

MAINTENANCE OF TRAFFIC

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 OFFICE OF COMMUNICATIONS. 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, 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 OF COMMUNICATIONS
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION		14 CALENDAR DAYS PRIOR TO IMPLEMENTATION
TRAFFIC PATTERN CHANGES		

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.

ITEM 614 MAINTAINING TRAFFIC

RESURFACING: A MINIMUM OF ONE LANE OF TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES DURING WORKING HOURS BY USE OF THE EXISTING PAVEMENT AND THE COMPLETE PAVEMENT.

FULL DEPTH RECLAMATION:

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED THE NUMBER OF CONSECUTIVE CALENDAR DAYS SPECIFIED IN THE WINDOW CONTRACT TABLE, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 6. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT SPECIFIED IN THE WINDOW CONTRACT TABLE PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSE TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

SEQUENCE OF CONSTRUCTION:

- CLOSE THE ROAD TO TRAFFIC AND INSTALL THE DETOUR PLAN ON SHEET 6.
- MILL THE EXISTING PAVEMENT FULL WIDTH SO THERE IS NO DROP OFF BETWEEN LANES AT THE END OF THE WORK SHIFT.
- PERFORM FDR.
- PERFORM ASPHALT BASE AND INTERMEDIATE COURSES.
- OPEN THE ROAD TO TRAFFIC AND REMOVE DETOUR SIGNS.
- PERFORM ASPHALT SURFACE COURSE FOLLOWING THE RESURFACING REQUIREMENTS NOTED ABOVE.

MAINTAIN LOCAL TRAFFIC AT ALL TIMES THROUGH THE CLOSED ROAD INCLUDING MAIL DELIVERY, TRASH COLLECTION, AND ALL OTHER SERVICES. PROVIDE PAVEMENT MILLINGS OR OTHER MATERIALS TO PROVIDE A TEMPORARY PAVEMENT WEDGE AT DRIVEWAYS AND AT THE FDR LIMITS. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS TO PROVIDE AND SUBSEQUENTLY REMOVE THE TEMPORARY PAVEMENT WEDGE SHALL BE INCLUDED IN THE LUMP SUM BID ITEM 614 MAINTAINING TRAFFIC.

THE NORTH-SOUTH CROSS STREETS, FARMERS ROAD AND CLARK ROAD, SHALL BE MAINTAINED IN THE NORTH-SOUTH DIRECTION. EXCEPT WHEN ACTIVELY WORKING WITHIN THE INTERSECTION. AT THE END OF THE WORK SHIFT, THE NORTH-SOUTH TRAFFIC SHALL BE RESTORED. TRAFFIC MAY BE MAINTAINED ON THE EXISTING PAVEMENT, ON A TEMPORARY PAVEMENT WEDGE PER MT-101.90 CONDITION IV, OR THE COMPLETED PAVEMENT. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS TO PROVIDE AND SUBSEQUENTLY REMOVE THE TEMPORARY PAVEMENT WEDGE SHALL BE INCLUDED IN THE LUMP SUM BID ITEM 614 MAINTAINING TRAFFIC.

IF EQUIPMENT IS STORED OVERNIGHT ON THE CLOSED ROADWAY, IT SHALL BE LOCATED IN ONE LANE TO MAINTAIN LOCAL TRAFFIC. EQUIPMENT SHALL BE TIGHTLY SPACED, DELINEATED WITH DRUMS PER CMS 614.035, AND SIGNING PROVIDED PER OMUTCD 6H-11. TYPE B WARNING LIGHTS ARE REQUIRED ON ALL WARNING SIGNS.

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.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP 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. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE
ITEM DURATION SIGN DISPLAYED
OF CLOSURE TO PUBLIC

RAMP & >=2 WEEKS 14 CALENDAR DAYS
PRIOR TO CLOSURE

ROAD > 12 HOURS 7 CALENDAR DAYS
& < 2 WEEKS PRIOR TO CLOSURE

CLOSURES <= 12 HOURS 2 BUSINESS DAYS
PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE 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. 1 (513)-933-6600

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.

LOCAL COORDINATION MEETING

SCHEDULE AND HOLD A PRE-CONSTRUCTION MEETING WITH LOCAL PARTNERS TO DISCUSS MAINTENANCE OF TRAFFIC AND ACCESS DURING THE SR 350 ROAD CLOSURE. THE LOCAL PARTNERS INCLUDE BUT ARE NOT LIMITED TO TOWNSHIP SERVICES DIRECTOR, CLINTON COUNTY ENGINEER'S OFFICE, CLINTON COUNTY SHERIFF, OHIO STATE HIGHWAY PATROL, US POSTAL SERVICE, LOCAL TRASH SERVICES, AND LOCAL SCHOOL DISTRICT.

ADJACENT PROJECT COORDINATION:

PID 112992 (CLI-CULVERTS-2026) AND PID 113981 (CLI-350-7.91) WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 112992 (CLI-CULVERTS-2026) CONSISTS OF PAVING THE INVERT OF TWO CULVERTS LOCATED ON SR 350 WITHIN 1 MILE WEST OF SR 134. THE CONTRACTOR FOR PID 112992 (CLI-CULVERTS-2026) SHALL COORDINATE THEIR WORK AND MOT WITH THE ADJACENT PROJECT; WORK AND MOT ON PID 113981 (CLI-350-7.91) GOVERNS AND CONTROLS.

PID 114506 (CLI-CHIP-FY2026) AND PID 113981 (CLI-350-7.91) WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 114506 (CLI-CHIP -FY2026) WILL PERFORM CHIP AND SEAL ON SR 28. THE CONTRACTOR FOR PID 113981 (CLI-350-7.91) SHALL COORDINATE THEIR WORK AND MOT WITH THIS PROJECT; WORK AND MOT ON PID 114506 (CLI-CHIP-FY2026) GOVERNS AND CONTROLS.

•PID 113981 (CLI-350-7.91) – THE CONTRACTOR WILL INSTALL, MAINTAIN, AND SUBSEQUENTLY REMOVE DETOUR SIGNING ON SR 28 FOR THE SR 350 CLOSURE.

PID 113008 (CLI-28-16.91) AND PID 113981 (CLI-350-7.91) WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 113008 (CLI-28-16.91) IS A BRIDGE REHABILITATION PROJECT THAT MAINTAINS TRAFFIC USING A SIGNALIZED LANE CLOSURE AND CLOSES SR 28 TWO TIMES, A COUPLE DAYS EACH TIME. THE CONTRACTORS FOR BOTH PROJECTS SHALL COORDINATE THEIR WORK AND MOT WITH THE ADJACENT PROJECT; WORK AND MOT ON PID 113981 (CLI-350-7.91) GOVERNS AND CONTROLS.

•PID 113981 (CLI-350-7.91) – THE CONTRACTOR WILL INSTALL, MAINTAIN, AND SUBSEQUENTLY REMOVE DETOUR SIGNING ON SR 28 DURING THE SR 350 ROAD CLOSURE.

•PID 113008 (CLI-28-16.91) – THE SR 28 ROAD CLOSURES ARE PROHIBITED FROM OCCURRING AT THE SAME TIME AS THE SR 350 CLOSURE.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

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 4 M. GAL.

ITEM 614- WORK ZONE MARKINGS

THE CONTRACTOR SHALL PLACE WORK ZONE PAVEMENT MARKINGS AS SPECIFIED BELOW ON SR 350 PRIOR TO OPENING THE ROADWAY TO TRAFFIC.

THE FOLLOWING ESTIMATED QUANITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11.

SR 350 WORK ZONE MARKINGS FOR S.L.M. 7.91-11.43

INTERMEDIATE PAVEMENT

ITEM 614-WORK ZONE CENTER LINE, CLASS I, 642 PAINT - 3.52 MILES
ITEM 614-WORK ZONE EDGE LINE, CLASS I, 642 PAINT - 7.04 MILES
ITEM 614-WORK ZONE STOP LINE, CLASS I, 642 PAINT - 18 FEET

SURFACE PAVEMENT

ITEM 614-WORK ZONE CENTER LINE, CLASS III, 642 PAINT - 3.52 MILES
ITEM 614-WORK ZONE EDGE LINE, CLASS III, 642 PAINT - 7.04 MILES
ITEM 614-WORK ZONE STOP LINE, CLASS III, 642 PAINT - 18 FEET

SR 350 WORK ZONE MARKINGS FOR S.L.M. 11.43-15.84, S.L.M. 15.77-15.84 IS RESURFACING ONLY

MILLED PAVEMENT

ITEM 614-WORK ZONE CENTER LINE, CLASS I, 642 PAINT - 4.42 MILES
ITEM 614-WORK ZONE EDGE LINE, CLASS I, 642 PAINT - 8.84 MILES
ITEM 614-WORK ZONE STOP LINE, CLASS I, 642 PAINT - 30 FEET

FULL DEPTH RECLAMATION SURFACE

ITEM 614-WORK ZONE CENTER LINE, CLASS I, 642 PAINT - 4.42 MILES
ITEM 614-WORK ZONE EDGE LINE, CLASS I, 642 PAINT - 8.84 MILES
ITEM 614-WORK ZONE STOP LINE, CLASS I, 642 PAINT - 30 FEET

BASE PAVEMENT

ITEM 614-WORK ZONE CENTER LINE, CLASS I, 642 PAINT - 4.42 MILES
ITEM 614-WORK ZONE EDGE LINE, CLASS I, 642 PAINT - 8.84 MILES
ITEM 614-WORK ZONE STOP LINE, CLASS I, 642 PAINT - 30 FEET

INTERMEDIATE PAVEMENT

ITEM 614-WORK ZONE CENTER LINE, CLASS I, 642 PAINT - 4.42 MILES
ITEM 614-WORK ZONE EDGE LINE, CLASS I, 642 PAINT - 8.84 MILES
ITEM 614-WORK ZONE STOP LINE, CLASS I, 642 PAINT - 30 FEET

SURFACE PAVEMENT

ITEM 614-WORK ZONE CENTER LINE, CLASS III, 642 PAINT - 4.42 MILES
ITEM 614-WORK ZONE EDGE LINE, CLASS III, 642 PAINT - 8.84 MILES
ITEM 614-WORK ZONE STOP LINE, CLASS III, 642 PAINT - 30 FEET

DESIGN AGENCY



DESIGNER

JED

REVIEWER

JDO 12-10-24

PROJECT ID

113981

SHEET

P.4

TOTAL

19

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER
PLAN ___4___ SIGN MONTH ASSUMING ___2___ PCMS
SIGN(S) FOR ___2___ MONTH(S)

WINDOW CONTRACT TABLE

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
FULL DEPTH RECLAMATION WORK INLCUDING ASPHALT BASE AND INTERMEDIATE COURSE PLACEMENT DURING ROAD CLOSURE.	60 DAYS	\$22,500 PER DAY	6/1/2025	7/1/25

ADJACENT PROJECT COORDINATION:

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PID 114506 (CLI-CHIP-FY2026) AND PID 113981 (CLI-350-7.91) WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 114506 (CLI-CHIP-FY2026) WILL PERFORM CHIP AND SEAL ON SR 28. THE CONTRACTOR FOR PID 113981 (CLI-350-7.91) SHALL COORDINATE THEIR WORK AND MOT WITH THIS PROJECT; WORK AND MOT ON PID 114506 (CLI-CHIP-FY2026) GOVERNS AND CONTROLS.

- PID 113981 (CLI-350-7.91) THE CONTRACTOR WILL INSTALL, MAINTAIN, AND SUBSEQUENTLY REMOVE DETOUR SIGNING ON SR 28 FOR THE SR 350 CLOSURE.

PID 113008 (CLI-28-16.91) AND PID 113981 (CLI-350-7.91) WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 113008 (CLI-28-16.91) IS A BRIDGE REHABILITATION PROJECT THAT MAINTAINS TRAFFIC USING A SIGNALIZED LANE CLOSURE AND CLOSES SR 28 TWO TIMES, A COUPLE DAYS EACH TIME. THE CONTRACTORS FOR BOTH PROJECTS SHALL COORDINATE THEIR WORK AND MOT WITH THE ADJACENT PROJECT; WORK AND MOT ON PID 113981 (CLI-350-7.91) GOVERNS AND CONTROLS.

- PID 113981 (CLI-350-7.91) THE CONTRACTOR WILL INSTALL, MAINTAIN, AND SUBSEQUENTLY REMOVE DETOUR SIGNING ON SR 28 DURING THE SR 350 ROAD CLOSURE.
- PID 113008 (CLI-28-16.91) THE SR 28 ROAD CLOSURES ARE PROHIBITED FROM OCCURRING AT THE SAME TIME AS THE SR 350 CLOSURE.

PID 105224 (CLI-134-2.25) AND PID 113981 (CLI-350-7.91) WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 105224 (CLI-134-2.25) WILL RECONSTRUCT A BRIDGE BY ROAD CLOSURE. THE CONTRACTOR FOR PID 113981 (CLI-350-7.91) SHALL COORDINATE THEIR DETOUR SIGNING OVERLAPPING TRAILBLAZING DETOUR SIGNS SHALL BE MOUNTED SIDE BY SIDE PER THE OMUTCD.

DESIGN AGENCY



DESIGNER

JED

REVIEWER

JDO 12-10-24

PROJECT ID

113981

SHEET

P.5

TOTAL

49

SHEET NUM.								PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	3	4	5	9	10	11		01/STR/05	02/STR/05						
														ROADWAY	
						475		175	300	202	38000	475	FT	GUARDRAIL REMOVED	
						6		2	4	202	42001	6	EACH	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	3
						1		1		202	42010	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
						1		1		202	42040	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
						4			4	202	47000	4	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
					446				446	203	10000	446	CY	EXCAVATION	
					31				31	204	45000	31	HOUR	PROOF ROLLING	
					8				8	209	60500	8	MILE	LINEAR GRADING	
				8				8		209	72050	8	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING	
						225		125	100	606	15100	225	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
						7		3	4	606	26150	7	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	
						1		1		606	26550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
						4			4	606	35141	4	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	3
									LUMP	878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
														EROSION CONTROL	
								1,000	1,000	832	30000	2,000	EACH	EROSION CONTROL	
														PAVEMENT	
	1,450							1,450		253	02000	1,450	CY	PAVEMENT REPAIR	
					314			314		254	01000	314	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5 INCHES	
					51,611			51,611		254	01000	51,611	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3 INCHES	
					521			521		254	01600	521	SY	PATCHING PLANED SURFACE	
						5,019			5,019	301	56000	5,019	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
					7,770	7,025		7,770	7,025	407	20000	14,795	GAL	NON-TRACKING TACK COAT	
					1,880	2,196		1,880	2,196	441	10000	4,076	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22	
					2,509	4,472		2,509	4,472	441	10200	6,981	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)	
					228	518		228	518	617	10100	746	CY	COMPACTED AGGREGATE	
					5	11		5	11	617	25000	16	MGAL	WATER	
						7.44		3.02	4.42	618	43000	7.44	MILE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	
					58,537			58,537		827	10000	58,537	SY	PAVEMENT REMOVED, 7 INCHES	
					2,202			2,202		827	11000	2,202	TON	CEMENT	
					62,741			62,741		827	12000	62,741	SY	CURING COAT	
					62,741			62,741		827	20000	62,741	SY	FULL DEPTH RECLAIMED BASE COURSE, 12 INCHES	
					LUMP			LUMP		827	21000	LS		MIXTURE DESIGN FOR FULL DEPTH RECLAIMED BASE	
					311			311		827	22000	311	TON	CORRECTIVE MATERIAL	
					471			471		827	23000	471	TON	COVER AGGREGATE	
					LUMP			LUMP		827	30000	LS		JUST-IN-TIME TRAINING	
						7.44		3.02	4.42	874	21000	7.44	MILE	LONGITUDINAL JOINT PREPARATION	
														TRAFFIC CONTROL	
	578							255	323	621	00100	578	EACH	RPM	
	578							255	323	621	54000	578	EACH	RAISED PAVEMENT MARKER REMOVED	
						8		4	4	626	00110	8	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
						15.88		7.04	8.84	644	00104	15.88	MILE	EDGE LINE, 6"	
						7.94		3.52	4.42	644	00300	7.94	MILE	CENTER LINE	
						48		18	30	644	00500	48	FT	STOP LINE	
														STRUCTURE OVER 20 FOOT SPAN (CLI-350-S.L.M.11.84)	
					150				150	517	75600	150	FT	DEEP BEAM BRIDGE RETROFIT RAILING	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

JED

REVIEWER

JDO 12-10-24

PROJECT ID

113981

SHEET

P.7

TOTAL

50

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/17/2025 TIME: 10:29:31 AM USER: ndavis
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[illegible]

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

JED

REVIEWER

JDO 12-10-24

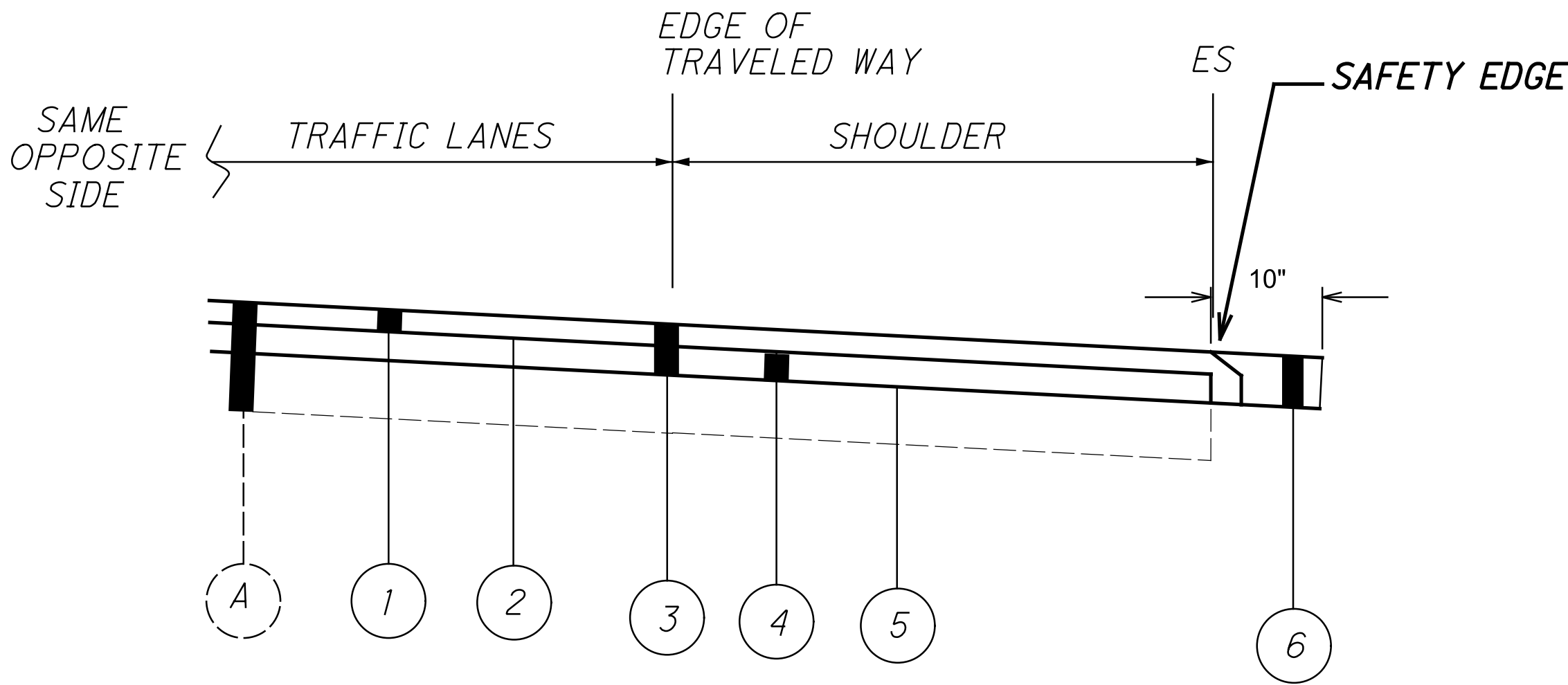
PROJECT ID

113981

SHEET	TOTAL
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P.8 | 50

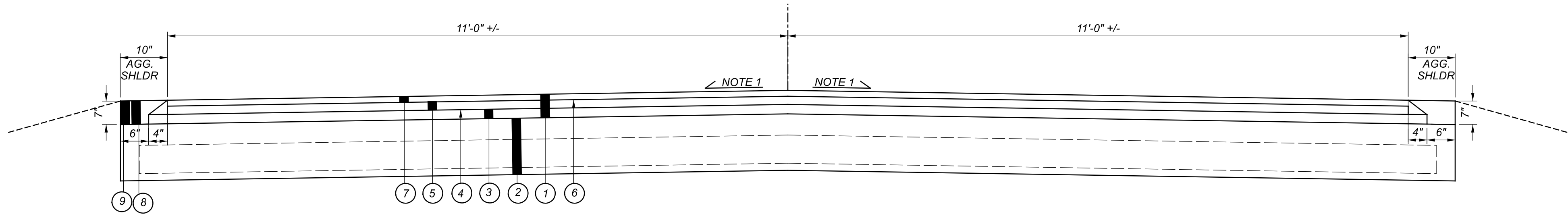
TYPICAL SR 350
(FOR LOCATIONS SEE TABLE)



- Ⓐ EXISTING ASPHALT CONCRETE PAVEMENT
- ① ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446) PG64-22
- ② ITEM 407 - NON-TRACKING TACK COAT @ 0.06 GAL/SQ YD
- ③ ITEM 254 - 3.00" PAVEMENT PLANING ASPHALT CONCRETE
- ④ ITEM 441 - 1.75" ASPHALT INTERMEDIATE COURSE, TYPE 2 (446)
- ⑤ ITEM 407 - NON-TRACKING TACK COAT @ 0.09 GAL/SQ YD
- ⑥ ITEM 617 - COMPACTED AGGREGATE

PLAN SPLIT	COUNTY-ROUTE	LOG POINT (MILE)		LENGTH		PAVEMENT AREA	PAVEMENT AREA, (MEASURED ELECTRONICALLY)	209	254				407	407	441			441		617		NOTES
								PREPARING SUBGRADE FOR SHOULDER PAVING	PAVEMENT PLANING ASPHALT CONCRETE			PATCHING PLANED SURFACE	NON TRACKING TACK COAT @ 0.09 GAL/SQ YD	NON TRACKING TACK COAT @ 0.06 GAL/SQ YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (446), PG64-22			ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 (446)		COMPACTED AGGREGATE, DEPTH = SURFACE + INTER. THICKNESS	WATER @ 20 GAL/CU YD	
		DEPTH								THICK-NESS					SAFETY EDGE	THICK-NESS						
				FROM	TO	MILES	FT	SQ FT	SQ YD	MILES	INCHES	SQ YD	SQ YD	SQ YD	GAL	GAL	INCHES	CU YD	CU YD	INCHES	CU YD	
01/STR/05	CLI-350	7.90	8.40	0.50	2640	70498	7833	1.00	3.00	7833.1		79	705.0	470.0	1.25	272.0	10.6	1.75	380.8	30.2	0.60	
		8.40	8.90	0.50	2640	62106	6901	1.00	3.00	6900.7		70	621.1	414.0	1.25	239.6	10.6	1.75	335.4	30.2	0.60	
		8.90	9.40	0.50	2640	69411	7712	1.00	3.00	7712.3		78	694.1	462.7	1.25	267.8	10.6	1.75	374.9	30.2	0.60	
		9.40	9.90	0.50	2640	63195	7022	1.00	3.00	7021.7		71	632.0	421.3	1.25	243.8	10.6	1.75	341.3	30.2	0.60	
		9.90	10.40	0.50	2640	60105	6678	1.00	3.00	6678.3		67	601.1	400.7	1.25	231.9	10.6	1.75	324.6	30.2	0.60	
		10.40	10.90	0.50	2640	63000	7000	1.00	3.00	7000.0		70	630.0	420.0	1.25	243.1	10.6	1.75	340.3	30.2	0.60	
02/STR/05		10.90	11.43	0.53	2798	66162	7351	1.06	3.00	7351.3		74	661.6	441.1	1.25	255.3	11.2	1.75	357.4	32.0	0.64	
		11.83	11.85	0.02	106	2830	314		1.50		314.0	0	28.3		1.25	10.9		1.75				SURFACE COURSE ONLY ON BRIDGE
		15.77	15.84	0.07	370	10015	1113	0.14	3.00	1112.8		12	100.2	66.8	1.25	38.6	1.5	1.75	54.1	4.2	0.08	
	TOTALS CARRIED TO GENERAL SUMMARY							8		51611	314	521	7770			1880			2509	217	5.00	

TYPICAL SECTION SR 350
(FOR LOCATIONS SEE BELOW TABLE)



- NOTE 1: MATCH EXISTING CROSS SLOPES PER TABLES PROVIDES ON SHEETS 12-14.
- NOTE 2: RESTORE THE DISTURBED GRADED SHOULDER AND FORESLOPE TO MATCH EXISTING CONDITIONS PRIOR TO WORK. THIS COST SHALL BE INCIDENTAL TO ITEM 209 LINEAR GRADING 8 MILES
- NOTE 3: THERE ARE TWO CULVERTS AT S.L.M. 13.38 AND 13.48 WHERE THE FDR IS TO SKIP. THE CONTRACTOR SHALL LOCATE THE CULVERTS AND SUSPEND THE FDR TREATMENT 2' ON EITHER SIDE OF THE CULVERTS.

PROPOSED LEGEND

- ① ITEM 827 - PAVEMENT REMOVED (7.0")
- ② ITEM 827 - FULL DEPTH RECLAIMED BASE COURSE, 12 INCHES
- ③ ITEM 301- 3" ASPHALT CONCRETE BASE, (449), PG64-22
- ④ ITEM 407- NON TRACKING TACK COAT (0.06 GAL/SQ YD)
- ⑤ ITEM 441 - 2.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)
- ⑥ ITEM 407- NON TRACKING TACK COAT (0.06 GAL/SQ YD)
- ⑦ ITEM 441- 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22
- ⑧ ITEM 203 - EXCAVATION
- ⑨ ITEM 617- COMPACTED AGGREGATE

COUNTY-ROUTE	LOG POINT (MILE)		LENGTH		PAVEMENT AREA	PAVEMENT AREA MEASURED ELECTRONICALLY					301		407	407	441			441		617		NOTES
	FROM	TO								ASPHALT CONCRETE BASE, (449), PG64-22		NON TRACKING TACK COAT @ 0.06 GAL/SQ YD	NON TRACKING TACK COAT @ 0.06 GAL/SQ YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (446), PG64-22			ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 (446)		COMPACTED AGGREGATE, DEPTH = SEE TYPICAL SECTION	WATER @ 20 GAL/CU YD		
			THICK-NESS				INCHES	CU YD	GAL	GAL	INCHES			CU YD	CU YD	INCHES	CU YD	CU YD				
			MILES	FT	SQ FT	SQ YD					INCHES	CU YD	GAL	GAL	INCHES	CU YD	CU YD	INCHES	CU YD	CU YD	MGAL	
CLI-350	11.43	11.83	0.40	2112	51500	5722					3.00	489.9	343.3	343.3	1.25	198.7	15.1	2.75	437.1	48.0	0.96	STOP AT BRIDGE APPROACH
	11.85	12.43	0.58	3062	70325	7814					3.00	670.1	468.8	468.8	1.25	271.3	21.8	2.75	596.9	69.5	1.39	BEGIN AT BRIDGE APPROACH
	12.43	12.93	0.50	2640	61040	6782					3.00	581.5	406.9	406.9	1.25	235.5	18.8	2.75	518.1	59.9	1.20	
	12.93	13.43	0.50	2640	60885	6765					3.00	580.0	405.9	405.9	1.25	234.9	18.8	2.75	516.8	59.9	1.20	
	13.43	13.93	0.50	2640	61215	6802					3.00	583.1	408.1	408.1	1.25	236.2	18.8	2.75	519.6	59.9	1.20	
	13.93	14.43	0.50	2640	61495	6833					3.00	585.7	410.0	410.0	1.25	237.2	18.8	2.75	521.9	59.9	1.20	
	14.43	14.93	0.50	2640	58750	6528					3.00	560.3	391.7	391.7	1.25	226.7	18.8	2.75	498.6	59.9	1.20	
	14.93	15.43	0.50	2640	62700	6967					3.00	596.9	418.0	418.0	1.25	241.9	18.8	2.75	532.2	59.9	1.20	
	15.43	15.77	0.34	1795	38915	4324					3.00	371.4	259.4	259.4	1.25	150.1	12.8	2.75	330.3	40.8	0.82	
TOTALS CARRIED TO GENERAL SUMMARY												5019	7025			2196			4472	518	11.00	
COUNTY-ROUTE	LOG POINT (MILE)		LENGTH		PAVEMENT AREA	PAVEMENT AREA, MEASURED ELECTRONICALLY	FULL DEPTH RECLAIMED BASE COURSE, 12 INCHES DEEP	PAVEMENT REMOVED		CEMENT	CORRECTIVE MATERIAL	COVER AGGREGATE	CURING COAT (0.3 GALLON/SY)	JUST-IN-TIME TRAINING	MIXTURE DESIGN FOR FULL DEPTH RECLAIMED BASE COURSE	EXCAVATION	203		204	NOTES		
								DEPTH									PROOF ROLLING					
	FROM	TO	MILES	FT	SQ FT	SQ YD												SQ YD	INCHES		SQ YD	TON
CLI-350	11.43	11.83	0.40	2112	54879	6098	6098	7.00	5722	214	30	46	6098	LS	LS	41		3		STOP AT BRIDGE APPROACH		
	11.85	12.43	0.58	3062	75224	8358	8358	7.00	7814	293	41	63	8358	LS	LS	60		4		BEGIN AT BRIDGE APPROACH		
	12.43	12.93	0.50	2640	65264	7252	7252	7.00	6782	255	36	54	7252	LS	LS	52		4				
	12.93	13.43	0.50	2640	65109	7234	7234	7.00	6765	254	36	54	7234	LS	LS	52		4				
	13.43	13.93	0.50	2640	65439	7271	7271	7.00	6802	255	36	55	7271	LS	LS	52		4				
	13.93	14.43	0.50	2640	65719	7302	7302	7.00	6833	256	36	55	7302	LS	LS	52		4				
	14.43	14.93	0.50	2640	62974	6997	6997	7.00	6528	246	35	52	6997	LS	LS	52		3				
	14.93	15.43	0.50	2640	66924	7436	7436	7.00	6967	261	37	56	7436	LS	LS	52		4				
	15.43	15.77	0.34	1795	43139	4793	4793	7.00	4324	168	24	36	4793	LS	LS	35		2				
TOTALS CARRIED TO GENERAL SUMMARY							62741			58537	2202	311	471	62741	LUMP SUM	LUMP SUM	446		31			

FULL DEPTH RECLAMATION PAVEMENT QUANTITIES

DESIGN AGENCY



DESIGNER

JED

REVIEWER

JDO 12-10-24

PROJECT ID

113981

SHEET

P.10

TOTAL

50