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ITEM 609 – COMBINED CURB AND GUTTER, TYPE 2 (24”), AS PER PLAN

THIS ITEM SHALL CONFORM TO THE SPECIFICATIONS OF ITEM 609 IN THE CMS, WITH THE FOLLOWING CONDITIONS:

CURB WIDTH SHALL BE MEASURED AS 24”. FOR ADDITIONAL DETAILS, SEE PLAN SHEET NO. 5.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE FOLLOWING ITEMS:

ITEM 609 – COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN

ITEM 638 – SPECIAL – FIRE HYDRANT REMOVED AND DISPOSED OF

FIRE HYDRANT REMOVALS AND DISPOSALS SHALL BE COMPLETED PER THE CITY OF WILMINGTON SPECIFICATIONS SEE THE LINK BELOW:

HTTPS://WILMINGTONOH.ORG/WP-CONTENT/UPLOADS/FBPRO/IMPORTED/4.-WATER-DISTRIBUTION-SPECIFICATIONS.PDF

PAYMENT FOR THE DESCRIBED WORK ABOVE INCLUDING ALL LABOR, EQUIPMENT, AND MATERIAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 638 – SPECIAL – FIRE HYDRANT REMOVED AND DISPOSED OF.

ITEM 253 – PAVEMENT REPAIR

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT OR SUBBASE AND PLACING 4”± 302 ASPHALT CONCRETE BASE, PG64-22. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE. THE MINIMUM REPAIR WIDTH SHALL BE 6’.

IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF CUBIC YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

253, PAVEMENT REPAIR, 900 CU YD

ITEM 638 – SPECIAL – 8” WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS

THIS ITEM SHALL CONSIST OF CONSTRUCTING A NEW 8” WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS ACCORDING TO CMS SECTION 638 AND THE CITY OF WILMINGTON WATER DISTRIBUTION SPECIFICATIONS.

THE CONTRACTOR SHALL CONSTRUCT THE WATER LINE REPLACEMENT USING OPEN CUT METHOD UNDER THE CLOSURE PERIOD OUTLINED IN THE MAINTENANCE OF TRAFFIC PLANS. HOWEVER, THE NEW LINE WILL BE BORED UNDER THE EXISTING FENCE LINE WITHOUT ANY TYPE OF DISTURBANCE TO THE EXISTING FENCE LINE. ANY DISTURBANCE OR REMOVAL OF THE EXISTING FENCE LINE WILL BE REPLACED AT THE CONTRACTOR’S EXPENSE.

PAYMENT FOR THE DESCRIBED WORK ABOVE INCLUDING ALL LABOR, EQUIPMENT, AND MATERIAL INCLUDING TRACER WIRE AND TESTING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 638 – SPECIAL – 8” WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS.

ITEM 638 – SPECIAL – 6” FIRE HYDRANT

THIS ITEM SHALL CONSIST OF CONSTRUCTING A NEW 6” FIRE HYDRANT ACCORDING TO CMS SECTION 638 AND THE CITY OF WILMINGTON WATER DISTRIBUTION SPECIFICATIONS.

THE CONTRACTOR SHALL CONSTRUCT THE WATERLINE REPLACEMENT USING OPEN CUT METHOD UNDER THE CLOSURE PERIOD OUTLINED IN THE MAINTENANCE OF TRAFFIC PLANS.

FIRE HYDRANT CONNECTIONS SHALL BE PER THE CITY OF WILMINGTON SPECIFICATIONS SEE PAGES 13-16 AT THE LINK BELOW:

HTTPS://WILMINGTONOH.ORG/WP-CONTENT/UPLOADS/FBPRO/IMPORTED/4.-WATER-DISTRIBUTION-SPECIFICATIONS.PDF

PAYMENT FOR THE DESCRIBED WORK ABOVE INCLUDING ALL LABOR, EQUIPMENT, AND MATERIAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 638 – SPECIAL – 6” FIRE HYDRANT.

ITEM 638 – WATER WORK, MISC.: 8” WATERLINE ABANDONED

THIS ITEM SHALL CONSIST OF THE ABANDONMENT OF THE SPECIFIED EXISTING 8” WATERLINE. THE CONTRACTOR SHALL PERFORM THE WATERLINE ABANDONMENT PER CONSTRUCTION AND MATERIALS SPECIFICATIONS SECTION 202.

SAWCUT TO SOUND PAVEMENT:

THE EXISTING PAVEMENT EDGES SHALL BE SAW CUT TO LOCATE A SOUND PAVEMENT. FOR ESTIMATING PURPOSES, PAVEMENT CALCULATIONS INCLUDED IN THE PLAN INDICATE AN AVERAGE WIDTH OF 2’ OF EXISTING PAVEMENT BEING REPLACED. THE CONTRACTOR SHALL USE CARE WHEN REMOVING THE EXISTING TO AVOID DAMAGE AND UNDERMINING OF THE EXISTING PAVEMENT TO REMAIN.

ITEM 638 – SPECIAL – 12”x8” TAPPING SLEEVE, VALVE AND VALVE BOX

THIS ITEM SHALL CONSIST OF CONSTRUCTING A NEW 12”x8” TAPPING SLEEVE ACCORDING TO CMS SECTION 638 AND THE CITY OF WILMINGTON WATER DISTRIBUTION SPECIFICATIONS.

THE CONTRACTOR SHALL CONSTRUCT THE WATER LINE REPLACEMENT USING OPEN CUT METHOD UNDER THE CLOSURE PERIOD OUTLINED IN THE MAINTENANCE OF TRAFFIC PLANS.

PAYMENT FOR THE DESCRIBED WORK ABOVE INCLUDING ALL LABOR, EQUIPMENT, AND MATERIAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 638 – SPECIAL – 12”x8” TAPPING SLEEVE, VALVE AND VALVE BOX.

ITEM 638 – SPECIAL – 8” GATE VALVE WITH VALVE BOX

THIS ITEM SHALL CONSIST OF CONSTRUCTING A NEW 8” GATE VALVE ACCORDING TO CMS SECTION 638 AND THE CITY OF WILMINGTON WATER DISTRIBUTION SPECIFICATIONS.

THE CONTRACTOR SHALL CONSTRUCT THE WATER LINE REPLACEMENT USING OPEN CUT METHOD UNDER THE CLOSURE PERIOD OUTLINED IN THE MAINTENANCE OF TRAFFIC PLANS.

PAYMENT FOR THE DESCRIBED WORK ABOVE INCLUDING ALL LABOR, EQUIPMENT, AND MATERIAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 638 – SPECIAL – 8” GATE VALVE WITH VALVE BOX.

WATER LINE WORK IN AIR PARK

CONTRACTOR WILL BE REQUIRED TO WORK OUTSIDE OF THE RIGHT OF WAY, WITHIN AN EXISTING UTILITY EASEMENT INSIDE THE AIR PARK PROPERTY FENCE, TO CONNECT THE PROPOSED 8” MAIN TO THE EXISTING.

WHILE THE CONTRACTOR IS OPERATING WITHING THE AIR PARK PROPERTY, AN AIR PARK LGSTYX EMPLOYEE MUST ACCOMPANY THE CONTRACTOR AT ALL TIMES TO ENSURE SECURITY WITHIN THE PROPERTY. THE CONTRACTOR MUST ENTER THROUGH THE GATE SOUTHWEST OF THE WORK AREA.

THE CONTRACTOR MUST NOTIFY THE AIR PARK/LGSTYX AT LEAST ONE-WEEK IN ADVANCE OF THE WORK TO ENSURE PROPER PERSONNEL IS AVAILABLE.

THE WORK WITHIN THE AIR PARK FENCE MUST BE COMPLETED WITHIN TWO CALENDAR DAYS.

CONTRACTOR DISTURBANCE AREA

PRIOR TO PROJECT COMPLETION, THE CONTRACTOR SHALL RESTORE AREAS OUTSIDE OF THE PROJECT CONSTRUCTION LIMITS DISTURBED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE PROJECT. THIS SHALL INCLUDE BUT NOT BE LIMITED TO GRADING, SEEDING AND MULCHING AREAS OUTSIDE THE CONSTRUCTION LIMITES USED FOR PROJECT ACCESS, EQUIPMENT, OR OTHER CONSTRUCTION ACTIVITIES ACCORDING TO CMS 104.04.

NO ADDITIONAL PAYMENT WILL BE MADE FOR THE RESTORATION ACTIVITIES DIRECTED BY THE ENGINEER TO RESTORE THE AREAS TO THE PRECONSTRUCTION CONDITION. ALL COSTS INCURRED AS PART OF THE RESTORATION ACTIVITIES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

ITEM 638 – SPECIAL – VALVE BOX ADJUSTED TO GRADE

THIS ITEM SHALL CONSIST OF ADJUSTING THE EXISTING VALVE BOX ACCCORDING TO CMS SECTION 638 AND THE CITY OF WILMINGTON WATER DISTRIBUTION SPECIFICATIONS.

THE CONTRACTOR SHALL CONSTRUCT THE WATER LINE REPLACEMENT USING OPEN CUT METHOD UNDER THE CLOSURE PERIOD OUTLINED IN THE MAINTENANCE OF TRAFFIC PLANS.

PAYMENT FOR THE DESCRIBED WORK ABOVE INCLUDING ALL LABOR, EQUIPMENT, AND MATERIAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 638 – SPECIAL – VALVE BOX ADJUSTED TO GRADE.

COOPERATION WITH OTHER CONTRACTORS

IT IS ANTICIPATED THAT OTHER CONTRACTORS WILL BE WORKING ON PROJECTS ADJACENT TO OR WITHIN THE LIMITS OF THIS PROJECT, EITHER FOR THE CITY OF WILMINGTON OR FOR OTHER PUBLIC AGENCIES. THE CONTRACTOR SHALL COOPERATE AND COORDINATE HIS/HER OPERATIONS, INCLUDING PROVISIONS FOR THE MAINTENANCE OF TRAFFIC, WITH THE CONTRACTORS OF OTHER PROJECTS THAT MAY BE IN FORCE DURING THE LIFE OF THIS PROJECT.

IT IS ANTICIPATED THE ANOTHER CONTRACTOR WILL HAVE AN ONGOING SHARED USE PATH PROJECT ON THE WEST SIDE OF DAVIDS DRIVE FROM THE START OF THE PROJECT TO THE INTERSECTION OF LYNNE LANE. ACCESS SHALL BE MAINTAINED AT ALL TIMES TO THEIR WORKSITE

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ITEM 614 – MAINTAINING TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING OR PROPOSED ROADS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

ONE LANE OF NORTHBOUND AND SOUTHBOUND TRAFFIC ON DAVIDS DRIVE SHALL BE MAINTAINED AS SHOWN IN THE PHASED TYPICAL SECTIONS.

TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 10 TO CONSTRUCT THE WATERLINE AT LYNNE LANE AND TO PERFORM ANY FULL DEPTH PAVEMENT REPAIRS FROM FIFE AVE TO US 22 AS DETAILED IN THE PLANS OR AS DIRECTED BY THE ENGINEER. DURATION OF THE DETOUR SHALL BE LIMITED TO 14 DAYS.

SHORT TERM CLOSURES WILL BE PERMITTED TO PERFORM ANY FULL DEPTH PAVEMENT REPAIRS FROM THE BEGIN PROJECT LIMITS TO FIFE AVENUE BY FLAGGER AS PER ODOT SCD MT-97.11 FROM THE HOURS OF 9AM TO 3PM. CONTRACTOR SHALL COVER ANY AREAS OF PAVEMENT REPAIR IN THE TRAVELED WAY AT THE END OF EACH DAY TO THE SATISFACTION OF THE ENGINEER. DROP-OFF CRITERIA SHALL BE MAINTAINED PER ODOT SCD MT-101.90 AT ALL TIMES

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

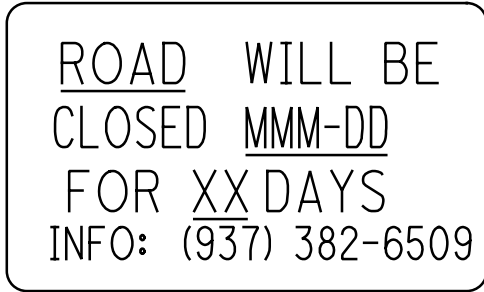
NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE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

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTIFICATION TIME FRAME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

ITEM 614 – MAINTAINING TRAFFIC (CONT.)



W20-H13-60

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE LOCATIONS SHOWN IN THE PLANS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

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

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT.)

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

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
6 SIGN MONTH ASSUMING 2 PCMS FOR 3 MONTHS

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616 – WATER 1 M.GAL.

MAINTENANCE OF TRAFFIC RESURFACING

THE CONTRACTOR MAY USE FLAGGERS FROM 7P TO 7A PER MT-97.12 AND MT-99.20 TO COMPLETE THE RESURFACING SHOWN IN THE PLANS. THE CONTRACTOR SHALL COMPLY WITH THE DROP OFF REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING MT-101.90 AND APPLICABLE LANE SHIFT/CLOSURE DRAWINGS.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR TEMPORARY STRIPPING OF THE FINAL SURFACE COURSE PRIOR TO FINAL PAVEMENT MARKINGS BEING APPLIED:

ITEM 614 – WORK ZONE CENTER LINE, CLASS III, 4", 642 PAINT – 2.75 MILES

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME FRAME TABLE		
ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

DETOUR NOTIFICATION

THE CITY WILL ANNOUNCE DETOUR A MINIMUM OF 30 DAYS PRIOR TO CONSTRUCTION ACTIVITIES.

WORK ZONE MARKINGS AND SIGNS

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

ITEM 614 WORK ZONE CENTER LINE, CLASS I, 642 PAINT – 2.75 MI
ITEM 614 WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT – 2.1 MI
ITEM 614 WORK ZONE EDGE LINE, CLASS I, 4", 740.06, TYPE I – 1.02 MI

REMOVAL TAPE SHALL BE USED WITHIN THE RECENTLY COMPLETED PROJECT SOUTH OF THE WORK.

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SEQUENCE OF CONSTRUCTION

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING TRAFFIC TO ALL DRIVES AND APPROACHES AS PER ODOT SPECIFICATION SECTION 614.02. ANY COSTS ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO MAINTAIN LOCAL ACCESS TO PROPERTIES.

THE SEQUENCE OF CONSTRUCTION IS AS FOLLOWS. WORK IN PHASES 2-4 MAY BE COMPLETED CONCURRENTLY WITH THE CLOSURE IN PHASE 1.

PHASE 1:

PRIOR TO THE START OF THE PHASE, THE CONTRACTOR SHALL ERRECT THE DETOUR SIGNING AS SHOWN IN THE PLANS.

DAVIDS DRIVE WILL BE CLOSED FROM FIFE AVENUE TO THE WAWA DRIVEWAY SOUTH OF US 22 FOR THE DURATION OF PHASE 1. TRAFFIC WILL BE FOLLOWED THE DETOUR SHOWN IN THE DETOUR PLAN.

ACCESS TO THE WAWA DRIVEWAY ON THE NORTH END OF DAVIDS DRIVE WILL BE MAINTAINED WITH TWO WAY TRAFFIC ON DAVIDS DRIVE DURING THIS PHASE.

THE CONTRACTOR SHALL CONSTRUCT THE THE PROPOSED WATERLINE AT LYNNE LANE AND PERFORM ANY FULL DEPTH PAVEMENT REPAIRS INCLUDING ANY DRAINAGE, GRADING, AND ASSOCIATED WORK SHOWN FROM FIFE AVENUE TO US 22.

PHASE 2:

THE CONTRACTOR SHALL CLOSE THE SOUTHBOUND/WESTBOUND LANE AND SHIFT SOUTHBOUND TRAFFIC TO THE MIDDLE LANE AS SHOWN IN THE MOT TYPICALS. ONE 10' LANE (MINIMUM) SHALL BE MAINTAINED.

THE CONTRACTOR SHALL PERFORM ANY PAVEMENT REPAIRS, CURB REPLACEMENTS, AND ANY DRAINAGE ON THE WEST SIDE OF DAVIDS DRIVE. SHOULD ANY REPAIRS EXTEND INTO THE MAINTAINED LANES, SHORT TERM CLOSURES ARE PERMITTED AS DESCRIBED IN THE PLANS TO PERFORM THE WORK AS DETAILED IN THE PLANS. CONTRACTOR SHALL RESURFACE THE SOUTHBOUND LANE.

PHASE 3:

THE CONTRACTOR SHALL CLOSE THE MIDDLE LANE AND SHIFT SOUTHBOUND AND NORTHBOUND TRAFFIC TO THE OUTSIDE AS SHOWN IN THE MOT TYPICALS. ONE 10' LANE (MINIMUM) SHALL BE MAINTAINED.

THE CONTRACTOR SHALL PERFORM ANY PAVEMENT REPAIRS IN THE WORK ZONE. SHOULD ANY REPAIRS EXTEND INTO THE MAINTAINED LANES, SHORT TERM CLOSURES ARE PERMITTED AS DESCRIBED IN THE PLANS TO PERFORM THE WORK AS DETAILED IN THE PLANS. CONTRACTOR SHALL RESURFACE THE MIDDLE LANE.

PHASE 4:

THE CONTRACTOR SHALL CLOSE THE NORTHBOUND/EASSTBOUND LANE AND SHIFT NORTHBOUND TRAFFIC TO THE MIDDLE LANE AS SHOWN IN THE MOT TYPICALS. ONE 10' LANE (MINIMUM) SHALL BE MAINTAINED.

THE CONTRACTOR SHALL PERFORM ANY PAVEMENT REPAIRS, CURB REPLACEMENTS, AND ANY DRAINAGE ON THE EAST SIDE OF DAVIDS DRIVE. SHOULD ANY REPAIRS EXTEND INTO THE MAINTAINED LANES, SHORT TERM CLOSURES ARE PERMITTED AS DESCRIBED IN THE PLANS TO PERFORM THE WORK AS DETAILED IN THE PLANS. CONTRACTOR SHALL RESURFACE THE SOUTHBOUND LANE.

CALCULATED	SWC	MAINTENANCE OF TRAFFIC GENERAL NOTES
	CHECKED	
MJC		
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