

MANHOLES AND OTHER CASTING STRUCTURES:

THE CASTING TOPS OF MANHOLES, VALVE BOXES, AND OTHER STRUCTURES OWNED BY PUBLIC SERVICE CORPORATIONS MAY BE ADJUSTED TO GRADE BY THEIR RESPECTIVE OWNERS OR GIVE AUTHORIZATION TO ODOT TO ADJUST AS PART OF THIS CONTRACT. THIS WORK NEEDS TO BE COMPLETED PRIOR TO THE CONSTRUCTION OF THE SURFACE COURSE. THE CONTRACTOR SHALL NOTIFY SUCH PUBLIC SERVICE CORPORATIONS A MINIMUM OF 7 CALENDAR DAYS IN ADVANCE OF WORK OPERATIONS SO THAT WORK MAY BE PROPERLY SCHEDULED.

THE CASTING TOPS OF MANHOLES, VALVE BOXES, AND OTHER STRUCTURES REQUIRING ADJUSTMENT THAT ARE OWNED BY PRIVATE UTILITIES NEED TO BE ADJUSTED TO GRADE BY THEIR RESPECTIVE OWNERS. THE ODOT CONTRACTOR SHALL NOTIFY THE PRIVATE OWNER A MINIMUM OF 7 CALENDAR DAYS IN ADVANCE OF WORK OPERATIONS SO THE WORK MAY BE PROPERLY SCHEDULED.

IF ADJUSTMENTS HAVE NOT BEEN COMPLETED 14 CALENDAR DAYS AFTER NOTIFICATION, THE ODOT CONTRACTOR WILL NOTIFY THE ODOT PROJECT ENGINEER AND PROVIDE SPECIFIC STATION LOCATIONS AND OWNER INFORMATION. THE ODOT PROJECT ENGINEER WILL WORK WITH THE DISTRICT UTILITY COORDINATOR TO ISSUE AND OBSTRUCTION REMOVAL NOTICE WITHIN 5 DAYS OF RECEIPT WHICH WILL INFORM THE PRIVATE UTILITY TO ADJUST THE STRUCTURES AS NECESSARY OR ODOT WILL AUTHORIZE THE ODOT CONTRACTOR TO ADJUST AS NEEDED AND BILL THE OWNER OF THE FACILITY FOR THE ADJUSTMENT TO THE STRUCTURE.

SHOULD THE CONTRACTOR FAIL TO NOTIFY PUBLIC SERVICE CORPORATIONS OR PRIVATE UTILITIES OF EXISTING MANHOLES, VALVE BOXES, AND OTHER STRUCTURES THAT REQUIRE ADJUSTMENTS TO GRADE, AND COVER THESE WITH THE PROPOSED ASPHALT TREATMENT, THE CONTRACTOR WILL BE REQUIRED TO UNCOVER THE MANHOLES, VALVE BOXES, AND OTHER STRUCTURES AT THEIR OWN EXPENSE SO THAT THE NECESSARY ADJUSTMENTS CAN BE MADE. THE METHOD OF REMOVAL AND REPAIR OF THE ASPHALT SHALL MEET ALL REQUIREMENTS OF THE ODOT ENGINEER AND SHALL BE AT THE CONTRACTORS EXPENSE.

THESE ITEMS PROVIDED BELOW ARE CONTINGENCY QUANTITIES TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AT VARIOUS LOCATIONS. THESE ITEMS SHALL INCLUDE THE COST OF ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO ADJUST CASTINGS TO GRADE TO THE PROPOSED ASPHALT ELEVATION AS DIRECTED. THE FOLLOWING QUANTITIES HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 611 CATCH BASIN ADJUSTED TO GRADE = 5 EACH
ITEM 611 MANHOLE ADJUSTED TO GRADE = 11 EACH

ITEM 611 - CATCH BASIN RECONSTRUCTED TO GRADE:

THIS ITEM IS A CONTINGENCY QUANTITY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AT VARIOUS LOCATIONS AND PROVIDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO RECONSTRUCT TO GRADE THE EXISTING CATCH BASIN TO THE PROPOSED ASPHALT ELEVATION. THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL CARRIED TO THE GENERAL SUMMARY.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.
ITEM 611 - CATCH BASIN RECONSTRUCTED TO GRADE = 1 EACH

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH 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 ALONG WITH PHOTOS 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.

FIRE HYDRANTS:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY PERMITS AND FEES THAT ARE REQUIRED FOR THE USE OF ANY FIRE HYDRANTS. A SIAMESE VALVE IS TO BE USED ON THE HYDRANT OUTLET IF A HOSE IS TO BE LEFT CONNECTED AND UNATTENDED.

ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN:

ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER AND THE WORK PERFORMED PRIOR TO RESURFACING. REPAIR AREAS SHALL CONSIST OF REMOVING 6" OF PAVEMENT AND PLACING 6" ITEM 301 ASPHALT CONCRETE BASE, PG64-22. PARTIAL DEPTH PAVEMENT REPAIR SHALL BE STARTED AND COMPLETED IN THE SAME WORKING DAY. THE MINIMUM WIDTH OF REPAIR IS 4'.

QUANTITIES CAN BE FOUND ON THE PAVEMENT REPAIR SUBSUMMARY ON SHEET 15/56.

THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN = 107 SY

ITEM 253 FULL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN:

ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER AND THE WORK PERFORMED PRIOR TO RESURFACING. REPAIR AREAS SHALL CONSIST OF REMOVING 15.5" OF PAVEMENT AND PLACING 7.5" ITEM 301 ASPHALT CONCRETE BASE, PG64-22 AND 8" ITEM 304 AGGREGATE BASE. PAVEMENT REPAIR SHALL BE STARTED AND COMPLETED IN THE SAME WORKING DAY. THE MINIMUM WIDTH OF REPAIR IS 4'.

QUANTITIES CAN BE FOUND ON THE PAVEMENT REPAIR SUBSUMMARY FOUND ON SHEET 15/56.

ITEM 253 PAVEMENT REPAIR, MISC: UNDERCUT:

AT LOCATIONS WHERE ITEM 253 - FULL DEPTH REPAIRS ARE PERFORMED, THERE WILL BE 12" OF ITEM SPECIAL 50-50 MIX OF #1'S AND #2'S USED AT THE DIRECTION OF THE ENGINEER/CITY OF MARION WHERE MORE UNDERCUT IS NEEDED. PAVEMENT REPAIR SHALL BE STARTED AND COMPLETED IN THE SAME WORKING DAY. THE MINIMUM WIDTH OF REPAIR IS 4'.

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

ITEM 253 - PAVEMENT REPAIR, MISC.: UNDERCUT = 26 CY

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"

THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS SLOPE (CROWN) DURING THE PLANING OPERATIONS.

THE ASPHALT PAVEMENT SHALL BE PLANED AND RESURFACED WITHIN THE SAME WORK PERIOD UNLESS OTHERWISE SPECIFIED BELOW. FAILURE TO MEET THIS REQUIREMENT WILL SUBJECT THE CONTRACTOR TO A DISINCENTIVE OF \$600/DAY FOR EACH DAY THE PLANED SURFACE IS NOT RESURFACED.

(LOC 1) MAR-309D CENTER ST:

THE CONTRACTOR SHALL LIMIT THE PLANING OPERATION TO A MAXIMUM OF (TWO) LANES AT A TIME AS TO ENSURE THAT THE PROPOSED SURFACE COURSE IS BUTTING UP TO EITHER PROPOSED OR EXISTING ASPHALT (CONFINED JOINT). A COLD JOINT IS (ONLY) PERMITTED BETWEEN EVERY 2 LANES AT THIS LOCATION.

AT NO TIME OUTSIDE OF THE WORK SHIFT SHALL TRAFFIC BE EXPOSED TO PLANED PAVEMENT ON THE MAINLINE ROADWAY OR ANY INTERSECTING STATE ROUTES. PLANED PAVEMENT AT INTERSECTIONS WITH CITY STREETS MUST BE PAVED WITHIN TWO (2) DAYS.

(LOC 2) MAR-423D S PROSPECT ST:

THE CONTRACTOR SHALL LIMIT THE PLANING OPERATION AS TO ENSURE THAT THE PROPOSED SURFACE COURSE IS BUTTING UP TO EITHER PROPOSED OR EXISTING ASPHALT (CONFINED JOINT).

AT NO TIME OUTSIDE OF THE WORK SHIFT SHALL TRAFFIC BE EXPOSED TO PLANED PAVEMENT ON THE MAINLINE ROADWAY OR ANY INTERSECTING STATE ROUTES. PLANED PAVEMENT AT INTERSECTIONS WITH CITY STREETS MUST BE PAVED WITHIN TWO (2) DAYS.

(LOC 3) MAR-423 DELAWARE AVE:

THE CONTRACTOR SHALL LIMIT THE PLANING OPERATION TO A MAXIMUM OF ONE LANE AT A TIME AS TO ENSURE THAT THE PROPOSED SURFACE COURSE IS BUTTING UP TO EITHER PROPOSED OR EXISTING ASPHALT (CONFINED JOINT).

AT NO TIME OUTSIDE OF THE WORK SHIFT SHALL TRAFFIC BE EXPOSED TO PLANED PAVEMENT ON THE MAINLINE ROADWAY OR ANY INTERSECTING STATE ROUTES. PLANED PAVEMENT AT INTERSECTIONS WITH CITY STREETS MUST BE PAVED WITHIN TWO (2) DAYS.

(LOC 4) MAR-529 RICHLAND (MARION CORP):

THE CONTRACTOR SHALL LIMIT THE PLANING OPERATION TO ONE LANE AT A TIME AS TO ENSURE THAT THE PROPOSED SURFACE COURSE IS BUTTING UP TO EITHER PROPOSED OR EXISTING ASPHALT (CONFINED JOINT).

AT NO TIME OUTSIDE OF THE WORK SHIFT SHALL TRAFFIC BE EXPOSED TO PLANED PAVEMENT ON THE MAINLINE ROADWAY OR ANY INTERSECTING STATE ROUTES. PLANED PAVEMENT AT INTERSECTIONS WITH CITY STREETS MUST BE PAVED WITHIN TWO (2) DAYS.

(LOC 5) MAR-4 WALNUT ST:

THE CONTRACTOR SHALL LIMIT THE PLANING OPERATION TO A MAXIMUM OF (TWO) LANES AT A TIME AS TO ENSURE THAT THE PROPOSED SURFACE COURSE IS BUTTING UP TO EITHER PROPOSED OR EXISTING ASPHALT (CONFINED JOINT). A SINGLE COLD JOINT IS (ONLY) PERMITTED AT THIS LOCATION.

AT NO TIME OUTSIDE OF THE WORK SHIFT SHALL TRAFFIC BE EXPOSED TO PLANED PAVEMENT ON THE MAINLINE ROADWAY OR ANY INTERSECTING STATE ROUTES. PLANED PAVEMENT AT INTERSECTIONS WITH CITY STREETS MUST BE PAVED WITHIN TWO (2) DAYS.

ITEM 617 WATER:

THIS ITEM IS A CONTINGENCY QUANTITY AND SHALL BE USED WHERE AND AS DIRECTED BY THE ENGINEER.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND THE TOTAL HAS BEEN CARRIED TO THE GENERAL SUMMARY.
ITEM 617 WATER = 2 MGAL

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GENERAL NOTES

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GENERAL:

ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION). COPIES ARE AVAILABLE FROM:

THE OHIO DEPARTMENT OF TRANSPORTATION
BUREAU OF TRAFFIC,
1980 WEST BROAD STREET
COLUMBUS, OHIO 43223.

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.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ALL PERMANENT TRAFFIC CONTROLS NOT IN CONFLICT WITH THE TEMPORARY TRAFFIC CONTROLS SHALL BE MAINTAINED THROUGHOUT THIS PROJECT BY THE CONTRACTOR. PERMANENT TRAFFIC CONTROLS MAY BE TEMPORARILY RELOCATED BY THE ENGINEER. THE CONTRACTOR SHALL ASSUME ALL LIABILITY FOR MISSING, DAMAGED, AND PROPERLY PLACED SIGNS.

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.

ITEM 614 - MAINTAINING TRAFFIC ON TWO LANE HIGHWAYS:

TRAFFIC SHALL BE MAINTAINED ON TWO LANE HIGHWAYS AT ALL TIMES BY USE OF THE EXISTING AND COMPLETED PAVEMENT. WORK ZONES SHALL BE LIMITED IN LENGTH TO THE AMOUNT OF WORK THAT CAN BE PERFORMED THAT DAY. WORK ZONES SHALL BE IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. TRAFFIC SHALL BE MAINTAINED BY FLAGGER FOR CLOSING 1 LANE OF A 2 LANE HIGHWAY FOR PAVING OPERATION AS PER STANDARD DRAWING MT-97.10 OR MT 97.12.

WORK SITE LIGHTING:

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR, AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS:

NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

HOLIDAYS
CHRISTMAS
THANKSGIVING
NEW YEARS
LABOR DAY
MEMORIAL DAY

POPCORN FESTIVAL- LANE OR SHOULDER CLOSURES ARE NOT PERMITTED ANY TIME DURING THE WEEK OF THE POPCORN FESTIVAL ON THE FOLLOWING ROUTES:
SR 309D BETWEEN CAMPBELL ST TO S. STATE ST (CITY OF MARION)
SR 4D BETWEEN CENTER ST TO CHURCH ST (CITY OF MARION)

THE CONTRACTOR SHALL VERIFY ROUTES THAT SHALL BE CLOSED DURING THE POPCORN FESTIVAL WITH THE CITY OF MARION & EVENT ORGANIZERS.

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	5:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00 NOON FRIDAY THROUGH 6:00 AM MONDAY

EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$100 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

USE OF STANDARD DRAWINGS:

FOR THE PURPOSE OF THIS PROJECT, "MOVING OPERATION" SHALL BE LIMITED TO PAVEMENT MARKING STRIPING. IT MAY BE NECESSARY TO EXTEND THE ADVANCE WARNING AND BUFFER ZONES BEYOND THE MINIMUM DISTANCES SHOWN ON THE STANDARD DRAWINGS. THIS MAY BE DUE TO HORIZONTAL ALIGNMENT, VERTICAL ALIGNMENT, RAMP LOCATIONS, OR OTHER SIGHT OBSTRUCTIONS. LOCATIONS OF THE TAPER ZONES MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER, BUT TAPER LENGTHS MUST MEET THE MINIMUM STANDARDS. TAPERS SHOULD BE PLACED IN TANGENT SECTIONS WHENEVER POSSIBLE. ADDITIONAL YIELD SIGNS MAY BE REQUIRED FOR RAMPS WITHIN 1,000 FEET OF A WORK ZONE. PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

FOR ANY MULTILANE HIGHWAY, DEVICE SPACING SHALL BE A MAXIMUM OF 40' (FEET) CENTER ON CENTER IN THE TAPERS AND 80' (FEET) CENTER ON CENTER IN THE TANGENT SECTIONS.

TRUCK MOUNTED ATTENUATOR (TMA) TWO LANE ROADS

WHEN WORKING IN A CLOSED LANE OR SHOULDER ON A TWO-LANE HIGHWAY WITHOUT TEMPORARY OR PERMANENT TRAFFIC BARRIERS SEPARATING THE WORK AREA FROM THE TRAVELED LANE, A TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE PROVIDED TO PROTECT EACH WORK AREA IN ACCORDANCE WITH OMUTCD TYPICAL APPLICATION (TA) 4, TA-6 AND TA-17, ALONG WITH STANDARD CONSTRUCTION DRAWING (SCD) MT-97.10. THE TMA SHALL BE PLACED IN SUCH A WAY TO ADEQUATELY PROTECT THE WORKERS INSIDE THE WORK ZONE. THE TMA IS NOT INTENDED TO BE USED AS OR SUBSTITUTED FOR THE FLAGGERS AND/OR WARNING SIGNS AND DEVICES. FURNISH A TMA THAT IS NCHRP-350 (MANUFACTURED PRIOR TO 1/1/20) OR MASH TL-3 COMPLIANT. THE COST FOR ADEQUATELY PROTECT THE WORKERS INSIDE THE WORK ZONE, EQUIPMENT, AND HARDWARE REPLACEMENT AND IS TO BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

USE OF WEIGHTED CHANNELIZER:

THE WEIGHTED CHANNELIZER MAY BE USED IN ACCORDANCE WITH THIS SECTION. THE WEIGHTED CHANNELIZER SHALL BE PREDOMINANTLY ORANGE IN COLOR AND SHALL BE MADE OF LIGHTWEIGHT, FLEXIBLE, AND DEFORMABLE MATERIAL. THEY SHALL BE AT LEAST 42 INCHES IN HEIGHT WITH A WEIGHTED BASE. THEY MAY HAVE A HANDLE OR LIFTING DEVICE WHICH EXTENDS ABOVE THE 42" MINIMUM HEIGHT.

THE MARKINGS ON THE WEIGHTED CHANNELIZER SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELIZER SHALL HAVE

A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES. ANY NON-RETROREFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES SHALL NOT EXCEED 2 INCHES WIDE. THE WEIGHTED CHANNELIZER SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

USE OF WEIGHTED CHANNELIZERS ON FREEWAYS AND MULTILANE HIGHWAYS SHALL BE LIMITED TO SHORT-TERM OPERATION FOR EITHER DAY OR NIGHT. UPON COMPLETION OF WORK, THE WEIGHTED CHANNELIZERS SHALL BE REMOVED. THE WEIGHTED CHANNELIZERS MAY AGAIN BE PLACED ON THE HIGHWAY WHEN THE WORK IS TO RESUME ON THE FOLLOWING DAY OR NIGHT. ANY LANE CLOSURE USING CHANNELIZATION DEVICES, EXPECTED TO REMAIN FOR MORE THAN TWELVE HOURS, SHALL REQUIRE THE USE OF DRUMS OR BARRIERS.

WHEN USED AT NIGHT, WEIGHTED CHANNELIZERS SHALL ONLY BE PLACED IN THE TANGENT AREA. THE TANGENT AREA IS DEFINED AS THE AREA AFTER THE TRANSITION TAPER WHERE THE WORK TAKES PLACE. DRUMS SHALL BE USED IN THE TRANSITION TAPERS FOR NIGHT OPERATIONS. MAXIMUM SPACING OF THE WEIGHTED CHANNELIZER SHALL BE 40 FEET AT NIGHT.

STEPS SHOULD BE TAKEN TO ENSURE THAT THE WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND OR MOVING TRAFFIC. BALLASTS SHOULD NOT PRESENT A HAZARD IF THE WEIGHTED CHANNELIZERS ARE INADVERTENTLY STRUCK, NOR SHOULD THEY AFFECT THE VISIBILITY OF THE WEIGHTED CHANNELIZERS. ALL BALLASTS USED SHOULD BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

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MAINTENANCE OF TRAFFIC NOTES

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								FUNDING			ITEM	ITEM EXT	TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
7-9	10-12	14	15	40	48	49	50	01/S&2/PV	02/S&2/PV	03/S&2/PV						
ROADWAY																
				46						46	202	23000	46	SY	PAVEMENT REMOVED, CONCRETE DRIVE	
				1686						1686	202	30000	1686	SF	WALK REMOVED	
				275						275	202	32000	275	FT	CURB REMOVED	
		1.08							1.08		209	60500	1.08	MILE	LINEAR GRADING	
		3.84							3.84		209	72050	3.84	MILE	PREPARING SUBGRADE FOR SHOULDER PAVING	
				1166						1166	608	10000	1166	SF	4" CONCRETE WALK	
				1113						1113	608	52000	1113	SF	CURB RAMP	
				129						129	609	26000	129	FT	CURB, TYPE 6	
EROSION CONTROL																
				5.2						5.2	659	00300	5.2	CY	TOPSOIL	
				119.1						119.1	659	10000	119	SY	SEEDING AND MULCHING	
				0.10				0.10		0.10	659	20000	0.10	TON	COMMERCIAL FERTILIZER	
				0.02				0.02		0.02	659	31000	0.02	ACRE	LIME	
				2.1				2.1		2.1	659	35000	2.1	MGAL	WATER	
								1,000			832	30000	1000	EACH	EROSION CONTROL	
DRAINAGE																
5										5	611	98630	5	EACH	CATCH BASIN ADJUSTED TO GRADE	
1										1	611	98634	1	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
11										11	611	99654	11	EACH	MANHOLE ADJUSTED TO GRADE	
PAVEMENT																
107			3093							3200	251	01041	3200	SY	PARTIAL DEPTH PAVEMENT REPAIR, (ASPHALT CONCRETE BASE), AS PER PLAN	
			132							132	253	02001	132	CY	PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN	
26										26	253	90000	26	CY	PAVEMENT REPAIR, MISC.: UNDERCUT	
		820								820	254	01000	820	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.25"	
		53972							53,972		254	01000	53972	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
		27314							27314		254	01000	27314	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3.00"	
		8561							4,584	3977	407	20000	8561	GAL	NON-TRACKING TACK COAT	
		1017							1017	1017	441	10000	1017	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (446), PG64-22	
		2252							2,252	2252	441	50000	2252	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
		1327							1327	1327	441	10200	1327	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (446)	
2		124							1.4	0.6	617	10100	124	CY	COMPACTED AGGREGATE	
											617	25000	2	MGAL	WATER	
TRAFFIC CONTROL																
					325						620	70010	325	FT	DELINEATOR, MISC.: CONTINUOUS CURBING SYSTEM WITH BOLLARD MARKERS	
						200					621	00100	200	EACH	RPM	
						200					621	54000	200	EACH	RAISED PAVEMENT MARKER REMOVED	
				28							630	02100	28	FT	GROUND MOUNTED SUPPORT POST, NO. 2 POST	
				40							630	03100	40	FT	GROUND MOUNTED SUPPORT POST, NO. 3 POST	
				4							630	08600	4	EACH	SIGN POST REFLECTOR	
				13.50							630	81100	13.50	SF	SIGN ERECTED, FLAT SHEET	
				1.14						1.14	644	00100	1.14	MILE	EDGE LINE, 4"	
				3.80						3.80	644	00104	3.80	MILE	EDGE LINE, 6"	
				2.72						2.72	644	00200	2.72	MILE	LANE LINE, 4"	
				3.98					1.90	3.98	644	00300	3.98	MILE	CENTER LINE	
				1514						1,514	644	00400	1514	FT	CHANNELIZING LINE	
				482						470	644	00500	482	FT	STOP LINE	
				2724						2,724	644	00600	2724	FT	CROSSWALK LINE	
				590						590	644	00700	590	FT	TRANSVERSE LINE	
				70						70	644	00720	70	FT	CHEVRON MARKING	
				44						44	644	01300	44	EACH	LANE ARROW	
				1						1	644	01350	1	EACH	LANE REDUCTION ARROW	
				12						12	644	01400	12	EACH	WORD ON PAVEMENT, 72"	
				156						156	644	01500	156	FT	DOTTED LINE	
TRAFFIC SIGNALS																
						9					809	69000	9	EACH	ADVANCE RADAR DETECTION	
						16					809	69100	16	EACH	STOP LINE RADAR DETECTION	
MAINTENANCE OF TRAFFIC																
	140									80	614	11111	140	EACH	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE, AS PER PLAN	
	16									16	614	12461	16	EACH	WORK ZONE MARKING SIGN, AS PER PLAN	
	2.72									2.72	614	20550	2.72	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	
	5.88									3.80	614	21550	5.88	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
	1514									1,514.00	614	23680	1514	FT	WORK ZONE CHANNELIZING LINES, CLASS III, 642 PAINT	
	494									470	614	26610	494	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
	2724									2,724	614	27620	2724	FT	WORK ZONE CROSSWALK LINES, CLASS III, 642 PAINT	
	44									44	614	30650	44	EACH	WORK ZONE ARROWS, CLASS III, 642 PAINT	
INCIDENTALS																
											614	11000	LS		MAINTAINING TRAFFIC	
											623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	
											624	10000	LS		MOBILIZATION	

CALCULATED
 RAM
 CHECKED
 XXX
GENERAL SUMMARY
 MAR-309D /
 MAR-423D / VAR
 13
 56