

**Project Number: 180621**

**PID #: 87300**

**Contract ID: CLI87300**

**DBE Goal: 8.0%**

Clinton

SR-US 68/Var-00.00/07.09

(Villages of Westboro, Midland & Cuba)

E130(953)

**TWO LANE RESURFACING**

Work Type Percentage Performed by Prime: 50

**THE 2016 CONSTRUCTION AND MATERIAL SPECIFICATION BOOK IS PART OF THE  
BIDDING DOCUMENTS ON THIS PROJECT**

# **PROPOSAL**

**STATE OF OHIO**

**DEPARTMENT OF TRANSPORTATION**

Jerry Wray, Director

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**December 13, 2018**

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Submitted by \_\_\_\_\_

Bidder Id \_\_\_\_\_

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## **PN 019 – 01/20/2016 - PREPARATION OF PROPOSAL**

### **ELECTRONIC BIDDING REQUIREMENTS**

The Department uses the Bid Express website (<http://www.bidx.com>) as an official repository for electronic bid submittal. Bidders must prepare their bids electronically using Project Bids and submitted via Bid Express.

The Department will not accept handwritten bids or bids generated electronically from software other than that used and supplied by the Department. All handwritten bids and bids generated electronically from software other than that used and supplied by the Department shall be considered non-responsive and ineligible for award. The Department will only accept and consider bids that have been produced using Project Bids and submitted via Bid Express.

The Department's Office of Contracts will provide planholders with a proposal, plan set and any required addenda. Most addenda will not be provided by hard copy, but will be available on the Office of Contracts website at: <http://contracts.dot.state.oh.us>. Planholders will be notified of all addenda via email. All proposals, plans, Project Bids (EBSX) files and addenda are also available on the Office of Contracts web site.

Electronic bids must comply with all special provisions, the Construction and Material Specifications, Supplemental Specifications and the rules and regulations of the Ohio Department of Transportation regarding bid preparation and bid submittal.

Blank unit prices will be considered an invalid bid EXCEPT in the case of optional designs (projects where the bidder is required to bid on only one design). Unit prices of zero are not permitted at any time.

Addenda and/or amendments must be acknowledged in the Bid Acknowledgement section of the Project Bids (EBSX) file in order for your bid to be considered for award of this project. The section contains the certification of receipt of all hard copy proposals, addenda, amendments, plans, standard specifications and supplemental specifications. Supplemental Questionnaire information regarding the bidder's outstanding ODOT and non-ODOT work have also been included in this section. Bid Express will not accept bids that do not have amendments incorporated. Failure to incorporate changed quantities or items in your Project Bids (EBSX) submissions will result in the rejection of your bid.

Each bidder is required to file with his bid a certified check or cashier's check for an amount equal to five percent (5%) of its bid, but in no event more than fifty thousand dollars, or a bid bond for ten percent (10%) of its bid payable to the "Director of Transportation." Electronic bid bonds will be verified upon submission of bids through Bid Express. Bidders must obtain and verify a Bond ID number from the surety. This Bond ID must be entered in the "Bond ID Number" field in the Bid Bond Section of the Project Bids file.

If the contractor chooses to submit a certified check to guaranty its bid, the Department's Office of Contracts will accept a check up to 72 hours in advance of the letting. The Office of Contracts must receive the certified check by 10:00 a.m. on the day the project sells. All checks must be sent to ODOT, Office of Contracts, Attention: Letting Manager, First Floor, 1980 W. Broad St., Columbus, Ohio 43223.

The successful bidder must furnish a performance bond and a payment bond in an amount equal to one hundred percent (100%) of the awarded contract amount. (Ohio Revised Code Section 5525.16)

Any bid received after 10:00 a.m. on the scheduled day of opening will receive no further consideration for award. The Department will not be responsible for a late bid due to failure of the bidder to allow sufficient time for delivery of the bid.

The Department will ensure that this electronic bid depository is available for a two-hour period prior to the deadline for submission of bids. In the case of disruption of national communications or loss of services by <http://www.bidx.com> during this two-hour period, the Department will delay the deadline for bid submissions to ensure the ability of potential bidders to submit bids. If this occurs, instructions will be communicated to potential bidders.

### **PN 007 - 10/15/2004 - TRUCK LEASING**

The Code of Federal Regulations Title 49, Section 26.55(d)(4)(5)(6) governs trucking operations. This section states that the Disadvantaged Business Enterprise (DBE) may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract. The DBE may also lease trucks from a non-DBE firm, including an owner-operator. The DBE who leases trucks from a non-DBE will receive credit for only the fee or commission it receives as a result of the lease agreement. The DBE does not receive credit for the total value of the transportation services provided by the lessee, since these services are not provided by a DBE. The law requires that a lease must indicate that the DBE has exclusive use of and control over the truck for credit to be accorded to the DBE. This does not preclude the leased truck from working for others during the term of the lease with the consent of the DBE, so long as the lease gives the DBE absolute priority for use of the leased truck. Leased trucks must display the name and identification number of the DBE.

In lieu of a truck owner displaying the name and identification number of the DBE, the truck owner shall be required to furnish a photocopy of the lease agreement. Thereby, fulfilling the rule without causing undue hardship on any entity.

Credit for expenditures with DBEs for materials or supplies toward the DBE goal is described as follows:

1. When the materials or supplies are obtained from a DBE manufacturer the prime contractor may receive credit for 100 percent of the cost of the materials or supplies toward the DBE goal. For purposes of this section, a manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the contract and of the general character described by the specifications.
2. When the materials or supplies are purchased from a DBE regular dealer or supplier the prime contractor may receive credit for 60 percent of the cost of the materials or supplies toward the DBE goal. For purposes of this section, a regular dealer or supplier is a firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business.

For subcontract agreement (C-92) purposes the following definitions will be used:

Install - DBE contractor who obtains goods, materials and supplies and fixes in place, for use, the same goods, materials and supplies. (e.g., DBE contractor obtains and fixes in place re-bar on project site). Must spend 20% or more time on project per day. 100% credit toward prime's DBE goal.

Stockpiling - DBE Contractor/Trucker who delivers materials, goods, or supplies to project site. 60% credit toward prime's DBE goal.

Tailgating - DBE Contractor/Trucker who delivers and installs materials, goods, or supplies to project site. Must spend 20% or more time on project per day. 100% credit toward prime's DBE goal.

#### **PN 033 - 04/18/2008 - AS PER PLAN DESIGNATION - PROPOSAL NOTE**

For the last several years the "As Per Plan" designation has been added to some item descriptions in the proposal to assist the Contractors to easily identify standard items that have been altered by plan notes.

The "As Per Plan" designation has proven to be a very useful tool for the Contractors. However, its use was never intended to relieve the Contractors of their responsibility to read, bid and construct all items in accordance with all governing plan notes. Therefore, the absence of an "As Per Plan" designation on some item descriptions in the proposal for which there are clear and controlling plan notes does not relieve the Contractors of the responsibility to read, bid and construct those particular items in accordance with the governing plan notes.

Be advised that the item descriptions in the bidding proposal must be read or interpreted with the governing plan notes and the Ohio Department of Transportation Construction and Materials Specifications. A claim based upon an "order of precedence" basis will be denied. In the event that a conflict, either real or perceived, exists between the item description and the governing plan note, the Contractors are to request clarification through the pre-bid process.

#### **PN 038 - 10/15/2004 - UNRESOLVED FINDING FOR RECOVERY**

The Contractor affirmatively represents to the Department that it is not subject to a finding for recovery under Ohio Revised Code §9.24, or that it has taken the appropriate remedial steps required under §9.24 or otherwise qualifies under that section. The Contractor agrees that if this representation is deemed to be false, the contract shall be void ab initio as between the parties to this contract, and any funds paid by the state hereunder shall be immediately repaid to the Department, or an action for recovery may be immediately commenced by the Department for recovery of said funds.

**PN 039 - 10/15/2004 - ASSIGNMENT OF ANTITRUST CLAIMS IN STATE CONTRACT LANGUAGE**

It is the policy of the Ohio Department of Transportation that ODOT and the Contractor recognize that in actual economic practice, overcharges resulting from antitrust violations are usually borne by ODOT. As consideration for the Award of the Contract and intent to be legally bound, the Contractor acting herein by and through the person signing this contract on behalf of the Contractor as a duly authorized agent, hereby assigns, sells, conveys, and transfers to ODOT any and all right, title and interest to any and all claims and causes of action the Contractor now has or hereafter requires under state or federal antitrust laws provided that the claims or causes of action related to the goods or services that are the subject to the contract. In addition, the Contractor warrants and represents that it will require any and all of its subcontractors and first tier suppliers to assign any and all federal and state antitrust claims and causes of action to ODOT. The provisions of this article shall become effective at the time ODOT executes this contract without further acknowledgment by any of the parties.

All contracting entities shall assign their rights and responsibilities to ODOT for all antitrust claims and causes of action regarding subcontractors.

**PN 015 - 07/06/2012 - CONTRACT PROVISIONS FOR FEDERAL-AID CONSTRUCTION CONTRACTS**

The required contract provisions for federal-aid construction contracts (contained in Form FHWA 1273 revised May, 2012) are hereby incorporated reference as if rewritten herein.

**PN 017 - 10/15/2004 - FEDERALLY REQUIRED EEO CERTIFICATION CLAUSE**

The Federally Required EEO Certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor (41 CFR 60-1.7 (b) (1)), and must be submitted by bidders and proposed subcontractors only in connection with contracts and subcontractors which are subject to the equal opportunity clause. Contracts and subcontracts which are exempt from the equal opportunity clause are set forth in 41 CFR 60-1.5. (Generally only contracts or subcontracts of \$10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders or their implementing regulations.

Proposed prime contractors and subcontractors who have participated in a previous contract or subcontract subject to the Executive Orders and have not filed the required reports should note that 41 CFR 60-1.7 (b) (1) prevents the award of contracts and subcontracts unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U.S. Department of Labor.

**PN 020 – 11/21/2011 - NOTICE OF REQUIREMENT OF AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY**

The Bidder's attention is called to the affirmative action obligations required by the specifications set forth in 23 CFR Part 230, 41 CFR Part 60, Executive Order 11246, Section 503, and the affirmative action provisions of Vietnam Era Veterans' Readjustment Assistance Act (VEVRAA) of 1974.

Utilization goals applicable to the project, expressed in percentages, for minority and female participation for each construction craft can be found on ODOT's website at <http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Pages/default.aspx>. These goals are based on 2000 census data and represent the area, per craft, minority and female availability pool.

Minority and female utilization obligations by craft per county (applicable to project):  
<http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Construction/CountyAvailability-ByTrade.pdf>

Statewide utilization obligations by craft (applicable to the Contractor's statewide workforce):  
<http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Construction/StatewideAverages-ByTrade.pdf>

**The New Hire Definition is as follows:**

An individual who has a break in service (not on an employer's payroll) for a period of 12 months or longer and the person affected is not a salaried employee, but belongs to a union craft. Individuals compensated for training or incidental work which does not cause a break in unemployment compensation, i.e., paid by voucher check or petty cash, are considered new hires if the individual's break in service is 12 months or longer.

The time frame for a new hire shall be associated with the first project worked for that contractor regardless of whether it is public or private. When reporting new hires the contractor shall identify that employee as a new hire on that specific project only. Subsequent work, barring a break in service of 12 months or more, would **not** qualify the employee as a new hire for that contractor.

The Contractor's compliance shall be based on the implementation of affirmative action obligations required by the specifications set forth in 23 CFR Part 230, and its good faith efforts to meet these obligations. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the Contractor shall make a good faith effort to employ minorities and females on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the affirmative action obligations shall be a violation of the contract and regulations in 23 CFR Part 230. The good faith efforts put forth by the contractor will be measured against the total work hours performed. Under FHWA, ODOT is the authority tasked with ensuring that the contractor adheres to the aforementioned regulations. In addition to complying with the Required Contract Provisions as outlined in the attached subcontract agreement the Contractor shall provide immediate written notification to the ODOT and the Prime Contractor when referral practices of the union or unions with which the Contractor has a collective bargaining agreement impede the company's efforts to meet its equal opportunity obligations.



The Office of Federal Contract Compliance Programs (OFCCP) administers and enforces equal employment opportunity laws that apply to Federal government contractors and subcontractors supplying goods and services, including construction, to the Federal Government under 41 CFR Part 60, Executive Order 11246, Section 503, and the affirmative action provisions of VEVRAA. The OFCCP monitors compliance with these laws primarily through compliance evaluations, during which a compliance officer examines the contractor's affirmative action efforts and employment practices. Under Executive Order 11246, the OFCCP may perform contract compliance reviews on contractors involved with federally funded ODOT projects.

Requirements for affirmative action obligations governing OFCCP contract compliance reviews are those listed in the Federal Register for the Economic Area. <http://www.dol.gov/ofccp/TAguides/consttag.pdf> page E-32

The Department of Administrative Services (DAS), Equal Opportunity Division, is responsible for ensuring state contractors implement and adhere to the State of Ohio's affirmative action program pursuant to [Ohio Administrative Code \(OAC\) 123:2-3-02](#). Specifically, this unit's responsibilities includes the issuance of certificates of compliance under [ORC 9.47](#) and [153.08](#), conducting project site visits and compliance reviews (desk audits) to ensure contractors utilize minorities and women in the construction trades, as well as maintaining a working environment free of discrimination, harassment and intimidation. The DAS may perform contract compliance reviews on contractors involved with state funded ODOT projects. Requirements for affirmative action obligations governing DAS contract compliance reviews are those listed in the O.A.C. for the Metropolitan Statistical Area in which a project is located. [http://www.das.ohio.gov/Eod/123\\_2\\_3\\_02.htm](http://www.das.ohio.gov/Eod/123_2_3_02.htm)

All prime and subcontractors regardless on the number of employees or the state contract amount are required to submit monthly utilization reports (Input Form 29) to Ohio Department of Administrative Services covering the contractor's total workforce within the state of Ohio. The reports must be filed electronically by the 10th of each month, beginning with the contract award and continuing until the contractor or subcontractor completes performance of the state contract. <http://www.das.ohio.gov/Eod/ccinputform29.htm>

The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs, 200 N. High Street, Room 409, Columbus, Ohio 43215, within 10 working days of award of any construction subcontract in excess of \$10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor, employer identification number of the subcontractor, estimated dollar amount of the subcontract, estimated starting and completion dates of the subcontract and the geographical area in which the subcontract is to be performed.

**PN 029 – 10/16/2015– ON THE JOB TRAINING (OJT) PROVISIONS**

The requirements of this Training Special Provision supersede subparagraph 7b of the Special Provision entitled Special Employment Opportunity Responsibilities, and implements 23 U.S.C. 140(a).

The following must be included as part of the Contractor's equal employment opportunity affirmative action training program:

The Contractor must provide on-the-job training aimed at developing full journey persons in the type or job classification in which they work.

The Contractor is not required to have a specific number of trainees assigned to this project. The Contractor will endeavor to meet ODOT's annual workforce goal of 7.6% for OJT trainees. The number of trainees will be distributed among the work classifications on the basis of the Contractor's needs and the availability of the journey persons in the various classifications. The Contractor will be credited for each trainee employed by him or her who is currently enrolled or becomes enrolled in an approved program.

Training and upgrading of minorities and women toward journey person status is a primary objective of this Training Special Provision. Accordingly, the Contractor must make every effort to enroll minority trainees and women (e.g., by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent that such persons are available within a reasonable area of recruitment. This training commitment is not intended, and will not be used, to discriminate against any applicant for training, regardless of whether the applicant is a member of a minority group or not.

No employee will be employed as a trainee in any classification in which he or she has successfully completed a training course leading to journey person status or in which he or she has been employed as a journey person. The Contractor must satisfy this requirement by including appropriate questions in the employee's application or by other suitable means. Regardless of the method used, the Contractor's records must document the findings in each case.

The minimum length and type of training for each classification will be established in the training program selected by the Contractor.

No payment by ODOT will be made to the Contractor for providing this training. However, if the Contractor fails to provide adequate training and cannot show good faith efforts on its part to provide adequate training, it will be subject to a formal compliance review to determine the Contractor's efforts in meeting EEO laws and regulations.

Each Contractor shall provide adequate reporting on trainees and their progress. The Contractor shall report all OJT trainees on its payroll submission to the Department via selecting the OJT designation in the labor code for each trainee.

The prime or subcontractor conducting the training must be involved in at least one Federal project per calendar year in order to get FHWA training credit. Participation in the OJT Program is not project or contract specific.

All Contractors are encouraged to participate in the OJT program. Such a program will be considered when examining the Contractor's Good Faith Efforts toward meeting its contractual affirmative action obligations.

All Contractors shall submit their own Training Program or Apprenticeship Certificate, for approval, to the District in which the company's home office is located.

All OJT trainees must have the appropriate certification. Apprenticeship Certificates can be obtained from the State of Ohio, Department of Job and Family Services, Ohio State Apprenticeship Council. The union apprenticeship agreement is not acceptable verification of an apprentice's enrollment in a union-sponsored training program. A copy of the Apprenticeship Certificate along with a statement indicating the number of months/years the employee has been in the apprenticeship program must be submitted to the EEO Coordinator in the company's home district and to the prevailing wage coordinator in the district responsible for the project within 90 days of the apprentice beginning work on the project.

**PN 035 - 10/15/2004 - SPECIAL PROVISIONS OF FEDERAL-AID HIGHWAY PROGRAM OF MANUAL 6-4-1-2 SPECIFIC EQUAL EMPLOYMENT OPPORTUNITY RESPONSIBILITIES**

**1. GENERAL**

a. Equal employment opportunity requirements not to discriminate and to take affirmative action to assure equal employment opportunity as required by Executive Order 11246 and Executive Order 11375 are set forth in Required Contract Provisions (Form PR- 1273 or 1316, as appropriate) and these Special Provisions which are imposed pursuant to Section 140 of Title 23, U.S.C., as established by Section 22 of the Federal-Aid Highway Act of 1968. The requirements set forth in these Special Provisions shall constitute the specific affirmative action requirements for project activities under this contract and supplement the equal employment opportunity requirements set forth in the Required Contract Provisions.

b. The contractor will work with the State Highway Agencies and the Federal Government in carrying out equal employment opportunity obligations and in their review of his/her activities under the contract.

c. The contractor and all his/her subcontractors holding subcontracts not including material suppliers, of \$10,000 or more, will comply with the following minimum specific requirement activities of equal employment opportunity: (The equal Employment Opportunity requirements of Executive Order 11246, as set forth in Volume 6, Chapter 4, Section 1, Subsection I of the Federal-Aid Highway Program Manual, are applicable to material suppliers as well as contractors and subcontractors.) The contractor will include these requirements in every subcontract of \$10,000 or more with such modification of language as is necessary to make them binding on the subcontractor.

**2. EQUAL EMPLOYMENT OPPORTUNITY POLICY**

The contractor will accept as his operating policy the following statement which is designed to further the provision of equal employment opportunity to all persons without regard to their race, color, religion, sex, or national origin, and to promote the full realization of equal employment opportunity through a positive continuing program:

It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, or national origin. Such action shall include: employment, upgrading, demotion, or transfer recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training including apprenticeship, pre-apprenticeship, and/or on-the-job training.

### **3. EQUAL EMPLOYMENT OPPORTUNITY OFFICE**

The contractor will designate and make known to the State Highway Agency contracting officers an equal employment opportunity officer (hereinafter referred to as the EEO Officer) who will have the responsibility for and must be capable to effectively administering and promoting an active contractor program of equal employment opportunity and who must be assigned adequate authority and responsibility to do so.

### **4. DISSEMINATION OF POLICY**

a. All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's equal employment opportunity policy and contractual responsibilities to provide equal employment opportunity in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

(1) Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's equal employment opportunity policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

(2) All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer or other knowledgeable company official covering all major aspects of the contractor's equal employment opportunity obligations within thirty days following their reporting for duty with the contractor.

(3) All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer or appropriate company official in the contractor's procedures for locating and hiring minority group employees.

b. In order to make the contractor's equal employment opportunity policy known to all employees, prospective employees and potential sources of employees, i.e., schools, employment agencies, labor unions (where appropriate), college placement officers, etc., the contractor will the following actions:

(1) Notices and posters setting forth the contractor's equal employment opportunity policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

(2) The contractor's equal employment opportunity policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

## **5. RECRUITMENT**

a. When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Employment Opportunity Employer." All such advertisements will be published in newspapers or other publications having a large circulation among minority groups in the area from which the project work force would normally be derived.

b. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority group applicants, including, but not limited to, State employment agencies, schools, colleges and minority group organizations. To meet this requirement, the contractor will, through his EEO Officer, identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority group applicants may be referred to the contractor for employment consideration.

In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, he is expected to observe the provisions of that agreement to extent that the systems permits the contractor's compliance with equal employment opportunity contract provisions. (The U.S. Department of Labor has held that where implementation of such agreements have the effect of discriminating against minorities or women or obligates the contractor to do the same, such implementation violates Executive Order 1 1246, as amended.)

c. The contractor will encourage his present employees to refer minority group applicants for employment by posting appropriate notices or bulletins in areas accessible to all such employees. In addition, information and procedures with regard to referring minority group applicants will be discussed with employees.

## **6. PERSONNEL ACTIONS**

Wages, working conditions and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, or national origin. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with his obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of his avenues of appeal.

## **7. TRAINING AND PROMOTION**

a. The contractor will assist in locating, qualifying, and increasing the skills of minority group and women employees, and applicants for employment.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training. In the event the "Training Special Provisions" are included in this bid proposal, this subparagraph will be superseded as indicated in said provisions.

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of minority group and women employees and will encourage eligible employees to apply for such training and promotion.

## **8. UNIONS**

If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use his/her best efforts to obtain the cooperation of such unions to increase opportunities for minority groups and women within the unions, and to effect referrals by such unions of minority and female employees. Actions by the contractor either directly or through a contractor's association acting as agent will include the procedures set forth below:

a. The contractor will use best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority group members and women for membership in the unions and increasing the skills of minority group employees and women so that they may qualify for higher paying employment.

b. The contractor will use best efforts to incorporate an equal employment opportunity clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, or national origin.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the State Highway Department and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of minority and women referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex or national origin, making full efforts to obtain qualified and/or qualifiable minority group persons and women. (The U.S. Department of Labor has held that it shall be no excuse that the union with which the contractor has a collective bargaining agreement providing for exclusive referral failed to refer minority employees.) In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the State highway agency.

## **9. SUBCONTRACTING**

a. The contractor will use his best efforts to solicit bids from and to utilize minority group subcontractors or subcontractors with meaningful minority group and female representation among their employees. Contractors shall obtain lists of minority-owned construction firms from State Highway Agency personnel.

b. The contractor will use his best efforts to ensure subcontractor compliance with their equal employment opportunity obligations.

## **10. RECORDS AND REPORTS**

a. The contractor will-keep such records as are necessary to determine compliance with the contractor's equal employment opportunity obligations. The records kept by the contractor will be designed to indicate:

(1) the number of minority and non-minority group members and women employed in each work classification on the project,

(2) the progress and efforts being made in cooperation with unions to increase employment opportunities for minorities and women (applicable only to contractors who rely in whole or in part on unions as a source of their work force),

(3) the progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority and female employees, and

(4) the progress and efforts being made in securing the services of minority group subcontractors or subcontractors with meaningful minority and female representation among their employees.

b. All such records must be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the State Highway Agency and the Federal Highway Administration.

c. The contractors will submit to the State Highway Agency a monthly report for the first three months after construction begins and every month of July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form PR 139 1. If on-the-job training is being required by "Training Special Provisions," the contractor will be required to furnish Form FHWA 1409.

**PN 026 - 10/15/2004 - CERTIFICATION OF NONSEGREGATED FACILITIES**

(a) A Certification of Nonsegregated Facilities, as required by the May 9, 1967, Order of the Secretary of Labor (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities (is included in the proposal and must be submitted prior to the award of a Federal-aid highway construction contract exceeding \$10,000 which is not exempt from the provisions of the Equal Opportunity clause).

(b) Bidders are cautioned as follows: By signing this bid, the bidder will be deemed to have signed and agreed to the provisions of the "Certification of Nonsegregated Facilities" in this proposal. This certification provides that the bidder does not maintain or provide for his employees facilities which are segregated on a basis of race, creed, color, or national origin, whether such facilities are segregated by directive or on a de facto basis. The certification also provides that the bidder will not maintain such segregated facilities.

(c) Bidders receiving Federal-aid highway construction contract awards exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity clause, will be required to provide for the forwarding of the following notice to prospective subcontractors for construction contracts and material suppliers where the subcontracts or material supply agreements exceed \$10,000 and are not exempt from the provisions of the Equal Opportunity clause.

***"Notice to Prospective Subcontractors and Material Suppliers of Requirement for Certification of Nonsegregated Facilities" -***

(a) A Certification of Nonsegregated Facilities as required by the May 9, 1967, Order of the Secretary of Labor (32 F.R. 7439, May 19, 1967) on Elimination of Segregated Facilities, which is included in the proposal, or attached hereto, must be submitted by each subcontractor and material supplier prior to the award of the subcontract or consummation of a material supply agreement if such subcontract or agreement exceeds \$10,000 and is not exempt from the provisions of the Equal Opportunity clause.

(b) Subcontractors and material suppliers are cautioned as follows: By signing the subcontract or entering into a material supply agreement, the subcontractor or material supplier will be deemed to have signed and agreed to the provisions of the "Certification of Nonsegregated Facilities" in the subcontract or material supply agreement. This certification provides that the subcontractor or material supplier does not maintain or provide for his employees facilities which are segregated on the basis of race, creed, color, or national origin, whether such facilities are segregated by directive or on a de facto basis. The certification also provides that the subcontractor or material supplier will not maintain such segregated facilities.

(c) Subcontractors or material suppliers receiving subcontract awards or material supply agreements exceeding \$10,000 which are not exempt from the provisions of the Equal Opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for construction contracts and material suppliers where the subcontracts or material supply agreements exceed \$10,000 and are not exempt from the provisions of the Equal Opportunity clause.



#### **PN 031 – 02/22/2016 - PROMPT PAYMENT**

The Code of Federal Regulations (CFR) 49, 26.29 requires that ODOT establish a mechanism to monitor Prompt Payment requirements to all subcontractors.

The Prime Contractor shall notify the Department that it has complied with the Prompt Payment requirements set forth in Construction and Materials Specification 107.21 utilizing the Civil Rights and Labor (CRL) System. The Prime Contractor will enter subcontractor payments within 10 calendar days of payment from ODOT.

CRL Requirements with interactive training guides can be found at <http://transportation.ohio.gov/crl/> under "Ohio DOT Reference Materials"

The affirmation of compliance shall include the following information:

- 1.) The name of the subcontractor or supplier that was paid;
- 2.) The dollar amount of the payment to the subcontractor or supplier;
- 3.) The date the subcontractor/supplier was paid.

Subcontractors or suppliers will affirm the payment was made in the CRL system, on the date and in the amount listed in the affirmation. The Prime Contractor shall include this affirmation requirement in all subcontractor and supplier contracts that it enters into and further require that all subcontractors and suppliers place the same payment obligation in each of their lower tier contracts.

#### **PN 046 - 10/15/2004 - SUBCONTRACT AGREEMENTS**

Prime contractors will not be required to submit executed C-92s with their subcontract agreements for Disadvantaged Business Enterprises (DBE) subcontractors prior to the execution of the prime contract with ODOT. The prime contractor must only furnish to the Department subcontract agreements from the DBE subcontractors with whom they propose to utilize to fulfill the project goal. Again, this requirement is at the time of contract execution with ODOT.

However, the prime contractor must submit C-92s prior to the DBE commencing work. At the time of submission of the C-92 the DBE subcontractor must have sufficient dollar and work type qualifications to perform the work. The prime contractor will be held accountable to meet the project goal.

## **PN 013 – 04/20/2018 - DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION PLAN AND GOOD FAITH EFFORTS**

### **DBE UTILIZATION PLAN**

All Bidders shall submit a DBE Utilization Plan at the time of bid setting forth specific information demonstrating how the Bidder will achieve the DBE goal. By submitting a DBE Utilization Plan, the Bidder is affirming that they will be using the DBE firms identified in the Utilization Plan to meet the DBE contract goal. The DBE Utilization Plan shall be submitted with the Project Bids (EBS)/Bid Express Online Submission through the DBE List folder at time of bid submission. Any bids received without electronic submission of the DBE Utilization Plan at or before bid time, will be deemed unresponsive. Bidders shall download the dbe.bin file from

<http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Construction/dbe-bids.bin>. This file contains the current list of certified DBEs and is updated regularly. The dbe-bids.bin file must be saved in the same directory as the Project Bids (EBS) file.

The DBE Utilization Plan shall include the following information:

- 1) The names and addresses of the certified DBE firm(s) that will be used to meet the DBE goal;
- 2) A description of the work that each DBE will perform. To count toward meeting a goal, each DBE firm must be certified in a NAICS code applicable to the kind of work the firm would perform on the contract;
- 3) Whether the DBE firm(s) being used to meet the goal will be utilized as a subcontractor, regular dealer, manufacturer, consultant or other capacity; and
- 4) The dollar amount of the participation of each DBE firm used to meet the DBE goal.

### **PROJECTS AWARDED ON ALTERNATES**

In the event the project is awarded on alternates which increases or decreases the total dollar amount of the bid, a revision to the DBE Utilization Plan and DBE Affirmation Form(s) shall be submitted and approved by the Office of Small & Disadvantaged Business Enterprise within five (5) calendar days after the notification of the alternates.

### **DBE AFFIRMATION**

The Apparent Low Bidder shall ensure the DBE firms being utilized to meet the DBE goal affirm their participation in the bid within five (5) calendar days after the bid opening to ODOT. The contract dollar amount(s) and/or DBE firm(s) included in the Apparent Low Bidder's DBE Utilization Plan must match the contract dollar amount(s) and/or DBE firm(s) included on the DBE Affirmation Form(s). If the contract dollar amount(s) and/or DBE firm(s) do not match, the Apparent Low Bidder shall utilize the Request to Terminate/Substitute DBE Form located at

<http://Transportation.ohio.gov/Divisions/ODI/SDBE/Pages/Resources.aspx> and submit for review and approval by the Office of Small & Disadvantaged Business Enterprise within five (5) calendar days of the bid opening.

The Apparent Low Bidder shall utilize the DBE Affirmation Form located at <http://Transportation.ohio.gov/Divisions/ODI/SDBE/Pages/Resources.aspx>. The DBE Affirmation Form will be utilized as written confirmation from each listed DBE firm that it is participating in the contract in the kind and amount of work provided in the Bidder's DBE Utilization Plan. The Apparent Low Bidder shall submit a separate DBE Affirmation Form for each DBE it is utilizing for the DBE goal and their Good Faith Efforts package if they were not able to attain the DBE Goal via DBE participation.

All other Bidders shall submit a DBE Affirmation Form(s) if notified that the information is required in order for ODOT to complete its bid assessment. Bidders shall have five (5) calendar days from the date of notification to submit all required DBE Affirmation Forms to ODOT. Notification will be by phone or email.

In the event a DBE firm fails to confirm the information contained in the DBE Affirmation Form within five (5) calendar days of bid opening, the Apparent Low Bidder shall submit a Request to Terminate/Substitute DBE Form, as set forth herein. The Request to Terminate/Substitute DBE Form shall be submitted within five (5) calendar days after bid opening in order for the Apparent Low Bidder to still be considered for contract award. The Apparent Low Bidder shall include as its reason for termination the DBE firm's failure to provide a timely affirmation and should include all efforts the Apparent Low Bidder made to obtain the affirmation from the DBE firm and shall attach proof of these efforts, if available. If the Apparent Low Bidder intends to replace the DBE Firm, it shall include the replacement firm's information on the form. In the event the Apparent Low Bidder is unable to affirm a DBE firm included in its original DBE Utilization Plan at bid submission and it results in a goal shortfall, Good Faith Efforts (GFE's) must be submitted by the fifth calendar day after bid opening. All GFE documentation submitted for consideration should demonstrate the efforts the Bidder made prior to the time of bid submission to secure sufficient DBE participation on the project to meet the DBE goal although the Bidder was unable to do so. A DBE firm's failure to timely confirm information contained in the DBE Affirmation Form will be considered as good cause to terminate the DBE firm and will also be considered a part of the Apparent Low Bidder's Good Faith Efforts in meeting the goal.

## **DBE BIDDERS**

In the event that the Bidder is also a certified DBE firm, the Bidder is required to complete a DBE Utilization Plan as set forth above. In this instance, however, the certified DBE Bidder would not need to submit a DBE Affirmation Form for the work it is planning to self-perform in order to meet the goal. ODOT will consider the submission of the bid as the certified DBE Bidder's written confirmation that it is participating in the contract. However, a DBE Affirmation Form must be submitted for all other DBE firms that are being utilized toward the DBE goal.

## **JOINT VENTURES**

In the event that the Bidder is a Joint Venture, the Joint Venture will only be considered a Certified DBE firm if the Joint Venture itself has been certified. The Joint Venture may, however, utilize a Certified DBE firm that is also a partner in the Joint Venture as part of its DBE Utilization Plan. The Certified DBE Firm/Joint Venture Partner, however, does not need to submit a DBE Affirmation Form for any work that the Certified DBE Firm/Joint Venture Partner is going to perform to meet the goal. ODOT will consider submission of the Joint Venture's bid as the Certified DBE Firm/Joint Venture Partner's confirmation that it is participating in the contract.

## **GOOD FAITH EFFORTS (GFE's)**

In the event that the DBE contract goal established by ODOT is not met, the Apparent Low Bidder shall demonstrate that it made adequate good faith efforts to meet the goal, even though it did not succeed in obtaining enough DBE participation to do so.

If the Apparent Low Bidder does not meet the goal at bid time, the Apparent Low Bidder shall submit its Good Faith Efforts (GFE's) documentation within five (5) calendar days of the bid opening. Submission of DBE affirmation(s) with additional participation sufficient to meet the DBE contract goal does not cure the Apparent Low Bidder's failure to meet the goal at bid time or eliminate the Apparent Low Bidder's responsibility of submitting GFE's within five (5) calendar days of the bid opening.

The Apparent Low Bidder shall demonstrate its GFE's by submitting the following information within five (5) calendar days after the bid opening:

- (1) All written quotes received from certified DBE firms;
- (2) All written (including email) communications between the Apparent Low Bidder and DBE firms;
- (3) All written solicitations to DBE firms, even if unsuccessful;
- (4) Copies of each non-DBE quote when a non-DBE was selected over a DBE for work on the contract;
- (5) Phone logs of communications with DBE firms.

The Apparent Low Bidder shall utilize the Pre-Bid GFE Template to document their GFE's. This template and supporting documentation shall be sent along with any DBE Affirmation Forms within five (5) calendar days of bid opening. ODOT has provided Good Faith Efforts Guidance located at <http://www.dot.state.oh.us/Divisions/ODI/SDBE/DBE%20Goal%20Forms/Contractors%20Good%20Faith%20Efforts%20Guidelines.pdf>

All other Bidders shall submit documentation of GFE's if notified that the information is required in order for ODOT to complete its bid assessment. Bidders shall have five (5) calendar days from the date of notification to submit all required GFE documentation. Notification will be by phone or email.

ODOT shall utilize the guidance set forth in 49 CFR §26.53 Appendix A in determining whether the Bidder has made adequate good faith efforts to meet the goal.

#### **ADMINISTRATIVE RECONSIDERATION**

ODOT will review the GFE documentation and issue a written determination on whether adequate GFE's have been demonstrated prior to contract award. If ODOT determines that the Apparent Low Bidder has failed to demonstrate adequate GFE's to meet the goal, the Apparent Low Bidder will have an opportunity for administrative reconsideration prior to the contract being awarded.

As part of this reconsideration, the Apparent Low Bidder may provide written documentation or argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so. Such written documentation or argument must be provided to ODOT, attention to the Office of Chief Legal Counsel, 1980 West Broad Street, MS 1500, Columbus, Ohio 43223 (with copy to the Office of Contract Sales, MS 4110), within two (2) business days of ODOT's written determination that GFE's were not adequately demonstrated. The Apparent Low Bidder may also include in their written documentation a request for an in person meeting to discuss the issue of whether it met the goal or made adequate good faith efforts to do so. ODOT's Office of Chief Legal Counsel will respond to the Apparent Low Bidder within five (5) business days of receiving written documentation or holding the in-person meeting.

ODOT will send the Apparent Low Bidder a written decision on reconsideration explaining the basis for finding that the Apparent Low Bidder did or did not meet the goal or make adequate good faith efforts to do so. The result of the reconsideration process is not administratively appealable to the United States Department of Transportation.

## **TERMINATION OR REPLACEMENT OF A DBE**

By submitting a DBE Utilization Plan, the Bidder is committing to use the DBE firms identified in the plan. The Apparent Low Bidder/Awarded Contractor shall utilize the specific DBEs listed in the DBE Utilization Plan to perform the work and supply the materials for which each is listed unless the Apparent Low Bidder/Awarded Contractor obtains written consent as provided in this paragraph. In order to request termination or substitution of a DBE firm, the Apparent Low Bidder/Awarded Contractor shall utilize the Request to Terminate/Substitute DBE Form located at <http://Transportation.ohio.gov/Divisions/ODI/SDBE/Pages/Resources.aspx>.

This termination/replacement procedure applies only to DBE firms or the amount of work being utilized to meet the goal.

Without ODOT's written consent to terminate/replace a DBE firm being utilized to meet the goal, the Awarded Contractor shall not be entitled to any payment for DBE listed work or material unless it is performed or supplied by the listed DBE.

## **GOOD CAUSE**

ODOT may provide written consent to terminate a DBE only if it agrees, for reasons stated in a concurrence document, that the Apparent Low Bidder/Awarded Contractor has good cause to terminate the DBE firm.

For purposes of this paragraph, good cause to terminate a DBE includes the following circumstances:

- 1) The listed DBE firm fails or refuses to provide the required DBE Affirmation Form or to execute a written contract;
- 2) The listed DBE firm fails or refuses to perform the work of its subcontract in a manner consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE firm to perform its work on the subcontract results from the bad faith or discriminatory action of the awarded contractor;
- 3) The listed DBE firm fails or refuses to meet the awarded contractor's reasonable, nondiscriminatory bond requirements.
- 4) The listed DBE firm becomes bankrupt, insolvent, or exhibits credit unworthiness;
- 5) The listed DBE firm is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215 and 1200 or applicable state law;
- 6) ODOT has determined that the listed DBE firm is not a responsible contractor;
- 7) The listed DBE firm voluntarily withdraws from the project and provides to you written notice of its withdrawal;
- 8) The listed DBE is ineligible to receive DBE credit for the type of work required;
- 9) A DBE owner dies or becomes disabled with the result that the listed DBE contractor is unable to complete its work on the contract; and
- 10) Other documented good cause that ODOT determines compels the termination of the DBE firm. Provided, that good cause does not exist if the awarded contractor seeks to terminate a DBE it relied upon to obtain the contract so that the awarded contractor can self-perform the work for which the DBE contractor was engaged or so that the awarded contractor can substitute another DBE or non-DBE contractor after contract award.

## **REPLACEMENT**

When a DBE firm is terminated or fails to complete its work on the contract for any reason the Awarded Contractor must make GFEs to find another DBE firm to replace the original DBE. These GFEs shall be directed at finding another DBE to perform at least the same amount of work under the contract as the DBE that was terminated, to the extent needed to meet the contract goal. The GFEs shall be documented by the Awarded Contractor. If ODOT requests documentation under this provision, the Awarded Contractor shall submit the documentation within seven (7) calendar days, which may be extended for an additional seven (7) calendar days if necessary at the request of the contractor, and ODOT shall provide a written determination to the contractor stating whether GFEs have been demonstrated.

In addition to post-award terminations, the provisions of this section apply to pre-award deletions and substitutions of DBE firms put forward by Bidders in the DBE Utilization Plan.

## **ADDITION**

In the event additional DBE participation is required for the project, the Awarded Contractor shall utilize the DBE Affirmation Form located at <http://Transportation.ohio.gov/Divisions/ODI/SDBE/Pages/Resources.aspx>. The DBE Affirmation Form will be utilized as written confirmation from each DBE firm that it is participating in the contract in the kind and amount of work on the project.

## **WRITTEN NOTICE TO DBE**

Before transmitting to ODOT its request to terminate and/or substitute a DBE firm, the Apparent Low Bidder/Awarded Contractor must give notice in writing to the DBE firm, with a copy to ODOT, of its intent to request to terminate and/or substitute, and the reason(s) for the request.

The Apparent Low Bidder/Awarded Contractor must give the DBE five (5) calendar days to respond to the notice, advising ODOT and the Apparent Low Bidder/Awarded Contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why ODOT should not approve the Apparent Low Bidder/Awarded Contractor's action. If required in a particular case as a matter of public necessity (e.g., safety), ODOT may provide a response period shorter than five (5) days.

## **GOAL ATTAINMENT POST AWARD**

The Awarded Contractor shall make available upon request a copy of all DBE subcontracts. The Awarded Contractor shall ensure that all subcontracts or agreements with DBEs require that the subcontract and all lower tier subcontractors be performed in accordance with this Proposal Note.

Approval of a DBE Utilization Plan does not ensure approval of C-92 Requests to Sublet nor does approval of a DBE Utilization Plan indicate that the DBE goal has been met. ODOT will monitor goal attainment throughout the life of the project. It is the responsibility of the Awarded Contractor to advise ODOT of any changes to the DBE Utilization plan throughout the life of the project. The DBE goal of a project is stated as a percentage of the contract. In the event the contract amount increases or decreases, the actual dollar amount of the DBE goal for the project may increase or decrease accordingly.

## **SANCTIONS AND ADMINISTRATIVE REMEDIES**

### **PRE-BID**

Failure by the Apparent Low Bidder to do any of the following shall result in the bid being rejected as non-responsive in accordance with ORC §5525.08:

- 1) Failure to submit a complete DBE Utilization Plan at the time of bid;
- 2) Failure to submit DBE Affirmation Form(s) and/or failure to submit Request to Terminate/Substitute DBE Form(s) as required by this Proposal Note; or
- 3) Failure to meet the goal and/or failure to demonstrate GFEs to meet the goal as required by this Proposal Note.

### **POST-BID**

Failure by the Awarded Contractor to carry out the requirements of this Proposal Note, including the submission of adequate good faith efforts to meet the goal for a project, is a material breach of the contract and may result in the issuance of sanctions as follows:

1<sup>st</sup> Tier: Letter of Reprimand

2<sup>nd</sup> Tier: Damages equivalent to the DBE shortfall

3<sup>rd</sup> Tier: If a pattern of paying damages persists or the Contractor has falsified, misrepresented or withheld information, ODOT can pursue other remedies available by law including suspension, revocation, and/or debarment.

Factors to be considered in issuing sanctions may include, but are not limited to the following:

- the magnitude and the type of offense
- the degree of the Contractor's culpability
- any steps taken to rectify
- the Contractor's record of performance on other projects including, but not limited to:
  - annual DBE participation
  - annual DBE participation on projects without goals
  - the number of complaints ODOT has received regarding the Contractor
  - the number of times the Contractor has been previously sanctioned by ODOT

**PN 090 - 01/21/2011 - WORK TYPE CODES AND DESCRIPTIONS**

The Department will indicate the work type required for each pay item. If the line item does not have a corresponding work type, NR will be shown in the work type column. This proposal note will govern the assignment of work types to pay items.

However, the Contractor may perform incidental work items for which it does not hold the required work type provided the cost of the work does not exceed 5% of the total bid. The Contractor may also perform Work Type 26 (Structural steel painting) without holding the required work type provided the total area to be painted does not exceed 700 SF per structure. The Contractor may perform Work Type 57 (Sealing of Concrete Surfaces with Epoxy or Non-Epoxy Sealers) without holding the required work type provided the total area to be sealed does not exceed 75 SY per project.

Listed below are the work types for this proposal. In accordance with Ohio law, a bidder must possess work types, and perform work equal to the percentage included on the front cover of this proposal. This is a percentage of the total amount of the submitted bid price. The Director may, by insertion of a contract provision, reduce the fifty percent amount.

Work Type Code	Work Type Description	Work Type Code	Work Type Description
1	Clearing & Grubbing	29	Structure Repairs
2	Building Removal	30	Hydrodemolition
3	Gas, Oil, Water Well Abandonments	31	Structural Steel Repairs
4	Roadway Excavation & Embankment Construction	32	Heat Straightening
5	Major Roadway Excavations	33	Tieback Installation
6	Incidental Grading	34	Earth Retaining Structures
7	Soil Stabilization	35	Drainage (Culverts, Misc.)
8	Temporary Soil Erosion & Sediment Control	36	Guardrail / Attenuators
9	Aggregate Bases	37	Fence
10	Flexible Paving	38	Misc. Concrete
11	Apply Bituminous Treatments	39	Maintenance of Traffic
12	Rigid Paving	40	Waterproofing
13	Pavement Planning, Milling, Scarification	41	Raised Pavement Markers
14	Concrete Texturing	42	Signing
15	Sawing	43	Highway Lighting
16	Flexible Replacement	44	Traffic Signals - Standard
17	Rigid Pavement Replacement	45	Pavement Markings
18	Pavement Rubblizing, Breaking, Pulverizing	46	Landscaping
19	Structure Removal	47	Mowing
20	Level 1 Bridge	48	Trucking
21	Level 2 Bridge	49	Herbicide Spraying
22	Level 3 Bridge	50	Railroad Track Construction
23	Reinforcing Steel	51	Micro Tunneling
24	Structural Steel Erection	52	Tunneling
25	Stud Welding	53	Piling
26	Structural Steel Painting	54	Post-Tensioning Bridge Members
27	Expansion & Contraction Joints, Joint sealers, Bearing Devices	55	Fiber Optic Cable Installation, Splicing, Termination and Testing – Traffic Signal System
28	Caissons / Drilled Shafts	56	Fiber Optic Cable Installation, Splicing, Termination and Testing – Intelligent Transportation System
		57	Sealing of Concrete Surfaces with Epoxy or Non-Epoxy Sealers



**PN 059 - 10/15/2004 - WAGE DETERMINATION APPEALS PROCESS**

1.) Has there been an initial decision in the matter? This can be:

- an existing published wage determination
- a survey underlying a wage determination
- a Wage and Hour Division letter setting forth a position on a wage determination matter
- a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response for this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determination  
Wage and Hour Division  
U. S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, D. C. 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (see 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator  
U. S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, D. C. 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requester considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board  
U. S. Department of Labor  
200 Constitution Avenue, N. W.  
Washington, D. C. 20210

4.) All decisions by the Administrative Review Board are final.

**PN 061 – 01/20/2016 -WAGE SCALE ON ALL FEDERAL-AID PROJECTS**

The wage rates for this project were determined by the Secretary of Labor in accordance with Federal-Aid requirements.

***Contractors shall use only the classifications and wage rates set forth in the United States Department of Labor (USDOL) wage decision found at the website noted below on payrolls submitted to the District Office. Additionally, please note that the wage modification in effect at the time of the project sale date, shall be used by all contractors.***

This USDOL wage decision may be viewed, by accessing the United States Department of Labor (USDOL) website at:

<https://www.wdol.gov/dba.aspx>

This contract requires the payment of the total of the basic hourly rates plus the fringe benefits payments for each classification in accordance with the following regulations which by reference are made part of this contract:

- 1) The U.S. Department of Labor Regulations, Title 29, Subtitle A, Part 5, Sections 5.5, 5.31, and 5.32, most recent revision at contract execution.
- 2) Form FHWA-1273 (most recent revision at contract execution) Part IV. Payment of Predetermined Minimum Wage and Part V. Statements and Payrolls.

The failure to pay prevailing wages to all laborers and mechanics employed on this project, shall be considered a breach of contract. Such a failure may result in the termination of the contract and debarment.

The Contractor and all subcontractors shall pay all wages and fringe benefits by company check. All payroll records and canceled pay checks shall be maintained for at least three years after final acceptance as defined in section 109.12 of the Ohio Department of Transportation Construction and Materials Specifications. The Contractor's and all subcontractors payroll records and canceled pay checks shall be made available for inspection by the Department and the U.S. Department of Labor, upon request, anytime during the life of the contract, and for three years thereafter by the U.S. Department of Labor. Additionally, the Contractor and all subcontractors shall permit such representatives to interview any employees during working hours while the employee is on the job.

The wage and fringe rates determined for this project shall be posted by the Contractor in a prominent and accessible place on the project, field office, or equipment yard where they can be easily read by the workers.

The Contractor (both prime and sub) shall submit via the Department Civil Rights & Labor System (CRL), certified payrolls each week beginning three weeks after the start of work. The Department will not accept payrolls not uploaded via CRL (no handwritten payrolls). These payrolls shall include but not limited to the following:

1. Employee name, address, social security number, classification, and hours worked.
2. The basic hourly and overtime rate paid, total pay, and the manner in which fringe benefit payments have been irrevocably made.
3. The contract ID and pay week dates.
4. Signature of an authorized company representative will be done online through CRL.

CRL Requirements with interactive training guides can be found at <http://transportation.ohio.gov/crl/>.

Additionally, a copy of the "Apprentice Certification" obtained from the Ohio State Apprenticeship Council, must accompany all certified payrolls submitted for all apprentices working on this project. Instructions for attaching the apprenticeship certificate can also be found at <http://transportation.ohio.gov/crl/> under Attaching the Apprenticeship Certificate.

Please be aware that it is ultimately the responsibility of the Contractor to ensure that all laws relating to prevailing wages in the USDOL Regulations, Title 29, parts 1 and 5, are strictly adhered to by all subcontractors on the project.

If the Contractor or any subcontractor fails to comply with any of the provisions contained in this proposal note, the Department may terminate the contract, debar the Contractor or Subcontractor and/or withhold or suspend pay estimates after written notice and a reasonable opportunity to comply has been provided.

**PN 050 - 10/15/2004 - LIMITATION ON USE OF CONTRACT FUNDS FOR LOBBYING**

1. The prospective bidder certifies, by signing and submitting this bid proposal, to the best of his or her knowledge and belief, that:
  - a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
  - b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying" in accordance with its instructions.
2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. This certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.
3. The prospective bidder also agrees by submitting his or her bid proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such sub-recipients shall certify and disclose accordingly.

**PN 045 - 10/15/2004 - NON - COLLUSION AFFIDAVIT**

In accordance with Title 23 United States Code, Section 112 and Ohio Revised Code, Chapter 1331 et. seq; and Sections 2921.11 and 2921.13, the bidder hereby states, under penalty of perjury and under other such penalties as the law provides, that he or his agents or employees have not entered either directly or indirectly into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this proposal. Execution of this proposal on the signature portion thereof shall constitute also signature of this Non-Collusion Affidavit as permitted by title 28 United States Code, Section 1746.

**REPORTING BID RIGGING**

To report bid rigging activities call:

1-800-424-9071

The U.S. Department of Transportation (DOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m. eastern time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

**PN 520 10/19/2018 - FUEL PRICE ADJUSTMENT**

**General:** This Fuel Price Adjustment (Fpa) provision is intended to minimize risk to the Contractor or Design Build Team, (DBT) due to fuel price fluctuations that may occur during the Contract. This provision is not designed to estimate actual quantities of fuel used in construction operations, but to provide a reasonable basis for calculating a fuel price adjustment based on average conditions.

The Department determines adjustments under the provisions of this Proposal Note, and presumes that the Contractor/(DBT) has relied on these provisions when determining unit bid prices. The monthly application range for percent change (Mbp/Cbp) will not exceed 50% for a Fuel Price Adjustment increase or decrease as outlined in Section B, Calculation of Fuel Price Adjustment.

**A. Price Adjustment Criteria:** These requirements provide for a price adjustment, positive or negative, to payments due the Contractor/(DBT) for fluctuations in the cost of fuel consumed in the performance of certain items of work. The total price adjustment must be more than \$400. These price adjustment provisions apply only to those items in the contract as grouped by category and identified in Table A-1. All adjustments will be made based on fuel consumption indicated by Table A-1, and no changes will be made for actual consumption rates.

Category descriptions and the fuel usage factors which are applicable to each are as follows:

<b>Fuel Adjustment Categories, Table A-1</b>				
<b>Category</b>	<b>Basis of Calculation and Threshold Quantity</b>	<b>Eligible Items</b>	<b>Units</b>	<b>Fuel Usage Factor</b>
Earthwork	Apply only to the greater of the sum of all Excavation quantities or the sum of all Borrow and Embankment quantities. Threshold Quantity* = 30,000 c.y. (22,936 c.m.)	203, 204	Gallons per cubic yard ( <b>Gallons</b> per cubic meter)	0.50 (0.65)
Aggregate Bases	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 2,500 c.y. (1,912 c.m.)	304, 307	Gallons per cubic yard ( <b>Gallons</b> per cubic meter)	0.75 (0.98)
Select Granular Backfill	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 2,000 c.y. (1,529 c.m.)	840	Gallons per cubic yard ( <b>Gallons</b> per cubic meter)	0.75 (0.98)
Flexible Bases and Pavements	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 1,200 c.y. (917 c.m.)	301, 302, 424, 441, 442, 443, 446, 448, 614, 615, 803, 806, 826, 851, 857, 860, 880	Gallons per cubic yard ( <b>Gallons</b> per cubic meter)	1.70 (2.22)
Rigid Bases and Pavements	Apply to quantity calculated based on the Method of Measurement and Basis of Payment. Threshold Quantity* = 1,200 c.y. (917 c.m.)	305, 306, 451, 452, 526, 884,	Gallons per cubic yard ( <b>Gallons</b> per cubic meter)	1.00 (1.31)
Structural Concrete	Apply to quantity calculated based on the Method of Measurement and Basis of	511, 524, 842, 892	Gallons per cubic yard	4.00

	Payment. Threshold Quantity* = 350 c.y. (268 c.m.)		(Gallons per cubic meter)	(5.23)
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\* A Fuel Price Adjustment will only apply when the sum of all **original** contract quantities or for Design Build Projects all completed in-place accepted final quantities for the category meet or exceed the specified Threshold Quantity. When a Fuel Price Adjustment applies, calculate the Fuel Price Adjustment for the sum of all quantities for the category per this proposal note.

**B. Calculation of Fuel Price Adjustment:** Fuel Price Adjustments may be either positive or negative. A positive Fuel Price Adjustment will result in a payment to the Contractor/(DBT) while a negative Fuel Price Adjustment will result in a deduction.

The Department will calculate a Monthly Base Price (Mbp) for fuel for each month of each calendar year beginning with January 2001. The method for calculating the Monthly Base Price (Mbp) will be on file in the Division of Construction Management. The Monthly Base Price (Mbp) will be used to calculate all Fuel Price Adjustments. The Contract Base Price (Cbp) will be the Monthly Base Price (Mbp) for the month the contract was bid. All Monthly Base Price (Mbp) values will be posted on the Division of Construction Management, Office of Construction Administration website at: <http://www.dot.state.oh.us/Divisions/ConstructionMgt/Admin/Pages/PriceIndexes.aspx>

During each month of the contract the Engineer will select the applicable Monthly Base Price (Mbp) and calculate the ratio of the Monthly Base Price (Mbp) divided by the Contract Base Price (Cbp). The formulas below allow for a variation in fuel prices without recognizing cost increases/ decreases within the range of 90% to 110% of the Contract Base Price (Cbp).

When, and only when, the Monthly Base Price (Mbp) divided by the Contract Base Price (Cbp) is less than 0.90 or greater than 1.10 will the Engineer calculate a Fuel Price Adjustment (Fpa).

Cost increases in excess of 150% of the Contract Base Price (Cbp) will not be recognized. When, the Monthly Base Price (Mbp) divided by the Contract Base Price (Cbp) is greater than 1.50, the Fpa shall be calculated using a Cbp/Mbp ratio of 1.50.

Cost decreases in excess of 50% of the Contract Base Price (CBP) will not be recognized. When, the Monthly Base Price (Mbp) divided by the Contract Base Price (Cbp) is less than 0.50, the Fpa shall be calculated using a Cbp/Mbp ratio of 0.50.

**For a Price Increase:**

$$Fpa = [(Mbp/Cbp) - 1.10] \times Cbp \times Q$$

**For a Price Decrease:**

$$Fpa = [(Mbp/Cbp) - 0.90] \times Cbp \times Q$$

Where:

**Fpa** = Fuel Price Adjustment

**Mbp** = Monthly Base Price

**Cbp** = Contract Base Price

**Q** = The number of gallons of fuel used in the placement of items identified in Table A-1 during that month at the specified Fuel Usage Factor. Q will be determined by the Engineer for each category by multiplying the applicable Fuel Usage Factor by the sum of quantities of completed and accepted work for the specified items.

The total Monthly Fuel Price Adjustment will be the algebraic sum of the Fuel Price Adjustments for materials placed during the month for each applicable category identified in Table A-1. The Total Fuel Price Adjustment for the project will be the algebraic sum of all Monthly Fuel Price Adjustments. The

Department will calculate the Monthly and Total Fuel Price Adjustment on a monthly basis and make contract modifications as provided in Section C, Payment/Deduction.

**C. Payment/Deduction:** The Fuel Price Adjustment will be paid, or deducted, upon approval of a change order prepared after completion of all work. Contractor/(DBT) markups are not permitted. Partial payments or deductions will be processed prior to total completion when the unpaid accrued Total Fuel Price Adjustment exceeds \$10,000 or once every 12 months.

**D. Expiration of Contract Time:** When eligible items of work grouped by category and identified in Table A-1 are performed after expiration of contract time and liquidated damages are chargeable, the value of Monthly Base Price (Mbp) used to compute the price adjustment will be either the Monthly Base Price (Mbp) at the time of actual performance or the Monthly Base Price (Mbp) at the time contract time expired, whichever is less.

**E. Extra Work:** When eligible items of work grouped by category and identified in Table A-1 are added to the contract as Extra Work and for which a unit price is negotiated the Contractor/(DBT) must use the appropriate price for fuel when preparing required backup data for the negotiated price. No Fuel Price Adjustment will be made for fuel consumed in the performance of eligible work added to the contract as Extra Work at a negotiated price when the work commences within 90 days of the approval of the change order authorizing said extra work. If the eligible work at a negotiated price commences more than 90 days after the approval of the change order authorizing said extra work a Fuel Price Adjustment will be made if said extra work quantities exceed the applicable threshold quantity in Table A-1. The Fuel Price Adjustment will be calculated using the Monthly Base Price (Mbp) value for the month the change order authorizing said extra work was approved as the value for its Contract Base Price (Cbp).

When Extra Work is added to the contract as a Force Account operating costs for equipment used in the performance of this work will be paid in accordance with C&MS 109.05.C.4 with no further adjustment.

**F. Final Quantities:** Upon completion of the work and determination of final pay quantities a change order will be prepared to reconcile any difference between estimated quantities previously paid and the final quantities. In this situation, the value for the Monthly Base Price (Mbp) used in the price adjustment formula will be the average of all Monthly Base Price (Mbp) values previously used for computing price adjustments.

**PN 525 –4/20/2018 STEEL PRICE ADJUSTMENT**

**A. General:** This proposal note acknowledges fluctuations in the cost of manufactured steel used in the materials defined below and placed as part of the applicable construction work in the form of a pay adjustment. This proposal note will be used in bidding documents, including design-build projects only for as long as the price of the steel products set out below are subject to volatile spikes as determined solely by the Department.

These price adjustment provisions apply to items in the contract including any modified standard or non-standard item where the work to be performed involves the placement or installation of one or more of the steel products specified herein. The total price adjustment must be more than \$400.

The Department will post monthly adjustment indices for steel using data obtained in Table B-1.

**For Category 1, Table B-1:**

The Department will post monthly adjustment indices (BI and MI) for wide flange steel beams plus a scrap surcharge using data obtained from the steel producers listed.

[http://www.stld-cci.com/pdf/Price\\_list.pdf](http://www.stld-cci.com/pdf/Price_list.pdf)

<http://www.gerdauameristeel.com/products/mp/pl.cfm>

<http://www.nucoryamato.com/>

**For Category 2, Table B-1:**

The Department will post monthly adjustment indices (BI and MI) for steel using data obtained on the last Wednesday of the month from the American Metal Market (**AMM**), based on the price for Steel Plate, Cut-to-length as reported for National Mills.

**B. Price Adjustment Criteria and Conditions:** The BI monthly values apply to projects sold during the same month in which the data is posted. The MI monthly values apply to projects for which qualifying items are shipped from the mill during the same month in which the data is posted. Adjustments will be made to the contract for fluctuations in the cost of steel used in the manufacture of the primary components of only the steel products listed in Table B-1:

<b>Product Relationship Table B-1</b>	
<b>Steel Product (Title)</b>	<b>BI, MI</b>
<b>Category 1:</b> Structural Steel Members, Levels UF, 1, 2, and 3 Steel H-Piling	Average of lowest and highest 27" to 36" tall, 10"-12" wide flange beams, up to 256 lbs./ft., prices plus scrap surcharge from Nucor-Yamato, SDI, and Gerdau Ameristeel
<b>Category 2:</b> Structural Steel Members, Levels 4, 5, and 6 Stay in-place steel casing (Piling & Caissons)	AMM Product Designation: Steel Plate, Cut-to-length (National Mills)



Nuts, bolts, rebar chairs, connecting bands and other miscellaneous hardware items shall not be included in the price adjustment. No other steel products shall be considered for a price adjustment.

Adjustments will only be made for fluctuations in the cost of the steel used in the above products as shipped from the producing mill. No adjustment will be made for changes in the cost of manufacturing, fabrication, shipping, storage, etc.

Adjustments may be positive, negative, or non-existent depending on the circumstances. Adjustments for the steel price will be calculated by the Engineer and processed by change order on the Contractor's progress estimate.

No steel price adjustments will be made for any products manufactured from steel having a mill shipping date prior to the letting date.

Furnish the following documentation for all Table B-1 steel products to be incorporated into the work. Submit all documentation to the Engineer prior to incorporation of the steel into the work. The Department will withhold progress payments if the documentation is not provided and at the discretion of the Engineer the work is allowed to proceed. Progress payments will be made upon receipt of the delinquent documentation. Submit separate documentation packages for each steel product in Table B-1 and for each quantity represented by items 2) c and d below. Label each documentation package with a unique number.

- 1) An affidavit signed by the Contractor, or Design-Build Team, (DBT) stating that the documentation provided is true and accurate.
- 2) Identification of the steel product subject to adjustment.
  - a. Documentation package number: PN525 – (Insert the steel product “title” from Table B-1) – (Insert sequential package number beginning with “1”). Example: PN525 – Steel H Piling – 1, PN 525 – Structural Steel – 2, etc...
  - b. The steel product quantity in pounds (kg).
  - c. Steel Certification and Mill Test Reports for the steel product.
  - d. The date the steel product, subject to adjustment, was shipped from the producing mill.

Upon the incorporation of the steel product into the work provide the Engineer the following:

- 1) An affidavit signed by the Contractor, or DBT stating that the documentation provided is true and accurate.
- 2) Identification of the steel product subject to adjustment.
  - a. Documentation package number that was initially established for the steel product for which the price adjustment will be calculated.
  - b. The actual steel product quantity in pounds (kg) that was incorporated into the work.

### **Price Adjustment Calculations**

The below formulas allow for a variation in steel prices without recognizing cost increases/decreases within the range of - 90 % to 110% of the Bidding Index (BI). The total steel price adjustment (SPA) will not be computed unless the percent **% Change** is - 10% or more, increase or decrease:

$$\% \text{ Change} = [(MI/BI) - 1] \times 100$$

**For a Price Increase:**

$$SPA = [(MI/BI) - 1.10] \times BI \times (Q/100)$$

MI and BI are in terms of dollars (\$) per hundredweight (CWT). Therefore, Quantity (Q) of structural steel is divided by 100.

**Example:** If the Project was bid on 4/8/2008, the BI for a category 1 pay item in March 2008 is \$46.48. If wide flange beams have a documented weight of 34500 pounds and the mill date of 9/8/2009, the MI for September 2008 is \$60.23

Check threshold:

$$\% \text{ Change} = [(\$60.23/\text{CWT} / \$46.48/\text{CWT}) - 1] \times 100 = 29.58,$$

Is ABS (29.58) > 10? Yes

$$\begin{aligned} \text{Calculate SPA} &= [(\$60.23/\text{CWT} / \$46.48/\text{CWT}) - 1.10] \times \$46.48/\text{CWT} \times 34,500 \text{ lbs}/100 \\ &= \$3,140.19 \text{ (positive adjustment)} \end{aligned}$$

**For a Price Decrease:**

$$SPA = [(MI/BI) - 0.90] \times BI \times (Q/100)$$

MI and BI are in terms of dollars (\$) per hundredweight (CWT). Therefore, Quantity (Q) of structural steel is divided by 100.

**Example:** If the Project was bid on 1/8/2009, the BI for a category 1 pay item in January 2009 is \$47.83. If wide flange beams have a documented weight of 34500 pounds and the mill date of 4/8/2009, the MI for April 2009 is \$37.38.

Check threshold:

$$\% \text{ Change} = [(\$37.38/\text{CWT}/\$47.83/\text{CWT}) - 1] \times 100 = -21.85,$$

Is ABS (-21.85) > 10? Yes

$$\begin{aligned} \text{Calculate SPA} &= [(\$37.38/\text{CWT}/\$47.83/\text{CWT}) - 0.90] \times \$47.83/\text{CWT} \times 34,500 \text{ lbs}/100 \\ &= -\$1,955.12 \text{ (negative adjustment)} \end{aligned}$$

Where:

SPA = Steel Price Adjustment

MI = Mill Shipping Index. – in Dollars (\$) per hundredweight (CWT). Use the adjustment indices from the month the steel was shipped from the producing mill and properly documented. The adjustment indices will be posted on ODOT's website.

BI = Bidding Index. - in Dollars (\$) per hundredweight (CWT). Use the adjustment indices from the month in which the project is bid. The adjustment indices will be posted on ODOT's website.

Q = Quantity of the steel product, pounds actually incorporated into the work as documented by the Contractor, or DBT and verified by the Engineer.

**C. Price Adjustment Limitations:** The price adjustments are limited to a % Change of 50%, increase or decrease.

**Example 1:** When the Project was bid, the BI for a category 1 pay item with a quantity of 50,000 pounds, was \$39.00, and the MI for the month in which the steel was shipped was \$60.23.

Check threshold:

$$\% \text{ Change} = [(\$60.23/\text{CWT}/\$39.00/\text{CWT}) - 1] \times 100 = 54.44\%$$

The limit is 50%, thus the SPA is calculated as follows:

$$\text{SPA} = [1.50 - 1.10] \times \text{BI} \times (\text{Q}/100)$$

$$\begin{aligned} \text{SPA} &= [1.50 - 1.10] \times \$39.00/\text{CWT} \times 50,000 \text{ lbs}/100 \\ &= \$7,800.00 \end{aligned}$$

**Example 2:** When the Project was bid, the BI for a category 1 pay item with a quantity of 50,000 pounds, was \$60.23, and the MI for the month in which the steel was shipped was \$29.00

Check threshold:

$$\% \text{ Change} = [(\$29.00/\text{CWT}/\$60.23/\text{CWT}) - 1] \times 100 = -51.85\%$$

The limit is -50 %, thus the SPA is calculated as follows:

$$\text{SPA} = [0.50 - 0.90] \times \text{BI} \times \text{Q}$$

$$\begin{aligned} \text{SPA} &= [0.50 - 0.90] \times \$60.23/\text{CWT} \times 50,000 \text{ lbs}/100 \\ &= -\$12,046.00 \end{aligned}$$

**D. Payment/Deductions:** The price adjustment will be paid, or deducted from the Contractor's, or DBT's progress estimate, upon approval of a change order.

If the price adjustment is based on estimated material quantities for that time, and a revision to the total material quantity is made in a subsequent or final estimate, an appropriate adjustment will be made to the price adjustment previously calculated. The adjustment will be based on the same indices used to calculate the price adjustment which is being revised. If the shipping date(s) of the revised material quantity cannot be determined, the adjustment for the quantity in question, will be based on the indices utilized to calculate the steel price adjustment for the last initial documentation package submission, for the steel product subject to adjustment, that was incorporated into the particular item of work, for which quantities are being finalized.

**Example:** Structural steel for a particular bridge was provided for in three different shipments with each having a different mill shipping date. The quantity of structural steel actually used for the bridge was calculated and a steel price adjustment was made in a progress payment. At the conclusion of the work an error was found in the calculation of the final quantity of structural steel used for the bridge. The quantity to be adjusted can not be directly related to any one of the three mill shipping dates. The steel price adjustment for the quantity in question would be calculated using the indices that were utilized to calculate the steel price adjustment for the quantity of structural steel represented by the last initial structural steel documentation package submission. The package used would be the one with the greatest sequential number.

**E. Mill Index after the Approved Completion Date :** When steel products are shipped from the mill after the approved contract completion date, steel price adjustments will be based on the MI for the month of the approved contract completion date or the MI for the actual month the steel was shipped, using whichever MI is less.

**F. Documentation Review:** The Department reserves the right to inspect the records of the Contractor or DBT, its subcontractors, material fabricators and suppliers to verify the accuracy of the documentation submitted to the Department.

**G. Extra Work/Force Account:** When steel product, as specified herein, are added to the contract as Extra Work, in accordance with the provisions of C&MS Section 109, no steel price adjustments will be made for any products manufactured from steel having a mill shipping date 5 business days after the Department's request. Price adjustments will be made as provided herein however the BI shall be based on the month of the Department's request. The MI will be based on the month the steel was shipped from the producing mill and after the Extra Work request. For extra work performed on force account basis, reimbursement of actual material costs, along with the specified overhead and profit markup, will be considered to include full compensation for the current cost of steel and no steel price adjustments will be made.

## **PN 534- 04/20/2018 - ASPHALT BINDER PRICE ADJUSTMENT**

### **A. Eligibility**

If the Department's asphalt binder index has increased or decreased in excess of 10%, asphalt concrete may be eligible for a price adjustment. The total price adjustment must be more than \$400.

### **B. Price Adjustment Criteria and Conditions:**

The Department will establish and publish the asphalt binder Bidding Index (BI) and Placing Index (PI) for each month of each calendar year. The asphalt binder indexes will be posted on the Department's website.

The Department will establish the asphalt binder indexes based on the data provided in the Poten & Partners, Inc., Asphalt Weekly Monitor® (AWM) (<http://www.poten.com/copyright.asp>).

The Department will use the selling price for PG 64-22 paving grade asphalt from the Midwest/Mid-continent Markets of Illinois/Michigan/Ohio/Indiana/Kentucky for the Ohio cities/areas listed. The Department will average the Ohio cities/areas low and high selling prices as published in the last weekly publishing period of each month that includes the last Friday of the month to calculate the BI and PI. The calculated asphalt binder BI will be posted by the Department as the index for the following month. The calculated asphalt binder PI will be posted by the Department as the index for the current month.

The Director will determine the asphalt binder indexes in the event data from the AWM is unavailable for any reason.

### **C. Price Adjustment Calculations**

If the ratio of the PI to the BI is greater than 1.10 or less than 0.90, the Department will adjust the compensation the contractor receives for eligible quantities of asphalt concrete. The adjustment is based on the bid month and the month of asphalt concrete placement. The adjustment will apply to the price for asphalt binder used in eligible asphalt concrete quantities according to the following formula:

#### **For a price increase:**

$$PA = \left( \frac{PI}{BI} - 1.10 \right) \times C \times Q$$

#### **For a price decrease:**

$$PA = \left( \frac{PI}{BI} - 0.90 \right) \times C \times Q$$

Where:

PA = Price Adjustment

BI = Bidding Index, the asphalt binder index for the month the project is bid

PI = Placing Index, the asphalt binder index for the month the asphalt concrete is placed

C = BI x percent virgin asphalt binder / 100

Q = Eligible quantity of asphalt concrete in tons (metric tons)

The percent of virgin asphalt binder used to calculate C is determined from the approved Job Mix Formula (JMF).

The eligible quantity of asphalt concrete, Q, is the complete, in-place, and accepted quantity in tons (metric tons) placed in the month being considered for price adjustment. If the quantity is paid in cubic yards (cubic meters), the Department will convert the volume into tons (metric tons) using the conversion factor established according to the Department's Construction and Material Specifications Item 401.21.

If eligible asphalt concrete is placed beyond an approved Contract Completion Date, the Department will base price adjustments on either the PI for the last month of the approved Contract Completion Date, or the PI for the actual month of placing, using whichever PI is less.

At a minimum, the Department will calculate and apply price adjustments at the end of each construction season and as soon as practical after the completion of the project.

**D. Extra Work/Force Account:**

When new asphalt concrete pay items are added to the contract as Extra Work, in accordance with the provisions of C&MS Section 109.05, no price adjustments will be made.

**PN 555 -10/20/17 – SURFACE SMOOTHNESS FOR BRIDGES AND APPROACHES**

**DESCRIPTION**

This Surface smoothness requirements of C&MS 451.13 are modified as follows for bridge encounters; defined as 25 feet (7.6 m) of entry pavement, entry approach slab, bridge deck, exit approach slab and 25 feet (7.6 m) of exit pavement including all joints, in addition to and pavement transitions.

**MATERIALS AND EQUIPMENT**

Provide smoothness measuring equipment conforming to Supplement 1058. Furnish the Department's approval letter of the profiler and the operator to the Engineer prior to commencing work. The Engineer will verify the smoothness measuring equipment conforms to Supplement 1058. The Engineer will verify the profile operator's certification against the operator list posted on the Office of Technical Services webpage. Furnish equipment meeting the requirements of C&MS 257.02 for performing corrective diamond grinding. The Engineer will complete the Smoothness Profiler Verification Report in Supplement 1058.

**SMOOTHNESS MEASUREMENT**

Collect surface smoothness measurements for both wheelpaths in each proposed travel lane during one continuous pass. The wheelpaths are located parallel to the centerline or baseline of the roadway or ramp and approximately 3.0 feet (1.0 m) from the centerline of the lane, measured transversely in both directions. Start the profile measurement approximately 250 feet (76 m) before the approach slab/pavement interface at the entry end and continue to approximately 250 feet (76 m) after the approach slab/pavement interface at the exit end.

Notify the engineer a minimum of 24 hours prior to surface smoothness measurements. Do not perform any measurements until all final wearing courses are in place within the bridge encounter lanes being measured and all concrete surfaces have reached specified curing and loading requirements. Remove all dirt and debris from the surface of the travel lanes prior to performing the surface smoothness measurements.

Provide permanent or temporary pavement markings for all travel lanes that are of sufficient size to be visible during surface smoothness measurements. Ensure the path of the profiler is parallel to the lane centerline at all times during data collection.

Develop an International Roughness Index (IRI) according to ASTM E 1926 for the bridge encounter using a continuous 25 foot (7.6 m) base length analysis for each wheelpath and calculate the Mean IRI (MRI) for each travel lane. The MRI is the average of the IRI values for the right and left wheelpaths in each travel lane. Submit two copies of the summary report from ProVAL conforming to Supplement 1112 and two electronic copies of all bridge encounter profiles in ProVAL compatible format to the Engineer, of which one copy of the summary report and one electronic copy of the profiles will be submitted to the Office of Technical Services.

Provide necessary traffic control and survey stationing for all surface smoothness measurements.

#### **MANDATORY CORRECTIVE ACTION**

For bridge encounters exceeding 265 feet (80 m) in length, corrective action is required for each travel lane with an MRI above 130 inches per mile (2.05 m/km). Perform corrective action to reduce the MRI for each corrected lane to 100 inches per mile (1.58 m/km) or less. The MRI threshold does not apply to bridge encounters less than 265 feet (80 m) in length.

Corrective action is required where the IRI in any 25 foot (7.6 m) segment of the bridge encounter exceeds 250 inches per mile (3.94 m/km), except in segments that include a steel armored expansion joint system where corrective action is required when the IRI exceeds 350 inches per mile (5.52 m/km). Perform corrective action to reduce the IRI for each corrected lane to 250 inches per mile (3.16 m/km) or less for any 25 foot (7.6 m) segment. For any 25 foot (7.6 m) segment that includes a steel armored expansion joint system, perform corrective action to reduce the IRI at the steel armor for each corrected lane to 350 inches per mile (5.52 m/km) or less. Do not perform corrective diamond grinding within 1.5 feet (0.45 m) of a steel armored expansion joint system installed prior to the corrective action. Do not exceed 0.5 inches (13 mm) of material removed by corrective diamond grinding without approval of the Engineer. If proposing diamond grinding exceeding 0.5 inches (13mm), use a pachometer or equivalent, capable of locating the nearest reinforcement, (i.e. size and location), accurate to within  $\pm 0.1$  inches (2.5 mm). Provide cover readings within 6 inches (150 mm) of grinding locations exceeding 0.5 inches (13 mm) of removal depth.

Anytime PN 420 is used in conjunction with PN 555, the localized roughness criteria for the pavement beyond one foot of the approach slab will be governed by the criteria in PN 420 [IRI in any 25 foot (7.6 m) segment not to exceed 160 inches per mile (3.94 m/km)].

If corrective action is required, develop a corrective action plan in accordance with Supplement 1112. Submit the corrective action plan to the Engineer at least 7 days before beginning corrective action. Do not begin corrective action until receiving the Engineer's acceptance of the corrective action plan. The corrective action plan may include but is not limited to grinding, pavement removal and replacement or a combination of the two. Upon completion of the corrective action, re-measure surface smoothness according to this specification. In the event the Contractor is not able to correct the surface smoothness to the Specification, the DCA may establish a deduction to the Contract in accordance with section 105.03 of the Construction and Materials Specification. Feather areas adjacent to ground areas to provide a smooth surface. Re-groove diamond ground surfaces according to 511.17 if the existing grooves are less than 0.08 inches (2 mm) deep at no additional cost to the Department. Replace pavement markings and raised pavement markers according to the plans.

## **Utility Note**

**CLI-US 68/VAR-0.00/7.09, PID 87300**

**September 14, 2018**

### **DAYTON POWER AND LIGHT**

DP&L has existing facilities within the construction limits as shown in the construction plans. DP&L will relocate their single phase 7.2kV line at CLI-68-0592. Their relocation work will be completed on or before October 31, 2018. The contact person is William Ward at 937-554-9063.

### **DUKE ELECTRIC**

Duke Electric has existing facilities within the construction limits, as shown in the construction plans that will stay in place and in service. The Contractor must comply with OSHA requirements when working around overhead electric lines and equipment. At no time should workers violate the clearance distance established by OSHA or their own company's safety standards in regard to Duke's electric lines and safe working distance. Any cover up required from Duke Electric is only good for **visual identification only** and not to be used for insulation purposes. To request cover up, the Contractor must call 1-800-544-6900 at least five (5) working days in advance of needing the service. The contact person is Chris Tepe at 513-458-3855.

### **FRONTIER COMMUNICATIONS**

Frontier Communications has existing facilities within the construction limits, as shown in the construction plans that will stay in place and in service. Frontier has existing aerial and underground facilities located within the project work limits. The Contractor shall exercise caution when working close to their aerial lines and not damage their facilities. Frontier's buried cable at CLI-68-0711 is crossing the long post guardrail in several places. The Contractor must adjust the guardrail posts when necessary to accommodate the utility. In addition, the Contractor must hand dig in areas of crossing and place posts in by hand to avoid possible cuts or damage to the buried utility cable. The contact person is David Longworth at 937-382-0055.

### **CHARTER COMMUNICATIONS/SPECTRUM**

Charter Communications/Spectrum (formerly Time Warner Cable) has existing facilities within the construction limits. Charter Communications/Spectrum has aerial attachments on power poles at all three culvert locations. The utility will relocate their attachments on DP&L's poles at CLI-68-0592. Their relocation work will be completed on or before December 21, 2018. The contact person is Jim O'Reilly at 513-386-5483.

### **WESTERN WATER COMPANY**

Western Water Company has no involvement with this project. The contact person is Kurt Meeker at 513-899-3211, ext. 22.



**HIGHLAND COUNTY WATER COMPANY**

Highland County Water Company has existing facilities within the construction limits, as shown in the construction plans that will stay in place and in service. The contact person is Robert Smith at 937-509-4625.

**CLINTON COUNTY ENGINEER'S OFFICE**

Clinton County Engineer's Office has no involvement with this project. The contact person is Adam Fricke at 937-382-2078.

**CLINTON COUNTY COMMISSIONERS**

Clinton County Commissioners has existing facilities within the construction limits, as shown in the construction plans that will stay in place and in service. The county owns a force main that runs along US 68 within the project work limits. The main was installed at approximately 4 feet of depth. The Contractor must contact John Panetta, the sewer plant operator, at least two (2) days before working in the area to get markings for the force main and facilities. The contact person is John Panetta at 937-302-0143.

**GENERAL COMMENTS:**

The Contractor shall contact OUPS to have all buried utilities marked and located before excavating and performing work for long post guardrail installation. The Contractor will adjust guardrail posts to accommodate the utilities when necessary to avoid any conflicts (see General Notes, plan Page 6/54). The Contractor shall exercise caution when working around all existing utilities. Sections 105.07 and 107.16 of the Construction and Material Specifications require, among other things, that the Contractor cooperate with all utilities located within the construction limits of the project and cover certain responsibilities for the protection of the utility property and services.

**SPECIAL NOTE:** There is an unidentified fiber optic shown in the plans at CLI-68-0321 that was marked through an OUPS notification over two years ago. Later OUPS calls did not produce any markings or flags for this buried utility.

**CLINTON COUNTY**  
**CLI-68/VAR-0.00/7.99; PID 87300**

**INDIANA & OHIO RAILWAY COMPANY**  
**Midland Sec. MP BB-44.91**  
**AARDOT# 151299M**

**SPECIAL CLAUSES IN THE PROPOSAL**

The bidder, if awarded the contract for this improvement agrees:

1. To cooperate at all times with the local officials of the Railroad.
2. To use all reasonable care and diligence in the work in order to avoid accidents, damage or unnecessary delay to, or interference with the trains and other property of the Railroad.
3. To conduct its work in a manner satisfactory to the Chief Engineer of the Indiana & Ohio Railway Company, hereinafter referred to as 'Railroad'; or his authorized representative, to perform its work in such manner and at such time as not to unnecessarily interfere with the movements of trains or railroad traffic, and to hold its work open to inspection of Railroad inspectors.
4. To cooperate with any public utility, Railroad or other organizations having occasion to do work on or in connection with the improvement.
5. To avoid unnecessary use of Railroad property without written permission of the Railroad company and to leave Railroad roadbed and property in a condition acceptable to the Chief Engineer of the Railroad.
6. To execute a bond conditioned according to Section 5525.16 of the Revised Code of Ohio, in favor of the State of Ohio and further to carry insurance of the following kinds and amounts:
  - 1) Bidder shall furnish evidence to the highway department that, with respect to the operations it or any of its sub-contractors perform, Public Liability or Commercial General Liability Insurance ("CGL"), including Contractual Liability Coverage and CG 24 17 "Contractual Liability – Railroads" endorsement, covering all liabilities assumed by the CONTRACTOR under this Agreement, without exception or restriction of any kind, with a combined single limit of not less than Five Million Dollars (\$5,000,000) for Bodily Injury and/or Property Damage Liability per occurrence, and an aggregate limit of not less than Ten Million Dollars (\$10,000,000) per annual policy period. Such insurance policy shall be endorsed to provide a Waiver of Subrogation in favor of the Railroad and shall name the Railroad as Additional Insured. An Umbrella policy may be utilized to satisfy the

required limits of liability under this section, but must “follow form” and afford no less coverage than the primary policy.

- 2) Bidder shall furnish evidence to the highway department that it has, with respect to the operations it or any of its sub-contractors perform, Statutory Workers’ Compensation and Employers’ Liability Insurance for its employees (if any) with minimum limits of not less than One Million Dollars (\$1,000,000) for Bodily Injury by Accident, Each Accident; One Million Dollars (\$1,000,000) for Bodily Injury by Disease, Policy Limit; One Million Dollars (\$1,000,000) for Bodily Injury by Disease, Each Employee. Such policy shall be endorsed to provide a Waiver of Subrogation in favor of the Railroad.
- 3) Bidder shall furnish evidence to the highway department that, with respect to the operations it or any of its sub-contractors perform, provide evidence of Commercial Automobile Insurance for all owned, non-owned or hired vehicles with a combined single limit of not less than One Million Dollars (\$1,000,000) for Bodily Injury and Property Damage Liability. Such policy shall be endorsed to provide a Waiver of Subrogation in favor of the Railroad and shall name the Railroad as Additional Insured. If hauling hazardous materials, such Policy is to be endorsed with the MCS – 90 endorsement as well as CA 9948 Pollution Liability – Broadened Pollution for Covered Autos.
- 4) Bidder shall furnish evidence to the highway department that, with respect to the operations it or any of its sub-contractors perform, provide evidence of Pollution Legal Liability Insurance with minimum limits of Three Million Dollars (\$3,000,000) per occurrence covering all operations of Bidder. Such policy shall be endorsed to provide a Waiver of Subrogation in favor of the Railroad.
- 5) Contractor must submit its original Railroad Protective Liability policy, Certificates of Insurance and all notices and correspondence regarding the insurance policies to:

Mr. Joe Bolzenius  
Patrick Engineering, Inc.  
3650 Olentangy River Road, Suite 110  
Columbus, OH. 43214  
Phone: 614-498-0339  
email: [jbolzenius@patrickco.com](mailto:jbolzenius@patrickco.com)

a) **Railroad Protective Liability Insurance.**

Bidder shall furnish evidence to the highway department that, with respect to the operations it or any of its sub-contractors perform, it has provided for and in behalf of the Indiana & Ohio Railway Company, Railroad Protective Liability Insurance in the amount of \$5,000,000 per occurrence and subject to that limit per occurrence, an aggregate limit in the amount of \$10,000,000 for each annual period.

The above railroad protective policy of insurance shall conform to the Railroad Liability requirements prescribed by the Federal Highway Administration in Federal-Aid Policy Guide 23 CFR 646A as amended.

The corporate name and address of the "Named Insured" as listed on the policy shall be as follows:

Indiana & Ohio Railway Company  
4349 Easton Way, Suite 110  
Columbus, OH 43219

Common Policy Conditions form

Any other endorsement/form not specifically authorized above.

**The number of trains operating through the improvement is estimated to be:**

0 Passenger trains per day @ \_\_\_\_\_ miles per hour.

6 Freight trains per day @ 25 miles per hour.

**(b) General Insurance Requirements**

The insurance hereinbefore specified shall be with an acceptable insurance company authorized to do business in the State of Ohio, and shall be taken out before execution of the Contract by the Director and kept in effect until all work required to be performed under the terms of the contract is satisfactorily completed as evidenced by the formal acceptance by the State. Such policies shall include thirty (30) days canceling notice. The cost of insurance hereinbefore specified in subsection (a) will be a specific bid item.

Notwithstanding the Department's Construction and Material Specification No. 107.12 "Evidence" as above set forth shall consist of furnishing the Director of Transportation three (3) certified copies of the railroad policy.

7. To indemnify, defend, and hold Indiana & Ohio Railway Company and its affiliates (collectively, "Railroad") harmless from and against all claims, demands, payments, suits, actions, judgments, settlements, and damages of every nature, degree, and kind (including direct, indirect, consequential, incidental, and punitive damages), for any injury to or death to any person(s) (including, but not limited to the employees of Railroad, the State or the Contractor), for the loss of or damage to any property whatsoever (including but not limited to property owned by or in the care, custody, or control of Railroad, the State or the Contractor, and environmental damages and any related remediation brought or recovered against Railroad), arising directly or indirectly from the negligence, recklessness or intentional wrongful misconduct of the Contractor, the State, and their respective agents, employees, invitees, or contractors in the performance of work in connection with the project or activities incidental thereto, or from their presence on or about Railroad's property.

The foregoing indemnification obligation shall not be limited to the insurance coverage required in paragraph 6 above.

8. The Railroad company shall assign, at the sole cost and expense of the Department, railroad flaggers or other protective services and devices as necessary to insure the safety and continuity of the work to be performed as a part of this contract.

Said services and devices shall be provided when necessary, as determined by the Railroad, because of any of the Contractor's operations over, under or adjacent to tracks over which trains are operating. The provision of such protective personnel and devices does not relieve the Contractor from the liability of payment for damage caused by his operations.

Such protection shall be required when workers or equipment are working within clearance limits of 25 feet of a rail or when work being performed adjacent to operating tracks may present hazards to tracks, train operation, or when equipment does or may infringe upon such limits. Temporary minimum construction clearances of 22'-0" vertically from the top of rail and 14'-0" from centerline of track horizontally will be permitted by the Railroad.

The Contractor will not be permitted to operate any of his own equipment on Railroad tracks except under an acceptable arrangement with the Railroad. Such equipment and the operation of such equipment, or equipment rented from the Railroad, shall be arranged for by the Contractor with the Railroad and the cost for its use, including protection of Railroad traffic, shall be borne by the Contractor.

The Contractor shall notify the following named individual for the railroad company at least 30 days, or as directed by the authorized representative of the Railroad, in advance of starting any work which might require protection:

Mr. Joe Bolzenius  
Patrick Engineering, Inc.  
3650 Olentangy River Road, Suite 110  
Columbus, OH. 43214  
Phone: 614-498-0339  
Email: [jbolzenius@patrickco.com](mailto:jbolzenius@patrickco.com)

The Contractor shall notify the Railroad at least 5 working days in advance of suspending or ceasing operations that require a flagger, and must provide the Project Name, PID number, railroad line and milepost information and/or AARDOT# as shown at the top of pg. SC-1.

Railroad protective personnel assigned to the project will be responsible for notifying the Engineer upon arrival at the job site on the first working day that protective services begin and on the last day that he performs such services. This will be required for each separate period that such services are provided. The Engineer will document such notification in the project diary.

The Contractor will be responsible for protective services provided at his request and not utilized due, in the opinion of the Engineer, to a change in the Contractor's construction schedule or if it is determined by the Engineer that the requested services were not necessary. The actual costs for such protective services so assessed to the Contractor will be deducted from the Contract.

The decision of the Director of Transportation shall be final in the event of controversy as to the necessity for any protection services provided and not utilized by the Contractor as described in the preceding paragraph.

9. To pay the railroad or owning company for any changes, requested for his convenience, to Railroad property, facilities, wire, fiber optic and/or pipe lines other than shown on the plans for the project.
10. If at any time the contractor desires a temporary crossing of the Railroad's tracks, he shall make a request for a temporary crossing from the Railroad. If approved, he shall arrange with the Railroad, execute its regular form of private grade crossing agreement covering the crossing desired, paying all construction, maintenance, removal, protection and other costs.
11. Methods and procedures for performing work on property of **Indiana & Ohio Railway Company** must be approved by:

Mr. Scott Sandoval  
AVP - Engineering, Midwest Region Railroads  
4349 Easton Way, Suite 110  
Columbus, OH 43219  
Phone: 614-479-1683  
Email: [scott.sandoval@gwrr.com](mailto:scott.sandoval@gwrr.com)

with a copy to:

Mr. Joe Bolzenius  
Patrick Engineering, Inc.  
3650 Olentangy River Road, Suite 110  
Columbus, OH. 43214  
Phone: 614-498-0339  
email: [jbolzenius@patrickco.com](mailto:jbolzenius@patrickco.com)

12. Contractor will comply with the attached Genesee & Wyoming Inc. Contractor Safety Rules.

End of Special Clauses

**Genesee & Wyoming Inc.**



# **CONTRACTOR SAFETY RULES**

**Issued to all North American Subsidiaries of  
Genesee & Wyoming Inc.**

Effective April 1, 2002  
Revised December 31, 2006

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## **Introduction:**

These rules apply to contractors performing maintenance, repair or specialty work on or about



railroad property; on other properties the railroad is responsible for and/or on property directly adjacent to the railroad track.

They do not apply to contractors providing incidental services that do not influence safety, such as janitorial services, food & drink services, laundry, or other supply services.

### ***Contractor Responsibilities:***

1. All contractor employees must be trained in the work practices necessary to safely perform his or her job.
2. Document that each contractor employee has received and understands the purpose of the Genesee & Wyoming Inc. Contractor Safety Rules.
  - The contractor must prepare a record, which contains the identity of the contractor employee, the date of the training and means used to verify that the employee understood the training.
3. Ensures that each contractor employee follows the railroad's safety rules and procedures.
4. The contractor must advise the railroad of any hazards presented by the contractor's work when they occur.
5. Unless otherwise provided in the contract, the contractor is responsible for restoring ballast, filling holes created when replacing ties and removing all debris generated as a result of the work that is being performed. Permanent or temporary safety precautions must be in place each day prior to the contractor leaving the worksite. These safety precautions are the responsibility of the contractor when providing hazard protection.
6. All applicable transportation department rules apply to contractors when rail cars are involved in the project i.e. (Riding on equipment, 3 Points of Contact, 3 Step Protection, Getting on or off equipment.)
7. All pertinent railroad safety rules and regional procedures must be reviewed prior to the commencement of work on railroad property.
8. All contractor employee injuries and all railroad property damaged by the contractor must be reported to the regional railroad's claims office and the Genesee & Wyoming Inc. claims office located in Rochester, NY at (716) 463-3406. All reports must be completed in accordance to FRA Reporting requirements.

### ***Definitions:***

**Flagman:** An employee designated to direct or restrict the movement of trains at a point on track to provide on-track protection for Roadway Workers. This employee must be qualified on the railroad's operating rules, roadway worker safety; and may not perform any other duties.

**Foul Time:** A method of establishing working limits through exclusive use of the track in which notification is given and recorded by the train dispatcher or block operator to an employee that no trains will operate within a specific segment of controlled track during a specific time period,

and the required blocking devices have been placed on the control machine to protect the track fouled. Foul time must remain in effect until the employee to whom the foul time was issued has reported clear of the track.

**Fouling A Track:** The location of an individual or equipment in such proximity to a track that the individual or equipment could be struck by a moving train or on-track equipment, or whenever an individual or equipment is within four (4) feet of the field side of the near running rail.

**Inaccessible Track:** A method of establishing working limits on non-controlled track by preventing access to the working limits.

**Lone Worker:** An individual employee who is not being afforded On-Track Protection by another employee, who is not a member of a gang, and is not engaged in a common task with another employee.

**Restricted Speed:** Prepared to stop within one-half the range of vision-short of a train, obstruction, or switch improperly lined. Be on the lookout for broken rail.

**Roadway Maintenance Machine:** Powered equipment, other than by hand, which is being used on or near the track for maintenance, repair, construction or inspection of track; bridges; roadway; or signal, communication, or electric traction systems. These machines may have road or rail wheels or may be stationary.

**Roadway Maintenance Work Train:** A train that is being operated within working limits in conjunction with roadway maintenance, construction or repairs, under the direction of a designated employee in charge.

**Roadway Worker:** An employee, or employee of a contractor whose duties include inspection, construction, maintenance or repair of track, bridges, roadway, signal and communication systems, electric traction systems, roadway facilities or roadway maintenance machinery on or near track with the potential of fouling a track, and flagmen and watchmen affording on track protection.

**Track Centers:** The distance from the centerline of one track to the centerline of an adjacent track.

**Gage:** The distance (4 ft. 8 1/2 inches) between track rails.

**Clear of Tracks:** Minimum clearance of at least four feet outside the rail of all tracks, and not between main tracks.

**Blue Flag Protection:** A method of providing protection for people who work on, under, or between railroad rolling stock; freight cars, locomotives, etc.

### ***1. Accident/Injury Requirements:***

The contractor is required to have an employee qualified to give first aid. If a contractor employee is injured while working on railroad property, he or she should be given first aid at once. Medical assistance should be obtained as soon as possible if further care is needed.

### ***2. Personal Protective Equipment:***

#### ***a. Safety Footwear:***

- Employees whose duties require them to work on or about tracks or equipment are required to wear leather laced type shoes that cover the entire foot. These shoes

must be at least six inches high, and have safety toes, must have a defined heel of not more than 1 ¼ inches in height and must have oil resistant soles.

- Shoes that are excessively worn or, do not provide ankle support, have thin, loose or smooth soles must not be worn.

***b. Eye Protection requirements:***

- Safety glasses must be worn at all times while on railroad property. Protect your vision by wearing safety eyewear with side shields that are clean and properly fitted.
- If you wear corrective lenses, you must wear either approved prescription safety glasses with side shields or cover-all type goggles over your personal glasses:
- Do not face welding, heating, or grinding operations unless you are wearing appropriate eye protection.
- If you are performing work near electric (arc) welding or cutting operations, wear a welding helmet. If a welding helmet is not available, move a safe distance from the operation.

***c. Hearing Protection:***

- Wear hearing protection when you are welding, cutting, or exposed to flying sparks from these operations. Sparks from welding or cutting can burn your inner ear.
- Wear hearing protection when working in high noise areas in accordance with the railroad's hearing conservation policy, hereby attached.

***d. Respiratory Protection***

- Wear respiratory protection when you are exposed to fumes, dust, mist, or vapor.

***e. Protective Clothing***

- Wear protective gloves and clothing when you are handling or working on a wet cell battery, handling, pouring, or using acids, toxic substances, or solvents or, handling creosote materials.

***f. High-visibility Workwear***

All contractors are required to wear approved high-visibility workwear when they are on duty or on the Company property. Such high-visibility workwear must be worn as the outermost layer of clothing.

- i. High-visibility workwear must be approved by the Regional Director of Safety and may consist of a vest, coveralls, T-shirt or other clothing of the prescribed color (yellow/green or orange) equipped with reflective striping as follows: a horizontal band around the waist, two vertical bands and/or an "X" on the back, and two vertical bands in front from the waist to the top of the shoulders. Stripes must be of silver or yellow reflective material and be at least 2 inches (5 cm) in width.
- ii. Vests must be properly sized and constructed with tear-away features as approved by the Regional Director of Safety.
- iii. Defective, damaged or lost workwear must be reported immediately to your supervisor and replaced before reporting for duty.
- iv. Exceptions:

- (a.) High-visibility workwear is not required when you are in these locations:
  - Lunchroom;
  - Locker room;
  - Inside vehicles;
  - Inside railway passenger cars;
  - Inside locomotive cabs; or
  - Offices.
- (b.) When employees are working on locomotives or other equipment inside shop buildings, high-visibility workwear is recommended. All employees working outside of shop buildings require approved high-visibility workwear.
- (c.) Accommodations for unusual conditions will be at the discretion of the Regional Director of Safety.

### ***3. Working On Equipment:***

Do not operate or ride on any equipment unless it is in the performance of your duties and you have been properly authorized to do so. Do not jump from equipment, platforms, or other elevated places. Use steps or a ladder.

### ***4. Keep Clear of Suspended Loads or Cables/Chains under tension:***

- a. Keep clear of suspended loads.
- b. Stand clear when chains, cables or other tackle in under tension.

### ***5. Keeping Clear of Electrical Wires:***

Keep at least 12 feet away from a dangling wire or any object that may be in contact with an electrical current. Keep others away until qualified personnel are notified and take charge.

**NOTE: Qualified personnel are employees or contractors who have been trained or qualified to work with electricity.**

### ***6. Working With Tools:***

- a. Do not modify tools.
- b. Before you use any tool, examine it for defects. Report any defects to your immediate supervisor.
- c. Defective tools must not be used.

### ***7. Working Around On-Track Equipment:***

Expect locomotives, cars and track maintenance equipment to move on any track, in either direction, at any time. Therefore, employees must look in both directions before crossing tracks.

### ***8. Avoiding Potential Hazards:***

Example: Employees should avoid walking, stepping, resting foot on or sitting on rails, frogs, switches, guardrails, pipe or interlocking apparatus or connections.

### ***9. Crossing Tracks:***

Employees must not cross tracks closer than 50 feet from standing locomotives and cars.

### **10. Working Near Moving Trains:**

- a. Employees should never carry objects on their shoulders when they are near moving trains.
- b. Employees should not cross in front of moving trains or equipment.
- c. Placement of Material Near Tracks.
  - Employees should place toolboxes, test equipment and other objects not less than 25 feet from the nearest track. Place all lid apparatus so that lid will open toward track and be secured in place.
  - When performing work near tracks, arrange all tools, material, equipment or other objects so that a moving train or equipment will not strike them.

### **11. Working Near Standing Railroad Equipment:**

Employees should keep themselves and material clear of and never lean against, sit on, or otherwise rest on standing railroad equipment.

### **12. Working In or Near Tunnels – On Bridges or Trestles:**

- a. Employees must move to a safe location when a train or equipment moves past their work location in tunnel or on bridges, trestles or overpasses.
- b. Employees working in tunnels must be protected by railroad watchmen and must occupy safety manholes when a train approaches. Employees must secure loose clothing and maintain handhold if possible until train has passed.
- c. Walking in tunnels or on bridges, trestles and overpasses should be avoided whenever possible.
  - When an employee must walk through a tunnel or across a bridge, trestle or overpass the employee must look both ways and confirm with railroad personnel that they are properly protected and that he or she can safely complete the walk through the tunnel or across the bridge, trestle or overpass before any moving rail equipment passes through the tunnel or over that bridge, trestle or overpass.
  - Extra care must be taken when crossing open floor bridges or trestles.

### **13. Action to take if Safe Passage of a train is at risk:**

If an event occurs that would interfere with the safe passage of trains, the employee must take immediate action to stop trains by radio communication to trains or the person in charge of the track. If protection cannot be immediately ensured, or if communications fail, flag protection must be immediately provided as prescribed by the railroad's rules.

### **14. Protection When Fouling or Working on a Track:**

- a. Trains must be fully protected against any known condition that may interfere with their safe passage.
- b. If work on or adjacent to a track will create a condition interfering with the safe passage of trains, that work must not be attempted without permission of the employee in charge of the track.
- c. On Main Tracks or where Interlocking rules are in effect, protection is required in

accordance with railroad operating and safety rules.

### **15. Returning Track to Service:**

When track is to be returned to service, the employee in charge must take the following actions:

- a. Notify the Dispatcher or railroad supervisor responsible for the safety of the track of any restrictions necessary for the safe passage of trains.
- b. Ascertain that all track cars and trains are clear of the track, and notify the Dispatcher or railroad supervisor responsible for the safety of the track that they are clear.
- c. An employee designated by the railroad must inspect the track prior to operating trains.

### **16. Interlocking Switches within Work Area:**

Dispatchers controlling interlocking switches within the Work Area must line such switches for movements within the Work Area and must apply blocking devices to the controls of those switches. These blocking devices must not be removed without permission of the employee in charge of the Work Area. This requirement does not relieve employees operating within the Work Area from complying with interlocking signal indications.

### **17. Flag Protection is Required When:**

- a. Work is being performed by others not hired by railroad and the work is being performed on railroad property or adjacent to railroad right of way.
- b. Work is being performed by entities hired by the railroad and the work is being performed within 25ft from the center the track.

### **18. Fouling Track**

Whenever fouling track, the following procedures will apply:

#### **a. Action Required Prior to Issuance:**

Before fouling a track, the employee in charge must determine that no trains have been authorized to move in the direction of the point to be fouled, and must ensure that Stop Signals have been displayed and blocking devices applied by the dispatcher to controls of Switches and signals leading to the affected track to be protected.

#### **b. Permission to Foul a Track:**

Permission to foul a track must include the following information:

1. Designation of track to be fouled
2. Location of fouling (mile posts)
3. Time limit for fouling (beginning time and ending time)

**Permission must be repeated by the receiving employee and confirmed by the Dispatcher or railroad supervisor responsible for track safety before it is acted upon.**

**c. Clearing Fouled Track.**

1. Stop all equipment and vehicles on the right of way while the train is passing
2. Stay clear until you are notified that it is safe to resume work

**19. Safety Precautions: When working in yards and on tracks:**

- a. Keep at least 50 feet from passing trains and equipment, if possible. Face the direction from which the train is approaching. Watch for projecting, dragging, or falling objects.
- b. Do not perform work that will interfere with the safe passage of trains.
- c. Inspect all passing trains to detect a dangerous condition.
- d. Cross tracks at least 50 feet from standing locomotives or cars.
- e. Do not cross between cars standing less than 50 ft. apart.
- f. Give hand signals for movement of work train or wreck train only if you are a member of the train crew. **EXCEPTION: Emergency stop signals may be given by anyone**

**20. Employee In Charge:**

The employee in charge is responsible for taking charge of the work performed by assembled gangs and arranging protection for the gangs.

The employee in charge is responsible for the safety, instruction, and performance of all employees under his or her jurisdiction.

The employee in charge advises the foremen of the assembled gangs how each of them will protect the safety of the employees under their direction.

The employee in charge is also responsible for:

- a. Ensuring that employees comply with all applicable rules.  
Take the track out of service, or get verbal permission to temporarily foul the track according to operating rules.
- b. If employees are too scattered to hear the watchman's warning whistle or horn, assign advance (additional) watchmen as needed.
- c. If bad weather limits visibility, use additional protective measures as needed.

**21. Watchmen:**

Responsibilities:

The employee in charge assigns watchmen to watch for approaching trains and warn employees to clear the tracks. If a watchman has not been assigned, the employee in charge acts as a watchman.

Follow these precautions if you have been assigned as a watchman:

- a. Give your full attention to watching for trains and warning employees.
- b. Do not perform any other duties, even momentarily.
- c. If you do not have a full view of trains approaching in either direction, or if you cannot give your full attention to your duties as watchman, signal employees to clear the tracks.
- d. Do not leave your station until the employee in charge determines that protection is no longer necessary, or the employee in charge has assigned another watchman who is in position and watching for approaching trains.

## **Watchman Duties:**

Watchmen are responsible for watching for approaching trains and signaling employees to clear the tracks. If a watchman has not been assigned, the employee in charge acts as a watchman. A watchman's duty is to watch. Follow these procedures when you are performing the duties of a watchman:

When a train approaches from either direction, warn employees in time for them to clear track at least 15 seconds before the train approaches the point of work.

**NOTE:** You may need to give additional warnings around noisy operations.  
Example: Sounding a whistle or blowing a horn.

## ***22. Clearing Controlled Track:***

Follow this procedure for clearing on a Controlled Track, which is any track shown in the timetable as being under the control of a Dispatcher or Block Operator.

- a. Clear all tracks, if possible, keeping at least 50 feet from passing trains and equipment.
- b. If you cannot clear all tracks;
  - Clear the track on which the train is approaching and the adjacent tracks.
  - Watch for trains in both directions and determine the track on which other trains will approach. Clear enough tracks so that you will not be trapped.
- c. If you are operating equipment within the gage of the track adjacent to the track being cleared, dismount the equipment and clear the track.

## ***23. Working On Non-Controlled Industrial and Yard Tracks***

Follow these procedures when working on and clearing Non-Controlled Track (Industrial, Yard, or any other track not controlled by a Dispatcher:

Make the working limits inaccessible to trains, engines or other on track equipment using one of the following procedures:

1. A switch lined and effectively secured in one of the following ways:
  - With a private lock on switches that will accommodate them.
  - Properly secured switch point clamp.
  - Driven spikes or wedges that require special tools to remove them.
2. Portable derail with flag.

## ***24. Working Around Self Propelled Equipment:***

Follow these safety precautions when working on or around self-propelled equipment:

- a. Use the handrail when getting on, riding on, and getting off equipment. Maintain three points of contact.
- b. Do not get on or off moving equipment.
- c. When working near or observing equipment:
  1. Perform a Job Safety Briefing and communicate with the operator of the equipment to



cover the following:

- Operating procedures.
  - Location of employees working around equipment.
  - Operator blind spots.
  - Signal to warn that equipment will move.
2. When your duties require you to be around the equipment, you must maintain a 50-foot safe area from the equipment.
  3. If your duties require you to be within the 50-foot safe area of the equipment, perform those duties from the location established in your communication with the operator.

## ***25. Roadway Maintenance Machine Operators***

Follow these precautions when operating self propelled equipment:

- a. **Communicate with employees in the vicinity of the equipment and cover;**
  - Normal operating procedures including operator's blind spots.
  - Test the brakes immediately after starting.
  - Do not allow anyone to distract you or interfere with your duties.
  - Constantly look out for obstructions or unsafe conditions in the direction you are moving.
  - If you cannot see ahead or behind, designate another employee to keep a lookout for you.

End of Special Clauses & G&W Contractor Safety Rules

**Project Number: 180621**

To the Director of the Ohio Department of Transportation: The undersigned, having full knowledge of the site, plans and specifications for the following improvement and the conditions of this proposal, hereby agrees to furnish all services, labor, materials, and equipment necessary to complete the entire project, according to the plans, specifications and completion dates, and to accept the unit prices specified below for each item as full compensation for the work in this proposal.

Date Set for Completion: **7/31/2020**

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**Unit Price Contract**

FOR IMPROVING VARIOUS SECTIONS IN THE VILLAGES OF CUBA, MIDLAND, AND WESTBORO, AND IN JEFFERSON, UNION, AND WASHINGTON TOWNSHIPS, OF CLINTON COUNTY, OHIO, IN ACCORDANCE WITH PLANS AND SPECIFICATIONS BY MILLING AND RESURFACING APPROXIMATELY 12.26 MILES OF US ROUTE 68, AND STATE ROUTE 251 FROM THE CLINTON/BROWN COUNTY LINE TO US 68, INCLUDING ALL RELATED ITEMS OF WORK. PROJECT ALSO INCLUDES REPLACING AN EXISTING BOX CULVERT WITH A 10'X7' PRECAST CONCRETE BOX CULVERT, AND PERFORMING TWO BRIDGE REHABILITATIONS, INCLUDING ALL RELATED ITEMS OF WORK.

Project Length: 13.06 MI Miles

Work Length: 13.06 MI Miles

Pavement Width: 30' Feet

Project Number: 180621

**Section 0001 ROADWAY**

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0001		201E11001	CLEARING AND GRUBBING, AS PER PLAN (WT: 01)	01	LS	1.000
0002		202E23011	PAVEMENT REMOVED, ASPHALT, AS PER PLAN (WT: NR)	NR	SY	870.000
0003		202E38000	GUARDRAIL REMOVED (WT: NR)	NR	FT	3,538.000
0004		202E42001	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN (WT: NR)	NR	EACH	34.000
0005		202E42010	ANCHOR ASSEMBLY REMOVED, TYPE E (WT: NR)	NR	EACH	7.000
0006		202E42040	ANCHOR ASSEMBLY REMOVED, TYPE T (WT: NR)	NR	EACH	7.000
0007		202E47000	BRIDGE TERMINAL ASSEMBLY REMOVED (WT: NR)	NR	EACH	12.000
0008		203E10000	EXCAVATION (WT: 06)	06	CY	2,339.000
0009		203E20000	EMBANKMENT (WT: 06)	06	CY	3,255.000
0010		204E10000	SUBGRADE COMPACTION (WT: 06)	06	SY	1,495.000
0011		204E13000	EXCAVATION OF SUBGRADE (WT: 06)	06	CY	518.000
0012		204E30020	GRANULAR MATERIAL, TYPE C (WT: 06)	06	CY	518.000
0013		204E50001	GEOTEXTILE FABRIC, AS PER PLAN (WT: 07)	07	SY	1,605.000
0014		209E60500	LINEAR GRADING (WT: 06)	06	MILE	0.300
0015		209E60500	LINEAR GRADING (WT: 06)	06	MILE	1.700
0016		209E72051	PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN (WT: 06)	06	MILE	27.000
0017		606E15050	GUARDRAIL, TYPE MGS (WT: 36)	36	FT	1,312.500
0018		606E15100	GUARDRAIL, TYPE MGS WITH LONG POSTS (WT: 36)	36	FT	2,025.000
0019		606E17360	GUARDRAIL, TYPE MGS, LONG-SPAN (WT: 36)	36	FT	87.500
0020		606E26150	ANCHOR ASSEMBLY, MGS TYPE ENCHRP 350 OR MASH 2016 (WT: 36)	36	EACH	46.000
0021		606E26550	ANCHOR ASSEMBLY, MGS TYPE T (WT: 36)	36	EACH	6.000
0022		606E35002	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 (WT: 36)	36	EACH	4.000
0023		606E35141	BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN (WT: 36)	36	EACH	12.000
0024		878E25000	INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS (WT: NR)	NR	LS	1.000

**Section 0002 EROSION CONTROL**

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0025		601E11000	RIPRAP, TYPE D (WT: 35)	35	SY	19.000
0026		601E32104	ROCK CHANNEL PROTECTION, TYPE B WITH GEOTEXTILE FABRIC (WT: 35)	35	CY	46.000
0027		659E00500	SEEDING AND MULCHING, CLASS 1 (WT: 46)	46	SY	4,265.000
0028		659E14000	REPAIR SEEDING AND MULCHING (WT: 46)	46	SY	213.000
0029		659E20000	COMMERCIAL FERTILIZER (WT: 46)	46	TON	0.580

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0030		659E31000	LIME (WT: 46)	46	ACRE	1.000
0031		659E35000	WATER (WT: 46)	46	MGAL	23.000
0032		832E30000	EROSION CONTROL (WT: 08)	08	EACH	8,000.000

**Section 0003 PAVEMENT**

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0033		251E01010	PARTIAL DEPTH PAVEMENT REPAIR (441) (WT: 16)	16	CY	540.000
0034		254E01000	PAVEMENT PLANING, ASPHALT CONCRETE 3" (WT: 13)	13	SY	217,350.000
0035		254E01600	PATCHING PLANED SURFACE (WT: 16)	16	SY	2,198.000
0036		301E46000	ASPHALT CONCRETE BASE, PG64-22 (WT: 10)	10	CY	504.000
0037		304E20000	AGGREGATE BASE (WT: 09)	09	CY	472.000
0038		407E20000	NON-TRACKING TACK COAT (WT: 10)	10	GAL	32,905.000
0039		441E50000	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22 (WT: 10)	10	CY	7,945.000
0040		441E50300	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (WT: 10)	10	CY	10,567.000
0041		617E10100	COMPACTED AGGREGATE (WT: 06)	06	CY	1,006.000
0042		617E25000	WATER (WT: NR)	NR	MGAL	20.110
0043		618E41000	EDGE LINE, RUMBLE STRIPE (ASPHALT CONCRETE) (WT: NR)	NR	MILE	23.490

**Section 0004 TRAFFIC CONTROL**

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0044		621E00100	RPM (WT: 41)	41	EACH	1,107.000
0045		621E54000	RAISED PAVEMENT MARKER REMOVED (WT: NR)	NR	EACH	1,040.000
0046		626E00110	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL) (WT: NR)	NR	EACH	51.000
0047		630E03100	GROUND MOUNTED SUPPORT, NO. 3 POST (WT: 42)	42	FT	80.000
0048		630E08600	SIGN POST REFLECTOR (WT: 42)	42	EACH	1.000
0049		630E80100	SIGN, FLAT SHEET (WT: 42)	42	SF	24.000
0050		630E84900	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL (WT: NR)	NR	EACH	6.000
0051		630E85100	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION (WT: 42)	42	EACH	1.000
0052		630E86002	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL (WT: NR)	NR	EACH	7.000
0053		642E00290	CENTER LINE (WT: 45)	45	MILE	1.000
0054		644E00400	CHANNELIZING LINE, 8" (WT: 45)	45	FT	65.000
0055		644E00500	STOP LINE (WT: 45)	45	FT	135.000
0056		644E00700	TRANSVERSE/DIAGONAL LINE (WT: 45)	45	FT	32.000
0057		644E01000	RAILROAD SYMBOL MARKING (WT: 45)	45	EACH	2.000
0058		645E00116	EDGE LINE, 6", TYPE A3 (WT: 45)	45	MILE	0.120

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0059		645E00310	CENTER LINE, TYPE A3 (WT: 45)	45	MILE	0.060
0060		646E10010	EDGE LINE, 6" (WT: 45)	45	MILE	0.040
0061		646E10200	CENTER LINE (WT: 45)	45	MILE	0.020
0062		648E00100	EDGE LINE, 4" (WT: 45)	45	MILE	1.560
0063		648E00104	EDGE LINE, 6" (WT: 45)	45	MILE	24.900
0064		648E00300	CENTER LINE (WT: 45)	45	MILE	13.280

**Section 0005 MAINTENANCE OF TRAFFIC**

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0065		614E11110	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE (WT: 39)	39	HOUR	300.000
0066		614E12338	WORK ZONE IMPACT ATTENUATOR (BIDIRECTIONAL) (WT: 39)	39	EACH	4.000
0067		614E13000	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC (WT: 39)	39	CY	20.000
0068		614E13310	BARRIER REFLECTOR, TYPE 1 BIDIRECTIONAL (WT: NR)	NR	EACH	10.000
0069		614E13360	OBJECT MARKER, TWO WAY (WT: NR)	NR	EACH	10.000
0070		614E21100	WORK ZONE CENTER LINE, CLASS I, 642 PAINT (WT: 39)	39	MILE	13.250
0071		614E21200	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I (WT: 39)	39	MILE	0.380
0072		614E21550	WORK ZONE CENTER LINE, CLASS III, 642 PAINT (WT: 39)	39	MILE	13.250
0073		614E22100	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT (WT: 39)	39	MILE	26.500
0074		614E22200	WORK ZONE EDGE LINE, CLASS I, 4", 740.06, TYPE I (WT: 39)	39	MILE	0.240
0075		614E22350	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT (WT: 39)	39	MILE	26.500
0076		614E26200	WORK ZONE STOP LINE, CLASS I, 642 PAINT (WT: 39)	39	FT	111.000
0077		614E26400	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I (WT: 39)	39	FT	24.000
0078		614E26610	WORK ZONE STOP LINE, CLASS III, 642 PAINT (WT: 39)	39	FT	111.000
0079		614E32200	WORK ZONE RAILROAD SYMBOL MARKING, CLASS I, 642 PAINT (WT: 39)	39	EACH	2.000
0080		614E32210	WORK ZONE RAILROAD SYMBOL MARKING, CLASS III, 642 PAINT (WT: 39)	39	EACH	2.000
0081		616E10000	WATER (WT: NR)	NR	MGAL	10.000
0082		622E41000	PORTABLE BARRIER, 32" (WT: 39)	39	FT	144.000
0083		622E41020	PORTABLE BARRIER, 32", BRIDGE MOUNTED (WT: 39)	39	FT	170.000

**Section 0006 STRUCTURE REPAIR (CLI-US68-2.67)**

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0084		517E75600	DEEP BEAM BRIDGE RETROFIT RAILING (WT: 36)	36	FT	150.000

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**Section 0007 STRUCTURE REPAIR (CLI-US68-4.50)**

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0085		517E75600	DEEP BEAM BRIDGE RETROFIT RAILING (WT: 36)	36	FT	50.000

**Section 0008 STRUCTURE REPAIR (CLI-US68-3.21)**

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0086		202E11203	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (WT: 19)	19	LS	1.000
0087		202E22901	APPROACH SLAB REMOVED, AS PER PLAN (WT: NR)	NR	SY	134.000
0088		503E11100	COFFERDAMS AND EXCAVATION BRACING (WT: 20)	20	LS	1.000
0089		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	10,605.000
0090		509E20000	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL (WT: 23)	23	LB	100.000
0091		510E10000	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT (WT: 20)	20	EACH	64.000
0092		511E53014	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, SUBSTRUCTURE (WT: 20)	20	CY	1.000
0093		511E53014	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, SUPERSTRUCTURE (WT: 20)	20	CY	60.000
0094		512E10100	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (WT: 57)	57	SY	262.000
0095		512E74000	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES (WT: NR)	NR	SY	24.000
0096		516E13600	1" PREFORMED EXPANSION JOINT FILLER (WT: NR)	NR	SF	14.000
0097		516E31010	2" DEEP JOINT SEALER, CMS 705.04 (WT: 20)	20	FT	33.000
0098		517E70000	RAILING (TWIN STEEL TUBE) (WT: 36)	36	FT	54.000
0099		518E22300	SPECIAL - STEEL DRIP STRIP (WT: 20)	20	FT	45.000
0100		526E30010	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17") (WT: 29)	29	SY	293.000
0101		526E90010	TYPE A INSTALLATION (WT: 29)	29	FT	93.000
0102		846E00110	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM (WT: 27)	27	CF	26.000

**Section 0009 STRUCTURE REPAIR (CLI-68-7.11)**

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0103		202E11203	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (WT: 19)	19	LS	1.000
0104		503E11100	COFFERDAMS AND EXCAVATION BRACING (WT: 20)	20	LS	1.000
0105		503E21100	UNCLASSIFIED EXCAVATION (WT: 20)	20	CY	69.000
0106		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	7,266.000

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0107		509E20000	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL (WT: 23)	23	LB	100.000
0108		510E10000	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT (WT: 20)	20	EACH	156.000
0109		511E53014	CLASS QC3 CONCRETE, MISC.:CONCRETE WITH QC/QA, SUBSTRUCTURE (WT: 20)	20	CY	58.000
0110		511E53014	CLASS QC3 CONCRETE, MISC.:CONCRETE WITH QC/QA, SUPERSTRUCTURE (WT: 20)	20	CY	33.000
0111		512E10100	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (WT: 57)	57	SY	263.000
0112		512E33000	TYPE 2 WATERPROOFING (WT: 40)	40	SY	7.000
0113		513E20000	WELDED STUD SHEAR CONNECTORS (WT: 25)	25	EACH	60.000
0114		516E10000	PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL (WT: 27)	27	FT	59.000
0115		516E14020	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL (WT: 27)	27	FT	71.000
0116		516E31010	2" DEEP JOINT SEALER (WT: 20)	20	FT	59.000
0117		516E44101	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN 13"x13"x2.37" WITH 14"x14"x 1.5" LOAD PLATE (WT: 20)	20	EACH	10.000
0118		516E47000	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE (WT: 20)	20	LS	1.000
0119		517E75600	DEEP BEAM BRIDGE RETROFIT RAILING (WT: 36)	36	FT	151.000
0120		518E21200	POROUS BACKFILL WITH GEOTEXTILE FABRIC (WT: 20)	20	CY	69.000
0121		518E40000	6" PERFORATED CORRUGATED PLASTIC PIPE (WT: NR)	NR	FT	106.000
0122		519E11100	PATCHING CONCRETE STRUCTURE (WT: 29)	29	SF	15.000
0123		526E30010	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17") (WT: 29)	29	SY	189.000
0124		526E90010	TYPE A INSTALLATION (WT: 29)	29	FT	92.000
0125		601E21050	TIED CONCRETE BLOCK MAT, TYPE 1 (WT: 35)	35	SY	11.000
0126		611E99710	PRECAST REINFORCED CONCRETE OUTLET (WT: 35)	35	EACH	2.000
0127		848E10200	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION (T=1.75") (WT: 29)	29	SY	230.000
0128		848E20000	SURFACE PREPARATION USING HYDRODEMOLITION (WT: 30)	30	SY	230.000
0129		848E30200	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY (WT: 29)	29	CY	7.000
0130		848E50000	HAND CHIPPING (WT: 29)	29	SY	24.000
0131		848E50100	TEST SLAB (WT: 29)	29	LS	1.000

**Section 0010 STRUCTURE 20 FOOT SPAN AND UNDER (CLI-US68-5.92)**

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0132		202E11000	STRUCTURE REMOVED (WT: 19)	19	LS	1.000

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0133		204E13000	EXCAVATION OF SUBGRADE (WT: 06)	06	CY	134.000
0134		204E30020	GRANULAR MATERIAL, TYPE C (WT: 06)	06	CY	134.000
0135		204E50001	GEOTEXTILE FABRIC, AS PER PLAN (WT: 07)	07	SY	220.000
0136		503E11100	COFFERDAMS AND EXCAVATION BRACING (WT: 20)	20	LS	1.000
0137		503E21300	UNCLASSIFIED EXCAVATION (WT: 35)	35	LS	1.000
0138		509E10000	EPOXY COATED REINFORCING STEEL (WT: 23)	23	LB	12,087.000
0139		511E53014	CLASS QC3 CONCRETE, MISC.: FOOTING (WT: 20)	20	CY	88.000
0140		511E53014	CLASS QC3 CONCRETE, MISC.: RETAINING/WINGWALL NOT INCLUDING FOOTING (WT: 20)	20	CY	34.000
0141		511E53014	CLASS QC3 CONCRETE, MISC.:HEADWALL (WT: 20)	20	CY	2.000
0142		512E10100	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (WT: 57)	57	SY	129.000
0143		512E33000	TYPE 2 WATERPROOFING (WT: 40)	40	SY	173.000
0144		516E13600	1" PREFORMED EXPANSION JOINT FILLER (WT: NR)	NR	SF	51.000
0145		518E21200	POROUS BACKFILL WITH GEOTEXTILE FABRIC (WT: 20)	20	CY	35.000
0146		611E95400	10' X 7' CONDUIT, TYPE A, 706.05 (WT: 35)	35	FT	50.000

**Section 0011 INCIDENTALS**

Line	Alt	Item Code	Item Description	WT	Unit	Quantity
0147		100E00300	PREMIUM ON RAILROADS' PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE (WT: NR)	NR	LS	1.000
0148		103E05000	PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND (WT: NR)	NR	LS	1.000
0149		614E11000	MAINTAINING TRAFFIC (WT: 39)	39	LS	1.000
0150		623E10001	CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN (WT: NR)	NR	LS	1.000
0151		624E10000	MOBILIZATION (WT: NR)	NR	LS	1.000