

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.

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, UNLESS OTHERWISE APPROVED BY THE ENGINEER IN WHICH IN THAT CASE AT LEAST ONE LANE SHALL BE MAINTAINED WITH FLAGGING OPERATIONS.

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 SUBJECT 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 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 REMOVE THE EXISTING CURB ALONG THE EAST SIDE OF SPINNING ROAD AND CONSTRUCT THE PROPOSED CURB AND REPLACE THE REQUIRED STORM STRUCTURES. DRIVE APRON REPLACEMENTS AND THE FULL DEPTH REPAIRS ALONG THE FACE OF THE PROPOSED CURB SHALL BE PERFORMED ACCORDING TO PLAN. W8-9 "LOW SHOULDER" SIGNS SHALL BE PROVIDED ACCORDING TO THE PLANS TO FOREWARN DRIVERS. MAINTENANCE OF TRAFFIC TO BE PERFORMED IN ACCORDANCE WITH ODOT STANDARD DRAWING MT-95.61. THIS SECTION OF PAVEMENT WILL BE RESURFACED IN A FUTURE CONSTRUCTION PHASE.

PHASE 2: THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO REMOVE THE EXISTING CURB ALONG THE WEST SIDE OF SPINNING ROAD AND CONSTRUCT THE PROPOSED CURB, AND REPLACE THE REQUIRED STORM STRUCTURES. DRIVE APRON REPLACEMENTS AND THE FULL DEPTH REPAIRS ALONG THE FACE OF THE PROPOSED CURB SHALL BE PERFORMED ACCORDING TO PLAN. W8-9 "LOW SHOULDER" SIGNS SHALL BE PROVIDED ACCORDING TO PLAN TO FOREWARN DRIVERS. MAINTENANCE OF TRAFFIC TO BE PERFORMED IN ACCORDANCE WITH ODOT STANDARD DRAWING MT-95.61. THIS SECTION OF PAVEMENT WILL BE RESURFACED IN A FUTURE CONSTRUCTION PHASE.

PHASE 3: THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO PERFORM THE VARIABLE DEPTH PAVEMENT PLANING (MILLING), IDENTIFY THE AREAS OF FULL DEPTH REPLACEMENT, AND CONSTRUCT THE FULL DEPTH PAVEMENT REPAIRS. THE PAVEMENT REPAIR SURFACE WILL BE RESURFACED IN A FUTURE CONSTRUCTION PHASE.

PHASE 4: THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO APPLY ITEM 407 NON-TRACKING TACK COAT, PAVING 1.5" OF ITEM 441 ASPHALT CONCRETE SURFACE COURSE TYPE 1, PG64-22 (449), APPLYING THE ASPHALT REJUVENATING AGENT, APPLYING THE FINAL PAVEMENT MARKINGS, CONSTRUCTING FINAL SIGNAGE, SEEDING AND MULCHING, AND ANY OTHER MISCELLANEOUS WORK TO COMPLETE THE CONSTRUCTION PROJECT. TRAFFIC IS ALLOWED TO DRIVE ON MILLED SURFACE FOR UP TO 72 HOURS.

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.

ITEM 614 - CLASS III PAVEMENT MARKINGS

THE CONTRACTOR SHALL FURNISH AND APPLY CLASS III PAVEMENT MARKINGS ACCORDING TO 614.11 AS NEEDED FOR TEMPORARY TRAFFIC CONTROL, IMMEDIATELY AFTER THE PLANING OPERATION, AND AFTER THE SURFACE APPLICATION UNLESS THE PERMANENT MARKINGS ARE INSTALLED. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS USE.

ITEM 614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT	1.02 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	1.02 MILE
ITEM 642, REMOVAL OF PAVEMENT MARKING	2.04 MILE
ITEM 642, REMOVAL OF PAVEMENT MARKING	18 EACH

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 >12 HOURS & < 2 WEEKS < 12 HOURS	21 CALENDAR DAYS PRIOR 14 CALENDAR DAYS PRIOR 4 BUSINESS DAYS PRIOR
LANE CLOSURE & RESTRICT.	>= 2 WEEKS < 2 WEEKS	14 CALENDAR DAYS PRIOR 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.

DAYTON RTA COORDINATION

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND DANIEL BLOOMINGDALE (937-425-8343) WITH THE DAYTON RTA TWO WEEKS PRIOR TO PHASE CHANGES. RTA WILL PROVIDE 1 WEEK NOTICE TO RIDERS OF THE UPCOMING CLOSURES/RELOCATIONS AND WILL INSTALL NECESSARY SIGNAGE.

COORDINATION WITH ADJACENT PROJECTS

THE CONTRACTOR SHOULD BE AWARE THAT THERE IS AN ADJACENT PROJECT JUST SOUTH OF THIS PROJECT'S LIMITS THAT WILL BE UNDER CONSTRUCTION DURING THE EXECUTION OF THIS PROJECT:

MOT-SPINNING RD PH 1-0.00-0.61, PID 113392: MILL AND FILL PROJECT WITH FULL DEPTH REPAIR AREAS AND DRAINAGE IMPROVEMENTS. CONSTRUCTION TO BEGIN APRIL 2024. ESTIMATED COMPLETION DATE OF SEPTEMBER 30, 2024. THE CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR (BARRETT PAVING MATERIALS INC.) OF THE MOT-SPINNING RD PHASE 1 PROJECT IN ACCORDANCE WITH CMS 105.08.

DESIGN AGENCY



CHOICE ONE ENGINEERING

DESIGNER

BAW

REVIEWER

MJT 12-15-2023

PROJECT ID


116871

SHEET TOTAL

P:6 | 26


SHEET NUM.						PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
4	5	6	9	10		01/S>2/05	EXT	TOTAL				
											ROADWAY	
						LS	201	11000	LS		CLEARING AND GRUBBING	
				327		327	202	23000	327	SY	PAVEMENT REMOVED, (CONCRETE)	
				1,505		1,505	202	30000	1,505	SF	WALK REMOVED	
				4,305		4,305	202	32500	4,305	FT	CURB AND GUTTER REMOVED	
			107			107	202	35100	107	FT	PIPE REMOVED, 24" AND UNDER	
			15			15	202	58100	15	EACH	CATCH BASIN REMOVED	
				711		711	203	10000	711	CY	EXCAVATION	
			9	1,615		1,624	204	10000	1,624	SY	SUBGRADE COMPACTION	
185						185	204	13000	185	CY	EXCAVATION OF SUBGRADE	
185						185	204	30010	185	CY	GRANULAR MATERIAL, TYPE B	
555						555	204	51000	555	SY	GEOGRID	
				28		28	608	10001	28	SF	4" CONCRETE WALK, AS PER PLAN	4
											EROSION CONTROL	
475				28		503	659	00300	503	CY	TOPSOIL	
4,005						4,005	659	00500	4,005	SY	SEEDING AND MULCHING, CLASS 1	
200						200	659	14000	200	SY	REPAIR SEEDING AND MULCHING	
200						200	659	15000	200	SY	INTER-SEEDING	
0.54						0.54	659	20000	0.54	TON	COMMERCIAL FERTILIZER	
0.83						0.83	659	31000	0.83	ACRE	LIME	
21.6						21.6	659	35000	21.6	MGAL	WATER	
						10,000	832	30000	10,000	EACH	EROSION CONTROL	
											DRAINAGE	
			97			97	611	04400	97	FT	12" CONDUIT, TYPE B	
			10			10	611	05900	10	FT	15" CONDUIT, TYPE B	
			1			1	611	98690	1	EACH	CATCH BASIN, MISC.: TYPE 1A CATCH BASIN	23
			6			6	611	98690	6	EACH	CATCH BASIN, MISC.: TYPE D (DOUBLE) CATCH BASIN	22
			8			8	611	98690	8	EACH	CATCH BASIN, MISC.: TYPE D CATCH BASIN	23
			20			20	611	99654	20	EACH	MANHOLE ADJUSTED TO GRADE	
			2	236		238	613	41200	238	CY	LOW STRENGTH MORTAR BACKFILL	
											PAVEMENT	
565						565	253	01000	565	SY	PAVEMENT REPAIR	4
				11,241		11,241	254	01000	11,241	SY	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH	
565						565	254	01600	565	SY	PATCHING PLANED SURFACE	4
			1	91		92	301	56000	92	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
			2	270		272	304	20000	272	CY	AGGREGATE BASE	
			1	1,109		1,110	407	20000	1,110	GAL	NON-TRACKING TACK COAT	
				28		28	411	10000	28	CY	STABILIZED CRUSHED AGGREGATE	
			1	514		515	441	70000	515	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
				235		235	452	10011	235	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN	4
				163		163	452	13011	163	SY	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN	4
				4,844		4,844	609	24511	4,844	FT	CURB, TYPE 4-C, AS PER PLAN	4
				4		4	609	26001	4	FT	CURB, TYPE 6, AS PER PLAN	4
	731					731	SPECIAL	69012150	731	GAL	ASPHALT REJUVENATING AGENT	5
											WATER WORK	
			15			15	638	10800	15	EACH	VALVE BOX ADJUSTED TO GRADE	

GENERAL SUMMARY

DESIGN AGENCY

 CHOICE ONE ENGINEERING
 DESIGNER
 BAW
 REVIEWER
 MJT 12-15-2023
 PROJECT ID
 116871
 SHEET TOTAL
 P:7 26

SHEET NUM.				PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
6	11	12	01/S>2/05		EXT	TOTAL				
TRAFFIC CONTROL										
		192		192	630	03100	192	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
		98		98	630	80100	98	SF	SIGN, FLAT SHEET	
		1		1	630	84900	1	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
		3		3	630	85100	3	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
		2		2	630	86002	2	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
	0.45			0.45	644	00100	0.45	MILE	EDGE LINE, 4"	
	0.86			0.86	644	00300	0.86	MILE	CENTER LINE	
	420			420	644	00400	420	FT	CHANNELIZING LINE, 8"	
	74			74	644	00500	74	FT	STOP LINE	
	373			373	644	00620	373	FT	CROSSWALK LINE, 12"	
	370			370	644	00630	370	FT	CROSSWALK LINE, 24"	
	26			26	644	00700	26	FT	TRANSVERSE/DIAGONAL LINE	
	80			80	644	00900	80	SF	ISLAND MARKING	
	1			1	644	01110	1	EACH	SCHOOL SYMBOL MARKING, 96"	
	23			23	644	01300	23	EACH	LANE ARROW	
	112			112	644	01500	112	FT	DOTTED LINE, 4"	
MAINTENANCE OF TRAFFIC										
	1.02			1.02	614	21550	1.02	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
	1.02			1.02	614	22350	1.02	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	
	18			18	642	30020	18	EACH	REMOVAL OF PAVEMENT MARKING	
	2.04			2.04	642	30030	2.04	MILE	REMOVAL OF PAVEMENT MARKING	
INCIDENTALS										
				LS	614	11000	LS		MAINTAINING TRAFFIC	
				LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
				LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

CHOICE ONE ENGINEERING
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REVIEWER
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P.8 26