE, PG 64-22 (SHOULDER)	3,467	CU. YD.		
123	304	AGGREGATE BASE	50	CU. YD.		
124	SP 304	AGGREGATE BASE	25,320	CU. YD.		
125	SP 402	ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG 64-22	10,532	CU. YD.		
126	SP 402	ASPHALT CONCRETE BASE COURSE OR RECYCLED ASPHALT CONCRETE BASE COURSE, PG 70-22	6,402	CU. YD.		
127	SP 404	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 64-22	4,389	CU. YD.		
128	SP 404	ASPHALT CONCRETE SURFACE COURSE, USING CRUSHED SLAG, PG 70-22	2,128	CU. YD.		
129	SP 404A	JOINT SEALER	42,312	LIN. FT.		
130	SP 407	INTERMEDIATE TACK COAT	18,606	GALLON		
131	SP 407	TACK COAT	17,329	GALLON		
132	448	ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE I, PG 64-22	10	CU. YD.		
133	448	ASPHALT CONCRETE, SURFACE COURSE, TYPE I, PG 64-22	7	CU. YD.		

BID FORM CONTRACT NO. 77-13-01

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
134	305	10" CONCRETE BASE, AS PER PLAN (MAINLINE PAVEMENT BASE BID)	123,713	SQ. YD.		
135	SP 451	EXPANSION JOINT	1,039	LIN. FT.		
136	SP 526	CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT, AS PER PLAN	13	SQ. YD.		
137	SP 526	CLASS C CONCRETE, APPROACH SLAB, USING TYPE 1 CEMENT (t=12")	1,219	SQ. YD.		
138	SP 526A	GROUT HOLE	140	EACH		
139	SP 526A	GROUT	28	CU. YD.		
140	609	COMBINATION CURB AND GUTTER, TYPE 2	110	LIN. FT.		
141	SP 609	ASPHALT CONCRETE CURB, PG 64-22, STANDARD TYPE 1	3,007	LIN. FT.		
142	617	SHOULDER PREPARATION	8,829	SQ. YD.		
143	617	COMPACTED AGGREGATE	981	CU. YD.		
144	617	WATER	32	M. GAL.		
145	SP 627	STONE SHOULDER PROTECTION	2,518	TON		
146	SPECIAL	ASPHALT PAVEMENT REINFORCEMENT	2,000	SQ. YD.		
147	SPECIAL	DIAMOND GRINDING	140	SQ. YD.		
148	SPECIAL	THIN CONCRETE OVERLAY	140	SQ. YD.		

TOTAL - PAVEMENT

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
149	625	LIGHTING (Ref. Nos. 149 - 157)				
150	625	TRENCH, 24" DEEP	524	LIN. FT.		
151	SP 625	PULL BOX, 725.08, 24"	5	EACH		
152	SP 625	CONDUIT, 4" WITH 3 CELL INNERDUCT, 725.051	22,619	LIN. FT.		
153	SP 625	CONDUIT, 4" WITH 4 CELL INNERDUCT, 725.051	22,635	LIN. FT.		
154	SP 625	CONDUIT, 4" WITH 3 CELL INNERDUCT, 725.04 OR 725.051, SCHEDULE 80	248	LIN. FT.		
155	SP 625	CONDUIT, 4" WITH 4 CELL INNERDUCT, 725.04 OR 725.051, SCHEDULE 80	322	LIN. FT.		
156	SP 625	CONDUIT, JACKED OR DRILLED UNDER PAVEMENT, 4" WITH 4 CELL INNERDUCT, 725.04 OR 725.051, SCHEDULE 80	194	LIN. FT.		
157	SP 625A	CONDUIT, JACKED OR DRILLED UNDER PAVEMENT, 4" WITH 3 CELL INNERDUCT, 725.04 OR 725.051, SCHEDULE 80	62	LIN. FT.		
		JUNCTION BOX, POLYMER CONCRETE	48	EACH		

TOTAL - LIGHTING

BID FORM CONTRACT NO. 77-13-01

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		MAINTENANCE OF TRAFFIC (Ref. Nos. 158 - 177)				
158	202	ANCHOR ASSEMBLY, TYPE T REMOVED	19	EACH		
159	606	IMPACT ATTENUATOR, AS PER PLAN	20	EACH		
160	SP 606A	ANCHOR ASSEMBLY SYRO STEEL (ET-2000), OPTION A, WITH ALL POSTS IN FOUNDATION TUBES	1	EACH		
161	SP 606C	TEMPORARY GUARDRAIL FOR MAINTAINING TRAFFIC	325	LIN. FT.		
162	614	BARRIER REFLECTORS	11	EACH		
163	-	NOT USED	-	-		
164	614	STEADY BURNING TYPE A WARNING LIGHTS	18	EACH		
165	614	FOUR (4) INCH TEMPORARY WHITE EDGE LINE	724	LIN. FT.		
166	614	FOUR (4) INCH TEMPORARY WHITE EDGE LINE	10.72	MILE		
167	614	FOUR (4) INCH TEMPORARY YELLOW EDGE LINE	13.50	MILE		
168	614	FOUR (4) INCH TEMPORARY WHITE LANE LINE	10.72	MILE		
169	614	EIGHT (8) INCH TEMPORARY WHITE CHANNELIZING LINE	5.00	MILE		
170	614	EIGHT (8) INCH TEMPORARY YELLOW CHANNELIZING LINE	0.30	MILE		
171	SP 624	ZONE PERSON	13,392	HOURS		
172	SP 622	TEMPORARY CONCRETE BARRIER	LUMP SUM	-		
173	SP 622	CONCRETE BARRIER DELINEATOR	LUMP SUM	-		
174	SP 626A	CONSTRUCTION ZONE MARKER - ONE (1) WAY WHITE	1,133	EACH		
175	SP 641C	REMOVAL OF PAVEMENT MARKING	21.44	MILE		
176	SP 802	BARRIER REFLECTOR, TYPE A	612	EACH		
177	SP 802	BARRIER REFLECTOR, TYPE B	64	EACH		

TOTAL - MAINTENANCE OF TRAFFIC

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		TRAFFIC CONTROL (Ref. Nos. 178 - 216)				
178	625	GROUND ROD	11	EACH		
179	626	BARRIER REFLECTOR, TYPE A	6	EACH		
180	SP 626	RAISED PAVEMENT MARKERS (WHITE), STIMSONITE MODEL 101 LP	625	EACH		
181	SP 626	REPLACEMENT PRISMATIC RETROREFLECTOR (WHITE)	608	EACH		
182	SP 626	REPLACEMENT RAISED PAVEMENT MARKER CASTING - STIMSONITE MODEL 101 LP	10	EACH		
183	630	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	6	EACH		
184	630	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.40	3	EACH		
185	630	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.40, AS PER PLAN	2	EACH		

(REVISED THROUGH ADDENDUM NO. 3)

BID FORM CONTRACT NO. 77-13-01

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
186	630	GROUND MOUNTED SUPPORT, NO. 3 POST	209	LIN. FT.		
187	630	GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN	3	EACH		
188	630	GROUND MOUNTED SUPPORT, NO. 4 POST	105	LIN. FT.		
189	630	GROUND MOUNTED SUPPORT, NO. 6 POST	90	LIN. FT.		
189A	630	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 10	4	EACH		
189B	630	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 12	1	EACH		
190	630	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8, 69' SPAN	1	EACH		
191	630	OVERHEAD SIGN SUPPORT, TYPE TC-7.65, DESIGN 8, 90' SPAN	1	EACH		
192	630	SIGN SUPPORT ASSEMBLY, BRIDGE MOUNTED, AS PER PLAN	12	EACH		
193	630	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	1	EACH		
194	630	SIGNS ERRECTED, FLAT SHEET, AS PER PLAN	444	SQ. FT.		
195	630	SIGNS ERRECTED, EXTRUSHEET, AS PER PLAN	1,928	SQ. FT.		
196	630	REMOVAL OF GROUND MOUNTED SIGN & STORAGE, AS PER PLAN	24	EACH		
197	630	REMOVAL OF GROUND MOUNTED SIGN & REERECTION	7	EACH		
198	630	REMOVAL OF GROUND MOUNTED POST SUPPORT & STORAGE, AS PER PLAN	29	EACH		
199	630	REMOVAL OF OVERHEAD MOUNTED SIGN & REERECTION	3	EACH		
200	630	REMOVAL OF OVERHEAD MOUNTED SIGN & STORAGE, AS PER PLAN	2	EACH		
201	630	REMOVAL OF TEMPORARY OVERLAY SIGN AS PER PLAN	1	EACH		
201A	630	REMOVAL OF OVERHEAD SIGN SUPPORT & STORAGE, TYPE TC-12.30	4	EACH		
202	630	REMOVAL OF OVERHEAD SIGN SUPPORT & STORAGE, TYPE TC-7.65	1	EACH		
203	630	REMOVAL OF OVERHEAD SIGN SUPPORT & REERECTION, TYPE TC-12.30	2	EACH		
204	631	REMOVAL OF BALLAST FOR STORAGE, AS PER PLAN	10	EACH		
205	631	REMOVAL OF LUMINAIRE FOR STORAGE, AS PER PLAN	10	EACH		
206	631	REMOVAL OF DISCONNECT SWITCH FOR STORAGE, AS PER PLAN	2	EACH		
207	631	REMOVAL OF SIGN SERVICE AND DISPOSAL	2	EACH		
208	642	LANE LINE, TYPE 1, AS PER PLAN	18	MILE		
209	642	EDGE LINE, TYPE 1, AS PER PLAN	22	MILE		
210	642	CHANNELIZING LINE, TYPE 1	3,262	LIN. FT.		
211	642	TRANSVERSE LINE, TYPE 1	2,178	LIN. FT.		
212	642	REMOVAL OF PAVEMENT MARKINGS	3,948	LIN. FT.		
213	SP 802	BARRIER REFLECTOR, TYPE A	88	EACH		
214	SP 802	BARRIER REFLECTOR, TYPE B	524	EACH		
215	SPECIAL	AIR SPEED ZONE MARKING	10	EACH		
216	SPECIAL	SONIC NAP ALERT PATTERN (SNAP)	20	MILE		

TOTAL - TRAFFIC CONTROL

(REVISED THROUGH ADDENDUM NO. 3)

BID FORM CONTRACT NO. 77-13-01

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
246	SP514B	FIELD PAINTING OF NEW STEEL, FINISH COAT, SYSTEM IZEU	LUMP SUM			
247	516	BEARING DEVICES	30	EACH		
248	SP516B	SEALING OF CONSTRUCTION JOINTS	916	LIN. FT.		
249	518	POROUS BACKFILL, AS PER PLAN	40	CU. YD.		
250	518	POROUS BACKFILL WITH FILTER FABRIC	94	CU. YD.		
251	518	6" PERFORATED CORRUGATED PLASTIC PIPE	176	LIN. FT.		
252	518	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	126	LIN. FT.		
253	SP519	PATCHING CONCRETE STRUCTURES	46	SQ. FT.		
254	523	DYNAMIC LOAD TESTING	1	EACH		
255	SP525A	WORKER PROTECTION	LUMP SUM	-		
256	SP525A	PROTECTIVE CLOTHING/EQUIPMENT SET	20	EACH		
257	SP525A	ESTABLISH REGULATED AREAS	LUMP SUM	-		
258	SP525A	PAINT WASTE/HAZARDOUS WASTE CLASSIFICATION, HANDLING AND DISPOSAL	LUMP SUM	-		
259	SP525A	CONTAINMENT SYSTEM	LUMP SUM	-		
260	SP527	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	LUMP SUM	-		
261	SP528	REPLACE EXISTING RIVET WITH NEW HIGH STRENGTH BOLT	48	EACH		
262	SP533R	REPLACEMENT OF 3-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT	166	LIN. FT.		
263	SP533W	3-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT (WIDENING)	102	LIN. FT.		
264	SP536	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS AND APPROACH SLABS	1,308	SQ. YD.		
265	SP536A	MASONRY COATING	421	SQ. YD.		
266	SP536	CONCRETE WEATHERPROOFING, SUBSTRUCTURE	435	SQ. YD.		
267	601	CRUSHED AGGREGATE SLOPE PROTECTION	1,060	SQ. YD.		
268	SP825	GALVANIZED REINFORCING STEEL, GRADE 60	22,644	POUND		

TOTAL - BRIDGE OVER US ROUTE 20

BID FORM CONTRACT NO. 77-13-01

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
299	516	BEARING DEVICES	24	EACH		
300	SP516B	SEALING OF CONSTRUCTION JOINTS	745	LIN. FT.		
301	518	POROUS BACKFILL, AS PER PLAN	37	CU. YD.		
302	518	POROUS BACKFILL WITH FILTER FABRIC	118	CU. YD.		
303	518	6" PERFORATED CORRUGATED PLASTIC PIPE	267	LIN. FT.		
304	518	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	114	LIN. FT.		
305	SP519	PATCHING CONCRETE STRUCTURES	58	SQ. FT.		
306	523	DYNAMIC LOAD TESTING	1	EACH		
307	SP525A	WORKER PROTECTION	LUMP SUM	-		
308	SP525A	PROTECTIVE CLOTHING/EQUIPMENT SET	100	EACH		
309	SP525A	ESTABLISH REGULATED AREAS	LUMP SUM	-		
310	SP525A	PAINT WASTE/HAZARDOUS WASTE CLASSIFICATION, HANDLING AND DISPOSAL	LUMP SUM	-		
311	SP525A	CONTAINMENT SYSTEM	LUMP SUM	-		
312	SP527	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	LUMP SUM	-		
313	SP528	REPLACE EXISTING RIVET WITH NEW HIGH STRENGTH BOLT	36	EACH		
314	SP533W	4 INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT (WIDENING)	137	LIN. FT.		
315	SP533R	REPLACEMENT OF 4 INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT	202	LIN. FT.		
316	SP536	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS, AND APPROACH SLABS	1,248	SQ. YD.		
317	SP536A	MASONRY COATING	292	SQ. YD.		
318	SP536	CONCRETE WEATHERPROOFING, SUBSTRUCTURE	409	SQ. YD.		
319	601	CRUSHED AGGREGATE SLOPE PROTECTION	1,541	SQ. YD.		
320	SP825	GALVANIZED REINFORCING STEEL	49,840	POUND		

TOTAL - STRUCTURE - BRIDGE OVER MICHIGAN AVENUE

BID FORM CONTRACT NO. 77-13-01

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
350	SP514B	FIELD PAINTING OF NEW STEEL, INTERMEDIATE COAT, SYSTEM IZEU	LUMP SUM	-		
351	SP514B	FIELD PAINTING OF NEW STEEL, FINISH COAT, SYSTEM IZEU	LUMP SUM	-		
352	516	BEARING DEVICES	36	EACH		
353	SP516B	SEALING OF CONSTRUCTION JOINTS	1,636	LIN. FT.		
354	518	POROUS BACKFILL, AS PER PLAN	67	CU. YD.		
355	518	POROUS BACKFILL WITH FILTER FABRIC	129	CU. YD.		
356	518	6" PERFORATED CORRUGATED PLASTIC PIPE	183	LIN. FT.		
357	518	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	129	LIN. FT.		
358	518	8" PERFORATED HELICAL CORRUGATED STEEL PIPE, AS PER PLAN	47	LIN. FT.		
359	SP519	PATCHING CONCRETE STRUCTURES	52	SQ. FT.		
360	523	DYNAMIC LOAD TESTING	1	EACH		
361	SP525A	WORKER PROTECTION	LUMP SUM	-		
362	SP525A	PROTECTIVE CLOTHING/EQUIPMENT SET	100	EACH		
363	SP525A	ESTABLISH REGULATED AREAS	LUMP SUM	-		
364	SP525A	PAINT WASTE/HAZARDOUS WASTE CLASSIFICATION, HANDLING AND DISPOSAL	LUMP SUM	-		
365	SP525A	CONTAINMENT SYSTEM	LUMP SUM	-		
366	SP527	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	LUMP SUM	-		
367	SP533R	REPLACEMENT OF 3-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT	84	LIN. FT.		
368	SP533R	REPLACEMENT OF 4-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT	84	LIN. FT.		
369	SP533W	3-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT (WIDENING)	55	LIN. FT.		
370	SP533W	4-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT (WIDENING)	55	LIN. FT.		
371	SP536	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS AND APPROACH SLABS	2,608	SQ. YD.		
372	SP536A	MASONRY COATING	809	SQ. YD.		
373	SP536	CONCRETE WEATHERPROOFING, SUBSTRUCTURE	755	SQ. YD.		
374	601	CRUSHED AGGREGATE SLOPE PROTECTION	2,050	SQ. YD.		
375	SP825	GALVANIZED REINFORCING STEEL, GRADE 60	40,134	POUND		

TOTAL - BRIDGE OVER NORFOLK-SOUTHERN RR AND STENGEL AVE.

BID FORM CONTRACT NO. 77-13-01

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
406	516	LAMINATED ELASTOMERIC BEARINGS, AS PER PLAN	12	EACH		
407	516	BEARING DEVICES	12	EACH		
408	SP516B	SEALING OF CONSTRUCTION JOINTS	846	LIN. FT.		
409	518	POROUS BACKFILL, AS PER PLAN	49	CU. YD.		
410	518	POROUS BACKFILL WITH FILTER FABRIC	107	CU. YD.		
411	518	6" PERFORATED CORRUGATED PLASTIC PIPE	180	LIN. FT.		
412	518	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	110	LIN. FT.		
413	SP519	PATCHING CONCRETE STRUCTURES	48	SQ. FT.		
414	523	DYNAMIC LOAD TESTING	1	EACH		
415	SP525A	WORKER PROTECTION	LUMP SUM	-		
416	SP525A	PROTECTIVE CLOTHING/EQUIPMENT SET	20	EACH		
417	SP525A	ESTABLISH REGULATED AREAS	LUMP SUM	-		
418	SP525A	PAINT WASTE/HAZARDOUS WASTE CLASSIFICATION, HANDLING AND DISPOSAL	LUMP SUM	-		
419	SP525A	CONTAINMENT SYSTEM	LUMP SUM	-		
420	SP527	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	LUMP SUM	-		
421	SP533R	REPLACEMENT OF 4-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT	163	LIN. FT.		
422	SP533W	4-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT (WIDENING)	103	LIN. FT.		
423	SP536	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS, AND APPROACH SLABS	1,268	SQ. YD.		
424	SP536A	MASONRY COATING	422	SQ. YD.		
425	SP536	CONCRETE WEATHERPROOFING, SUBSTRUCTURE	328	SQ. YD.		
426	601	CRUSHED AGGREGATE SLOPE PROTECTION	398	SQ. YD.		
427	SP825	GALVANIZED REINFORCING STEEL, GRADE 60	16,069	POUND		

TOTAL - BRIDGE OVER STATE ROUTE 65

BID FORM CONTRACT NO. 77-13-01

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
458	516	LAMINATED ELASTOMERIC BEARINGS, AS PER PLAN	12	EACH		
459	516	BEARING DEVICES	12	EACH		
460	516	1" PREFORMED EXPANSION JOINT FILLER	217	SQ. FT.		
461	SP516B	SEALING OF CONSTRUCTION JOINTS	854	LIN. FT.		
462	518	POROUS BACKFILL, AS PER PLAN	57	CU. YD.		
463	518	POROUS BACKFILL WITH FILTER FABRIC	158	CU. YD.		
464	518	6" PERFORATED CORRUGATED PLASTIC PIPE	190	LIN. FT.		
465	518	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	116	LIN. FT.		
466	518	6" PERFORATED HELICAL CORRUGATED STEEL PIPE	96	LIN. FT.		
467	SP519	PATCHING CONCRETE STRUCTURES	112	SQ. FT.		
468	523	DYNAMIC LOAD TESTING	1	EACH		
469	SP525A	WORKER PROTECTION	LUMP SUM	-		
470	SP525A	PROTECTIVE CLOTHING/EQUIPMENT SET	20	EACH		
471	SP525A	ESTABLISH REGULATED AREAS	LUMP SUM	-		
472	SP525A	PAINT WASTE/HAZARDOUS WASTE CLASSIFICATION, HANDLING AND DISPOSAL	LUMP SUM	-		
473	SP525A	CONTAINMENT SYSTEM	LUMP SUM	-		
474	SP527	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	LUMP SUM	-		
475	SP533R	REPLACEMENT OF 4-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT	157	LIN. FT.		
476	SP533W	4-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT (WIDENING)	109	LIN. FT.		
477	SP536	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS, AND APPROACH SLABS	1,216	SQ. YD.		
478	SP536A	MASONRY COATING	414	SQ. YD.		
479	SP536	CONCRETE WEATHERPROOFING, SUBSTRUCTURE	436	SQ. YD.		
480	601	CRUSHED AGGREGATE SLOPE PROTECTION	1,186	SQ. YD.		
481	SP825	GALVANIZED REINFORCING STEEL, GRADE 60	23,645	POUND		

TOTAL - BRIDGE OVER CSX RAILROAD

BID FORM CONTRACT NO. 77-13-01

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
512	516	BEARING DEVICES	24	EACH		
513	SP516B	SEALING OF CONSTRUCTION JOINTS	951	LIN. FT.		
514	518	POROUS BACKFILL, AS PER PLAN	64	CU. YD.		
515	518	POROUS BACKFILL WITH FILTER FABRIC	98	CU. YD.		
516	518	6" PERFORATED CORRUGATED PLASTIC PIPE	185	LIN. FT.		
517	518	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	108	LIN. FT.		
518	SP519	PATCHING CONCRETE STRUCTURES	60	SQ. FT.		
519	523	DYNAMIC LOAD TESTING	1	EACH		
520	SP525A	WORKER PROTECTION	LUMP SUM	-		
521	SP525A	PROTECTIVE CLOTHING/EQUIPMENT SET	20	EACH		
522	SP525A	ESTABLISH REGULATED AREAS	LUMP SUM	-		
523	SP525A	PAINT WASTE/HAZARDOUS WASTE CLASSIFICATION, HANDLING AND DISPOSAL	LUMP SUM	-		
524	SP525A	CONTAINMENT SYSTEM	LUMP SUM	-		
525	SP527	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	LUMP SUM	-		
526	SP533R	REPLACEMENT OF 4-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT	168	LIN. FT.		
527	SP533W	4-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT (WIDENING)	114	LIN. FT.		
528	SP536	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS AND APPROACH SLABS	1,363	SQ. YD.		
529	SP536A	MASONRY COATING	460	SQ. YD.		
530	SP536	CONCRETE WEATHERPROOFING, SUBSTRUCTURE	361	SQ. YD.		
531	601	CRUSHED AGGREGATE SLOPE PROTECTION	610	SQ. YD.		
532	SP825	GALVANIZED REINFORCING STEEL, GRADE 60	21,239	POUND		

TOTAL - BRIDGE OVER WHITE ROAD

BID FORM CONTRACT NO. 77-13-01

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
562	516	BEARING DEVICES	24	EACH		
563	SP516B	SEALING OF CONSTRUCTION JOINTS	686	LIN. FT.		
564	518	POROUS BACKFILL, AS PER PLAN	51	CU. YD.		
565	518	POROUS BACKFILL WITH FILTER FABRIC	106	CU. YD.		
566	518	6" PERFORATED CORRUGATED PLASTIC PIPE	192	LIN. FT.		
567	518	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	124	LIN. FT.		
568	SP519	PATCHING CONCRETE STRUCTURES	46	SQ. FT.		
569	523	DYNAMIC LOAD TESTING	1	EACH		
570	SP525A	WORKER PROTECTION	LUMP SUM	-		
571	SP525A	PROTECTIVE CLOTHING/EQUIPMENT SET	20	EACH		
572	SP525A	ESTABLISH REGULATED AREAS	LUMP SUM	-		
573	SP525A	PAINT WASTE/HAZARDOUS WASTE CLASSIFICATION, HANDLING AND DISPOSAL	LUMP SUM	-		
574	SP525A	CONTAINMENT SYSTEM	LUMP SUM	-		
575	SP527	FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES	LUMP SUM	-		
576	SP533R	REPLACEMENT OF 4-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT	168	LIN. FT.		
577	SP533W	4-INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINT (WIDENING)	112	LIN. FT.		
578	SP536	CONCRETE WEATHERPROOFING, DECK, ABUTMENT SLABS AND APPROACH SLABS	980	SQ. YD.		
579	SP536A	MASONRY COATING	321	SQ. YD.		
580	SP536	CONCRETE WEATHERPROOFING, SUBSTRUCTURE	350	SQ. YD.		
581	601	CRUSHED AGGREGATE SLOPE PROTECTION	276	SQ. YD.		
582	SP825	GALVANIZED REINFORCING STEEL, GRADE 60	17,539	POUND		

TOTAL - BRIDGE OVER SIMMONS ROAD

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
		General (Ref. Nos. 583 - 589)				
583	IB-ART. 6	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND	LUMP SUM	-		
584	SP 115	RAILROAD PROTECTIVE LIABILITY INSURANCE - CSX RAILROAD	LUMP SUM	-		
585	SP 115	RAILROAD PROTECTIVE LIABILITY INSURANCE - NORFOLK AND SOUTHERN RAILROAD	LUMP SUM	-		
586	SP 614	MAINTAINING TRAFFIC	LUMP SUM	-		
587	SP 619	FIELD OFFICE	LUMP SUM	-		
588	SP 623	CONSTRUCTION LAYOUT SURVEY	LUMP SUM	-		
589	624	MOBILIZATION	LUMP SUM	-		

TOTAL - GENERAL

BASE BID SUMMARY

The total amount of the preceding proposal based upon the approximate quantities given above, and the unit prices and lump sum specified by the undersigned, amounts to the sum of:

TOTAL BASE BID (INCLUDES REF. NO. 1 THRU REF. NO. 589) ----->

\$

THE BID, FOR CONTRACT No. 77-13-01, OF UNIT PRICE EXTENSIONS IS ALL LABOR, EQUIPMENT AND MATERIALS , FOR THE SUM OF:

(Sum in words) _____ DOLLARS

Item No.'s that do not have an IB or SP designation are Items drawn from the 2010 ODOT CMS. Bidders should refer to the 2010 ODOT CMS for information and guidance concerning these Items.

MAINLINE PAVEMENT ALTERNATE

Ref. No.	Item No.	Item Description	Approx. Quantity	Unit	Unit Cost	Extended Bid Amount
590	SP302	BITUMINOUS AGGREGATE BASE COURSE, PG64-22 (MAINLINE) (REPLACES REF. NO. 134)	34,365	CU. YD.		
TOTAL - MAINLINE PAVEMENT ALTERNATE						

NOTE: Bidders must submit a Total Base Bid (Ref. No. 1 thru Ref. No. 589) and may submit a Bid for Mainline Pavement Alternate (Ref. No. 590). However, Bidders are advised, per IB 2.6.3, that failure to bid on the Alternate items may result in rejection of a Bid should the Commission choose the alternate(s) for which the Contractor did not submit a Bid. The low Bid will be determined based on the lowest sum total of the Base Bid submitted for Ref. No. 1 thru Ref. No. 589, or said total with the Alternate Bid(s) selected by the Commission, thereby replacing the corresponding Ref. No. set forth in the Base Bid.

**OHIO TURNPIKE COMMISSION
SPECIAL PROVISIONS FOR
CONTRACT NO. 77-13-01**

SP 1	GENERAL - INCLUDING MODIFICATIONS TO OHIO TURNPIKE GENERAL CONDITIONS	SP-1
SP 101	PLANS AND DESCRIPTION OF THE WORK	SP-1
SP 102	SPECIFICATIONS	SP-2
SP 103	CONSTRUCTION PHASING AND TIME OF COMPLETION	SP-2
SP 104	ACCESS TO TURNPIKE AND RESTRICTIONS	SP-3
SP 105	DISPOSAL OF EXCESS MATERIALS	SP-7
SP 106	HOURS OF WORK	SP-8
SP 107	TIME OF THE ESSENCE - LIQUIDATED DAMAGES	SP-8
SP 108	CONCRETE PLANT CERTIFICATION	SP-8
SP 109	HAULING OVER LOCAL ROADS	SP-8
SP 110	PROJECT SAFETY	SP-9
SP 111	PROHIBITION ON USE OF SLAG	SP-15
SP 112	ENVIRONMENTAL POLLUTION CONTROL	SP-15
SP 113	EXISTING AND PROPOSED GUARDRAIL	SP-17
SP 114	STEEL PRICE ADJUSTMENT	SP-17
SP 115	RAILROAD PROTECTIVE LIABILITY INSURANCE	SP-19
SP 116	FURNISHING RIGHT OF WAY/UTILITY RELOCATIONS	SP-20
SP 117	FIBER OPTIC CABLES	SP-20
SP 118	NOT USED	SP-20
SP 119	ASPHALT BINDER PRICE ADJUSTMENT- MULTI-YEAR PROJECTS	SP-21
SP 201	CLEARING AND GRUBBING	SP-23
SP 202	PORTIONS OF STRUCTURE REMOVED	SP-27
SP 202B	CRACK AND JOINT REPAIR	SP-31
SP 202J	PLUG AND FILL EXISTING CONDUIT	SP-33
SP 202K	ANCHOR ASSEMBLY, TYPE E, REMOVED FOR STORAGE	SP-35
SP 202L	ANCHOR ASSEMBLY, TYPE E (ET-2000), REMOVED AND RESET	SP-37
SP 205	MODIFIED SOIL SUBGRADE	SP-39
SP 302	BITUMINOUS AGGREGATE BASE, PG 64-22	SP-43
SP 304	AGGREGATE BASE	SP-45
SP 400	ASPHALT CONCRETE SURFACING	SP-47
SP 400S	SMOOTHNESS OF PAVEMENT SURFACES	SP-79
SP 404A	JOINT SEALER	SP-81
SP 451	FULL DEPTH PAVEMENT REPAIR	SP-83
SP 508	FALSEWORK AND FORMS	SP-89
SP 509	EPOXY COATED REINFORCING STEEL	SP-91
SP 511	CONCRETE FOR SUBSTRUCTURES	SP-93
SP 511A	CLASS S CONCRETE, FOR SUPERSTRUCTURES	SP-95
SP 511C	SLIPFORM CONSTRUCTION OF PARAPETS	SP-101
SP 512	MEMBRANE WATERPROOFING (SHEET TYPE 2)	SP-105
SP 513	HIGH-STRENGTH STEEL BOLTS, NUTS AND WASHERS	SP-107
SP 514	TOTAL SHOP PAINTING - SYSTEM IZEU	SP-115
SP 514A	FIELD PAINTING OF EXISTING STRUCTURES - SYSTEM OZEU	SP-131
SP 514B	SHOP PRIMING/FIELD PAINTING - SYSTEM IZEU/SYSTEM UUU	SP-149

SPECIAL PROVISIONS

- 6 In the event that any of the above mentioned requirements relative to lane closure(s) are not complied with and/or not authorized by the Chief Engineer, the Commission may impose upon the Contractor a penalty of \$10,000 per hour for each hour or portion of an hour not in compliance

I During Phase 1 Construction, the following will apply:

1. The bridges and approach roadways will be made available to the Contractor for performance of the Contract Work in accordance with SP 103, for eastbound lanes and westbound lanes, pending approval of the Chief Engineer. The Chief Engineer may require both roadways to remain open beyond this date at no additional cost to the Commission if the weather or traffic conditions should so dictate. No temporary traffic control zones as shown in the Plans for Phase 1 shall be implemented before April 8, 2013.
2. Extended single lane traffic zones will be permitted during Phase 1 to perform shoulder replacement or resurfacing and outside drainage work in accordance with the Maintenance of Traffic Typical Sections Phase 1 on sheet 19 of 322 of the Contract Drawings. Portable concrete barrier shall be used in accordance with OTC Standard Drawing TCR - 2.1 to construct all proposed outside shoulder type D barrier.

J During Phase 2 Construction (2013), the following will apply:

1. The bridges and approach roadways will be made available to the Contractor for performance of the Contract Work except for the railroad bridges. Two (2) **Lanes** in each direction shall be open to Turnpike traffic from **May 24, 2013 to September 3, 2013**.
2. No single lane traffic zones will be permitted during Phase 2 (2013) unless approved by the Chief Engineer. Written request for single lane traffic zones shall be provided to the Chief Engineer at least forty-eight (48) hours in advance. Approval, if granted, for single lane traffic zones will be limited to the hours of 7:00 PM to 6:00 AM.
3. The Contractor will not be permitted to perform any median Work as required in Phase 2 (2013) Construction prior to installation of the temporary concrete barrier.

K During the interim period between Phase 2 Construction (2013) and Phase 2 Construction (2014), two (2) lanes and full shoulders in each direction shall be open to Turnpike traffic from November 1, 2013 to April 1, 2014. The Commission will permit the periodic closure of one (1) directional lane on the westbound and/or eastbound roadways for the Contractor's use, subject to weather and traffic conditions for bridge construction. The Chief Engineer may restrict the Contractor's activities and/or require both roadways be open to traffic if the weather or traffic conditions should so dictate. No lane closures or Work zones will be permitted on the Turnpike during the periods of high Turnpike traffic flow as noted in (H) above. The Commission shall be notified, by the Contractor, at least forty-eight (48) hours in advance of any requested use of the roadways. If permission should be granted, such closures would be limited as noted in (H) above. The Contractor shall take extreme care not to damage the roadways during these periods of periodic usage. The duration and frequency of the periods will be strictly controlled by the Commission and will be subject to such

SPECIAL PROVISIONS

SP 205 — MODIFIED SOIL SUBGRADE (11-21-12)

A. — Description

~~This Work shall consist of constructing a lime-modified or cement-modified soil mixture in accordance with these Specifications and in reasonably close conformity with the lines, as shown on the Plans or established by the Chief Engineer, mixed, shaped, compacted, and finished.~~

~~Item 203 shall apply, except as noted herein.~~

B. — Materials

~~Hydrated lime shall meet the requirements of Section 712.04(B) of the Specifications. Quicklime shall be one hundred (100) percent passing the No. 4 sieve. Weight of the lime used shall be between three (3) and eight (8) percent of the dry weight of the soil or as directed by the Chief Engineer. Cement shall meet the requirements of Section 701.04 of the Specifications. Weight of the cement used shall be between eight (8) and ten (10) percent or as directed by the Chief Engineer.~~

C. — General

~~Soil stabilization work shall be performed when the air temperature is forty degrees (40°)F or above and the material to be treated is not frozen. No work shall be done during wet or unsuitable weather.~~

D. — Spreading

~~The stabilizing material (lime or cement) shall be applied at the rate set by the Chief Engineer and shall be spread uniformly on the soil by using distributor equipment approved by the Chief Engineer.~~

~~Dry stabilizing material shall be spread in a manner to minimize dusting. The dry stabilizing agent shall not be applied when wind conditions, in the opinion of the Chief Engineer, are such that blowing material becomes objectionable to traffic or adjacent property owners.~~

~~The stabilized material may be prepared as a slurry and distributed using equipment and procedures capable of keeping the slurry material in suspension and spreading the slurry uniformly over the area to be stabilized. The stabilizing material content of the slurry shall be approved by the Chief Engineer.~~

E. — Mixing

~~The spreading of the stabilizing material shall be followed immediately by a mixing operation consisting of the use of a spring-tooth or disc harrow followed by an approved power driven rotary type mixer. Mixing of the soil and stabilizing material shall be a minimum of one (1) foot in depth or as shown on the Plans. During this mixing operation, water shall be added if necessary to bring the mixed material to optimum. Mixing shall be continued until the stabilizing material has been thoroughly incorporated into the mix, all soil clods have been reduced to a maximum size of two (2) inches and the mixture is a uniform color.~~

SPECIAL PROVISIONS

F. Compaction

~~The mixing of the stabilizing material and soil shall be followed by shaping and compacting in accordance with the requirements of Section 203.07(B) of the Specifications. The compacted modified soil shall be shaped to Plan lines within tolerances per Section 203.08 of the Specifications and constructed per Section 203.05 and 203.06 of the Specifications.~~

G. Method of Measurement

1. Measurement of Modified Soil Subgrade

~~The quantity for this item shall be the number of square yards complete and accepted in place.~~

2. Measurement of Water

~~The quantity for this item shall be the number of gallons applied in accordance with the requirements of this item. The measurement shall be in accordance with Section 616.03 of the Specifications. The water used for spreading the slurry that brings the soil to more than five (5) percent above optimum, immediately after the application of the slurry, shall not be measured for payment.~~

3. Measurement of Lime

~~The quantity for this item shall be the number of tons delivered for lime-modified soil and incorporated in the Work. The lime incorporated in the lime-modified soil shall be measured for payment in tons.~~

4. Measurement of Cement

~~The quantity for this item shall be the number of tons delivered for cement-modified soil and incorporated in the Work. The cement incorporated in the cement-modified soil shall be measured for payment in tons.~~

~~All pay quantities shall be determined by final measurement.~~

H. Basis of Payment

~~The Contract price per square yard for lime-modified soil shall include full compensation for all furnished labor, materials (except lime, cement and water), equipment, and incidentals and for doing all Work involved in processing the stabilizing material mixture and constructing the modified soil.~~

~~The Contract unit bid price shall include full compensation for furnishing all labor, materials, equipment, and incidentals and for doing all Work in supplying water, cement and lime.~~

~~The accepted quantities shall be paid for at the Contract unit price per unit of measure for each of the pay items listed below that is included in the bid schedule.~~

SPECIAL PROVISIONS

Payment shall be made under.

<u>Item</u>	<u>Unit</u>	<u>Description</u>
SP 205	Sq Yd.	Lime Modified Subgrade
SP 205	Sq Yd	Cement Modified Subgrade
SP 205	Ton	Lime
SP 205	Ton	Cement
SP 205	M. Gal.	Water

SPECIAL PROVISIONS

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SPECIAL PROVISIONS

- a) The Contractor shall remove and salvage the Type T anchor assembly under Item 606 - Anchor Assembly Removed and Rebuilt, Type T, as per Plan
 - b) The Contractor shall furnish, install and remove temporary guardrail according to the requirements of this Special Provision and those set forth in the Plans
 - c) The Contractor shall furnish and install a Type E Anchor Assembly as indicated in the Plans and Special Provisions and in accordance with the manufacturer's Specifications.
3. An existing guardrail run with an existing ET-2000 anchor assembly, which requires lengthening.
- a) The Contractor shall remove and reset the ET-2000 anchor assembly under Item SP 202L - Anchor Assembly, Type E (ET-2000), Removed and Reset
 - b) The Contractor shall furnish, install and remove temporary guardrail according to the requirements of this Special Provision and those set forth in the Plans
 - c) Upon removal of the temporary guardrail, the Contractor shall remove and reset the ET-2000 anchor assembly to the location as shown on the Plans. Payment shall be as per SP 202L - Anchor Assembly, Type E (ET-2000), Removed and Reset.

The cavities remaining after removal of guardrail and anchor assemblies shall be backfilled and compacted in accordance with the requirements of Section 203 of the Specifications and be considered incidental.

D Method of Measurement

Temporary guardrail shall be paid for at the Contract unit price per linear foot complete in place. The unit price bid shall include the furnishing of all materials to construct a complete temporary guardrail installation as well as installing, maintaining, moving, transporting, storing, restoring and resetting; as required, of the temporary guardrail throughout the term of the Contract.

The cost of furnishing Type E Anchor Assemblies shall be paid separately ***under Item 614 – Maintaining Traffic.***

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SP 614 - MAINTAINING TRAFFIC (11-21-12)

A. Description

This item shall consist of maintaining and protecting vehicular traffic and the Work while the Contract is in force. All applicable provisions of Item 614 of the Specifications shall apply. **Roll-up signs and x-footprint sign stands shall conform to SP 730.**

B. Requirements

1. Ohio Turnpike Traffic

(a) Traffic Control General

The Contractor's responsibility to the safety of both the motoring public and the construction workers and equipment while performing the requirements of the Contract, shall be in accordance with the Plans, these Special Provisions and the latest revision of the Ohio "Manual of Uniform Traffic Control Devices" ("Manual") and the "Temporary Traffic Control on the Ohio Turnpike."

The Contractor shall schedule its operations so that the maximum number of traffic lanes are maintained at all times. No Work will be permitted that reduces the number of lanes, except as noted in the Plans, or as directed by the Chief Engineer.

The Contractor shall provide forty-eight (48) hour notice to the Chief Engineer prior to installing and/or changing Maintenance of Traffic for this Project.

The Commission will monitor the maintenance of traffic set-up, including the placement and use of flaggers, and may order adjustments, additions and/or replacements as deemed necessary to insure the safety of the motoring public. The Contractor is responsible at all times for proper maintenance of traffic zones and for maintaining all operations in a safe and effective manner. If the Contractor is given notice that the maintenance of traffic zones are set improperly, the Contractor shall correct the deficiencies immediately. If deficiencies are not immediately corrected by the Contractor, the Commission reserves the right to correct the deficiencies, remove the maintenance of traffic zone and/or suspend the Work of the Contractor. Any costs incurred by the Commission for correcting these deficiencies shall be withheld from the funds due the Contractor as per General Condition GC-9.6.

(b) Lane Closure - Mainline

- (1) The Contractor shall not perform Work over, or adjacent to, any open lanes of traffic without implementing the appropriate maintenance of traffic zone. **The Contractor shall install, maintain and remove traffic control devices shown on the Commission's**

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standard drawings. In long term zones, where construction warning signs are mounted on posts, the signs shall be furnished, ~~and installed covered and removed by the Contractor Commission~~ *The Contractor shall cover, maintain and remove the post mounted signs when necessary. The removed signs shall be turned over to the Commission at the end of this Project.* Sign covers will be provided by the Commission and installed by the Contractor where required, including but not limited to, all speed limit signs. Sign covers shall be returned to the Commission at the end of the Contract. Post mounted signs shall be uncovered and covered by the Contractor as directed by the Chief Engineer and as needed to display the appropriate signs as shown on the Plans. Post mounted signs will be mounted at a height of five (5) to seven (7) feet as measured from the bottom of the sign to the near edge of the pavement. **For short term and intermediate zones, the Contractor shall supply, install, maintain, and remove roll-up signs and x-footprint portable sign stands.** All roll-up signs furnished to the Project shall be new. Velcro overlays on roll-up signs are not permitted. Safety and protective devices furnished by the Contractor will remain the property of the Contractor and shall be removed from the Project site upon completion of the Work, or as directed by the Chief Engineer. Damaged or missing sign covers shall be replaced by the Contractor.

- (2) All Work that requires restricting traffic to a single lane shall be accomplished during night work hours. The length of the single lane traffic zone shall not extend more than one quarter (1/4) mile beyond the last active Work area.
- (3) The Contractor's use of night work zones shall comply with SP 104 and SP 106. A proposed night work plan shall be submitted for review and approval by the Chief Engineer. The submittal shall clearly describe the type of Work to be done, the duration of the Work, location of the intended Work, and the Contractor's proposed lighting plan. Temporary lighting of the Work site for operations conducted during nighttime periods shall be such that the lights do not cause glare to the drivers on the highway. If glare is detected, the light placement and shielding shall be adjusted to the satisfaction of the Chief Engineer before Work proceeds.
- (4) Single lane zones shall be limited to a length of 4 miles, unless otherwise specified in the Plans. Longer or multiple zones in the same direction of travel may be permitted with prior approval from the Chief Engineer providing the Contractor is able to perform all planned Work called planned within the time permitted for a single lane zone as outlined in the Specifications.

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(c) Roadway Closure - Mainline (Rolling Roadblock)

The directional roadways may be closed for short periods of time for removal and/or placement of structural steel and overhead sign structures or for other overhead activities as determined by the Chief Engineer. The roadway closures are subject to the following controls and the approval of the Chief Engineer.

- (1) Rolling Roadblocks may only be utilized between the hours of 12:00 AM and 5:00 AM or as otherwise approved by the Chief Engineer.
- (2) The duration of closures shall not exceed twenty (20) minutes. If additional closures are necessary, traffic must be allowed to return to normal flow before the next closure begins. (Note: A twenty (20) minute rolling roadblock will provide approximately ten (10) minutes of work time at the Project site).
- (3) All travel lanes shall be available to traffic upon opening the rolling roadblock, unless otherwise approved by the Chief Engineer.

All traffic control devices, Highway Patrol, etc., used for the rolling roadblock will be provided by the Commission at no cost to the Contractor. However, the Contractor's zone person and zone vehicle will be utilized in all rolling roadblocks.

(d) Worksite Traffic Supervisor

The Contractor shall employ a certified Worksite Traffic Supervisor ("WTS") other than the Superintendent, subject to the approval of the Chief Engineer. The WTS must be certified from one of the following organizations or others as approved by the Chief Engineer:

- (1) American Traffic Safety Service Association A.T.S.S.A., Certified Worksite Traffic Supervisor (WTS), phone number 1-800-272-8772
- (2) The National Safety Council, Traffic Control Zones Supervisors Course, phone number 1-800-441-5103.
- (3) National Highway Institute, Design and Operation of Work Zone Traffic Control, phone number 1-703-235-0528
- (4) OCA/TCS Work Zone Class, only if taken after May 5, 2004

The cost of employing the WTS shall be considered incidental to the cost of the Project.

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(e) Zone Person(s)

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 they are in place, or as directed by the Chief Engineer. 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 insure that the devices are CLEAN and are performing its intended function. The zone person shall have no other construction related duties while performing this function.

If separately itemized on the plans, the payment of the Zone Person shall also include all costs associated with the Zone Vehicle(s). If not separately itemized, then all costs associated with the Zone Person(s) and Zone Vehicle(s) shall be considered incidental to the performance of SP 614 – Maintaining Traffic.

(f) Zone Vehicle(s)

The Contractor shall provide a zone vehicle that shall be used by the Zone Person only to maintain the Work zone. The zone vehicle should be a pick-up truck, small stake body truck, or a similar type vehicle in good condition and shall be equipped with amber flashing lights. The zone vehicle shall be equipped with a permanent, truck-mounted, fully operational, folding arrow board with a minimum size of thirty (30) inches by sixty (60) inches and displaying a minimum of fifteen (15) lamps on the panel face. The zone vehicle shall be available for the maintenance of traffic whenever there is a zone (lane closure, median crossing, etc.) in place that alters the normal flow of traffic on the Turnpike directional roadways. The Contractor shall submit, for approval by the Chief Engineer, the type of vehicle planned for this operation.

(g) Communications

The Commission will furnish, install, maintain, and at the conclusion of the Project, remove a Turnpike radio for the Contractor's vehicle. This vehicle shall be at all times in the immediate vicinity of the Work with the radio turned on. The Contractor will be responsible for the return of the radio in issued condition at the completion of the Contract. Any costs incurred to the Commission for repairing damaged radios due to misuse or replacing missing radios shall be withheld from the funds due the Contractor as per General Condition GC-9.6.

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(h) Crossing Active Lanes with Construction Equipment

The following procedure shall be used when it is necessary to move construction equipment across an active lane of traffic. This procedure is limited to moves which can be completed in twenty (20) seconds or less.

- (1) The Contractor shall obtain prior approval from the Commission's Maintenance Department for all crossings
- (2) The Contractor shall coordinate all movements with the Commission's Maintenance Department.
- (3) The Contractor shall station a flagger with a Commission radio at the point of crossing.
- (4) The Contractor shall set a single lane closure adjacent to the equipment, thus limiting the crossing to one (1) lane only
- (5) A Commission Maintenance vehicle (driven by the Commission's Maintenance foreman or assistant foreman) will drive into the zone with amber flashing light and hazard lights on. This vehicle shall proceed through single lane zone at fifty (50) mph (posted speed limit in construction zone) at a time when this will create a fifteen to twenty (15-20) second gap in the flow of traffic
- (6) The flagger with the Commission radio at the crossing point shall inform the Commission's Maintenance vehicle as soon as the crossing is completed.

This process is limited to rubber tired or smooth "street track" construction equipment that is capable of crossing the active traffic lane quickly (less than twenty (20) seconds)

Any rubber tired or smooth "street track" construction equipment that requires more than twenty (20) seconds to cross an active traffic lane, may cross provided the procedures for rolling roadblocks under Section B 1 c above are followed, subject to the approval of the Chief Engineer. If approval is not given, the equipment must be loaded onto a trailer, taken to the next interchange, turned and returned to the desired location.

In no instance can construction equipment that requires protection of the pavement (such as laying down plywood, etc.) cross active Turnpike lanes. Equipment of this type must be loaded onto a trailer and taken to the next interchange, turned around, and returned to the desired location.

Costs for any maintenance of traffic requirements for equipment crossings shall be included in the lump sum price bid for Item SP 614 - Maintaining Traffic

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- (i) The Contractor's vehicles and equipment shall be operated in the direction of traffic. A qualified flagger shall be employed where the Contractor's equipment and vehicles, as well as material delivery and haul vehicles, merge into, exit from or cross Turnpike traffic as in (h) above. The Contractor's equipment and vehicles, including material delivery and haul vehicles shall be equipped with at least one (1) operational amber flashing or strobe light (as approved by the Chief Engineer), which shall be visible to approaching and trailing traffic. The amber warning light(s) shall be turned on only during ingress/egress, but not while working in the Work zone. The Contractor's equipment shall be stored at a storage area, the location of which shall have prior approval of the Chief Engineer. Pavers, rollers and other equipment may be parked in areas along the highway when paving operations are scheduled to continue within the next workday. When parking along the highway, the equipment shall be located either fifty (50) feet from the edge of pavement or six (6) feet behind guardrail with a minimum of 125 feet of guardrail preceding the equipment. Adequate barricades and lights shall be placed on the pavement side of the equipment to identify the limits of the equipment. All other equipment, including private vehicles, shall be stored at the Contractor's approved storage area.
- (j) All cones, drums, sign supports, barricades, impact attenuators and other traffic control devices shall be certified to meet National Cooperative Highway Research Program ("NCHRP") Report 350 standards prior to use.
- (k) Temporary traffic drums and cones shall be as shown on OTC Standard Drawing TCR-2 and shall be in LIKE NEW CONDITION. LIKE NEW shall meet the acceptable criteria as defined and illustrated in the American Traffic Safety Services Association ("ATSSA") publication "Quality Standard for Work Zone Traffic Control Devices." Reflectorization on drums shall be cleaned on a monthly basis or as directed by the Chief Engineer. Damaged drums shall be replaced as directed by the Chief Engineer. Replacement drums shall be provided by the Contractor and payment shall be included in the lump sum price bid for Item SP 614 – Maintaining Traffic.

2. Interstate Routes and State Routes

Any Maintenance of Traffic required on highways under ODOT jurisdiction shall be performed in accordance with ODOT Maintenance of Traffic requirements and approved by ODOT.

3. Weather Conditions

The Contractor shall be aware of and prepare for changing weather conditions. When conditions dictate, or as directed by the Chief Engineer, the Contractor shall provide and utilize necessary equipment and personnel to prevent water from ponding along the milled surface and flowing into and/or across active traffic lanes.

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4 Alternate Temporary Traffic Control Plan

If the Contractor so elects, It may submit alternate methods for the Temporary Traffic Control in writing, provided the intent of the provisions are followed and no additional inconvenience to the traveling public results therefrom. No alternate plan shall be placed into effect until approval has been granted in writing by the Chief Engineer

C Measurement and Payment

Maintaining traffic shall be measured as a unit and shall be paid for at the Contract lump sum price bid. Unless separately itemized, the lump sum price bid for maintaining traffic shall include the cost of maintaining the roadways in a safe condition for public use, providing flaggers and its equipment, furnishing, cleaning, maintaining in an acceptable condition and subsequently removing temporary traffic control signs, sign stands, drums, cones, sign covers, arrow boards, message boards (when needed), temporary lighting, Zone Person, Zone Vehicle(s), and other temporary traffic control items as required by the Plans, Specifications or Special Provisions. The price shall be payment in full for all materials, equipment, labor and incidentals necessary to complete the Work as specified.

<u>Item</u>	<u>Unit</u>	<u>Description</u>
SP 614	Lump Sum	Maintaining Traffic
SP 614	Hours	Zone Person

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