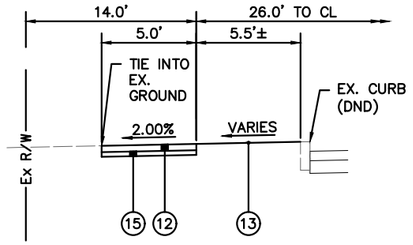
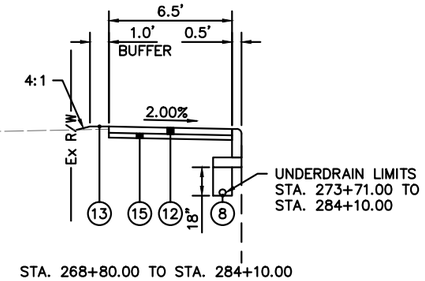


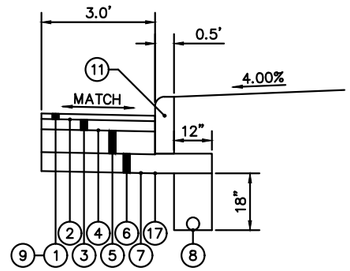
WALK EXTENSION - W. SPRINGFIELD ST.

STA. 263+77.00 TO STA. 264+47.00

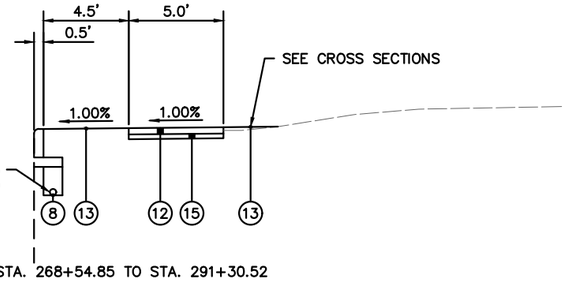
NOTE "A": CURB EDGE REPAIR CONTINUES FROM STA. 295+27.27 TO STA. 302+48.77. OFFSET DISTANCE TO FACE OF CURB IS:
−20.0' LT @ 293+65.00
−19.0' LT @ 296+19.97
−18.0' LT @ 298+74.89
−18.0' LT @ 302+48.77
SAWCUT LINE IS 2.0' IN FRONT OF CURB FACE.



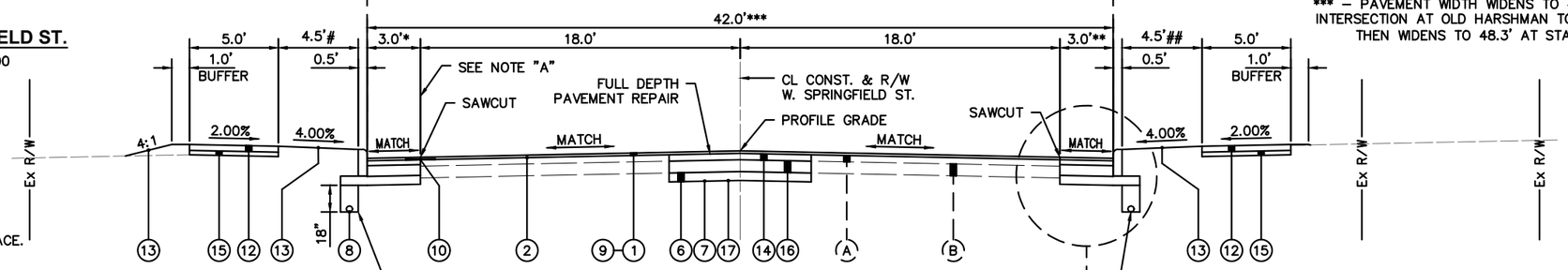
STA. 268+80.00 TO STA. 284+10.00



TYPICAL EDGE DETAIL



STA. 268+54.85 TO STA. 291+30.52



*** – PAVEMENT WIDTH WIDENS TO 43.0' EAST OF THE INTERSECTION AT OLD HARSHMAN TO STA. 293+65.00, THEN WIDENS TO 48.3' AT STA. 295+27.27

* – EDGE WIDTH IS 2.0' FROM STA. 293+44.90 TO STA. 302+82.00.

\# – CURB LAWN WIDTH VARIES BETWEEN 1.5' AND 4.5' FROM STA. 268+19.85 TO STA. 268+80.00 AND STA. 284+10.00 TO STA. 281+60.11

STA. 273+71.00 TO STA. 300+09.00

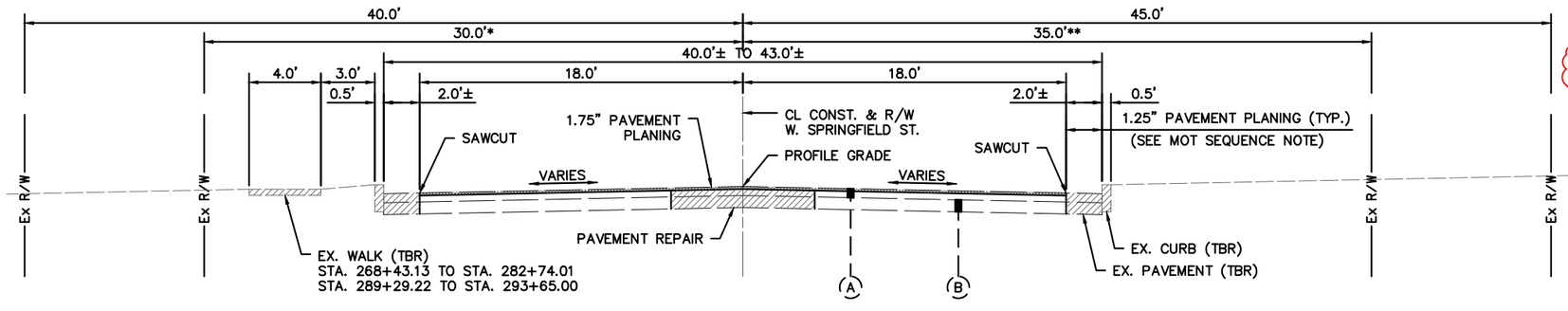
PROPOSED TYPICAL SECTION - W. SPRINGFIELD ST.

STA. 264+47.00 TO STA. 295+27.27

STA. 264+47.00 TO STA. 283+75.00

** – EDGE WIDTH IS 5.0' FROM STA. 292+35.80 TO STA. 293+65.00

\#\# – CURB LAWN WIDTH DECREASES FROM 2.56' AT STA. 264+47.00 TO 1.82' AT STA. 264+85.00, THEN INCREASES TO 4.00' AT STA. 265+35.00 UNTIL 266+40.00, WHERE IT THEN INCREASE TO 4.50' AT STA. 266+60.00. NO CURB LAWN OR WALK IS PRESENT FROM STA. 292+35.80 TO STA. 295+27.27



EXISTING TYPICAL SECTION - W. SPRINGFIELD ST.

STA. 264+00.00 TO STA. 294+00.00
STA. 294+00.00 TO STA. 302+82.00 (NOT SHOWN FOR CLARITY)

30.0' RIGHT OF WAY WIDTH:
STA. 268+90.63 TO STA. 270+90.62
STA. 273+41.64 TO STA. 284+05.32

35.0' RIGHT OF WAY WIDTH:
STA. 265+99.72 TO STA. 274+31.05
STA. 287+90.60 TO STA. 291+44.92

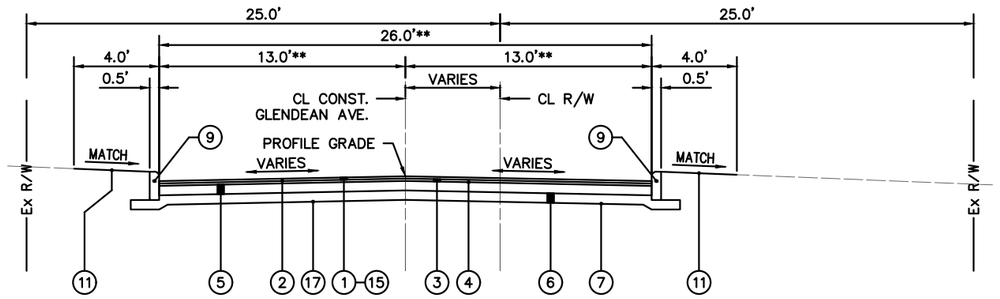
LEGEND - THIS SHEET ONLY

1. ITEM 826 – 1.75" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), FIBER TYPE C, AS PER PLAN
2. ITEM 407 – NON–TRACKING TACK COAT (APPLIED @ 0.09 GAL/SY)
3. ITEM 441 – 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449) (PLACED IN 1 LIFT)
4. ITEM 407 – NON–TRACKING TACK COAT (APPLIED @ 0.06 GAL/SY)
5. ITEM 613 – 7.25" LOW STRENGTH MORTAR BACKFILL
6. ITEM 304 – 6" AGGREGATE BASE
7. ITEM 204 – SUBGRADE COMPACTION
8. ITEM 605 – 4" BASE PIPE UNDERDRAINS
9. ITEM SPECIAL – ASPHALT REJUVENATING AGENT
10. ITEM 512 – TYPE 2 WATERPROOFING, AS PER PLAN
11. ITEM 609 – CURB, TYPE 6, AS PER PLAN
12. ITEM 608 – 4" CONCRETE WALK, AS PER PLAN
13. ITEM 659 – SEEDING AND MULCHING, CLASS 1
14. ITEM 301 – 4" ASPHALT CONCRETE BASE, PG64–22, (449)
15. ITEM 411 – 3" STABILIZED CRUSHED AGGREGATE
16. ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS (7" THICK)
17. ITEM 204 – GEOGRID
- (A) EXISTING ±4" ASPHALT CONCRETE PAVEMENT
- (B) EXISTING ±7" CONCRETE BASE

CALCULATED DMS
CHECKED MJT

TYPICAL SECTIONS

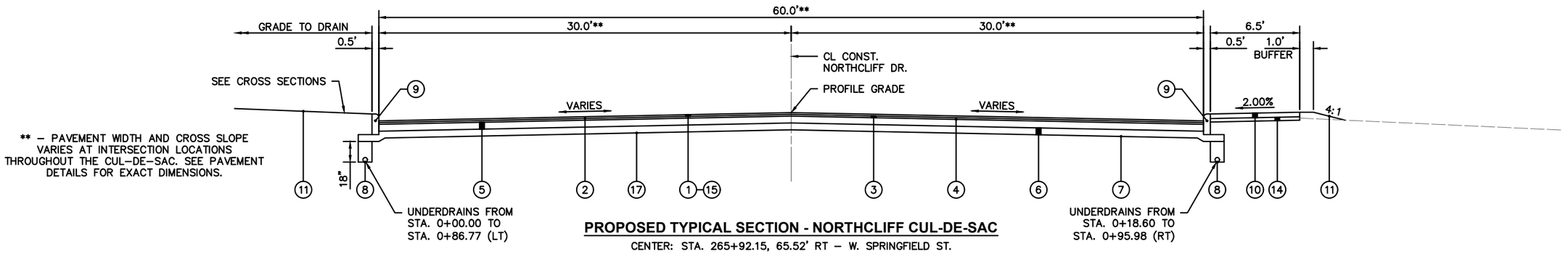
MOT-W. SPRINGFIELD ST. RECON



** – PAVEMENT WIDTH AND CROSS SLOPE VARIES AT INTERSECTION OF W. SPRINGFIELD STREET AND TO MATCH EXISTING GLENDEAN AVENUE. SEE PAVEMENT DETAILS.

PROPOSED TYPICAL SECTION - GLENDEAN AVENUE

STA. 0+41.73 TO STA. 0+51.93



** – PAVEMENT WIDTH AND CROSS SLOPE VARIES AT INTERSECTION LOCATIONS THROUGHOUT THE CUL–DE–SAC. SEE PAVEMENT DETAILS FOR EXACT DIMENSIONS.

UNDERDRAINS FROM STA. 0+00.00 TO STA. 0+86.77 (LT)

UNDERDRAINS FROM STA. 0+18.60 TO STA. 0+95.98 (RT)

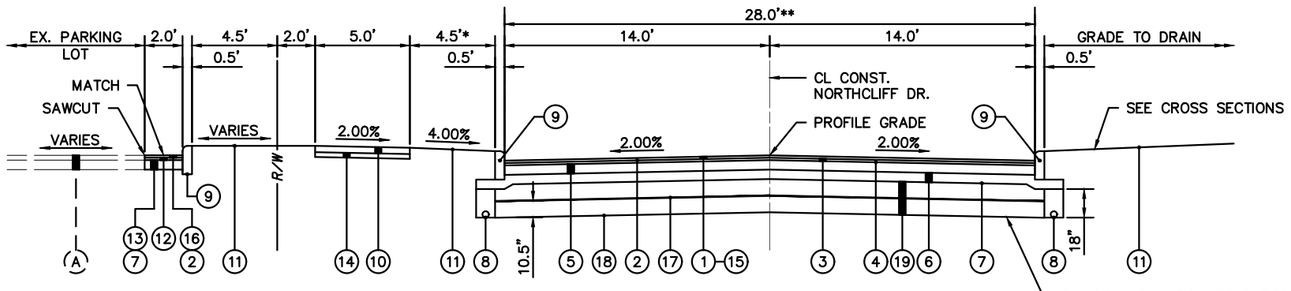
PROPOSED TYPICAL SECTION - NORTHCLIFF CUL-DE-SAC

CENTER: STA. 265+92.15, 65.52' RT – W. SPRINGFIELD ST.

STA. 0+48.00 TO STA. 0+88.77

** – PAVEMENT WIDTH AND CROSS SLOPE VARIES AT INTERSECTIONS AND BEGINNING AT STA. 2+43.22 TO MATCH EXISTING NORTHCLIFF DRIVE. SEE PAVEMENT DETAILS.

STA. 1+98.22 TO STA. 2+60.61
STA. 0+48.00 TO STA. 0+88.77



* – TREE LAWN WIDTH DECREASES FROM 10.1' AT STA. 0+36.19 TO 4.5' AT STA. 0+87.87

PROPOSED TYPICAL SECTION - NORTHCLIFF DRIVE

STA. 0+18.00 TO STA. 0+84.07
STA. 1+98.22 TO STA. 2+60.61
STA. 0+48.00 TO STA. 0+88.77

21" OF EXCAVATION OF SUBGRADE AND GRANULAR EMBANKMENT REPLACEMENT SHALL OCCUR BETWEEN STA. 0+18.00 AND STA. 1+32.50. ALL OTHER SUBGRADE EXCAVATION SHALL BE DETERMINED THROUGH SUBGRADE COMPACTION AND PROOF ROLLING RESULTS

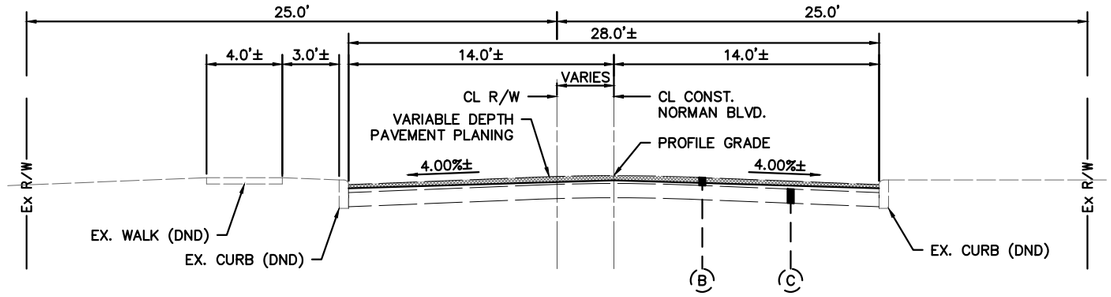
LEGEND - THIS SHEET ONLY

(1)– ITEM 826 – 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), FIBER TYPE C, AS PER PLAN
(2)– ITEM 407 – NON–TRACKING TACK COAT (APPLIED @ 0.060 GAL/SY)
(3)– ITEM 441 – 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449) (PLACED IN 1 LIFT)
(4)– ITEM 407 – NON–TRACKING TACK COAT (APPLIED @ 0.060 GAL/SY)
(5)– ITEM 301 – 4" ASPHALT CONCRETE BASE, PG64–22, (449)
(6)– ITEM 304 – 6" AGGREGATE BASE
(7)– ITEM 204 – SUBGRADE COMPACTION
(8)– ITEM 605 – 4" BASE PIPE UNDERDRAINS
(9)– ITEM 609 – CURB, TYPE 6, AS PER PLAN
(10)– ITEM 608 – 4" CONCRETE WALK, AS PER PLAN
(11)– ITEM 659 – SEEDING AND MULCHING, CLASS 1
(12)– ITEM 441 – 2.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), (DRIVEWAYS) (PLACED IN 1 LIFT)
(13)– ITEM 304 – 8" AGGREGATE BASE
(14)– ITEM 411 – 3" STABILIZED CRUSHED AGGREGATE
(15)– ITEM SPECIAL – ASPHALT REJUVENATING AGENT
(16)– ITEM 441 – 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)
(17)– ITEM 204 – GEOGRID
(18)– ITEM 204 – GEOTEXTILE FABRIC
(19)– ITEM 204 – 21" GRANULAR MATERIAL, TYPE B
(A)– EXISTING ASPHALT CONCRETE PARKING LOT AND BASE

CALCULATED DMS
CHECKED MJT

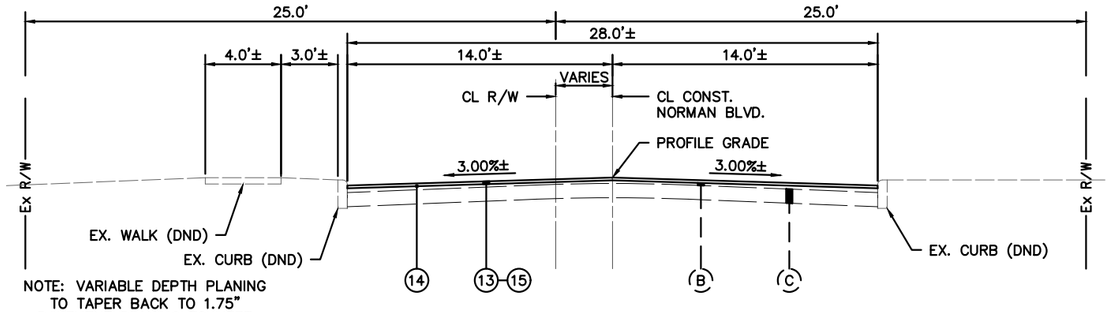
TYPICAL SECTIONS

MOT-W. SPRINGFIELD ST. RECON



EXISTING TYPICAL SECTION - NORMAN BOULEVARD

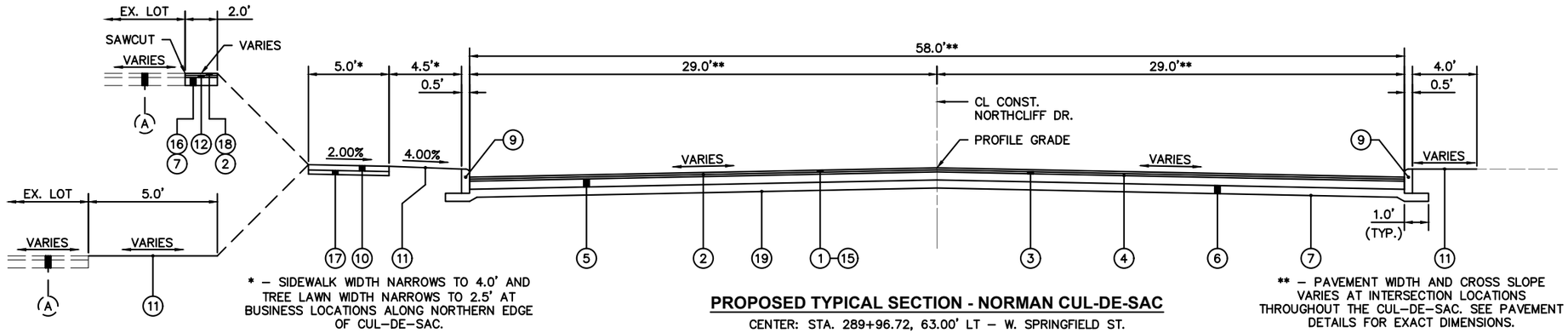
STA. 0+59.05 TO STA. 3+64.54



NOTE: VARIABLE DEPTH PLANING TO TAPER BACK TO 1.75" PAVEMENT PLANING TO MEET EXISTING SURFACE GRADES FROM STA. 2+60.00 TO STA. 3+00.00.

PROPOSED TYPICAL SECTION - NORMAN BOULEVARD

STA. 0+59.05 TO STA. 3+64.54

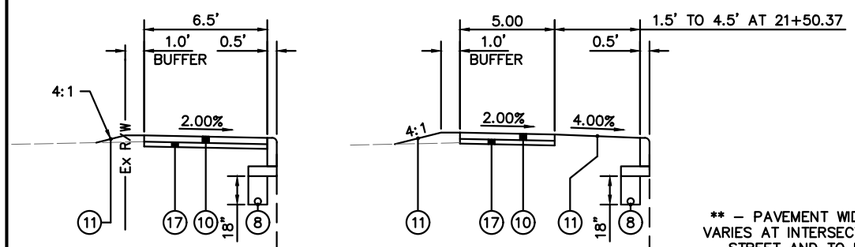


* – SIDEWALK WIDTH NARROWS TO 4.0' AND TREE LAWN WIDTH NARROWS TO 2.5' AT BUSINESS LOCATIONS ALONG NORTHERN EDGE OF CUL–DE–SAC.

PROPOSED TYPICAL SECTION - NORMAN CUL-DE-SAC

CENTER: STA. 289+96.72, 63.00' LT – W. SPRINGFIELD ST.

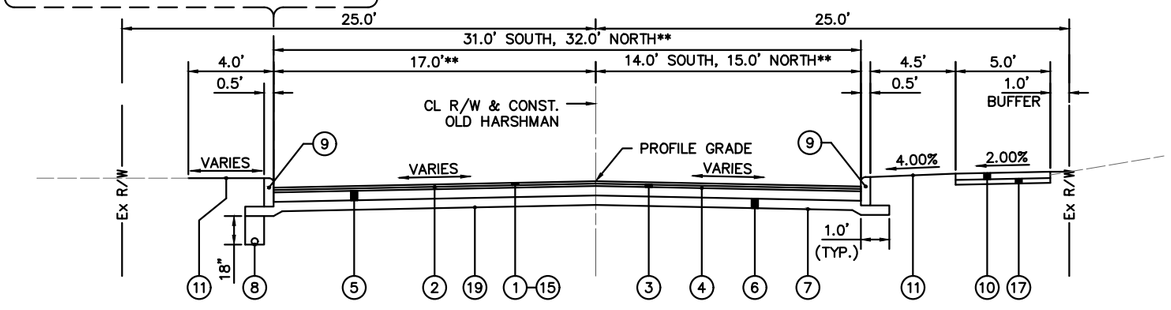
** – PAVEMENT WIDTH AND CROSS SLOPE VARIES AT INTERSECTION LOCATIONS THROUGHOUT THE CUL–DE–SAC. SEE PAVEMENT DETAILS FOR EXACT DIMENSIONS.



STA. 20+69.85 TO STA. 21+30.00

STA. 21+30.00 TO STA. 21+79.55
STA. 19+32.57 TO STA. 19+45.47

** – PAVEMENT WIDTH AND CROSS SLOPE VARIES AT INTERSECTION OF W. SPRINGFIELD STREET AND TO MATCH EXISTING OLD HARSHMAN ROAD. SEE PAVEMENT DETAILS.



PROPOSED TYPICAL SECTION - OLD HARSHMAN ROAD

STA. 19+21.79 TO STA. 20+20.05
STA. 20+79.95 TO STA. 21+79.55

LEGEND - THIS SHEET ONLY

(1)– ITEM 826 – 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), FIBER TYPE C, AS PER PLAN
(2)– ITEM 407 – NON–TRACKING TACK COAT (APPLIED @ 0.060 GAL/SY)
(3)– ITEM 441 – 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449) (PLACED IN 1 LIFT)
(4)– ITEM 407 – NON–TRACKING TACK COAT (APPLIED @ 0.060 GAL/SY)
(5)– ITEM 301 – 4" ASPHALT CONCRETE BASE, PG64–22, (449)
(6)– ITEM 304 – 6" AGGREGATE BASE
(7)– ITEM 204 – SUBGRADE COMPACTION
(8)– ITEM 605 – 4" BASE PIPE UNDERDRAINS
(9)– ITEM 609 – CURB, TYPE 6, AS PER PLAN
(10)– ITEM 608 – 4" CONCRETE WALK, AS PER PLAN
(11)– ITEM 659 – SEEDING AND MULCHING, CLASS 1
(12)– ITEM 441 – 2.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), (DRIVEWAYS) (PLACED IN 1 LIFT)
(13)– ITEM 826 – 1.75" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), FIBER TYPE C, AS PER PLAN
(14)– ITEM 407 – NON–TRACKING TACK COAT (APPLIED @ 0.090 GAL/SY)
(15)– ITEM SPECIAL – ASPHALT REJUVENATING AGENT
(16)– ITEM 304 – 8" AGGREGATE BASE
(17)– ITEM 411 – 3" STABILIZED CRUSHED AGGREGATE
(18)– ITEM 441 – 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)
(19)– ITEM 204 – GEOGRID
(A)– EXISTING ASPHALT CONCRETE PARKING LOT AND BASE
(B)– EXISTING 5"± ASPHALT CONCRETE PAVEMENT
(C)– EXISTING 9"± AGGREGATE BASE MATERIAL

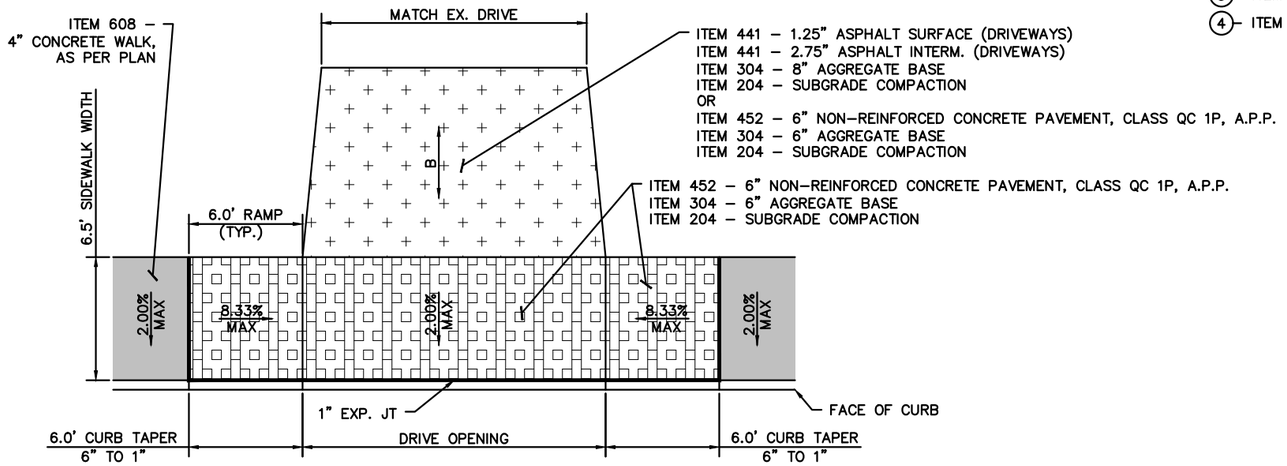
CALCULATED DMS
CHECKED MJT

TYPICAL SECTIONS

MOT-W. SPRINGFIELD ST. RECON

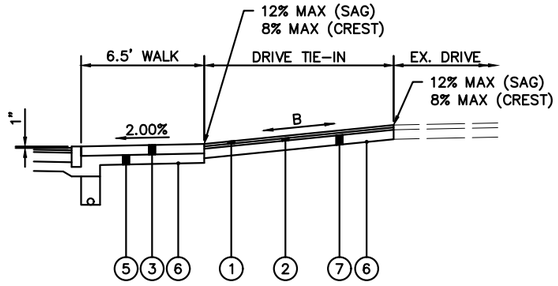
LEGEND - THIS SHEET ONLY

1. ITEM 441 – 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)
2. ITEM 441 – 2.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), (DRIVEWAYS) (PLACED IN 1 LIFT)
3. ITEM 452 – 6" NON–REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN (RESIDENTIAL)
4. ITEM 452 – 9" NON–REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN (COMMERCIAL)
5. ITEM 304 – 6" AGGREGATE BASE
6. ITEM 204 – SUBGRADE COMPACTION
7. ITEM 304 – 8" AGGREGATE BASE



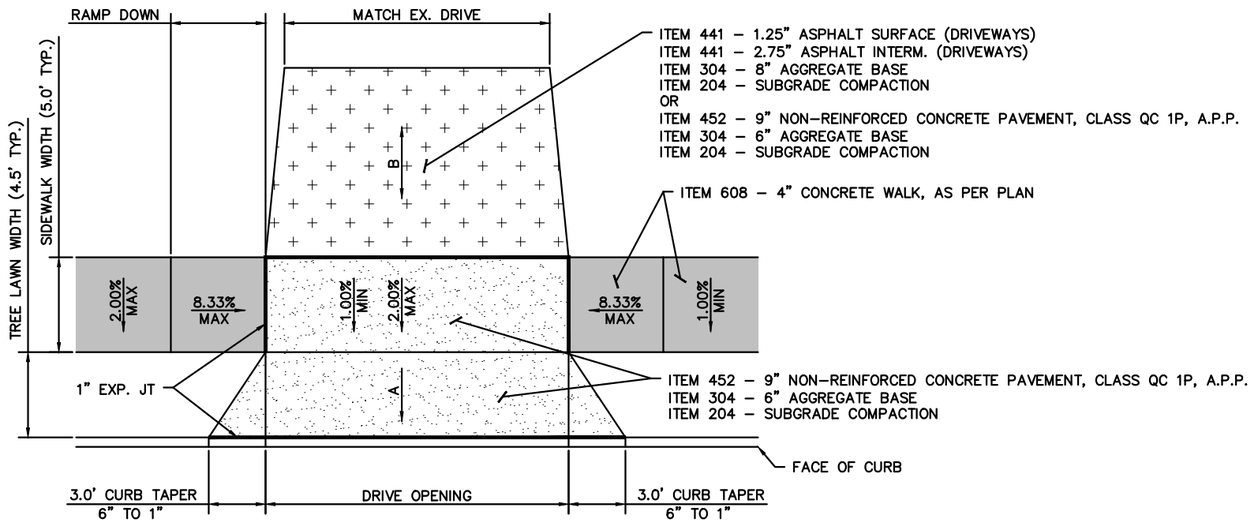
TYPICAL SECTION - DRIVEWAY PLAN

RESIDENTIAL DRIVE EXAMPLE



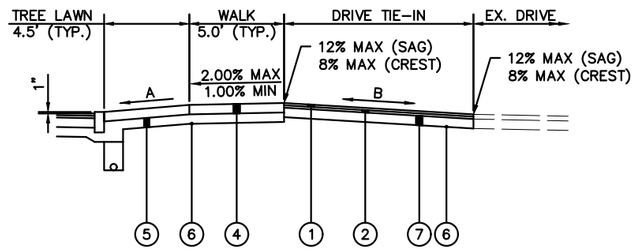
TYPICAL SECTION - DRIVEWAY SECTION

RESIDENTIAL DRIVE EXAMPLE



TYPICAL SECTION - DRIVEWAY PLAN

COMMERCIAL DRIVE EXAMPLE



TYPICAL SECTION - DRIVEWAY SECTION

COMMERCIAL DRIVE EXAMPLE

DRIVE DETAILS				
CENTERLINE	LOCATION	TYPE	GRADE "A"	GRADE "B"
SPRINGFIELD	264+60, RT	RESIDENTIAL	8.33%	–1.66%
SPRINGFIELD	265+86, LT	COMMERCIAL	5.00%	–4.26%
SPRINGFIELD	268+37, RT	COMMERCIAL	1.00%	0.45%
SPRINGFIELD	270+73, RT	COMMERCIAL	5.00%	2.92%
SPRINGFIELD	271+67, RT	COMMERCIAL	2.00%	2.80%
SPRINGFIELD	272+51, RT	COMMERCIAL	2.00%	1.46%
SPRINGFIELD	273+37, RT	COMMERCIAL	–3.00%	–8.42%
SPRINGFIELD	274+55, LT	COMMERCIAL	N/A	6.93%
SPRINGFIELD	275+32, LT	COMMERCIAL	N/A	9.23%
SPRINGFIELD	275+81, LT	COMMERCIAL	N/A	7.12%
SPRINGFIELD	278+80, RT	COMMERCIAL	8.33%	4.36%
SPRINGFIELD	281+18, RT	COMMERCIAL	8.33%	2.60%
SPRINGFIELD	287+73, RT	COMMERCIAL	8.33%	–2.89%
SPRINGFIELD	289+75, RT	COMMERCIAL	3.00%	0.33%
NORTHCLIFF	0+70, RT	RESIDENTIAL	N/A	7.76%
NORTHCLIFF	1+10, RT	RESIDENTIAL	N/A	7.69%
NORTHCLIFF	1+46, RT	RESIDENTIAL	N/A	4.43%
NORTHCLIFF	1+90, RT	RESIDENTIAL	N/A	–3.81%
NORTHCLIFF	2+20, LT	COMMERCIAL	1.50%	0.90%
NORMAN	0+00, LT	COMMERCIAL	8.33%	1.00%
NORMAN	0+07, LT	COMMERCIAL	8.33%	N/A

CALCULATED DMS
CHECKED MJT

TYPICAL SECTIONS

MOT-W. SPRINGFIELD ST. RECON

GENERAL

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT PROJECT.

UTILITIES

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

ELECTRIC
DAYTON POWER & LIGHT
1900 DRYDEN ROAD
DAYTON, OHIO 45439
ATTN: WILLIAM GOURLY
PH: 937–331–4521

TELEPHONE
SBC/AT&T OF OHIO
3233 WOODMAN DRIVE, ROOM 225
DAYTON, OHIO 45420
ATTN: JESSE WEAD
PH: 937–296–3894

STORM SEWER
CITY OF RIVERSIDE
1791 HARSHMAN ROAD
RIVERSIDE, OHIO 45424
ATTN: MARK CARPENTER
PH: 937–233–1801

CABLE
CHARTER – SPECTRUM
3691 TURNER ROAD
DAYTON, OHIO 45415
ATTN: JACOB HOUDESHELL
PH: 937–396–8372

GAS
VECTREN CORPORATION
6500 CLYO ROAD
CENTERVILLE, OHIO 45459
ATTN: GREG FISHMAN
PH: 937–312–2521

WATER AND SANITARY
MONTGOMERY COUNTY WATER AND SANITARY
1850 SPAULDING ROAD
KETTERING, OHIO 45432
ATTN: EDWARD SCHLAACK
PH: 937–781–2631

LIGHTING
MIAMI VALLEY LIGHTING
1065 WOODMAN DRIVE
DAYTON, OHIO 45432
ATTN: ROBYN LIVESAY
PH: 937–259–7192

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

EXISTING UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATION ACCORDING TO THE BEST AVAILABLE DATA. THE CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING THEM IN THE FIELD PRIOR TO CONSTRUCTION AND WILL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THEM. CONTRACTOR TO CONTACT OHIO UTILITIES PROTECTION SERVICE AT 1–800–362–2764 AT LEAST 48 HOURS PRIOR TO CONSTRUCTION. NON–MEMBER MUST BE CALLED DIRECTLY.

IT IS THE INTENT THAT ALL KNOWN CONFLICTING UTILITY POLES SHALL BE RELOCATED BY OTHER PRIOR TO CONSTRUCTION. IF A CONFLICT ARISES, THE CONTRACTOR SHALL COORDINATE WITH THE APPROPRIATE UTILITY COMPANY TO GET THE CONFLICT RESOLVED.

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 7:00 PM AND 7:00 AM. 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.

MUD AND DEBRIS

THE TRACKING OR SPILLING OF MUD, DIRT, OR DEBRIS UPON CITY STREETS IS PROHIBITED AND ANY SUCH OCCURRENCE SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR.

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: TRAVERSE IRON PIN

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 12A

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (CORS 2011 ADJUSTMENT)
ELLIPSOID: GRS 80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: SOUTH ZONE
COMBINED SCALE FACTOR: 1.00007455801825
ORIGIN OF COORDINATE SYSTEM: 655676.8230, 1517088.4220

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.

PROPERTY POINTS AND SURVEY MONUMENTS

CARE SHALL BE TAKEN BY THE CONTRACTOR TO SAFEGUARD ANY PROPERTY POINTS OR OTHER SURVEY REFERENCE MARKS ENCOUNTERED DURING CONSTRUCTION OF THIS PROJECT. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AT HIS EXPENSE, TO RESET ANY PROPERTY POINT OR SURVEY MONUMENT WHICH IS DISTURBED AS A RESULT OF CONSTRUCTION OF THIS PROJECT. THE PROPERTY POINTS AND SURVEY MONUMENTS SHALL BE RESET UNDER THE SUPERVISION OF A REGISTERED PROFESSIONAL SURVEYOR.

PAYMENT FOR THIS ITEM SHALL BE INCIDENTAL TO THE OTHER ITEMS PAID FOR IN THIS PROJECT.

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.

PROTECTION OF RIGHT-OF-WAY LANDSCAPING

PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE CITY OF RIVERSIDE WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT–OF–WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS). A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER'S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE.

CONSTRICT ALL ACTIVITIES, EQUIPMENT STORAGE, AND STAGING TO WITHIN THE CONSTRUCTION LIMITS. THE CONSTRUCTION LIMITS ARE IDENTIFIED IN THE PLANS.

IN ADDITION TO THE REQUIREMENTS SET FORTH IN THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATION MANUAL SECTION 107.10, SUBMIT A WRITTEN REQUEST TO THE PROJECT ENGINEER TO USE ANY AREA OUTSIDE THESE LIMITS. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. USE OF THESE AREAS FOR DISPOSAL OF WASTE MATERIAL AND CONSTRUCTION DEBRIS, EXCAVATION OF BORROW MATERIAL AND PLACEMENT OF PORTABLE PLANTS IS PROHIBITED. THE REQUEST MUST BE APPROVED, IN WRITING, BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA.

ANY ITEMS DAMAGED BEYOND THE CONSTRUCTION LIMITS, AS DEFINED ABOVE, WILL BE REPLACED IN KIND OR AS APPROVED BY THE PROJECT ENGINEER.

NONRUBBER TIRE VEHICLES

NO NONRUBBER TIRE VEHICLES SHALL BE MOVED ON CITY STREETS. EXCEPTIONS MAY BE GRANTED BY THE ENGINEER WHERE SHORT DISTANCES AND SPECIAL CIRCUMSTANCES ARE INVOLVED. GRANTING OF EXCEPTIONS MUST BE IN WRITING AND ANY RESULTING DAMAGE MUST BE REPAIRED TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR SHALL USE EXTREME CARE WHEN OPERATING NONRUBBER TIRE VEHICLES ON STREETS OR DRIVEWAYS TO AVOID MARKING OR DAMAGING THE PAVEMENT. PROTECTION OF THE PAVEMENT FROM DAMAGE RESULTING FROM THE TRACKS OF NONRUBBER TIRE VEHICLES UTILIZED IN TRENCH EXCAVATION SHALL BE REQUIRED. A WOOD PLANK SYSTEM, USED TIRES, RUBBER MATS, OR OTHER MEANS APPROVED BY THE ENGINEER SHALL BE USED TO PROTECT THE PAVEMENT. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS ITEMS OF THE CONTRACT.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF WRIGHT PATTERSON AIR FORCE BASE. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 50 FEET. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460–1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460–1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

APPLICATIONS SHALL BE SENT TO THE FOLLOWING LOCATIONS:

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
AIR TRAFFIC AIRSPACE BRANCH ASW–520
2601 MEACHAM BLVD.
FORTH WORTH, TEXAS 76137–4298

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN–GRANVILLE ROAD
COLUMBUS, OHIO 43235
PH: 614–387–2346

CLEARING AND GRUBBING

REMOVE ALL TREES AND STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201 – CLEARING AND GRUBBING. THE FOLLOWING IS AN APPROXIMATE ESTIMATE OF THE NUMBER OF TREES AND STUMPS TO BE REMOVED.

SIZE	NO. TREES	NO. STUMPS	TOTAL
18"	7	0	7
30"	0	0	0
48"	0	0	0
60"	0	0	0

PAVEMENT REPAIR AND PATCHING PLANED SURFACES

CONTINGENCY QUANTITIES HAVE BEEN ADDED TO THE PLANS FOR THE FOLLOWING WORK:

EXISTING DETERIORATED ASPHALT AND CONCRETE BASE SHALL BE REMOVED TO THE ENTIRE PAVEMENT DEPTH INCLUDING EXCAVATING FOR REPLACEMENT OF 6" OF AGGREGATE BASE WITH GEOGRID PLACED BENEATH. SEE THE PAVEMENT DETAIL SHEETS FOR LOCATIONS OF FULL DEPTH PAVEMENT REPAIR. IN ADDITION, ANY DETERIORATED AREAS EXPOSED BY THE PLANING OF THE EXISTING ASPHALT SHALL BE REPAIRED (5% OF PLANED SURFACE). THE FOLLOWING QUANTITIES SHALL COVER THIS WORK:

ITEM 204 – SUBGRADE COMPACTION	1050 SQ. YD.
ITEM 204 – GEOGRID	1050 SQ. YD.
ITEM 304 – AGGREGATE BASE	175 CU. YD.
ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS	1050 SQ. YD.
ITEM 255 – FULL DEPTH PAVEMENT SAWING	2950 FT
ITEM 301 – ASPHALT CONCRETE BASE, PG64–22, (449)	167 CU. YD.

ITEM 202 - REMOVAL MISC.: PRIVATE FLAG POLE AND CONCRETE BASE REMOVED

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 202 – REMOVAL OF STRUCTURES AND OBSTRUCTIONS, EXCEPT AS HEREIN MODIFIED:

THE CONTRACTOR SHALL REMOVE THE EXISTING FLAG POLES AND CONCRETE BASES IN A MANNER TO SALVAGE THE POLE, FLAGS, AND OTHER APPURTENANCES SUCH THAT THE SYSTEM CAN BE RETURNED TO THE OWNER FOR FUTURE RE–USE. ANY DAMAGE DONE TO THE FLAG POLES SHALL BE REPLACED AT COST TO THE CONTRACTOR. VOIDS CREATED BY REMOVAL OF THE CONCRETE BASE, SINCE IN THE INFLUENCE OF THE FUTURE CONCRETE WALK, SHALL BE BACKFILLED WITH ITEM 411 – STABILIZED CRUSHED AGGREGATE AT A COST INCIDENTAL TO THE REMOVAL.

PAYMENT FOR ITEM 202 – REMOVAL MISC.: PRIVATE FLAG POLE AND CONCRETE BASE REMOVED, FOR ALL OPERATIONS DESCRIBED ABOVE, SHALL BE AT THE CONTRACT EACH BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT TO COMPLETE THE WORK.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING. SEE PLAN SHEET NO. 3 THROUGH 6 FOR ADDITIONAL INFORMATION.

ITEM 204 – PROOF ROLLING 4 HOURS

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE FOR LOCATIONS OF FULL DEPTH PAVEMENT CONSTRUCTION ON NORTHCLIFF, GLENDEAN, OLD HARSHMAN, AND NORMAN IN ACCORDANCE WITH THE GEOTECHNICAL REPORT:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
2. ON NORTHCLIFF DRIVE RELOCATION FROM STA. 0+18.00 TO STA. 1+32.50, EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMIT IS THE FULL DEPTH CONSTRUCTION THROUGH THE EXISTING PARKING LOT FOR THE RE–ALIGNED ROADWAY. THE CONTRACTOR SHALL EXCAVATE THE UNSUITABLE SOILS DOWN 21" BELOW THE SUBGRADE, INSTALL GEOTEXTILE FABRIC, PLACE 10.5" OF GRANULAR MATERIAL (FOLLOW CMS LIFT REQUIREMENTS), INSTALL GEOGRID, AND FINISH WITH 10.5" OF ADDITIONAL GRANULAR MATERIAL (EQUATING TO 21" OF GRANULAR MATERIAL). THIS EXCAVATION IS INCLUDED IN ITEM SPECIAL – WORK INVOLVING PETROLEUM CONTAMINATED SOIL.
3. FOR THE REMANING NORTHCLIFF DRIVE, GLENDEAN, OLD HARSHMAN, AND NORMAN BLVD RECONSTRUCTION, COMPACT THE SUBGRADE ACCORDING TO 204.03.
4. IN THESE REMAINING LOCATIONS, THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE SUBGRADE COMPACTION AND PROOF ROLLING RESULTS THROUGH VISUAL OBSERVATIONS.
5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO 204.07 AND THE GEOTECHNICAL REPORT. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.
6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO 204.06 TO VERIFY STABILITY.
7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSTABLE SUBGRADE ARE PAID UNDER ITEM 204–EXCAVATION OF SUBGRADE. FOR ESTIMATING PURPOSES, IT IS ASSUMED THAT 100% OF THE FULL DEPTH RECONSTRUCTION AREAS (OUTSIDE OF THE RE–ALIGNED NORTHCLIFF DRIVE) WILL REQUIRE A MINIMUM OF 12 INCHES OF GRANULAR MATERIAL WITH ITEM 204–GEOGRID PLACED BENEATH THE GRANULAR EMBANKMENT. FURTHERMORE, IT IS ANTICIPATED THAT NO EXCAVATION OF UNSTABLE SUBGRADE WILL BE REQUIRED ALONG THE CURB REPAIR SECTIONS OF SPRINGFIELD STREET, AS LONG AS ITEM 204–GEOGRID IS INSTALLED BENEATH THE AGGREGATE BASE. THE QUANTITIES ARE CALCULATED IN THE PAVEMENT CALCULATIONS SPREADSHEET AND CARRIED TO THE GENERAL SUMMARY.

CONRETE FIBERS

ALL CURB, DRIVEWAYS, WALKS, AND CURB RAMPS SHALL HAVE 3 LBS OF 2.25" LENGTH FIBRILLATED MACROFIBERS PER CUBIC YARD. THE CONTRACTOR SHALL CONTACT THE FIBER MANUFACTURER'S SUPPLIER 48 HOURS PRIOR TO ORDERING THE FIRST BATCH OF CONCRETE FOR APPROPRIATE MIXING AND FINISHING PROCEDURES. FIBER REPRESENTATIVES SHALL BE ON SITE FOR THE FIRST POUR.

THE FOLLOWING PAY ITEMS WILL INCLUDE CONCRETE FIBERS:

ITEM 452 – NON–REINF. CONC. PAVEMENT, CLASS QC 1P, AS PER PLAN
ITEM 608 – 4" CONCRETE WALK, AS PER PLAN
ITEM 608 – CURB RAMP, AS PER PLAN
ITEM 609 – CURB, TYPE 6, AS PER PLAN

CALCULATED DMS
CHECKED MJT

GENERAL NOTES

MOT-W. SPRINGFIELD ST. RECON

ITEM 614 - MAINTAINING TRAFFIC

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITHIN THESE PLANS WITH THE LEAST INCONVENIENCE TO, AND THE MAXIMUM SAFETY OF, THE CONTRACTOR, LOCAL MERCHANTS, PEDESTRIAN TRAFFIC, AND THE TRAVELING PUBLIC.

REQUIREMENTS FOR MAINTAINING TRAFFIC AS SPECIFIED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (CURRENT EDITION, LATEST REVISION), PERTINENT PROVISIONS OF THE "OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS" (INCLUDING SUPPLEMENTAL SPECIFICATIONS) AND APPLICABLE STANDARD CONSTRUCTION DRAWINGS SHALL APPLY TO THIS PROJECT IN ADDITION TO THE FOLLOWING NOTES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SAFE AND EFFECTIVE VEHICULAR TRAFFIC CONTROL 24 HOURS A DAY FOR THE DURATION OF THIS PROJECT. THIS WILL INCLUDE PROVIDING, PLACING, MAINTAINING, AND SUBSEQUENTLY REMOVING ALL NECESSARY TRAFFIC CONTROL MEASURES FOR ALL PROPOSED CONSTRUCTION OPERATIONS.

BEFORE THE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAME(S) AND TELEPHONE NUMBER(S) OF A PERSON OR PERSONS WHO CAN BE CONTACTED TWENTY–FOUR (24) HOURS A DAY BY THE ENGINEER, OR ANY OTHER INTERESTED POLICE AGENCY.

THIS PERSON OR PERSONS SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ALL TRAFFIC CONTROL DEVICES NEEDED TO MAINTAIN THE SAFETY OF THE TRAVELED PAVEMENT FOR THE DURATION OF THIS PROJECT. THIS PERSON SHALL HAVE AVAILABLE ALL MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED REPAIRS WITHIN A REASONABLE PERIOD OF TIME AS PER C.M.S. 614.14.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT, EXCEPT IN PHASE 1 FULL DEPTH PAVEMENT REPAIRS IN WHICH FLAGGING OPERATIONS WILL BE PERMITTED.

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.

ACCESS TO AND FROM ALL LOCAL RESIDENTIAL AND BUSINESS DRIVES WITHIN THE LIMITS OF THIS PROJECT SHALL BE MAINTAINED AT ALL TIMES (24 HOURS A DAY) BY USING THE EXISTING PAVEMENT, TEMPORARY PAVEMENT, AND THE PROPOSED PAVEMENT UNLESS OTHERWISE DIRECTED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SEQUENCE THE WORK TO HELP MINIMIZE THE NEED FOR TEMPORARY AGGREGATE PAVEMENT. TEMPORARY AGGREGATE PAVEMENT CAN BE ASPHALT GRINDINGS OR OTHER AGGREGATE APPROVED BY THE ENGINEER. THE COST OF INSTALLATION, MATERIAL, AND REMOVAL OF THE TEMPORARY AGGREGATE PAVEMENT IS TO BE PART OF THE ITEM 614 MAINTAINING TRAFFIC LUMP SUM.

THE CONTRACTOR WILL BE REQUIRED TO PROVIDE, ERECT, MAINTAIN (IN PROPER POSITION, CLEAN AND LEGIBLE, AND IN GOOD WORKING CONDITION), AND SUBSEQUENTLY REMOVE ALL LIGHTS, SIGNS, CONES, BARRICADES, EXISTING PAVEMENT MARKINGS, AND ANY OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC.

THE CONTRACTOR SHALL ADJUST THE LOCATION AND/OR SPACING OF ALL TRAFFIC CONTROL CHANNELING DEVICES AS DICTATED BY THE PROGRESS OF THE REQUIRED WORK TO ALLOW CONSTRUCTION ACCESS TO WORK AREAS WHILE MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL DURING ALL CONSTRUCTION OPERATIONS. THE ORIGINAL LOCATION, PLACEMENT, SPACING AND SUBSEQUENT RELOCATION OR REMOVAL OF ALL TRAFFIC CONTROL DEVICES SHALL BE SUBJECT TO THE ENGINEER'S APPROVAL.

IT IS INTENDED THAT THE TRAFFIC NOT BE SUBJECTED TO ANY LANE CLOSURES UNLESS ACTIVE WORK IS BEING PERFORMED IN OR IMMEDIATELY ADJACENT TO THE CLOSED LANE. THE ROADWAY SHALL NOT BE RESTRICTED TO ANY LANE CLOSURE DURING PERIODS OF INTERMITTENT OR IRREGULAR WORK, NOR CLOSED SOLELY FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION AS TO WHAT CONSTITUTES ACTIVE WORK AND WHETHER OR NOT THE LANE CLOSURE IS JUSTIFIED.

IF, IN THE OPINION OF THE ENGINEER, THE LANE CLOSURE IS NOT JUSTIFIED, THEY MAY ORDER ALL OR PART OF THE LANE CLOSURE REOPENED TO TRAFFIC (UNTIL SUCH TIME THIS CONDITION IS CORRECTED.)

THE CONTRACTOR SHALL MAINTAIN TWO WAY TRAFFIC ALONG W. SPRINGFIELD STREET AT ALL TIMES UNLESS OTHERWISE SHOWN IN THE MOT PLANS. WHEN THE CLOSURE OF A THRU LANE IS REQUIRED, THE CONTRACTOR SHALL FOLLOW THE APPROPRIATE ODOT MAINTAINING TRAFFIC STANDARD CONSTRUCTION DRAWING.

ITEM 614 - MAINTAINING TRAFFIC (CONT.)

THE CONTRACTOR SHALL FURNISH AND INSTALL ADVANCE WARNING "ROAD WORK AHEAD" (W20–1) SIGNS AND "END ROAD WORK" (G20–2) SIGNS, ON ALL PUBLIC ROADS ENTERING OR EXITING THE PROJECT LIMITS, AS WELL AS OTHER NECESSARY MAINTENANCE OF TRAFFIC SIGNS.

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.

CONSTRUCTION SEQUENCE

PHASE 1: THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO CONSTRUCT THE FULL DEPTH PAVEMENT REPAIRS AS SHOWN IN THE PLAN SHEETS BY REMOVING THE EXISTING ASPHALT PAVEMENT, EXISTING CONCRETE BASE COURSE, IF APPLICABLE, AND REPLACING WITH THE REQUIRED DEPTH OF ITEM 255 CONCRETE REPAIR AND ITEM 301 ASPHALT CONCRETE BASE COURSE SUCH THAT THE PAVEMENT IS FLUSH WITH THE EXISTING CONGRUENT ASPHALT SURFACE. THE PAVEMENT REPAIR SURFACE WILL BE MILLED AND RESURFACED IN A FUTURE CONSTRUCTION PHASE.

DUE TO THE EXISTING CONCRETE BASE JOINTS ENCOMPASSING BOTH LANES OF TRAFFIC IN ONE DIRECTION, IT IS EXPECTED THE CONTRACTOR WILL NEED TO CLOSE BOTH LANES OF TRAFFIC TO CONSTRUCT THE REPAIRS AS NECESSARY. AT NO TIME WILL WEST SPRINGFIELD STREET BE CLOSED IN EITHER DIRECTION. THUS, ONE LANE OF TRAFFIC MAY BE MAINTAINED FOR TWO–WAY TRAFFIC AT CERTAIN LOCATIONS BY THE USE OF FLAGGING DURING DAYLIGHT BETWEEN THE HOURS OF 9:00 AM AND 3:30 PM. FLAGGING OPERATIONS SHALL FOLLOW ODOT STD. DWG. MT–97.10 (7–18–14). NO NIGHT TIME WORK IS PERMITTED ON THIS PROJECT.

IN ADDITION, CATCH BASIN REPLACEMENTS AND CURB REPAIR ARE INTENDED TO BE PERFORMED IN THIS PHASE AT STA. 297+72 RT AND 299+56 RT. TRAFFIC IN THESE LOCATIONS WILL ALREADY BE RECONFIGURED INTO ONE LANE OF TRAFFIC FROM EAST SPRINGFIELD CONSTRUCTION. CONTRACTOR SHALL DRUM THE LOCATIONS, BUT NO MAJOR TRAFFIC PATTERN SHIFTS ARE ANTICIPATED.

LASTLY, PAVEMENT REPAIRS AND CURB REPAIRS AT THE BOTTOM OF THE EASTBOUND RAMP FOR HARSHMAN ONTO SPRINGFIELD STREET WILL REQUIRE THE CLOSURE OF THE EASTBOUND RAMP. CONTRACTOR SHALL PROVIDE "ROAD WORK AHEAD" SIGNS AT THE TOP OF THE RAMP AND CLOSE THE EAST BOUND PORTION OF THE RAMP AT THE "SPLIT" FOR THE WESTBOUND INTENDED VEHICLES AND THE EASTBOUND INTENDED VEHICLES. TWO (2) ROAD CLOSED TYPE III BARRICADES SHALL BE PLACED AT THIS LOCATION. THE CONTRACTOR SHALL ALSO REMOVE THE EXISTING LEFT TURN MARKINGS AND COVER THE LEFT TURN SIGNAGE. EAST BOUND TRAFFIC SHALL USE THE WEST BOUND EXIT RAMP AND FOLLOW THE TRAFFIC SIGNAL REGULATIONS FOR RIGHT HAND TURNS.

THE CONTRACTOR IS PERMITTED TO COMPLETE WORK ACTIVITIES IN PHASE 1 UP THROUGH NOVEMBER 1, 2022. AFTER THIS DATE, ROADWAY TRAFFIC PATTERN MUST RETURN TO ORIGINAL CONFIGURATION WITHOUT TRAFFIC RESTRICTIONS UNTIL THE START OF PHASE 2 CONSTRUCTION. ANY WORK NOT COMPLETED IN PHASE 1 CAN BE RESTARTED DURING PHASE 2 ACTIVITIES BEGINNING APRIL 1, 2022. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO GENERAL SUMMARY TO ADDRESS POTENTIAL POTHOLES FORMED DURING WINTER MONTHS:

ITEM 615 – PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B 2 CY

PHASE 2 (START DATE OF APIRL 1, 2023 UNLESS OTHERWISE APPROVED BY PROJECT ENGINEER: THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO REMOVE THE EXISTING CURB ALONG THE SOUTHERN EDGE OF WEST SPRINGFIELD STREET, CONSTRUCT THE PROPOSED CURB AND SIDEWALK, REPLACE EXISTING DRIVEWAYS, REPLACE THE REQUIRED STORM INLETS, AND INSTALL STREET LIGHTING ALONG THE SAME SOUTHERN EDGE OF WEST SPRINGFIELD STREET. THE 3' WIDE FULL DEPTH PAVEMENT REPLACEMENTS ALONG THE THE FACE OF THE PROPOSED CURB SHALL BE REPLACED WITH 6" OF ITEM 304 AGGREGATE BASE, 7.25" OF ITEM 613 LOW STRENGTH MORTAR BACKFILL, AND 3.25" OF ITEM 441 ASPHALT CONCRETE, INTERMEDIATE COURSE (OR THE REQUIRED DEPTH NECESSARY TO BRING THE PROPOSED ASPHALT SURFACE TO 1.5" LOWER THAN THE EXISTING ASPHALT). THE 1.5" DROP OFF BETWEEN THE EXISTING ASPHALT AND THE REPLACED CURB SECTION IS THE MAXIMUM ALLOWABLE DEPTH WHERE NO WEDGE COURSE IS REQUIRED ACCORDING TO STD. DWG. MT–101.90. W8–9 "LOW SHOULDER" SIGNS SHALL BE PROVIDED ACCORDING TO PLAN TO FOREWARN DRIVERS. THIS SECTION OF PAVEMENT WILL BE RESURFACED IN A FUTURE CONSTRUCTION PHASE.

IN ADDITION, INTERSECTIONS AT GLENDEAN AVENUE AND OLD HARSHMAN ROAD ALONG THE SOUTHERN SIDE OF SPRINGFIELD STREET SHALL BE RECONSTRUCTED ACCORDING TO PLAN. THE RE–ALIGNMENT OF NORTHCLIFF DRIVE SHALL ALSO OCCUR DURING PHASE 2 OF THIS PROJECT IN THE FOLLOWING ORDER:

CONSTRUCTION SEQUENCE (CONTINUED)

PHASE 2A: GLENDEAN AVENUE SHALL BE CLOSED AND TRAFFIC SHALL BE DETOURED WITH APPROPRIATE WARNING SIGNS TO EITHER THE NORTHCLIFF INTERSECTION OR THE OLD HARSHMAN INTERSECTION. A TYPE III BARRICADE WITH A "LOCAL TRAFFIC ONLY" SIGN SHALL BE PLACED JUST NORTH OF THE INTERSECTION OF GLENDEAN AND NORTHCLIFF.

PHASE 2B: OLD HARSHMAN SHALL BE CLOSED AND TRAFFIC SHALL BE DETOURED WITH APPROPRIATE WARNING SIGNS TO EITHER THE GLENDEAN INTERSECTION OR THE NORTHCLIFF INTERSECTION. A TYPE III BARRICADE WITH A "LOCAL TRAFFIC ONLY" SIGN SHALL BE PLACED JUST NORTH OF THE INTERSECTION OF OLD HARSHMAN AND NORTHCLIFF.

PHASE 2C: NORTHCLIFF AVENUE SHALL BE CLOSED FOR THE AREA OF THE RE–ALIGNMENT. THE INTERSECTION OF NORTHCLIFF, GARDEN, AND SPRINGFIELD SHALL REMAIN OPEN SUCH THAT 2–WAY TRAFFIC CAN ACCESS THE PROPERTIES ON GARDEN AVENUE. A TYPE III BARRICADE WITH A "LOCAL TRAFFIC ONLY" SIGN SHALL BE PLACED JUST WEST OF THE INTERSECTION OF GLENDEAN AND NORTHCLIFF.

PHASE 2D: THE INTERSECTION OF NORTHCLIFF AND SPRINGFIELD SHALL BE REMOVED AND THE CUL–DE–SAC NEAR THIS LOCATION SHALL BE CONSTRUCTED TO THE MAXIMUM EXTENT POSSIBLE. ACCESS FROM NORTHCLIFF TO SPRINGFIELD STREET SHALL STILL REMAIN CLOSED DURING THIS PHASE. TEMPORARY PAVEMENT SHALL BE CONSTRUCTED TO ALLOW AT LEAST ONE WAY TRAFFIC TO ACCESS GARDEN AVENUE AND HEAD EAST ON NORTHCLIFF. THE TYPE III BARRICADE FROM PHASE 2C SHALL REMAIN IN THE SAME LOCATION.

PHASE 2E: TRAFFIC ACCESSING GARDEN AVENUE SHALL BE FLIPPED TO THE COMPLETED SIDE OF THE CUL–DE–SAC AND AT LEAST ONE LANE OF TRAFFIC MUST BE MAINTAINED AT ALL TIMES. THE RE–ALIGNED INTERSECTION OF NORTHCLIFF AND SPRINGFIELD SHALL BE OPEN TO TRAFFIC AND VEHICLES EXITING GARDEN AVENUE SHALL ACCESS SPRINGFIELD STREET THROUGH THIS INTERSECTION. ALL REMAINING CONSTRUCTION ON NORTHCLIFF SHALL BE COMPLETED IN THIS PHASE. THE TYPE III BARRICADE FROM THE PREVIOUS PHASE SHALL REMAIN IN THE SAME LOCATION.

PHASE 3: THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO REMOVE THE EXISTING CURB ALONG THE NORTHERN EDGE OF WEST SPRINGFIELD STREET, CONSTRUCT THE PROPOSED CURB AND SIDEWALK, REPLACE EXISTING DRIVEWAYS, REPLACE THE REQUIRED STORM INLETS, AND INSTALL STORM SEWER AT LOCATIONS SHOWN ON THE PLANS. THE 3' WIDE FULL DEPTH PAVEMENT REPLACEMENTS ALONG THE THE FACE OF THE PROPOSED CURB SHALL BE REPLACED WITH 6" OF ITEM 304 AGGREGATE BASE, 7.25" OF ITEM 613 LOW STRENGTH MORTAR BACKFILL, AND 3.25" OF ITEM 441 ASPHALT CONCRETE, INTERMEDIATE COURSE (OR THE REQUIRED DEPTH NECESSARY TO BRING THE PROPOSED ASPHALT SURFACE TO 1.5" LOWER THAN THE EXISTING ASPHALT). THE 1.5" DROP OFF BETWEEN THE EXISTING ASPHALT AND THE REPLACED CURB SECTION IS THE MAXIMUM ALLOWABLE DEPTH WHERE NO WEDGE COURSE IS REQUIRED ACCORDING TO STD. DWG. MT–101.90. W8–9 "LOW SHOULDER" SIGNS SHALL BE PROVIDED ACCORDING TO PLAN TO FOREWARN DRIVERS. THIS SECTION OF PAVEMENT WILL BE RESURFACED IN A FUTURE CONSTRUCTION PHASE.

IN ADDITION, THE INTERSECTION AT OLD HARSHMAN ALONG THE NORTHERN EDGE OF SPRINGFIELD STREET SHALL BE RECONSTRUCTED ACCORDING TO PLAN ALONG WITH THE REMOVAL OF THE INTERSECTION OF NORMAN AND SPRINGFIELD WITH A CUL–DE–SAC REPLACEMENT. THE ABOVE MENTIONED WORK SHALL BE COMPLETED IN THE FOLLOWING ORDER:

PHASE 3A: OLD HARSHMAN SHALL BE CLOSED FROM THE INTERSECTION AT NORMAN TO THE INTERSECTION AT SPRINGFIELD STREET. TRAFFIC SHALL BE DETOURED WITH APPROPRIATE WARNING SIGNS TO DIRECT TRAFFIC DOWN NORMAN BOULEVARD TO ACCESS SPRINGFIELD STREET.

PHASE 3B: THE INTERSECTION OF NORMAN AND SPRINGFIELD STREET SHALL BE REMOVED AND THE CUL–DE–SAC SHALL BE CONSTRUCTED AT THIS LOCATION ALONG WITH DRIVEWAYS, SIDEWALKS, AND ADDITIONAL PARKING ACCORDING TO PLAN. TRAFFIC SHALL BE MAINTAINED THROUGH THE COMPLETED INTERSECTION OF OLD HARSHMAN AND SPRINGFIELD STREET.

PHASE 4: THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO PERFORM THE 1.75" OF PAVEMENT PLANING ALONG SPRINGFIELD STREET, VARIABLE DEPTH PAVEMENT PLANING ALONG NORMAN BOULEVARD, PAVING THE FINAL 1.75" OF ITEM 826 ASPHALT CONCRETE SURFACE COURSE AT BOTH LOCATIONS, PAVING FINAL SURFACE COURSE ON FULL DEPTH RECONSTRUCTION LOCATIONS, APPLYING THE FINAL PAVEMENT MARKINGS, CONSTRUCTING FINAL SIGNAGE, SEEDING AND MULCHING, AND ANY OTHER MISCELLANEOUS WORK TO COMPLETE THE CONSTRUCTION PROJECT.

CONSTRUCTION SEQUENCE (CONTINUED)

AT NO TIME WILL WEST SPRINGFIELD STREET BE CLOSED IN EITHER DIRECTION AND AT LEAST ONE LANE OF TRAFFIC IN EACH DIRECTION MUST REMAIN OPEN AT ALL TIMES. ACCESS TO AND FROM ALL PRIVATE DRIVES AND ROADWAYS SHALL BE MAINTAINED AT ALL TIMES. PLAN SHEETS FOR THIS PHASE OF CONSTRUCTION ARE NOT PROVIDED. MAINTENANCE OF TRAFFIC SHALL FOLLOW ALL STANDARDS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL ALONG WITH ODOT STD. DWG. MT–95.31, MT–95.32, MT–99.20, AND MT–101.90,

GENERAL: THE SEQUENCE OF CONSTRUCTION NEEDS TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH IS SAFE FOR THE TRAVELING AND PEDESTRIAN PUBLIC. THE CONTRACTOR MAY SUBMIT ALTERATIONS TO THE MAINTENANCE OF TRAFFIC PLAN WITH WRITTEN APPROVAL FROM THE ENGINEER.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIALS SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY, UNLESS THE BASE WIDENING IS SEPARATED FROM TRAFFIC BY DRUMS OR PORTABLE CONCRETE BARRIER AS SHOWN IN THE PLANS. NO UNPROTECTED TRENCH SHALL BE LEFT OPEN OVERNIGHT. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

THE CONTRACTOR WILL NOT BE COMPENSATED FOR ANY BACKFILL MATERIAL USED IN THE CLOSING OF THE OPEN TRENCH.

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 12 M.GAL

ITEM 614 - 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 NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614 – REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614 - REPLACEMENT DRUM

DRUMS 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 DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614 – REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 15 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

CALCULATED DMS
CHECKED MJT

MAINTENANCE OF TRAFFIC NOTES

MOT-W. SPRINGFIELD ST. RECON

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G. DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON

HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614 – LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 – LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 20 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614 – LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR
	>12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR
	< 12 HOURS	4 BUSINESS DAYS PRIOR
LANE CLOSURE & RESTRICT.	>= 2 WEEKS	14 CALENDAR DAYS PRIOR
	< 2 WEEKS	5 BUSINESS DAYS PRIOR
START OF CONST. & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR

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

TEMPORARY PAVEMENT STRIPING

WORK ZONE PAVEMENT MARKINGS SHALL BE PLACED THREE DIFFERENT TIMES DURING THE CONSTRUCTION PROCESS. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE WORK:

QUANTITIES FOR WINTER MONTHS BETWEEN PHASE 1 AND PHASE 2:

ITEM 614 – WORK ZONE CENTER LINE, CLASS I, 642 PAINT	0.15 MILE
ITEM 614 – WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	300 FT

QUANTITIES FOR RE-APPLICATION AFTER PAVEMENT PLANING:

ITEM 614 – WORK ZONE CENTER LINE, CLASS I	1.2 MILE
ITEM 614 – WORK ZONE EDGE LINE, CLASS I, 6"	1.6 MILE
ITEM 614 – WORK ZONE CHANNELIZING LINE, CLASS I, 8"	713 FT
ITEM 614 – WORK ZONE STOP LINE, CLASS I	219 FT
ITEM 614 – WORK ZONE ARROW, CLASS I	15 EACH

QUANTITIES FOR APPLICATION AFTER FINAL SURFACE COURSE UNLESS PERMANENT MARKINGS ARE INSTALLED WITHIN REQUIRED TIMEFRAME:

ITEM 614 – WORK ZONE CENTER LINE, CLASS III, 642 PAINT	1.2 MILE
ITEM 614 – WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	1.6 MILE
ITEM 614 – WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	713 FT
ITEM 614 – WORK ZONE STOPE LINE, CLASS III, 642 PAINT	219 FT
ITEM 614 – WORK ZONE ARROW, CLASS III, 642 PAINT	15 EACH

CALCULATED DMS
CHECKED MJT

MAINTENANCE OF TRAFFIC NOTES

MOT-W. SPRINGFIELD ST. RECON

SHEET NUM.												PART		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
7	8	9	47	48	49	50	51	52	53	108	CALCS	01/S>2/P V							
																		ROADWAY	
LS												LS		201	11000	LS		CLEARING AND GRUBBING	
				5,672					221			5,893		202	23000	5,893	SY	PAVEMENT REMOVED (ASPHALT)	
				1,539								1,539		202	23000	1,539	SY	PAVEMENT REMOVED (CONCRETE BASE)	
				303					643			946		202	23000	946	SY	PAVEMENT REMOVED (CONCRETE)	
				11,198								11,198		202	30000	11,198	SF	WALK REMOVED	
							8.5					8.5		202	30600	8.5	SY	CONCRETE MEDIAN REMOVED	
				7,775					6			7,781		202	32000	7,781	FT	CURB REMOVED	
				412								412		202	32500	412	FT	CURB AND GUTTER REMOVED	
					1,064							1,064		202	35100	1,064	FT	PIPE REMOVED, 24" AND UNDER	
							9					9		202	53100	9	EACH	MAILBOX REMOVED	
					12							12		202	58000	12	EACH	MANHOLE REMOVED	
					26							26		202	58100	26	EACH	CATCH BASIN REMOVED	
				6								6		202	98100	6	EACH	REMOVAL MISC.: PRIVATE FLAG POLE AND CONCRETE BASE REMOVED	7
										2,063		2,063		203	10000	2,063	CY	EXCAVATION	
										561		561		203	20000	561	CY	EMBANKMENT	
1,050			1,552						1,016		6,516	10,134		204	10000	10,134	SY	SUBGRADE COMPACTION	
											1,183	1,183		204	13000	1,183	CY	EXCAVATION OF SUBGRADE	
											1,183	1,183		204	30010	1,183	CY	GRANULAR MATERIAL, TYPE B	
											4	4		204	45000	4	HOUR	PROOF ROLLING	
											474	474		204	50000	474	SY	GEOTEXTILE FABRIC	
1,050			1,552								6,516	9,118		204	51000	9,118	SY	GEOGRID	
							30,774	1,301				32,075		608	10001	32,075	SF	4" CONCRETE WALK, AS PER PLAN	7
							1,204	323				1,527		608	52001	1,527	SF	CURB RAMP, AS PER PLAN	7,8
							9					9		SPECIAL	69050000	9	EACH	MAILBOX SUPPORT	9
		617										617		SPECIAL	69065016	617	TON	WORK INVOLVING PETROLEUM CONTAMINATED SOIL	9
				1								1		690	98000	1	EACH	SPECIAL -MONITORING WELL ADJUSTED TO GRADE	10
																		EROSION CONTROL	
	968											968		659	00300	968	CY	TOPSOIL	
	8,725											8,725		659	00500	8,725	SY	SEEDING AND MULCHING, CLASS 1	
	436											436		659	14000	436	SY	REPAIR SEEDING AND MULCHING	
	436											436		659	15000	436	SY	INTER-SEEDING	
	1.96											1.96		659	20000	1.96	TON	COMMERCIAL FERTILIZER	
	1.8											1.8		659	31000	1.8	ACRE	LIME	
	47.1											47.1		659	35000	47.1	MGAL	WATER	
											LS	LS		832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
											LS	LS		832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
											LS	LS		832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
											25,000	25,000		832	30000	25,000	EACH	EROSION CONTROL	
																		DRAINAGE	
						5,090						5,090		605	06000	5,090	FT	4" BASE PIPE UNDERDRAINS	
	50											50		611	00406	50	FT	4" CONDUIT, TYPE F	
						130						130		611	00410	130	FT	4" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	
	50											50		611	00900	50	FT	6" CONDUIT, TYPE B	
	50											50		611	01400	50	FT	6" CONDUIT, TYPE E	
	50											50		611	01500	50	FT	6" CONDUIT, TYPE F	
	50											50		611	01800	50	FT	8" CONDUIT, TYPE B	
	50											50		611	02500	50	FT	8" CONDUIT, TYPE E	
					497							497		611	04400	497	FT	12" CONDUIT, TYPE B	
					47							47		611	04600	47	FT	12" CONDUIT, TYPE C	
					411							411		611	05900	411	FT	15" CONDUIT, TYPE B	

CALCULATED DMS
CHECKED MJT

GENERAL SUMMARY

MOT-W. SPRINGFIELD ST. RECON

SHEET NUM.												PART		ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
7	8	9	47	49	50	51	52	53	58		CALCS	01/S>2/P V			EXT	TOTAL			
																		DRAINAGE	
				29								29		611	06100	29	FT	15" CONDUIT, TYPE C	
				296								296		611	07400	296	FT	18" CONDUIT, TYPE B	
				2								2		611	98470	2	EACH	CATCH BASIN, NO. 2-2B	
				26								26		611	98690	26	EACH	CATCH BASIN, MISC.:TYPE D CATCH BASIN	10
				2								2		611	99574	2	EACH	MANHOLE, NO. 3	
				1								1		611	99582	1	EACH	MANHOLE, NO. 3 WITH 90" BASE I.D. AND 8" WEIR	
				4								4		611	99654	4	EACH	MANHOLE ADJUSTED TO GRADE	
				1								1		895	10020	1	EACH	MANUFACTURED WATER QUALITY STRUCTURE, TYPE 2	
																		PAVEMENT	
											760	760		254	01000	760	SY	PAVEMENT PLANING, ASPHALT CONCRETE, (VARIABLE DEPTH)	
											2,232	2,232		254	01000	2,232	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.25" THICK	
											18,132	18,132		254	01000	18,132	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75" THICK	
1,050			1,552									2,602		255	10110	2,602	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS	
2,950			4,540									7,490		255	20000	7,490	FT	FULL DEPTH PAVEMENT SAWING	
167			249								326	742		301	56000	742	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
175			259					192			1,086	1,712		304	20000	1,712	CY	AGGREGATE BASE	
											2,390	2,390		407	20000	2,390	GAL	NON-TRACKING TACK COAT	
						301	17					318		411	10000	318	CY	STABILIZED CRUSHED AGGREGATE	
											345	345		441	70300	345	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)	
								14				14		441	70500	14	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)	
								31				31		441	70700	31	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), (DRIVEWAYS)	
								79				79		452	10011	79	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN	7
								538				538		452	13011	538	SY	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN	7
						8,185		34				8,219		609	26001	8,219	FT	CURB, TYPE 6, AS PER PLAN	7
						8.5						8.5		609	72000	8.5	SY	CONCRETE MEDIAN	
											447	447		613	41200	447	CY	LOW STRENGTH MORTAR BACKFILL	
	2,279											2,279		SPECIAL	69012040	2,279	SY	PAVEMENT CRACK AND JOINT REINFORCING FABRIC	8
		783										783		SPECIAL	69012150	783	GAL	ASPHALT REJUVENATING AGENT	9
		LS										LS		SPECIAL	69012160	LS		TESTING	9
											1,130	1,130		826	10041	1,130	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), FIBER TYPE C, AS PER PLAN	8
							1					1		638	10501	1	EACH	**WATER WORK** FIRE HYDRANT REMOVED AND RESET, AS PER PLAN	9
							11					11		638	10800	11	EACH	VALVE BOX ADJUSTED TO GRADE	
							2					2		638	10900	2	EACH	SERVICE BOX ADJUSTED TO GRADE	
				14	2							16		611	99654	16	EACH	**SANITARY SEWER** MANHOLE ADJUSTED TO GRADE (SANITARY)	
									34			34		625	00450	34	EACH	**LIGHTING** CONNECTION, FUSED PULL APART	
									6			6		625	00470	6	EACH	CONNECTION, UNFUSED BOLTED	
									17			17		625	10500	17	EACH	LIGHT POLE, MISC.:MONO ARM LIGHT POLE (AT12B32.5)	131
									17			17		625	14100	17	EACH	LIGHT POLE FOUNDATION, 24" X 8' DEEP	
									9,582			9,582		625	22990	9,582	FT	NO. 6 AWG 600 VOLT DISTRIBUTION CABLE	
									2,856			2,856		625	23400	2,856	FT	NO. 10 AWG POLE AND BRACKET CABLE	
									2,888			2,888		625	25408	2,888	FT	CONDUIT, 2", 725.051	
									124			124		625	25909	124	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 2"	131
									231			231		625	25909	231	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"	131
									17			17		625	26253	17	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN	131

CALCULATED DMS
CHECKED MJT

GENERAL SUMMARY

MOT-W. SPRINGFIELD ST. RECON

SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
11	12	54	55	56	57	58					CALCS	01/S>2/P V							
																		LIGHTING	
						2,888						2,888		625	29000	2,888	FT	TRENCH	
						2						2		625	30510	2	EACH	PULL BOX, 725.06, SIZE 4	
						2						2		625	31600	2	EACH	PULL BOX, MISC.: ADJUSTED TO GRADE	131
						17						17		625	32000	17	EACH	GROUND ROD	
						2						2		625	34001	2	EACH	POWER SERVICE, AS PER PLAN	131
						312						312		632	69900	312	FT	SERVICE CABLE, 3 CONDUCTOR, NO. 4 AWG	
																		TRAFFIC CONTROL	
		309										309		630	03100	309	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
		93										93		630	08520	93	FT	STREET NAME SIGN SUPPORT, NO. 3 POST	
		189.75										189.75		630	80100	189.75	SF	SIGN, FLAT SHEET	
		12										12		630	80511	12	EACH	SIGN, STREET NAME, AS PER PLAN	123
		33										33		630	84900	33	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
		18										18		630	86002	18	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
		2										2		630	87500	2	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	
		1										1		630	87510	1	EACH	REMOVAL OF POLE MOUNTED SIGN AND STORAGE	
		2										2		630	97700	2	EACH	SIGNING, MISC.:REMOVAL OF ENCROACHMENT SIGNS AND STORED	10
				1.62								1.62		644	00104	1.62	MILE	EDGE LINE, 6"	
			1.2									1.2		644	00300	1.2	MILE	CENTER LINE	
			713									713		644	00400	713	FT	CHANNELIZING LINE, 8"	
					219							219		644	00500	219	FT	STOP LINE	
					605							605		644	00630	605	FT	CROSSWALK LINE, 24"	
					54							54		644	00700	54	FT	TRANSVERSE/DIAGONAL LINE	
			653									653		644	00720	653	FT	CHEVRON MARKING	
				17								17		644	01200	17	FT	PARKING LOT STALL MARKING	
				29								29		644	01300	29	EACH	LANE ARROW	
					1							1		644	01400	1	EACH	WORD ON PAVEMENT, 72"	
			740									740		644	01510	740	FT	DOTTED LINE, 6"	
			22									22		644	01630	22	EACH	BIKE LANE SYMBOL MARKING	
					13							13		644	20800	13	FT	YIELD LINE	
				127								127		644	30000	127	FT	REMOVAL OF PAVEMENT MARKING	
																		MAINTENANCE OF TRAFFIC	
	20											20		614	11110	20	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
5												5		614	12500	5	EACH	REPLACEMENT SIGN	
15												15		614	12600	15	EACH	REPLACEMENT DRUM	
	1.2											1.2		614	21000	1.2	MILE	WORK ZONE CENTER LINE, CLASS I	
	0.15											0.15		614	21100	0.15	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
	1.2											1.2		614	21550	1.2	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
	1.6											1.6		614	22010	1.6	MILE	WORK ZONE EDGE LINE, CLASS I, 6"	
	1.6											1.6		614	22360	1.6	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
	713											713		614	23000	713	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8"	
	300											300		614	23200	300	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
	713											713		614	23680	713	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
	219											219		614	26000	219	FT	WORK ZONE STOP LINE, CLASS I	
	219											219		614	26610	219	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
	15											15		614	30000	15	EACH	WORK ZONE ARROW, CLASS I	
	15											15		614	30650	15	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
2												2		615	25000	2	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	
12												12		616	10000	12	MGAL	WATER	
																		INCIDENTALS	
											LS	LS		614	11000	LS		MAINTAINING TRAFFIC	
											12	12		619	16010	12	MNTH	FIELD OFFICE, TYPE B	
											LS	LS		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS	LS		624	10000	LS		MOBILIZATION	

CALCULATED DMS
CHECKED MJT

GENERAL SUMMARY

MOT-W. SPRINGFIELD ST. RECON

SHEET NO.	REFERENCE NO.	STATION RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW	CADD GENERATED AREA	204 SUBGRADE COMPACTION	204 GEOGRID			255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS	255 FULL DEPTH PAVEMENT SAWING	301 ASPHALT CONCRETE BASE, PG64-22, (449)	304 AGGREGATE BASE
							FT	FT	SF	SF	SY	SY			SY	FT	CY	CY
119	PR1	264+87.99	TO	265+95.00		CL				263.4	29.3	29.3			29.3	94.0	4.68	4.88
119	PR2	265+17.12	TO	265+24.11		RT				140.6	15.6	15.6			15.6	55.0	2.50	2.60
119	PR3	265+77.75	TO	265+83.55		LT				99.7	11.1	11.1			11.1	48.0	1.77	1.85
119	PR4	266+05.10	TO	266+14.46		RT				172.4	19.2	19.2			19.2	57.0	3.07	3.19
119	PR5	266+32.35	TO	266+75.39		RT				818.3	90.9	90.9			90.9	124.0	14.55	15.15
119	PR6	268+51.26	TO	268+57.04		LT				109.0	12.1	12.1			12.1	51.0	1.94	2.02
119	PR7	269+72.65	TO	269+80.89		CL				302.8	33.6	33.6			33.6	95.0	5.38	5.61
120	PR8	271+53.23	TO	271+60.18		LT				131.3	14.6	14.6			14.6	54.0	2.33	2.43
120	PR9	271+84.01	TO	271+89.36		RT				97.0	10.8	10.8			10.8	48.0	1.72	1.80
120	PR10	272+75.20	TO	272+81.62		CL				217.4	24.2	24.2			24.2	89.0	3.86	4.03
120	PR11	273+35.52	TO	273+42.02		CL				217.1	24.1	24.1			24.1	90.0	3.86	4.02
120	PR12	273+49.43	TO	273+56.73		CL				191.4	21.3	21.3			21.3	72.0	3.40	3.54
120	PR13	273+77.12	TO	273+85.31		RT				151.3	16.8	16.8			16.8	55.0	2.69	2.80
120	PR14	275+15.00	TO	275+20.53		CL				210.8	23.4	23.4			23.4	91.0	3.75	3.90
120	PR15	275+44.85	TO	275+50.38		CL				210.5	23.4	23.4			23.4	91.0	3.74	3.90
120	PR16	276+35.89	TO	276+41.58		CL				204.4	22.7	22.7			22.7	86.0	3.63	3.78
120	PR17	276+95.13	TO	277+00.97		CL				216.2	24.0	24.0			24.0	92.0	3.84	4.00
120	PR18	277+07.02	TO	277+17.52		RT				200.8	22.3	22.3			22.3	60.0	3.57	3.72
120	PR19	277+25.21	TO	277+31.69		CL				254.5	28.3	28.3			28.3	93.0	4.52	4.71
120	PR20	277+54.88	TO	277+62.26		CL				229.2	25.5	25.5			25.5	91.0	4.07	4.24
120	PR21	277+66.16	TO	277+70.73		LT				43.5	4.8	4.8			4.8	29.0	0.77	0.80
120	PR22	277+85.05	TO	277+91.61		CL				223.6	24.8	24.8			24.8	91.0	3.98	4.14
120	PR23	278+43.54	TO	278+51.67		CL				317.7	35.3	35.3			35.3	96.0	5.65	5.88
120	PR24	279+34.46	TO	279+41.78		CL				251.9	28.0	28.0			28.0	92.0	4.48	4.66
120	PR25	279+94.35	TO	280+02.14		CL				296.1	32.9	32.9			32.9	95.0	5.26	5.48
120	PR26	280+53.25	TO	280+61.59		CL				325.2	36.1	36.1			36.1	96.0	5.78	6.02
121	PR27	281+14.75	TO	281+21.39		CL				237.8	26.4	26.4			26.4	91.0	4.23	4.40
121	PR28	281+43.81	TO	281+52.12		CL				264.4	29.4	29.4			29.4	94.0	4.70	4.90
121	PR29	281+72.09	TO	281+80.93		CL				268.9	29.9	29.9			29.9	94.0	4.78	4.98
121	PR30	282+01.45	TO	282+12.98		CL				395.7	44.0	44.0			44.0	99.0	7.04	7.33
121	PR31	282+31.44	TO	282+48.22		LT				162.6	18.1	18.1			18.1	53.0	2.89	3.01
121	PR32	282+96.48	TO	283+04.43		CL				307.9	34.2	34.2			34.2	96.0	5.47	5.70
121	PR33	283+55.22	TO	283+63.29		LT				131.4	14.6	14.6			14.6	52.0	2.34	2.43
121	PR34	285+29.26	TO	285+37.59		CL				291.3	32.4	32.4			32.4	95.0	5.18	5.39
121	PR35	286+78.27	TO	286+86.16		LT				95.9	10.7	10.7			10.7	41.0	1.71	1.78
121	PR36	287+06.86	TO	287+15.86		CL				350.4	38.9	38.9			38.9	102.0	6.23	6.49
121	PR37	287+21.13	TO	287+28.69		RT				131.7	14.6	14.6			14.6	53.0	2.34	2.44
121	PR38	289+75.18	TO	290+13.42		LT				723.1	80.3	80.3			80.3	114.0	12.86	13.39
121	PR39	290+64.39	TO	290+71.95		LT				126.8	14.1	14.1			14.1	52.0	2.25	2.35
121	PR40	290+95.17	TO	291+02.23		LT				112.5	12.5	12.5			12.5	48.0	2.00	2.08
122	PR41	291+56.13	TO	291+61.35		LT				85.3	9.5	9.5			9.5	47.0	1.52	1.58
122	PR42	291+84.36	TO	291+94.41		CL				341.1	37.9	37.9			37.9	97.0	6.06	6.32
122	PR43	293+04.27	TO	293+14.67		CL				373.7	41.5	41.5			41.5	101.0	6.64	6.92
122	PR44	293+53.58	TO	293+65.00		LT				242.2	26.9	26.9			26.9	66.0	4.31	4.49
122	PR45	294+02.57	TO	296+63.26		RT				1548.7	172.1	172.1			172.1	567.0	27.53	28.68
122	PR46	296+68.55	TO	296+74.15		RT				54.1	6.0	6.0			6.0	32.0	0.96	1.00
122	PR47	297+88.35	TO	297+93.88		RT				177.5	19.7	19.7			19.7	85.0	3.16	3.29
122	PR48	298+03.05	TO	298+19.99		RT				68.5	7.6	7.6			7.6	42.0	1.22	1.27
122	PR49	299+37.06	TO	299+44.38		CL				224.7	25.0	25.0			25.0	83.0	3.99	4.16
122	PR50	299+69.16	TO	300+60.72		RT				1117.9	124.2	124.2			124.2	207.0	19.87	20.70
122	PR51	300+95.12	TO	301+01.43		CL				234.7	26.1	26.1			26.1	94.0	4.17	4.35
										SUBTOTALS	1551.6	1551.6			1551.6	4540.0	248.3	258.61
										TOTALS CARRIED TO GENERAL SUMMARY	1552	1552			1552	4540	249	259

CALCULATED DMS
CHECKED MJT

SUBSUMMARY - PAVEMENT REPAIR

MOT-W. SPRINGFIELD ST. RECON

REF NO.	SHEET NO.	STATION	SIDE	DRIVE TYPE	DRVE AREA (MEASURED S.F.)	202 PAVEMENT REMOVED (CONCRETE) SY	202 PAVEMENT REMOVED (ASPHALT) SY	202 CURB REMOVED FT	204 SUBGRADE COMPACTION SY			304 AGGREGATE BASE CY		441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS) CY	441 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), (DRIVEWAYS) CY	452 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN SY	452 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN SY		609 CURB, TYPE 6, AS PER PLAN FT								
P1	59	264+59.87	RT	RES	109.93	15			12.21			2.04				12.21											
				RES	154.00		18		17.11			3.80		0.59	1.31												
P2	59	265+86.30	LT	COM	436.47	57			48.50			8.08					48.50										
P3	60	268+36.65	RT	COM	355.51	61			39.50			6.58					39.50										
P4	60	DRIVE THRU PARK	RT	COM	1134.13				126.01			27.98		4.38	9.62												
P5	60	270+72.84	RT	COM	194.02		35		21.56			3.59					21.56										
					76.22				8.47			1.88		0.29	0.65												
P6	60	271+67.14	RT	COM	146.51		30		16.28			2.71					16.28										
					56.10				6.23			1.38		0.22	0.48												
P7	60	272+51.14	RT	COM	141.75		25		15.75			2.63					15.75										
					54.35				6.04			1.34		0.21	0.46												
P8	61	273+67.14	RT	COM	208.25		38		23.14			3.86					23.14										
					82.00				9.11			2.02		0.32	0.70												
P9	61	274+55.19	LT	COM	156.00	16	2		17.33			2.89					17.33										
					87.13				9.68			2.15		0.34	0.74												
P10	61	275+31.65	LT	COM	182.00	40	10		20.22			3.37					20.22										
					281.57				31.29			6.95		1.09	2.39												
P11	61	275+80.87	LT	COM	182.00	35	15		20.22			3.37					20.22										
					349.81				38.87			8.63		1.35	2.97												
P12	62	278+80.40	RT	COM	577.23	73			64.14			10.69					64.14										
P13	62	281+18.24	RT	COM	537.65	64			59.74			9.96					59.74										
P14	63	287+72.70	RT	COM	698.12	72		6	77.57			12.93					77.57			34							
P15	64	289+75.00	RT	COM	418.42	120			46.49			7.75					46.49										
P16	67	2+19.97	LT	COM	341.25	63			37.92			6.32					37.92										
P17	68	0+70.38	RT	RES	143.00		15		15.89			2.65				15.89											
					60.00				6.67			1.48		0.23	0.51												
P18	68	1+09.53	RT	RES	143.00		5		15.89			2.65				15.89											
					42.62				4.74			1.05		0.16	0.36												
P19	68	1+46.30	RT	RES	167.00	3	4		18.56			3.09				18.56											
P20	68	1+90.21	RT	RES	143.00		8		15.89			2.65				15.89											
					30.00				3.33			0.74		0.12	0.25												
P21	70	0+00.00 (NORM.)	LT	COM	167.22	12			18.58			3.10					18.58										
					1062.04				118.00			26.20		4.10	9.01												
P22	70	0+08.87 (NORM.)	LT	COM	94.78	12	16		10.53			1.76					10.53										
					125.45				13.94			3.09		0.48	1.06												
TOTALS CARRIED TO GENERAL SUMMARY						643	221	6	1016			192		14	31	79	538		34							

CALCULATED DMS
CHECKED MJT

SUBSUMMARY - DRIVES

MOT-W. SPRINGFIELD ST. RECON

REF NO.	SHEET NO.	STATION TO STATION			644 EDGE LINE, 6" MILE	644 CENTER LINE MILE	644 CHANNELIZING LINE, 8" FT	644 STOP LINE FT	644 CROSSWALK LINE, 24" FT	644 TRANSVERSE/DIAGONAL LINE FT	644 CHEVRON MARKING FT	644 PARKING LOT STALL MARKING FT	644 LANE ARROW EACH	644 WORD ON PAVEMENT, 72" EACH	644 DOTTED LINE, 6" FT	644 BIKE LANE SYMBOL MARKING EACH	644 YIELD LINE FT	644 REMOVAL OF PAVEMENT MARKING FT
BM1	123	266+38.13, 18.5' RT														1		
BM2	123	266+40.34, 18.5' LT														1		
BM3	123	267+48.97, 18.5' RT														1		
BM4	124	271+77.42, 18.5' RT														1		
BM5	124	271+58.75, 18.5' RT														1		
BM6	124	274+02.61, 18.5' LT														1		
BM7	124	275+17.55, 18.5' RT														1		
BM8	124	280+09.33, 18.5' RT														1		
BM9	124	279+90.67, 18.5' LT														1		
BM10	125	285+09.21, 18.5' RT														1		
BM11	125	284+90.54, 18.5' LT														1		
BM12	125	290+73.39, 18.5' RT														1		
BM13	126	291+80.41, 18.5' LT														1		
BM14	126	292+55.13, 20.5' RT														1		
BM15	126	294+25.15, 17.0' LT														1		
BM16	126	296+58.70, 33.7' RT														1		
BM17	126	296+89.59, 16.4' LT														1		
BM18	126	297+93.89, 38.9' RT														1		
BM19	126	297+82.84, 16.4' LT														1		
BM20	126	299+88.58, 41.8' RT														1		
BM21	127	301+11.64, 51.6' RT														1		
BM22	127	301+94.47, 16.2' LT														1		
CH1	123	267+29.46	TO	268+00.00			71											
CH2	124	274+98.22	TO	275+48.22			50											
CH3	125-126	290+73.39	TO	291+73.87			101											
CH4	126	292+90.18	TO	294+00.00			110											
CH5	126	297+64.04	TO	300+11.05			247											
CH6	127	301+21.08	TO	302+54.87			134											
CL1	123	264+47.00	TO	266+64.43		0.04												
CL2	123	264+47.00	TO	266+64.43		0.04												
CL3	123-124	267+29.46	TO	274+26.94		0.13												
CL4	123-124	268+25.00	TO	274+26.94		0.11												
CL5	124-125	274+98.22	TO	290+48.25		0.29												
CL6	124-126	275+73.22	TO	291+87.67		0.31												
CL7	126	292+90.12	TO	296+98.12		0.08												
CL8	126	294+25.00	TO	296+98.12		0.05												
CL9	126-127	297+63.00	TO	302+54.97		0.09												
CL10	128	0+36.58	TO	0+92.24		0.01												
CL11	128	1+45.75	TO	2+61.00		0.02												
CL12	128	0+48.00	TO	1+23.15		0.01												
CL13	129	19+22.00	TO	19+77.74		0.01												
CL14	129	21+14.92	TO	21+80.00		0.01												
CM1	126	294+87.00	TO	295+18.00							26							
CM2	126	296+07.00	TO	296+85.00							50							
CM3	126	295+32.00	TO	297+11.00							45							
CM4	126-127	297+71.00	TO	301+45.00							194							
CM5	126-127	297+71.00	TO	302+44.00							180							
CM6	127	301+00.00	TO	302+47.00							158							
DL1	123	263+20.00	TO	266+18.62											299			
DL2	123	264+47.00	TO	266+18.62											172			
DL3	126	295+30.00	TO	296+00.00											73			
DL4	126	295+30.00	TO	296+00.00											73			
DL5	126	300+12.94	TO	300+73.33											61			
DL6	126	299+88.13	TO	300+49.59											62			
TOTALS CARRIED TO GENERAL SUMMARY						1.20	713				653				740	22		

CALCULATED DMS
CHECKED MJT

SUBSUMMARY - TRAFFIC CONTROL PAVEMENT MARKINGS

MOT-W. SPRINGFIELD ST. RECON

REF NO.	SHEET NO.	STATION TO STATION			644 EDGE LINE, 6"	644 CENTER LINE	644 CHANNELIZING LINE, 8"	644 STOP LINE	644 CROSSWALK LINE, 24"	644 TRANSVERSE/DIAGONAL LINE	644 CHEVRON MARKING	644 PARKING LOT STALL MARKING	644 LANE ARROW	644 WORD ON PAVEMENT, 72"	644 DOTTED LINE, 6"	644 BIKE LANE SYMBOL MARKING	644 YIELD LINE	644 REMOVAL OF PAVEMENT MARKING
					MILE	MILE	FT	FT	FT	FT	FT	FT	EACH	EACH	FT	EACH	FT	FT
EL1	123	266+18.62	TO	266+64.43	0.01													
EL2	123	266+18.62	TO	266+64.43	0.01													
EL3	123-124	267+29.46	TO	274+26.94	0.13													
EL4	123-124	267+29.46	TO	274+26.94	0.14													
EL5	124-126	274+98.22	TO	291+23.63	0.31													
EL6	124-126	274+34.94	TO	292+04.74	0.33													
EL7	126	292+35.80	TO	295+30.00	0.06													
EL8	126	295+44.90	TO	297+09.64	0.07													
EL9	126	294+10.50	TO	295+30.00	0.02													
EL10	126	295+50.00	TO	297+09.64	0.03													
EL11	126	296+00.00	TO	296+96.16	0.02													
EL12	126	296+00.00	TO	296+96.16	0.02													
EL13	126-127	297+68.97	TO	302+54.18	0.09													
EL14	126-127	297+69.04	TO	301+77.00	0.09													
EL15	126-127	297+62.93	TO	302+47.28	0.09													
EL16	126-127	297+62.90	TO	302+47.28	0.09													
EL17	126	299+52.42	TO	299+88.13	0.01													
EL18	126	299+52.42	TO	300+72.77	0.02													
EL19	126-127	300+73.33	TO	302+54.63	0.03													
EL20	126-127	300+73.33	TO	302+54.16	0.03													
EL21	128	0+88.77	TO	1+98.22	0.02													
LA1	123	267+36.55, 0.0' RT											1					
LA2	123	267+87.08, 0.0' RT											1					
LA3	123	269+31.91, 0.0' RT											1					
LA4	123	269+38.09, 0.0' RT											1					
LA5	124	273+16.91, 0.0' RT											1					
LA6	124	273+23.09, 0.0' RT											1					
LA7	124	275+05.31, 0.0' RT											1					
LA8	124	275+35.31, 0.0' RT											1					
LA9	124	276+71.91, 0.0' RT											1					
LA10	124	276+78.09, 0.0' RT											1					
LA11	125	282+96.91, 0.0' RT											1					
LA12	125	283+03.09, 0.0' RT											1					
LA13	125	289+46.85, 0.0' RT											1					
LA14	125	289+53.02, 0.0' RT											1					
LA15	125	291+00.14, 0.0' RT											1					
LA16	126	291+66.18, 0.00' RT											1					
LA17	126	292+97.23, 1.0' RT											1					
LA18	126	293+63.22, 1.0' RT											1					
LA19	126	295+59.52, 2.7' RT											1					
LA20	126	295+65.60, 3.2' RT											1					
LA21	126	297+74.09, 12.2' RT											1					
LA22	126	298+39.92, 12.6' RT											1					
LA23	126	299+05.83, 13.1' RT											1					
LA24	126	299+71.84, 13.3' RT											1					
LA25	127	301+34.92, 12.5' RT											1					
LA26	127	301+89.89, 12.2' RT											1					
LA27	127	302+44.92, 11.8' RT											1					
LA28	126	297+50.45, 62.9' RT											1					
LA29	126	297+52.24, 128.9' RT											1					
PL1	125	289+29.64	TO	289+31.78								17						
RS1	123	263+20.00	TO	264+47.00														127
TOTALS CARRIED TO GENERAL SUMMARY					1.62							17	29					127

CALCULATED DMS
CHECKED MJT

SUBSUMMARY - TRAFFIC CONTROL PAVEMENT MARKINGS

MOT-W. SPRINGFIELD ST. RECON

REF NO.	SHEET NO.	STATION TO STATION	644 EDGE LINE, 6"	644 CENTER LINE	644 CHANNELIZING LINE, 8"	644 STOP LINE	644 CROSSWALK LINE, 24"	644 TRANSVERSE/DIAGONAL LINE	644 CHEVRON MARKING	644 PARKING LOT STALL MARKING	644 LANE ARROW	644 WORD ON PAVEMENT, 72"	644 DOTTED LINE, 6"	644 BIKE LANE SYMBOL MARKING	644 YIELD LINE	644 REMOVAL OF PAVEMENT MARKING
			MILE	MILE	FT	FT	FT	FT	FT	FT	EACH	EACH	FT	EACH	FT	FT
SL1	124	0+36.83				14										
SL2	126	296+98.12				28										
SL3	126	297+63.00				36										
SL4	127	302+54.50				49										
SL5	128	0+36.58				14										
SL6	128	0+49.00				10										
SL7	128	0+88.77				14										
SL8	129	19+72.98				26										
SL9	129	21+19.44				28										
TL1	128	0+88.77 TO 1+98.22						54								
W1	128	1+13.18, 6.92' RT										1				
XW1	123	266+68.43					56									
XW2	123	0+28.58					40									
XW3	124	274+30.94					56									
XW4	124	0+24.71					40									
XW5	126	291+95.54					129									
XW6	126	19+96.96					94									
XW7	126	20+98.20					96									
XW8	127	302+63.17 TO 303+02.98					70									
XW9	128	0+36.00					24									
Y1	126	299+82.34													13	
TOTALS CARRIED TO GENERAL SUMMARY						219	605	54				1			13	

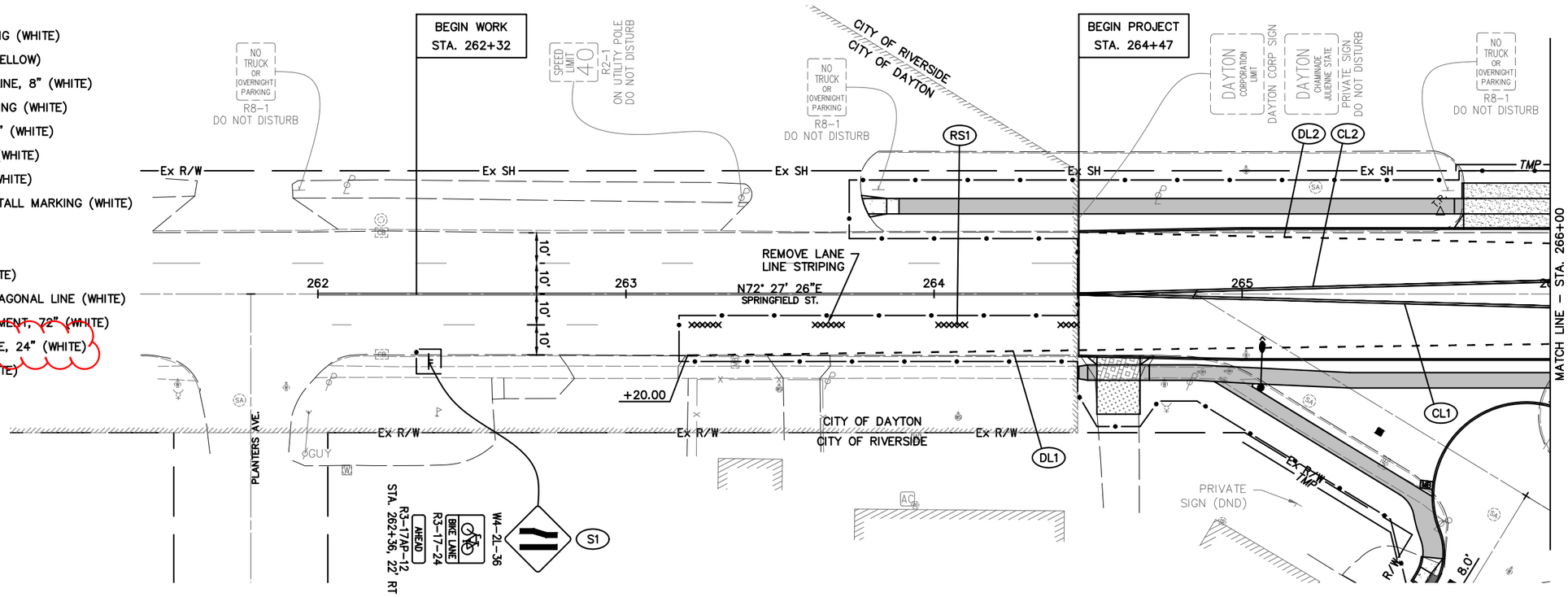
CALCULATED DMS
CHECKED MJT

SUBSUMMARY - TRAFFIC CONTROL PAVEMENT MARKINGS

MOT-W. SPRINGFIELD ST. RECON

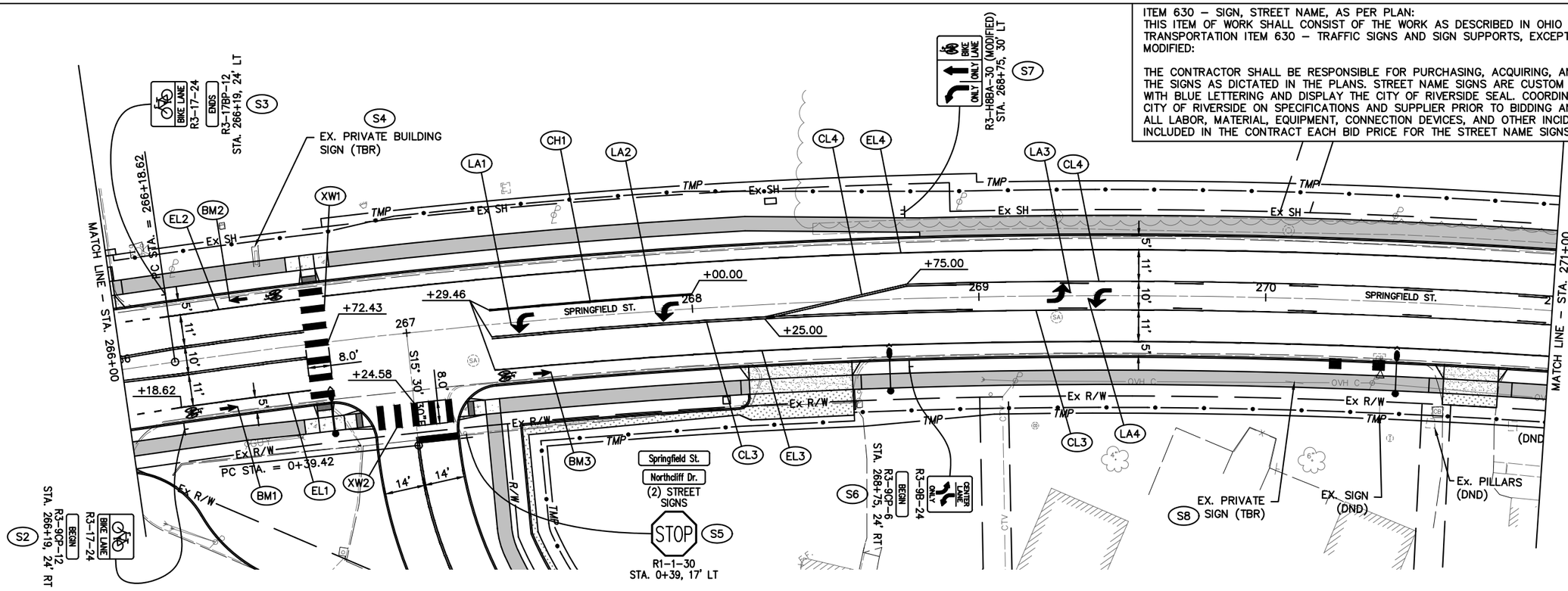
LEGEND

- (BMX) – BICYCLE MARKING (WHITE)
- (CLX) – CENTER LINE (YELLOW)
- (CHX) – CHANNELIZING LINE, 8" (WHITE)
- (CMX) – CHEVRON MARKING (WHITE)
- (DLX) – DOTTED LINE, 4" (WHITE)
- (ELX) – EDGE LINE, 6" (WHITE)
- (LAX) – LANE ARROW (WHITE)
- (PLX) – PARKING LOT STALL MARKING (WHITE)
- (RSX) – REMOVAL ITEM
- (SX) – SIGN ITEM
- (SLX) – STOP LINE (WHITE)
- (TLX) – TRANSVERSE/DIAGONAL LINE (WHITE)
- (WX) – WORD ON PAVEMENT, 72" (WHITE)
- (XWX) – CROSSWALK LINE, 24" (WHITE)
- (YX) – YIELD LINE (WHITE)



ITEM 630 – SIGN, STREET NAME, AS PER PLAN:
THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 630 – TRAFFIC SIGNS AND SIGN SUPPORTS, EXCEPT AS HEREIN MODIFIED:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PURCHASING, ACQUIRING, AND INSTALLING THE SIGNS AS DICTATED IN THE PLANS. STREET NAME SIGNS ARE CUSTOM WHITE SIGNS WITH BLUE LETTERING AND DISPLAY THE CITY OF RIVERSIDE SEAL. COORDINATE WITH THE CITY OF RIVERSIDE ON SPECIFICATIONS AND SUPPLIER PRIOR TO BIDDING AND ORDERING. ALL LABOR, MATERIAL, EQUIPMENT, CONNECTION DEVICES, AND OTHER INCIDENTAL SHALL BE INCLUDED IN THE CONTRACT EACH BID PRICE FOR THE STREET NAME SIGNS.



SCALE IN FEET
0 10 20 40

CALCULATED DMS
CHECKED MJT

TRAFFIC CONTROL PLAN - W. SPRINGFIELD ST.
STA. 261+00 TO STA. 271+00

MOT-W. SPRINGFIELD ST. RECON