

## 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 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 W. 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.

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.

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 WEST SPRINGFIELD STREET BE CLOSED IN EITHER DIRECTION. THUS, ONE LANE OF TRAFFIC MAY BE MAINTAINED FOR TWO-WAY TRAFFIC AT CERTAIN LOCATIONS BY THE USE OF FLAGGING DURING DAYLIGHT BETWEEN THE HOURS OF 9:00 AM AND 3:30 PM. FLAGGING OPERATIONS SHALL FOLLOW ODOT STD. DWG. MT-97.10 (7-18-14). NO NIGHT TIME WORK IS PERMITTED ON THIS PROJECT.

IN ADDITION, CATCH BASIN REPLACEMENTS AND CURB REPAIR ARE INTENDED TO BE PERFORMED IN THIS PHASE AT STA. 297+72 RT AND 299+56 RT. TRAFFIC IN THESE LOCATIONS WILL ALREADY BE RECONFIGURED INTO ONE LANE OF TRAFFIC FROM EAST SPRINGFIELD CONSTRUCTION. CONTRACTOR SHALL DRUM THE LOCATIONS, BUT NO MAJOR TRAFFIC PATTERN SHIFTS ARE ANTICIPATED.

LASTLY, PAVEMENT REPAIRS AND CURB REPAIRS AT THE BOTTOM OF THE EASTBOUND RAMP FOR HARSHMAN ONTO SPRINGFIELD STREET WILL REQUIRE THE CLOSURE OF THE EASTBOUND RAMP. CONTRACTOR SHALL PROVIDE "ROAD WORK AHEAD" SIGNS AT THE TOP OF THE RAMP AND CLOSE THE EAST BOUND PORTION OF THE RAMP AT THE "SPLIT" FOR THE WESTBOUND INTENDED VEHICLES AND THE EASTBOUND INTENDED VEHICLES. TWO (2) ROAD CLOSED TYPE III BARRICADES SHALL BE PLACED AT THIS LOCATION. THE CONTRACTOR SHALL ALSO REMOVE THE EXISTING LEFT TURN MARKINGS AND COVER THE LEFT TURN SIGNAGE. EAST BOUND TRAFFIC SHALL USE THE WEST BOUND EXIT RAMP AND FOLLOW THE TRAFFIC SIGNAL REGULATIONS FOR RIGHT HAND TURNS.

THE CONTRACTOR IS PERMITTED TO COMPLETE WORK ACTIVITIES IN PHASE 1 UP THROUGH NOVEMBER 1, 2022. AFTER THIS DATE, ROADWAY TRAFFIC PATTERN MUST RETURN TO ORIGINAL CONFIGURATION WITHOUT TRAFFIC RESTRICTIONS UNTIL THE START OF PHASE 2 CONSTRUCTION. ANY WORK NOT COMPLETED IN PHASE 1 CAN BE RESTARTED DURING PHASE 2 ACTIVITIES BEGINNING APRIL 1, 2022. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO GENERAL SUMMARY TO ADDRESS POTENTIAL POTHOLES FORMED DURING WINTER MONTHS:

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 2 CY

**PHASE 2 (START DATE OF APRIL 1, 2023 UNLESS OTHERWISE APPROVED BY PROJECT ENGINEER):** THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO REMOVE THE EXISTING CURB ALONG THE SOUTHERN EDGE OF WEST SPRINGFIELD STREET, CONSTRUCT THE PROPOSED CURB AND SIDEWALK, REPLACE EXISTING DRIVEWAYS, REPLACE THE REQUIRED STORM INLETS, AND INSTALL STREET LIGHTING ALONG THE SAME SOUTHERN EDGE OF WEST SPRINGFIELD STREET. THE 3' 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 (OR THE REQUIRED DEPTH NECESSARY TO BRING THE PROPOSED ASPHALT SURFACE TO 1.5" LOWER THAN THE EXISTING ASPHALT). THE 1.5" DROP OFF BETWEEN THE EXISTING ASPHALT AND THE REPLACED CURB SECTION IS THE MAXIMUM ALLOWABLE DEPTH WHERE NO WEDGE COURSE IS REQUIRED ACCORDING TO STD. DWG. MT-101.90. 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, INTERSECTIONS AT GLENDEAN AVENUE AND OLD HARSHMAN ROAD ALONG THE SOUTHERN SIDE OF SPRINGFIELD STREET SHALL BE RECONSTRUCTED ACCORDING TO PLAN. THE RE-ALIGNMENT OF NORTHCLIFF DRIVE SHALL ALSO OCCUR DURING PHASE 2 OF THIS PROJECT IN THE FOLLOWING ORDER:

## CONSTRUCTION SEQUENCE (CONTINUED)

**PHASE 2A:** GLENDEAN AVENUE SHALL BE CLOSED AND TRAFFIC SHALL BE DETOURED WITH APPROPRIATE WARNING SIGNS TO EITHER THE NORTHCLIFF INTERSECTION OR THE OLD HARSHMAN INTERSECTION. A TYPE III BARRICADE WITH A "LOCAL TRAFFIC ONLY" SIGN SHALL BE PLACED JUST NORTH OF THE INTERSECTION OF GLENDEAN AND NORTHCLIFF.

**PHASE 2B:** OLD HARSHMAN SHALL BE CLOSED AND TRAFFIC SHALL BE DETOURED WITH APPROPRIATE WARNING SIGNS TO EITHER THE GLENDEAN INTERSECTION OR THE NORTHCLIFF INTERSECTION. A TYPE III BARRICADE WITH A "LOCAL TRAFFIC ONLY" SIGN SHALL BE PLACED JUST NORTH OF THE INTERSECTION OF OLD HARSHMAN AND NORTHCLIFF.

**PHASE 2C:** NORTHCLIFF AVENUE SHALL BE CLOSED FOR THE AREA OF THE RE-ALIGNMENT. THE INTERSECTION OF NORTHCLIFF, GARDEN, AND SPRINGFIELD SHALL REMAIN OPEN SUCH THAT 2-WAY TRAFFIC CAN ACCESS THE PROPERTIES ON GARDEN AVENUE. A TYPE III BARRICADE WITH A "LOCAL TRAFFIC ONLY" SIGN SHALL BE PLACED JUST WEST OF THE INTERSECTION OF GLENDEAN AND NORTHCLIFF.

**PHASE 2D:** THE INTERSECTION OF NORTHCLIFF AND SPRINGFIELD SHALL BE REMOVED AND THE CUL-DE-SAC NEAR THIS LOCATION SHALL BE CONSTRUCTED TO THE MAXIMUM EXTENT POSSIBLE. ACCESS FROM NORTHCLIFF TO SPRINGFIELD STREET SHALL STILL REMAIN CLOSED DURING THIS PHASE. TEMPORARY PAVEMENT SHALL BE CONSTRUCTED TO ALLOW AT LEAST ONE WAY TRAFFIC TO ACCESS GARDEN AVENUE AND HEAD EAST ON NORTHCLIFF. THE TYPE III BARRICADE FROM PHASE 2C SHALL REMAIN IN THE SAME LOCATION.

**PHASE 2E:** TRAFFIC ACCESSING GARDEN AVENUE SHALL BE FLIPPED TO THE COMPLETED SIDE OF THE CUL-DE-SAC AND AT LEAST ONE LANE OF TRAFFIC MUST BE MAINTAINED AT ALL TIMES. THE RE-ALIGNMENT INTERSECTION OF NORTHCLIFF AND SPRINGFIELD SHALL BE OPEN TO TRAFFIC AND VEHICLES EXITING GARDEN AVENUE SHALL ACCESS SPRINGFIELD STREET THROUGH THIS INTERSECTION. ALL REMAINING CONSTRUCTION ON NORTHCLIFF SHALL BE COMPLETED IN THIS PHASE. THE TYPE III BARRICADE FROM THE PREVIOUS PHASE SHALL REMAIN IN THE SAME LOCATION.

**PHASE 3:** THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO REMOVE THE EXISTING CURB ALONG THE NORTHERN EDGE OF WEST SPRINGFIELD STREET, CONSTRUCT THE PROPOSED CURB AND SIDEWALK, REPLACE EXISTING DRIVEWAYS, REPLACE THE REQUIRED STORM INLETS, AND INSTALL STORM SEWER AT LOCATIONS SHOWN ON THE PLANS. THE 3' 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 (OR THE REQUIRED DEPTH NECESSARY TO BRING THE PROPOSED ASPHALT SURFACE TO 1.5" LOWER THAN THE EXISTING ASPHALT). THE 1.5" DROP OFF BETWEEN THE EXISTING ASPHALT AND THE REPLACED CURB SECTION IS THE MAXIMUM ALLOWABLE DEPTH WHERE NO WEDGE COURSE IS REQUIRED ACCORDING TO STD. DWG. MT-101.90. 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, THE INTERSECTION AT OLD HARSHMAN ALONG THE NORTHERN EDGE OF SPRINGFIELD STREET SHALL BE RECONSTRUCTED ACCORDING TO PLAN ALONG WITH THE REMOVAL OF THE INTERSECTION OF NORMAN AND SPRINGFIELD WITH A CUL-DE-SAC REPLACEMENT. THE ABOVE MENTIONED WORK SHALL BE COMPLETED IN THE FOLLOWING ORDER:

**PHASE 3A:** OLD HARSHMAN SHALL BE CLOSED FROM THE INTERSECTION AT NORMAN TO THE INTERSECTION AT SPRINGFIELD STREET. TRAFFIC SHALL BE DETOURED WITH APPROPRIATE WARNING SIGNS TO DIRECT TRAFFIC DOWN NORMAN BOULEVARD TO ACCESS SPRINGFIELD STREET.

**PHASE 3B:** THE INTERSECTION OF NORMAN AND SPRINGFIELD STREET SHALL BE REMOVED AND THE CUL-DE-SAC SHALL BE CONSTRUCTED AT THIS LOCATION ALONG WITH DRIVEWAYS, SIDEWALKS, AND ADDITIONAL PARKING ACCORDING TO PLAN. TRAFFIC SHALL BE MAINTAINED THROUGH THE COMPLETED INTERSECTION OF OLD HARSHMAN AND SPRINGFIELD STREET.

**PHASE 4:** THE INTENT OF THIS PHASE OF CONSTRUCTION IS TO PERFORM THE 1.75" OF PAVEMENT PLANING ALONG SPRINGFIELD STREET, VARIABLE DEPTH PAVEMENT PLANING ALONG NORMAN BOULEVARD, PAVING THE FINAL 1.75" OF ITEM 826 ASPHALT CONCRETE SURFACE COURSE AT BOTH LOCATIONS, PAVING FINAL SURFACE COURSE ON FULL DEPTH RECONSTRUCTION LOCATIONS, APPLYING THE FINAL PAVEMENT MARKINGS, CONSTRUCTING FINAL SIGNAGE, SEEDING AND MULCHING, AND ANY OTHER MISCELLANEOUS WORK TO COMPLETE THE CONSTRUCTION PROJECT.

## CONSTRUCTION SEQUENCE (CONTINUED)

AT NO TIME WILL WEST 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 ARE 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, MT-99.20, AND MT-101.90.

**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.

## 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 PLANS. NO UNPROTECTED TRENCH SHALL BE LEFT OPEN OVERNIGHT. 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 12 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.

CALCULATED  
DNMS  
CHECKED  
MUT

MAINTENANCE OF TRAFFIC NOTES

MOT-W. SPRINGFIELD ST. RECON

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SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	DMS	CHECKED	MUT			
11	12	54	55	56	57	58				CALCS	01/S-2/P V	ITEM	EXT	TOTAL										
						2,888					2,888	625	29000	2,888	FT	<b>LIGHTING</b>								
						2					2	625	30510	2	EACH	TRENCH								
						2					2	625	31600	2	EACH	PULL BOX, 725.06, SIZE 4							131	
						17					17	625	32000	17	EACH	PULL BOX, MISC.: ADJUSTED TO GRADE								131
						2					2	625	34001	2	EACH	GROUND ROD								131
						312					312	632	69900	312	FT	POWER SERVICE, AS PER PLAN								
																<b>TRAFFIC CONTROL</b>								
		309									309	630	03100	309	FT	SERVICE CABLE, 3 CONDUCTOR, NO. 4 AWG								
		93									93	630	08520	93	FT	GROUND MOUNTED SUPPORT, NO. 3 POST								
		189.75									189.75	630	80100	189.75	SF	STREET NAME SIGN SUPPORT, NO. 3 POST								
		12									12	630	80511	12	EACH	SIGN, FLAT SHEET								123
		33									33	630	84900	33	EACH	SIGN, STREET NAME, AS PER PLAN								
																REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL								
																REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL								
																REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL								
																REMOVAL OF POLE MOUNTED SIGN AND STORAGE								
																SIGNING, MISC.:REMOVAL OF ENCROACHMENT SIGNS AND STORED								10
																EDGE LINE, 6"								
																CENTER LINE								
																CHANNELIZING LINE, 8"								
																STOP LINE								
																CROSSWALK LINE, 24"								
																TRANSVERSE/DIAGONAL LINE								
																CHEVRON MARKING								
																PARKING LOT STALL MARKING								
																LANE ARROW								
																WORD ON PAVEMENT, 72"								
																DOTTED LINE, 6"								
																BIKE LANE SYMBOL MARKING								
																YIELD LINE								
																REMOVAL OF PAVEMENT MARKING								
																<b>MAINTENANCE OF TRAFFIC</b>								
																LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE								
																REPLACEMENT SIGN								
																REPLACEMENT DRUM								
																ASPHALT CONCRETE FOR MAINTAINING TRAFFIC								
																WORK ZONE CENTER LINE, CLASS I								
																WORK ZONE CENTER LINE, CLASS I, 642 PAINT								
																WORK ZONE CENTER LINE, CLASS III, 642 PAINT								
																WORK ZONE EDGE LINE, CLASS I, 6"								
																WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT								
																WORK ZONE CHANNELIZING LINE, CLASS I, 8"								
																WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT								
																WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT								
																WORK ZONE STOP LINE, CLASS I								
																WORK ZONE STOP LINE, CLASS III, 642 PAINT								
																WORK ZONE ARROW, CLASS I								
																WORK ZONE ARROW, CLASS III, 642 PAINT								
																WATER								
																<b>INCIDENTALS</b>								
																MAINTAINING TRAFFIC								
																FIELD OFFICE, TYPE B								
																CONSTRUCTION LAYOUT STAKES AND SURVEYING								
																MOBILIZATION								

GENERAL SUMMARY

MOT-W. SPRINGFIELD ST. RECON

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