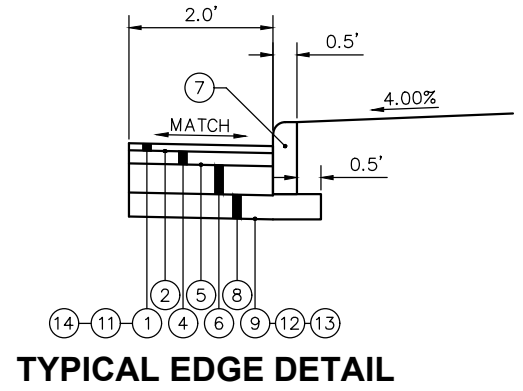
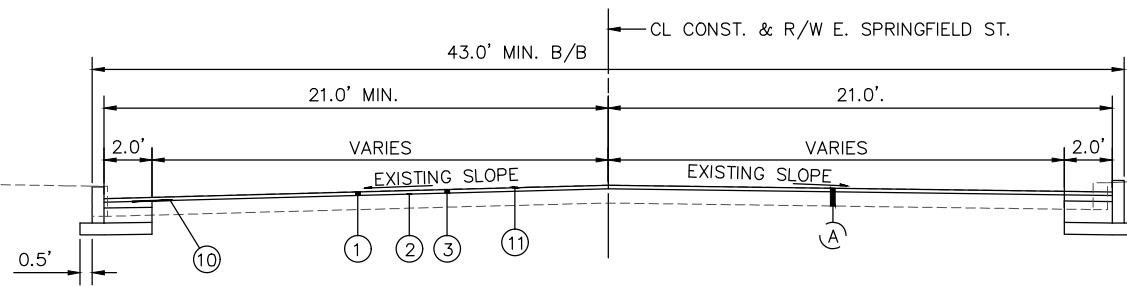


NORMAL SECTION 1

SPRINGFIELD STREET
 STA. 303+01.50 TO STA. 311+28.8 = 827.30'
 STA. 359+94.10 TO STA. 371+74.31 = 1180.21'

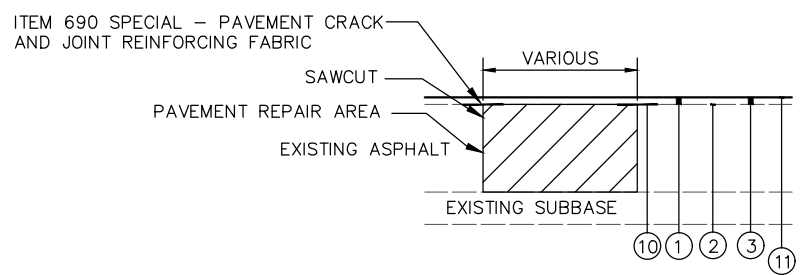


TYPICAL EDGE DETAIL



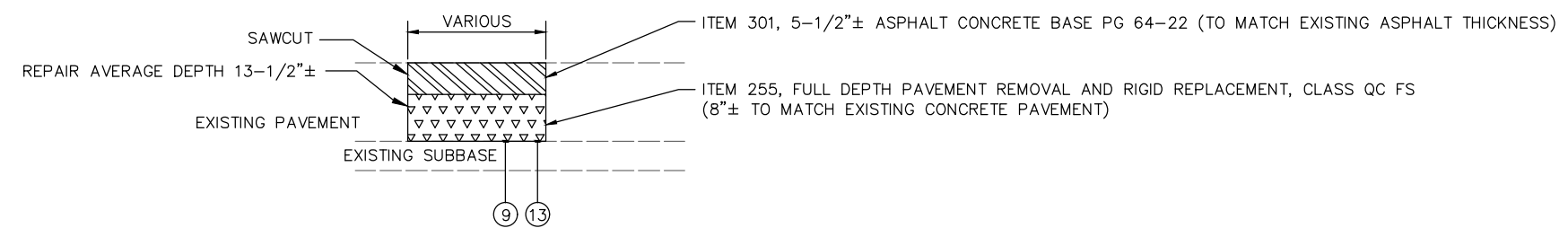
NORMAL SECTION 2

SPRINGFIELD STREET
 STA. 311+28.80 TO STA. 359+94.10 = 4865.30'



PAVEMENT REPAIR AREA DETAIL DURING GRIND AND OVERLAY

PAVEMENT REPAIR COMPOSITION



PAVEMENT REPAIR AND PATCHING PLANED SURFACE NOTE

CONTINGENCY QUANTITIES HAVE BEEN ADDED TO THE PLANS FOR THE FOLLOWING ITEMS:

EXISTING DETERIORATED PAVEMENT COMPOSITION SHALL BE REMOVED TO THE ENTIRE PAVEMENT DEPTH (AVERAGE 13.5"±) OR AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITIES FOR THIS WORK SHALL BE INCLUDED FOR AN ADDITIONAL 11,200 S.F. OF AREA:

ITEM 301, 5-1/2"± ASPHALT CONCRETE BASE PG 64-22 (2 EQUAL LIFTS).....190 C.Y.
 ITEM 255, FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS.....1244 S.Y.
 ITEM 204, SUBGRADE COMPACTION.....1244 S.Y.
 ITEM 204, GRANULAR MATERIAL, TYPE B (AVERAGE 17" THICKNESS).....588 C.Y.
 ITEM 204, EXCAVATION OF SUBGRADE.....588 C.Y.
 ITEM 204, GEOTEXTILE FABRIC.....1244 S.Y.

ITEM 254 - PATCHING PLANED SURFACE (5% * 42800 SY TOTAL PAVEMENT AREA = 2140 SY)

THESE ITEMS SHALL ONLY BE USED AS DIRECTED BY THE PROJECT ENGINEER AND SHALL BE NON-PERFORMED IF DEEMED UNNECESSARY.

THE ABOVE QUANTITIES HAVE BEEN BROUGHT OVER TO THE GENERAL SUMMARY.

LEGEND

- ① ITEM 826, 1-3/4" ASPHALT CONCRETE, SURFACE COURSE, TYPE 1 (448), PG 64-22 FIBER TYPE C, AS PER PLAN
- ② ITEM 407, NON-TRACKING TACK COAT (APPLIED AT A RATE OF 0.09 GAL/SY)
- ③ ITEM 254, 1-3/4"± PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE PAVEMENT PLANING, AS PER PLAN, AREAS TO BE CONSIDERED AS 1-3/4" PAVEMENT PLANING, ASPHALT CONCRETE FOR PAY
- ④ ITEM 441, 3-1/4" ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (448) (IN 1 LIFT)
- ⑤ ITEM 407, TACK COAT (APPLIED AT THE RATE OF 0.06 GALLONS PER SQUARE YARD)
- ⑥ ITEM 613, 7-1/4" LOW STRENGTH MORTAR BACKFILL
- ⑦ ITEM 609, CURB, TYPE 6, AS PER PLAN
- ⑧ ITEM 304, 6" AGGREGATE BASE
- ⑨ ITEM 204, SUBGRADE COMPACTION
- ⑩ ITEM 690 SPECIAL - PAVEMENT CRACK AND JOINT REINFORCING FABRIC
- ⑪ ITEM 690 SPECIAL - ASPHALT REJUVENATING AGENT
- ⑫ ITEM 204, PROOF ROLLING
- ⑬ ITEM 204, GEOTEXTILE FABRIC
- ⑭ ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1/4")
- (A) EXISTING PAVEMENT, TO REMAIN (SEE SHEET 4 FOR EXISTING PAVEMENT COMPOSITION)

CONTRACTOR SHALL GRIND AND BUTT JOINT THROUGH ALL DRIVEWAYS AND INTERSECTING ROADWAYS WHERE GRINDING OCCURS. WHERE GRINDING DOES NOT OCCUR, CONTRACTOR TO FEATHER TO MEET EXISTING UNLESS OTHERWISE SHOWN.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF WRIGHT PATTERSON AIR FORCE BASE. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 50 FEET. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

APPLICATIONS SHALL BE SENT TO THE FOLLOWING LOCATIONS:

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
AIR TRAFFIC AIRSPACE BRANCH ASW-520
2601 MEACHAM BLVD.
FORTH WORTH, TEXAS 76137-4298

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
PH: 614-387-2346

ITEM 202, REMOVAL MISC.: CONCRETE BASE REMOVED

THIS PAY ITEM INCLUDES THE REMOVAL OF THE EXISTING CONCRETE BASE, AS WELL AS THE REMOVAL OF ANY EXISTING AGGREGATE BASE AND/OR SUBGRADE BELOW THE CONCRETE BASE THAT IS NECESSARY TO BE REMOVED IN ORDER TO MATCH THE PROPOSED TYPICAL SECTION.

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

THE PLANING SHALL BE SCHEDULED SO AS TO BE COVERED BY THE SURFACE COURSE WITHIN FIVE (5) CALENDAR DAYS. THE PLANING MAY HAVE TO BE DONE IN MORE THAN ONE OPERATION TO COMPLY WITH THE INTENT OF THIS NOTE.

THE COST OF THE ABOVE SHALL BE INCLUDED IN THE UNIT BID FOR THE RESPECTIVE ITEMS.

FAILURE TO COMPLY WITH THE ABOVE REQUIREMENTS SHALL RESULT IN DISINCENTIVES BASED ON THE AMOUNTS LISTED IN ODOT CMS TABLE 108.07-1 OF SPECIFICATIONS.

ITEM 690 - SPECIAL - PAVEMENT CRACK AND JOINT REINFORCING FABRIC

A POLYPROPYLENE, STAPLE FIBER, NEEDLE PUNCHED, NONWOVEN GEOTEXTILE SHALL BE PROVIDED. ACCEPTABLE FABRIC MATERIAL SHALL INCLUDE THE FOLLOWING OR APPROVED EQUAL: GLASGRID CG200 FROM TENSAR INTERNATIONAL, TRUPAVE ENGINEERED PAVING MAT FROM OWENS CORNING, OR PAVEPREP SA FROM CRAFCO INCORPORATED.

THE MATERIAL SHALL BE 20" WIDE AND INSTALLED ALONG THE LONGITUDINAL SAWCUT JOINTS RUNNING PARALLEL WITH THE CURB AND ALONG ALL SAWCUTS OF THE FULL DEPTH REPLACEMENT AREAS. THE MATERIAL SHALL NOT BE INSTALLED UNTIL AFTER THE ADJACENT PAVEMENT HAS BEEN PLANED.

THE ENGINEER MAY DETERMINE IN THE FIELD TO COVER ADDITIONAL CRACKS IN THE FIELD. THE FOLLOWING ADDITIONAL ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY:

ITEM 690 SPECIAL – PAVEMENT CRACK AND JOINT REINFORCING FABRIC.....100 S.Y.

PAYMENT FOR ITEM 690 SPECIAL – PAVEMENT CRACK AND JOINT REINFORCING FABRIC FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT SQUARE YARD BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM 608 CURB RAMP, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 608 WALKS, CURB RAMPS, AND STEPS, EXCEPT AS HEREIN MODIFIED.

TRUNCATED DOME SPECIFICATIONS:

INSTALL DETECTABLE WARNINGS (TRUNCATED DOMES) FOR A DISTANCE OF 24" FROM THE BACK OF CURB FOR THE ENTIRE WIDTH OF THE RAMP OPENING WHERE IT IS FLUSH WITH THE PAVEMENT.

THE PANELS SHALL BE CAST IRON MATERIAL. THE PANELS SHALL BE ORDERED TO FIT RADIUS TIGHT. COLOR OF THE PANEL SHALL BE APPROVED BY THE ENGINEER PRIOR TO ORDERING.

PAYMENT FOR ITEM 608 CURB RAMP AS PER PLAN, FOR ALL OPERATIONS DESCRIBED ABOVE, SHALL BE AT THE CONTRACT SQUARE FOOT BID PRICE AND SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK PER RAMP.

ITEM 826 ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG64-22 FIBER TYPE C, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE WORK AS DESCRIBED IN OHIO DEPARTMENT OF TRANSPORTATION ITEM 441 ASPHALT CONCRETE – MIX DESIGN AND QUALITY CONTROL AND SUPPLEMENTAL SPECIFICATION 826 ASPHALT CONCRETE WITH FIBERS, EXCEPT AS HEREIN MODIFIED.

FURNISH ALL MATERIALS, EQUIPMENT, LABOR, AND INCIDENTALS FOR MIXING ARAMID FIBER INTO HOT MIX ASPHALT (HMA) OR WARM MIX ASPHALT (WMA) PER THIS SPECIFICATION. ARAMID FIBERS MUST BE COATED TO PREVENT THEM FROM BECOMING AIRBORNE DURING THE MIXING PROCESS, AND THE COATING MUST BECOME SOLUBLE IN THE ASPHALT. COATED ARAMID FIBER SHALL BE CONTINUOUSLY FED AND MIXED INTO HMA OR WMA PER DOSAGE AND MIXING REQUIREMENTS OF THIS SPECIFICATION. A CERTIFIED QA/QC MIXING TECHNICIAN SHALL PERFORM CONTINUOUS FEEDING OF THE COATED ARAMID FIBERS INTO THE ASPHALT DURING PLANT MIXING OPERATIONS FOR ALL OF THE FIBER REINFORCED HMA/WMA QUANTITIES REQUIRED FOR THE PROJECT, AND A P.E. STAMPED CERTIFICATION REPORT MUST BE SUBMITTED UPON PROJECT COMPLETION.

ACCEPTANCE OF THE REINFORCED HMA/WMA WILL INCLUDE THE FOLLOWING FACTORS:

1. THE OWNER/SPECIFIER SHALL RECEIVE FROM THE CONTRACTOR A PROFESSIONAL ENGINEER STAMPED QA/QC REPORT WHICH CERTIFIES THAT THE METERING AND CONTINUOUS FEEDING WAS PERFORMED PER THE DOSAGE RATE AND ALL OTHER REQUIREMENTS OF THIS SPECIFICATION BY A CERTIFIED TECHNICIAN, AND THAT VISUAL INSPECTION WAS PERFORMED DURING THE MIXING PROCESS TO CERTIFY THAT NO CLUMPING OF ARAMID FIBER OR COATING PRODUCT OCCURRED.
2. ALL OTHER CONSTRUCTION, MIXTURE AND DENSITY REQUIREMENTS OF THE ASPHALT AS DETAILED IN THE STANDARD SPECIFICATIONS SHALL APPLY.

PAYMENT FOR ITEM 826 ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG64-22 FIBER TYPE C, AS PER PLAN FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE AT THE CONTRACT CUBIC YARD BID PRICE AND SHALL INCLUDE ALL MATERIAL, LABOR, AND EQUIPMENT REQUIRED TO COMPLETE THIS ITEM OF WORK.

ITEM SPECIAL - ASPHALT REJUVENATING AGENT

THE ASPHALT REJUVENATING AGENT SHALL BE COMPOSED OF A PETROLEUM RESIN OIL BASE UNIFORMLY EMULSIFIED WITH WATER. THE MATERIAL SHALL HAVE A SATISFACTORY RECORD OF SERVICE AS AN ASPHALT REJUVENATING AGENT AND IN-DEPTH SEALER; SUCH SATISFACTORY SERVICE BEING BASED ON THE CAPABILITY OF THE MATERIAL TO INCREASE DUCTILITY AND PENETRATION VALUE OF THE ASPHALT BINDER IN THE PAVEMENT SURFACE AND TO SEAL THE PAVEMENT IN DEPTH TO THE INTRUSION OF AIR AND WATER.

THE CONTRACTOR SHALL FURNISH THE MANUFACTURER'S CERTIFICATION THAT THE MATERIAL PROPOSED FOR USE IS IN COMPLIANCE WITH THE SPECIFICATION REQUIREMENTS AND INCLUDE COPIES OF SUPPORTING TESTS AND PREVIOUS USE DOCUMENTATION. THE PRODUCT "RECLAMITE", AS APPLIED BY PAVEMENT TECHNOLOGY, INC., 11260 BEREA ROAD, CLEVELAND, OHIO 44102 OR AN APPROVED EQUAL, IS ACCEPTABLE FOR THESE REQUIREMENTS.

THE ASPHALT REJUVENATING AGENT SHALL BE APPLIED BY DISTRIBUTOR AT THE TEMPERATURE RECOMMENDED BY THE MANUFACTURER AND AT THE PRESSURE REQUIRED FOR PROPER DISTRIBUTION. BEFORE SPREADING, THE ASPHALT REJUVENATING AGENT SHALL BE BLENDED WITH WATER AT THE STANDARD DILUTION RATIO OF 2:1. THE COMBINED MIXTURE OF ASPHALT REJUVENATING AGENT AND WATER SHALL BE SPREAD AT THE MAXIMUM RATE OF 0.08 GALLONS PER SQUARE YARD, AS APPROVED BY THE ENGINEER.

WHEN APPLICATION IS MADE UNDER TRAFFIC, A LIGHT COAT OF DRY, GRITTY SAND SHALL BE APPLIED TO THE SURFACE IN SUFFICIENT AMOUNT TO PROTECT THE TRAVELING PUBLIC. NO TREATED AREA SHOULD BE CONSIDERED COMPLETED UNTIL THAT AREA IS DETERMINED BY THE PROJECT ENGINEER TO BE SAFE FOR TRAVEL.

TESTING:

PRIOR TO APPLICATION OF THE ASPHALT REJUVENATING AGENT TO THE ENTIRE PROJECT, THE CONTRACTOR SHALL APPLY TEST STRIPS OF SAID AGENT AS SPECIFIED ABOVE. THE CONTRACTOR SHALL APPLY THREE (3) TEST STRIPS ON AREAS OF PAVEMENT WHICH ARE REPRESENTATIVE SAMPLES OF THE PAVEMENT TO BE TREATED AS DIRECTED BY THE ENGINEER. THE TEST STRIPS SHALL BE TEN FEET (10') IN WIDTH AND APPROXIMATELY FIFTY FEET (50') IN LENGTH. THE APPLICATION RATE SHALL BE 0.05 GALLONS PER SQUARE YARD; 0.065 GALLONS PER SQUARE YARD; AND 0.08 GALLONS PER SQUARE YARD, RESPECTIVELY. THE ENGINEER MAY VARY THE APPLICATION RATES AS FIELD CONDITIONS MAY REQUIRE. NO WORK SHALL BE PERMITTED UNTIL THE ENGINEER AND THE PRODUCE TECHNICAL REPRESENTATIVE HAVE EVALUATED THE TEST AREAS AND DETERMINED THE REQUIRED RATE OF APPLICATION FOR THE PROJECT.

LOCATION:

MOT-E. SPRINGFIELD STREET RECON.

2797 GALLONS (DILUTED AMOUNT)

ESTIMATED APPLICATION RATE, 0.065 GALLONS PER SQUARE YARD. TOTAL SQ. YD. = 43021
THE REJUVENATING AGENT SHOULD BE ATTEMPTED TO BE PLACED, IF POSSIBLE, PRIOR TO THE PLACEMENT OF THE FINAL PAVEMENT MARKINGS.

APPLICATION OF COVER AGGREGATE:

COVER AGGREGATE SHALL ONLY BE USED AS DIRECTED BY THE ENGINEER IN THE EVENT THE ASPHALT REJUVENATING AGENT DOES NOT CURE IN A REASONABLE AMOUNT OF TIME (PER THE MANUFACTURER'S RECOMMENDATION), IF ADEQUATE PENETRATION DOES NOT OCCUR LEAVING EXCESS MATERIAL ON THE SURFACE OF THE PAVEMENT, OR IF APPLICATION IS REQUIRED TO FACILITATE THE OPENING OF LANES TO TRAFFIC. IF SAND IS APPLIED, ANY ADDITIONAL COSTS FOR CLEAN UP INCLUDING BROOMING OR SWEEPING OF EXCESS AGGREGATE OFF THE PAVEMENT WILL BE INCIDENTAL TO THIS ITEM OF WORK.

METHOD OF MEASUREMENT:

THE DEPARTMENT WILL MEASURE ASPHALT REJUVENATING AGENT BY THE NUMBER OF GALLONS OF UNDILUTED MATERIAL APPLIED.

BASIS OF PAYMENT:

THE COST OF COVER AGGREGATE AND WATER TO DILUTE AN ASPHALT REJUVENATING AGENT IS INCIDENTAL TO ITEM SPECIAL – ASPHALT REJUVENATING AGENT.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

ITEM SPECIAL – ASPHALT REJUVENATING AGENT 1865 GAL.
ITEM SPECIAL – TESTING LUMP

GENERAL NOTES

MOT E. SPRINGFIELD ST. IMPROVEMENTS

CALCULATED
BHB
CHECKED
MJT

CALCULATED
BHB
CHECKED
MUT

MAINTENANCE OF TRAFFIC NOTES

MOT E. SPRINGFIELD ST.
IMPROVEMENTS

7
135

ITEM 614 - MAINTAINING TRAFFIC

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITHIN THESE PLANS WITH THE LEAST INCONVENIENCE TO, AND THE MAXIMUM SAFETY OF, THE CONTRACTOR, LOCAL MERCHANTS, PEDESTRIAN TRAFFIC, AND THE TRAVELING PUBLIC.

REQUIREMENTS FOR MAINTAINING TRAFFIC AS SPECIFIED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (CURRENT EDITION, LATEST REVISION), PERTINENT PROVISIONS OF THE "OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS" (INCLUDING SUPPLEMENTAL SPECIFICATIONS) AND APPLICABLE STANDARD CONSTRUCTION DRAWINGS SHALL APPLY TO THIS PROJECT IN ADDITION TO THE FOLLOWING NOTES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SAFE AND EFFECTIVE VEHICULAR TRAFFIC CONTROL 24 HOURS A DAY FOR THE DURATION OF THIS PROJECT. THIS WILL INCLUDE PROVIDING, PLACING, MAINTAINING, AND SUBSEQUENTLY REMOVING ALL NECESSARY TRAFFIC CONTROL MEASURES FOR ALL PROPOSED CONSTRUCTION OPERATIONS.

BEFORE THE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAME(S) AND TELEPHONE NUMBER(S) OF A PERSON OR PERSONS WHO CAN BE CONTACTED TWENTY-FOUR (24) HOURS A DAY BY THE ENGINEER, OR ANY OTHER INTERESTED POLICE AGENCY.

THIS PERSON OR PERSONS SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ALL TRAFFIC CONTROL DEVICES NEEDED TO MAINTAIN THE SAFETY OF THE TRAVELED PAVEMENT FOR THE DURATION OF THIS PROJECT. THIS PERSON SHALL HAVE AVAILABLE ALL MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED REPAIRS WITHIN A REASONABLE PERIOD OF TIME AS PER C.M.S. 614.14.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT, EXCEPT IN PHASE 1 FULL DEPTH PAVEMENT REPAIRS IN WHICH NIGHT TIME FLAGGING OPERATIONS WILL BE PERMITTED.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ACCESS TO AND FROM ALL LOCAL RESIDENTIAL AND BUSINESS DRIVES WITHIN THE LIMITS OF THIS PROJECT SHALL BE MAINTAINED AT ALL TIMES (24 HOURS A DAY) BY USING THE EXISTING PAVEMENT, TEMPORARY PAVEMENT, AND THE PROPOSED PAVEMENT UNLESS OTHERWISE DIRECTED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SEQUENCE THE WORK TO HELP MINIMIZE THE NEED FOR TEMPORARY AGGREGATE PAVEMENT. TEMPORARY AGGREGATE PAVEMENT CAN BE ASPHALT GRINDINGS OR OTHER AGGREGATE APPROVED BY THE ENGINEER. THE COST OF INSTALLATION, MATERIAL, AND REMOVAL OF THE TEMPORARY AGGREGATE PAVEMENT IS TO BE PART OF THE ITEM 614 MAINTAINING TRAFFIC LUMP SUM.

THE CONTRACTOR WILL BE REQUIRED TO PROVIDE, ERECT, MAINTAIN (IN PROPER POSITION, CLEAN AND LEGIBLE, AND IN GOOD WORKING CONDITION), AND SUBSEQUENTLY REMOVE ALL LIGHTS, SIGNS, CONES, BARRICADES, EXISTING PAVEMENT MARKINGS, AND ANY OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC.

THE CONTRACTOR SHALL ADJUST THE LOCATION AND/OR SPACING OF ALL TRAFFIC CONTROL CHANNELING DEVICES AS DICTATED BY THE PROGRESS OF THE REQUIRED WORK TO ALLOW CONSTRUCTION ACCESS TO WORK AREAS WHILE MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL DURING ALL CONSTRUCTION OPERATIONS. THE ORIGINAL LOCATION, PLACEMENT, SPACING AND SUBSEQUENT RELOCATION OR REMOVAL OF ALL TRAFFIC CONTROL DEVICES SHALL BE SUBJECT TO THE ENGINEER'S APPROVAL.

IT IS INTENDED THAT THE TRAFFIC NOT BE SUBJECTED TO ANY LANE CLOSURES UNLESS ACTIVE WORK IS BEING PERFORMED IN OR IMMEDIATELY ADJACENT TO THE CLOSED LANE. THE ROADWAY SHALL NOT BE RESTRICTED TO ANY LANE CLOSURE DURING PERIODS OF INTERMITTENT OR IRREGULAR WORK, NOR CLOSED SOLELY FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION AS TO WHAT CONSTITUTES ACTIVE WORK AND WHETHER OR NOT THE LANE CLOSURE IS JUSTIFIED.

IF, IN THE OPINION OF THE ENGINEER, THE LANE CLOSURE IS NOT JUSTIFIED, THEY MAY ORDER ALL OR PART OF THE LANE CLOSURE REOPENED TO TRAFFIC (UNTIL SUCH TIME THIS CONDITION IS CORRECTED.)

THE CONTRACTOR SHALL MAINTAIN TWO WAY TRAFFIC ALONG E. SPRINGFIELD STREET AT ALL TIMES UNLESS OTHERWISE SHOWN IN THE MOT PLANS. WHEN THE CLOSURE OF A THRU LANE IS REQUIRED, THE CONTRACTOR SHALL FOLLOW THE APPROPRIATE ODOT MAINTAINING TRAFFIC STANDARD CONSTRUCTION DRAWING.

ITEM 614 - MAINTAINING TRAFFIC (CONT.)

THE CONTRACTOR SHALL FURNISH AND INSTALL ADVANCE WARNING "ROAD WORK AHEAD" (W20-1) SIGNS AND "END ROAD WORK" (G20-2) SIGNS, ON ALL PUBLIC ROADS ENTERING OR EXITING THE PROJECT LIMITS, AS WELL AS OTHER NECESSARY MAINTENANCE OF TRAFFIC SIGNS.

THE FLASHING ARROW PANELS SHOWN IN THE MOT PLAN SHALL BE INCLUDED IN THIS PAY ITEM.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

CONSTRUCTION SEQUENCE

PHASE 1: THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO CONSTRUCT THE FULL DEPTH PAVEMENT REPAIRS AS SHOWN IN THE PLAN SHEETS BY REMOVING THE EXISTING ASPHALT PAVEMENT, EXISTING CONCRETE BASE COURSE, IF APPLICABLE, AND REPLACING WITH THE REQUIRED DEPTH OF ITEM 255 CONCRETE REPAIR AND ITEM 301 ASPHALT CONCRETE BASE COURSE SUCH THAT THE PAVEMENT IS FLUSH WITH THE EXISTING CONGRUENT ASPHALT SURFACE. THE PAVEMENT REPAIR SURFACE WILL BE MILLED AND RESURFACED IN A FUTURE CONSTRUCTION PHASE.

MOREOVER, THE EXISTING DRAINAGE STRUCTURE LOCATED IN THE PAVEMENT AT STA. 347+44 (19.5' RT) AND THE EXISTING CURB INLETS ALONG THE MEDIAN AT STA. 367+93 AND 369+70 SHALL BE REPLACED DURING THIS PHASE OF CONSTRUCTION.

DUE TO THE EXISTING CONCRETE BASE JOINTS ENCOMPASSING BOTH LANES OF TRAFFIC IN ONE DIRECTION, IT IS EXPECTED THE CONTRACTOR WILL NEED TO CLOSE BOTH LANES OF TRAFFIC TO CONSTRUCT THE REPAIRS AS NECESSARY. AT NO TIME WILL EAST SPRINGFIELD STREET BE COMPLETELY CLOSED IN EITHER DIRECTION. THUS, ONE LANE OF TRAFFIC MAY BE MAINTAINED FOR TWO-WAY TRAFFIC AT CERTAIN LOCATIONS BY THE USE OF FLAGGING OPERATIONS BETWEEN THE HOURS OF 6:00PM AND 6:30AM. THE NIGHT TIME FLAGGING OPERATIONS SHALL BE FLOODLIGHTED.

PHASE 2: THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO REMOVE THE EXISTING CURB ALONG THE SOUTHERN EDGE OF EAST SPRINGFIELD STREET, CONSTRUCT THE PROPOSED CURB, REPLACE THE REQUIRED STORM INLETS, AND INSTALL STREET LIGHTING ALONG THE SAME SOUTHERN EDGE OF EAST SPRINGFIELD STREET. THE 2' WIDE FULL DEPTH PAVEMENT REPLACEMENTS ALONG THE FACE OF THE PROPOSED CURB SHALL BE REPLACED WITH 6" OF ITEM 304 AGGREGATE BASE, 7.25" OF ITEM 613 LOW STRENGTH MORTAR BACKFILL, AND 3.25" OF ITEM 441 ASPHALT CONCRETE, INTERMEDIATE COURSE. W8-9 "LOW SHOULDER" SIGNS SHALL BE PROVIDED ACCORDING TO PLAN TO FOREWARN DRIVERS. THIS SECTION OF PAVEMENT WILL BE RESURFACED IN A FUTURE CONSTRUCTION PHASE.

IN ADDITION, PORTIONS OF THE TRAFFIC SIGNAL AT BONG STREET (SIGNAL POLES ON THE SOUTHERN SIDE) ALONG WITH THE ADJACENT CURB RAMP CAN BE INSTALLED DURING THIS PHASE. NEW TRAFFIC SIGNAL HEADS SHALL BE COVERED UNTIL PROPOSED SIGNAL IS READY TO BE ACTIVATED.

LIKewise, PROPOSED CURB RAMP ON THE SOUTHERN RIGHT TURN LANE OF CENTENNAL BOULEVARD CAN BE CONSTRUCTED IN THIS PHASE.

TRAFFIC ISLANDS AT BOTH BONG STREET AND CENTENNAL BOULEVARD SHALL BE INSTALLED DURING A LATER PHASE.

AT NO TIME WILL EAST SPRINGFIELD STREET BE CLOSED IN EITHER DIRECTION AND AT LEAST ONE LANE OF TRAFFIC IN BOTH DIRECTIONS MUST REMAIN OPEN AT ALL TIMES. FURTHERMORE, ACCESS TO/FROM THE EXIT RAMP OF HARSHMAN ROAD, BONG STREET, AND CENTENNAL BOULEVARD SHALL BE MAINTAINED AT ALL TIMES. SEE MAINTENANCE OF TRAFFIC PLAN SHEETS.

CONSTRUCTION SEQUENCE (CONT.)

PHASE 3: THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO REMOVE THE EXISTING CURB ALONG THE NORTHERN EDGE OF EAST SPRINGFIELD STREET, CONSTRUCT THE PROPOSED CURB, REPLACE THE REQUIRED STORM INLETS, AND INSTALL STREET LIGHTING ALONG THE SAME NORTHERN EDGE OF EAST SPRINGFIELD STREET. THE 2' WIDE FULL DEPTH PAVEMENT REPLACEMENTS ALONG THE FACE OF THE PROPOSED CURB SHALL BE REPLACED WITH 6" OF ITEM 304 AGGREGATE BASE, 7.25" OF ITEM 613 LOW STRENGTH MORTAR BACKFILL, AND 3.25" OF ITEM 441 ASPHALT CONCRETE, INTERMEDIATE COURSE. W8-9 "LOW SHOULDER" SIGNS SHALL BE PROVIDED ACCORDING TO PLAN TO FOREWARN DRIVERS. THIS SECTION OF PAVEMENT WILL BE RESURFACED IN A FUTURE CONSTRUCTION PHASE.

IN ADDITION, PORTIONS OF THE TRAFFIC SIGNAL AT BONG STREET (SIGNAL POLES ON THE NORTHERN SIDE) ALONG WITH THE ADJACENT CURB RAMP CAN BE INSTALLED DURING THIS PHASE. NEW TRAFFIC SIGNAL HEADS SHALL BE COVERED UNTIL PROPOSED SIGNAL IS READY TO BE ACTIVATED.

OTHER AREAS OF THE PROJECT TO BE COMPLETED IN THIS PHASE SHALL BE THE REMOVAL OF THE EXISTING BIKE TURN OFF LANE (306+25) PRIOR TO THE PRIVATE ROUNDABOUT DRIVE, INSTALLATION OF A CURB RAMP AT WAKE AVENUE, CLOSURE OF THE PARKING LOT ENTRANCE AT CENTENNAL BOULEVARD ALONG WITH CURB RAMP CONSTRUCTION, BUS STOP CONSTRUCTION, AND MISCELLANEOUS TRAFFIC SIGNAL INSTALLATION.

TRAFFIC ISLANDS AT BOTH BONG STREET AND CENTENNAL BOULEVARD SHALL BE INSTALLED AT A LATER PHASE.

AT NO TIME WILL EAST SPRINGFIELD STREET BE CLOSED IN EITHER DIRECTION AND AT LEAST ONE LANE OF TRAFFIC IN BOTH DIRECTIONS MUST REMAIN OPEN AT ALL TIMES. FURTHERMORE, ACCESS TO AND FROM THE ENTRANCE RAMP OF HARSHMAN ROAD, PRIVATE DRIVE, WAKE AVENUE, EDNA AVENUE, AND CENTENNAL BOULEVARD PARKING LOT SHALL BE MAINTAINED AT ALL TIMES. SEE PLAN SHEETS 22 TO 33 ALONG WITH ODOT STD. DWG. MT-95.31.

PHASE 4: THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO CONSTRUCT THE COMPLETE INSTALLATION OF THE TRAFFIC SIGNAL AT THE INTERSECTION OF EAST SPRINGFIELD STREET AND BONG STREET ALONG WITH THE PROPOSED TRAFFIC ISLAND AND ISLAND CURB RAMPS.

ALSO, THIS PHASE OF CONSTRUCTION IS TO REMOVE THE EXISTING TRAFFIC ISLAND AT THE INTERSECTION OF EAST SPRINGFIELD STREET AND CENTENNAL BOULEVARD, RECONSTRUCT THE TRAFFIC ISLAND AT A SIMILAR LOCATION WITH COMPLIANT CURB RAMPS, AND COMPLETE THE INSTALLATION OF THE TRAFFIC SIGNAL ITEMS.

ALL FULL DEPTH PAVEMENT REPLACEMENTS ALONG CURB LINES SHALL BE REPLACED WITH 6" OF ITEM 304 AGGREGATE BASE, 7.25" OF ITEM 613 LOW STRENGTH MORTAR BACKFILL, AND 3.25" OF ITEM 441 ASPHALT CONCRETE, INTERMEDIATE COURSE. THIS SECTION OF PAVEMENT WILL BE RESURFACED IN A FUTURE CONSTRUCTION PHASE.

AT NO TIME WILL EAST SPRINGFIELD STREET BE CLOSED IN EITHER DIRECTION AND AT LEAST ONE LANE OF TRAFFIC IN BOTH DIRECTIONS MUST REMAIN OPEN AT ALL TIMES. FURTHERMORE, ACCESS TO AND FROM BONG STREET, EDNA AVENUE, AND CENTENNAL BOULEVARD SHALL BE MAINTAINED AT ALL TIMES. SEE PLAN SHEETS 34 TO 39 ALONG WITH ODOT STD. DWG. MT-95.31.

PHASE 5: THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO PERFORM THE 1.75" OF PAVEMENT PLANING (MILLING) AND 0.25" OF PAVEMENT PLANING (MILLING) ALONG THE PROPOSED CURB, PAVING THE FINAL 1.75" OF ITEM 826 ASPHALT CONCRETE SURFACE COURSE, APPLYING THE FINAL PAVEMENT MARKINGS, CONSTRUCTING FINAL SIGNAGE, SEEDING AND MULCHING, AND ANY OTHER MISCELLANEOUS WORK TO COMPLETE THE CONSTRUCTION PROJECT.

AT NO TIME WILL EAST SPRINGFIELD STREET BE CLOSED IN EITHER DIRECTION AND AT LEAST ONE LANE OF TRAFFIC IN EACH DIRECTION MUST REMAIN OPEN AT ALL TIMES. ACCESS TO AND FROM ALL PRIVATE DRIVES AND ROADWAYS SHALL BE MAINTAINED AT ALL TIMES. PLAN SHEETS FOR THIS PHASE OF CONSTRUCTION IS NOT PROVIDED. MAINTENANCE OF TRAFFIC SHALL FOLLOW ALL STANDARDS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL ALONG WITH ODOT STD. DWG. MT-95.31, MT-95.32, AND MT-99.20.

GENERAL: THE SEQUENCE OF CONSTRUCTION NEEDS TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH IS SAFE FOR THE TRAVELING AND PEDESTRIAN PUBLIC. THE CONTRACTOR MAY SUBMIT ALTERATIONS TO THE MAINTENANCE OF TRAFFIC PLAN WITH WRITTEN APPROVAL FROM THE ENGINEER.

CONSTRUCTION SEQUENCE (CONT.)

FOR MAINTENANCE OF LOCAL, BUSINESS, AND EMERGENCY VEHICLE TRAFFIC PURPOSES, LOCAL TRAFFIC MUST BE MAINTAINED AT ALL TIMES. MINIMUM LANE WIDTHS OF 10 FEET SHALL BE PROVIDED AT ALL TIMES, ALONG WITH ADEQUATE RADII AT INTERSECTIONS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIAL NEEDED FOR MAINTAINING TRAFFIC THROUGH ALL STAGES OF CONSTRUCTION IN ACCORDANCE WITH ITEM 614, INCLUDING STIPULATIONS STATED ELSEWHERE ON THESE PLANS, SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED IN THE PLAN.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIALS SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY, UNLESS THE BASE WIDENING IS SEPARATED FROM TRAFFIC BY DRUMS OR PORTABLE CONCRETE BARRIER AS SHOWN IN THE MOT PLAN DETAILS FOR PHASES 2 AND 3. IN MOT PHASE 2 AND 3, THE OUTER-MOST LANE OF TRAVEL WILL BE CLOSED TO TRAFFIC. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

THE CONTRACTOR WILL NOT BE COMPENSATED FOR ANY BACKFILL MATERIAL USED IN THE CLOSING OF THE OPEN TRENCH.

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 10 M.GAL

ITEM 614 - REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS, AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614 - REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614 - REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS, AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614 - REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 15 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

SHEET NUM.										PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.	
3	4	5	43	44	45	46	CALC	01/S<2/P V	EXT	TOTAL	EXT	TOTAL					
															ROADWAY		
								LS	201	11000	LS			CLEARING AND GRUBBING			
			2,273	1,070	186 577	145 613			3,674	202	23000	3,674	SY	PAVEMENT REMOVED			
					65				1,190	202	30000	1,190	SF	WALK REMOVED			
			9,017	3,429	181	102			65	202	30800	65	SY	TRAFFIC ISLAND REMOVED			
			186	32					12,729	202	32000	12,729	FT	CURB REMOVED			
									218	202	32500	218	FT	CURB AND GUTTER REMOVED			
					284	63			347	202	35100	347	FT	PIPE REMOVED, 24" AND UNDER			
						16			16	202	35200	16	FT	PIPE REMOVED, OVER 24"			
					1				1	202	58000	1	EACH	MANHOLE REMOVED			
						23	14		37	202	58100	37	EACH	CATCH BASIN REMOVED			
			2,252	1,054					3,306	202	98300	3,306	SY	REMOVAL MISC.:CONCRETE BASE REMOVED	6		
1,244			5,250	1,591	27				8,112	204	10000	8,112	SY	SUBGRADE COMPACTION			
588			2,284	834			2,020		5,726	204	13000	5,726	CY	EXCAVATION OF SUBGRADE			
588			2,284	834			2,020		5,726	204	30010	5,726	CY	GRANULAR MATERIAL, TYPE B			
	4								4	204	45000	4	HOUR	PROOF ROLLING			
1,244			5,250	1,591					8,085	204	50000	8,085	SY	GEOTEXTILE FABRIC			
					561	883			1,444	608	10001	1,444	SF	4" CONCRETE WALK, AS PER PLAN	5		
			84	104	294	383			865	608	52001	865	SF	CURB RAMP, AS PER PLAN	5,6		
					28	12			40	653	10000	40	CY	TOPSOIL FURNISHED AND PLACED			
3									3	SPECIAL	69070030	3	CY	ENVIRONMENTAL, LANDFILL LANDFILL WASTE	4		
1									1	SPECIAL	69070030	1	CY	ENVIRONMENTAL, LANDFILL LEACHATE	4		
															EROSION CONTROL		
		2,140							2,140	659	00300	2,140	CY	TOPSOIL			
		19,279							19,279	659	00500	19,279	SY	SEEDING AND MULCHING, CLASS 1			
		964							964	659	14000	964	SY	REPAIR SEEDING AND MULCHING			
		964							964	659	15000	964	SY	INTER-SEEDING			
		2.7							2.7	659	20000	2.7	TON	COMMERCIAL FERTILIZER			
		109							109	659	35000	109	MGAL	WATER			
									5,000	832	30000	5,000	EACH	EROSION CONTROL			
															DRAINAGE		
		50							50	611	00900	50	FT	6" CONDUIT, TYPE B			
		50							50	611	01100	50	FT	6" CONDUIT, TYPE C			
		50							50	611	01800	50	FT	8" CONDUIT, TYPE B			
		50							50	611	02000	50	FT	8" CONDUIT, TYPE C			
					120	57			177	611	04400	177	FT	12" CONDUIT, TYPE B			
					105	25			130	611	05900	130	FT	15" CONDUIT, TYPE B			
					40				40	611	07400	40	FT	18" CONDUIT, TYPE B			
					50				50	611	08900	50	FT	21" CONDUIT, TYPE B			
					10				10	611	10400	10	FT	24" CONDUIT, TYPE B			
						18			18	611	13400	18	FT	30" CONDUIT, TYPE B			
						2			2	611	98370	2	EACH	CATCH BASIN, NO. 6			
					21	12			33	611	98690	33	EACH	CATCH BASIN, MISC.:Type D	85		
					6	11			17	611	99654	17	EACH	MANHOLE ADJUSTED TO GRADE			

GENERAL SUMMARY

MOT E. SPRINGFIELD ST.
IMPROVEMENTS



SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
3	6	43	44	45	46	55	56	CALC	01/S<2/P V	EXT	TOTAL	EXT	TOTAL				
		2,236	854														
									3,090	254	01001	3,090	3,090	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1/4")	6	
2,140								39,969	39,969	254	01001	39,969	39,969	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1-3/4)	6	
									2,140	254	01600	2,140	2,140	SY	PATCHING PLANED SURFACE		
1,244		1,466	128						2,838	255	10110	2,838	2,838	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC FS		
190		225	20						435	301	46000	435	435	CY	ASPHALT CONCRETE BASE, PG64-22		
		555	241	12	12				820	304	20000	820	820	CY	AGGREGATE BASE		
		133	52						185	407	10000	185	185	GAL	TACK COAT		
								3,872	3,872	407	20000	3,872	3,872	GAL	NON-TRACKING TACK COAT		
		202	77						279	441	50300	279	279	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)		
				27					27	452	13011	27	27	SY	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN	5	
			217						217	452	14011	217	217	SY	10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P, AS PER PLAN	5	
		139	35						174	609	12001	174	174	FT	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN	5, 86	
		9,290	3,662						12,952	609	26001	12,952	12,952	FT	CURB, TYPE 6, AS PER PLAN	5, 86	
		23	49						72	609	58001	72	72	SY	9" CONCRETE TRAFFIC ISLAND, AS PER PLAN	5	
		444	171						615	613	41300	615	615	CY	LOW STRENGTH MORTAR BACKFILL (TYPE 2)		
	100	1,779	702						2,581	SPECIAL	69012050	2,581	2,581	SY	REINFORCED MESH FOR TRANSVERSE AND/OR LONGITUDINAL JOINTS AND CRACKS	6	
	LS								LS	SPECIAL	69098400	LS	LS		TESTING	6	
	1,865								1,865	SPECIAL	69098900	1,865	1,865	GAL	ASPHALT REJUVENATING AGENT	6	
		2	1					2,092	2,095	826	10041	2,095	2,095	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), FIBER TYPE C, AS PER PLAN	6	
						56	50		106	625	00450	106	106	EACH	CONNECTION, FUSED PULL APART		
						6			6	625	00470	6	6	EACH	CONNECTION, UNFUSED BOLTED		
						28	4		32	625	10481	32	32	EACH	LIGHT POLE, DECORATIVE, AS PER PLAN	108	
							21		21	625	10500	21	21	EACH	LIGHT POLE, MISC.:MONOARM RISE LIGHT POLE (AT12B32.5)	108	
						26	2		28	625	14000	28	28	EACH	LIGHT POLE FOUNDATION, 24" X 6" DEEP		
						2	2		4	625	14001	4	4	EACH	LIGHT POLE FOUNDATION, 24" X 6" DEEP, AS PER PLAN	108	
							21		21	625	14100	21	21	EACH	LIGHT POLE FOUNDATION, 24" X 8" DEEP		
						9,864	24,345		34,209	625	23302	34,209	34,209	FT	NO. 6 AWG 2400 VOLT DISTRIBUTION CABLE		
						2,016	4,068		6,084	625	23400	6,084	6,084	FT	NO. 10 AWG POLE AND BRACKET CABLE		
						2,056	6,804		8,860	625	25408	8,860	8,860	FT	CONDUIT, 2", 725.051		
						103			103	625	25604	103	103	FT	CONDUIT, 4", 725.051		
						701	370		1,071	625	25909	1,071	1,071	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 2"	88	
						62	143		205	625	25909	205	205	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"	88	
							283		283	625	25909	283	283	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 4"	88	
							21		21	625	26253	21	21	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN	108	
						28	4		32	625	27551	32	32	EACH	LUMINAIRE, DECORATIVE, AS PER PLAN (PHILLIPS HADCO RL32 LED OR APPROVED EQUAL)	108	
						2,246	6,804		9,050	625	29000	9,050	9,050	FT	TRENCH		
						2	3		5	625	30510	5	5	EACH	PULL BOX, 725.06, SIZE 4		
						29	27		56	625	32000	56	56	EACH	GROUND ROD		
							3		3	625	34001	3	3	EACH	POWER SERVICE, AS PER PLAN	108	
							473		473	632	69800	473	473	FT	SERVICE CABLE, 3 CONDUCTOR, NO. 6 AWG		

GENERAL SUMMARY

MOT E. SPRINGFIELD ST. IMPROVEMENTS

CALCULATED
A.J.H.
CHECKED
M.J.T.

40
135

CALCULATED
BHB
CHECKED
MJT

SHEET NO.	REFERENCE NO.	STATION RANGE		TYPICAL SECTION	SIDE	DISTANCE (D)		AVERAGE WIDTH (W)		SURFACE AREA (A) A=DxW/9		CADD GENERATED AREA		202	202	202	202	202	204	204	204	204	254	255	301	304	407	441	452	608	609	609	609	613	SPECIAL	826						
						FT	FT	FT	FT	SY	SY	SY	SY	SY	SY	FT	FT	SY	SY	CY	CY	SY	SY	CY	CY	GAL	CY	SY	SF	FT	FT	SY	CY	SY	CY							
			TO																																							
69	P57	352+65.70	352+80.00		LT/RT	14.30	16.95	26.93	26.73									26.73	8.91	8.91	26.73		26.73	4.08																		
69	P58	352+67.40	354+29.50		LT	162.10	14.00	252.16	36.00					252.19		94		252.19	63.00	21.00	21.00	63.00	36.00										162.00		7.20	30.06						
69	P59	352+95.20	353+68.30		LT	73.10	2.00	16.24	16.26					16.26				28.43	9.48	9.48	28.43	16.26												73.00		3.25	0.79					
69	T12	352+95.80	353+28.08		RT	32.28	2.00	7.17	22.49					22.49		54.20		38.32	12.77	12.77	38.32	22.49											95.00		4.50	19.90						
69-73	P60	353+94.51	371+18.19		RT	1723.68	2.00	383.04	406.02					406.02		1699	32.00	406.02	688.69	325.22	325.22	688.69	406.02										100.70	24.36	36.54	1696.00		81.20	330.00			
69-70	P61	354+29.50	359+10.87		LT	481.37	2.00	106.97	111.38					111.38		488		111.38	192.71	192.71	192.71	192.71	111.38												27.60	6.68	10.02	488.00		22.28	93.52	
70	P62	357+87.70	357+96.90		RT	9.20	25.50	26.07	26.08									26.08	13.04	13.04	26.08			26.08	3.98																	
70	P63	359+67.80	359+76.40		LT/RT	8.60	32.48	31.04	31.03									31.03	15.52	15.52	31.03			31.03	4.74																	
70-72	P64	359+42.90	370+80.69		LT	1137.79	2.00	252.84	261.14					261.14		1148		261.14	452.47	213.67	213.67	452.47	261.14													64.78	15.67	23.50	1148.00		52.23	217.22
72	P65	366+65.10	366+73.80		RT	8.70	12.47	12.05	12.04									12.04	6.02	6.02	12.04			12.04	1.84																	
72	P66	367+88.10	367+97.90		RT	9.80	6.80	7.40	7.53									7.53	3.77	3.77	7.53			7.53	1.15										4.63		5.37					
72	P67	368+45.30	368+52.00		RT	6.70	25.25	18.80	19.23									19.23	9.62	9.62	19.23			19.23	2.94																	
72	P68	369+65.30	369+74.80		RT	9.50	4.00	4.22	4.44									4.44	2.22	2.22	4.44			4.44	0.68									6.08		5.19						
													SUBTOTALS		1069.48	64.91	3429	32	1053.22	1590.70	833.94	833.94	1590.70	853.29	127.08	19.41	240.64	51.20	76.80	216.19	103.84	35	3662.00	48.06	170.66	701.26	0.79					
													TOTALS CARRIED TO GENERAL SUMMARY		1070	65	3429	32	1054	1591	834	834	1591	854	128	20	241	52	77	217	104	35	3662	49	171	702	1					

PAVEMENT CALCULATION SUBSUMMARY

MOT E. SPRINGFIELD ST.
IMPROVEMENTS