

WATERWAY PERMIT COMPLIANCE

ALL PROJECTS INVOLVING JURISDICTIONAL WATER OF THE UNITED STATES (STREAMS, RIVERS, NON-ISOLATED WETLANDS) AND/OR ISOLATED WETLANDS ARE SUBJECT TO REGULATION UNDER SECTIONS 404 AND 401 OF THE CLEAN WATER ACT, AND POSSIBLY OHIO EPA ISOLATED WETLAND LAW. THE SECTION 404/401 WATERWAY PERMITS HAVE NOT YET BEEN AUTHORIZED FOR THIS PROJECT. THE CONTRACTOR SHALL NOT PERFORM ANY WORK IN AND/OR PLACE ANY FILL IN ANY STREAMS, RIVERS, AND/OR WETLANDS UNTIL THE FINAL SECTION 404/401 PERMITS ARE VERIFIED FOR THE PROJECT. THE COMPLETE VERIFIED SECTION 404.401 PERMITS WILL BE OBTAINED PRIOR TO PROJECT CONSTRUCTION AND THE WATERWAY PERMIT(S) CONDITIONS SHALL BE INCORPORATED INTO THE PROJECT CONSTRUCTION PLACE AS SPECIAL PROVISIONS. THE PROJECT CONTRACTOR SHALL ADHERE TO THE WATERWAY PERMIT(S) TERMS AND CONDITIONS THROUGHOUT PROJECT CONSTRUCTION.

TREE CLEARING ACTIVITY

NO TREE CLEARING ON ANY PART OF THE PROJECT SHALL OCCUR FOR THE PROJECT UNTIL ALL NECESSARY SECTION 404/401 PERMITS AUTHORIZING THE PROJECT HAVE BEEN OBTAINED FROM REGULATORY AGENCIES.

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM MARCH 16 THROUGH NOVEMBER 14. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM NOVEMBER 15 THROUGH MARCH 15. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

PAVEMENT RESTORATION FOR MONUMENT ASSEMBLY INSTALLATIONS

THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 623, MONUMENT ASSEMBLIES.

ITEM 301, ASPHALT CONCRETE BASE, PG64-22, (449) 1 CU. YD.

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 6 INCHES AND A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE MONUMENT ASSEMBLIES.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

ITEM 202 - FENCE REMOVED FOR REUSE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT CMS 202, THE CONTRACTOR SHALL CAREFULLY REMOVE THE EXISTING FENCE, POSTS, HARDWARE AND ALL POST FOUNDATIONS DESIGNATED FOR REMOVAL IN THE PLANS SO AS NOT TO DAMAGE ANY REMOVAL ITEMS AND STORE THE FENCE AND ALL HARDWARE FOR REERECTION. POST FOUNDATIONS SHALL BE DISPOSED OF BY THE CONTRACTOR AND CAREFULLY REMOVED FROM THE POSTS SO AS NOT TO DAMAGE ANY POSTS.

UPON COMPLETION OF CONFLICTING WORK WITH THE FENCE, THE CONTRACTOR SHALL REERECT THE FENCE, POSTS, AND HARDWARE IN THE LOCATION DESIGNATED BY THE ENGINEER AND PROVIDE AND INSTALL POST FOUNDATIONS EQUIVALENT OR BETTER THAN THE FOUNDATIONS REMOVED. ADDITIONAL HARDWARE NEEDED TO COMPLETE THIS WORK SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR.

PRIOR TO THE REMOVAL OF ANY FENCE OR POSTS DESIGNATED IN THE PLANS, THE CONTRACTOR SHALL CONTACT THE PROPERTY OWNER IN THE EVENT THAT THE PROPERTY OWNER WOULD ELECT TO PERFORM THIS WORK THEMSELVES.

PAYMENT FOR THE ABOVE STATED WORK SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 202 - FENCE REMOVED FOR REUSE, AS PER PLAN.

ITEM 611 - CONDUIT, MISC.: 60" X 78" CONDUIT, TYPE A, 706.04

IN ADDITION TO THE REQUIREMENTS OF ODOT CMS 611, THIS ITEM SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR AT THE LOCATION INDICATED IN THE PLANS.

PAYMENT FOR THE ABOVE STATED WORK SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 611 - CONDUIT, MISC.:

60" X 78" CONDUIT, TYPE A, 706.04.

ITEM 202 - REMOVAL, MISC.: POST REMOVED

THE CONTRACTOR SHALL REMOVE AND RETURN TO THE OWNER EXISTING POSTS AT LOCATIONS INDICATED IN THE PLANS. THIS WORK SHALL ALSO INCLUDE THE REMOVAL AND DISPOSAL OF POST FOUNDATIONS AND ALL INCIDENTALS NECESSARY TO PERFORM THE WORK.

PRIOR TO THE REMOVAL OF ANY POST DESIGNATED IN THE PLANS, THE CONTRACTOR SHALL CONTACT THE PROPERTY OWNER IN THE EVENT THAT THE PROPERTY OWNER WOULD ELECT TO PERFORM THIS WORK THEMSELVES.

PAYMENT FOR THE ABOVE STATED WORK SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE WORK AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER EACH FOR ITEM 202 - REMOVAL, MISC.: POST REMOVED.

ITEM SPECIAL - PAPERBOX REMOVED AND RESET

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING PAPER BOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING THE EXISTING PAPER BOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181.

ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

THE PAPER BOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

PAPER BOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL - PAPERBOX REMOVED AND RESET.

ITEM SPECIAL - SURVEY CONTROL VERIFICATION

THE CONTRACTOR SHALL PERFORM THIS WORK TO VERIFY THE PROVIDED SURVEY CONTROL. THE CONTRACTOR WILL PERFORM THE VERIFICATION USING ONE OF THE TWO METHODS BELOW DEPENDENT UPON THE CONTRACTOR'S CHOSEN MEANS OF SURVEY CONTROL TO BE USED ON THE PROJECT. THE WORK SHALL BE PERFORMED UNDER THE DIRECT SUPERVISION OF AN OHIO LICENSED SURVEYOR.

1) IF USING GPS DEVICES TO ESTABLISH AND OR PROVIDE SUPPLEMENTAL HORIZONTAL AND VERTICAL SURVEY CONTROL

- a. LOCATE VERTICAL CONTROL POINTS PROVIDED IN THE PLANS AND PERFORM A DIFFERENTIAL LEVEL CIRCUIT.
- b. PERFORM A SITE CALIBRATION UTILIZING THE AVAILABLE HORIZONTAL AND VERTICAL CONTROL POINTS PROVIDED IN THE PLAN.
- c. PROVIDE A REPORT, SIGNED BY AN OHIO LICENSED SURVEYOR, TO THE PROJECT ENGINEER COMPARING THE OBSERVED DATA TO THE PLAN DATA ALONG WITH A NARRATIVE DETAILING ANY DISCREPANCIES FOUND.

2) IF USING CONVENTIONAL SURVEY INSTRUMENTATION TO ESTABLISH AND OR PROVIDE SUPPLEMENTAL HORIZONTAL AND VERTICAL SURVEY CONTROL

- a. LOCATE VERTICAL CONTROL POINTS PROVIDED IN THE PLANS AND PERFORM A DIFFERENTIAL LEVEL CIRCUIT.
- b. LOCATE AND OBSERVE ANGLE AND DISTANCE TO ALL AVAILABLE HORIZONTAL CONTROL POINTS PROVIDED IN THE PLAN.
- c. PROVIDE A REPORT, SIGNED BY AN OHIO LICENSED SURVEYOR, TO THE PROJECT ENGINEER COMPARING THE OBSERVED DATA TO THE PLAN DATA ALONG WITH A NARRATIVE DETAILING ANY DISCREPANCIES FOUND.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID ITEM.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE ABOVE DESCRIBED WORK:

ITEM SPECIAL - SURVEY CONTROL VERIFICATION

VERIFICATION OF PROPOSED DRAINAGE STRUCTURE

PRIOR TO THE START OF CONSTRUCTION FOR THE PROPOSED CATCH BASIN AT STA. 1126+00, 19.50' RIGHT, THE CONTRACTOR SHALL VERIFY THAT THE PROPOSED CATCH BASIN WILL NOT CONFLICT WITH THE EXISTING 10" WATER MAIN.

IN THE EVENT THAT THE EXISTING 10" WATER MAIN WILL NEED RELOCATED OR LOWERED, THE CONTRACTOR SHALL INFORM THE ENGINEER PRIOR TO ANY RELOCATION OR LOWERING OF THE WATER MAIN. ADDITIONALLY, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE INTENDED PLAN OF RELOCATING OR LOWERING THE EXISTING WATER MAIN FOR APPROVAL.

PAYMENT FOR THE RELOCATING OR LOWERING OF THE EXISTING WATER MAIN SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS, INCLUDING ALL FITTINGS, BENDS, ETC., NECESSARY TO COMPLETE THE WORK AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER FOOT FOR ITEM 638 - 10" WATER MAIN DUCTILE IRON PIPE ANSI CLASS 52, MECHANICAL JOINTS AND FITTINGS, AS PER PLAN.

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GENERAL NOTES

POR-43-18.65

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ADDENDUM #3 - REVISED 10-7-22

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NOTIFICATION AND CONTACTS

THE CONTRACTOR SHALL NOTIFY THE FOLLOWING ENTITIES IN WRITTING AND VIA TELEPHONE AT LEAST EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES. INCLUDED IN THE NOTIFICATION SHALL BE THE PROJECTED DATES AND TIME FRAMES OF ANY ROAD CLOSURES.

- 1. OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 2088 SOUTH ARLINGTON ROAD AKRON, OHIO 44306 (330) 786-2208
2. OHIO STATE HIGHWAY PATROL RAVENNA PATROL POST 6259 STATE ROUTE 14 RAVENNA, OHIO 44266 (330) 297-1441
3. PORTAGE COUNTY ENGINEERING DEPARTMENT 5000 NEWTON FALLS RD RAVENNA, OHIO 44266 (330) 296-6411
4. CITY OF STREETSBORO POLICE DEPARTMENT 2080 STATE ROUTE 303 STREETSBORO, OHIO 44241 (330) 626-4976
5. CITY STREETSBORO FIRE DEPARTMENT 9184 STATE ROUTE 43 STREETSBORO, OHIO 44241 (330) 626-4664
6. STREETSBORO CITY SCHOOLS 9000 KIRBY LANE STREETSBORO, OHIO 44241 (330) 626-4900
7. CITY OF STREETSBORO ENGINEERING DEPARTMENT 9184 STATE ROUTE 43 (CITY HALL) STREETSBORO, OHIO 44241 (330) 626-4942 EXT. 4106
8. OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION 685 PROSPECT STREET BEREA, OHIO 44017-2799 (330) 971-2021 ATTN.: CHRISTOPHER MATTA

SHOULD THE PROJECTED DATES AND TIME FRAMES OF THE START AND END OF THE ROAD CLOSURES CHANGE THROUGHOUT THE DURATION OF THE PROJECT, THE AGENCIES LISTED ABOVE MUST BE NOTIFIED IMMEDIATELY OF SUCH CHANGES.

SEQUENCE OF CONSTRUCTION

PHASE 1 (S.R. 43 CULVERTS)

S.R. 43 SHALL BE CLOSED AND DETOURED FOR THE CONSTRUCTION OF THREE (3) 42" CULVERTS CROSSING AT STA. 1089+46, STA. 1105+05, AND STA. 1110+61. S.R. 43 CLOSURES SHALL BE LIMITED TO THREE (3) WEEKENDS. WEEKEND HOURS ARE DEFINED AS BETWEEN 7:00 PM FRIDAY AND 6:00 AM MONDAY. THE CONTRACTOR SHALL COMPLETE EACH CULVERT SEPARATELY, AND CANNOT BEGIN THE NEXT CULVERT CROSSING UNTILL THE COMPLETION AND RESTORATION OF THE ROADWAY FOR TRAFFIC. ALL CULVERT WORK MUST BE COMPLETED PRIOR TO THE CONSTRUCTION OF THE ROADWAY WIDENING.

IN ADDITION TO THE CULVERT WORK AT STA. 1110+61, THE CONTRACTOR SHALL INCLUDE THE INSTALLATION OF P-40, P-41, P-42, P-44, D-37, D-39, D-40 AND D-43 AS PART OF THE DRAINAGE SYSTEM. D-37, D-40 AND D-43 SHALL BE PLATED TO ALLOW VEHICLES TO DRIVE ON THEM DURING PHASE 3.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 2 (S.R. 43 WATER MAIN)

THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED WATER MAIN ON THE WEST SIDE AND EAST SIDE OF S.R. 43. TRAFFIC SHALL REMAIN IN THE EXISTING TRAFFIC PATTERN WHILE CLOSING THE SOUTHBOUND RIGHT SHOULDER (BETWEEN STA. 1091+21 AND STA. 1101+97) AND CLOSING THE NORTHBOUND RIGHT SHOULDER (BETWEEN STA. 1102+41 AND STA. 1115+65), IN ACCORDANCE WITH THE ODOTCD FIGURE 6H-3.

THE WATER MAIN CROSSINGS AT CHEROKEE TRAIL AND ON S.R. 43 SHALL BE COMPLETED PART-WIDTH WHILE MAINTAINING TWO-WAY, ONE-LANE TRAFFIC UNDER FLAGGER CONTROL IN ACCORDANCE WITH ODOT SCD MT-97.10.

THE CONTRACTOR SHALL CONSTRUCT THE REMAINING PROPOSED WATER MAIN ON THE EAST SIDE OF S.R. 43 (BETWEEN STA. 1119+34 AND STA. 1120+60) WHILE MAINTAINING TWO-WAY, ONE-LANE TRAFFIC UNDER FLAGGER CONTROL IN ACCORDANCE WITH MT-97.10.

ALL WATER LATERALS SHALL BE COMPLETED WHILE MAINTAINING TWO-WAY, ONE-LANE TRAFFIC SHALL BE MAINTAINED ON S.R. 43 UNDER FLAGGER CONTROL IN ACCORDANCE WITH MT-97.10.

THE CONTRACTOR SHALL NOT CONSTRUCT WATER LATERALS AND SERVICE CONNECTIONS UNTIL THE WATER MAIN HAS PASSED ALL CHLORINATION TESTING AND PRESSURE TESTING.

ALL PHASE 2 WATER MAIN WORK SHALL BE PERFORMED DURING OFF-PEAK HOURS (ANY PERIOD OTHER THAN 6:00-8:00 AM AND 3:00-6:00 PM (MONDAY THRU FRIDAY) AND ALL LEGAL HOLIDAYS).

PHASE 1 AND PHASE 2 MAY BE BUILT CONCURRENTLY.

PRE-PHASE 3 (S.R. 43 TEMPORARY PAVEMENT AND DRAINAGE)

PRIOR TO THE START OF PHASE 3, THE CONTRACTOR SHALL INSTALL P-30, P-31, P-33, P-34, P-43, D-29, D-31 AND HW-2. D-29 AND D-31 SHALL BE PLATED TO ALLOW VEHICLES TO DRIVE ON THEM DURING PHASE 3. CONNECTIONS FOR ADDITIONAL PIPES CONNECTED TO D-29 SHALL BE PLUGGED UNTIL CONSTRUCTION IS COMPLETED IN PHASE 4.

THE CONTRACTOR SHALL INSTALL TEMPORARY PAVEMENT ALONG THE WEST SIDE OF S.R. 43. THE MAXIMUM LENGTH OF WORK AREA SHALL NOT EXCEED 500 FEET. ALL PORTABLE BARRIER DETAILED IN THE PHASE 3 PLANS SHALL BE INSTALLED WITH THE TEMPORARY PAVEMENT AND REMAIN IN PLACE UNTIL THE COMPLETION OF PHASE 3 CONSTRUCTION ACTIVITIES.

THE CONTRACTOR SHALL MILL THE REMAINING EXISTING PAVEMENT AND LAY THE ASPHALT INTERMEDIATE COURSE WHILE MAINTAINING TWO-WAY, ONE-LANE TRAFFIC UNDER FLAGGER CONTROL IN ACCORDANCE WITH MT-97.12.

PRE-PHASE 3 WORK SHALL BE PERMITTED DURING OFF-PEAK HOURS (ANY PERIOD OTHER THAN 6:00-8:00 AM AND 3:00-6:00 PM (MONDAY THRU FRIDAY) AND ALL LEGAL HOLIDAYS) UNDER FLAGGER CONTROL, PER MT-97.10.

INTERIM COMPLETION

THE CONTRACTOR SHALL BE REQUIRED TO COMPLETE PHASE THROUGH PRE-PHASE 3 NO LATER THAN 8/15/2023. ALL EXISTING LANES SHALL BE OPEN AND AVAILABLE TRAFFIC BY 8/15/2023. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5,000 PER CALENDAR DAY.

SEQUENCE OF CONSTRUCTION (CONTINUED)

WINTER OVER PHASE

THIS PHASE IS INTENDED TO BE UTILIZED BETWEEN 8/15/2023 AND 4/01/2024.

NO PROPOSED ROADWAY CONSTRUCTION OR PAVING OPERATIONS SHALL OCCUR DURING THE WINTER OVER PHASE. TWO-LANES OF SR 43 TRAFFIC, ACCESS TO ALL DRIVEWAYS, AND ACCESS TO ALL INTERSECTING STREETS SHALL BE MAINTAINED.

AT THE APPROVAL OF THE ENGINEER, OTHER WORK MAY BE PERFORMED DURING THIS PERIOD PROVIDED THAT WINTER OVER TRAFFIC PATTERNS ARE RESTORED AT THE END OF EACH WORKDAY.

PHASE 3 (S.R. 43)

PHASE 3 CONSTRUCTION SHALL NOT BEGIN PRIOR TO 4/01/2024 WITHOUT THE APPROVAL OF THE ENGINEER.

TRAFFIC SHALL BE SHIFTED TO THE WEST SIDE OF S.R. 43, ON THE EXISTING/TEMPORARY PAVEMENT. LEFT TURN LANES SHALL BE MAINTAINED AT EVERGREEN DRIVE AND FROST ROAD. THE CONTRACTOR SHALL CONSTRUCT ALL ROADWAY IMPROVEMENTS TO THE EAST SIDE OF S.R. 43, INCLUDING THE ASPHALT PAVEMENT UP TO AND INCLUDING THE INTERMEDIATE COURSE.

ALL STORM SEWER CROSSINGS AND THE WATER SERVICE CONNECTIONS FOR S.R. 43 SHALL BE PERFORMED DURING OFF-PEAK HOURS WHILE MAINTAINING TWO-WAY, ONE-LANE TRAFFIC UNDER FLAGGER CONTROL IN ACCORDANCE WITH MT-97.10.

PIKE PARKWAY SHALL BE CLOSED AND DETOURED AS SHOWN IN THE DETOUR PLAN. ALL ROADWAY IMPROVEMENTS SHALL BE COMPLETED DURING THE CLOSURE. THE CLOSURE SHALL NOT EXCEED 7 CALENDAR DAYS.

PHASE 4 (S.R. 43, CHEROKEE TRAIL, GAYNELLE AVENUE AND SHAWNEE TRAIL)

TRAFFIC SHALL BE SHIFTED TO THE EAST SIDE OF S.R. 43, ON THE PROPOSED INTERMEDIATE COURSE. LEFT TURN LANES SHALL BE MAINTAINED AT EVERGREEN DRIVE AND FROST ROAD. THE CONTRACTOR SHALL CONSTRUCT ALL ROADWAY IMPROVEMENTS TO THE EAST SIDE OF S.R. 43, INCLUDING THE ASPHALT PAVEMENT UP TO AND INCLUDING THE INTERMEDIATE COURSE.

CHEROKEE TRAIL TRAFFIC SHALL BE SHIFTED TO THE CENTER OF CHEROKEE TRAIL. THE CONTRACTOR SHALL CONSTRUCT ALL ROADWAY IMPROVEMENTS TO THE NORTH AND SOUTH SIDE OF CHEROKEE TRAIL WHILE MAINTAINING TWO-WAY, TWO-LANE TRAFFIC.

ANY REMAINING STORM SEWER CROSSINGS AND THE WATER SERVICE CONNECTIONS FOR S.R. 43 SHALL BE PERFORMED DURING OFF-PEAK HOURS WHILE MAINTAINING TWO-WAY, ONE-LANE TRAFFIC UNDER FLAGGER CONTROL IN ACCORDANCE WITH MT-97.10.

SHAWNEE TRAIL AND GAYNELLE AVENUE SHALL BE CLOSED AND DETOURED AS SHOWN IN THE DETOUR PLANS. ALL ROADWAY IMPROVEMENTS SHALL BE COMPLETED DURING THE CLOSURE. THE SHAWNEE TRAIL CLOSURE SHALL NOT EXCEED 30 CALENDAR DAYS, AND THE GAYNELLE AVENUE CLOSURE SHALL NOT EXCEED 7 CALENDAR DAYS.

SHAWNEE TRAIL AND CHEROKEE TRAIL SHALL NOT BE CONSTRUCTED CONCURRENTLY.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 5 (S.R. 43 SURFACE COURSE AND PAVEMENT MARKINGS)

THE CONTRACTOR SHALL MILL THE REMAINING PAVEMENT OUTSIDE THE WIDENING LIMITS AND PLACE THE INTERMEDIATE COURSE. THE CONTRACTOR SHALL THOROUGHLY CLEAN THE ASPHALT INTERMEDIATE COURSE AND PLACE THE FINAL ASPHALT SURFACE COURSE AND THE FINAL PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS. THE WORK SHALL BE RESTRICTED TO OFF-PEAK HOURS (ANY PERIOD OTHER THAN 6:00-8:00 AM AND 3:00-6:00 PM (MONDAY THRU FRIDAY) AND ALL LEGAL HOLIDAYS). DURING MILLING AND PLACEMENT OF THE ASPHALT INTERMEDIATE AND SURFACE COURSE, TRAFFIC SHALL BE MAINTAINED UNDER FLAGGER CONTROL IN ACCORDANCE WITH MT-97.12. DURING FINAL PAVEMENT MARKING OPERATIONS, TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH MT-99.20.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL SHALL HAVE NO OTHER CONSTRUCTION RELATED DUTIES. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC

ITEM 622 - PORTABLE BARRIER PLACEMENT

DURING THE PLACEMENT OF THE PORTABLE BARRIER, TRAFFIC WILL BE PROHIBITED FROM OCCUPYING THE TRAVEL LANE ADJACENT TO THE BARRIER. THE BARRIER WILL BE PLACED AT NIGHT PER THE WORK HOUR RESTRICTION NOTE AND IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE MAP. THE CLOSURE OF THE ADJACENT LANE WILL BE PER THE STANDARD DRAWING MT-95.30.

THE CONTRACTOR WILL SUBMIT A PLAN TO THE ENGINEER FOR APPROVAL SEVEN (7) DAYS IN ADVANCE OF THE PLANNED LANE CLOSURE. WORK WILL NOT BEGIN UNTIL APPROVAL OF THE PLANS HAS BEEN GRANTED.

ALL COSTS INVOLVED IN PLACING THE PORTABLE CONCRETE BARRIER WILL BE INCLUDED IN THE CONTRACT PRICE BID FOR ITEM 622 - PORTABLE CONCRETE BARRIER.

BMP INSTALLATION IN DR-36

THE PROPOSED BMP STRUCTURE IS LOCATED IN DRIVE DR-36 AT STA. 1121+62. THE CONTRACTOR SHALL CLOSE DRIVE DR-36 FOR THE INSTALLATION OF THE BMP STRUCTURE. A TEMPORARY GRAVEL CONNECTION SHALL BE CONSTRUCTED BETWEEN DR-36 AND DR-37. THE DRIVE SHALL BE A MINIMUM OF 12' WIDE AND THE AGGREGATE SHALL BE A MINIMUM OF 4" THICK.

THE DRIVE CLOSURE SHALL BE LIMITED TO 7 CALENDAR DAYS. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE OF \$500 PER DAY.

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MAINTENANCE OF TRAFFIC NOTES

POR-43-18.65

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANES UNDER EITHER OF THE FOLLOWING CONDITION: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING DELINEATION OF PORTABLE AND PERMANENT BARRIER.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIERS REFLECTORS.

SIGNAL MODIFICATIONS

THE CONTRACTOR SHALL ADJUST THE LOCATIONS OF THE EXISTING, TEMPORARY OR PROPOSED SIGNAL HEADS AND THE TIMINGS FOR EACH PHASE OF CONSTRUCTION IN ACCORDANCE WITH THE OMUTCD, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL ENSURE THAT ALL MINIMUM / MAXIMUM SIGNAL HEAD TO PAVEMENT CLEARANCES ARE MAINTAINED AT ALL TIMES AND SHALL BE FIRST APPROVED BY THE ENGINEER. NO BREACH IN CLEARANCES SHALL BE PERMITTED.

THE COST FOR ALL LABOR, EQUIPMENT, TOOLS AND MATERIALS REQUIRED TO COMPLETE THE ABOVE DESCRIBED WORK SHALL BE INCIDENTAL TO THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. FROM THE TIME THE EXCAVATION BEGINS ON THE TRENCH WIDENING, THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS PLACED AT TEN (10) FOOT INTERVALS. THE LENGTH OF WIDENING OPEN AT ANY ONE TIME SHALL NOT BE GREATER THAN WHICH CAN BE COMPLETED WITHIN 14 CALENDAR DAYS. ALL PROPOSED SUBBASE AND ITEM 301 ASPHALT CONCRETE BASE MATERIAL SHALL BE COMPLETED IN A CONTINUOUS OPERATION.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A PORTABLE CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCE OF 800 FEET AND 600 FEET RESPECTIVELY.

EACH SIGN SHALL BE TRAILER MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM TO DIM THE SIGN DURING DARKNESS AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE PCMS SHOULD NOT BE LOCATED IN THE MEDIAN OF THE HIGHWAY UNLESS IT IS PROTECTED FROM BOTH DIRECTIONS OF TRAFFIC. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE THE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS WILL BE OFF. ADDITIONALLY WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW REFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

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

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

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

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL, IN ACTIVE CELLULAR AREAS, ALLOW REMOTE SIGN ACTIVATION, DEACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN (CONT.)

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOURS PER DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THEIR USE. THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITIES AS OUTLINED IN 614.02. PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 1 SNMT

WINTER OVER PHASE

UPON COMPLETION OF PRE-PHASE 3 CONSTRUCTION, THE CONTRACTOR SHALL RESTRIPE THE PROJECT MAINTAINING THE EXISTING TRAFFIC PATTERN FROM PRIOR TO THE START OF CONSTRUCTION. THE LANES SHALL BE CENTERED ON THE PAVEMENT BETWEEN THE EXISTING EDGE OF SHOULDER ON THE EAST SIDE AND THE EDGE OF TEMPORARY PAVEMENT ON THE WEST SIDE. THE PAVEMENT MARKINGS WILL RESULT IN WIDE SHOULDERS ON EACH SIDE OF THE ROAD OVER THE WINTER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSTALL SHIFTS BASED ON THE SHIFTING TAPER RATES PROVIDED IN MT-102.20.

THE PORTABLE BARRIER PLACED IN PRE-PHASE 3 SHALL REMAIN IN PLACE OVER THE WINTER MONTHS. ALL LANES SHALL MAINTAIN A MINIMUM 2' CLEARANCE FROM EDGE LINE TO FACE OF BARRIER.

REMOVAL OF THE WINTER OVER PAVEMENT MARKINGS AT THE BEGINNING OF PHASE 3 SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN TO THE PAY ITEMS LISTED BELOW.

THE ESTIMATED QUANTITIES LISTED BELOW HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE USE AS DIRECTED BY THE ENGINEER. QUANTITIES PROVIDED BELOW INCLUDE MARKINGS APPLIED TO THE MILLED PAVEMENT AND INTERMEDIATE COURSE. ADDITIONALLY THE QUANTITIES INCLUDE ONE REAPPLICATION AFTER 120 CALENDAR DAYS.

- ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 648 3.15 MILE
- ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 4", 648 5.55 MILE
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 8", 648 750 FT
- ITEM 614 - WORK ZONE STOP LINE, CLASS I, 648 180 FT
- ITEM 614 - WORK ZONE ARROW, CLASS I, 648 6 EACH

TEMPORARY DRIVE PIPES

THE FOLLOWING QUANTITY HAS BE PROVIDED FOR THE INSTALLATION OF TEMPORARY DRIVE PIPES INSTALLED ON THE WEST SIDE OF SR 43 FOR PHASE 3 IN ORDER TO MAINTAIN POSITIVE DRAINAGE.

ITEM 611 - 15" CONDUIT, TYPE D 650 FT

TIME LIMITATION, CURB RAMP

FOR CURB RAMP WORK SOUTH OF STA. 1083+60, THE MAXIMUM ALLOWABLE TIME FOR THE CONTRACTOR TO HAVE AN INDIVIDUAL CURB RAMP AND ASSOCIATED SIDEWALK LEADING INTO THE CURB RAMP OUT OF SERVICE FOR THE REMOVAL AND REPLACEMENT SHALL BE 14 CONSECUTIVE CALENDAR DAYS (THE TIME PERIOD INCLUDES ALL WORK AND CURING TIME PERIOD).

AT THE CONCLUSION OF CONSTRUCTING OF THE CURB RAMP AND PRIOR TO OPENING TO PEDESTRIAN TRAFFIC THE CONTRACTOR SHALL ENSURE THAT THE REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING BP-7.1 ARE MET. THE CONTRACTOR SHALL USE ASPHALT AS A WEDGE, OR SUBMIT ANOTHER METHOD APPROVED BY THE ENGINEER, TO ENSURE THE TRANSITION FROM THE CURB RAMP TO THE ROADWAY ARE PER STANDARD CONSTRUCTION DRAWING BP-7.1. ALL COSTS TO PERFORM THIS WORK SHALL BE INCIDENTAL TO THE ASSOCIATED PAY ITEMS FOR THE INSTALLATION OF THE CURB RAMP.

SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$1000 PER DAY THAT THE CURB RAMP IS OUT OF SERVICE.

ACCESS TO PROPERTIES

ACCESS SHALL BE MAINTAINED TO ALL RESIDENTIAL AND COMMERCIAL PROPERTIES EXCEPT WHEN A DRIVEWAY MUST BE CLOSED FOR CONSTRUCTION. ALL RESIDENTS AND PROPERTY OWNERS SHALL BE PROVIDED WRITTEN NOTIFICATION BY THE CONTRACTOR A MINIMUM OF 24 HOURS PRIOR TO THE CLOSURE. THE NOTICE SHALL LIST THE TIME THE CLOSURE WILL BE EFFECT AND SHALL LIST 24-HOUR EMERGENCY PHONE NUMBERS OF THE CONTRACTOR RESPONSIBLE FOR THE CLOSURE. THE TIMES SHALL BE COORDINATED WITH EACH RESIDENT AND PROPERTY OWNER. INDIVIDUAL DRIVE CLOSURES SHALL BE KEPT TO THE MINIMUM TIME NEEDED FOR CONSTRUCTION ACTIVITIES. EVERY EFFORT MUST BE MADE TO ACCOMMODATE THE RESIDENT OR OWNER'S NEED FOR ACCESS. ACCESS MAY BE MAINTAINED WITH THE USE OF ASPHALT, AGGREGATE, OR STEEL PLATES.

WHERE A DRIVEWAY IS WIDE ENOUGH, THE CONTRACTOR SHALL CONSTRUCT THE DRIVEWAY PART-WIDTH WHILE MAINTAINING TWO-WAY TRAFFIC. WHERE A PROPERTY HAS MORE THAN ONE DRIVEWAY, DRIVES SHALL BE CONSTRUCTED ONE AT A TIME.

ALL LABOR AND MATERIALS REQUIRED FOR THE WORK DESCRIBED ABOVE SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

ITEM 614 - MAINTAINING TRAFFIC, MISC: PAVEMENT PATCHING

THIS WORK WILL BE AS DIRECTED BY THE ENGINEER AND WILL INCLUDE ALL ASSOCIATED MOT COSTS WITH THE ACTIVITY TO PROVIDE PAVEMENT REPAIRS DURING THE DURATION OF THE WINTER OVER PHASE. THE COST FOR EACH ITEM SHALL BE \$1.00. THE FIXED AMOUNT SHOWN IN THE PROPOSAL IS INCLUDED (AS ANY OTHER BID ITEMS) IN THE TOTAL BID AMOUNT. THIS FIXED AMOUNT IS THE DEPARTMENT'S ESTIMATE OF THE TOTAL COST OF PAVEMENT PATCHING WORK REQUIRED TO BE PERFORMED WITHIN THE WORK LIMITS AS DIRECTED BY THE ENGINEER. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM. FORCE ACCOUNT RECORDS SHALL BE KEPT TO TRACK AND ULTIMATELY DETERMINE THE AMOUNT OF THE PAY ITEM USED. THE WORK ITEM SHALL INCLUDE ALL WORK, AS DIRECTED BY THE ENGINEER, NEEDED TO RE-ESTABLISH A REASONABLY SAFE AND PASSABLE CONDITION OF THE PAVEMENT FOR THE DURATION OF THE WINTER OVER PHASE. THE CONTRACTOR SHALL MEET WITH THE ENGINEER TO ESTABLISH THE WORK AFTER EXECUTION OF THE CONTRACT. THE CONTRACTOR'S PROPOSED PHASING AND PHASING DURATIONS WILL ASSIST THE ENGINEER IN DETERMINING THE EXTENT OF THE WORK. THIS WORK IS ONLY INTENDED TO ESTABLISH A SAFE AND DRIVABLE CONDITION FOR THE DURATION OF THE WINTER OVER PHASE. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITIES OF 614.02B.

ITEM 614 - MAINTAINING TRAFFIC, MISC: PAVEMENT PATCHING 10,000 EACH



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SHEET NUM.

PART.

ITEM

ITEM
EXT

GRAND
TOTAL

UNIT

DESCRIPTION

SEE
SHEET
NO.

CALCULATED
MJT
CHECKED
JJS

| OFFICE CALCS | 9 | 83 | 87 | 155 | 165 | 167 | 168 | | | | 01/SAF/P V/STRE | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION | SEE SHEET NO. | |
|--------------|-------|-------|----|-----|-----|-----|-----|--|--|--|--------------------|------|-------------|----------------|------|---|---|-----|
| | | | | | | | | | | | | | | | | PAVEMENT | | |
| | | | | 4 | | | | | | | 4 | 441 | 50300 | 4 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) | | |
| | 1,198 | | | | | | | | | | 1,198 | 442 | 10001 | 1,198 | CY | ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN (PG70-22M) | 10 | |
| | 1,398 | | | | | | | | | | 1,398 | 442 | 22300 | 1,398 | CY | ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (449) | | |
| | 144 | | | 915 | | | | | | | 915 | 452 | 10050 | 915 | SY | 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS OC MS | | |
| | | | | 423 | | | | | | | 567 | 452 | 12050 | 567 | SY | 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS OC MS | | |
| | | 9,170 | | | | | | | | | 9,170 | 609 | 12001 | 9,170 | FT | COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN | 9 | |
| | | 98 | | | | | | | | | 98 | 609 | 20000 | 98 | FT | CURB, TYPE 3-A | | |
| | | 172 | | | | | | | | | 172 | 609 | 26000 | 172 | FT | CURB, TYPE 6 | | |
| | 4 | | | | | | | | | | 4 | 617 | 10100 | 4 | CY | COMPACTED AGGREGATE | | |
| | 3,500 | | | | | | | | | | 3,500 | 875 | 10000 | 3,500 | LB | LONGITUDINAL JOINT ADHESIVE | | |
| | | | | | | | | | | | | | | | | WATER WORK | | |
| | | | | | 5 | | | | | | 5 | 638 | 07800 | 5 | EACH | 6" GATE VALVE AND VALVE BOX | | |
| | | | | | 2 | | | | | | 2 | 638 | 07900 | 2 | EACH | 8" GATE VALVE AND VALVE BOX | | |
| | | | | | 4 | | | | | | 4 | 638 | 08000 | 4 | EACH | 10" GATE VALVE AND VALVE BOX | | |
| | | | | | 1 | | | | | | 1 | 638 | 08706 | 1 | EACH | 8" CUTTING-IN SLEEVE | | |
| | | | | | 1 | | | | | | 1 | 638 | 09000 | 1 | EACH | 8" CUTTING-IN SLEEVE, VALVE AND VALVE BOX | | |
| | | | | | 4 | | | | | | 4 | 638 | 09100 | 4 | EACH | 10" CUTTING-IN SLEEVE, VALVE AND VALVE BOX | | |
| | | | | | 1 | | | | | | 1 | 638 | 09520 | 1 | EACH | 10" X 10" TAPPING SLEEVE, VALVE AND VALVE BOX | | |
| | | | | | 1 | | | | | | 1 | 638 | 10300 | 1 | EACH | FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE | | |
| | | | | | 3 | | | | | | 3 | 638 | 10400 | 3 | EACH | FIRE HYDRANT ADJUSTED TO GRADE | | |
| | | | | | 9 | | | | | | 9 | 638 | 10800 | 9 | EACH | VALVE BOX ADJUSTED TO GRADE | | |
| | | | | | 9 | | 10 | | | | 19 | 638 | 10801 | 19 | EACH | VALVE BOX ADJUSTED TO GRADE, AS PER PLAN | 11 | |
| | | | | | 19 | | | | | | 19 | 638 | 10900 | 19 | EACH | SERVICE BOX ADJUSTED TO GRADE | | |
| | | | | | 4 | | | | | | 4 | 638 | 98000 | 4 | EACH | WATER WORK, MISC.: FIRE HYDRANT REMOVED FOR STORAGE (CITY OF STREETSBORO) | 167 | |
| | | | | | 4 | | | | | | 4 | 638 | 98000 | 4 | EACH | WATER WORK, MISC.: 6" FIRE HYDRANT (CITY OF STREETSBORO) | 167 | |
| | | | | | 1 | | | | | | 1 | 638 | 98000 | 1 | EACH | WATER WORK, MISC.: 6" FIRE HYDRANT WITH REMOTE SENSING (CITY OF STREETSBORO) | 167 | |
| | | | | | | 17 | | | | | 17 | 638 | 98000 | 17 | EACH | WATER WORK, MISC.: CURB BOX | 167 | |
| | | | | | | LS | | | | | LS | 638 | 98100 | LS | EACH | WATER WORK, MISC.: CITY OF STREETSBORO WATER DEPARTMENT CHARGES | 167 | |
| | | | | | | | | | | | | 638 | 98600 | 638 | FT | WATER WORK, MISC.: 6" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DR18 | 167 | |
| | | | | | | | | | | | | 638 | 98600 | 638 | FT | WATER WORK, MISC.: 8" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DR18 | 167 | |
| | | | | | | | | | | | | 638 | 98600 | 638 | FT | WATER WORK, MISC.: 10" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DR18 | 167 | |
| | | | | | | | | | | | | 638 | 98600 | 638 | FT | WATER WORK, MISC.: WATER MAIN ABANDONED | 167 | |
| | | | | | 546 | 200 | | | | | | 746 | 638 | 98600 | 746 | FT | WATER WORK, MISC.: 3/4" COPPER SERVICE LINE (CITY OF STREETSBORO) | 167 |
| | | | | | | | | | | | | | | | | SANITARY SEWER | | |
| | | | | | | 4 | | | | | | 4 | 611 | 99654 | 4 | EACH | MANHOLE ADJUSTED TO GRADE | |
| | | | | | | 3 | | | | | | 3 | 611 | 99690 | 3 | EACH | MANHOLE, MISC.: MANHOLE ADJUSTED TO GRADE (SANITARY) | 11 |

GENERAL SUMMARY

POR-43-18.65

3 ADDENDUM #3 - REVISED 10-7-22

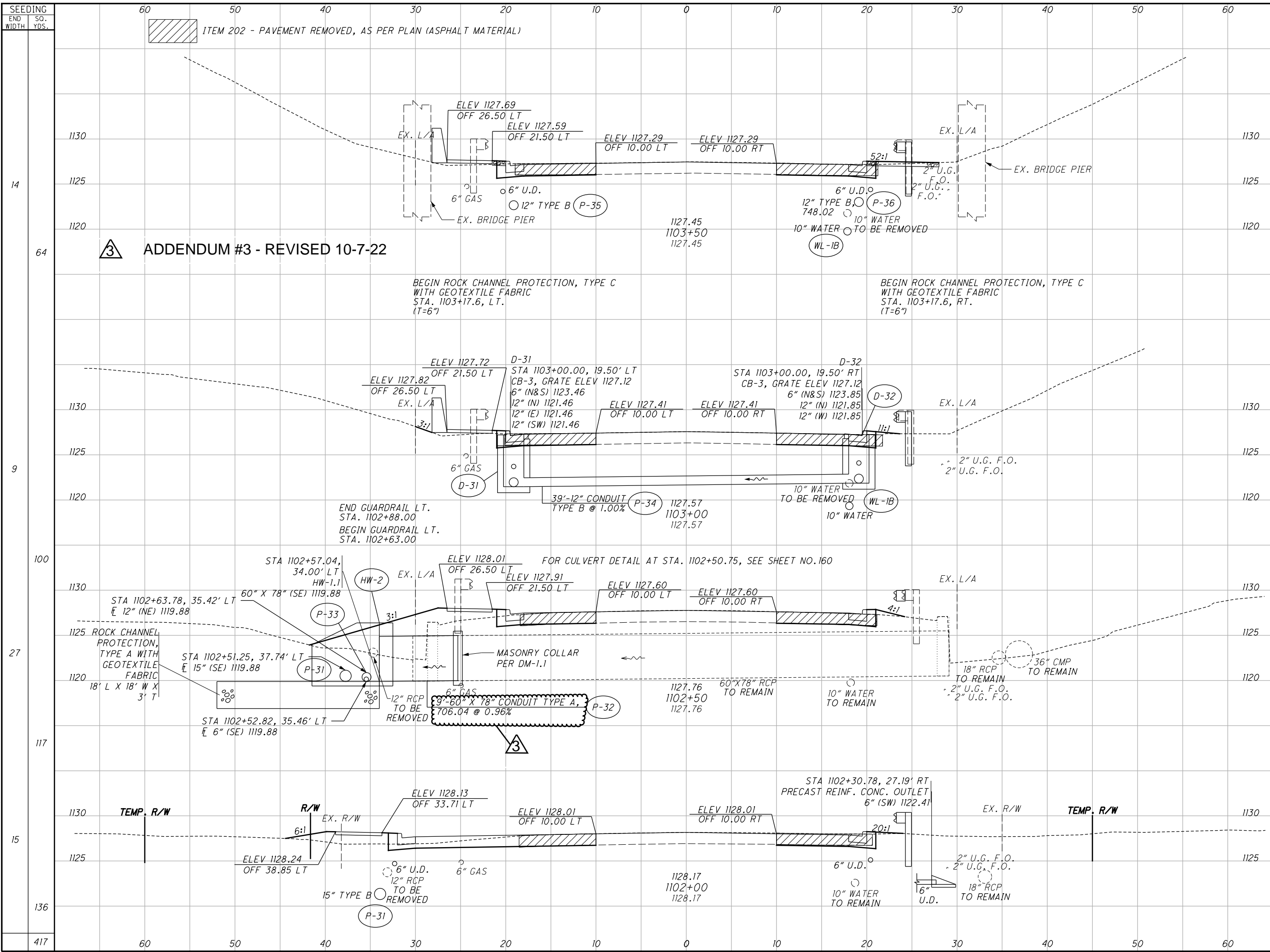
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 #TIMES 0
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| SHEET NUM. | | | | | | | | | | PART. | ITEM | ITEM | GRAND | UNIT | DESCRIPTION | SEE SHEET NO. | |
|------------|----|--------|-------|-------|------|--|--|--|--|--------------------|------|--------|-------|-------|-------------|---------------|--|
| 14 | 15 | 16 | 17 | 18 | 19 | | | | | 01/SAF/P V/STRE | | EXT | TOTAL | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | 100 | 57 | | | | | | | | 157 | 411 | 10000 | 157 | CY | MAINTENANCE OF TRAFFIC STABILIZED CRUSHED AGGREGATE |
| | | | 207 | 197 | | | | | | | | 404 | 609 | 26001 | 404 | FT | CURB, TYPE 6, AS PER PLAN |
| | | 650 | | | | | | | | | | 650 | 611 | 06400 | 650 | FT | 15" CONDUIT, TYPE D |
| | 60 | | | | | | | | | | | 60 | 614 | 11110 | 60 | hour | LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE |
| | | | 2 | | | | | | | | | 2 | 614 | 12384 | 2 | EACH | WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) |
| LS | | | | | | | | | | | | LS | 614 | 12420 | LS | | DETOUR SIGNING |
| 55 | | | | | | | | | | | | 55 | 614 | 13000 | 55 | CY | ASPHALT CONCRETE FOR MAINTAINING TRAFFIC |
| | | | 17 | | | | | | | | | 17 | 614 | 13310 | 17 | EACH | BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL) |
| | | | 17 | | | | | | | | | 17 | 614 | 13360 | 17 | EACH | OBJECT MARKER, TWO WAY |
| | | 10,000 | | | | | | | | | | 10,000 | 614 | 18000 | 10,000 | EACH | MAINTAINING TRAFFIC, MISC.: PAVEMENT PATCHING |
| | | | 0.59 | 0.69 | 0.76 | | | | | | | 2.04 | 614 | 18000 | 2.04 | MILE | MAINTAINING TRAFFIC, MISC.: PAVEMENT PATCHING |
| | | 3.15 | | | | | | | | | | 3.15 | 614 | 21000 | 3.15 | MILE | WORK ZONE CENTER LINE, CLASS I |
| | | | | | | | | | | | | | 614 | 21360 | | MILE | WORK ZONE CENTER LINE, CLASS I, 648 |
| | | | 1.22 | 0.99 | 0.85 | | | | | | | 3.06 | 614 | 22000 | 3.06 | MILE | WORK ZONE EDGE LINE, CLASS I, 4" |
| | | 5.55 | | | | | | | | | | 5.55 | 614 | 22330 | 5.55 | MILE | WORK ZONE EDGE LINE, CLASS I, 4", 648 |
| | | | | 81 | 91 | | | | | | | 172 | 614 | 23000 | 172 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 8" |
| | | 750 | | | | | | | | | | 750 | 614 | 23140 | 750 | FT | WORK ZONE CHANNELIZING LINE, CLASS I, 8", 648 |
| | | | 297 | | 289 | | | | | | | 586 | 614 | 24000 | 586 | FT | WORK ZONE DOTTED LINE, CLASS I |
| | | | | 338 | 45 | | | | | | | 383 | 614 | 25000 | 383 | FT | WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I |
| | | | 20 | 44 | 97 | | | | | | | 161 | 614 | 26000 | 161 | FT | WORK ZONE STOP LINE, CLASS I |
| | | 180 | | | | | | | | | | 180 | 614 | 26120 | 180 | FT | WORK ZONE STOP LINE, CLASS I, 648 |
| | | | | 1 | 1 | | | | | | | 2 | 614 | 30000 | 2 | EACH | WORK ZONE ARROW, CLASS I |
| | | | | 69 | | | | | | | | 69 | 614 | 32700 | 69 | SF | WORK ZONE ISLAND MARKING, CLASS I |
| | | 6 | | | | | | | | | | 6 | 614 | 30120 | 6 | EACH | WORK ZONE ARROW, CLASS I, 648 |
| LS | | | 2,954 | 1,357 | | | | | | | | LS | 615 | 10001 | LS | | ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN |
| | | | | | | | | | | | | 4,311 | 615 | 25000 | 4,311 | SY | PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B |
| 85 | | | | | | | | | | | | 85 | 616 | 10000 | 85 | MGAL | WATER |
| | | | 620 | | | | | | | | | 620 | 622 | 41100 | 620 | FT | PORTABLE BARRIER, UNANCHORED |
| | | | | | | | | | | | | | | | | | INCIDENTALS |
| | | | | | | | | | | | | LS | 614 | 11000 | LS | | MAINTAINING TRAFFIC |
| | | | | | | | | | | | | 21 | 619 | 16010 | 21 | MNTH | FIELD OFFICE, TYPE B |
| | | | | | | | | | | | | LS | 623 | 10000 | LS | | CONSTRUCTION LAYOUT STAKES AND SURVEYING |
| | | | | | | | | | | | | LS | 624 | 10000 | LS | | MOBILIZATION |

GENERAL SUMMARY

POR-43-18.65

#FILES 5
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 #TIMES 5
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3 ADDENDUM #3 - REVISED 10-7-22

BEGIN ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC STA. 1103+17.6, LT. (T=6")

BEGIN ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC STA. 1103+17.6, RT. (T=6")

END GUARDRAIL LT. STA. 1102+88.00
 BEGIN GUARDRAIL LT. STA. 1102+63.00

FOR CULVERT DETAIL AT STA. 1102+50.75, SEE SHEET NO. 160

ROCK CHANNEL PROTECTION, TYPE A WITH GEOTEXTILE FABRIC 18' L X 18' W X 3' T

TEMP. R/W

TEMP. R/W

| END AREA | VOLUME | CALCULATED | MUT | CHECKED | ERS |
|----------|--------|------------|-----|---------|-----|
| | | | | | |
| 4 | 3 | | | | |
| 6 | 6 | | | | |
| 2 | 3 | | | | |
| 5 | 45 | | | | |
| 3 | 46 | | | | |
| 14 | 53 | | | | |
| 12 | 11 | | | | |
| 21 | 32 | | | | |
| 46 | 136 | | | | |

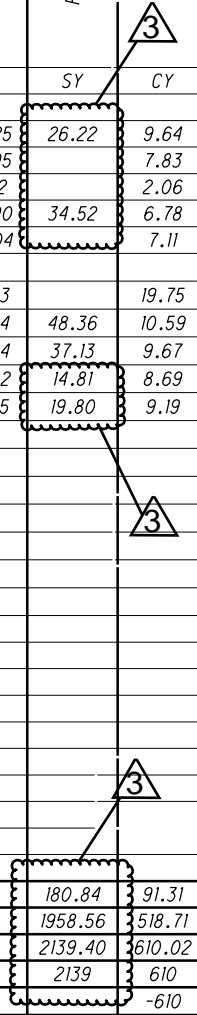
CROSS SECTIONS - S.R. 43
 STA. 1102+00 TO STA. 1103+50

POR-43-18.65

127
 252

9 FILES
 5 DATES
 5 TIMES
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| REFERENCE NO. | SHEET NO. | STATION | SIDE | DRIVE TYPE | DRIVE ANGLE (DEGREES) | EXISTING APRON MATERIAL | EXISTING DRIVE MATERIAL | PROPOSED APRON MATERIAL | PROPOSED DRIVE MATERIAL | APRON LENGTH "L1" | DRIVE LENGTH "L2" | WIDTH AT CURB "WC" | WIDTH OF DRIVE "WD" | "R1" (LEFT SIDE RADIUS OF DRIVE LOOKING FROM CL) | "R2" (RIGHT SIDE RADIUS OF DRIVE LOOKING FROM CL) | APRON AREA | DRIVE AREA | TOTAL DRIVE AREA + APRON AREA | 202 | 203 | 204 | 252 | 304 | 304 | 304 | 407 | 441 | 441 | 452 | 452 | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------|---------|------|------------|-----------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------|-------------------|--------------------|---------------------|--|---|------------|------------|-------------------------------|---------|--------|---------|--------|--------|--------|-------|------|-------|------|--------|--------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | | FT | FT | FT | FT | FT | FT | SF | SF | SF | SY | CY | SY | FT | CY | CY | CY | GAL | CY | CY | SY | SY | | | | | | | | | | | | | | | | | | | | | | |
| DR-46 | 98 | 1125+59 | LT. | RES. | 90 | ASPH. | AGG. | CONC. | AGG. | 10.0 | 23.2 | 34.1 | 10.3 | 12.0 | 12.0 | 102.40 | 236.85 | 339.25 | 26.22 | 9.64 | 37.69 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DR-47 | 98 | 1125+66 | RT. | RES. | 78 | AGG. | AGG. | CONC. | AGG. | 6.6 | 9.3 | 27.5 | 11.9 | 12.0 | - | 128.15 | 124.80 | 252.95 | | 7.83 | 28.11 | | | | | | | | | 11.38 | | | | | | | | | | | | | | | | | | | | | | |
| DR-48 | 98 | 1126+39 | LT. | RES. | 90 | AGG. | AGG. | - | AGG. | 7.5 | 8.4 | 34.4 | 8.8 | 12.0 | 12.0 | - | 83.52 | 83.52 | | 2.06 | 9.28 | | | | | | | | 14.24 | | | | | | | | | | | | | | | | | | | | | | | |
| DR-49 | 98 | 1127+25 | LT. | RES. | 90 | ASPH. | ASPH. | CONC. | ASPH. | 10.0 | 14.2 | 33.1 | 9.0 | 12.0 | 12.0 | 97.23 | 128.67 | 225.90 | 34.52 | 6.78 | 25.10 | 9.0 | | | | 0.79 | | | 10.80 | | | | | | | | | | | | | | | | | | | | | | | |
| DR-50 | 98 | 1127+86 | RT. | RES. | 90 | AGG. | AGG. | CONC. | AGG. | 7.8 | 2.2 | 38.2 | 14.1 | 12.0 | 12.0 | 170.17 | 32.87 | 203.04 | | 7.11 | 22.56 | | | | | | | | 18.91 | | | | | | | | | | | | | | | | | | | | | | | |
| DR-51 | 98 | 1128+24 | LT. | RES. | 90 | AGG. | AGG. | CONC. | AGG. | 10.0 | 35.7 | 40.7 | 16.7 | 12.0 | 12.0 | 135.26 | 596.87 | 732.13 | | 19.75 | 81.35 | | | | | | | | 15.03 | | | | | | | | | | | | | | | | | | | | | | | |
| DR-52 | 98 | 1128+79 | LT. | COMM. | 90 | CONC. | CONC. | CONC. | CONC. | 9.3 | 10.7 | 55.9 | 24.3 | 15.0 | 15.0 | 180.45 | 293.69 | 474.14 | 48.36 | 10.59 | 52.68 | 24.3 | | | | | | | | 52.68 | | | | | | | | | | | | | | | | | | | | | | |
| DR-53 | 98 - 99 | 1130+22 | LT. | COMM. | 90 | CONC. | CONC. | CONC. | - | 6.7 | - | 67.9 | 55.0 | 15.0 | - | 391.44 | - | 391.44 | 37.13 | 9.67 | 43.49 | 55.0 | | | | | | | | 43.49 | | | | | | | | | | | | | | | | | | | | | | |
| DR-54 | 99 | 1130+70 | LT. | COMM. | 90 | ASPH. | ASPH. | CONC. | - | 5.7 | - | 43.3 | 31.6 | - | 15.0 | 201.02 | - | 201.02 | 14.81 | 8.69 | 22.34 | 31.6 | | | | | | | | 22.34 | | | | | | | | | | | | | | | | | | | | | | |
| DR-55 | 99 | 1132+11 | LT. | COMM. | 90 | ASPH. | ASPH. | CONC. | - | 4.5 | - | 53.1 | 43.0 | 15.0 | 15.0 | 212.75 | - | 212.75 | 19.80 | 9.19 | 23.64 | 43.0 | | | | | | | | 23.64 | | | | | | | | | | | | | | | | | | | | | | |
| SUB-TOTALS THIS SHEET | | | | | | | | | | | | | | | | | | | 180.84 | 91.31 | 346.24 | 162.90 | 37.80 | 26.54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUBTOTALS CARRIED FROM SHEET NO. 154 | | | | | | | | | | | | | | | | | | | 1958.56 | 518.71 | 2294.00 | 566.80 | 280.79 | 95.50 | 49.87 | 4.97 | 33.63 | 4.39 | 844.26 | 280.54 | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | | | | | | | 2139.40 | 610.02 | 2640.24 | 729.70 | | 490.50 | | 4.97 | 34.42 | 4.39 | 914.62 | 422.69 | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO THE GENERAL SUMMARY | | | | | | | | | | | | | | | | | | | 2139 | 610 | 2640 | 730 | | 491 | | 5 | 34 | 4 | 915 | 423 | | | | | | | | | | | | | | | | | | | | | | |
| DRIVEWAY SURFACE AREA/VOLUME DEDUCTION (SEEDING AND MULCHING, EXCAVATION) CARRIED TO SHEET NO. 87 | | | | | | | | | | | | | | | | | | | | -610 | -2640 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



CALCULATED MJT CHECKED JJS
DRIVEWAY SUBSUMMARY
POR-43-18.65
 155
 252



0 10 20
 HORIZONTAL SCALE IN FEET

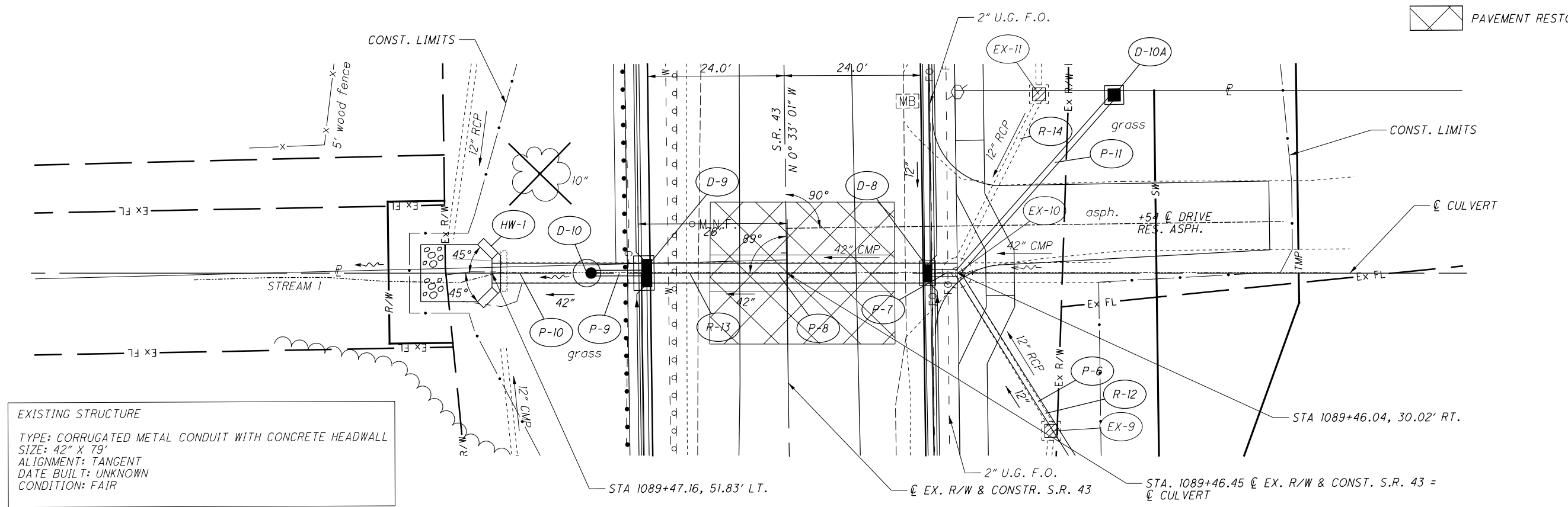
CALCULATED
 MJT
 CHECKED
 ERS

CULVERT DETAIL
 S.R. 43 - STA. 1089 + 46.45

POR-43-18.65

159
 252

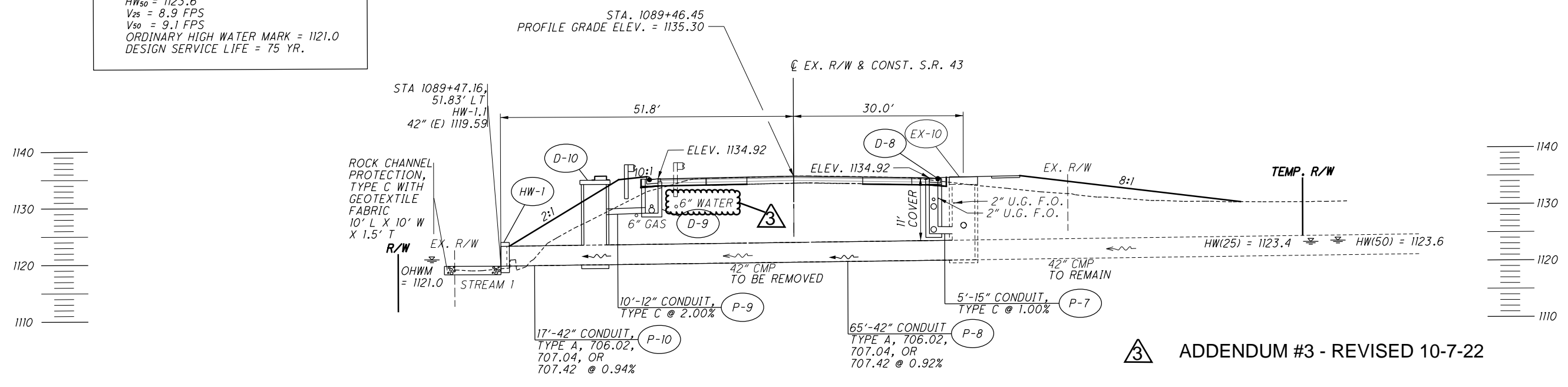
PAVEMENT RESTORATION AREA



EXISTING STRUCTURE
 TYPE: CORRUGATED METAL CONDUIT WITH CONCRETE HEADWALL
 SIZE: 42" X 79"
 ALIGNMENT: TANGENT
 DATE BUILT: UNKNOWN
 CONDITION: FAIR

HYDRAULIC DESIGN DATA
 DRAINAGE AREA = 34 Ac.
 $Q_{25} = 46$ CFS
 $Q_{50} = 50$ CFS
 $HW_{25} = 1123.4$
 $HW_{50} = 1123.6$
 $V_{25} = 8.9$ FPS
 $V_{50} = 9.1$ FPS
 ORDINARY HIGH WATER MARK = 1121.0
 DESIGN SERVICE LIFE = 75 YR.

FOR ESTIMATED QUANTITIES, SEE SHEET'S 81 - 86



ADDENDUM #3 - REVISED 10-7-22

(HW-1) STA 1089+47.16, 51.83' LT
 HW-1.1
 42" (E) 1119.59

(D-8) STA 1089+46.10, 25.50' RT
 CB-6, GRATE ELEV 1134.75
 6" (N&S) 1130.84
 12" (N) 1125.28
 12" (S) 1129.34
 15" (E) 1125.03

(D-9) STA 1089+46.80, 25.50' LT
 CB-3, GRATE ELEV 1134.75
 6" (N&S) 1129.83
 12" (W) 1128.83
 12" (S) 1128.83

(D-10) STA 1089+46.93, 35.14' LT
 MH-3, RIM ELEV 1135.45
 42" (E&W) 1119.75
 12" (E) 1128.63

(EX-10) STA 1089+46.04, 30.02' RT
 EX. MH, GRATE ELEV 1133.70'
 RECONST. TO GRADE - RIM ELEV. 1135.04
 42" CMP W 1120.35
 12" RCP NE 1125.95
 12" RCP SE 1126.00
 42" CMP E 1120.45
 12" (SE) 1126.00
 15" (W) 1124.98
 42" (W) 1120.35

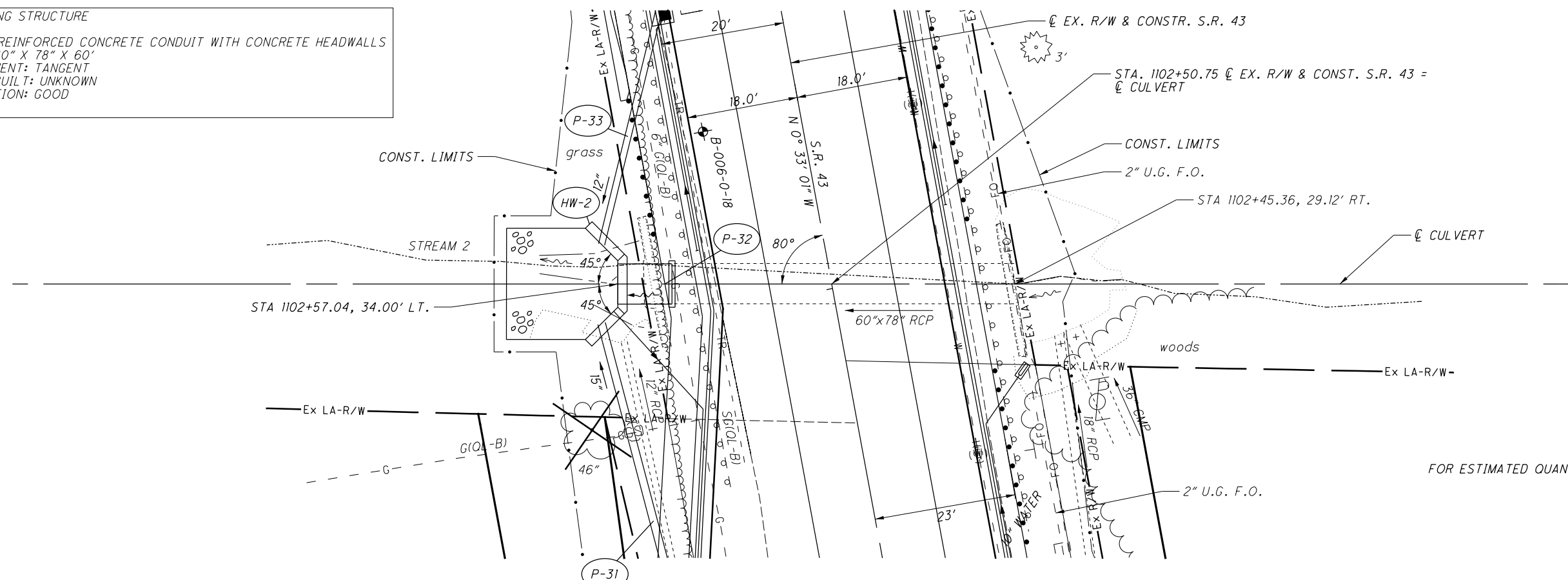


CALCULATED
MJJT
CHECKED
ERS

CULVERT DETAIL
S.R. 43 - STA. 1102+50.75

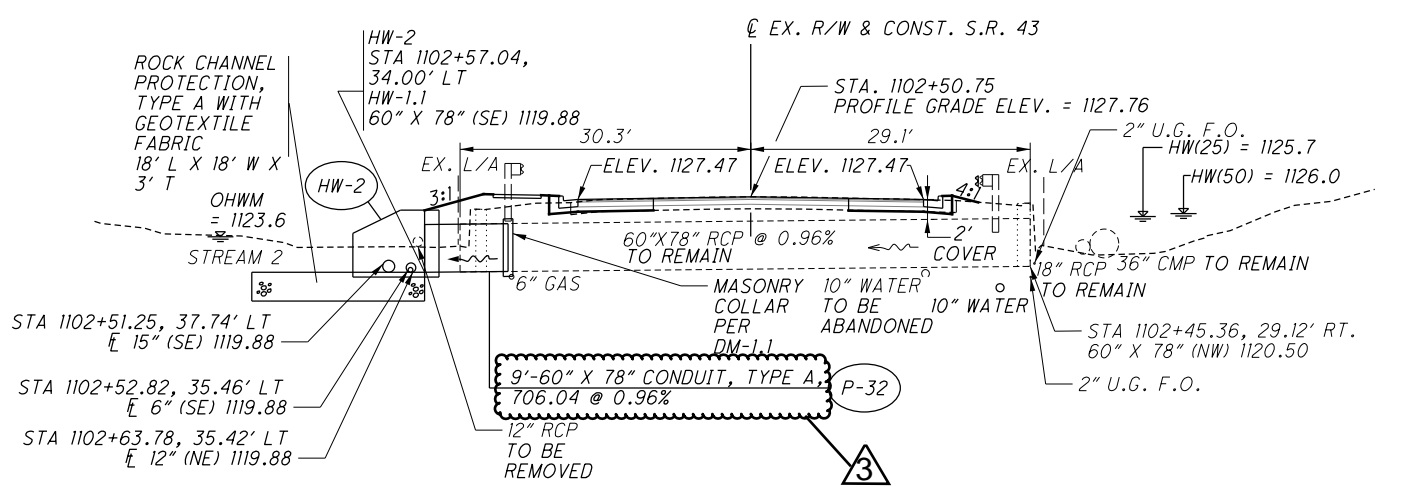
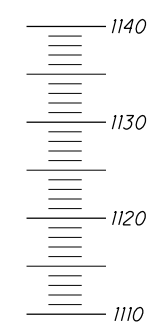
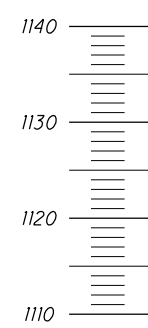
POR-43-18.65

EXISTING STRUCTURE
TYPE: REINFORCED CONCRETE CONDUIT WITH CONCRETE HEADWALLS
SIZE: 60" X 78" X 60"
ALIGNMENT: TANGENT
DATE BUILT: UNKNOWN
CONDITION: GOOD



FOR ESTIMATED QUANTITIES, SEE SHEET'S 81 - 86

HYDRAULIC DESIGN DATA
DRAINAGE AREA = 168 Ac.
Q₂₅ = 198 CFS
Q₅₀ = 214 CFS
HW₂₅ = 1125.7
HW₅₀ = 1126.0
V₂₅ = 12.8 FPS
V₅₀ = 12.9 FPS
ORDINARY HIGH WATER MARK = 1123.6



| REF. NO. | SHEET NO. | LOCATION | STATION | | SIDE | 202 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | | |
|---|-----------|----------|-------------------|--|---------|--|---|-----------------------------|-----------------------------|------------------------------|---|--------------------------------|-----------------------------|--|-------------------------------|---|---|--|--|---|------|-----|
| | | | VALVE BOX REMOVED | WATER WORK, MISC.: 6" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DR18 | | WATER WORK, MISC.: 8" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DR18 | WATER WORK, MISC.: 10" WATER MAIN POLYVINYL CHLORIDE PIPE AND FITTINGS, AWWA C909, DR18 | 6" GATE VALVE AND VALVE BOX | 8" GATE VALVE AND VALVE BOX | 10" GATE VALVE AND VALVE BOX | FIRE HYDRANT EXTENDED AND ADJUSTED TO GRADE | FIRE HYDRANT ADJUSTED TO GRADE | VALVE BOX ADJUSTED TO GRADE | VALVE BOX ADJUSTED TO GRADE, AS PER PLAN | SERVICE BOX ADJUSTED TO GRADE | WATER WORK, MISC.: WATER MAIN ABANDONED | WATER WORK, MISC.: FIRE HYDRANT REMOVED FOR STORAGE (CITY OF STREETSBORO) | WATER WORK, MISC.: 6" FIRE HYDRANT (CITY OF STREETSBORO) | WATER WORK, MISC.: 6" FIRE HYDRANT WITH REMOTE SENSING (CITY OF STREETSBORO) | WATER WORK, MISC.: 3/4" COPPER WATER SERVICE LINE (CITY OF STREETSBORO) | | |
| FROM | TO | FROM | TO | FROM | TO | EACH | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | FT | | |
| FH-1 | 170 | S.R. 43 | 1088+12.78 | | LT. | | | | | | | | | | | | | | | | | |
| FH-2 | 170 | S.R. 43 | 1088+12.78 | | LT. | | 9 | | | 1 | | | | | | | | | | | | |
| FH-3 | 171 | S.R. 43 | 1091+47.08 | | LT. | | | | | | | | | | | | | | | | | |
| FH-4 | 171 | S.R. 43 | 1091+46.36 | | LT. | | 9 | | | 1 | | | | | | | | | | | | |
| FH-5 | 172 | S.R. 43 | 1095+12.12 | | LT. | | 8 | | | 1 | | | | | | | | | | | | |
| FH-6 | 172 | S.R. 43 | 1095+13.08 | | LT. | | 11 | | | | | | 1 | | | | | | | | | |
| FH-6A | 172 | S.R. 43 | 1098+32.81 | | LT. | | 8 | | | 1 | | | | | | | | | | | | |
| FH-7 | 174 | S.R. 43 | 1109+30.17 | | RT. | | | | | | | | | 1 | | | | | | | | |
| FH-8 | 176 | S.R. 43 | 1115+76.33 | | RT. | | | | | | | | | 1 | | | | | | | | |
| FH-9 | 177 | S.R. 43 | 1122+98.52 | | RT. | | | | | | | | | 1 | | | | | | | | |
| FH-10 | 178 | S.R. 43 | 1128+77.39 | | RT. | | 5 | | | 1 | | | | | | | | | | | | |
| FH-11 | 178 | S.R. 43 | 1128+77.39 | | RT. | | | | | | | | | | | | | | | | | |
| WA-1 | 171 - 173 | S.R. 43 | 1091+22.00 | 1101+36.73 | LT. | | | | | | | | | | | | | | | | 1015 | |
| WA-2 | 175 - 176 | S.R. 43 | 1112+55.00 | 1115+64.00 | RT. | | | | | | | | | | | | | | | | 298 | |
| WA-3 | 176 - 177 | S.R. 43 | 1119+33.00 | 1120+58.89 | RT. | | | | | | | | | | | | | | | | 126 | |
| WL-1 | 171 - 172 | S.R. 43 | 1090+55.05 | 1099+36.26 | LT./RT. | | 19 | 44 | 928 | | | | | | | | | | | | | |
| WL-1A | 173 | S.R. 43 | 1101+00.00 | 1101+50.00 | RT. | | | | 50 | | | | | | | | | | | | | |
| WL-1B | 173 | S.R. 43 | 1102+75.00 | 1104+25.00 | RT. | | | | 150 | | | | | | | | | | | | | |
| WL-2 | 175 - 176 | S.R. 43 | 1112+55.00 | 1115+75.00 | RT. | | | | 328 | | | | | | | | | | | | | |
| WL-3 | 176 - 177 | S.R. 43 | 1119+34.00 | 1120+69.89 | RT. | | | | 149 | | | | | | | | | | | | | |
| WS-1 | 171 | S.R. 43 | 1090+74.27 | 1090+74.27 | LT. | | | | | | | | | | | | | | | | 48 | |
| WS-1A | 171 | S.R. 43 | 1093+48.07 | 1093+48.46 | LT. | | | | | | | | | | | | | | | | 20 | |
| WS-2 | 171 | S.R. 43 | 1094+48.88 | 1094+48.73 | LT. | | | | | | | | | | | | | | | | 11 | |
| WS-3 | 171 | S.R. 43 | 1094+63.38 | 1094+63.43 | LT. | | | | | | | | | | | | | | | | 11 | |
| WS-4 | 172 | S.R. 43 | 1095+70.95 | 1095+72.57 | LT./RT. | | | | | | | | | | | | | | | | 60 | |
| WS-5 | 172 | S.R. 43 | 1096+52.98 | 1096+53.88 | LT. | | | | | | | | | | | | | | | | 25 | |
| WS-6 | 173 | S.R. 43 | 1100+02.13 | 1100+03.66 | LT./RT. | | | | | | | | | | | | | | | | 53 | |
| WS-7 | 173 | S.R. 43 | 1101+00.73 | 1101+02.43 | LT./RT. | | | | | | | | | | | | | | | | 53 | |
| WS-8 | 173 | S.R. 43 | 1101+63.37 | 1101+65.12 | LT./RT. | | | | | | | | | | | | | | | | 54 | |
| WS-9 | 175 | S.R. 43 | 1113+95.90 | 1113+96.68 | LT./RT. | | | | | | | | | | | | | | | | 51 | |
| WS-10 | 176 | S.R. 43 | 1115+28.12 | 1115+32.52 | LT./RT. | | | | | | | | | | | | | | | | 55 | |
| WS-11 | 176 | S.R. 43 | 1119+84.52 | 1119+85.17 | LT./RT. | | | | | | | | | | | | | | | | 48 | |
| WS-12 | 178 | S.R. 43 | 1126+01.02 | 1126+04.69 | LT./RT. | | | | | | | | | | | | | | | | 57 | |
| WV-1 | 169 | S.R. 43 | 1083+52.53 | | LT. | | | | | | | | | | 1 | | | | | | | |
| WV-2 | 169 | S.R. 43 | 1083+53.06 | | LT. | | | | | | | | | | 1 | | | | | | | |
| WV-3 | 169 | S.R. 43 | 1083+55.78 | | LT. | | | | | | | | | | 1 | | | | | | | |
| WV-4 | 169 | S.R. 43 | 1084+39.93 | | LT. | | | | | | | | | | | 1 | | | | | | |
| WV-5 | 170 | S.R. 43 | 1085+16.80 | | LT. | | | | | | | | | | | 1 | | | | | | |
| WV-6 | 170 | S.R. 43 | 1085+17.85 | | RT. | | | | | | | | | | | | 1 | | | | | |
| WV-7 | 170 | S.R. 43 | 1086+47.56 | | RT. | | | | | | | | | | | | 1 | | | | | |
| WV-8 | 170 | S.R. 43 | 1086+48.32 | | LT. | | | | | | | | | | | | 1 | | | | | |
| WV-9 | 170 | S.R. 43 | 1087+52.12 | | RT. | | | | | | | | | | | | 1 | | | | | |
| WV-10 | 170 | S.R. 43 | 1087+77.35 | | RT. | | | | | | | | | | | | 1 | | | | | |
| WV-11 | 170 | S.R. 43 | 1088+12.98 | | LT. | 1 | | | | | | | | | | | | | | | | |
| WV-12 | 171 | S.R. 43 | 1090+64.05 | | LT. | | | | | | | | | | | | | | | | | |
| WV-13 | 171 | S.R. 43 | 1090+74.27 | | RT. | 1 | | | | | | | | | | | | | | | | |
| WV-14 | 171 | S.R. 43 | 1091+20.76 | | LT. | | | | | | | | | | | | | | | | | |
| WV-14A | 171 | S.R. 43 | 1091+20.92 | | LT. | 1 | | | | | | | | | | | | | | | | |
| WV-15 | 171 | S.R. 43 | 1091+30.74 | | LT. | | | | | | | | | | | | | | | | | |
| WV-16 | 171 | S.R. 43 | 1091+43.46 | | LT. | 1 | | | | | | | | | | | | | | | | |
| WV-17 | 171 | S.R. 43 | 1093+48.07 | | LT. | 1 | | | | | | | | | | | | | | | | |
| WV-18 | 171 | S.R. 43 | 1094+48.79 | | LT. | 1 | | | | | | | | | | | | | | | | |
| WV-19 | 171 | S.R. 43 | 1094+63.38 | | LT. | 1 | | | | | | | | | | | | | | | | |
| SUBTOTALS CARRIED TO SHEET NO. 165 | | | | | | 7 | 69 | 44 | 1605 | 5 | 1 | 2 | 1 | 3 | 1 | 3 | 7 | 1439 | 4 | 4 | 1 | 546 |

ADDENDUM #3 - REVISED 10-7-22

CALCULATED
 MJT
 CHECKED
 JJS

WATER WORK SUBSUMMARY

POR-43-18.65






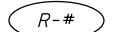
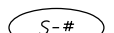
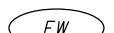
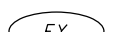

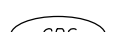
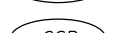



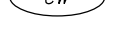

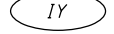

10/5/2022 11:17:34 AM mthomas
 2018202\POR\106416\Design\Utilities\Sheets\106416us001.dgn Design

| REF. NO. | SHEET NO. | LOCATION | STATION | | SIDE | 202 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | 638 | | |
|--|-----------|----------|------------|----|------|------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | | | FROM | TO | | EACH | FT | FT | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| WV-20 | 172 | S.R. 43 | 1095+09.97 | | LT. | 1 | | | | | | | | | | | | | | | | | | | |
| WV-21 | 172 | S.R. 43 | 1095+70.95 | | RT. | 1 | | | | | | | | | | | | | | | | | | | |
| WV-22 | 172 | S.R. 43 | 1096+52.98 | | LT. | 1 | | | | | | | | | | | | | | | | | | | |
| WV-23 | 172 | S.R. 43 | 1098+35.17 | | LT. | 1 | | | | | | | | | | | | | | | | | | | |
| WV-24 | 172 | S.R. 43 | 1098+65.73 | | LT. | | | | | | | | | | | | | | | | | | | | |
| WV-25 | 172 | S.R. 43 | 1098+70.35 | | LT. | | | | | | | | | | | | | | | | | | | | |
| WV-26 | 172 | S.R. 43 | 1099+36.26 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-26A | 172 | S.R. 43 | 1099+36.26 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-27 | 172 | S.R. 43 | 1099+26.87 | | LT. | | | | | | | | | | | | | | | | | | | | |
| REF. NO. WV-28 THRU WV-30 NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | |
| WV-31 | 173 | S.R. 43 | 1100+02.13 | | LT. | 1 | | | | | | | | | | | | | | | | | | | |
| WV-32 | 173 | S.R. 43 | 1100+25.60 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-33 | 173 | S.R. 43 | 1101+00.73 | | LT. | 1 | | | | | | | | | | | | | | | | | | | |
| WV-34 | 173 | S.R. 43 | 1101+01.54 | | RT. | 1 | | | | | | | | | | | | | | | | | | | |
| WV-35 | 173 | S.R. 43 | 1101+63.37 | | LT. | 1 | | | | | | | | | | | | | | | | | | | |
| REF. NO. WV-36 NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | |
| WV-37 | 173 | S.R. 43 | 1102+19.33 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-38 | 173 | S.R. 43 | 1102+76.87 | | RT. | | | | | | | | | | | | | | | | | | | | |
| REF. NO. WV-39 NOT USED | | | | | | | | | | | | | | | | | | | | | | | | | |
| WV-41 | 174 | S.R. 43 | 1105+82.46 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-42 | 174 | S.R. 43 | 1106+03.33 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-43 | 174 | S.R. 43 | 1108+84.30 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-44 | 174 | S.R. 43 | 1109+13.41 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-45 | 174 | S.R. 43 | 1109+30.22 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-46 | 175 | S.R. 43 | 1112+60.00 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-47 | 175 | S.R. 43 | 1113+95.80 | | LT. | | | | | | | | | | | | | | | | | | | | |
| WV-48 | 176 | S.R. 43 | 1115+28.12 | | LT. | | | | | | | | | | | | | | | | | | | | |
| WV-49 | 176 | S.R. 43 | 1115+70.00 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-50 | 176 | S.R. 43 | 1115+77.39 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-51 | 176 | S.R. 43 | 1116+23.61 | | LT. | | | | | | | | | | | | | | | | | | | | |
| WV-52 | 176 | S.R. 43 | 1117+16.89 | | LT. | | | | | | | | | | | | | | | | | | | | |
| WV-53 | 176 | S.R. 43 | 1118+77.17 | | LT. | | | | | | | | | | | | | | | | | | | | |
| WV-54 | 176 | S.R. 43 | 1119+29.00 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-55 | 176 | S.R. 43 | 1119+84.52 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-56 | 177 | S.R. 43 | 1120+64.89 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-57 | 177 | S.R. 43 | 1120+71.90 | | LT. | | | | | | | | | | | | | | | | | | | | |
| WV-58 | 177 | S.R. 43 | 1121+59.20 | | LT. | | | | | | | | | | | | | | | | | | | | |
| WV-59 | 177 | S.R. 43 | 1122+80.86 | | LT. | | | | | | | | | | | | | | | | | | | | |
| WV-60 | 177 | S.R. 43 | 1122+92.85 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-61 | 177 | S.R. 43 | 1122+98.58 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-62 | 177 | S.R. 43 | 1124+36.48 | | LT. | | | | | | | | | | | | | | | | | | | | |
| WV-63 | 178 | S.R. 43 | 1125+20.57 | | LT. | | | | | | | | | | | | | | | | | | | | |
| WV-64 | 178 | S.R. 43 | 1125+29.29 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-65 | 178 | S.R. 43 | 1126+00.48 | | LT. | 1 | | | | | | | | | | | | | | | | | | | |
| WV-66 | 178 | S.R. 43 | 1126+29.78 | | RT. | | | | | | | | | | | | | | | | | | | | |
| WV-67 | 178 | S.R. 43 | 1128+77.26 | | RT. | 1 | | | | | | | | | | | | | | | | | | | |
| WV-68 | 179 | S.R. 43 | 1130+39.28 | | RT. | | | | | | | | | | | | | | | | | | | | |
| SUBTOTALS | | | | | | 10 | | | | | | | | | | | | | | | | | | | |
| SUBTOTALS CARRIED FROM SHEET NO. 164 | | | | | | 7 | | | | | | | | | | | | | | | | | | | |
| TOTALS CARRIED TO THE GENERAL SUMMARY | | | | | | 17 | | | | | | | | | | | | | | | | | | | |

3
69
69

3
1605
1605

CALCULATED MJT CHECKED JJS
WATER WORK SUBSUMMARY
POR-43-18.65
 165
252

| TRAFFIC CONTROL LEGEND | |
|---|---|
|  | PROPOSED SIGN |
|  | EXISTING SIGN TO REMAIN |
|  | EXISTING SIGN TO BE REMOVED AND REERECTED |
|  | EXISTING SIGN TO BE REMOVED |
|  | SIGN SUPPORT |
|  | EXISTING SIGN TO BE REMOVED |
|  | PROPOSED SIGN |
|  | EDGE LINE, WHITE |
|  | EDGE LINE, YELLOW |
|  | LANE LINE |
|  | CENTER LINE, DOUBLE SOLID |
|  | CENTER LINE, SOLID/BROKEN |
|  | CHANNELIZING LINE |
|  | STOP LINE |
|  | CROSSWALK LINE |
|  | TRANSVERSE/DIAGONAL LINE, YELLOW |
|  | ISLAND MARKING, YELLOW |
|  | LANE ARROW |
|  | DOTTED LINE, WHITE |

ITEM 630 - SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN

IN ADDITION TO THE ODOT CMS SPECIFICATIONS, THE SIGN HANGER ASSEMBLY AND ALL MISCELLANEOUS HARDWARE SHALL BE PAINTED MATTE BLACK (FEDERAL COLOR #17038). FLAT SHEET SIGNS SHALL BE RIGIDLY ATTACHED TO TRAFFIC SIGNAL MAST ARMS WITH THE SIGN CENTERED VERTICALLY WITH THE ARM, USING THE SIGN BRACKET DETAIL ON STANDARD CONSTRUCTION DRAWING TC-16.22, OR ANOTHER METHOD OF RIGID ATTACHMENT AS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL ENSURE THAT THE SIGN FACE IS MOUNTED PERPENDICULAR (90 DEGREES) TO THE DIRECTION OF TRAFFIC.

PAYMENT FOR "ITEM 630 - SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN" SHALL BE MADE AT THE CONTRACT UNIT PRICE BID PER EACH. PAYMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, AND ALL PARTS NECESSARY TO ATTACH ONE SIGN.

ITEM 630 - SIGN SUPPORT ASSEMBLY, POLE MOUNTED, AS PER PLAN

IN ADDITION TO THE ODOT CMS SPECIFICATIONS, THE SIGN SUPPORT ASSEMBLY AND ALL MISCELLANEOUS HARDWARE SHALL BE PAINTED MATTE BLACK (FEDERAL COLOR #17038).

PAYMENT FOR ITEM 630 - SIGN SUPPORT ASSEMBLY, POLE MOUNTED, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE PER EACH. PAYMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND ALL PARTS NECESSARY TO INSTALL/ERECT ONE SUPPORT.

ITEM 630 - GROUND MOUNTED SUPPORT, NO. 4 POST, AS PER PLAN

NO. 4 GROUND MOUNTED SIGN SUPPORTS SHALL BE SQUARE SHAPED. NO U-CHANNEL POSTS SHALL BE USED.

