

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.

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS EVEN THOUGH OTHERWISE SHOWN.

UTILITIES

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

ELECTRIC

AMERICAN ELECTRIC POWER
209 N. WOOD STREET
FOSTORIA, OHIO 44830
PH: 419-998-5131
ATTN: TRENT SCHULTZ

WATER AND SANITARY

CITY OF DELPHOS
608 N. CANAL STREET
DELPHOS, OHIO 45833
PH: 419-692-0991
ATTN: TODD HAUNHORST
ATTN: TODD TEMAN

TELEPHONE & CABLE

FORT JENNINGS TELEPHONE CO.
65 WEST THIRD STREET
FORT JENNINGS, OHIO 45844
PH: 419-286-2181
EMAIL: FJTC@BRIGHT.NET

TELEPHONE

CENTURY LINK
127 N. MAIN STREET
BELLEFONTAINE, OHIO 43311
PH: 419-576-7089
ATTN: ERIC FLORY

TELEPHONE & CABLE

CHARTER COMMUNICATIONS
3100 ELIDA ROAD
LIMA, OHIO 45805
PH: 419-996-2249
ATTN: MARK RICHHART

GAS

DOMINION EAST OHIO GAS
150 S. JACKSON STREET
LIMA, OHIO 45801
P.O. BOX 149
PH: 419-226-4829
ATTN: BRIAN HOLDEN

GAS TRANSMISSION

PANHANDLE EASTERN PIPELINE
(ENERGY TRANSFER)
PH: 833-633-3769
ATTN: PUBLIC PROJECTS
EMAIL: ENCROACHMENTS@ENERGYTRANSFER.COM

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-MEMBERS MUST BE CALLED DIRECTLY.

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.

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:

SIZES	NO. TREES	NO. STUMPS	TOTAL
18"	11	2	13
30"	9	0	9
48"	0	0	0
60"	0	0	0

SURVEY PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE THIS SHEET 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 MAG NAIL

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 12B

HORIZONTAL POSITIONING

REFERENCE NAME: NAD83 (CORS 2011 ADJUSTMENT)
ELLIPSOID: GRS 80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: NORTH ZONE
COMBINED SCALE FACTOR: 1.0000910561537
ORIGIN OF COORDINATE SYSTEM: 435421.3350, 1461400.8080

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 DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE U.S. SURVEY FEET.

BENCHMARK INFORMATION:

BENCHMARK #1
FIRE HYDRANT NE CORNER
INTER. 5TH AND WILLIAM
NW BOLT TOP FLANGE
ELEV. = 765.72

BENCHMARK #3
FIRE HYDRANT SW CONER
INTER. 5TH AND BREDEICK
BOLT TOP FLANGE ON ARROW
ELEV. = 769.83

BENCHMARK #5
FIRE HYDRANT SE CORNER
INTER. 5TH AND MAIN
NE BOLT TOP FLANGE
ELEV. = 770.35

BENCHMARK #7
BRASS DISK IN NORTH OF
BRIDGE ABUTMENT OVER
FLAT FORK CREEK
ELEV. = 767.38

BENCHMARK #9
FIRE HYDRANT NE CORNER
INTER. 5TH AND PUBLIC RD.
BOLT TOP FLANGE ON ARROW
ELEV. = 774.17

TRAVERSE POINT INFORMATION:

TRAVERSE POINT #1
N=435510.9870
E=1456045.8960
STA. 67+02.37, 35.1' LT

TRAVERSE POINT #3
N=435490.9520
E=1456908.0190
STA. 75+64.67, 26.0' LT

TRAVERSE POINT #5
N=435492.6360
E=1457362.9000
STA. 80+19.49, 33.5' LT

TRAVERSE POINT #7
N=435475.6660
E=1458267.6900
STA. 89+24.49, 26.8' LT

TRAVERSE POINT #9
N=435464.9020
E=1459219.1020
STA. 98+75.96, 26.3' LT

BENCHMARK #2
BRASS DISK IN NW WINGWALL
ON BRIDGE ABUTMENT OVER
JENNINGS CREEK
ELEV. = 765.09

BENCHMARK #4
FIRE HYDRANT SW CORNER
INTER. 5TH AND JEFFERSON
BOLT TOP FLANGE ON ARROW
ELEV. = 770.52

BENCHMARK #6
FIRE HYDRANT SW CORNER
INTER. 5TH AND SCOTT
NW BOLT TOP FLANGE
ELEV. = 768.30

BENCHMARK #8
FIRE HYDRANT NE CORNER
AT 940 E 5TH STREET
SE BOLT TOP FLANGE
ELEV. = 772.10

BENCHMARK #10
FIRE HYDRANT AT ARBYS
BOLT TOP FLANGE ON
TIP OF ARROW
ELEV. = 776.21

TRAVERSE POINT #2
N=435457.6440
E=1456355.8470
STA. 70+12.97, 14.3' RT

TRAVERSE POINT #4
N=435487.3310
E=1457120.3020
STA. 77+76.98, 25.1' LT

TRAVERSE POINT #6
N=435420.7650
E=1457814.6790
STA. 84+72.09, 33.0' RT

TRAVERSE POINT #8
N=435416.5290
E=1458723.2750
STA. 93+80.68, 27.5' RT

TRAVERSE POINT #10
N=435403.2760
E=1459596.7040
STA. 2+54.33, 35.6' RT

SURVEY PARAMETERS (CONTINUED)

TRAVERSE POINT #11
N=435461.2910
E=1459933.1010
STA. 5+89.86, 28.3' LT

TRAVERSE POINT #13
N=435456.5370
E=1460678.8550
STA. 13+35.61, 34.3' RT

TRAVERSE POINT #15
N=435421.3350
E=1461400.8080
STA. 20+54.88, 25.7' LT

TRAVERSE POINT #17
N=435198.6860
E=1462370.9570
STA. 30+48.87, 26.8' RT

TRAVERSE POINT #19
N=435064.0890
E=1463870.5820
STA. 45+51.99, 49.0' RT

TRAVERSE POINT #21
N=435160.5780
E=1465007.5970
STA. 57+00.34, 25.2' RT

TRAVERSE POINT #23
N=435162.8830
E=1466176.7780
STA. 68+69.52, 23.3' RT

TRAVERSE POINT #25
N=435161.1340
E=1467301.0120
STA. 79+93.77, 25.5' RT

TRAVERSE POINT #12
N=435388.7460
E=1460299.5520
STA. 9+57.32, 39.0' RT

TRAVERSE POINT #14
N=435382.8670
E=1461044.6870
STA. 17+02.46, 34.1' RT

TRAVERSE POINT #16
N=435285.2500
E=1461874.6870
STA. 25+45.10, 26.9' RT

TRAVERSE POINT #18
N=435118.7400
E=1463376.8390
STA. 40+59.93, 48.5' LT

TRAVERSE POINT #20
N=435211.7480
E=1464385.1140
STA. 50+79.97, 33.9' LT

TRAVERSE POINT #22
N=435209.0750
E=1465497.8120
STA. 61+90.57, 23.1' LT

TRAVERSE POINT #24
N=435211.2150
E=1466715.6730
STA. 74+08.43, 24.8' LT

CROSSING AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AND EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

REVIEW OF DRAINAGE FACILITIES

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

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

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

1 ADDENDUM #1: 1-15-2021

SUBCONTRACTOR SUPERVISION

THE CONTRACTOR IS REQUIRED TO HAVE A PROJECT SUPERVISOR ON-SITE TO SUPERVISE THE SUBCONTRACTOR FOR QUALITY CONTROL PURPOSES AND TO PROVIDE ANY NECESSARY ASSISTANCE TO THE SUBCONTRACTOR TO ENSURE QUALITY WORK. COST OF THIS ITEM SHALL BE INCLUDED IN THE COST OF RELATED PAY ITEMS OF THIS PROJECT.

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 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 OF SHALL BE INCIDENTAL TO OTHER ITEMS PAID FOR IN THIS PROJECT.

MUD AND DEBRIS

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

SAFETY

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL FEDERAL, STATE, AND LOCAL SAFETY REQUIREMENTS, TOGETHER WITH EXERCISING PRECAUTIONS AT ALL TIMES FOR THE PROTECTION OF PERSONS (INCLUDING EMPLOYEES) AND PROPERTY. IT IS ALSO THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INITIATE, MAINTAIN, AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS, AND PROGRAMS IN CONNECTION WITH THE WORK.

NON-RUBBER TIRE VEHICLES

NO NON-RUBBER TIRE VEHICLES SHALL BE MOVED ON CITY STREETS. EXCEPTIONS MAY BE GRANTED BY THE CITY 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 CITY. THE CONTRACTOR SHALL USE EXTREME CARE WHEN OPERATING NON-RUBBER TIRE VEHICLES ON STREETS OR DRIVEWAYS TO AVOID MARKING OR DAMAGING THE PAVEMENT. PROTECTION OF THE PAVEMENT FROM DAMAGE RESULTING FROM THE TRACTS OF NON-RUBBER TIRE VEHICLES UTILIZED IN TRENCH EXCAVATION SHALL BE REQUIRED. A WOOD PLANK SYSTEM, USED TIRES, RUBBER MATS, OR OTHER MEANS AS APPROVED BY THE CITY 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.

MASONRY COLLAR

A CONCRETE COLLAR SHALL BE PROVIDED WHERE PROPOSED STORM SEWER PIPE IS CONNECTED TO AN EXISTING PIPE. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR THE NEW CONDUIT.

CONCRETE FIBERS

ALL CURB, DRIVEWAYS, WALKS, STEPS, AND CURB RAMPS SHALL HAVE 3 LBS OF 2.25" LENGTH FIBRILLATED MACROFIBERS PER CUBIC YARD.

CONTRACTOR IS TO NOTIFY THE FIBER MANUFACTURER'S SUPPLIER REPRESENTATIVE 48 HOURS PRIOR TO THE FIRST POUR OF THE CONCRETE UTILIZING EACH DIFFERENT FIBER TYPE TO ENSURE FIBERS ARE MIXED CORRECTLY, PLACEMENT, AND FINISHING. FIBER REPRESENTATIVE MUST BE ON SITE FOR THE FIRST POUR OF EACH FIBER TYPE. THIS APPLIES TO THE FOLLOWING PAY ITEMS:

- ITEM 608 - 4" CONCRETE WALK, AS PER PLAN
- ITEM 608 - CONCRETE STEPS, TYPE B, AS PER PLAN
- ITEM 608 - CURB RAMP, AS PER PLAN
- ITEM 452 - CONCRETE PAVEMENT, AS PER PLAN
- ITEM 609 - CURB, AS PER PLAN

CONSTRUCTION LAYOUT STAKING

CONSTRUCTION LAYOUT STAKING WILL BE HANDLED BY THE CITY THROUGH THE USE OF CHOICE ONE ENGINEERING WHO WILL COORDINATE WITH THE CONSTRUCTION CONTRACTOR ON SCHEDULING OF THE LAYOUT STAKING AND WILL WORK WITH THE CONTRACTOR AS BEST AS POSSIBLE. HOWEVER, ANY RE-STAKING WILL REQUIRE PROPER COMPENSATION FROM EITHER THE CONTRACTOR OR CLIENT AS MUTUALLY AGREED UPON PRIOR TO CONSTRUCTION COMMENCING.

THE STAKING WILL BE PROVIDED ON AN AS-NEEDED BASIS WITH A TWO-DAY ADVANCED NOTICE FROM THE CONTRACTOR. MULTIPLE STAKING CREWS WILL BE AVAILABLE IF NECESSARY.

TO SCHEDULE STAKING, PLEASE CONTACT ALLEN BERTKE AT CHOICE ONE ENGINEERING AT 937-497-0200 AND NOTIFY THE PROJECT ENGINEER OF THE UPCOMING STAKING WORK.

SEEDING AND MULCHING

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

ITEM 659 – TOPSOIL	1440 CU. YD.
ITEM 659 – SEEDING AND MULCHING, CLASS 1	13000 SQ. YD.
ITEM 659 – REPAIR SEEDING AND MULCHING	650 SQ. YD.
ITEM 659 – INTER-SEEDING	650 SQ. YD.
ITEM 659 – COMMERCIAL FERTILIZER	1.75 TON
ITEM 659 – LIME	2.70 ACRE
ITEM 659 – WATER	70 M. GAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

PROTECTION OF RIGHT-OF-WAY LANDSCAPING

PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE CITY OF DELPHOS 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.

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

SUBMIT A WRITTEN REQUEST TO THE CITY OF DELPHOS 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 DAMAGE BEYOND THE CONSTRUCTION LIMITS, AS DEFINED ABOVE, WILL BE REPLACED IN KIND OR AS APPROVED BY THE PROJECT ENGINEER.

UNRECORDED STORM WATER DRAINAGE

FURNISH A CONTINUANCE FOR ALL UNRECORDED STORM WATER DRAINAGE, SUCH AS ROOF DRAINS, FOOTER DRAINS, OR YARD DRAINS, DISTURBED BY THE WORK. FURNISH EITHER AN OPEN CONTINUANCE OR AN UNOBSTRUCTED CONTINUANCE BY CONNECTING A CONDUIT THROUGH THE CURB OR INTO A DRAINAGE STRUCTURE. THE LOCATION, TYPE, SIZE, AND GRADE OF THE NEEDED CONDUIT TO REPLACE OR EXTEND AN EXISTING DRAIN WILL BE DETERMINED BY THE CITY. ALL SUCH CONTINUANCE REQUIRES A RIGHT OF WAY USE PERMIT.

THE FOLLOWING CONDUIT TYPES MAY BE USED: 707.33, 707.41 NON-PERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47, 707.51, 707.52 SDR35.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

ITEM 611 – 4" CONDUIT, TYPE B	100 FT
ITEM 611 – 4" CONDUIT, TYPE E	100 FT
ITEM 611 – 6" CONDUIT, TYPE B	100 FT
ITEM 611 – 6" CONDUIT, TYPE E	100 FT
ITEM 611 – 8" CONDUIT, TYPE B	100 FT
ITEM 611 – 8" CONDUIT, TYPE E	100 FT

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 OR AS DIRECTED BY THE ENGINEER. 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 (ESTIMATED 1% OF PLANED SURFACE). THE FOLLOWING ESTIMATED QUANTITIES SHALL COVER THIS WORK:

ITEM 204 – SUBGRADE COMPACTION	554 SQ. YD.
ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS	554 SQ. YD.
ITEM 301 – ASPHALT CONCRETE BASE, PG64-22	46 CY. YD.

SAWCUT PAVEMENT JOINTS

SAWCUT PAVEMENT JOINTS SHALL BE INCLUDED IN THE PAYMENT FOR ALL ITEM 441 – ASPHALT SURFACE COURSE PAY ITEMS. ASPHALT MATERIAL SHALL BE PLACED ON THE VERTICAL FACE OF SAWCUT JOINTS PRIOR TO PAVING AS PER 401.14. AFTER THE ASPHALT WORK IS COMPLETED, THE TRANSVERSE JOINTS SHALL BE SEALED WITH LIQUID ASPHALT. THE JOINT PREPARATION SHALL BE INCLUDED IN THE PAYMENT FOR ALL ITEM 441 – ASPHALT SURFACE COURSE PAY ITEMS.

ITEM 202 - REMOVAL MISC.: ABANDONED GREASE TRAP, TO BE 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 ENTIRE EXISTING STRUCTURE AND DISPOSE IN A MANNER THAT MEETS OHIO EPA REGULATIONS. ALL EXISTING INLET AND OUTLET PIPES CONNECTED TO THE SYSTEM SHALL BE PLUGGED USING CONCRETE SUCH THAT NO LEAKS ARE PRESENT.

THE ENTIRE EXCAVATED AREA REQUIRED TO REMOVE THE EXISTING STRUCTURE SHALL BE BACKFILLED WITH STRUCTURAL BEDDING NATURAL CRUSHED STONE, LIMESTONE, OR NATURAL GRAVEL, ODOT ITEM 703.11, TYPE 3 (#57 OR #67), OR OTHER APPROVED EQUIVALENT BY THE ENGINEER FOLLOWING PROPER LIFT REQUIREMENTS. A DENSITY TEST ON STRUCTURAL BACKFILL OF 98% OF ASTM D698 STANDARD PROCTOR CURVE MAY BE REQUIRED TO BE PERFORMED ON THE BACKFILL MATERIAL IF DEEMED NECESSARY BY THE ENGINEER.

PAYMENT FOR ITEM 202 – REMOVAL MISC.: ABANDONED GREASE TRAP, TO BE REMOVED, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT EACH BID PRICE AND SHALL INCLUDE ALL MATERIAL, LABOR, BACKFILL, TESTING, AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM 202 - REMOVAL MISC.: BOLLARD 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 ENTIRE EXISTING STEEL BOLLARD INCLUDING THE EXISTING CONCRETE FOUNDATION. THE EXCAVATE VOID SHALL BE FILLED WITH ODOT STRUCTURAL BEDDING ITEM 703.11. THE STEEL BOLLARD SHALL BE RETURNED TO THE CITY OF DELPHOS AND REMOVED IN A WAY TO NOT DAMAGE THE EXISTING STEEL BOLLARDS.

PAYMENT FOR ITEM 202 – REMOVAL, MISC.: BOLLARD REMOVED, FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT EACH BID PRICE AND SHALL INCLUDE ALL MATERIAL, LABOR, BACKFILL, AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM 203 - EXCAVATION ITEM 203 - EMBANKMENT

THIS ITEM OF WORK SHALL CONSIST OF WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 203 – ROADWAY EXCAVATION AND EMBANKMENT.

THE FOLLOWING QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING EXCAVATION AND EMBANKMENT THAT IS NOT CALCULATED FROM THE CROSS SECTIONS OR MODELING DATA. THESE LOCATIONS INCLUDE REMOVING EXCESS GROUND FROM CURB LAWNS, BACKFILLING OR RAISING SIDEWALK ELEVATIONS, OR BACKFILLING BEHIND (IN EXCESS OF THE 6" OF TOPSOIL REQUIREMENTS) NEW SIDEWALK CONSTRUCTION.

ITEM 203 – EXCAVATION	400 C.Y.
ITEM 203 – EMBANKMENT	200 C.Y.

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING. LOCATIONS REQUIRING PROOF ROLLING ARE ALL INTERSECTIONS THAT ARE BEING RECONSTRUCTED THROUGH FULL DEPTH RECONSTRUCTION. NO PROOF ROLLING IS REQUIRED IN LOCATIONS OF DRIVE RECONSTRUCTION, PAVEMENT REPAIRS, OR CURB LINE REPAIRS.

ITEM 204 – PROOF ROLLING	2 HOURS
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ITEM 204 - FULL DEPTH INTERSECTION RECONSTRUCTION

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE FOR LOCATIONS OF FULL DEPTH PAVEMENT CONSTRUCTION AT INTERSECTIONS:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
2. EXCAVATE EXISTING UNSTABLE SUBGRADE TO A DEPTH OF 6 INCHES. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT.
3. PLACE ITEM 204 – GEOGRID ON TOP OF THE EXCAVATED UNSTABLE SUBGRADE FOR THE LIMITS OF THE SUBGRADE.
4. PLACE 6 INCHES OF GRANULAR EMBANKMENT, TYPE B ACCORDING TO CMS 204.07. PLACEMENT WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT.
5. SUBGRADE STABILIZE AND PROOF ROLL THE EXCAVATION LIMITS ACCORDING TO CMS 204.06 TO VERIFY STABILITY.
6. FRAME, POUR, AND INSTALL CONCRETE CURB AS REQUIRED.
7. FOLLOW TYPICAL PAVEMENT COMPOSITION FOR INTERSECTIONS THAT WILL CONTINUE ON PLACE OF THE SUBGRADE ACCORDING TO PLAN. (AGGREGATES AND ASPHALT).

THE QUANTITIES FOR EXCAVATING THE EXISTING UNSTABLE SUBGRADE ARE PAID UNDER ITEM 204 – EXCAVATION OF SUBGRADE. THE PROJECT WILL REQUIRE 100% OF THE FULL DEPTH INTERSECTION RECONSTRUCTION TO FOLLOW THE PROCESS MENTIONED ABOVE.

ITEM 255 - FULL DEPTH PAVEMENT REPAIR AND RIGID REPLACEMENT CONSTRUCTION SEQUENCE

CONSTRUCT THE SUBGRADE FOR THE PAVEMENT REPAIR AREAS AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. REMOVE THE EXISTING FAILING PAVEMENT (ASPHALT AND CONCRETE BASE) AND PAVEMENT JOINTS DOWN TO THE ORIGINAL AGGREGATE SUBGRADE. REMOVAL SHALL INCLUDE ANY AND ALL SAWCUTTING OPERATIONS AS DESCRIBED IN CMS 255.03. SAWCUTTING SHALL BE INCIDENTAL TO THE BASE BID PER SQUARE YARD FOR ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS.
2. RE-SHAPE THE EXISTING AGGREGATE BASE AND SUBGRADE SURFACE TO WITHIN 0.2 FEET OF THE TYPICAL PLAN SUBGRADE ELEVATION.
3. COMPACT THE SUBGRADE ACCORDING TO CMS 204.03. SUBGRADE COMPACTION ON PAVEMENT REPAIR AREAS SHALL BE INCIDENTAL TO THE CONSTRUCTION OF EITHER THE CONCRETE BASE (ITEM 255) OR THE ASPHALT BASE (ITEM 301).
4. EXCAVATE THE UNSUITABLE/UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND RE-STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO CMS 204.07. GEOGRID SHALL BE PLACED AT THE BOTTOM OF THE EXCAVATED MATERIALS BELOW THE GRANULAR EMBANKMENT REPLACEMENT. 12 INCHES OF REPLACEMENT FOR 25% OF THE AREAS HAS BEEN ASSUMED FOR QUANTITIES.
5. RE-COMPACT THE STABILIZED SUBGRADE AND FINE GRADE THE SUBGRADE TO THE SPECIFIED ELEVATIONS AND GRADES.
6. POUR CONCRETE PAVEMENT, CLASS QC FS, TO MATCH THE EXISTING CONCRETE BASE MATERIAL ADJACENT TO THE PAVEMENT REPAIRS.
7. AFTER CURING, CONSTRUCT AND PAVE 301 ASPHALT BASE TO THE REQUIRED DEPTH NECESSARY FOR THE PROPOSED SURFACE TO BE FLUSH WITH ADJACENT EXISTING PAVEMENT SURFACE.

THE FOLLOWING ITEMS HAVE BEEN CALCULATED IN THE PAVEMENT CALCULATIONS FOR THE REMOVAL OF UNSUITABLE/UNSTABLE SUBGRADE IN THE PAVEMENT REPAIR AREAS:

ITEM 204 – EXCAVATION OF SUBGRADE
ITEM 204 – GRANULAR MATERIAL, TYPE B
ITEM 204 – GEOGRID

ITEM 610 - RETAINING WALL, MISC.: REBUILD EXISTING RETAINING WALL (IN KIND)

THIS ITEM OF WORK SHALL INCLUDE ALL EXCAVATION, RETAINING WALL RE-CONSTRUCTION, BACKFILL, AND COMPACTION NECESSARY TO RE-CONSTRUCT RETAINING WALLS AS SHOWN ON THE PLANS AND TO THE APPROVAL OF THE ENGINEER AND PROPERTY OWNER.

THE CONTRACTOR SHALL BE PAID FOR THE HORIZONTAL LENGTH OF FEET OF WALL INSTALLED INCLUDING CAP AND SHALL INCLUDE ALL ENGINEERING, EXCAVATION, BACKFILL, LANDSCAPING STONE, AND ANY ITEMS NEEDED/SPECIFIED BY THE PROPERTY OWNER TO MEET THE PROPERTY OWNERS SATISFACTION.

THE CONTRACTOR SHALL REMOVE THE EXISTING BLOCK RETAINING WALL IN SUCH A MANNER TO NOT DAMAGE ANY OF THE EXISTING MATERIAL. THE EXISTING MATERIAL SHALL BE RE-USED TO CONSTRUCT THE BLOCK RETAINING WALL. IN ADDITION, ANY EXISTING BLOCK MATERIAL OR OTHER RETAINING WALL MATERIAL DAMAGED IN THE REMOVAL OF THE WALL SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

PAYMENT FOR ITEM 610 – RETAINING WALL, MISC.: REBUILD EXISTING RETAINING WALL (IN KIND), FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT HORIZONTAL LENGTH PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNER AT LEAST 10 DAYS PRIOR TO THE REMOVAL AND RECONSTRUCTION OF THE BLOCK RETAINING WALL.

ITEM 611 - CATCH BASIN, NO. 6, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 611 – PIPE CULVERTS, SEWERS, DRAINS, AND DRAINAGE STRUCTURES, EXCEPT AS MODIFIED IN THESE PLANS NOTES AND AS HEREIN MODIFIED:

CATCH BASIN, NO. 6, AS PER PLAN SHALL FOLLOW THE STANDARD DRAWING PROVIDED BY ODOT NAMED CB-2.3 (DATED: 1-15-16) EXCEPT THE LOCATION OF THE STATION, OFFSET, AND ELEVATION IS FOR THEORETICAL LINE AND GRADE BACK OF CURB ELEVATION. GRATE ELEVATIONS CAN BE DEDUCTED FROM THE BACK OF CURB ELEVATION AS FOLLOWS:

CURB, TYPE 6 = DEDUCT 7" (0.58') FROM CURB ELEVATION
CURB, TYPE 4-C = DEDUCT 5" (0.42') FROM CURB ELEVATION

IN ADDITION, ALL CATCH BASIN INSTALLATION SHALL FOLLOW THE FOLLOWING REQUIREMENTS FOR BICYCLE SAFE GRATES:

– GRATES SHALL BE NEENAH FOUNDRY R-3076 "3 FLANGE GUTTER INLET FRAME, GRATE" WITH "TYPE L" ALTERNATE GRATES, OR AN APPROVED EQUAL.

– VERTICAL SURFACE DISCONTINUITIES (PAVEMENT LIP TO TOP OF GRATE) SHALL BE 0.5 INCH MAXIMUM. VERTICAL SURFACE DISCONTINUITIES BETWEEN 0.25 INCHES AND 0.50 INCHES SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 50 PERCENT. THE BEVEL SHALL BE APPLIED ACROSS THE ENTIRE VERTICAL SURFACE DISCONTINUITY.

PAYMENT FOR ITEM 611 CATCH BASIN, NO. 6, AS PER PLAN FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT EACH BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

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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 OMTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMTCD, 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 OMTCD, 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 DURATIONS 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 QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 60 HOURS 1

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 CITY TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE ODOT PIO. THIS NOTIFICATION SHALL BE RECEIVED BY THE CITY 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, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE
RAMP & ROAD CLOSURES	>= 2 WEEKS > 12 HOURS & < 2 WEEKS < 12 HOURS	21 CALENDAR DAYS 14 CALENDAR DAYS 4 BUSINESS DAYS
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS < 2 WEEKS	14 CALENDAR DAYS 2 BUSINESS DAYS
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS

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

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MAINTENANCE OF TRAFFIC NOTES

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SHEET NUM.											PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
14	15	133	134	135	136	137	138				01/S<2/P V	02/CMQ/O T	03/MPO/O T	04/SAF/O T	05/NFP/O T						
TRAFFIC SIGNALS																					
		69		110										142	37	625	25408	179	FT	CONDUIT, 2", 725.051	
		262		15										148	129	625	25504	277	FT	CONDUIT, 3", 725.051	
		149		155										304		625	25909	304	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"	138
		331		125										290	166	625	29000	456	FT	TRENCH	
		2		2										3	1	625	30700	4	EACH	PULL BOX, 725.08, 18"	
		3		1										3	1	625	30706	4	EACH	PULL BOX, 725.08, 24"	
		11		6										12	5	625	32000	17	EACH	GROUND ROD	
				4										4		630	79200	4	EACH	SIGN ATTACHMENT ASSEMBLY, MAST ARM	
				3										3		630	80510	3	EACH	SIGN, STREET NAME	
		12												6	6	632	05007	12	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN, YELLOW	138
				4										4		632	05007	4	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN, YELLOW, WITH BACKPLATES	
		2												1	1	632	05011	2	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 2-WAY,	138
				2										2		632	05087	2	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN, YELLOW, WITH BACKPLATES	
		24		10										26	8	632	20731	34	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN	
		16		6										14	8	632	25000	22	EACH	COVERING OF VEHICULAR SIGNAL HEAD	
		24		10										26	8	632	25010	34	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	
		24		10										26	8	632	26001	34	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	138
		190												98	92	632	30200	190	FT	MESSENGER WIRE, 7 STRAND, 3/8" DIAMETER WITH ACCESSORIES	
		190												98	92	632	30600	190	FT	TETHER WIRE, WITH ACCESSORIES	
		2,980		1,141										2,995	1,126	632	40300	4,121	FT	SIGNAL CABLE, 3 CONDUCTOR, NO. 14 AWG	
		3,062		1,173										3,077	1,158	632	40500	4,235	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
		526		520										790	256	632	40700	1,046	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	
			11		6									12	5	632	64020	17	EACH	PEDESTAL FOUNDATION	
			1		1									2		632	70400	2	EACH	CONDUIT RISER, 2" DIAMETER	
			11		6									12	5	632	89900	17	EACH	PEDESTAL, 8", TRANSFORMER BASE	
			2		1		2							4	1	632	90101	5	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	138
			86		81									167		632	90500	167	FT	SIGNALIZATION, MISC.: UNLASHING AND RELASH MESSENGER WIRE	138
			3		2									4	1	633	99000	5	EACH	CONTROLLER ITEM, MISC.: REWIRE CABINET	139
			12		7									15	4	809	69101	19	EACH	STOP LINE RADAR DETECTION, AS PER PLAN	139
MAINTENANCE OF TRAFFIC																					
LS		60					12							72		614	11110	72	LS	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	15
														LS		614	12420	LS		DETOUR SIGNING	16-19
10														10		616	10000	10	MGAL	WATER	
INCIDENTALS																					
LS											0.15	0.15	0.4	0.3		614	11000	LS		MAINTAINING TRAFFIC	14-19
											2	2	5	3		619	16010	12	MNTH	FIELD OFFICE, TYPE B	
											0.15	0.15	0.4	0.3		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	1
											0.15	0.15	0.4	0.3		624	10000	LS		MOBILIZATION	

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