

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 INCLUDING 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 CITY THE NAME(S) AND TELEPHONE NUMBER(S) OF A PERSON OR PERSONS WHO CAN BE CONTACTED TWENTY-FOUR (24) HOURS A DAY BY THE CITY, ODOT, 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 OF WOODMAN DRIVE AND WOODMAN PARK DRIVE SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND COMPLETED PAVEMENT.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION OF EASTMAN AVENUE SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 50. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$900 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ACCESS FOR PROPERTY OWNERS AND BUSINESS TRAFFIC SHALL BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND SHALL NOT BE SUBJECT TO CONSTANT LANE SHIFTS.

ACCESS TO AND FROM ALL LOCAL RESIDENTIAL AND BUSINESS DRIVES WITHIN THE LIMITS OF THIS PROJECT SHALL BE MAINTAINED AT ALL TIME (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 HIS WORK TO HELP MINIMIZE THE NEED FOR TEMPORARY AGGREGATE PAVEMENT. TEMPORARY AGGREGATE PAVEMENT CAN BE ASPHALT GRINDINGS OR OTHER AGGREGATE APPROVED BY THE CITY. THE COST OF INSTALLATION, MATERIAL, AND REMOVAL OF THE TEMPORARY AGGREGATE PAVEMENT IS TO BE PER THE CUBIC YARD BID QUANTITY AS FOLLOWS:

ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE B, AS PER PLAN 20 CY

WHERE MORE THAN ONE ACCESS TO A BUSINESS OR RESIDENCE EXISTS, ONLY ONE ACCESS NEEDS TO BE MAINTAINED AT A TIME DURING CONSTRUCTION. WHEN A BUSINESS OR RESIDENCE ONLY HAS ONE ACCESS DRIVE, ACCESS SHALL BE MAINTAINED AT ALL TIMES. IF THE PROJECT REQUIRES IMPROVEMENTS TO THIS ACCESS DRIVE, THE CONTRACTOR SHALL REPLACE HALF OF THE DRIVE AT ONE TIME TO ALLOW ACCESS AT ALL TIMES. THESE ACCESS OPTIONS ARE SUBJECT TO THE APPROVAL OF THE CITY AND PROJECT ENGINEER.

ITEM 614 - MAINTAINING TRAFFIC (CONTINUED)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, CONSTRUCTION BARRELS, IMPACT ATTENUATORS, PORTABLE BARRIER WALLS AND OTHER INCIDENTALS AS DETAILED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES". DURING THE CLOSURE OF EASTMAN AVENUE INTERSECTION, TYPE III BARRICADES WITH THE SIGNS R11-3-60 ("ROAD CLOSED, LOCAL TRAFFIC ONLY") OF THE TYPE AND LOCATION SHALL BE PLACED ACCORDING TO THE DETAILS ON THE DETOUR PLAN SHOWN IN THESE PLANS.

IF REQUIRED, LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER AND THE CITY. 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.

FOR EASTMAN AVENUE INTERSECTION CLOSURE, NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE.

ITEM	DURATION	SIGN DISPLAYED TO PUBLIC
ROAD CLOSURE	>= 2 WEEKS	14 CALENDAR DAYS PRIOR
	>12HRS & <2 WEEKS	7 CALENDAR DAYS PRIOR
	<= 12HRS	2 BUSINESS DAYS PRIOR

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

FOR EASTMAN AVENUE INTERSECTION CLOSURE, THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE LOCATIONS SHOWN IN THE DETOUR PLANS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

ANY DAMAGE TO MAINTENANCE OF TRAFFIC EQUIPMENT SUCH AS SIGNS, BARRELS, PORTABLE BARRIER, BARRICADES, ATTENUATORS, ETC. SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

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 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, EVEN IF NOT SHOWN IN THESE PLANS. THE ORIGINAL LOCATION, PLACEMENT, SPACING AND SUBSEQUENT RELOCATION OR REMOVAL OF ALL TRAFFIC CONTROL DEVICES SHALL BE SUBJECT TO THE CITY AND ENGINEER'S APPROVAL.

THE CONTRACTOR SHALL FURNISH AND INSTALL ADVANCE WARNING "ROAD WORK AHEAD" (W20-1) SIGNS AND "END ROAD WORK" (G20-2) SIGNS, PLACED AT EACH CROSSROAD (EASTMAN AND WOODMAN PARK) IN THE PROJECT AREA, AS WELL AS OTHER NECESSARY MAINTENANCE OF TRAFFIC SIGNS.

THE CONTRACTOR SHALL NOTIFY THE CITY AND THE ENGINEER OF ANY INTENDED CHANGES TO ANY EXISTING OR TEMPORARY TRAFFIC CONTROL DEVICES AND SHALL OBTAIN THE CITY AND ENGINEER'S APPROVAL PRIOR TO MAKING THE CHANGES. THE CONTRACTOR SHALL ALSO NOTIFY THE CITY AND LOCAL NEWSPAPER FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY INTENDED LANE CLOSURES.

ITEM 614 - MAINTAINING TRAFFIC (CONTINUED)

MAINTENANCE OF TRAFFIC WILL BE PERFORMED IN PHASES DURING CONSTRUCTION OF THE PROPOSED PROJECT. SOME PHASES INVOLVE DETOURS. NOTICES OF THE DETOURS WILL BE POSTED IN THE LOCAL MEDIA PRIOR TO THE ROAD CLOSURES AND EMERGENCY SERVICES WILL ALSO BE NOTIFIED. ACCESS FOR LOCAL TRAFFIC WILL BE PROVIDED AT ALL TIMES ALONG THE ROAD CLOSURE ROADWAY SECTIONS. ACCESS FOR PROPERTY OWNERS AND BUSINESS TRAFFIC WILL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT.

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 PLANS.

ADDITIONAL NOTICE OF CLOSURE SIGNAGE

IN ADDITION TO THE ROADWAY CLOSURE SIGNAGE POSTED ON EASTMAN AVENUE, THE CONTRACTOR IS REQUIRED TO POST ADVANCE NOTICE AND EXPECTED DURATION IN A SIMILAR FASHION AT THE FOLLOWING CLOSURES ALONG THE PROJECT:

- DAYTON RTA STOPS @ EASTMAN - CONTRACTOR TO POST NOTIFICATION OF FUTURE CLOSINGS OF PERMANENT STOPS AND TEMPORARY STOPS 2 WEEKS IN ADVANCE. CONTRACTOR SHALL ALSO NOTIFY THE DAYTON RTA UTILITY CONTACT. STA. 39+49, 65' RT & STA. 43+84, 46' LT.

- DAYTON RTA STOPS @ WOODMAN PARK - CONTRACTOR TO POST NOTIFICATION OF FUTURE CLOSINGS OF PERMANENT STOPS 2 WEEKS IN ADVANCE. IN ADDITION, THE CONTRACTOR SHALL POST DIRECTIONS (PICTURE MAP) TO THE DESIRED ROUTE TO THE ALTERNATIVE BUS STOPS AT THE INTERSECTION OF WOODMAN AND LINDEN AVENUE. CONTRACTOR SHALL ALSO NOTIFY THE DAYTON RTA UTILITY CONTACT. STA. 29+50, 48' RT & STA. 31+05, 50' LT.

- PEDESTRIAN CROSSING @ EASTMAN - CONTRACTOR TO POST NOTIFICATION OF FUTURE CLOSINGS OF CROSSWALK FOR PHASE 2C THROUGH 2D TWO WEEKS IN ADVANCE. CONTRACTOR SHALL ALSO NOTIFY THE CITY OF RIVERSIDE OF THE CROSSWALK CLOSURE. STA. 42+06, 97' RT.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING OR ROADWAY RECONSTRUCTION SHALL BE ONLY ON 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 MATERIAL 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 TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING - UTILITY INSTALLATION

ANY TRENCH EXCAVATION OR RECONSTRUCTION NOT PROTECTED BY PORTABLE BARRIER SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY WITH EITHER REQUIRED ASPHALT MATERIALS OR AGGREGATE BASE MATERIALS. NO TRENCH SHALL BE LEFT OPEN, UNPROTECTED OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. 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.

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 34.5 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 OR CITY. 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 20 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 ARE DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER OR CITY. 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 50 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

TEMPORARY ASPHALT WEDGES

TEMPORARY PAVEMENT WEDGES SHALL BE PROVIDED AT ALL TIMES WHERE TRAFFIC AND PEDESTRIANS ARE REQUIRED TO TRAVEL FROM OR ONTO A PAVEMENT SURFACE OF A DIFFERENT ELEVATION. FOR ROADS, THE MINIMUM SLOPE OF THE WEDGE SHALL BE 6:1 ALONG LONGITUDINAL JOINTS AND 120:1 AT TRANSVERSE JOINTS. SHORT DURATION STOPPAGES OF TRAFFIC TO PLACE TEMPORARY PAVEMENT WEDGES WILL BE PERMITTED WITH THE PRIOR APPROVAL OF THE ENGINEER. FOR PEDESTRIANS, A MINIMUM SLOPE OF 13:1 ALONG THE TRAVEL PATH IS REQUIRED. THESE WEDGES SHALL BE REMOVED PRIOR TO PLACING THE NEXT SPECIFIED PAVEMENT COURSE. PLACEMENT AND REMOVAL ARE INCLUDED IN THE FOLLOWING QUANTITY:

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449), AS PER PLAN (ASPHALT WEDGES) 18 CY

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CONSTRUCTION SEQUENCE (CONTINUED)

PHASE 2E (MAY FLIP ORDER WITH 2D): THE CONTRACTOR SHALL CLOSE THE LEFT TURN LANE INTO THE PRIVATE ENTRANCE TO AES OHIO. THE PRIVATE DRIVE SHALL BE CONVERTED INTO A RIGHT IN/RIGHT OUT VEHICULAR OPERATIONS. PRIOR TO COMMENCING THE WORK, THE CONTRACTOR SHALL SET UP THE DETOUR SIGNAGE AS SHOWN IN THE PLANS AND COMPLETE ANY SIGNAGE, STRIPING, AND PCB WORK AS REQUIRED IN THE PLANS. ONCE THE PRIVATE AES OHIO ENTRANCE IS OPERATING AS A RIGHT IN/RIGHT OUT OPERATION, THE CONTRACTOR HAS 14 DAYS TO COMPLETE THE WORK. THE CONTRACTOR WILL TEMPORARILY UTILIZE THE PROPOSED TRAFFIC SIGNAL WITH ADJUSTMENTS TO THE DETECTION ZONES TO MAINTAIN TRAFFIC DURING THIS PHASE.

PHASE 2E CONSTRUCTION IS TO BE COMPLETED BETWEEN JUNE 1, 2026 AND JULY 31, 2026 TO NOT INTERFERE WITH SCHOOL TRANSPORTATION ROUTES. THE FLUID 14 DAY CLOSURE AT THE INTERSECTION IS MOVABLE WITHIN THE CONSTRUCTION SEQUENCE BUT ALL PEDESTRIAN AND BUS CROSSINGS MUST BE MAINTAINED AS SHOWN IN THE PLANS. A DISINCENTIVE APPLIES FOR EACH DAY THE INTERSECTION IS CLOSED BEYOND THE 14 DAYS OR EXTENDED BEYOND THE TIME FRAME WINDOW.

PHASE 3 (NOT SHOWN): THE CONTRACTOR SHALL COMPLETE CONSTRUCTION BY PLACING THE FINAL ASPHALT SURFACE COURSE, PAINTING FINAL TRAFFIC CONTROL STRIPING, INSTALLING SIGNAGE, ACTIVATING THE PROPOSED TRAFFIC SIGNAL, AND COMPLETE FINAL GRADING AND SEEDING WHILE MAINTAINING TRAFFIC THROUGH THE USE OF BARRELS AND LANE CLOSURES FOLLOWING O.M.U.T.C.D REQUIREMENTS FOR MERGE TAPERS AND SHIFT TAPERS.

IF PHASE 3 CONSTRUCTION OCCURS DURING THE SCHOOL YEAR (BEFORE JUNE 1, 2026 OR AFTER JULY 31, 2026), NO WORK CAN OCCUR BETWEEN THE AM PEAK HOURS OF 6:00AM - 8:30AM. IF PHASE 3 CONSTRUCTION OCCURS BETWEEN JUNE 1, 2026 AND JULY 31, 2026 (NO SCHOOL IN SESSION), THERE IS NO TIME RESTRICTION ON LANE RESTRICTIONS ALONG WOODMAN DRIVE. A DISINCENTIVE TO THE CONTRACTOR SHALL BE APPLIED DURING PHASE 3 CONSTRUCTION THAT OCCURS DURING THE SCHOOL YEAR BETWEEN 6:00AM - 8:30AM AS LISTED IN THE CHART.

FINAL COMPLETION DATE FOR ALL CONSTRUCTION PHASES IS SEPTEMBER 30, 2026.

DAYTON RTA COORDINATION

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND DAYTON RTA A MINIMUM OF TWO WEEKS (14 DAYS) PRIOR TO ANY BUS STOP CLOSURES. THE CONTRACTOR, WITH COORDINATION WITH THE DAYTON RTA, SHALL POST SIGNAGE STATING THE ANTICIPATED CLOSURE DURATION TWO WEEKS (14 DAYS) PRIOR TO CLOSURE OF THE BUS STOPS. THE CONTRACTOR IS ALSO RESPONSIBLE FOR POSTING MAPS TO THE NEAREST AVAILABLE BUS STOPS AS COORDINATED WITH THE DAYTON RTA.

WOODMAN PARK DRIVE BUS CLOSURES - USERS ARE TO BE DIRECTED SOUTH TO THE BUS STOPS SOUTH OF LINDEN AVENUE THROUGH THE PEDESTRIAN IMPROVEMENTS CONSTRUCTED IN THE INTERCHANGE IMPROVEMENT.

EASTMAN AVENUE BUS CLOSURES - USERS ARE TO BE DIRECTED NORTH TO THE BUS STOPS AT BURKHARDT ROAD INTERSECTION.

IT IS ANTICIPATED THE RTA WILL PROVIDE 1 WEEK (7 DAYS) NOTICE TO RIDERS OF THE UPCOMING CLOSURES/RELOCATIONS. DAYTON RTA SHALL ALSO POST CLOSURES/DIRECTIONS ON THEIR WEBSITE AND SOCIAL MEDIA.

TEMPORARY PAVEMENT STRIPING

WORK ZONE PAVEMENT MARKINGS SHALL OR MAY BE PLACED TWO DIFFERENT TIMES DURING THE CONSTRUCTION PROCESS TO FIT THE CONTRACTORS CONSTRUCTION SCHEDULE. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE WORK:

QUANTITIES FOR RE-APPLICATION PRIOR TO FINAL SURFACE COURSE PAVEMENT:

ITEM 614 - WORK ZONE CENTER LINE, CLASS I	0.10 MILE
ITEM 614 - WORK ZONE LANE LINE, CLASS I, 6"	0.98 MILE
ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 6"	1.08 MILE
ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS II, 8"	2455 FT
ITEM 614 - WORK ZONE STOP LINE, CLASS I	180 FT
ITEM 614 - WORK ZONE ARROW, CLASS I	29 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	0.10 MILE
ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	0.98 MILE
ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	1.08 MILE
ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	2455 FT
ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT	180 FT
ITEM 614 - WORK ZONE ARROW, CLASS III, 642 PAINT	29 EACH

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION
THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.
2. NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

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 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 AND CITY WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

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 REPLACEMENTS 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.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION (CONTINUED)
WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE CRASH, 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 STATE OR THE CITY OF RIVERSIDE 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 POLE AND REVISION 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 5 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6:00 TO 8:30 AM AND 4:00 TO 6:30 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE USE OF OFF-DUTY CITY OF RIVERSIDE POLICE, HIRED BY THE CONTRACTOR.

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

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS, INCLUDING: TIME OF NOTIFICATION OF MALFUNCTION; TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION; ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED; A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE; 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.

ODOT PROPOSAL NOTE 129 - DISINCENTIVE CHART - PHASE 1B
THE FOLLOWING CHART SHALL BE REFERENCED FOR WORK EXCEEDING THE ALLOWABLE TIME FRAME:

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
PHASE 1B - WOODMAN PARK DRIVE CLOSURE	14	\$900.00	6-1-2025	7-31-2025
PHASE 1B - EASTMAN AVENUE DRIVE CLOSURE	14	\$900.00	6-1-2025	7-31-2025

THE DISINCENTIVE ALSO APPLIES TO ANY DAYS WORK IS EXTENDED OUTSIDE OF THE ALLOWABLE TIME FRAME. ALL WORK ON OTHER ASPECTS OF THE PROJECT ARE TO BE HELD TO CONSTRUCTION END DATE SCHEDULE WITH DISINCENTIVES PER CMS 108.07

ODOT PROPOSAL NOTE 129 - DISINCENTIVE CHART - PHASE 2E
THE FOLLOWING CHART SHALL BE REFERENCED FOR WORK EXCEEDING THE ALLOWABLE TIME FRAME:

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
PHASE 2E - EASTMAN AVENUE CLOSURE	14	\$900.00	6-1-2026	7-31-2026

THE DISINCENTIVE ALSO APPLIES TO ANY DAYS WORK IS EXTENDED OUTSIDE OF THE ALLOWABLE TIME FRAME. ALL WORK ON OTHER ASPECTS OF THE PROJECT ARE TO BE HELD TO CONSTRUCTION END DATE SCHEDULE WITH DISINCENTIVES PER CMS 108.07.

ODOT PROPOSAL NOTE 127 - DISINCENTIVE CHART - PHASE 3
THE FOLLOWING CHART SHALL BE REFERENCED FOR WORK OCCURRING DURING PHASE 3 PRIOR TO JUNE 1, 2026 AND AFTER JULY 31, 2026 (DURING SCHOOL YEAR).

DESCRIPTION OF CRITICAL LANE TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
TEMPORARY LANE CLOSURES	6:00AM TO 8:30AM	MINUTE/LANE	\$50

TIME WINDOW OF NO DISINCENTIVE ON PHASE 3 OCCURS FROM JUNE 1, 2026 THROUGH JULY 31, 2026 (SCHOOL NOT IN SESSION).

