

SEQUENCE OF CONSTRUCTION

PRE-PHASE 1

PRIOR TO THE FIRST PHASE OF CONSTRUCTION, TEMPORARY TRAFFIC CONTROL ITEMS MUST BE IN PLACE. TEMPORARY GUARDRAIL SHALL BE INSTALLED IN AREAS WHERE PROTECTION IS NECESSARY AT BRIDGE ABUTMENTS AND ANY OTHER HAZARDS FOR THE WESTBOUND DIRECTION AS PER MT-95.82. THE WESTBOUND OUTSIDE SHOULDER SHALL BE PLANED AND RESURFACED. THE TEMPORARY PAVEMENT FOR THE RAMP CROSSOVERS AND MAINLINE WIDENING SHALL ALSO BE INSTALLED.

PRE-PHASE 1/PHASE 1 (HAS-22-1749L BRIDGE REPAIR)

THE CONTRACTOR HAS THE OPTION TO PERFORM THE BEAM REPAIR WORK DURING A COMBINATION OF PRE-PHASE 1 AND PHASE 1. IF WORK IS PERFORMED DURING PRE-PHASE 1, THE WESTBOUND US-22 OUTSIDE SHOULDER IS TO REMAIN CLOSED AS IS CURRENTLY. IF BRIDGE REPAIR WORK IS PERFORMED DURING PHASE 1, IT MUST BE PERFORMED CONCURRENTLY WITH THE RAMP E CLOSURE. RAMP E MAY ALSO BE CLOSED DURING PRE-PHASE 1. THE COMBINED (PRE-PHASE 1/PHASE 1) ALLOWABLE CLOSURE OF RAMP E IS 30 DAYS MAX. AN ADDITIONAL 90 DAY CLOSURE IS ALSO ALLOWABLE DURING PHASE 2. MAINTENANCE OF TRAFFIC CONTROL ON STATE ROUTE 9 DURING THE BRIDGE REPAIR SHALL BE A TWO-WAY ONE LANE SIGNALIZED CLOSURE AS PER MT-96.11. DETAILS FOR THIS WORK CAN BE FOUND ON SHEETS P.22 & P.45.

PHASE 1

DURING THE FIRST PHASE OF CONSTRUCTION, TRAFFIC IN BOTH DIRECTIONS OF US-22 WILL BE REDUCED TO A SINGLE 12' LANE IN EACH DIRECTION. PORTABLE BARRIER WILL BE USED TO DIVIDE THE OPPOSING DIRECTIONS THROUGHOUT MOST OF THE PROJECT LIMITS. THE EXCEPTION BEING AT THE SOUTH END OF THE PROJECT TO ALLOW ALL TURNING MOVEMENTS TO AND FROM INDUSTRIAL PARK ROAD.

THE SINGLE WESTBOUND LANE IS TO BE SHIFTED ONTO THE OUTSIDE SHOULDER. A TWO FOOT SHY DISTANCE FROM THE EDGE OF SHOULDER SHALL BE MAINTAINED THROUGHOUT THE WORK AREA. THE SINGLE EASTBOUND LANE SHALL BE SHIFTED TO THE EXISTING WESTBOUND PAVEMENT. PORTABLE BARRIER SHALL BE INSTALLED ON THE OUTSIDE SHOULDER OF EASTBOUND TRAFFIC.

ACCESS TO ALL RAMPS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION WHEN A PARTICULAR RAMP IS NOT UNDER CONSTRUCTION. DETOUR PLANS HAVE BEEN PROVIDED TO SHOW THE APPROPRIATE ROUTE FOR EACH RAMP CLOSURE. WHEN NOT UNDER CONSTRUCTION, RAMP ACCESS SHALL BE MAINTAINED WITH TEMPORARY PAVEMENT THROUGH THE EXISTING MEDIAN TO CONNECT TO THE EASTBOUND ON AND OFF RAMPS. ONLY ONE RAMP IS ALLOWED TO BE CLOSED AT A TIME (EXCEPT FOR RAMPS G & H). NO OTHER CONCURRENT CLOSURES ARE ALLOWED. THE FOLLOWING RAMPS ARE TO BE RECONSTRUCTED DURING PHASE 1 WITH THE LISTED MAXIMUM ALLOWABLE CLOSURE LENGTHS:

- US-22 EAST OFF-RAMP TO US-250 WEST (RAMP C) - 14 DAYS
- US-250 EAST ON-RAMP TO US-22 EAST (RAMP D) - 14 DAYS
- US-22 EAST OFF-RAMP TO SR-9/ US-250 EAST (RAMP G) - 90 DAYS
- SR-9/ US-250 ON-RAMP TO US-22 EAST (RAMP H) - 90 DAYS

IN ADDITION, THERE ARE AT GRADE INTERSECTIONS WITHIN THE PROJECT LIMITS THAT ARE AFFECTED. THE FOLLOWING INTERSECTIONS SHALL BE MODIFIED AS NOTED BELOW:

US-22 & NORTH MAIN STREET

ACCESS TO AND FROM NORTH MAIN STREET SOUTH OF US-22 SHALL BE CLOSED THROUGHOUT PHASE 1 FOR WESTBOUND US-22 TRAFFIC. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET P.43 . RIGHT TURNS (SEE SHEET P.43 ) TO AND FROM MARKWEST DRIVE NORTH OF US-22 ARE ALLOWED DURING PHASE 1. RIGHT TURNS TO AND FROM NORTH MAIN STREET AND US-22 EASTBOUND ARE PERMITTED THROUGHOUT PHASE 1. WHEN THE CONTRACTOR IS WORKING IN THE INTERSECTION AREA, THE CONSTRUCTION SHALL TAKE PLACE UNDER TRAFFIC.

US-22 & INDUSTRIAL PARK ROAD

ACCESS TO AND FROM INDUSTRIAL PARK ROAD SHALL BE MAINTAINED THROUGHOUT MAINLINE US-22 CONSTRUCTION. WHEN CONSTRUCTION IN THE VICINITY OF THE INTERSECTION IS TAKING PLACE, THE AREA SHALL BE CONSTRUCTED UNDER TRAFFIC.

PHASE 1A

PHASE 1A IS A SUBPHASE THAT WILL BUILD A CENTER PORTION OF PAVEMENT FROM ROUGHLY STA. 800+60 TO STA. 809+75. WESTBOUND TRAFFIC SHALL REMAIN IN THE SAME LOCATION AS THE LANE WAS IN PHASE 1. EASTBOUND TRAFFIC WILL BE SHIFTED ONTO FINISHED PAVEMENT THAT WAS PLACED IN PHASE 1. BOTH DIRECTIONS OF TRAFFIC WILL OPEN UP TO TWO LANES EAST OF THE PHASE 1A WORK ZONE. THE LOCATION OF THE LANES IN THIS AREA SHALL MATCH THE EXISTING (PRE-PROJECT) PAVEMENT MARKINGS.

POST PHASE 1A/ PRE-WINTER PHASE

PERMANENT TRAFFIC CONTROL ELEMENTS SHALL BE IN PLACE PRIOR TO OPENING THE FACILITIES TO TRAFFIC. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES FROM PHASE 1A. INSTALL TEMPORARY PAVEMENT MARKINGS IN FINAL CONFIGURATION. ALL POST PHASE 1A/PRE-WINTER PHASE WORK SHALL BE COMPLETED BY NOVEMBER 30, 2026. DISINCENTIVES WILL BE APPLIED PER TABLE BELOW.

DESCRIPTION OF CRITICAL LANE TO BE MAINTAINED	DUE DATE	TIME UNIT	DISINCENTIVE \$ PER DAY PER LANE
2 LANES OF US-22 IN EACH DIRECTION	11/30/2026	EACH DAY PER LANE	\$1,650

PRE-PHASE 2

PRIOR TO THE SECOND PHASE OF CONSTRUCTION, TEMPORARY TRAFFIC CONTROL ITEMS MUST BE IN PLACE. TEMPORARY GUARDRAIL SHALL BE INSTALLED IN AREAS WHERE PROTECTION IS NECESSARY AT BRIDGE ABUTMENTS AND ANY OTHER HAZARDS FOR THE EASTBOUND DIRECTION AS PER MT-95.82. THE TEMPORARY CROSSOVERS FOR THE RAMPS SHALL ALSO BE INSTALLED. THE MAINLINE CROSSOVERS USED DURING PHASE 1 SHALL CONTINUE TO BE IN PLACE IN THE SAME LOCATIONS.

PHASE 2

DURING THE SECOND PHASE OF CONSTRUCTION, TRAFFIC IN BOTH DIRECTIONS OF US-22 WILL BE REDUCED TO A SINGLE 12' LANE IN EACH DIRECTION. PORTABLE BARRIER WILL BE USED TO DIVIDE THE OPPOSING DIRECTIONS THROUGHOUT MOST OF THE PROJECT LIMITS. THE EXCEPTION BEING AT THE SOUTH END OF THE PROJECT TO ALLOW ALL TURNING MOVEMENTS TO AND FROM INDUSTRIAL PARK ROAD.

THE SINGLE EASTBOUND LANE IS TO BE SHIFTED ONTO THE OUTSIDE SHOULDER. A TWO FOOT SHY DISTANCE FROM THE EDGE OF SHOULDER SHALL BE MAINTAINED THROUGHOUT THE WORK AREA. THE SINGLE WESTBOUND LANE SHALL BE SHIFTED TO THE NEWLY COMPLETED EASTBOUND PAVEMENT. PORTABLE BARRIER SHALL BE INSTALLED ON THE OUTSIDE SHOULDER OF EASTBOUND TRAFFIC.

ALL PROPOSED ROADWAY ITEMS SHALL BE CONSTRUCTED AND INSTALLED FOR THE WESTBOUND ROADWAY. THIS INCLUDES THE SURFACE COURSE OF PAVEMENT AND THE FINAL PAVEMENT MARKINGS.

ACCESS TO ALL RAMPS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION WHEN A PARTICULAR RAMP IS NOT UNDER CONSTRUCTION. DETOUR PLANS HAVE BEEN PROVIDED TO SHOW THE APPROPRIATE ROUTE FOR EACH RAMP CLOSURE. WHEN NOT UNDER CONSTRUCTION, RAMP ACCESS SHALL BE MAINTAINED WITH TEMPORARY PAVEMENT THROUGH THE EXISTING MEDIAN TO CONNECT TO THE WESTBOUND ON AND OFF RAMPS. ONLY ONE RAMP IS ALLOWED TO BE CLOSED AT A TIME. NO CONCURRENT CLOSURES ARE ALLOWED. THE FOLLOWING RAMPS ARE TO BE RECONSTRUCTED DURING PHASE 2 WITH THE LISTED MAXIMUM ALLOWABLE CLOSURE LENGTHS:

- US-22 WEST OFF-RAMP TO US-250 WEST (RAMP A) - 14 DAYS
- US-250 EAST ON-RAMP TO US-22 WEST (RAMP B) - 14 DAYS
- US-22 WEST OFF-RAMP TO SR-9 (RAMP E) - 90 DAYS
- SR-9/ US-250 ON-RAMP TO US-22 WEST (RAMP F) - 14 DAYS

IN ADDITION, THERE IS AN AT GRADE INTERSECTION WITHIN THE PROJECT LIMITS THAT IS AFFECTED. THE FOLLOWING INTERSECTION SHALL BE MODIFIED AS NOTED BELOW:

US-22 & MARKWEST DRIVE

ACCESS TO AND FROM MARKWEST DRIVE NORTH OF US-22 SHALL BE CLOSED THROUGHOUT PHASE 2 TO EASTBOUND TRAFFIC. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET P.44 . RIGHT TURNS SEE SHEET P.44 TO AND FROM NORTH MAIN STREET SOUTH OF US-22 ARE ALLOWED DURING PHASE 2. RIGHT TURNS TO AND FROM MARKWEST DRIVE AND US-22 WESTBOUND ARE PERMITTED THROUGHOUT PHASE 2. WHEN THE CONTRACTOR IS WORKING IN THE INTERSECTION AREA, THE CONSTRUCTION SHALL TAKE PLACE UNDER TRAFFIC.

POST PHASE 2

PERMANENT TRAFFIC CONTROL ELEMENTS SHALL BE IN PLACE PRIOR TO OPENING THE FACILITIES TO TRAFFIC. REMOVE ALL TEMPORARY TRAFFIC CONTROL DEVICES FROM PHASE 2. INSTALL THE SURFACE COURSE PAVEMENT ON THE MAINLINE IN THE WESTBOUND AND EASTBOUND DIRECTION UTILIZING LANE CLOSURES AS PER MT-97.10. INSTALL FINAL PAVEMENT MARKINGS UTILIZING LANE CLOSURES.

DESIGN AGENCY



DESIGNER

EJT

REVIEWER

TJR 11-10-25

PROJECT ID

113440

SHEET

P.19

TOTAL

736

**WORK ZONE SPEED ZONES (WZSZs) (CONT.)**

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATED THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZs FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZs USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS)808 AND 908, AND TRAFFIC SCD MT-104.10.

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZs SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRE-CONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 160 SIGN MNTH ASSUMING 10 DSL SIGN ASSEMBLIES FOR 16 MONTHS

**PHASE 1 MILL/FILL**

DURING PRE-PHASE 1A, THE CONTRACTOR SHALL PLANE AND RESURFACE THE EXISTING WESTBOUND OUTSIDE SHOULDER. APPROXIMATELY 1.25" OF EXISTING PAVEMENT SHALL BE REMOVED AND REPLACED WITH PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A FOR THE ENTIRE LENGTH THAT THE WESTBOUND LANE IS TO BE SHIFTED TOWARDS THE OUTSIDE SHOULDER DURING PHASE 1.

PAVEMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, AND REMOVAL, AND REHABILITATION OF THE EXISTING PAVEMENT.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 254, PAVEMENT PLANING, AS PER PLAN (T=1.25") 16956 SY  
 ITEM 442, 1.25" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449) 589 CY

**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 SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF THE C&MS 614 AND THE OMUTCD, 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 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).

- DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, 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 THAT MEET ALL OF THE CRITERIA LISTED BELOW: 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).

**- CRITERIA:**

- ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND

- AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,

- AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

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 AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES 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.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

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 SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. 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 THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

**ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONT.)**

LEOS (WITH PATROL CAR) REQUIRED BY THE 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 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 400 HOURS

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.

**COORDINATION WITH ADJACENT PROJECTS**

THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECTS.

PID 107392 (HAS-646.1.12)  
 PID 107392 (HAS-9-VAR)

COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE.

ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WTS), AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAYMENT ITEM.

**ITEM 614, MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)**

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 50 CY

**RETURN OF EXISTING MAINTENANCE OF TRAFFIC ITEMS**

ALL EXISTING MAINTENANCE OF TRAFFIC DEVICES CURRENTLY IN PLACE FOR THE SHOULDER CLOSURE RELATED TO THE HAS-22-1749L BRIDGE REPAIR SHALL BE REMOVED AND RETURNED TO THE ODOT HARRISON COUNTY MAINTENANCE GARAGE. THE CONTRACTOR SHALL THEN SUPPLY THEIR OWN MAINTENANCE OF TRAFFIC DEVICES TO CONTINUE THE SHOULDER CLOSURE. FOR MORE DETAILS SEE THE PRE-PHASE 1/PHASE 1 NOTES ON SHEET P.19.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

**RAMP RESTRIPIING QUANTITIES**

ONCE A RAMP IS CLOSED AND RECONSTRUCTED, ADDITIONAL PAVEMENT MARKINGS MAY NEED TO BE INSTALLED. WHEN A RAMP IS COMPLETE AND READY TO BE OPENED, THE CONTRACTOR SHALL INSTALL THE SURFACE COURSE AND PROPOSED 644 PAVEMENT MARKINGS. WHERE THE RAMP IS CROSSING THROUGH THE MAINLINE AREA, THE CONTRACTOR SHALL INSTALL UP TO THE INTERMEDIATE COURSE AND REINSTALL TEMPORARY 614 MARKINGS. THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR RAMP RESTRIPIING AND ARE CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT 0.86 MI

**FULLY-ACTUATED OPERATION OF WORK ZONE TRAFFIC SIGNAL**

THE WORK ZONE SIGNAL CONTROL REQUIRED FOR THIS PROJECT AND SHOWN ON SHEET P.45 AND TRAFFIC SCDS MT- 96.11, 96.20 AND 96.26 SHALL BE FULLY TRAFFIC-ACTUATED AND OPERATE IN A MANNER SIMILAR TO THAT DESCRIBED IN SECTION 733.02 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

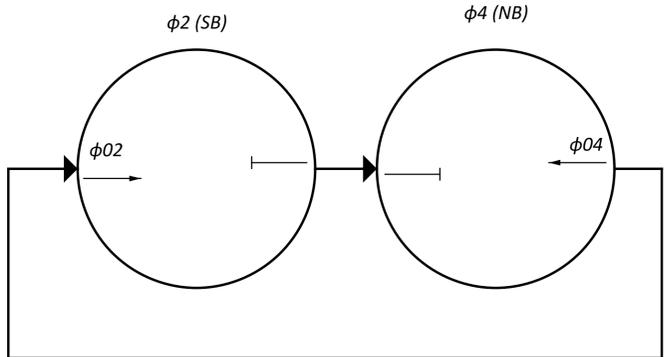
THE INITIAL CONTROLLER TIMING SHALL BE AS FOLLOWS:

	PHASE			
	1 (ALL RED) DUMMY PHASE	2 MAINLINE (SB)	3 (ALL RED) DUMMY PHASE	4 MAINLINE (NB)
MIN. GREEN		10		10
EXTENSION		5.5		5.5
MAX. GREEN		15.5		15.5
YELLOW		3.5		3.5
ALL RED	11		11	
RECALL	ON	OFF	OFF	OFF

THE CONTRACTOR SHALL ALSO DESIGN, FURNISH, INSTALL AND MAINTAIN A TRAFFIC DETECTOR ON EACH TRAFFIC APPROACH WHICH WILL RELIABLY DETECT ALL LEGAL TRAFFIC APPROACHING (BUT NOT LEAVING) THE SIGNAL AS IT PASSES OR WAITS IN THE DESIGNATED DETECTOR ZONE SHOWN IN THE PLANS. DETECTOR DESIGNS WHICH DO NOT PROVIDE RELIABLE DETECTION, FREE FROM FALSE CALLS, SHALL BE IMMEDIATELY REPLACED BY THE CONTRACTOR.

**OVERHEAD-MOUNTED WORK ZONE SIGNALS**

SIGNALS SHALL BE OVERHEAD MOUNTED IN ACCORDANCE WITH THE DETAILS SHOWN ON TRAFFIC SCD MT-96.20.



TEMPORARY SIGNAL PHASING

**HAS-022-15.11 PAVEMENT RECONSTRUCTION**

MODEL: Sheet\_SurvFl\_PAPER SIZE: 34x22 (in.) DATE: 3/20/2026 TIME: 1:20:21 PM USER: TBunick  
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SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
P.20	P.21	P.22	P.32								01/NHS		EXT	TOTAL			
																STRUCTURE OVER 20 FOOT SPAN (3400875 HAS-22-1717L) SEE SHEET P.494 FOR ESTIMATED QUANTITIES	
																STRUCTURE OVER 20 FOOT SPAN (3400905 HAS-22-1717R) SEE SHEET P.516 FOR ESTIMATED QUANTITIES	
																STRUCTURE OVER 20 FOOT SPAN (3401081 HAS-22-1749L) SEE SHEETS P.539 AND P.545 FOR ESTIMATED QUANTITIES	
																STRUCTURE OVER 20 FOOT SPAN (3401111 HAS-22-1749R) SEE SHEET P.557 FOR ESTIMATED QUANTITIES	
																STRUCTURE OVER 20 FOOT SPAN (3401146 HAS-22-17.53L) SEE SHEET P.571 FOR ESTIMATED QUANTITIES	
																STRUCTURE OVER 20 FOOT SPAN (3401170 HAS-22-17.53R) SEE SHEET P.598 FOR ESTIMATED QUANTITIES	
																STRUCTURE OVER 20 FOOT SPAN (3401898 HAS-250-19.12) SEE SHEET 626 FOR ESTIMATED QUANTITIES	
																<b>MAINTENANCE OF TRAFFIC</b>	
		400									400	614	11110	400	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	P.22
			6,646								6,646	614	11630	6,646	FT	INCREASED BARRIER DELINEATION	
			28								28	614	12384	28	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	P.20
											LS	614	12420	LS		DETOUR SIGNING	
			2,378								2,378	614	12801	2,378	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	P.20
	16										16	614	12484	16	EACH	WORK ZONE INCREASED PENALTIES SIGN	P.21
50		50									100	614	13000	100	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
			2,180								2,180	614	13310	2,180	EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	
			1,279								1,279	614	13360	1,279	EACH	OBJECT MARKER, TWO WAY	
	34										34	614	18601	34	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.21
			6.6								6.6	614	20110	6.6	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
			2.67								2.67	614	21100	2.67	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
		0.86	44.6								45.46	614	22110	45.46	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
			6,518								6,518	614	23210	6,518	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
			15,492								15,492	614	24202	15,492	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	
			219								219	614	26200	219	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
LS			4								4	614	30200	4	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
			10,863								10,863	615	20000	10,863	SY	ROADS FOR MAINTAINING TRAFFIC	
100											100	616	10000	100	MGAL	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
			2								2	622	41060	2	EACH	DUAL PORTABLE BARRIER TRANSITION/TERMINATION	
			29,490								29,490	622	41011	29,490	FT	PORTABLE BARRIER, 50", AS PER PLAN	P.21
			16,964								16,964	622	41100	16,964	FT	PORTABLE BARRIER, UNANCHORED	
		160									160	808	18700	160	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	P.21
																<b>INCIDENTALS</b>	
LS											LS	614	11000	LS		MAINTAINING TRAFFIC	
											30	619	16020	30	MNTH	FIELD OFFICE, TYPE C	
											LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS	624	10000	LS		MOBILIZATION	

**GENERAL SUMMARY**

DESIGN AGENCY  
**ARCADIS**  
 222 SOUTH MAIN STREET SUITE 200  
 ARCADIS, MISSOURI 64733  
 (314) 434-1985  
 www.arcadis.com

DESIGNER  
**TB**

REVIEWER  
**SMG 11-10-25**

PROJECT ID  
**113440**

SHEET TOTAL  
**P.86 | 736**