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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).

ITEM 608 - 3" ASPHALT CONCRETE WALK, AS PER PLAN THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 608 - WALKS, CURB RAMPS, AND STEPS, EXCEPT AS HEREIN MODIFIED:

IN PHASE 1B CONSTRUCTION, TEMPORARY ASPHALT CONCRETE WALK (INCLUDING AGGREGATES PER CMS 608.04.B. IS TO BE CONSTRUCTED TO MAINTAIN PEDESTRIAN CONNECTION ACROSS WOODMAN DRIVE. PRIOR TO ENACTING PHASE 2 CONSTRUCTION ON THE PROJECT, THE TEMPORARY ASPHALT SHALL BE REMOVED.

THE EARTH DISTURBED AREA, ONCE REMOVED OF MATERIALS AND DEBRIS, MAY REMAIN DISTURBED UNTIL FUTURE PHASES WHEN CONSTRUCTION OF THE ROADWAY AND RELEVANT GRADING RE-IMPACTS THE GROUNDS.

THE REMOVAL OF THE ASPHALT CONCRETE WALK AND TEMPORARY, MINOR RESTORATION BETWEEN PHASES SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 615 - ROADS FOR MAINTAINING TRAFFIC. REMOVAL SHALL BE PER ODOT CMS 615.08.

PAYMENT FOR THE ASPHALT CONCRETE WALK SHALL BE MADE PER THE UNIT PRICE SQUARE FOOT BID FOR ITEM 608 - 3" ASPHALT CONCRETE WALK, AS PER PLAN, INCLUDING MATERIALS, SUBGRADE PREPARATION, EXCAVATION, EMBANKMENT, INSTALLATION AND EQUIPMENT FOR INSTALLATION.

CALCULATED
DMS
CHECKED
M/JT

MAINTENANCE OF TRAFFIC NOTES

MOT-WOODMAN DR RECONSTRUCTION

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SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
14	15	16	56	57	58	62	CALCS	01/NHS/04	02/S>2/28	03/SAF/21									
																		STRUCTURE REPAIR (MONT. COUNTY SFN: 57770645)	
						8					8		611	97400	8	FT	CONDUIT, MISC.: 150" X 96" CONDUIT, TYPE A, CORRUGATED METAL PIPE ARCH, AS PER PLAN	125	
																		MAINTENANCE OF TRAFFIC	
20								20					410	11001	20	CY	TRAFFIC COMPACTED SURFACE, TYPE B, AS PER PLAN	14	
18								18					442	22401	18	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449), AS PER PLAN (ASPHALT WEDGES)	14	
			286								286		608	20011	286	SF	3" ASPHALT CONCRETE WALK, AS PER PLAN [3]	16	
	100											100	614	11110	100	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
		12	12	3				27					614	12380	27	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)		
												LS	614	12420	LS		DETOUR SIGNING		
20								20					614	12500	20	EACH	REPLACEMENT SIGN		
50								50					614	12600	50	EACH	REPLACEMENT DRUM		
		90	82					172					614	13310	172	EACH	BARRIER REFLECTOR, TYPE 1 (BI-DIRECTIONAL)		
		90	82					172					614	13350	172	EACH	OBJECT MARKER, ONE WAY		
		0.98						0.98					614	20010	0.98	MILE	WORK ZONE LANE LINE, CLASS I, 6"		
			0.06					0.06					614	20110	0.06	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT		
		0.98						0.98					614	20560	0.98	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT		
		0.1						0.1					614	21000	0.1	MILE	WORK ZONE CENTER LINE, CLASS I		
		0.01	0.05	0.03				0.09					614	21100	0.09	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT		
		0.1						0.1					614	21550	0.1	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT		
		1.08						1.08					614	22010	1.08	MILE	WORK ZONE EDGE LINE, CLASS I, 6"		
		2.19	2.03	0.29				4.51					614	22110	4.51	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT		
		1.08						1.08					614	22360	1.08	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT		
			1,240					1,240					614	23200	1,240	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT		
		2,455						2,455					614	23650	2,455	FT	WORK ZONE CHANNELIZING LINE, CLASS II, 8"		
		2,455						2,455					614	23680	2,455	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT		
		364	90	1,347				1,801					614	24202	1,801	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT		
		46	42					88					614	25200	88	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT		
	180							180					614	26000	180	FT	WORK ZONE STOP LINE, CLASS I		
		108	113	46				267					614	26200	267	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT		
	180							180					614	26610	180	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT		
		234	189	642				1,065					614	27010	1,065	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12"		
		29						29					614	30000	29	EACH	WORK ZONE ARROW, CLASS I		
		4	13					17					614	30200	17	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT		
	29							29					614	30650	29	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT		
		344	279						LS				615	10000	LS		ROADS FOR MAINTAINING TRAFFIC [3]		
									623				615	25000	623	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B		
34.5								34.5					616	10000	34.5	MGAL	WATER		
		4,423	3,904					8,327					622	41100	8,327	FT	PORTABLE BARRIER, UNANCHORED		
																		ENGINEERING AND SURVEYING SERVICES	
								LS					108	10000	LS		CPM PROGRESS SCHEDULE		
																		INCIDENTALS	
								LS					614	11000	LS		MAINTAINING TRAFFIC		
								18					619	16010	18	MNTH	FIELD OFFICE, TYPE B		
								LS					623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING		
								LS					623	50000	LS		PRECONSTRUCTION SURVEY MONUMENT VERIFICATION AND REPORT		
								LS					623	51000	LS		POST CONSTRUCTION SURVEY MONUMENT VERIFICATION AND REPORT		
								LS					624	10000	LS		MOBILIZATION		

CALCULATED DMS
 CHECKED MJT
GENERAL SUMMARY
MOT-WOODMAN DR RECONSTRUCTION
 55
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REF NO.	SHEET NO.	STATION TO STATION		SIDE	MEASURED LENGTH (FT)	MEASURED AREA (SF)	608	614	614	SPECIAL	614	614	614	614	614	614	614	614	614	615	622	
							3" ASPHALT CONCRETE WALK, AS PER PLAN	INCREASED BARRIER DELINEATION	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	FLASHING ARROW PANEL	BARRIER REFLECTOR, TYPE 1 (BI-DIRECTIONAL)	OBJECT MARKER, ONE WAY	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE CROSSWALK LINE, CLASS I, 12"		WORK ZONE ARROW, CLASS I, 642 PAINT
							SF	FT	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	FT	FT	EACH	SY	FT
M1	17	38+17.97	TO	39+32.71	RT	1154.0															129	
M2	18	42+66.29	TO	43+78.29	LT	1477.1															165	
M3	20	15+07.35	TO	18+10.00	RT	304								0.06								
M4	21	21+68.00, 13.7'			RT					1												
M5	21-23	21+80.00	TO	30+25.56	RT	844.59								0.16								
M6	21-24	21+80.00	TO	39+08.37	RT	1755.28								0.34								
M7	21-23	22+56.75	TO	30+25.56	LT	771.76								0.15								
M8	21-23	22+90.00	TO	30+12.13	RT	697																697
M9	21-23	24+16.00	TO	30+11.87	LT	574					2	14	14									574
M10	21-24	24+00.00	TO	37+99.27	RT	1400		1400			2	12	12									
M11	22	26+54.15	TO	29+94.41	LT	341.3								0.07								
M12	22	26+54.15	TO	29+74.34	LT	320																
M13	23	30+42.22, 11.1'			RT																1	
M13B	23	30+55.22, 10.9'			LT																1	
M14	23	30+25.56	TO	30+35.75	LT/RT	73.42								0.02								
M15	23	30+35.16	TO	30+48.75	RT	13.5																14
M16	23	30+25.56	TO	30+71.94	RT	45.78																46
M17	23	30+61.75	TO	30+71.94	LT/RT	73.42								0.02								14
M18	23	30+48.75	TO	30+62.08	LT	13.5																14
M19	23	29+94.41	TO	30+99.27	LT	152.9																153
M20	23	30+09.62	TO	30+43.08	LT	34																34
M21	23	30+37.59	TO	30+49.86	LT	48	450						0.01									50
M22	23	30+34.62, 57.1'			LT																1	
M23	23	30+18.08, 57.3'			LT																1	
M24	23	30+09.62	TO	30+14.28	LT	36								0.01								
M25	23	30+21.69	TO	30+30.96	LT	72								0.02								10
M26	23-25	30+87.82	TO	41+46.61	RT	1040				2	21	21										1040
M27	23-25	30+71.94	TO	41+53.16	RT	1086.71								0.21								
M28	23-25	30+88.17	TO	41+48.75	LT	1032				2	21	21										1032
M29	23-25	30+99.27	TO	41+72.63	LT	1071.5								0.21								
M30	23-25	30+71.56	TO	41+48.75	LT	1071.78								0.21								
M31	23	31+11.14	TO	34+39.51	LT	328		328														
M32	24	38+15.66	TO	38+59.72	RT	45																45
M33	24	38+59.72	TO	39+52.30	RT	94.57								0.02								
M34	24	39+08.37	TO	39+32.70	RT	27.66								0.01								21
M35	24-25	39+52.30	TO	40+25.52	RT	75																75
M36	24-25	38+44.83	TO	40+48.55	LT	204		204														
M37	25	40+25.52	TO	41+43.85	RT	127.7								0.03								
M38	25	41+43.85	TO	41+53.16	RT	33																33
M39	25	42+84.40	TO	42+58.95	LT/RT	46																46
M40	25	42+69.70	TO	42+69.70	LT	13																13
M41	25	42+68.08	TO	42+93.62	LT	26.53								0.01								15
M42	25	42+61.40	TO	43+44.28	LT	83.5								0.02								
M43	25	43+44.28	TO	43+89.28	LT	45																45
M44	25-26	43+89.28	TO	48+75.00	LT	480.98								0.1								
M45	25-27	42+68.07	TO	55+15.01	LT	1247.81								0.24								
M46	25-26	42+68.07	TO	48+31.10	LT	539				2	11	11										539
M47	25-26	42+68.33	TO	49+90.00	RT	722.82								0.14								
M48	25-26	42+68.33	TO	49+90.00	RT	722.66								0.14								
M49	25-26	42+68.33	TO	48+31.10	RT	541																541
M50	26	45+01.13	TO	48+79.22	LT	378		378		2	11	11										
M51	26	48+59.00, 15.5'			LT																	1
M52	27	54+58.00, 7.5'			LT																	1
M53	30	42+13.75	TO	42+63.06	RT	285.01	286															
M54	30	42+56.45	TO	42+56.66	LT/RT	98.55																99
M55	30	42+64.53	TO	42+64.62	LT/RT	88.4																89
TOTALS CARRIED TO GENERAL SUMMARY							286		12	3	90	90	0.01	2.19		364	46	108	234	4	344	4423

FLASHING ARROW PANEL INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC QUANTITY IS NOT CARRIED TO GENERAL SUMMARY

CALCULATED	DMS	CHECKED	MJT
SUBSUMMARY - MAINTENANCE OF TRAFFIC			
MOT-WOODMAN DR RECONSTRUCTION			
56		156	

Z:\project\Montgomery\Riverside\MOT-RV-2114WoodmanRecon-US35toEastman\115003_GS.dwg 26-Jan-25 5:40 PM

REF NO.	SHEET NO.	STATION TO STATION		SIDE	MEASURED LENGTH (FT)	MEASURED AREA (SF)	608	614	614	SPECIAL	614	614	614	614	614	614	614	614	614	615			622	
							3" ASPHALT CONCRETE WALK, AS PER PLAN	3	INCREASED BARRIER DELINEATION	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	FLASHING ARROW PANEL	BARRIER REFLECTOR, TYPE 1 (BI-DIRECTIONAL)	OBJECT MARKER, ONE WAY	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE CROSSWALK LINE, CLASS I, 12"	WORK ZONE ARROW, CLASS I, 642 PAINT	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	
							SF	FT	EACH	EACH	EACH	EACH	MLE	MLE	MLE	FT	FT	FT	FT	FT	FT	EACH	SY	FT
M56	33	19+25.00, 38.0'		RT						1														
M57	33-34	18+55.57	TO	20+70.00	RT	230.24									0.05									
M58	34-37	21+60.00	TO	38+47.24	RT	1811.21									0.35									
M59	34-37	22+59.25	TO	38+46.25	RT	1563																		
M60	34-35	22+92.00	TO	26+00.00	LT	293.04			2		32	32											1563	
M61	34-36	23+90.00	TO	30+19.14	RT/LT	630.89							0.06											
M62	34-35	22+36.75	TO	26+50.00	LT	413.29																		
M63	34-35	24+60.00	TO	25+20.10	LT	60.12										414								
M64	35	25+73.11	TO	29+98.35	LT	402			2		9	9											402	
M65	35-36	26+00.00	TO	30+08.26	LT	423.81									0.09									
M66	35-36	27+59.38	TO	30+19.14	LT	260.04									0.05									
M67	35	29+09.27, 0.0'		LT																		1		
M68	35	29+59.25, 0.0'		LT																		1		
M69	35-36	28+83.61	TO	30+19.14	RT	135.24									0.03									
M70	35-36	28+83.61	TO	30+19.14	RT	135.37										136								
M71	36	30+09.14, 0.0'		LT																		1		
M72	36	30+12.30	TO	30+43.37	LT	31.4																		
M73	36	30+39.69	TO	30+48.08	LT	67.4							0.02									32		
M74	36-38	30+70.87	TO	41+26.67	RT/LT	1057.26									0.21									
M75	36-38	30+84.97	TO	41+25.66	LT	1013			2		21	21											1013	
M76	36-38	30+84.97	TO	41+34.91	LT	1046.62									0.2									
M77	36-38	30+70.87	TO	41+26.67	LT	1054.33									0.2									
M78	37	37+24.66, 0.0'		LT																		1		
M79	37	37+88.63, 0.0'		LT																		1		
M80	37-38	36+91.43	TO	41+26.67	RT	436.33									0.09									
M81	37-38	36+91.43	TO	41+26.67	RT	436.33										437								
M82	37	38+47.24	TO	38+91.80	RT	45											45							
M83	37	38+53.25, 0.0'		LT																		1		
M84	37	39+18.80, 0.0'		LT																		1		
M85	37-38	38+91.80	TO	21+29.10	RT/RT	481.59									0.1							1		
M86	37	39+84.91, 0.0'		LT																		1		
M87	37	38+54.49	TO	39+62.47	RT		1114.85															124		
M88	37-38	39+66.73	TO	41+25.68	RT	137			2		3	3											137	
M89	38	40+50.85, 0.0'		LT																		1		
M90	38	41+16.69, 0.0'		LT																		1		
M91	38	41+26.67	TO	41+26.67	LT/RT	28																28		
M92	38	20+79.04	TO	20+79.06	LT	13																13		
M93	38	20+79.06	TO	21+29.07	RT	150																		
M94	38	42+08.81	TO	42+53.88	RT/LT	188.06							0.03											
M95	38	42+53.80	TO	42+53.88	RT/LT	40																40	189	
M96	38	42+34.95	TO	43+70.11	LT		1396.8																	
M97	38	42+53.84	TO	42+89.85	LT	27.7									0.01									
M98	38	42+53.84	TO	43+34.45	LT	85.4									0.02									
M99	38	42+63.85, 0.0'		LT																		1		
M100	38	43+30.00, 0.0'		LT																		1		
M101	38	43+34.45	TO	43+84.85	LT	45																		
M102	38	42+53.84	TO	44+45.28	LT	191.3									0.04									
M103	38	43+96.04, 0.0'		LT																		1		
M104	38	42+53.83	TO	44+45.28	LT	191.3																		
M105	38-40	43+84.85	TO	53+70.10	LT	989.26									0.19									
M106	38-39	42+53.81	TO	47+13.09	LT	461.09									0.09									
M107	38-39	42+53.80	TO	47+28.09	RT	474.6									0.09									
M108	38-39	42+30.71	TO	47+28.09	RT	498.25									0.1									
M109	38-39	42+45.16	TO	47+33.10	RT	466			2		10	10											466	
M110	38-39	43+85.85	TO	47+33.10	LT	323			2		7	7											323	
M111	39	47+58.00, 35.0'		LT						1														
M112	40	53+62.00, 45.0'		LT						1														
TOTALS CARRIED TO GENERAL SUMMARY									12	3	82	82	0.06	0.05	2.03	1240	90	42	113	189	13	279	3904	

FLASHING ARROW PANEL INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC QUANTITY IS NOT CARRIED TO GENERAL SUMMARY

SUBSUMMARY - MAINTENANCE OF TRAFFIC

MOT-WOODMAN DR RECONSTRUCTION

CALCULATED
DMS
CHECKED
MJT

REF NO.	SHEET NO.	STATION TO STATION		SIDE	MEASURED LENGTH (FT)	MEASURED AREA (SF)	608	614	614	SPECIAL	614	614	614	614	614	614	614	614	614	615	622		
							3" ASPHALT CONCRETE WALK, AS PER PLAN	3 INCREASED BARRIER DELINEATION	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	FLASHING ARROW PANEL	BARRIER REFLECTOR, TYPE 1 (BI-DIRECTIONAL)	OBJECT MARKER, ONE WAY	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE CROSSWALK LINE, CLASS I, 12"		WORK ZONE ARROW, CLASS I, 642 PAINT	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B
							SF	FT	EACH	EACH	EACH	EACH	MLE	MLE	MLE	FT	FT	FT	FT	FT	EACH	SY	FT
M113	42	40+21.31	TO	41+24.64	RT	109.31									0.03								
M114	42	40+11.03	TO	41+26.67	LT	71.5									0.02								
M115	41-42	40+04.96, 22.0'			LT				1														
M116	42	41+28.77	TO	41+44.42	RT/LT	180.1																181	
M117	42	41+40.63	TO	42+12.32	RT	137.1																138	
M118	43	38+47.24	TO	39+65.78	RT	124.53									0.03								
M119	44	41+44.68	TO	20+96.05	RT/RT	183.9									0.04								
M120	44	20+79.06	TO	21+29.07	RT/RT	150							0.03										
M121	44	42+11.06	TO	21+28.68	RT/LT	218.37									0.05								
M122	44	42+64.66	TO	43+84.85	LT	123.7									0.03								
M123	44	41+78.46	TO	42+50.40	LT	136.47																137	
M124	45	29+49.44, 22.0'			LT				1														
M125	45-46	29+94.80	TO	30+05.91	LT	16																16	
M126	46	32+00.99, 22.0'			LT				1														
M127	48-49	39+65.78	TO	41+26.11	RT	168.51									0.04								
M128	49	40+64.54	TO	21+87.93	RT/RT	213.39									0.05								
M129	49	42+38.26	TO	42+71.36	RT/LT	186																186	
M130	49	42+71.34	TO	42+75.25	LT	16.5																17	
M131	49	41+53.13	TO	41+61.89	LT	13																13	
M132	20	15+07.35	TO	17+57.00	RT	250											250						
M133	26-27	49+75.00	TO	55+15.01	LT	540											540						
M134	39-40	48+13.09	TO	53+70.10	LT	557											557						
TOTALS CARRIED TO GENERAL SUMMARY									3				0.03	0.29		1347	46	642					

SUBSUMMARY - MAINTENANCE OF TRAFFIC	CALCULATED DMS CHECKED MJT
MOT-WOODMAN DR RECONSTRUCTION	58 156