

Dec 03, 2025 — 2:18pm
drawing name: H:\2024\24013502\DWG\Sheets\C_24013502 — General Notes — 2.dwg Layout: 6 by: Tyler.mintus

GENERAL

UTILITIES

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

CEI FIRST ENERGY
ATTN: NICHOLAS BARMAN (DOT LIAISON)
1422 BABBITT ROAD
EUCLID, OHIO 44132
PHONE 1: 814-868-8840
PHONE 2: 330-436-8744
CELL: 216-402-7466
FAX: 234-678-2115
EMAIL: NBARMAN@FIRSTENERGYCORP.COM

AT&T OHIO (COMMUNICATIONS)
ATTN: JAMES JANIS
13630 LORAIN AVENUE, 2ND FLOOR
CLEVELAND, OH 44111
PHONE: 216-534-7285
EMAIL: PJ8191@ATT.COM

CITY OF WILLOUGHBY (SERVICE DIRECTOR)
ATTN: RICH PALMISANO
1 PUBLIC SQUARE
WILLOUGHBY, OH 44094
PHONE: 440-953-4111
EMAIL: RPALMISANO@WILLOUGHBYOHIO.COM

LAKE COUNTY DEPARTMENT OF UTILITIES (LCDU) (WATER)
ATTN: RANDY ROTH LISBERGER
105 MAIN STREET
PAINESVILLE, OH 44077
PHONE: 440-350-2645
EMAIL: RANDY.ROTH LISBERGER@LAKECOUNTYOHIO.GOV

CITY OF WILLOUGHBY WPCC DEPARTMENT
ATTN: JACK GORKA (WPCC SUPERINTENDENT)
1 PUBLIC SQUARE
WILLOUGHBY, OH 44094
PHONE: 440-953-4186
EMAIL: JGORKA@WILLOUGHBYOHIO.COM

ENBRIDGE GAS OHIO (FORMALLY DOMINION ENERGY OHIO)
320 SPRINGSIDE DRIVE, SUITE 320
AKRON, OHIO 44333
PHONE: 330-664-2409
EMAIL: RELOCATION@DOMINIONENERGY.COM

CHARTER COMMUNICATIONS
ATTN: EMIL SYMISTER
7820 DIVISION DRIVE
MENTOR, OH 44060
PHONE: 216-575-8016 EXT: 1216551158
CELL: 440-343-1530
EMAIL: EMIL.SYMISTER@CHARTER.COM

NORTHEAST OHIO NATURAL GAS
ATTN: TIM REILLY
8470 STATION STREET
MENTOR, OH 44060
CELL: 440-728-0575
EMAIL: TREILLY@EGAS.NET

ENBRIDGE GAS OHIO NOTES

IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE LATERAL AND SUBJACENT SUPPORT OF ENBRIDGE GAS OHIO'S (FORMERLY DOMINION'S) PIPELINE(S), IN COMPLIANCE TO 29 CFR, PART 1926, SUBPART P, (SAFE EXCAVATION & SHORING). ONE-FOOT MINIMUM VERTICAL AND HORIZONTAL CLEARANCE MUST BE MAINTAINED BETWEEN ENBRIDGE GAS OHIO'S (EGO) EXISTING PIPELINE(S) AND ALL OTHER IMPROVEMENTS. EXTREME CARE SHOULD BE TAKEN NOT TO HARM ANY EGO FACILITY (PIPELINES, ETC.) OR APPURTENANCE (PIPE COATING, TRACER WIRE, CATHODIC PROTECTION TEST STATION WIRES & DEVICES, VALVE BOXES, ETC.). EGO FACILITIES MUST BE PROTECTED WITH A TARP DURING BRIDGE CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE AND LIABLE FOR ENSURING THAT ALL EGO EXISTING FACILITIES, ABOVE AND BELOW GROUND, REMAIN UNDAMAGED, ACCESSIBLE AND IN WORKING ORDER. THE CROSSING OF EGO'S PIPELINE WITH ANOTHER STEEL FACILITY MAY CREATE A POTENTIAL CORROSION ISSUE FOR THE PROPOSED

FACILITY AND THE EXISTING EGO FACILITY. PLEASE CONTACT ENBRIDGE'S CORROSION DEPARTMENT: DAVE CUTLIP (330-266-2121), RICK McDONALD (330-266-2122), OR AL HUMRICHOUSER (330-478-3757).

CONSTRUCTION NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES, LANE CLOSURE AND ROAD CLOSURE. THE PROJECT ENGINEER WILL FORWARD THE INFORMATION TO THE CITY AND LOCAL OFFICIALS RESPONSIBLE FOR THE PUBLIC NOTIFICATION.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 7:30 PM AND 7:30 AM MONDAY THROUGH FRIDAY. NO WORK SHALL BE DONE ON THE WEEKENDS OR HOLIDAYS WITHOUT WRITTEN PERMISSION. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE CONTRACTOR SHALL 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.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DISCRETION SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

SURVEYING PARAMETERS

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

PROJECT CONTROL

POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: TYPE B

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: 2018

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (COORS2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC 1
COORDINATE SYSTEM: OHIO COUNTY COORDINATE SYSTEM
LAKE COUNTY COMBINED SCALE FACTOR: 1.000031
ORIGIN OF COORDINATE SYSTEM: N(X): 10000(M), E(Y): 50000(M)

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.

UNITS ARE IN U.S. SURVEY FEET.

STATION AND LOCATIONS

CENTERLINE STATIONING SHOWN WITHIN THESE PLANS IS FOR REFERENCE ONLY.

TYPICAL SECTIONS

EXISTING PAVEMENT SECTIONS AS SHOWN HAVE BEEN DEVELOPED FROM PAVEMENT CORES AND EXISTING PLANS AND REPRESENT THE WIDTH, DEPTH, AND COMPOSITION OF THE PAVEMENT. THE CITY OF WILLOUGHBY DOES NOT GUARANTEE THE ACCURACY OF THE PLANS AGAINST UNFORESEEN EXISTING CONDITIONS.

THE CONTRACTOR BEARS SOLE RESPONSIBILITY TO FURTHER CHECK EXISTING CONDITIONS AGAINST THE PLANS. ROAD PAVEMENT TYPES MAY DIFFER FROM TYPICAL SECTIONS BUT PAVEMENT REMOVED WILL BE PAID UNDER ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, OR ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (411), AS PER PLAN.

ADA WAIVER

AN APPROVED ADA DESIGN WAIVER IS REQUIRED ON THIS PROJECT. THE FOLLOWING FEATURES LISTED BELOW CANNOT FEASIBLY BE CONSTRUCTED TO MEET ADA GUIDELINES:

ADA DESIGN WAIVER

ADA FEATURE	APPROVAL DATE	SHEET NUMBERS	RAMP ID
RMP0029801	07/25/2025	27,34	CR-9
RMP0029802	07/25/2025	28,36	CR-13
RMP0029803	07/25/2025	28,36	CR-14

COOPERATION BETWEEN CONTRACTORS AND CONSTRUCTION TIMING

IT IS ANTICIPATED THAT OTHER CONTRACTORS WILL BE WORKING ON THE LISTED PROJECT(S) ADJACENT TO OR WITHIN THE LIMITS OF THIS PROJECT, EITHER FOR THE DEPARTMENT OR OTHER PUBLIC AGENCIES.

PID	PROJECT TITLE	DESCRIPTION
N/A	RIVER STREET SOIL STABILIZATION	CONSTRUCTION OF APPROXIMATELY 135' OF RETAINING WALL BETWEEN EXISTING PLUG PILE WALL AT SOUTH STREET (CONSTRUCTED 2025) AND EXISTING SOLDIER PILE WALL SOUTH OF SOUTH STREET. WORK EXPECTED TO END BY 6/30/2026.

COORDINATE OPERATIONS, INCLUDING PROVISIONS FOR THE MAINTENANCE OF TRAFFIC, WITH THE CONTRACTORS OF THE ABOVE PROJECTS AND ANY OTHER PROJECTS THAT MAY BE IN FORCE DURING THE LIFE OF THIS CONTRACT. SPECIFIC ATTENTION SHOULD BE PAID TO SECTION 105.08 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS. NO WAIVER OF ANY OF THE PROVISIONS OF SECTION 105.08 IS INTENDED.

ALL WORK REQUIRED FOR COOPERATION BETWEEN THE VARIOUS CONTRACTORS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 6114, MAINTAINING TRAFFIC.

THE FOLLOWING DATES APPLY TO THIS JOB AND SHALL BE ADHERED TO BY THE CONTRACTOR:

CONSTRUCTION START DATE: JULY 1ST, 2026
INTERIM COMPLETION DATE FOR ALL ASPHALT WORK: NOVEMBER 1ST, 2026
CONSTRUCTION COMPLETION DATE: JULY 15TH, 2027

GENERAL NOTES - 1

LAK - SR 174 - 04.39

ROADWAY

ITEM 608 – 4’ CONCRETE WALK, AS PER PLAN

ALL CONCRETE WALK SHALL HAVE A MINIMUM 2” COMPACTED SCREENING BED WHICH MEETS THE REQUIREMENTS OF ITEM 703.10. THE COST OF ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR ITEM 608 – 4” CONCRETE WALK, AS PER PLAN

EXISTING PAVEMENT DISPOSAL/CASTING ADJUSTMENT

THE EXISTING ASPHALT PAVEMENT WEARING COURSE, ASPHALT BASE COURSE, POSSIBLE BRICK BASE AND ANY CONCRETE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ONCE THE WEARING COURSE, BASE COURSE, BRICK, AND CONCRETE IS REMOVED, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DELINEATE ANY CASTINGS THAT MAY PROTRUDE ABOVE THE EXISTING BASE. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN SUFFICIENT MATERIAL IN THE VICINITY OF THESE CASTINGS TO PROVIDE AN ADEQUATE RAMP AROUND THE CASTINGS. IN NO CASE SHALL THE CASTING REMAIN EXPOSED WITHOUT PROPER PROTECTION.

ITEM 623 – MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN

ITEM 623 – MONUMENT ASSEMBLY RECONSTRUCTED TO GRADE, AS PER PLAN

THE CONTRACTOR AND THE ENGINEER SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING MONUMENT BOXES, INCLUDING THE LOCATION OF INTERNAL SURVEY PINS, LISTED IN THE PLANS PRIOR TO BEGINNING ANY WORK ON THE MONUMENT BOXES. THE USE OF METAL DETECTION RODS MAY BE NECESSARY TO LOCATE BURIED MONUMENTATION. ANY MONUMENT BOX LISTED IN THE NOTE THAT IS IMMEDIATELY VISIBLE ON THE SURFACE OF THE EXISTING PAVEMENT, OR IS UNCOVERED DURING THE PLANING PROCESS, SHALL BE ADJUSTED TO GRADE. NO INSERTS OR ADJUSTING RINGS WILL BE PERMITTED. ANY MONUMENT BOX THAT EXHIBITS SUBSTANTIAL DETERIORATION AS DETERMINED BY THE ENGINEER REQUIRING MORE WORK THAN WOULD BE CONSIDERED NORMAL FOR ITEM 623, MONUMENT BOX ADJUSTED TO GRADE SHALL BE RECONSTRUCTED. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION OF WHETHER EACH MONUMENT BOX IS TO BE ADJUSTED OR RECONSTRUCTED. WHERE A MONUMENT BOX IS EITHER BEING ADJUSTED TO GRADE OR RECONSTRUCTED TO GRADE REQUIRES A NEW FRAME AND COVER, THE FRAME AND COVER WILL BE PAID FOR UNDER ITEM SPECIAL, MISCELLANEOUS METAL.

WHEN PERFORMING THIS ITEM, ENSURE ALL CASTINGS AND MONUMENTS ARE CLEAN AND FREE OF DEBRIS. REMOVE ANY EXISTING SECTIONS OF THE MONUMENT IDENTIFIED AS A POTENTIAL FAILURE POINT BY THE ENGINEER. USE OF SALVAGED SECTIONS OF THE MONUMENTS IS PERMITTED UPON THE APPROVAL OF THE ENGINEER.

IN ADDITION TO ADJUSTING OR RECONSTRUCTING THE CASTING VERTICALLY, THE PAY ITEMS SHALL INCLUDE MONUMENT REFERENCING AND CENTERING THE CASTING OVER THE EXISTING IRON PIN OR STONE MONUMENT.

ALL WORK RELATED TO ADJUSTING OR RECONSTRUCTING MONUMENT BOXES TO GRADE WILL BE IN ACCORDANCE WITH SPECIFICATIONS 623.04, AND 623.05 OF THE ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK IS TO BE PAID USING THE CONTRACT BID PRICE PER EACH FOR ITEM 623 – MONUMENT BOX ADJUSTED TO GRADE, AS PER PLAN OR ITEM 623 – MONUMENT BOX RECONSTRUCTED TO GRADE, AS PER PLAN. KNOWN QUANTITIES ARE PROVIDED IN THE ROADWAY SUBSUMMARY ON SHEET #15. IN ADDITION, THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER

ITEM 623 – MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN	<u>2 EACH</u>
ITEM 623 – MONUMENT ASSEMBLY RECONSTRUCTED TO GRADE, AS PER PLAN	<u>2 EACH</u>

EROSION CONTROL

ITEM 832 – EROSION CONTROL

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED AS PLACED BY THE CONTRACTOR WITH ENGINEERS’ CONCURRENCE FOR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES:

ITEM 832 - EROSION CONTROL	<u>6,500 EACH</u>
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WATER SUPPLY

WATER WILL BE SUPPLIED TO THE CONTRACTOR AT THE NEAREST HYDRANT. THE COST OF THE WATER SUPPLY SHALL BE BORNE BY THE CONTRACTOR. THE CONTRACTOR SHALL OBTAIN THE NECESSARY PERMIT FROM THE LAKE COUNTY WATER DEPARTMENT.

SEEDING AND MULCHING

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

ITEM 659 – TOPSOIL	<u>5 CY</u>
ITEM 659 – SEEDING AND MULCHING, CLASS I	<u>40 SY</u>

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.

DRAINAGE

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE CITY THRU ODOT.

STRUCTURES ADJUSTED TO GRADE, RECONSTRUCTED TO GRADE OR REPLACED, AS PER PLAN

ALL ADJUSTMENT, RECONSTRUCTION OR REPLACED WORK, EXCEPT FOR THOSE STRUCTURES OWNED BY PRIVATE COMPANIES, SHALL BE PERFORMED BY THE CONTRACTOR, WHERE APPLICABLE. THE TIME BETWEEN RESETTING THE CASTINGS AND RESURFACING SHALL BE KEPT TO AN ABSOLUTE MINIMUM.

CASTINGS SHALL BE ADJUSTED OR RECONSTRUCTED TO GRADE IN ACCORDANCE WITH 611.10 USING CLAY BRICKS (704.01), CLASS QC 1 CONCRETE AND/OR CONCRETE MORTAR, OR PER 638.18 AND AS SPECIFIED BELOW FOR SERVICE BOX AND VALVE BOX ADJUSTMENTS. MAXIMUM CONCRETE MORTAR THICKNESS IS 1-1/2”.

THE CONTRACTOR SHALL RESET EXISTING VALVE BOXES OR EXISTING CURB SHUT-OFF VALVE BOXES TO ESTABLISHED GRADE BY RAISING OR LOWERING THE EXISTING CASTINGS OR BY EITHER ADDING, DELETING OR CUTTING THE APPROPRIATE VALVE BOX STEM SECTIONS. IN RAISING OF THE CASTINGS, NO INSERTS WILL BE PERMITTED. ANY VALVE BOXES OR CURB SHUT-OFF VALVE BOXES FOUND TO BE DAMAGED OR UNSUITABLE FOR REUSE SHALL BE REPLACED BY THE CONTRACTOR AND PAID FOR UNDER ITEM SPECIAL – MISCELLANEOUS METAL. THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY AS REQUIRED OR AS ORDERED TO COMPLETE THE ITEM.

ADJUST TO GRADE, RECONSTRUCT TO GRADE OR TOTAL REPLACEMENT WORK SHALL, WHERE REQUIRED, INCLUDE THE REMOVAL AND REPLACEMENT OF ANY EXISTING CONCRETE BLOCKOUT, CURB AND/OR PAVEMENT BEHIND CURB USING MODERATE-SETTING CONCRETE (CLASS QC MS) OR, IF APPROVED/DIRECTED BY THE ENGINEER, FAST-SETTING CONCRETE (CLASS QC RS). TO FACILITATE REMOVAL, THE BLOCKOUT PAVEMENTS SHALL BE SAWED FULL DEPTH ALONG THE LIMITS OF THEIR REMOVAL UNLESS OTHERWISE DESIGNATED/DIRECTED BY THE ENGINEER. ALL COSTS ASSOCIATED WITH THE BLOCKOUT REMOVALS/REPLACEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE PER EACH BID ITEMS.

ALL EXISTING CASTINGS FOR STRUCTURES TO BE ADJUSTED OR RECONSTRUCTED TO GRADE SHALL BE FIELD CHECKED AT THE TIME OF CONSTRUCTION AND MARKED SUITABLE FOR SALVAGE AND REUSE OR REPLACED AS DIRECTED BY THE ENGINEER. UNLESS OTHERWISE INDICATED ON THE PLAN. REPLACEMENT CASTINGS ARE PAID UNDER ITEM SPECIAL – MISCELLANEOUS METAL.

THE ENGINEER WILL DETERMINE THE ITEM 611 WORK REQUIRED BASED ON THE GUIDELINES STIPULATED BELOW:

1. “ADJUST TO GRADE, AS PER PLAN” SHALL INCLUDE ALL WORK SPECIFIED IN 611.10 AS NECESSARY TO RAISE THE EXISTING/NEW CASTING NO MORE THAN ONE (1) FOOT FROM ITS EXISTING ELEVATION OR TO LOWER THE EXISTING/NEW CASTING NO MORE THAN SIX (6) INCHES FROM ITS EXISTING ELEVATION. IN ADDITION, THIS ITEM WILL INCLUDE ANY SUPPORTING WALL REPAIR WORK NECESSARY, UP TO SIX (6) INCHES BELOW THE TOP OF THE EXISTING SUPPORTING WALL. PAYMENT SHALL BE MADE UNDER THE APPROPRIATE STRUCTURE (ITEM 611) ADJUSTED TO GRADE.

2. “RECONSTRUCT TO GRADE, AS PER PLAN” SHALL INCLUDE ALL WORK SPECIFIED IN 611.10 AND SHALL ALSO INCLUDE EXISTING/NEW CASTINGS RAISED MORE THAN ONE (1) FOOT FROM THEIR EXISTING ELEVATION OR LOWERED MORE THAN SIX (6) INCHES FROM THEIR EXISTING ELEVATION. IN ADDITION, THIS ITEM WILL INCLUDE ANY SUPPORTING WALL REPAIR WORK NECESSARY, MORE THAN SIX (6) INCHES BELOW THE TOP OF THE EXISTING SUPPORTING WALL.

THE WORK LIMIT SHALL BE SPECIFIED BY THE ENGINEER AND PAYMENT SHALL BE MADE UNDER THE APPROPRIATE STRUCTURE (ITEM 611) RECONSTRUCTED TO GRADE.

ONLY ONE (1) OF THE ABOVE PAYMENT ITEMS MAY BE USED PER STRUCTURE. “RECONSTRUCT TO GRADE, AS PER PLAN” WORK SHALL NOT BE PERFORMED UNLESS SPECIFICALLY INDICATED IN THE PLANS OR OTHERWISE ORDERED BY THE ENGINEER. ANY SUCH WORK MADE NECESSARY DUE TO THE CONTRACTOR’S NEGLIGENT OPERATIONS, AS DETERMINED BY THE ENGINEER, SHALL BE DONE AT THE CONTRACTOR’S EXPENSE.

THE FOLLOWING ESTIMATED CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 611 – CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	<u>2 EACH</u>
ITEM 611 – CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN	<u>2 EACH</u>
ITEM 611 – MANHOLE ADJUSTED TO GRADE, AS PER PLAN	<u>2 EACH</u>
ITEM 611 – MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN	<u>3 EACH</u>

ITEM SPECIAL – MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR’S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

SPECIAL – MISCELLANEOUS METAL	<u>1,000 LBS</u>
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THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

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DRAINAGE (CONTINUED)

EXISTING UNDERDRAINS

IT IS INTENDED NOT TO DISTURB THE EXISTING UNDERDRAINS DURING THE CURB AND PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS. ANY EXISTING UNDERDRAIN DAMAGED DURING THE REMOVAL OF EXISTING CURB AND PAVEMENT DUE TO THE CARELESSNESS OF THE CONTRACTOR SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

EXISTING UNDERDRAINS WHICH THE ENGINEER DETERMINES ARE ADVERSELY AFFECTED (THROUGH NO FAULT OF THE CONTRACTOR) BY THE CONSTRUCTION OF THIS IMPROVEMENT OR ARE FOUND TO BE OTHERWISE UNSUITABLE SHALL BE REMOVED AND REPLACED IN KIND, AS DIRECTED BY THE ENGINEER.

THE COST FOR REMOVAL AND DISPOSAL OF EXISTING UNDERDRAIN PIPE IS INCLUDED UNDER THIS ITEM. NONE OF THE MATERIALS SHALL BE ORDERED BY THE CONTRACTOR UNTIL AUTHORIZED BY THE ENGINEER.

THE FOLLOWING CONTINGENCY QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 605 - 4" UNCLASSIFIED PIPE UNDERDRAINS , AS PER PLAN 50 FT

PAVEMENT

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT PROFILE IS TO FOLLOW THE ALIGNMENT OF THE EXISTING PAVEMENT PROFILE.

ASPHALT CONCRETE SURFACE COURSE SEALING REQUIREMENTS

IN ADDITION TO THE GUTTER SEALING REQUIREMENTS SPECIFIED ON SCD BP-3.1 AND C&MS 401.08, THE CONTRACTOR SHALL SEAL THE FOLLOWING LOCATIONS:

- ALL CASTINGS INCLUDING BUT NOT LIMITED TO MONUMENTS, MANHOLES, CATCH BASINS, AND CURB INLETS. DO NOT SEAL WATER VALVES; SEE LCDU NOTE ON SHEET 09.
- BUTT JOINTS AND FEATHER JOINTS INCLUDING BRIDGE APPROACHES.
- BUTT JOINT BETWEEN PAVED SHOULDER AND DRIVEWAY ASPHALT AND TAPERED EDGE WHEN FEATHERING TO AN EXISTING ASPHALT DRIVEWAY.
- PERIMETER OF ALL PAVEMENT REPAIRS OR OTHER ASPHALT INLAYS WHEN PAVEMENT REPAIRS/INLAYS ARE NOT OVERLAID WITH AN ASPHALT CONCRETE SURFACE COURSE.
- ALL COLD LONGITUDINAL JOINTS BETWEEN PAVED SHOULDERS AND GUARDRAIL ASPHALT.

THE MATERIAL USED SHALL BE A CERTIFIED 702.01 PG BINDER. THE WIDTH OF THE SEALER SHALL BE 2-3 INCHES.

ANY ADDITIONAL COSTS ASSOCIATED WITH THE WORK IDENTIFIED IN THIS NOTE SHALL BE INCLUDED IN THE APPROPRIATE ASPHALT CONCRETE SURFACE COURSE ITEM OF WORK.

PLANED SURFACES

THE DURATION OF TIME BETWEEN MILLING AND PLACEMENT OF THE INTERMEDIATE COURSE SHALL BE NO LONGER THAN FOURTEEN (14) DAYS, UNLESS MOT NOTES STATE OTHERWISE. THE TIME LIMIT SHALL BEGIN ON THE FIRST DAY OF PLANING AND SHALL CONTINUE BASED ON CALENDAR DAYS, MINUS ANY BAD WEATHER DAYS, UNTIL COMPLETION OF THE ASPHALT CONCRETE INTERMEDIATE COURSE.

DRIVE APRON REPLACEMENT

THE FOLLOWING ITEMS ARE PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER TO REPAIR OR REPLACE DRIVE APRONS NO LONGER HAVING PROPER REVEALS OR OTHERWISE NOT MEETING THE NEW PAVEMENT CORRECTLY.

ITEM 202 - PAVEMENT REMOVED 50 SY
ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS 50 SY

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN

THE CONTRACTOR SHALL CLEAN THE MILLED SURFACE AND THE ENGINEER SHALL IDENTIFY AREAS REQUIRING PARTIAL DEPTH PAVEMENT REPAIR AFTER THE WEARING COURSE IS REMOVED. ALL APPLICABLE PROVISIONS OF ITEM 251, AS SET FORTH IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, SHALL APPLY EXCEPT AS MODIFIED HEREIN.

APPROVED REMOVAL METHODS SHALL SATISFACTORILY ESTABLISH A NEAT VERTICAL FACE ALONG THE ENTIRE PERIMETER OF THE REPAIR AREA IN ORDER TO SUBSEQUENTLY PERMIT THE PROPER PLACEMENT AND COMPACTION OF THE ASPHALT CONCRETE PATCHING MATERIAL, UNLESS OTHERWISE SPECIFIED BY THE ENGINEER. REMOVAL DEPTH SHALL BE THREE (3) INCHES OR AS DIRECTED BY THE ENGINEER AND THE REPLACEMENT MATERIAL SHALL BE ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448).

BRICK LOOSENED ACCIDENTALLY BY MILLING OPERATIONS SHALL BE REMOVED. THE DAMAGED AREA SHALL BE SAW CUT TO ESTABLISH A NEAT VERTICAL FACE. ALL LOOSE MORTAR OR OTHER DEBRIS SHALL BE REMOVED AND DISPOSED. REPAIR DEPTH SHALL BE THE HEIGHT OF THE BRICK COURSE. REPLACEMENT MATERIAL SHALL BE ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448).

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER FOR PARTIAL DEPTH PAVEMENT REPAIRS AND ARE CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN 900 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, T=2.5'

PLANE THE ASPHALT SURFACE PAVEMENT ACCORDING TO C&MS ITEM 254, UP TO A DEPTH OF 2.5", OR TO THE DEPTH OF THE EXISTING CONCRETE/BRICK MATERIAL, WHICHEVER IS LESS. DEPTH OF PLANING SHALL NOT EXCEED THE DEPTH OF THE EXISTING ASPHALT COURSE TO BE REMOVED. THE PAVEMENT PLANING DEPTH CAN VARY AT SIDE STREETS DEPENDING ON EXISTING PAVEMENT COMPOSITION. IN ADDITION TO ODOT C&MS 254.01, THIS ITEM SHALL INCLUDE THE REMOVAL OF EXISTING PAVEMENT FABRIC PRESENT WITHIN ASPHALT LAYERS.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG 70-22M, T=1.25'

THE COARSE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE A BLEND OF 60% MIN. AIR COOLED BLAST FURNACE SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE. RECYCLED MATERIAL USED IN THE SURFACE COURSE SHALL BE LIMITED TO A MAXIMUM OF 10%.

ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), AS PER PLAN, PG 64-22, T=1'

RECYCLES MATERIALS IN THE INTERMEDIATE COURSES SHALL BE LIMITED TO A MAXIMUM OF 20%. THE BINDER FOR THIS ITEM SHALL BE PG64-22.

ITEM 254 - PATCHING PLANED SURFACE

THE FOLLOWING ESTIMATED CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 254 - PATCHING PLANED SURFACE 2,500 SY

ITEM 609 - ASPHALT CONCRETE CURB, TYPE 1, AS PER PLAN

APPROXIMATELY 3,680' OF ASPHALT CURB LINE RIVER STREET IN VARIOUS LOCATIONS. ASPHALT CURB SHALL BE REPLACED AS NECESSARY DUE TO ACCIDENTAL DAMAGE FROM MILLING OPERATION OR POOR EXISTING CONDITIONS. THE FOLLOWING ESTIMATED CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 609 - ASPHALT CONCRETE CURB, TYPE 1, AS PER PLAN 1,000 LF

ITEM 609 - CURB, TYPE 6

THE FOLLOWING ESTIMATED CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER TO REPLACE THE CURB AND GUTTER.

ITEM 202 - CURB REMOVED 75 FT
ITEM 609 - CURB, TYPE 6 75 FT

ITEM 872 - VOID REDUCING ASPHALT MEMBRANE (VRAM)

SEE SUPPLEMENTAL SPECIFICATION 872 - VOID REDUCING ASPHALT MEMBRANE MATERIAL AND CONSTRUCTION REQUIREMENTS.

GENERAL NOTES - 3

LAK - SR 174 - 04.39

CALCULATED	GMS
CHECKED	PIF

WATER WORKS

ITEM 638 - VALVE BOX ADJUSTED TO GRADE, AS PER PLAN
ITEM 638 - SERVICE BOX ADJUSTED TO GRADE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF “STRUCTURES ADJUSTED TO GRADE, RECONSTRUCTED TO GRADE OR REPLACED, AS PER PLAN” THE FOLLOWING REQUIREMENTS SHALL ALSO APPLY:

RAISE VALVE COVERS TO GRADE FOR ALL REQUIRED VALVE & SERVICE BOX ADJUSTMENTS.

THE FOLLOWING ESTIMATED CONTINGENCY QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 638 - VALVE BOX ADJUSTED TO GRADE, AS PER PLAN 2 EACH

PER THE LAKE COUNTY DEPARTMENT OF UTILITIES (LCDU), ALL WATER VALVE BOXES SHALL BE MAINTAINED IN FULL OPERATING CONDITION WHICH INCLUDES BEING UP TO GRADE AND FREE FROM ANY DEBRIS OBSTRUCTING THE OPERATING NUT. VALVE BOXES ARE NOT TO BE CRACK SEALED

TRAFFIC SIGNALS

ITEM 632 - DETECTOR LOOP, AS PER PLAN

ALL TRAFFIC SIGNAL DETECTOR LOOPS ARE TO BE INSTALLED AT THE END OF CONSTRUCTION. A PLAN SHOWING THE SIZE AND LOCATION OF THE VARIOUS LOOPS HAS NOT BEEN INCLUDED IN THE CONTRACT PLANS. IN LIEU OF A TRAFFIC SIGNAL PLAN, THE CONTRACTOR SHALL, PRIOR TO THE START OF CONSTRUCTION, PREPARE AN INVENTORY AND LOG OF ANY AND ALL EXISTING DETECTOR LOOPS, FOR USE IN RESTORING THEM AT THE END OF CONSTRUCTION. HE SHALL DELIVER TWO COPIES OF THE INVENTORY AND LOG TO THE ENGINEER BEFORE BEGINNING ANY PAVEMENT REMOVALS. THE DETECTOR LOOPS ARE TO BE INSTALLED IN THE SURFACE COURSE.

THE CONTRACTOR WILL COORDINATE THE INSTALLATION OF THE DETECTOR LOOPS WITH THE CITY OF WILLOUGHBY SERVICE DEPARTMENT.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, ALL LOOPS TO BE INSTALLED SHALL BE 6’ BY 30’ POWERHEAD DESIGN.

THE INSTALLATION OF POURED EPOXY INSULATED SPLICES BETWEEN THE LOOP DETECTOR WIRES AND THE EXISTING LOOP DETECTOR LEAD IN CABLE SHALL BE CONSIDERED AS INCIDENTAL TO THIS ITEM OF WORK . NO SEPARATE PAYMENT FOR THESE SPLICES WILL BE MADE.

THE FOLLOWING CONTINGENCY QUANTITY IS CARRIED TO THE GENERAL SUMMARY, WHICH IS INCLUDED FOR USE ONLY AND IN AMOUNTS AS DIRECTED BY THE ENGINEER. THE PROVISIONS OF SECTION 104.02 WILL APPLY TO THIS ITEM. THE AMOUNT OF THIS ITEM AND THE LOCATIONS WHERE USED SHALL BE RECORDED AS USED, AND PAYMENT WILL BE BASED ON FINAL MEASUREMENTS.

ITEM 632 - DETECTOR LOOP, AS PER PLAN 2 EACH

TRAFFIC CONTROL

INSTALLATION OF PAVEMENT MARKINGS

THE FINAL 644 PAVEMENT MARKINGS SHALL BE PLACED WITHIN 72 HOURS AFTER THE FINAL SURFACE COURSE IS COMPLETE.

INCIDENTALS

ITEM 619, FIELD OFFICE, TYPE B, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 619, THE CONTRACTOR SHALL FURNISH AND SET UP A WI-FI ROUTER MEETING THE REQUIREMENTS OF IEEE 802.11AC FOR THE EXCLUSIVE USE OF THE DEPARTMENT.

ALL OTHER FIELD OFFICE ITEMS SUPPLIED SHALL MEET THE REQUIREMENTS OF A TYPE B FIELD OFFICE.

ITEM 619, FIELD OFFICE, TYPE B, AS PER PLAN

12 MONTHS

MAINTENANCE OF TRAFFIC

ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN

A MINIMUM OF ONE ELEVEN (11') FOOT LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

THE CONTRACTOR SHALL MAINTAIN SAFE AND SATISFACTORY ACCESS TO ALL ABUTTING PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL ALSO MAINTAIN ADEQUATE PEDESTRIAN WALKS AT ALL INTERSECTIONS AND ALONG ONE SIDE OF THE STREET AFFECTED BY THE CONSTRUCTION, AS DIRECTED BY THE ENGINEER.

ALL CONSTRUCTION TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MOST RECENT EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. ALL SIGNS, SUPPORTS, PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED AND REMOVED BY THE CONTRACTOR.

ALL CONSTRUCTION TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, LIGHTING, FLAGGERS, DRUMS, ETC. SHALL BE PROVIDED SO AS TO AVOID DAMAGE AND/OR INJURY TO VEHICLES AND PERSONS USING THE ROADWAY DURING CONSTRUCTION.

EXISTING TRAFFIC CONTROL DEVICES (SIGNS AND/OR TRAFFIC SIGNALS), LOCATED WITHIN THE WORK AREA, WHICH ARE REQUIRED FOR INTERIM OR PERMANENT TRAFFIC CONTROL, SHALL BE RELOCATED TO POINTS APPROVED BY THE ENGINEER. APPROPRIATE TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED, IN COMPLIANCE WITH THE OMUTCD, AT ALL TIMES WHILE TRAFFIC IS MAINTAINED. THE COST OF RELOCATION, IF REQUIRED, SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN.

NO ROAD SHALL BE CLOSED UNTIL DEEMED NECESSARY BY THE ENGINEER. THE PLACEMENT OF THE SIGNS AND THE DRUMS SHALL BE MADE SIMULTANEOUSLY. NO DRUMS SHALL BE PLACED WITHOUT PROPER SIGNAGE IN PLACE. SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHENEVER THEY ARE NOT APPLICABLE.

THE CONTRACTOR SHALL DIVERT TRAFFIC FROM NORMAL CHANNELS BY THE USE OF PLASTIC DRUMS, FLASHING ARROW PANELS COMPLYING WITH ODOT MT-97.10 OR MT-97.12 AND TRAFFIC SIGNS AND PAVEMENT MARKINGS.

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

MERGING TAPER LENGTHS AND SHIFTING TAPER LENGTHS SHALL BE CALCULATED USING THE EQUATIONS SHOWN IN THE OMUTCD SECTION 6C.08.

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, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

CONSTRUCTION NOTIFICATION

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 RESTRICTION, DURATION 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 TABLE		
ITEM	DURATION OF CLOSURE	NOTICE 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 CLOSURE
ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.		
NOTIFICATION		
THE CONTRACTOR SHALL NOTIFY IN WRITING THE FOLLOWING AGENCIES AT LEAST FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION, AND AT LEAST SEVENTY-TWO (72) HOURS BEFORE IMPLEMENTING ANY SUBSTANTIAL CHANGES IN TRAFFIC PATTERNS OR CLOSING OF ANY STREET TO TRAFFIC:		
WILLOUGHBY:		
SERVICE DEPARTMENT	(440) 953-4111	
FIRE DEPARTMENT	(440) 953-4343	
POLICE DEPARTMENT	(440) 953-4212	
WILLOUGHBY-EASTLAKE CITY SCHOOL DISTRICT	(440) 946-5000	
LAKETRAN		
	(888) 525-3872	

THE CONTRACTOR SHALL COORDINATE THE LOCATION OF ANY TEMPORARY BUS STOPS WITH LAKETRAN.

COORDINATION

THE ENGINEER AND THE CONTRACTOR SHALL WORK WITH THE LOCAL BUSINESS OWNERS AND RESIDENTS TO ENSURE ACCESS TO ALL PROPERTIES AT ALL TIMES. HOWEVER, SOME INCONVENIENCES MAY OCCUR. NO ADDITIONAL PAYMENT WILL BE MADE FOR THE COORDINATION OR PROVIDING ACCESS TO THE BUSINESSES AND RESIDENCES.

CONSTRUCTION TRAFFIC

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

TRAFFIC SIGNING

ADVANCE TRAFFIC SIGNING, CONSTRUCTION WORK ZONE APPROACH SIGNING, BARRICADES AND SIGNS ON BARRICADES BEYOND THE WORK LIMITS SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.

TEMPORARY RAMPING

IN ORDER TO PROVIDE FOR LOCAL ACCESS, LONGITUDINAL VERTICAL FACES ABUTTING DRIVES SHALL BE TEMPORARILY RAMPED. TRANSVERSE VERTICAL FACES SHALL BE TEMPORARILY RAMPED A MINIMUM OF TEN (10) FEET IN LENGTH AND BE WARNED WITH "BUMP" (W8-1) SIGNS IN ADVANCE OF THE RAMPED AREAS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY TO COMPLETE THE ABOVE NOTED WORK SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN.

EXISTING PAVEMENT DISPOSAL/CASTING ADJUSTMENT

THE EXISTING ASPHALT PAVEMENT WEARING COURSE AND CONCRETE BASE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ONCE THEY ARE REMOVED, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DELINEATE ANY CASTINGS THAT MAY PROTRUDE ABOVE THE EXISTING CONCRETE BASE. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN SUFFICIENT MATERIAL IN THE VICINITY OF THESE CASTINGS TO PROVIDE AN ADEQUATE RAMP AROUND THE CASTINGS. IN NO CASE SHALL THE CASTING REMAIN EXPOSED WITHOUT PROPER PROTECTION.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE REPLACEMENT SIGNS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF CMS 614.11.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR USE AFTER THE MILLING OPERATION AND AFTER PLACEMENT OF THE INTERMEDIATE COURSE:

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT	2.2 MILE
ITEM 614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT	150 FT

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR USE AFTER PLACEMENT OF THE SURFACE COURSE:

ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT	2.2 MILE
ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT	150 FT



MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE CITY OF WILLOUGHBY FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 4 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6:00 TO 8:00 AM AND 4:00 TO 6:00 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS

ANY EXISTING VEHICULAR TRAFFIC SIGNAL HEAD, WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION;
2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;
3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;
4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;
5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN.

DRIVEWAY ACCESS

THIS WORK SHALL BE IN CONJUNCTION WITH ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN AND ALL COSTS INCURRED FOR THIS ITEM SHALL BE INCLUDED IN THE LUMP SUM BID FOR MAINTAINING TRAFFIC, AS PER PLAN. NO ADDITIONAL PAYMENTS WILL BE MADE. ACCESS TO ALL PROPERTY OWNERS, INCLUDING RESIDENCES AND BUSINESSES, SHALL BE MADE AVAILABLE AT ALL TIMES DURING CONSTRUCTION.

THE CONTRACTOR SHALL MAKE AVAILABLE DURING CONSTRUCTION, STEEL PLATES, BRIDGES OR OTHER MEANS APPROVED BY THE ENGINEER TO BRIDGE ACROSS THE HALF WIDTH ROADWAY CONSTRUCTION, TO PROVIDE FULL TIME (TWENTY-FOUR (24) HOURS, SEVEN (7) DAYS A WEEK) ACCESS TO DRIVEWAYS THAT REQUIRE IT. ALL DRIVEWAY CLOSURES AND/OR APRON WORK SHALL BE CONSTRUCTED IN ALTERNATING INTERVALS IN ORDER TO ELIMINATE ABUTTING PROPERTY OWNERS HAVING BOTH OF THEIR DRIVEWAYS CLOSED.

THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL, AT THE PRE-CONSTRUCTION MEETING, HIS PROPOSAL FOR PROVIDING ACCESS TO THE DRIVEWAYS.

FOR ESTIMATING PURPOSES, THE NUMBER OF DRIVE APRONS TO BE MAINTAINED SHOULD BE THE NUMBER OF DRIVEWAYS IN EACH CONSTRUCTION PHASE.

PEDESTRIAN ACCESS

DURING TEMPORARY CLOSURE OR RELOCATION OF SIDEWALKS AND OTHER PEDESTRIAN FACILITIES, TEMPORARY FACILITIES SHALL BE PROVIDED. THESE FACILITIES SHALL BE DETECTABLE AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING FACILITY. PEDESTRIAN SIDEWALK CLOSURES, CROSSWALK CLOSURES, AND PEDESTRIAN DETOURS OR BYPASSES SHALL BE INSTALLED ACCORDING TO O.M.U.T.C.D. TYPICAL APPLICATIONS TA-28 AND TA-29.

INSTALLATION OF PAVEMENT MARKINGS

ALL WORK ZONE PAVEMENT MARKINGS AND SIGNS REQUIRED FOR A PARTICULAR LANE CLOSURE OR TRAFFIC PATTERN SHALL BE INSTALLED ON A SINGLE WORK DAY, AND THE CORRESPONDING TRAFFIC PATTERN SHALL BE IMPLEMENTED IMMEDIATELY. IN ADDITION, THE REQUIREMENTS OF ODOT 614.11 SHALL APPLY.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, TWO (2) CHANGEABLE MESSAGE SIGNS (PCMS). 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.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS SHALL BE DIRECTED BY THE ENGINEER. 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.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 4 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

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 PRE-CONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE. THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)

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 INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC. 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
ASSUMING 2 PCMS SIGNS FOR 12 MONTHS.

24 SIGN MONTH

$$\frac{14}{46}$$