

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS, EVEN THOUGH OTHERWISE SHOWN.

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

ELECTRIC - DUKE ENERGY

7600 COLERAIN AVE., CINCINNATI, OH 45207
(513) 910-9184 (TONY PAINTER)
TONY.PAINTER@DUKE-ENERGY.COM

ELECTRIC - DUKE ENERGY (DISTRIBUTION)

2010 DANA AVE., CINCINNATI, OHIO 45207
(513) 514-8209 (CHRIS TEPE)
CHRIS.TEPE@DUKE-ENERGY.COM

GAS - DUKE ENERGY

139 E. FOURTH ST., RM 460A, CINCINNATI, OHIO 45202
(513) 287-2517 (ANDREW MCNICHOLS)
ANDREW.MCNICHOLS@DUKE-ENERGY.COM
OH/KYHOUSEBILL@DUKE-ENERGY.COM

SANITARY - METROPOLITAN SEWER DISTRICT

1600 GEST ST., CINCINNATI, OHIO 45204
(513) 882-8468 (ROBERT FRANKLIN)
MSDUTILITYREVIEW@CINCINNATI-OH.GOV

TELEPHONE (UNDERGROUND) - ALTA FIBER

201 E. FOURTH STREET, CINCINNATI, OH 45202
(513) 565-7187/(513) 702-1040 (BRECK COWAN)
BRECK.COWAN@ALTA FIBER.COM

TELEPHONE (AERIAL) - ALTA FIBER

209 WEST 7TH ST., BLDG 121-900, CINCINNATI, OH 45202
(513) 706-9085 (BEN DICKASON)
BEN.DICKASON@ALTA FIBER.COM

TELEPHONE/CABLE - MCI/VERIZON

5400 DUFF DR, CINCINNATI, OH 45246
(757) 799-8038 (CYNTHIA MARTINEZ)
CYNTHIA.MARTINEZ@VERIZON.COM

TELEPHONE/CABLE - CHARTER COMMUNICATION/SPECTRUM

10920 KENWOOD RD., BLUE ASH, OH 45242
DL-SOUTHERN-OHIO-OUTSIDE-PLANT@CHARTER.COM

WATER - GREATER CINCINNATI WATER WORKS

4747 SPRING GROVE AVE., CINCINNATI, OH 45232
(513) 591-5056 (MICHAEL COSSINS)
GCWW.UTILITY.REVIEW@GCWW.CINCINNATI-OH.GOV
MICHAEL.COSSINS@GCWW.CINCINNATI-OH.GOV

LUMEN (LEVEL 3)

TULSA, OK
(918) 547-9919 (RENOY THOMAS - RELOCATIONS)
RENOY.THOMAS@LUMEN.COM
RELOCATIONS@LUMEN.COM

VILLAGE OF SILVERTON

6943 MONTGOMERY RD., SILVERTON, OH 45236
(513) 936-6240 (JACK CAMERON)

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 2 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: 12A

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS 80
COORDINATE SYSTEM: CUSTOM O.D.O.T. HAMILTON LDP*
HAMILTON LDP PROJECTION PARAMETERS:

PROJECTION: LCC 1 PARALLEL
CENTRAL LATITUDE: N 39°06'00"
CENTRAL LONGITUDE: E 275°24'00"
FALSE NORTHING: 100,000 METERS
FALSE EASTING: 50,000 METERS
PROJECTION SCALE FACTOR: 1.000026

*THE LOW DISTORTION PROJECTION (LDP) IS A LOCAL COUNTY PROJECTION DEVELOPED BY O.D.O.T. THE DISTORTION BETWEEN GROUND AND GRID IS SO MINIMAL THAT THERE IS NO NEED FOR A SCALE FACTOR TO ADJUST BETWEEN GRID AND GROUND COORDINATES. CONTACT THE DISTRICT SURVEY DEPARTMENT FOR FURTHER INFORMATION OR QUESTIONS.

UNITS ARE IN U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.280833333 U.S. SURVEY FEET.

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, TOPSOIL	12.0	CU. YD.
659, SEEDING AND MULCHING	111.0	SQ. YD.
659, REPAIR SEEDING AND MULCHING	6.0	SQ. YD.
659, COMMERCIAL FERTILIZER	0.01	TON
659, LIME	0.02	ACRES
659, WATER	0.6	M. GAL.
659, MOWING	0.3	M. SQ. FT.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

ITEM 203 - ROADWAY, MISC: REMOVE AND RESET EXISTING STREET FURNITURE

THIS ITEM INCLUDES COORDINATION WITH THE PROPERTY OWNER TO TEMPORARILY REMOVE AND RESET SEATING, PLANTERS, TRASH BINS, FENCING, ETC. THAT IS LOCATED AT MVP SPORTS BAR & GRILLE LOCATED AT 6923 PLAINFIELD RD (STA. 311+00) AND KEN ANDERSON ALLIANCE AT 6942 PLAINFIELD RD (STA. 313+00) DURING CONSTRUCTION OF THE NEW WALK.

THE PLANS CALL FOR THE ENTIRE SIDEWALK TO BE REPLACED BETWEEN THE PROPOSED CURB AND FACE OF THE BUILDING. TO DO SO, THE EXISTING STREET FURNITURE MUST BE MOVED TO COMPLETE THE WORK. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH THE OWNER TO PERFORM THIS WORK AT THE LEAST INCONVENIENCE TO THE BUSINESS AND PEDESTRIANS ALONG PLAINFIELD. THE REMOVAL OF THE ITEMS IS THE RESPONSIBILITY OF THE PROPERTY OWNER BUT MUST BE DONE SO WITH THE COORDINATION OF THE CONTRACTOR.

THE VILLAGE SHALL PROVIDE THE CONTRACTOR WITH A NAME AND PHONE NUMBER OF THE PROPERTY OWNER. PRIOR TO ANY WORK BEING DONE, THE CONTRACTOR AND THE ENGINEER WILL MEET TO REVIEW THE CURRENT CONDITION OF THE EQUIPMENT AND DISCUSS THE METHODS OF REMOVAL AND RELOCATION.

ITEM 203 - ROADWAY, MISC: RELOCATE BRICK SILVERTON SIGN

THIS ITEM INCLUDES ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO REMOVE AND RELOCATE THE EXISTING BRICK SILVERTON SIGN THAT IS LOCATED ON THE SOUTHEAST CORNER OF PLAINFIELD RD/MONTGOMERY RD.

THE CONTRACTOR SHALL RELOCATE THE SIGN ON THE SOUTHEAST CORNER TO THE BACK OF THE PROPOSED WALK. THE SIGN FOUNDATION SHALL BE PLACED AT AN ELEVATION SO THAT NO PORTION OF THE BRICK SIGN IS OBSTRUCTED WITH THE CURB LOCATED AT THE BACK OF WALK. REPAIR FOR ANY DAMAGES TO THE SIGN DURING REMOVAL OR AND REINSTALLATION IS INCIDENTAL TO THIS ITEM. PRIOR TO ANY WORK BEING DONE, THE CONTRACTOR AND THE ENGINEER WILL MEET TO REVIEW THE CURRENT CONDITION OF THE SIGN AND DISCUSS THE METHODS OF REMOVAL AND RELOCATION.

ITEM 203 - ROADWAY, MISC: REMOVE EX. BENCH

THIS ITEM INCLUDES ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO REMOVE THE BENCHES LOCATED IN THE PLANS. THE BENCHES SHOULD BE DELIVERED TO THE VILLAGE'S PUBLIC WORKS DEPARTMENT FOR STORAGE. ANY DAMAGE TO THE BENCHES DURING REMOVAL OR DELIVERY IS INCIDENTAL TO THIS ITEM. PRIOR TO ANY WORK BEING DONE, THE CONTRACTOR AND THE ENGINEER WILL MEET TO REVIEW THE CURRENT CONDITION OF THE EQUIPMENT AND DISCUSS THE METHODS OF REMOVAL AND RELOCATION.

ITEM 203 - ROADWAY, MISC: RELOCATE EV CHARGING STATIONS

1. GENERAL

1.1 DESCRIPTION OF WORK
THIS WORK CONSISTS OF THE REMOVAL, RELOCATION, AND REINSTALLATION OF TWO (2) EXISTING EV CHARGING STATIONS, INCLUDING ASSOCIATED FOUNDATIONS, CONDUIT, CONDUCTORS, COMMUNICATIONS EQUIPMENT, AND APPURTENANCES, COMPLETE AND OPERATIONAL.

EACH EV CHARGING STATION INCLUDES:
-TWO (2) FLO CORE+ EV CHARGERS, EACH SERVED BY A DEDICATED 40-AMP, 208-VOLT CIRCUIT ORIGINATING FROM THE EXISTING ELECTRICAL PANEL "P1" IN THE ADJACENT BUILDING.

-ONE (1) CONDUIT ROUTED FROM THE BUILDING TO EACH STATION, CONTAINING ALL REQUIRED CHARGER POWER CIRCUITS.

-ONE (1) STATION INCLUDES A COMMUNICATIONS GATEWAY MOUNTED IN A JUNCTION BOX WITH RECEPTACLE ON THE STATION, SERVED BY A DEDICATED 120-VOLT CIRCUIT ROUTED WITHIN THE SAME CONDUIT AS THE CHARGER POWER CONDUCTORS.

-TWO (2) ELECTRIC VEHICLE CHARGING SIGNS, POSTS, AND PARKING BLOCKS PER STATION.

2. EXISTING CONDITIONS

-EXISTING CHARGERS, CONDUCTORS, AND GATEWAY EQUIPMENT SHALL BE ASSUMED TO BE OPERATIONAL PRIOR TO REMOVAL.

-EXISTING ELECTRICAL PANELS SERVING THE CHARGERS SHALL REMAIN IN USE.

-EXACT ROUTING, SIZES, AND CONDITIONS OF EXISTING CONDUIT WITH THE BUILDING SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

Note updated and item changed from lump sum to linear foot

3. REMOVAL

3.1 EQUIPMENT REMOVAL

-CAREFULLY DISCONNECT, REMOVE, AND PROTECT THE EXISTING EV CHARGING STATIONS, CHARGERS, GATEWAY, JUNCTION BOXES, MOUNTING PEDESTALS, SIGNS, AND ASSOCIATED APPURTENANCES.

-EQUIPMENT INTENDED FOR REUSE SHALL BE PROTECTED FROM DAMAGE AND STORED IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS.

3.2 ELECTRICAL DISCONNECTION

-DE-ENERGIZE, DISCONNECT, AND REMOVE EXISTING CONDUCTORS AS REQUIRED TO FACILITATE RELOCATION.

4. NEW FOUNDATIONS AND CONDUIT

4.1 FOUNDATIONS

-CONSTRUCT NEW CONCRETE FOUNDATIONS AT THE RELOCATED STATION LOCATIONS (SEE PLAN SHEET #) IN ACCORDANCE WITH EV CHARGER MANUFACTURER REQUIREMENTS.

-PROVIDE EMBEDDED CONDUIT ENTRIES AND ANCHORAGE AS REQUIRED FOR PROPER INSTALLATION.

4.2 CONDUIT INSTALLATION

-INSTALL (2) NEW 1-1/2" PVC CONDUIT FROM THE EXISTING PANEL TO EACH RELOCATED STATION.

-ALL CONDUIT UNDER THE PARKING LOT SHALL BE DIRECTIONALLY BORED TO MINIMIZE PAVEMENT SURFACE DISTURBANCE.

-PROVIDE ONE (1) CONDUIT PER STATION CONTAINING ALL REQUIRED CIRCUITS.

-FOR THE STATION WITH THE COMMUNICATIONS GATEWAY, ROUTE THE GATEWAY 120-VOLT CIRCUIT WITHIN THE SAME CONDUIT AS THE CHARGER CIRCUITS.

-CONDUIT SIZE, TYPE, DEPTH, AND ROUTING SHALL COMPLY WITH NEC AND LOCAL CODE REQUIREMENTS. SEE PLAN SHEET FOR GENERAL ROUTING CONCEPT.

-ADD PULL BOXES AS NEEDED TO ACCOMMODATE CIRCUIT ROUTING.

ITEM 203 - ROADWAY, MISC: RELOCATE EV CHARGING STATIONS (CONT.)

5. ELECTRICAL WORK

5.1 CONDUCTORS

-FURNISH AND INSTALL NEW CIRCUIT CONDUCTORS FROM THE EXISTING ELECTRICAL PANELS TO THE RELOCATED STATIONS. SEE PLAN SHEET FOR DETAILS.

-EACH CHARGER SHALL CONTINUE TO BE SERVED BY A DEDICATED 40-AMP CIRCUIT.

-THE GATEWAY AND ASSOCIATED RECEPTACLE SHALL CONTINUE TO BE SERVED BY A DEDICATED 120-VOLT CIRCUIT.

-PROVIDE GROUNDING AND BONDING IN ACCORDANCE WITH NEC AND MANUFACTURER REQUIREMENTS.

5.2 CONNECTIONS

-TERMINATE CONDUCTORS AT EXISTING ELECTRICAL PANELS AND AT EV CHARGING STATIONS IN ACCORDANCE WITH MANUFACTURER REQUIREMENTS.

-LABEL ALL CIRCUITS AT THE PANEL AND AT THE STATIONS.

6. COMMUNICATIONS GATEWAY

-THE COMMUNICATION GATEWAY IS MOUNTED ON ONE OF THE EXISTING STATIONS. RELOCATE GATEWAY AND ASSOCIATED EQUIPMENT AS A PART OF THE STATION RELOCATION.

-RECONNECT POWER AND VERIFY CONNECTIVITY AS PART OF SYSTEM STARTUP.

7. SIGNAGE/PARKING BLOCKS

-EXISTING ELECTRIC VEHICLE SIGNS AND POSTS SHALL BE REMOVED.

-NEW SIGNS AND POSTS SHALL BE INSTALLED AS SHOWN IN THE PLANS.

-EXISTING PARKING BLOCKS SHALL BE RELOCATED AS SHOWN IN THE PLANS.

8. TESTING AND COMMISSIONING

-CONFIRM PROPER VOLTAGE, PHASE, AND AMPERAGE AT EACH CHARGER AND AT THE COMMUNICATIONS GATEWAY.

-ENERGIZE AND TEST EACH EV CHARGER FOR PROPER OPERATION.

-COORDINATE SYSTEM STARTUP AND FUNCTIONAL VERIFICATION WITH THE FLO ONBOARDING DEPARTMENT, INCLUDING COMMUNICATIONS, NETWORK CONNECTIVITY, AND CHARGING FUNCTIONALITY.

-PROVIDE WRITTEN CONFIRMATION THAT ALL CHARGERS ARE FULLY OPERATIONAL.

9. COORDINATION AND RESPONSIBILITIES

-THE CONTRACTOR SHALL COORDINATE WITH:

-THE OWNER FOR OUTAGE SCHEDULING.

-THE FLO ONBOARDING DEPARTMENT FOR STARTUP AND FUNCTIONAL TESTING.

-LOCAL ELECTRICAL INSPECTOR FOR REQUIRED INSPECTIONS AND APPROVALS.

-CONTACT INFORMATION:

-FLO ONBOARDING DEPARTMENT: 1-888-852-3518

-ALL WORK SHALL COMPLY WITH NEC, LOCAL ELECTRICAL CODES, UTILITY REQUIREMENTS, AND MANUFACTURER SPECIFICATIONS.

ITEM 203 - ROADWAY, MISC: ALTA FIBER DUCT BANK ENCASUREMENT

THIS ITEM INCLUDES ALL WORK, MATERIAL AND EQUIPMENT REQUIRED TO ENCASE THE EXISTING DUCT BANK SYSTEM OWNED BY ALTA FIBER ALONG PLAINFIELD ROAD AS INDICATED ON THE PLANS. DUE TO THE AGE OF THE SYSTEM, EXTREME CARE SHALL BE TAKEN WHEN WORKING IN THE AREA OF THE DUCT BANK SYSTEM. IN AREAS THAT THE DUCT BANK IS SHALLOW AND IS WITHIN 18" OF THE UNDERCUT, THE DUCT BANK SHALL BE ENCASED IN CONCRETE.

THE CONTRACTOR SHALL COORDINATE WORK WITH ALTA FIBER:

BRECK COWAN
(513) 565-7187 (OFFICE)
(513) 702-1040 (CELL)
BRECK.COWAN@ALTA FIBER.COM

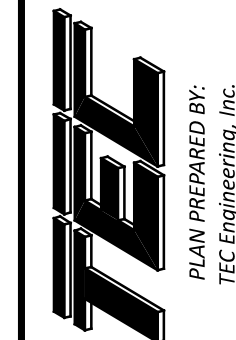
THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED THROUGH TO THE GENERAL SUMMARY:

203	ALTA FIBER DUCT BANK ENCASUREMENT	300 FT
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ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING. SEE PLAN SHEET NO. 4 FOR ADDITIONAL INFORMATION.

204	PROOF ROLLING 6 HOUR.
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ITEM 614 - MAINTAINING TRAFFIC

THE CONTRACTOR SHALL MAINTAIN THE DESIRED TRAFFIC CONFIGURATION FOR EACH LOCATION LISTED BELOW THROUGHOUT THE ENTIRETY OF THE PROJECT. IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO, AND THE MAXIMUM SAFETY OF, THE CONTRACTOR AND TRAVELING PUBLIC. ANY VARIANCES FROM THE INTENT OF THESE MAINTENANCE OF TRAFFIC NOTES MUST BE APPROVED IN ADVANCE IN WRITING BY THE ENGINEER.

THE PROPOSED MAINTENANCE OF TRAFFIC WILL CONSIST OF THREE MAJOR PHASES:

PHASE 1. FOR PLAINFIELD RD. CONSTRUCTION BETWEEN ST. JAMES AVE. AND MONTGOMERY RD., MAINTAIN FULL CLOSURE EXCEPT FOR LOCAL TRAFFIC FOR THE DURATION OF THE PROJECT. A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 12. THE SOUTHERN HALF OF MONTGOMERY RD. IS ALSO TO BE INCLUDED IN PHASE 1. THIS PHASE CAN BE CONCURRENT WITH PHASE 3 BUT NOT WITH PHASE 2.

PHASE 2. FOR PLAINFIELD RD. BETWEEN MONTGOMERY RD. AND SOUTH AVE., MAINTAIN FULL CLOSURE EXCEPT FOR LOCAL TRAFFIC FOR THE DURATION OF THE PROJECT. A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 13. THE NORTHERN HALF OF MONTGOMERY RD. IS ALSO TO BE INCLUDED IN WORK PHASE 2. THIS PHASE CANNOT BE CONCURRENT WITH PHASE 1 OR PHASE 3.

PHASE 3. FOR PLAINFIELD RD. BETWEEN SOUTH AVE. AND DEER PARK AVE. AND BLUE ASH RD. BETWEEN PLAINFIELD RD. AND SIBLEY AVE., MAINTAIN FULL CLOSURE EXCEPT FOR LOCAL TRAFFIC FOR THE DURATION OF THE PROJECT. A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 14. EXISTING TRAFFIC SIGNAL VISIBILITY SHALL BE MAINTAINED AT THE INTERSECTION OF PLAINFIELD RD. & NORTH AVE. AT ALL TIMES AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SHIFTING OF ANY EXISTING SIGNAL FACES TO MAINTAIN THE INTERSECTION. THIS PHASE CAN BE CONCURRENT WITH PHASE 1 BUT NOT PHASE 2.

FOR WORK PERFORMED ON MONTGOMERY RD., UTILIZE PART-WIDTH CONSTRUCTION AND MAINTAIN 1 LANE IN EACH DIRECTION AT ALL TIMES. THE SOUTHERN HALF OF MONTGOMERY RD. CAN BE CONSTRUCTED ALONG WITH PHASE 1 WHILE THE NORTHERN HALF OF MONTGOMERY RD. CAN BE CONSTRUCTED WITH PHASE 2. FOLLOW ODOT SCD MT-95.31 FOR TAPERS.

FOR ALL PHASES, ALL LANES AND WALK ALONG PLAINFIELD ROAD AND MONTGOMERY ROAD SHALL BE FULLY OPEN AND ACCESSIBLE FOR TASTE OF SILVERTON WHICH OCCURS ANNUALLY ON THE THIRD SATURDAY OF JUNE.

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY - 6:00 AM MONDAY
MONDAY	12:00N FRIDAY - 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY - 6:00 WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY - 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY - 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY - 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY - 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY - 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY - 6:00 AM MONDAY

ITEM 614 - MAINTAINING TRAFFIC (CONTINUED)

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

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.

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.

NOTICE OF CLOSURE SIGN TIME 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 CALENDAR DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THE PHONE NUMBER LISTED WILL BE 513-936-6235.

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.

ANY SIGNAGE, PAVEMENT MARKING AND SIGNALIZATION MUST PRESENT A CLEAR MESSAGE TO THE DRIVER. ANY CONFLICTING TRAFFIC CONTROL ITEMS MUST BE REMOVED OR MODIFIED. TRAFFIC SIGNALS MUST BE MAINTAINED DURING CONSTRUCTION. SIGNAL HEAD PLACEMENT SHOULD BE ADJUSTED DURING THE CONSTRUCTION PHASES TO PROVIDE A CLEAR MESSAGE TO THE DRIVER. VEHICLE DETECTION MUST ALSO BE ADJUSTED FOR EACH SIGNALIZED INTERSECTION DURING THE CONSTRUCTION PHASES.

DRIVEWAY ACCESS SHOULD BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. WHEN FULL OR PARTIAL CLOSURES ARE NECESSARY, THE CONTRACTOR SHALL COORDINATE WITH THE VILLAGE AND PROPERTY OWNER TO LIMIT ANY INCONVENIENCES. WHERE NECESSARY, PART WIDTH CONSTRUCTION MAY BE USED. AN ESTIMATED QUANTITY OF 900 SY OF ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B AND A LUMP SUM ITEM 615 ROADS FOR MAINTAINING TRAFFIC HAS BEEN ADDED TO THE MOT SUB-SUMMARY.

Paragraph added to include adjusting signal heads in MOT item

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE VILLAGE MANAGER 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 VILLAGE MANAGER 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 OF TRAFFIC RESTRICTIONS TIME 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 CALENDAR 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 VILLAGE MANAGER AND ENGINEER USING THE NOTIFICATION TIME TABLE.

108.06 C EXTENSION TO THE COMPLETION DATE FOR WEATHER OR SEASONAL CONDITIONS.

A WEATHER DAY FOR CRITICAL WORK IS DEFINED AS A WORKDAY THAT WEATHER REDUCED PRODUCTION BY MORE THAN 50 PERCENT ON ITEMS OF WORK ON THE CRITICAL PATH FOR CRITICAL WORK. SUBMIT A REQUESTED FOR AN EXTENSION OF TIME FOR A LOST WORKDAY DUE TO WEATHER WITH 2 DAYS OF OCCURRENCE. THE ENGINEER WILL EXTEND THE CALENDAR DAYS TO COMPLETE BY CALENDAR DAYS. THE ENGINEER WILL CONVERT WORK DAYS TO CALENDAR DAYS FOR EACH LOST WORKDAY DUE TO WEATHER BY MULTIPLYING THE NUMBER OF LOST WORKDAYS BY 1.4 FOR A 5-DAY WORK WEEK OR LESS; 1.2 FOR A 6-DAY WORK WEEK; AND 1 FOR A 7-DAY WORK WEEK; AND EXTEND THE CALENDAR DAYS TO COMPLETE BY THE RESULTING NUMBER OF CALENDAR DAYS PLUS ANY HOLIDAYS THE CONTRACTOR DOES NOT NORMALLY WORK THAT OCCUR IN THE EXTENSION PERIOD. WHEN THE CONVERSION OF WORKDAYS TO CALENDAR DAYS RESULTS IN A DECIMAL OF 0.5 OR GREATER, THE ENGINEER WILL ROUND THE NUMBER OF CALENDAR DAYS TO THE NEXT HIGHEST WHOLE NUMBER. WHEN THE CONVERSION RESULTS IN A DECIMAL LESS THAN 0.5, THE ENGINEER WILL DELETE THE DECIMAL PORTION OF THE CALENDAR DAYS.

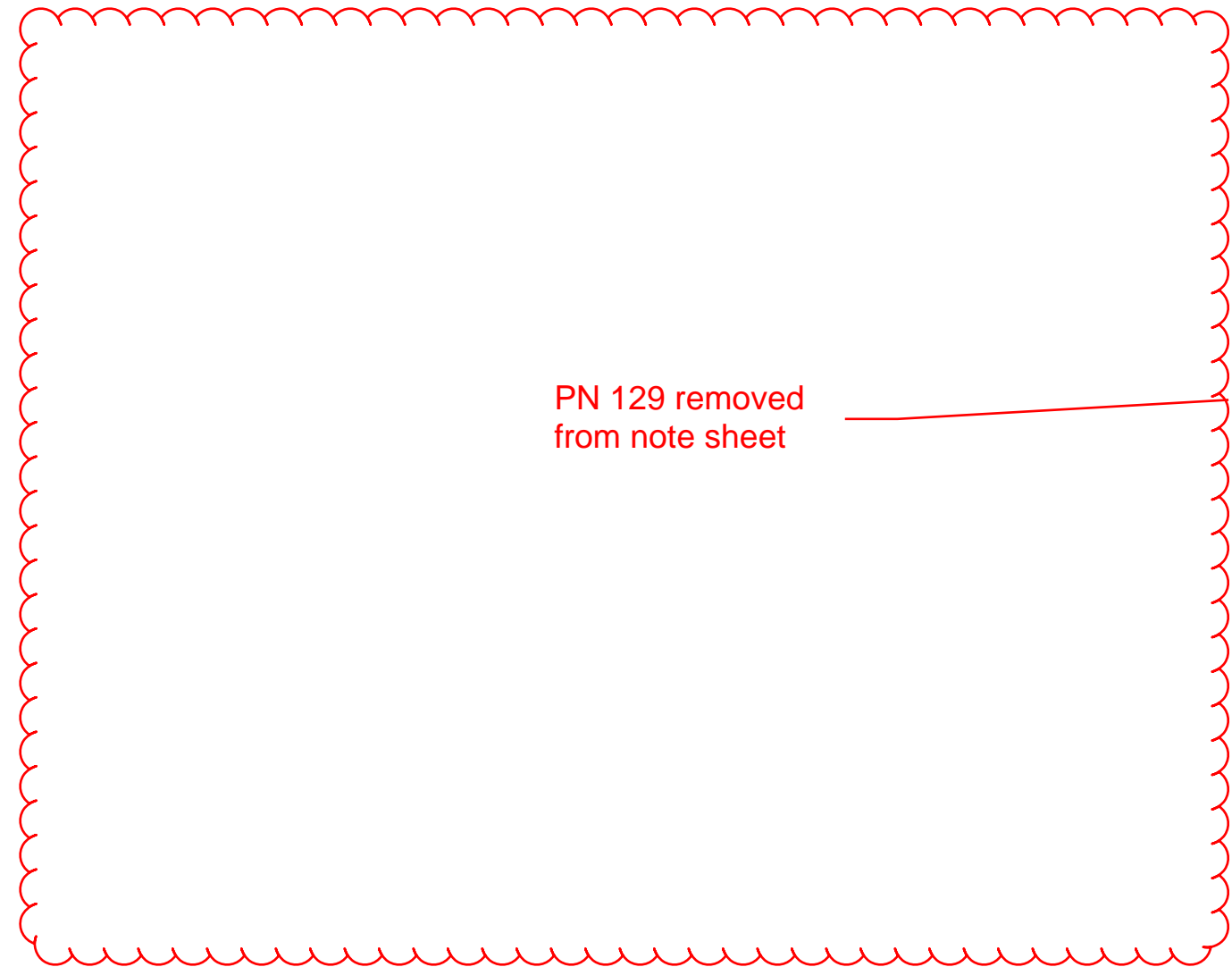
DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
PHASE 1	30	\$1,000	4/1/27	6/11/27
PHASE 2	30	\$1,000	6/28/27	10/15/27
PHASE 3	30	\$1,000	4/1/27*	10/15/27*

*WORK WINDOW MUST EXCLUDE 6/11/27-6/28/27

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 4.0 M. GAL.



Work windows adjusted based on new time line

INDIANA & OHIO RAILWAY COORDINATION

CONTRACTOR TO NOTIFY G&W PUBLIC PROJECTS DEPARTMENT 30 DAYS PRIOR TO STARTING CONSTRUCTION.

G&W FLAGGING SERVICES WILL BE REQUIRED FOR ALL WORK WITHIN G&W RIGHT-OF-WAY OR ANY WORK THAT HAS A "POTENTIAL TO FOUL".

THE CONTRACTOR MUST NOT USE THE RAILROAD RIGHT-OF-WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION. THE RAILROAD'S RIGHT-OF-WAY MUST REMAIN CLEAR AT ALL TIMES. THE CONTRACTOR MUST PLAN AND PERFORM THE WORK IN A MANNER SUCH THAT THE RAILROAD TRACKS AT THE PROJECT LOCATION REMAIN FULLY CAPABLE OF OPERATING RAIL TRAFFIC THROUGHOUT THE WORK PERIOD AND RAIL TRAFFIC IS NOT DELAYED OR OTHERWISE IMPACTED DUE TO THE WORK BEING PERFORMED.

ALL WORK PERFORMED ON, ABOVE, OR ADJACENT TO RAILROAD PROPERTY SHALL BE IN ACCORDANCE WITH THE PUBLIC PROJECT MANUAL, CURRENT EDITION. WORK PLANS SHALL BE SUBMITTED FOR REVIEW TO THE RAILROAD FOR TASKS RELATED TO SITE ACCESS, SOIL AND WATER MANAGEMENT, BALLAST PROTECTION, DEMOLITION, CONTAINMENT, CONCRETE FORMWORK, AND ALL OTHER WORK THAT POTENTIALLY AFFECTS RAILROAD PROPERTY OR OPERATIONS. ALL WORK PLANS SHALL BE PREPARED AND SUBMITTED TO THE RAILROAD IN ADHERENCE WITH THE PUBLIC PROJECT MANUAL, SECTION 1.11 CONSTRUCTION SUBMISSION CRITERIA.

THE CONTRACTOR WILL BE REQUIRED TO REACH OUT TO G&W REAL ESTATE FOR AN ROE APPLICATION AND AGREEMENT FOR WORK TO TAKE PLACE ON THE G&W ROW. HERE IS THE WEBSITE FOR ROE INFORMATION:

[HTTPS://WWW.GWRR.COM/REAL_ESTATE/ACCESSING_PROPERTY](https://www.gwrr.com/real_estate/accessing_property)

RAILROAD PROJECT COORDINATION

THE CONTRACTOR SHALL PERFORM ONGOING COORDINATION OF THEIR DESIGN AND CONSTRUCTION ACTIVITIES WITH THE RAILROAD THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL PROVIDE A CURRENT SCHEDULE ON A MONTHLY BASIS INCLUDING ANTICIPATED DATES OF THE FOLLOWING ITEMS:

1. CONSTRUCTION SUBMITTALS REQUIRING RAILROAD REVIEW AND APPROVAL PRIOR TO BEGINNING CONSTRUCTION (PER THE RAIL AGREEMENT(S))
2. CONSTRUCTION START AND END DATES FOR WORK THAT MAY CREATE AN IMPACT TO THE RAIL FACILITY/OPERATIONS.
3. ANTICIPATED DATES AND DURATIONS FOR FLAGGERS.
4. ANY OTHER MILESTONES THAT MAY IMPACT RAIL FACILITIES OR OPERATIONS.

MEANS AND METHODS: THE CONTRACTOR SHALL DEVELOP A DETAILED SUBMISSION INDICATING THE PROGRESSION OF WORK WITH SPECIFIC TIMES WHEN TASKS WILL BE PERFORMED FOR WORK ACTIVITIES THAT ARE ON OR IN THE VICINITY OF THE RAILROAD PROPERTY.

THIS SUBMISSION MAY REQUIRE A WALKTHROUGH AT WHICH TIME THE RAILROAD AND/OR THEIR REPRESENTATIVE WILL BE PRESENT. WORK WILL NOT BE PERMITTED TO COMMENCE UNTIL THE CONTRACTOR HAS PROVIDED THE RAILROADS WITH A SATISFACTORY PLAN THAT THE PROJECT WILL BE UNDERTAKEN WITHOUT SCHEDULING, PERFORMANCE, OR SAFETY RELATED ISSUES. PROVIDE A LIST OF THE ANTICIPATED EQUIPMENT TO BE USED, THE LOCATION OF ALL EQUIPMENT TO BE USED, AND ENSURE A CONTINGENCY PLAN OF ACTION IS IN PLACE SHOULD A PRIMARY PIECE OF EQUIPMENT MALFUNCTION. ALL WORK IN THE VICINITY OF THE RAILROAD PROPERTY THAT HAS THE POTENTIAL OF AFFECTING TRAIN OPERATIONS MUST BE SUBMITTED AND APPROVED BY THE RAILROAD PRIOR TO WORK BEING PERFORMED. THIS SUBMISSION WILL ALSO INCLUDE A DETAILED NARRATIVE DISCUSSING THE COORDINATION OF PROJECT SAFETY ISSUES BETWEEN THE CONTRACTOR AND THE RAILROAD AND/OR THEIR REPRESENTATIVE. THE NARRATIVE SHALL ADDRESS PROJECT LEVEL COORDINATION AND DAY-TO-DAY, SPECIFIC WORK OPERATIONS INCLUDING CRANE AND EQUIPMENT OPERATIONS, ERECTION PLANS, AND TEMPORARY WORKS.

UP TO SIXTY (60) CALENDAR DAYS WILL BE REQUIRED TO REVIEW ALL CONSTRUCTION SUBMISSIONS. UP TO AN ADDITIONAL SIXTY (60) CALENDAR DAYS WILL BE REQUIRED TO REVIEW ANY SUBSEQUENT SUBMISSIONS RETURNED NOT APPROVED.

CONSTRUCTION SCHEDULE: SUBMIT A DETAILED CONSTRUCTION SCHEDULE FOR THE DURATION OF THE PROJECT CLEARLY INDICATING THE TIME PERIODS WHILE WORKING ON AND AROUND THE RAILROAD'S RIGHT-OF-WAY. AS THE WORK PROGRESSES, THIS SCHEDULE SHALL BE UPDATED MONTHLY AND RESUBMITTED AS NECESSARY TO REFLECT CHANGES IN WORK SEQUENCE, DURATION, AND METOND, ETC.

ITEM SPECIAL – IORY RAILROAD TRAINING:

ALL PERSONNEL ENTERING IORY PROPERTY SHALL COMPLETE THE 2 HOUR ROADWAY WORKER PROTECTION FOR "GENESEE & WYOMING" COURSE. THE TRAINING CAN BE ACCESSED AT: [HTTPS://RAILPROS.COM/TRAINING/](https://railpros.com/training/).

THIS COURSE WILL FAMILIARIZE THE PARTICIPANTS WITH THE OPERATING AND SAFETY RULES OF G&W AND FRA REGULATIONS WITH WHICH THEY ARE REQUIRED TO COMPLY. ONCE PARTICIPANTS COMPLETE THE TRAINING THE COMPLETION RECORD WILL BE RECORDED TO ISNETWORLD, WHO MANAGES THE TRAINING COMPLIANCE REQUIREMENTS FOR G&W.

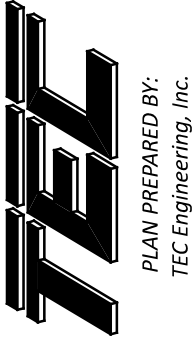
PAYMENT FOR THE COURSE AND TIME SHALL BE INCLUDED WITH ITEM

ITEM SPECIAL (900E17000) LUMP SUM – IORY RAILROAD TRAINING.

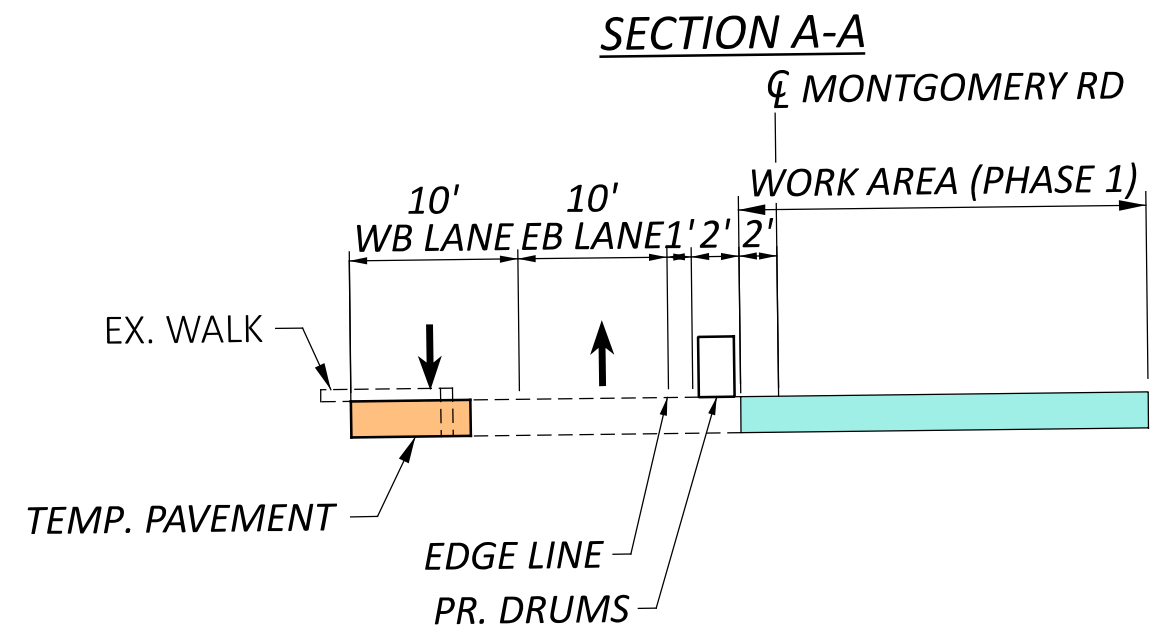
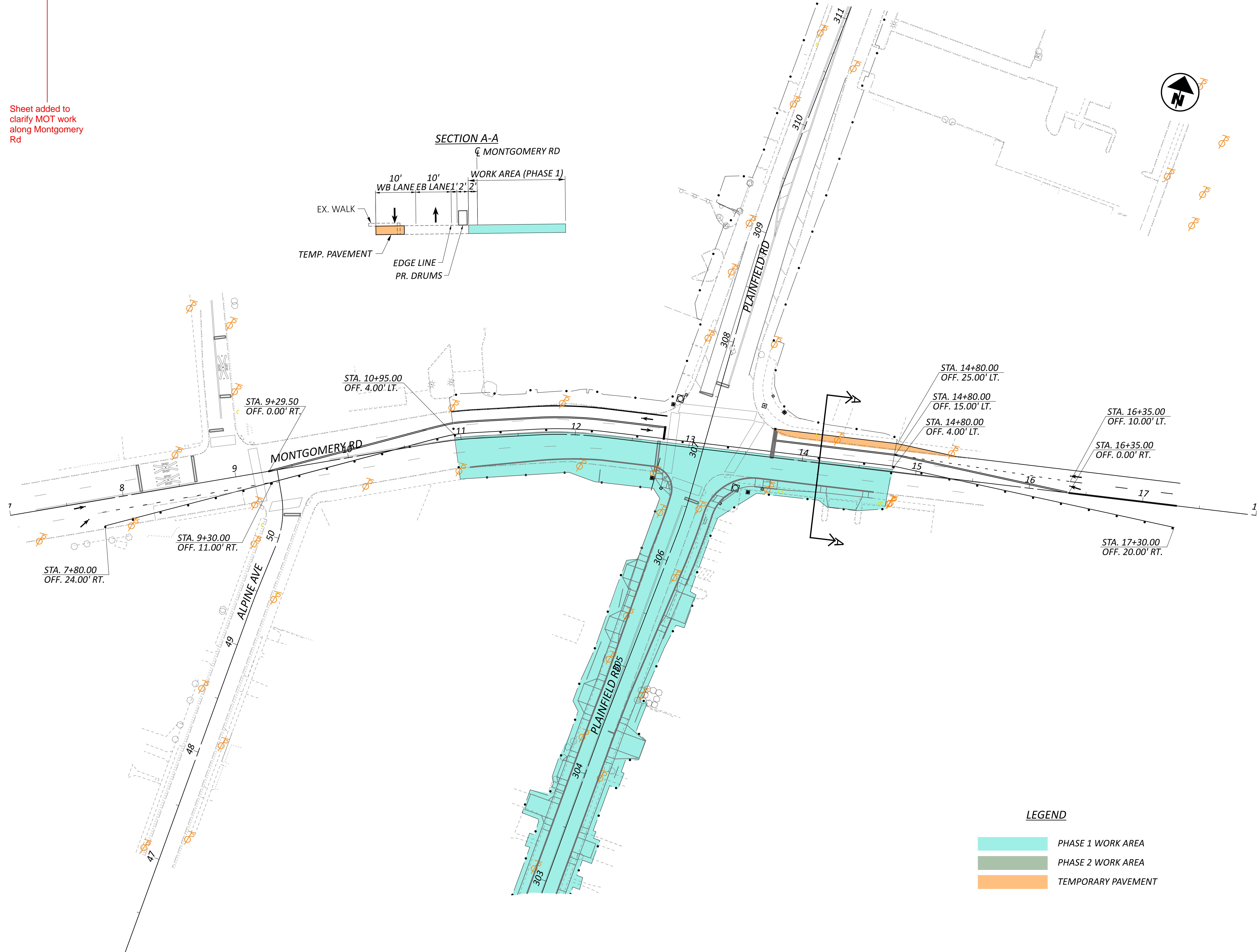
MAINTENANCE OF TRAFFIC - SUBSUMMARY

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	SEE SHEET
100	00300	LS		PREMIUM ON RAILROADS' PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE	
614	12420	LS		DETOUR SIGNING	
615	25000	995	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	11
615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	11
616	10000	4	MGAL	WATER	11
SPECIAL	90017000	LS		IORY RAILROAD TRAINING	12
614	20000	0.06	MILE	WORK ZONE LANE LINE, CLASS I, 4"	
614	20550	0.03	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	
614	21000	0.52	MILE	WORK ZONE CENTER LINE, CLASS I	
614	21550	0.26	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
614	22100	1.06	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	
614	22350	0.53	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	
614	24000	1070	FT	WORK ZONE DOTTED LINE, CLASS I	
614	24610	535	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT	
614	26000	80	FT	WORK ZONE STOP LINE, CLASS I	
614	26610	40	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
614	27010	320	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12"	
614	27250	160	FT	WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT	
614	30000	16	EACH	WORK ZONE ARROW, CLASS I	
614	30650	8	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	

Work zone markings added

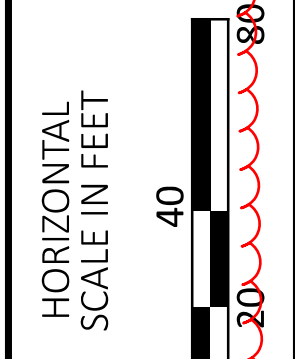
DESIGN AGENCY

 PLAN PREPARED BY:
 TEC Engineering, Inc.
 7288 Central Parke Blvd.
 Mason, OH 45040
 DESIGNER
 KLL
 REVIEWER
 ALH 04/09/26
 PROJECT ID
 116550
 SHEET TOTAL
 012 | 166

Sheet added to clarify MOT work along Montgomery Rd



LEGEND

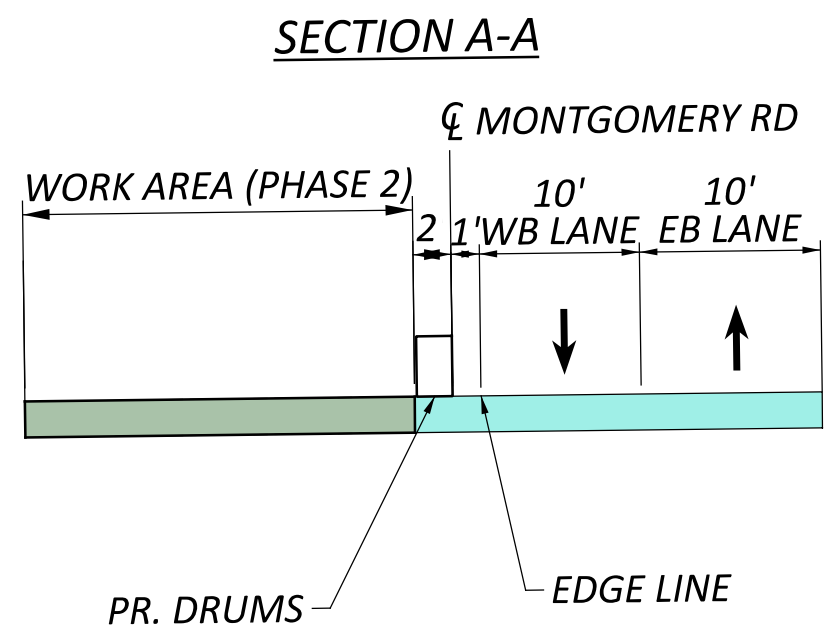
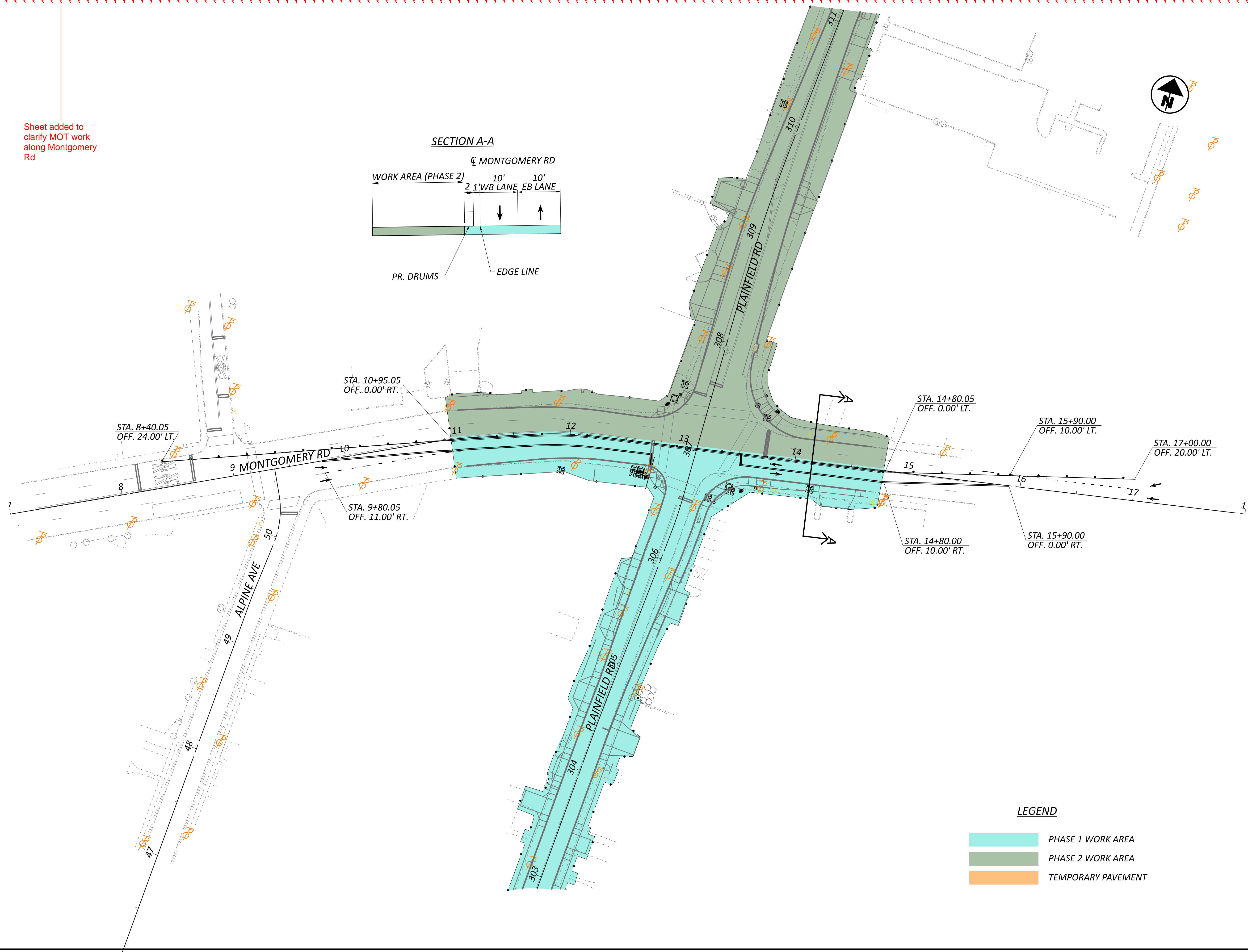
	PHASE 1 WORK AREA
	PHASE 2 WORK AREA
	TEMPORARY PAVEMENT



**MAINTENANCE OF TRAFFIC
MONTGOMERY RD - PHASE 1**

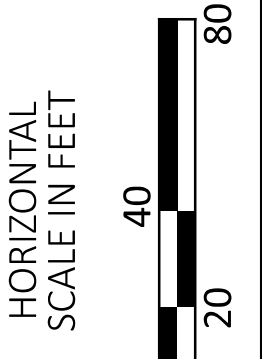
DESIGN AGENCY	
TEC	
PLAN PREPARED BY: TEC Engineering, Inc. 7288 Central Park Blvd. Mason, OH 45040	
DESIGNER	KLL
REVIEWER	ALH 04/09/26
PROJECT ID	116550
SHEET	TOTAL
013A	166

Sheet added to clarify MOT work along Montgomery Rd



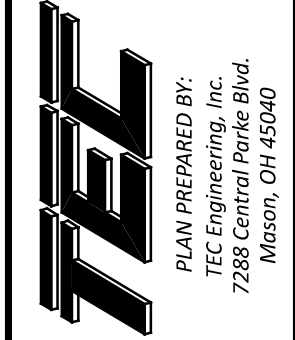
LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- TEMPORARY PAVEMENT



**MAINTENANCE OF TRAFFIC
MONTGOMERY RD - PHASE 2**

DESIGN AGENCY



DESIGNER

KLL

REVIEWER

ALH 04/09/26

PROJECT ID

116550

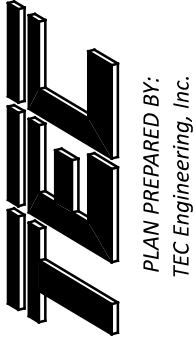
SHEET TOTAL

014A | 166

SHEET NUM.								PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
8	9	20	21	22	23	24	25	1/STGB	2/NFP						
													ROADWAY		
		12,392					2,233	14,625		202	23000	14,625	SY	PAVEMENT REMOVED	
		40,371						40,371		202	30000	40,371	SF	WALK REMOVED	
		2						2		202	30200	2	FT	STEPS REMOVED	
		5,663						5,663		202	32000	5,663	FT	CURB REMOVED	
	50		1,510					1,560		202	35100	1,560	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
			31					31		SPECIAL	20252990	31	EACH	PARKING BLOCK REMOVED	
			11					11		202	58000	11	EACH	MANHOLE REMOVED	
			16					16		202	58100	16	EACH	CATCH BASIN REMOVED	
			1					1		202	58700	1	EACH	MANHOLE ABANDONED	
	1							1		202	66500	1	EACH	UNDERGROUND STORAGE TANK REMOVED	
	50							50		SPECIAL	20270110	50	FT	PIPE CLEANOUT, 24" AND UNDER	9
		101						101		202	75000	101	FT	FENCE REMOVED	
								1,750		203	10000	1,750	CY	EXCAVATION	
								550		203	20000	550	CY	EMBANKMENT	
300								300		203	98300	300	FT	ROADWAY, MISC.: ALTA FIBER DUCT BANK ENCASEMENT	8
		1						1		203	98600	1	EACH	ROADWAY, MISC.: RELOCATE BRICK SILVERTON SIGN	8
			1					1		203	98600	1	EACH	ROADWAY, MISC.: RELOCATE EV CHARGING STATIONS	8
								2		203	98600	2	EACH	ROADWAY, MISC.: REMOVE AND RESET EX. STREET FURNITURE	8
								2		203	98600	2	EACH	ROADWAY, MISC.: REMOVE EX. BENCH	8
						12,615	3,087	15,702		204	10000	15,702	SY	SUBGRADE COMPACTION	
						3,749		3,749		204	13000	3,749	CY	EXCAVATION OF SUBGRADE	
						3,749		3,749		204	30010	3,749	CY	GRANULAR MATERIAL, TYPE B	
6								6		204	45000	6	hour	PROOF ROLLING	8
						11,900		11,900		204	51000	11,900	SY	GEOGRID	
		39,500						39,500		608	12000	39,500	SF	5" CONCRETE WALK	
		2						2		608	40000	2	FT	CONCRETE STEPS, TYPE A	
		2,691						2,691		608	52000	2,691	SF	CURB RAMP	
			28					28		SPECIAL	69050500	28	EACH	CONCRETE PARKING BLOCK	
	15							15		SPECIAL	69065016	15	TON	WORK INVOLVING PETROLEUM CONTAMINATED SOIL	9
								LS		878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
														EROSION CONTROL	
12								12		659	00300	12	CY	TOPSOIL	8
111								111		659	10000	111	SY	SEEDING AND MULCHING	8
6								6		659	14000	6	SY	REPAIR SEEDING AND MULCHING	8
0.01								0.01		659	20000	0.01	TON	COMMERCIAL FERTILIZER	8
0.02								0.02		659	31000	0.02	ACRE	LIME	8
0.6								0.6		659	35000	0.6	MGAL	WATER	8
0.3								0.3		659	40000	0.3	MSF	MOWING	8
								32,000		832	30000	32,000	EACH	EROSION CONTROL	
														DRAINAGE	
					3,284			3,284		605	11110	3,284	FT	6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
					360			360		611	00510	360	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
				705	455			1,160		611	04400	1,160	FT	12" CONDUIT, TYPE B, 706.02	
				53				53		611	04600	53	FT	12" CONDUIT, TYPE C, 707.45	
				246	110			356		611	05900	356	FT	15" CONDUIT, TYPE B, 706.02	
				48				48		611	06100	48	FT	15" CONDUIT, TYPE C, 707.45	
				47				47		611	07600	47	FT	18" CONDUIT, TYPE C, 707.45	
				10				10		611	08900	10	FT	21" CONDUIT, TYPE B, 706.02	
				109				109		611	09100	109	FT	21" CONDUIT, TYPE C, 707.45	
	50			251	53			354		611	10400	354	FT	24" CONDUIT, TYPE B, 706.02	
				136				136		611	10600	136	FT	24" CONDUIT, TYPE C, 707.45	
				46				46		611	52302	46	FT	19" X 30" CONDUIT, TYPE B, 706.04	
				5	2			7		611	97200	7	EACH	CONDUIT, MISC.: SANITARY SEWER ENCASEMENT	9
				5	3			8		611	98150	8	EACH	CATCH BASIN, NO. 3	

Item number/quantity changed

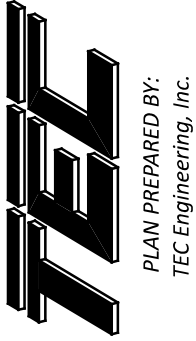
GENERAL SUMMARY

DESIGN AGENCY

 PLAN PREPARED BY:
 TEL Engineering, Inc.
 7288 Central Park Blvd.
 Mason, OH 45040
 DESIGNER
 KLL
 REVIEWER
 ALH 04/09/26
 PROJECT ID
 116550
 SHEET TOTAL
 016 | 166

SHEET NUM.								PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
9	11	12	26	115	119			1/STGB	2/NFP						
				47	119			166		625	25410	166	FT	CONDUIT, 2", 725.052	
				54	95			149		625	25606	149	FT	CONDUIT, 4", 725.052	
					60			60		625	25908	60	FT	CONDUIT, JACKED OR DRILLED, 725.052, 2"	Item added
				288	284			572		625	25908	572	FT	CONDUIT, JACKED OR DRILLED, 725.052, 4"	
				98	191			289		625	29002	289	FT	TRENCH, 24" DEEP	
								572		625	29400	572	FT	TRENCH IN PAVED AREA	111
				5	9			14		625	30706	14	EACH	PULL BOX, 725.08, 24"	
				10	8			18		625	32000	18	EACH	GROUND ROD	
					1			1		632	04802	1	EACH	VEHICULAR SIGNAL HEAD, (LED), 1-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, BLACK	
				6	11			17		632	05006	17	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, BLACK	
				3	1			4		632	05086	4	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, BLACK	
				8	6			14		632	20731	14	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN	112
				8	6			14		632	20750	14	EACH	ACCESSIBLE PEDESTRIAN PUSHBUTTON	
				9	12			21		632	25000	21	EACH	COVERING OF VEHICULAR SIGNAL HEAD	
				8	6			14		632	25010	14	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	
					104			104		632	40300	104	FT	SIGNAL CABLE, 3 CONDUCTOR, NO. 14 AWG	
				967	1,009			1,976		632	40500	1,976	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
				1,307	1,350			2,657		632	40700	2,657	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	
					1			1		632	62820	1	EACH	INTERCONNECT, MISC.: REUSE OF INTERCONNECT CABLE	112
				4	3			7		632	64011	7	EACH	SIGNAL SUPPORT FOUNDATION, AS PER PLAN	112
			2					2		632	64020	2	EACH	PEDESTAL FOUNDATION	
				5	4			9		632	64021	9	EACH	PEDESTAL FOUNDATION, AS PER PLAN	112
				927	979			1,906		632	65300	1,906	FT	LOOP DETECTOR LEAD-IN CABLE, 2 CONDUCTOR, NO. 14 AWG	
				133	231			364		632	66104	364	FT	POWER CABLE, 3 CONDUCTOR, NO. 10 AWG	
				1	1			2		632	70001	2	EACH	POWER SERVICE, AS PER PLAN	112
				3	1			4		632	72111	4	EACH	SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 4, AS PER PLAN, BLACK	112
					2			2		632	72131	2	EACH	SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 12, AS PER PLAN, BLACK	112
				1				1		632	72151	1	EACH	SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 14, AS PER PLAN, BLACK	112
				5	4			9		632	89921	9	EACH	PEDESTAL, 10.7' TALL, TRANSFORMER BASE, AS PER PLAN, BLACK	112
				1	1			2		632	90101	2	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	112
				1	1			2		633	45000	2	EACH	GPS (GLOBAL POSITIONING SYSTEM) CLOCK ASSEMBLY	
				1	1			2		633	65511	2	EACH	CABINET, TYPE TS-2, AS PER PLAN	112
				1	1			2		633	67100	2	EACH	CABINET FOUNDATION	
				1	1			2		633	67200	2	EACH	CONTROLLER WORK PAD	
				1	1			2		633	75001	2	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	112
				4	5			9		809	69101	9	EACH	STOP LINE RADAR DETECTION, AS PER PLAN	113
				1	1			2		809	69123	2	EACH	ATC CONTROLLER, AS PER PLAN	113
				8	12			20		614	11110	20	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	113
			LS					LS		614	12420	LS		DETOUR SIGNING	
			0.06					0.06		614	20000	0.06	MILE	WORK ZONE LANE LINE, CLASS I, 4"	
			0.03					0.03		614	20550	0.03	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	
			0.52					0.52		614	21000	0.52	MILE	WORK ZONE CENTER LINE, CLASS I	
			0.26					0.26		614	21550	0.26	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
			1.06					1.06		614	22100	1.06	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	
			0.53					0.53		614	22350	0.53	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	
			1,070					1,070		614	24000	1,070	FT	WORK ZONE DOTTED LINE, CLASS I	
			535					535		614	24610	535	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT	
			80					80		614	26000	80	FT	WORK ZONE STOP LINE, CLASS I	
			40					40		614	26610	40	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
			320					320		614	27010	320	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12"	
			160					160		614	27250	160	FT	WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT	
			16					16		614	30000	16	EACH	WORK ZONE ARROW, CLASS I	
			8					8		614	30650	8	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
			LS					LS		615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	11
			995					995		615	25000	995	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	11
			4					4		616	10000	4	MGAL	WATER	11

MOT pavement marking items added

GENERAL SUMMARY

DESIGN AGENCY

 PLAN PREPARED BY:
 TEL Engineering, Inc.
 7288 Central Park Blvd.
 Mason, OH 45040
 DESIGNER
 KLL
 REVIEWER
 ALH 04/09/26
 PROJECT ID
 116550
 SHEET TOTAL
 019 | 166

HAM-US 22/CR 273-9.74/0.89

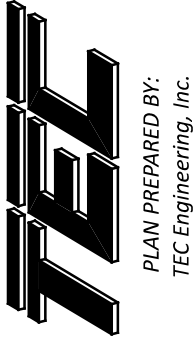
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SHEET NUM.						PART.		ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
9	11	12	26	115	119								
							1/STGB						
												INCIDENTALS	
		LS					LS	100	00300	LS		PREMIUM ON RAILROADS' PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE	
							LS	108	10000	LS		CPM PROGRESS SCHEDULE	
	LS						LS	614	11000	LS		MAINTAINING TRAFFIC	11
12							12	619	16021	12	MNTH	FIELD OFFICE, TYPE C, AS PER PLAN	9
							LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
							LS	624	10000	LS		MOBILIZATION	
							1	819	10001	1	EACH	RAILROAD PREEMPTION INTERFACE, AS PER PLAN, PLAINFIELD RD. & DEER PARK AVE.	113
		LS					LS	SPECIAL	90017000	LS		JURY RAILROAD TRAINING	12
							LS	SPECIAL	69098400	LS		CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION	10

Item added

Sheet added and incidentals moved to allow space for new MOT items

GENERAL SUMMARY

DESIGN AGENCY

 PLAN PREPARED BY:
 TEL Engineering, Inc.
 7288 Central Park Blvd.
 (609) 426-4540

DESIGNER
 KLL

REVIEWER
 ALH 04/09/26

PROJECT ID
 116550

SHEET TOTAL
 019A | 166

SIGNAL ACTIVATION

PRIOR TO ACTIVATING THE NEW TRAFFIC SIGNAL TO STOP-AND-GO MODE AND/OR REMOVING THE EXISTING TRAFFIC SIGNAL FROM SERVICE, ALL ITEMS IN THE PROPOSED SIGNAL PLAN SHALL BE FULLY COMPLETED, (I.E., VEHICLE DETECTION, PEDESTRIAN SIGNAL HEADS, ETC.) IF THERE ARE CONSTRUCTABILITY ISSUES (I.E., ROADWAY WIDENING, ETC.) THAT PREVENT THE SIGNAL FROM BEING COMPLETED PRIOR TO ACTIVATION, IT SHALL BE BROUGHT TO THE ATTENTION OF THE PROJECT ENGINEER AND CITY TRAFFIC ENGINEER. THE VILLAGE TRAFFIC ENGINEER WILL THEN REVIEW, APPROVE OR REJECT PROPOSALS TO ACTIVATE THE TRAFFIC SIGNAL PRIOR TO COMPLETION.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND VILLAGE TRAFFIC ENGINEER AT LEAST 10 WORKING DAYS PRIOR TO SCHEDULING THE FINAL INSPECTION OF THE SIGNAL INSTALLATION. FINAL INSPECTION IS NOT CONSIDERED COMPLETE UNTIL DESIGNATED VILLAGE TRAFFIC PERSONNEL INSPECT THE TRAFFIC SIGNAL AND ISSUE WRITTEN APPROVAL. IF ISSUES ARE FOUND DURING THE FINAL INSPECTION THAT EFFECT THE SAFETY OF THE TRAVELING PUBLIC AND/OR THE EFFICIENCY OF THE INTERSECTION, THE SIGNAL SHALL NOT BE ACTIVATED ON THE PROPOSED DATE. ANY PUNCH LIST ITEMS THAT ARE FOUND SHALL BE CORRECTED AND REINSPECTED BY VILLAGE TRAFFIC PERSONNEL PRIOR TO FINAL ACCEPTANCE. VILLAGE FORCES SHALL ONLY ASSUME DAY TO DAY MAINTENANCE OF THE TRAFFIC SIGNAL AFTER FINAL WRITTEN ACCEPTANCE HAS BEEN ISSUED.

DETECTION MAINTENANCE

IF VEHICLE DETECTION BECOMES UNEXPECTEDLY DISABLED, REQUIRES MODIFICATION, OR IS SCHEDULED TO BE TEMPORARILY REMOVED DURING THE CONSTRUCTION PROJECT, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER AND VILLAGE TRAFFIC ENGINEER.

IF THE LOSS OF VEHICLE DETECTION IS KNOWN PRIOR TO THE START OF CONSTRUCTION, IT SHALL BE DISCUSSED AT THE PRECONSTRUCTION MEETING. AT SUCH TIME, THE VILLAGE TRAFFIC ENGINEER SHALL ADVISE THE PROJECT ENGINEER AND CONTRACTOR ON THE APPROPRIATE ACTION TO RECTIFY ANY LOSS OF VEHICLE DETECTION. THIS MAY INCLUDE PLACING THE TRAFFIC SIGNAL ON MINIMUM OR MAXIMUM RECALL, MODIFYING THE MINIMUM GREEN TIMES, AND REMOVING THE MALFUNCTIONING DETECTION FROM SERVICE. WHERE NON-INTRUSIVE DETECTION (I.E. VIDEO, RADAR) ALREADY EXISTS, THE CONTRACTOR SHALL INSURE THAT DETECTION IS OPERATING AND MAINTAINED BY RECONFIGURING THE DETECTION UNITS ACCORDINGLY DURING ALL CONSTRUCTION PHASES. THIS IS TO AVOID THE SIGNAL FROM MAXING OUT THE EFFECTED SIGNAL PHASE AND CREATING UNNECESSARY DELAYS.

LOCATIONS WHERE NON-INTRUSIVE DETECTION IS PROPOSED AND THE EXISTING VEHICLE DETECTION IS TO BE ABANDON, THE NON-INTRUSIVE VEHICLE DETECTION SHALL BE INSTALLED, CONFIGURED AND MADE FULLY FUNCTIONAL PRIOR TO THE EXISTING DETECTION BEING DISABLED. THE CONTRACTOR SHALL CONTINUE TO MAINTAIN AND MODIFY THE DETECTION UNTIL FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL. THIS IS TO ENSURE VEHICLE DETECTION REMAINS FULLY FUNCTIONAL THROUGHOUT CONSTRUCTION.

WORK INSPECTION

THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER AND VILLAGE TRAFFIC ENGINEER WITH 72-HOUR NOTICE OF ANY SIGNAL WORK TO BE PERFORMED AT THE INTERSECTION SITE(S) SO THAT INSPECTION SERVICES CAN BE SUPPLIED.

GUARANTEE

THE CONTRACTOR SHALL GUARANTEE THAT THE TRAFFIC CONTROL SYSTEM INSTALLED AS PART OF THIS CONTRACT SHALL OPERATE SATISFACTORILY FOR A PERIOD OF 90 DAYS FOLLOWING COMPLETION OF THE 10-DAY PERFORMANCE TEST. IN THE EVENT OF UNSATISFACTORY OPERATION, THE CONTRACTOR SHALL CORRECT FAULTY INSTALLATIONS, MAKE REPAIRS AND REPLACE DEFECTIVE PARTS WITH NEW PARTS OF EQUAL OR BETTER QUALITY.

EQUIPMENT, MATERIAL AND LABOR COSTS INCURRED IN CORRECTING AN UNSATISFACTORY OPERATION SHALL BE BORNE BY THE CONTRACTOR.

THE GUARANTEE SHALL COVER THE FOLLOWING ITEMS OF THE TRAFFIC CONTROL SYSTEM: CONTROLLER, CABINET, UNINTERRUPTIBLE POWER SUPPLY, VEHICLE DETECTION EQUIPMENT, LED LAMP UNITS, NETWORK AND COMMUNICATION/ INTERCONNECT EQUIPMENT.

CUSTOMARY MANUFACTURER'S GUARANTEES FOR THE FOREGOING ITEMS SHALL BE TURNED OVER TO THE STATE OR THE MAINTAINING AGENCY FOLLOWING ACCEPTANCE OF THE EQUIPMENT.

THE COST OF GUARANTEEING THE TRAFFIC CONTROL SYSTEM WILL BE INCIDENTAL TO AND INCLUDED IN THE CONTRACT UNIT PRICE OF THE VARIOUS ITEMS MAKING UP THE SYSTEM.

GROUNDING AND BONDING

THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS) AND THE TC SERIES OF STANDARD CONSTRUCTION DRAWINGS ARE MODIFIED AS FOLLOWS:

1. ALL METALLIC PARTS CONTAINING ELECTRICAL CONDUCTORS SHALL BE PERMANENTLY JOINED TO FORM AN EFFECTIVE GROUND FAULT CURRENT PATH BACK TO THE GROUNDED CONDUCTOR IN THE POWER SERVICE DISCONNECT SWITCH.

A. PROVIDE AN EQUIPMENT GROUNDING CONDUCTOR IN METALLIC CONDUITS (725.04) IN ADDITION TO THE CONDUCTORS SPECIFIED AND BOND THE CONDUIT TO THIS GROUNDING CONDUCTOR.

B. WHEN AN EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED IN PLASTIC CONDUIT (725.05), THE INSTALLATION SHALL INCLUDE A SEPARATE EQUIPMENT GROUNDING CONDUCTOR IN ADDITION TO THE CONDUCTORS SPECIFIED.

C. METALLIC CONDUIT CARRYING THE LOOP WIRES FROM IN THE PAVEMENT TO THE PULL BOX SPLICE LOCATION WILL ONLY BE BONDED AT THE PULL BOX END, AND WILL NOT CONTAIN AN EQUIPMENT GROUNDING CONDUCTOR.

D. IF MULTIPLE CONDUIT RUNS BEGIN AND END AT THE SAME POINTS, ONLY ONE EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED.

E. IF AN EQUIPMENT GROUNDING CONDUCTOR IS NEEDED IN CONDUIT BETWEEN SIGNALIZED INTERSECTIONS FOR UNDERGROUND INTERCONNECT CABLE, THE GROUNDING SYSTEM FOR EACH SIGNALIZED INTERSECTION WILL BE SEPARATED ABOUT MIDWAY BETWEEN THE INTERSECTIONS.

F. THE MESSENGER WIRE AT SIGNALIZED INTERSECTIONS WILL BE USED AS THE CONDUCTIVE PATH FROM CORNER TO CORNER IF CONDUIT IS NOT PROVIDED UNDER THE ROADWAY. WHEN CONDUIT CONNECTS THE CORNERS OF AN INTERSECTION, AN EQUIPMENT GROUNDING CONDUCTOR SHALL BE USED IN THE CONDUIT.

2. CONDUITS.

A. THE 725.04 CONDUIT SHALL HAVE GROUNDING BUSHINGS INSTALLED AT ALL TERMINATION POINTS. THE BUSHING MATERIAL SHALL BE COMPATIBLE WITH GALVANIZED STEEL CONDUIT AND THE GROUNDING LUG MATERIAL SHALL BE COMPATIBLE FOR USE WITH COPPER WIRE. THREADED OR COMPRESSION TYPE BUSHINGS MAY BE USED.

B. THE 725.05 CONDUIT SHALL HAVE THE INSIDE AND OUTSIDE DIAMETERS OF THE CONDUIT DEBURRED AT ALL TERMINATION POINTS.

C. BOTH ENDS OF METALLIC CONDUIT SHALL BE BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

D. METALLIC CONDUIT MAY BE BONDED TO METALLIC BOXES THROUGH THE USE OF CONDUIT FITTINGS UL APPROVED FOR THIS TYPE OF CONNECTION, WITH THE BOX BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

3. WIRE FOR GROUNDING AND BONDING.

A. USE INSULATED, COPPER WIRE FOR THE EQUIPMENT GROUNDING CONDUCTOR. BONDING JUMPERS IN BOXES AND ENCLOSURES MAY BE BARE OR INSULATED COPPER WIRE. WIRE SIZE SHALL BE AS FOLLOWS:

I. USE 4 AWG BETWEEN THE POWER SERVICE AND SUPPORTS, POLES, PEDESTALS, CONTROLLER OR FLASHER CABINETS.

II. USE A MINIMUM 8 AWG BETWEEN LOOP DETECTOR PULL BOXES AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.

III. USE A MINIMUM 8 AWG BETWEEN THE "PREPARE TO STOP WHEN FLASHING" INSTALLATION (INCLUDING SUPPORT) AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.

IV. THE INSULATION SHALL BE GREEN OR GREEN WITH YELLOW STRIPE(S). FOR 4 AWG OR LARGER, INSULATION MAY ALSO BE BLACK WITH GREEN TAPE/LABELS INSTALLED AT ALL ACCESS POINTS.

B. IN A HIGHWAY LIGHTING SYSTEM, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE THE SAME WIRE SIZE AS THE DUCT CABLE OR DISTRIBUTION CABLE CIRCUIT CONDUCTORS, WITH THE MINIMUM CONDUCTOR SIZE OF 4 AWG. BONDING JUMPERS WILL BE MINIMUM SIZE 4 AWG.

4. GROUND ROD.

A. A 3/4-INCH SCHEDULE 40 PVC CONDUIT WILL BE USED IN FOUNDATIONS AND CONCRETE WALLS FOR THE GROUNDING CONDUCTOR (GROUND WIRE) RACEWAY TO THE GROUND ROD. SHOULD METALLIC CONDUIT BE USED, BOTH ENDS OF THE CONDUIT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.

B. THE TYPICAL GROUNDING CONDUCTOR (GROUND WIRE) SHALL BE 4 AWG INSULATED, COPPER.

5. THE GREEN CONDUCTOR IN SIGNAL CABLES (CONDUCTOR #4) SHALL NOT BE USED TO SUPPLY POWER TO A SIGNAL INDICATION. IT WILL BE CONNECTED TO THE SIGNAL BODY AS AN EQUIPMENT GROUND IN ALUMINUM HEADS AND IT WILL BE UNUSED IN PLASTIC HEADS. UNUSED CONDUCTORS SHALL BE GROUNDED IN THE CABINET. TYPICAL USE OF CONDUCTORS IS AS FOLLOWS:

COND. NO.	COLOR	VEHICLE SIGNAL	PEDESTRIAN SIGNAL
1	BLACK	GREEN BALL	#1 WALK
2	WHITE	AC NEUTRAL	AC NEUTRAL
3	RED	RED BALL	#1 DW/FDW
4	GREEN	EQUIPMENT GROUND	EQUIPMENT GROUND
5	ORANGE	YELLOW BALL	#2 DW/FDW
6	BLUE	GREEN ARROW	#2 WALK
7	WHITE/BLACK STRIPE	YELLOW ARROW	NOT USED

6. POWER SERVICE AND DISCONNECT SWITCH.

A. AT THE POWER SERVICE LOCATION, THE GROUNDING CONDUCTOR (GROUND WIRE) FROM THE DISCONNECT SWITCH NEUTRAL (AC-) BAR TO THE GROUND ROD SHALL BE A CONTINUOUS, UNSPLICED CONDUCTOR. IF SPLICED, IT SHALL BE AN EXOTHERMIC WELD BUTT SPLICE.

B. THE SERVICE NEUTRAL (AC-) SHALL ONLY BE CONNECTED TO GROUND AT THE PRIMARY POWER SERVICE DISCONNECT SWITCH.

I. NEMA CONTROLLER CABINETS: IF A POWER SERVICE DISCONNECT SWITCH IS LOCATED BEFORE THE CONTROLLER CABINET, THE NEUTRAL (AC-) AND THE GROUNDING BARS IN THE CONTROLLER CABINET SHALL NOT BE CONNECTED TOGETHER AS SHOWN IN NEMA TS-2, FIGURE 5-4.

II. IF SECONDARY DISCONNECT SWITCHES ARE CONNECTED AFTER THE PRIMARY DISCONNECT SWITCH, THE NEUTRAL (AC-) SHALL ONLY BE GROUNDED AT THE PRIMARY SWITCH. EQUIPMENT GROUNDING CONDUCTORS SHALL BE BROUGHT TO THE PRIMARY SWITCH, BUT SHALL BE GROUNDED AT BOTH SECONDARY AND PRIMARY SWITCHES.

7. PAYMENT - ALL MATERIALS AND WORK REQUIRED TO COMPLETE THE EFFECTIVE GROUND FAULT CURRENT PATH SYSTEM ARE INCIDENTAL TO THE CONDUCTORS INSTALLED BY CONTRACT.

625, TRENCH IN PAVED AREA

THIS ITEM IS TO BE UTILIZED AS A CONTINGENCY ITEM AT THE DISCRETION OF THE ENGINEER IN LIEU OF ITEM 625 CONDUIT, JACKED OR DRILLED, 725.052, 4".

IN AREAS WHERE UTILITIES MAY PROHIBIT CONDUIT TO BE JACKED OR DRILLED, THE CONTRACTOR MAY TRENCH THE PAVEMENT TO LAY THE CONDUIT, UPON APPROVAL BY THE ENGINEER. THE PLACEMENT OF CONDUIT SHOULD BE COORDINATED WITH THE MOT PHASING.

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

625 TRENCH IN PAVED AREA 572 FT

Contingency item added