City of Des Moines
PLANS OF PROPOSED IMPROVEMENT FOR THE
MLK JR. PARKWAY REHABILITATION
FROM HICKMAN RD. TO EUCLID AVE.
06-2020-003

THE URBAN STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS,
PLUS CURRENT SUPPLEMENTAL SPECIFICATIONS AND SPECIAL
PROVISIONS SHALL APPLY TO CONSTRUCTION WORK ON THIS PROJECT.

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<tr>
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<td></td>
</tr>
</tbody>
</table>

UTILITY CONTACTS
Iowa One Call: 1-800-292-8899
CenturyLink: Austin Freeman, 515-263-7390
Des Moines Water Works: Coria Schumacher, 515-323-6227
MidAmerican: Paul Way, 515-246-2252
Mid American Energy: Tim Davis, 515-242-4224

PROJECT LOCATION

LOCATION MAP

NOT TO SCALE

KIRKHAM MICHAEL
DEPARTMENT OF ENGINEERING
CITY OF DES MOINES, IOWA
515-283-4651

DEPARTMENT OF ENGINEERING
CITY OF DES MOINES, IOWA
NOT TO SCALE

DATE

IN COPIES TO BE KEPT: 5

ORDERED: 6-2020-003

DRAWN: 6-25-2020

APPROVED: 6-24-2020

DESIGNER:

CHECKED:

CITY ENGINEER:

SIGNED:

CERTIFIES THIS ENGINEERING DOCUMENT WAS PREPARED BY ME IN CONFORMITY WITH THE PROFESSIONAL ETHIC UNDER THE LAWS OF THE STATE OF IOWA.

SCOTT M. NIKOLAKIS
19753

1-31-2020

My license renewal date is December 31, 2021.

IN COPIES TO BE KEPT: 5

DATE
MLK JR. PARKWAY

STA. 10+85 - STA. 32+40 (HICKMAN RD - PAYNE RD)
STA. 43+40 - STA. 48+00 (WELBECK RD - URBANDALE AVE)

MLK JR. PARKWAY

STA. 32+40 - STA. 43+40 (PAYNE RD - WELBECK RD)
DOWELED MEDIAN

1. Median height as specified in the table.

2. Construct 'C' joints at a maximum spacing of 15'. Match the joint pattern of the existing pavement. Install expansion joints as directed by the Engineer. Construct expansion joints with 1 inch expansion material. Seal all joints.
For details of paved median, see contract documents.

1. 'EE' Joint. Expansion joints located at the end of normal curb.
2. 'E' Joint. If median is paved, place expansion joints at the end of normal curb.
3. If boxout length is less than or equal to 12 feet, provide 'C' Joint. If boxout length is greater than 12 feet, provide 'RD' joint.
4. Special shaping of curb.
5. Quantities for ramped median nose area is included in roadway pavement quantities.
6. When X or Y is 4 feet or greater the expansion joints will be at the beginning of the rounded median.
7. When X or Y is 4 feet or greater the expansion joints will be at the beginning of the rounded median.

W = Width from back of curb to back of curb
X = W/2 + 7.5''
Y = W/2 + 12''
### ESTIMATED PROJECT QUANTITIES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item Code</th>
<th>Unit</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>6010-188-E-0</td>
<td>CY</td>
<td>370</td>
</tr>
</tbody>
</table>

### ESTIMATED REFERENCE INFORMATION

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM CODE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2818-108-E-0</td>
<td>EXCAVATION, CLASS 10, WASTE</td>
</tr>
<tr>
<td>2</td>
<td>2818-108-E-1</td>
<td>SUBBASE, MODIFIED, 6 IN.</td>
</tr>
<tr>
<td>3</td>
<td>404G-108-A-3</td>
<td>SUBDRAIN, LONGITUDINAL</td>
</tr>
<tr>
<td>4</td>
<td>404G-108-D-0</td>
<td>SUBDRAIN, OUTLETS AND CONNECTIONS</td>
</tr>
<tr>
<td>5</td>
<td>6010-188-E-3</td>
<td>MANHOLE ADJUSTMENT, DIAMOND</td>
</tr>
</tbody>
</table>

### ESTIMATE REF. DETAIL INFORMATION

- **SUDAS**
- Item is only for intakes specified by the project engineer. Minimum curb opening heights are 4" on grade and 6" at low points. Restoration behind the intake incident to this bid item.

### Curb and Gutter, 2.0 FT., REMOVE AND REPLACE

The Contractor shall remove and replace curb and gutter to a maximum width of two feet as directed by the Engineer under this bid item. Curb and gutter exceeding two feet in width shall be paid under Full Depth Patches, PCC. Refer to Typical Paving Sections on Sheet B.01 for nominal replacement depths (item grade) and to D Sheets for approximate locations. Curb reveal shall be six inches or match the existing condition. Areas of removal to be determined in the field after milling of roadway pavement such that the condition of the curb and gutter can be evaluated. New curb and gutter shall be installed prior to installing MPA pavement.

### CONCRETE MEDIAN, REMOVE AND REPLACE - DOLMELÉ

Refer to SUDAS figure 7810.906 and B Sheets for details. Contractor shall seal all joints between PCC median and MPA overlay, incidental.

### HMA HIGH TRAFFIC, INTERMEDIATE COURSE, 1/2 IN. MIX, NO SPECIAL FRICTION REQUIREMENT, PG 58-28HM

Refer to Typical Paving Sections on Sheet B.01 and D Sheets. Mix design shall be in accordance with SUDAS Section 7020. Refer to J Sheets for further staging information.

### HMA HIGH TRAFFIC, INTERMEDIATE COURSE, 1/2 IN. MIX, PG 58-28HM

Refer to Typical Paving Sections on Sheet B.01 and D Sheets. Mix design shall be in accordance with SUDAS Section 7020. Refer to J Sheets for further staging information.

### HMA PAVEMENT SAMPLES & TESTING

Bid item includes certified plan inspection, pavement thickness cores, density analysis, air void testing, and profilograph pavement smoothness measurement. Pavement smoothness shall be as described in Section 7820R, 3.95.8. Iowa Department of Transportation recommended Schedule B shall be used for smoothness and no incentive payment shall be made for smoothness.

### REMOVAL OF SIDEWALK

Refer to D Sheets for locations and notes. All pavements shall be disposed of according to SUDAS specifications.
<table>
<thead>
<tr>
<th>File No.</th>
<th>Page</th>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>7040-108-A-8</td>
<td>FULL DEPTH PATCHES, PCC</td>
<td>The Contractor shall remove and replace PCC pavement as directed by the Engineer under this bid item. Adjacent/adjacent curb and gutter shall be incidental to this item for removal and replacement. The Contractor shall remove existing PCC pavement and installed Full Depth Patches after completion of Milling in an Area. Refer to Typical Paving Sections and to D Sheets for approximate locations. Curb reveal shall be six inches or match the existing condition after HMA overlay. Areas of removal to be determined in the Field after Milling of roadway pavement such that the condition of the existing PCC pavement can be evaluated. Bid quantity includes an extra 10% to account for additional full depth patches deemed necessary upon milling. Nominal removal and replacement depths of the existing underlying PCC pavement is 8.8 inches. Removal and replacement of Full Depth Patches shall occur on the same day, if possible, to reduce hazards to the traveling public. Refer to Standard Road Plan PR-183 for reinforcement details. Rapid Set Patch Material shall be used for Full Depth Patches per SUDAS Section 7640, 2.01.</td>
</tr>
<tr>
<td>18</td>
<td>7040-108-A-8</td>
<td>COMPOSITE PATCHES, 9&quot; PCC, 2&quot; HMA</td>
<td>Bid item for patches south of MLK Sr. Pkwy. and Hickman Rd. See &quot;Composite Patches South of Hickman Rd.&quot; table on sheet C.03 for details about location and description. Lane closures for patching included in item.</td>
</tr>
<tr>
<td>19</td>
<td>7040-108-G-0</td>
<td>MILLING</td>
<td>Milling around utility manholes and valves with a small machine shall be incidental and included in the cost for Milling. Milling shall not impact the curb along the edge of the roadway. The Contractor shall use care to profile the pavement in accordance with the tolerances specified in Article 2214.03 of the Iowa Department of Transportation Standard Specifications. The quantity shown in the contract documents shall be considered the area of Milling and is based on the area to be overlayed. The millings shall become the property of the Contractor. Refer to Typical Paving Sections on Sheet B.01 and to J Sheets for further staging information.</td>
</tr>
<tr>
<td>20</td>
<td>7040-108-H-0</td>
<td>REMOVAL OF PAVEMENT, PCC</td>
<td>Item includes the removal of driveways and adjacent sidewalks along driveways.</td>
</tr>
<tr>
<td>21</td>
<td>7040-108-H-0</td>
<td>PAVEMENT SEALER</td>
<td>To be applied to new PCC medians per manufacturers specifications at least 28 days after PCC placement.</td>
</tr>
<tr>
<td>22</td>
<td>8820-108-B-0</td>
<td>TEMPORARY PAINTED PAVEMENT MARKINGS, SOLVENT/WATERBORNE</td>
<td>Refer to tabulation on Sheet C.03 and the J Sheets for staging information. Temporary Painted Pavement Markings shall be installed after completion of Milling, and HMA Intermediate Course.</td>
</tr>
<tr>
<td>24</td>
<td>8820-108-A-0</td>
<td>INLAY SYMBOLS, INTERSECTION MARKING TAPE</td>
<td>Refer to tabulation on Sheet C.03 and the J Sheets for staging information, and the K Sheets for layout. Bid items 23 and 24 shall be inlaid in the HMA surface.</td>
</tr>
<tr>
<td>26</td>
<td>8820-108-M-0</td>
<td>GROOVES CUT FOR PAVEMENT MARKINGS</td>
<td>Refer to tabulation on Sheet C.03, and the J Sheets for staging information, and the K Sheets for layout. HMA paving work shall be completed prior to installation of permanent pavement markings.</td>
</tr>
<tr>
<td>27</td>
<td>8830-108-A-0</td>
<td>TEMPORARY TRAFFIC CONTROL</td>
<td>Refer to &quot;J&quot; Sheets. Contractor shall furnish, erect, operate, maintain, move and remove all traffic control devices for all stages of construction as shown in the &quot;J&quot; Sheets. Includes but is not limited to drums, channelizers, signage and pavement markings. Contractor shall hand deliver notices to local residents prior to closing the road. Refer to IDOT Standard Specifications Section 2528 for all work related to traffic control.</td>
</tr>
<tr>
<td>28</td>
<td>SPECIAL PROVISION</td>
<td>FLAGGERS, CERTIFIED</td>
<td>Refer to Section 2528 of the 2019 Iowa Department of Transportation (IDOT) Standard Specifications. Payment to be made at the IDOT predetermined contract unit price. Method of measurement is half day increment per each flagger.</td>
</tr>
<tr>
<td>29</td>
<td>9010-188-A-0</td>
<td>CONVENTIONAL SEEDING, SEEDING, FERTILIZING AND MULCHING</td>
<td>Contractor to seed all areas of disturbance involving sidewalk construction, PCC patching and any other incidental items. Refer to SUDAS Section 9010 for further details.</td>
</tr>
<tr>
<td>30</td>
<td>9040-108-T-1</td>
<td>INLET PROTECTION DEVICE</td>
<td>Two each for Sw-585 and Sw-586 intakes.</td>
</tr>
<tr>
<td>31</td>
<td>9040-108-T-2</td>
<td>INLET PROTECTION DEVICE, MAINTENANCE</td>
<td>Inlet protection shall be drop-in intake protection as per SUDAS Section 9040, 2.18.A.</td>
</tr>
<tr>
<td>32</td>
<td>11,8020-108-A</td>
<td>MOBILIZATION</td>
<td>Bid item per SUDAS.</td>
</tr>
<tr>
<td>33</td>
<td>SPECIAL PROVISION</td>
<td>PROJECT SIGN, LOSS</td>
<td>See project sign supplemental specification for more details.</td>
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</tbody>
</table>
### TABULATION OF PAVEMENT MARKINGS

<table>
<thead>
<tr>
<th>Location</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>MLK JR. PKWY. 11+00.00</td>
<td>SB Permanent Regular Tape</td>
</tr>
<tr>
<td>11+00.00</td>
<td>16.87</td>
</tr>
<tr>
<td>22+00.00</td>
<td>1.48</td>
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<tr>
<td>28+00.00</td>
<td>0.90</td>
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<td>33+00.00</td>
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<td>43+00.00</td>
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<td>63+00.00</td>
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<tr>
<td>65+00.00</td>
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<tr>
<td>67+00.00</td>
<td>0.33</td>
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### COMPOSITE PATCHES SOUTH OF HICKMAN RD.

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>SY</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTHBOUND</td>
<td>MLK JR. PKWY. &amp; WASHINGTON AVE</td>
<td>25' INSIDE LANE</td>
</tr>
<tr>
<td>SOUTHBOUND</td>
<td>125' SOUTH OF HICKMAN RD</td>
<td>28' INSIDE LANE</td>
</tr>
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</table>

### MILLING

<table>
<thead>
<tr>
<th>Location</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MLK JR. PKWY. 48+00</td>
<td>SB Permanent Regular Tape</td>
</tr>
<tr>
<td>48+00</td>
<td>7.51</td>
</tr>
<tr>
<td>53+00</td>
<td>7.51</td>
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<td>55+00</td>
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<td>57+00</td>
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<td>60+00</td>
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<tr>
<td>62+00</td>
<td>7.51</td>
</tr>
<tr>
<td>64+00</td>
<td>7.51</td>
</tr>
</tbody>
</table>

**TOTAL MILLING: 28,800 SQ YD**

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**FILE NO.:** 615-216  **ENGLISH DESIGN TEAM:** POLK COUNTY PROJECT NUMBER: 06-2020-003  **SHEET NUMBER:** C.03 **FILE NO.:** 615-216
GENERAL NOTES

INSTRUCTION: THE CONTRACTOR SHALL CONTACT THE PRINCIPAL
CONSTRUCTION INSPECTOR FOR THE CITY OF DES MOINES
ENGINEERING DEPARTMENT (283-4177 OR 208-4177 CELL) 24 HOURS
BEFORE BEGINNING CONSTRUCTION.

UTILITIES: THE CONTRACTOR SHALL COORDINATE WORK WITH THE
UTILITY COMPANIES WITH RESPECT TO PROTECTING, RELOCATING
AND CONSTRUCTING UTILITY FACILITIES. THE CONTRACTOR SHALL
BE RESPONSIBLE FOR FOLLOWING THE GUIDELINES OF EACH UTILITY
IN PROTECTING THEIR FACILITIES AND SHALL EXERCISE ALL DUE
CAUTION AND USE CONSTRUCTION METHODS AND EQUIPMENT TO
COMPLETE WORK WITHOUT DAMAGING UTILITIES.

ALL COSTS FOR STAGING CONSTRUCTION FOR UTILITY
INSTALLATION, PROVIDING TEMPORARY SUPPORTS FOR UTILITIES
WITH ASSISTANCE FROM THE AFFECTED UTILITY COMPANY, AND
COORDINATING WITH UTILITIES, INCLUDING DELAYS, SHALL BE
INCIDENTAL TO THE CONTRACT. NO ADDITIONAL COMPENSATION
SHALL BE ALLOWED.

THE EXACT LOCATION AND ELEVATION OF ALL UTILITIES SHALL BE
DETERMINED BY THE CONTRACTOR AT THE TIME OF CONSTRUCTION.
IT SHALL BE THE DUTY OF THE CONTRACTOR TO ASCERTAIN WHETHER
ANY ADDITIONAL FACILITIES, OTHER THAN THOSE SHOWN ON THE
PLANS, MAY BE PRESENT.

CONSTRUCTION LIMITS: THE CONTRACTOR SHALL NOT DISTURB
DESIRABLE GRASS AREAS AND DESIRABLE TREES OUTSIDE THE
CONSTRUCTION LIMITS. THE CONTRACTOR SHALL NOT PARK, SERVICE
VEHICLES AND EQUIPMENT, OR USE THESE AREAS FOR STORAGE OF
MATERIALS. STORAGE, PARKING AND SERVICE AREA(S) WILL BE
COORDINATED WITH THE AFFECTED UTILITY COMPANY AND
CONSTRUCTING UTILITY FACILITIES. THE CONTRACTOR SHALL
BE RESPONSIBLE FOR FOLLOWING THE GUIDELINES OF EACH UTILITY
COMPANY WITH RESPECT TO PROTECTING, RELOCATING
AND CONSTRUCTING UTILITY FACILITIES. THE CONTRACTOR SHALL
COORDINATE WORK WITH THE
UTILITY COMPANIES WITH RESPECT TO PROTECTING, RELOCATING
AND CONSTRUCTING UTILITY FACILITIES. THE CONTRACTOR SHALL
BE RESPONSIBLE FOR FOLLOWING THE GUIDELINES OF EACH UTILITY
IN PROTECTING THEIR FACILITIES AND SHALL EXERCISE ALL DUE
CAUTION AND USE CONSTRUCTION METHODS AND EQUIPMENT TO
COMPLETE WORK WITHOUT DAMAGING UTILITIES.

ACCESS TO PROPERTIES: THE CONTRACTOR SHALL BE RESPONSIBLE
TO MAINTAIN ACCESS TO ADJACENT PROPERTIES AT ALL TIMES.

PAVEMENT REMOVAL: EXISTING PAVEMENT TO BE REMOVED SHALL BE
SAW CUT AT REMOVAL LIMITS UNLESS OTHERWISE SPECIFIED BY THE
ENGINEER. UNNECESSARY SURFACE BREAKS OR PREMATURE SPALLING
THAT OCCURS DURING THE REMOVAL PROCESS SHALL BE REPAIRED AT
THE CONTRACTOR'S EXPENSE AS APPROVED BY THE ENGINEER.

ABANDONED UTILITY LINES: ALL REMOVAL AND DISPOSAL OF
ABANDONED UTILITY LINES INCLUDING GAS MAINS, WATER MAINS,
PHONE CONDUITS, SERVICE LINES, ETC., REQUIRED TO
COMPLETE THE WORK SHALL BE INCIDENTAL TO THE CONTRACT.

BACKFILLING HOLES: ALL HOLES RESULTING FROM OPERATIONS OF
THE CONTRACTOR, INCLUDING REMOVAL OF GUARDRAIL POSTS, FENCE
POSTS, AND UTILITY POLES, SHALL BE FILLED AND CONSOLIDATED
TO FINISHED GRADE, AS APPROVED BY THE ENGINEER, TO PREVENT
FUTURE SETTLEMENT AND SHALL BE FILLED IMMEDIATELY. ANY
PORTION OF THE RIGHT-OF-WAY OR PROJECT LIMITS DISTURBED BY
ANY SUCH OPERATIONS SHALL BE RESTORED TO AN ACCEPTABLE
CONDITION. THIS OPERATION SHALL BE CONSIDERED INCIDENTAL TO THE
CONTRACT.

STORM/SANITARY SEWERS: THE CONTRACTOR SHALL MAINTAIN FLOW
AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FLOW
DIVERTING AND/OR BYPASS PUMPING REQUIRED TO FACILITATE
CONSTRUCTION. THE COSTS FOR MAINTAINING, DIVERTING, OR
PUMPING SHALL BE INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL PROTECT ALL STORM SEWER INLETS AND
CULVERTS FROM SILTATION AND DEBRIS DURING CONSTRUCTION. THE
CONTRACTOR SHALL PLACE STEEL PLATES OVER INTAKES AND
MANHOLES PRIOR TO PLACEMENT OF PAVEMENT TO PREVENT SOIL
FROM ENTERING INTO THE SEWER. THE COSTS FOR PLACING FOR
PLACEMENT OF PAVEMENT SHALL BE INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL HAVE A REPRESENTATIVE AT THE FINAL
INSPECTION AND WILL BE RESPONSIBLE TO OPEN ALL MANHOLES AND
INTAKES FOR INSPECTION BY CITY PERSONNEL.

SITE CLEANUP: THE CONTRACTOR SHALL CLEAN ALL SURFACES PRIOR
TO OPENING THE PROJECT TO THE PUBLIC. PICKUP BROOM OR
STREET SWEEPER THAT CREATES A MINIMAL AMOUNT OF DUST SHALL
BE USED FOR CLEANING. ALL COSTS FOR CLEANING SHALL BE
INCIDENTAL TO THE CONTRACT.

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BE USED FOR CLEANING. ALL COSTS FOR CLEANING SHALL BE
INCIDENTAL TO THE CONTRACT.
LEGEND:
- HMA
- FULL DEPTH PCC
- 5' SIDEWALK
- REMovalS

STA 10+85
- BEgin HMA MILL & OVERLAY

REPLACE LOOP DETECTORS
- ON RAMP

MLK JR. PKWY.

ADJUST MANHOLES (TYP.)

LEGEND:
- HMA
- FULL DEPTH PCC
- 5' SIDEWALK
- REMovalS

7'x23' PCC PATCH
11'x9' PCC PATCH

145'x12' PCC PATCH
638'x12.5' PCC PATCH
615-218

MLK JR. PKWY.

CONNECT SUBDRAIN INTO EXISTING INTAKE

INSTALL SUBDRAIN ALONG PCC
PATCH UNDERNEATH PAVEMENT

PATCH UNDERNEATH PAVEMENT

MLK CROSSING SENIOR APARTMENTS LLC
MLK JR. PKWY.

LEGEND:
- HMA
- FULL DEPTH PCC
- 5" SIDEWALK
- REMOVE

REPLACE LOOP DETECTORS (31 6X8"

REPLACE LOOP DETECTORS (3) 6X20"

NEW TWO-STORAGEWORTH PARTNERS PORTFOLIO LLC.

REPLACE LOOP DETECTORS (2) 6X8"

ADJUST MANHOLE (TYP.)

ADJUST MANHOLE (TYP.)

MLK JR. PKWY.

REPLACE LOOP DETECTORS (4) 6X8"

ADJUST MANHOLE (TYP.)

MLK JR. PKWY.

REPLACE LOOP DETECTORS (2) 6X12"

ADJUST MANHOLE (TYP.)

MLK JR. PKWY.

REPLACE LOOP DETECTORS (2) 6X20"

ADJUST MANHOLE (TYP.)

MLK JR. PKWY.

REPLACE LOOP DETECTORS (2) 6X12"

ADJUST MANHOLE (TYP.)

MLK JR. PKWY.

REPLACE LOOP DETECTORS (2) 6X20"

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REPLACE LOOP DETECTORS (2) 6X12"

ADJUST MANHOLE (TYP.)
TRAFFIC CONTROL PLAN

THE 6 SHEETS DESCRIBE TRAFFIC CONTROL NECESSARY FOR THE RECONSTRUCTION OF MLK JR PARKWAY FROM HICKMAN RD TO EUCLID AVENUE. LOCAL TRAFFIC TO ADJACENT PROPERTIES SHALL BE MAINTAINED AS PER SIGNS SECTION INTO. PART 2 RESPONSIBILITIES TO THE PUBLIC:

TRAFFIC CONTROL DEVICES SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

THE CONTRACTOR SHALL CORRESPOND TRAFFIC CONTROL WITH OTHER PROJECTS IN THE AREA. IF NEEDED, TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE CLOSED SHEETS SHOWN ON THE 6 SHEETS. FOR ADDITIONAL INFORMATION REFER TO THE ZONA MANUAL ON TRAFFIC CONTROL DEVICES.

BY LOADING USE THIS FOR TRAFFIC CONTROL, THE CONTRACTOR SHALL COMPLETE ALL TRAFFIC CONTROL DEVICES SHALL BE POSTED, INDICATED AND REMOVED BY THE CONTRACTOR.

TRAFFIC CONTROL DEVICE, PROCESSES, LAYOUTS, SIGNING, AND PARKWAY WARRIORS INSTALLED WITHIN THE LIMITS OF THIS PROJECT SHALL COMPLY TO THE MANUAL, ON TRAFFIC CONTROL DEVICES FOR SIGNS AND MARKERS AS APPROVED BY THE ZONA DEPARTMENT OF TRANSPORTATION PER 2 OF THE ZONA ADMINISTRATIVE CODE (CHAPEL 10).

ALL TRAFFIC CONTROL SIGNS SHALL BE PLACED A MINIMUM OF 10 FEET CLEAR OF THE BACK OF CURB OR OUTSIDE EDGE OF SHOULDER WHERE POSSIBLE.

OFFICIAL ROUTE SIGNS AND ROAD BARRIERS SHALL BE INSTALLED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO CLOSING THE ROAD.

ALL SIGNS SHALL BE POSTED UNLESS NOTED OR OTHERWISE APPROVED BY THE ENGINEER.

PROPOSED CHANGES IN THE TRAFFIC CONTROL PLAN SHALL BE REVIEWED WITH THE ENGINEER BEFORE CHANGES ARE MADE.

THIS SHEET DOES NOT INCLUDE ALL BARRIERS AS MAY BE REQUIRED BY THE MANUAL ON TRAFFIC CONTROL DEVICES.

ALL "WATER" OTHER MODIFIED SIGNS SHALL NOT BE DISTURBED PERMANENT SIGNS THAT CONDUCT A MESSAGE TO THE VISITOR OR TRAFFIC CONTROLS NOT APPLICABLE TO THE WORKING CONDITIONS SHALL BE COVERED BY THE CONTRACTOR AS APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL NOT DELIVER OR REMOVE ANY CITY OF RMS WORK TRAFFIC SIGNS OR BARRELS THE CONTRACTOR SHALL CONTRACT THE CONSTRUCTION INSPECTOR OR ENGINEER WITH 24 HOURS ADVANCE NOTICE, WHEN REMOVING A TRAFFIC SIGN, HE MUST BE NOTIFIED THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SIGNS, NUMBERING, AND RETAINING ANY SIGNS THAT ARE REMOVED.

ALL TRAFFIC CONTROL DEVICES, SIGNS, POST MOUNTED TRAFFIC CONTROL SIGNS USED ON THIS PROJECT SHALL BE WITNESSED HOSPITAL (HIGH-VISIBILITY PIGMENTED REFLECTIVE MARKING TYPE II OR III) OR MARKER.

TYPE II STAND-BY WARNING MARKINGS ARE NOT REQUIRED FOR VERTICAL PANELS BARRIERS AND SIGNS WHEN THESE TRAFFIC CONTROL DEVICES WITNESSED (HIGH-VISIBILITY PIGMENTED REFLECTIVE MARKING TYPE II OR III) OR MARKER.

ALL TRAFFICLane CLOSURES SHALL BE KEPT OPEN TO TRAFFIC PREMISES DURING THE AFTERNOON PEAK TRAFFIC HOURS (4:00PM - 6:00PM) WITH THE EXCEPTION OF THE FULL-WIDTH MILLING AREAS.

FULL-WIDTH MILING AREAS SHALL BE RESTORED AS QUICKLY AS POSSIBLE TO RESTORE TRAFFIC TO 4 LINES.

SIDES STREETS AND DRIVEWAYS SHALL ONLY BE CLOSED WHILE ACTIVE MILLING, PATCHING, OR PLACEMENT IS OCCURRING.

INSTALLATION OF HMA INTERLAYER, INTERMEDIATE COURSE, AND SURFACE COURSE SHALL BE PERFORMED ON WEEKENDS ONLY. SUNDAY PREFERRED.

PROJECT ENGINEER FOR REVIEW.

CONTRACTOR TO FULLY COMPLETE THE PROJECT NOT LATER THAN NOVEMBER 1, 2020. THE CONTRACTOR SHALL PAY THE EXISTING HMA MILLING Cost AS SPECIFIED IN THE TYPICAL SECTION. MILLING THE CONTRACTOR SHALL COMPLETE FULL DEPTH HMA MILLING, PARTING, AND REPLACEMENT OF PCC MILLING DURING THIS PERIOD. TEMPORARY PAINTED MILLING MARKINGS THE CONTRACTOR SHALL MAINTAIN TRAFFIC TO PROPERTIES DURING THIS PERIOD. TEMPORARY MILLING SHALL BE USED AS NECESSARY TO MAINTAIN TRAFFIC.

STAGE 1: MILLING THE CONTRACTOR SHALL MILL THE EXISTING HMA MILLING COST AS SPECIFIED IN THE TYPICAL SECTION. MILLING THE CONTRACTOR SHALL MILL THE EXISTING HMA MILLING COST AS SPECIFIED IN THE TYPICAL SECTION.

STAGE 2: MILLING THE CONTRACTOR SHALL MILL THE EXISTING HMA MILLING COST AS SPECIFIED IN THE TYPICAL SECTION.

STAGE 3: MILLING THE CONTRACTOR SHALL MILL THE EXISTING HMA MILLING COST AS SPECIFIED IN THE TYPICAL SECTION.

ADDITIONAL NOTES:

1. MONDAY THROUGH FRIDAY, THE CONTRACTOR SHALL KEEP BOTH SOUTHBOUND LANES OPEN TO TRAFFIC DURING THE AFTERNOON PEAK TRAFFIC HOURS (4:00PM - 6:00PM) WITH THE EXCEPTION OF THE FULL-WIDTH MILLING AREAS.

2. FULL-WIDTH MILLING AREAS SHALL BE RESTORED AS QUICKLY AS POSSIBLE TO RESTORE TRAFFIC TO 4 LINES.

3. SIDE STREETS AND DRIVEWAYS SHALL ONLY BE CLOSED WHILE ACTIVE MILLING, PATCHING, OR PLACEMENT IS OCCURRING.

4. INSTALLATION OF HMA INTERLAYER, INTERMEDIATE COURSE, AND SURFACE COURSE SHALL BE PERFORMED ON WEEKENDS ONLY. SUNDAY PREFERRED.

5. REQUESTS FOR MODIFICATIONS TO TRAFFIC CONTROL/STAGING PLANS SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR REVIEW.

6. CONTRACTOR TO PROVIDE TWO (2) CHANGEABLE MESSAGE SIGNS, 3 DAYS PRIOR TO BEGINNING CONSTRUCTION. THE MESSAGE WILL BE PROVIDED TO THE CONTRACTOR.
LEGEND

- 42" CHANNELIZER MARKER
- DRUM
- SIGN
- TYPE III BARRIAD
- WORK ZONE
- TRAFFIC FLOW
- ARROW BOARD

NOTE: 1. THIS TRAFFIC CONTROL LAYOUT IS FOR REMOVAL OF HMA.

2. THIS TRAFFIC CONTROL LAYOUT MAY NOT BE USED DURING 7-9 AM AND 4-6 PM RUSH HOURS.
1. THIS TRAFFIC CONTROL LAYOUT IS FOR REMOVAL OF HMA.

2. THIS TRAFFIC CONTROL LAYOUT MAY NOT BE USED DURING 7-9 AM AND 4-6 PM RUSH HOURS.
NOTE:
1. This traffic control layout is for removal of HMA.
2. This traffic control layout may not be used during 7-9 AM and 4-6 PM rush hours.
STAGE 1 (NB)

MILLING NEAR EUCLID AVE
INTERSECTION SHALL BE DONE
UNDER TRAFFIC WITH SINGLE
LANE CLOSURES

NOTE:
1. THIS TRAFFIC CONTROL LAYOUT IS FOR REMOVAL OF HMA.
2. THIS TRAFFIC CONTROL LAYOUT MAY NOT BE USED DURING 7-9 AM AND 4-6 PM RUSH
   HOURS.
W20-1 48" x 48"
W9-2 48" x 48"
W20-5 48" x 48"
W4-2 48" x 48"
W6-3 48" x 48"
R3-2 24" x 24"
W1-4R 48" x 48"
W1-4L 48" x 48"

LEGEND

- ROAD WORK AHEAD
- LANE END MERGE LEFT
- LEFT LANE CLOSED AHEAD
- RIGHT LANE CLOSED AHEAD
- 42" CHANNELIZER MARKER
- TRAFFIC DRUM
- ARROW BOARD
- TYPE III BARRICADE
- WORK ZONE
- TRAFFIC FLOW
- ARROW BOARD

NOTE:
1. THIS TRAFFIC CONTROL LAYOUT IS FOR REMOVAL OF HMA.
2. THIS TRAFFIC CONTROL LAYOUT MAY NOT BE USED DURING 7-9 AM AND 4-6 PM RUSH HOURS.

STAGE 1 (SB)

WILLING NEAR HICKMAN RD. INTERSECTION SHALL BE DONE UNDER TRAFFIC WITH SINGLE LANE CLOSURES.

STAGE 1 (SB)
LEGEND

- 48" CHANNELIZER MARKER
- DRAIN
- SIGN
- TYPE III BARRICADE
- WORK ZONE
- TRAFFIC FLOW
- ARROW BOARD

NOTE:
1. THIS TRAFFIC CONTROL LAYOUT IS FOR REMOVAL OF PAVEMENT.
2. THIS TRAFFIC CONTROL LAYOUT MAY NOT BE USED DURING 7-9 AM AND 4-6 PM RUSH HOURS.
LEGEND

- 42" CHANNELIZED MARKER
- DRUM
- SIGN
- TYPE III BARRIAD
- WORK ZONE
- TRAFFIC FLOW
- ARROW BOARD

NOTE:
1. THIS TRAFFIC CONTROL LAYOUT IS FOR REMOVAL OF HMA.
2. THIS TRAFFIC CONTROL LAYOUT MAY NOT BE USED DURING 7-9 AM AND 4-6 PM RUSH HOURS.
STAGE 1 (SB)

NOTE:
1. THIS TRAFFIC CONTROL LAYOUT IS FOR REMOVAL OF HMA.
2. THIS TRAFFIC CONTROL LAYOUT MAY NOT BE USED DURING 7-9 AM AND 4-6 PM RUSH HOURS.

LEGEND
- 42" CHANNELIZER HARDER
- DRUM
- SIGN
- TYPE III BARRICADE
- WORK ZONE
- TRAFFIC FLOW
- ARROW MARKER
STAGE 1 (SB)

1. THIS TRAFFIC CONTROL LAYOUT IS FOR REMOVAL OF HMA.
2. THIS TRAFFIC CONTROL LAYOUT MAY NOT BE USED DURING 7-9 AM AND 4-6 PM RUSH HOURS.

NOTE:

1. THIS TRAFFIC CONTROL LAYOUT IS FOR REMOVAL OF HMA.
2. THIS TRAFFIC CONTROL LAYOUT MAY NOT BE USED DURING 7-9 AM AND 4-6 PM RUSH HOURS.

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NOTE: 1. INSTALL TRAFFIC CONTROL FOR PCC PATCHING ACCORDING TO TC-419 AND TC-423 AS NEEDED.

2. TC-423 SHALL ONLY BE USED DURING ACTIVE WORK, REMOVAL OR REPLACEMENT.

TC-419 SHALL BE USED DURING NON-WORK HOURS AND DURING CURE TIME.

3. CORRELATE DRIVEWAY REPLACEMENTS WITH PROPERTY OWNERS. SOME CRITICAL DRIVEWAYS MAY NEED TO BE STAGE CONSTRUCTED.
3. Coordinate driveway replacements with property owners. Some critical driveways may need to be stage constructed.

NOTE:
1. Install traffic control for PCC patching according to TC-419 as needed.
2. TC-423 shall only be used during active work (removal or replacement).
   TC-419 shall be used during non-work hours and during cure time.

STAGE 2

MAY NEED TO BE STAGE CONSTRUCTED.

COORDINATE DRIVEWAY REPLACEMENTS WITH PROPERTY OWNERS. SOME CRITICAL DRIVEWAYS MAY NEED TO BE STAGE CONSTRUCTED.

NOTE:
1. INSTALL TRAFFIC CONTROL FOR PCC PATCHING ACCORDING TO TC-419 AS NEEDED.
2. TC-423 SHALL ONLY BE USED DURING ACTIVE WORK (REMOVAL OR REPLACEMENT).
   TC-419 SHALL BE USED DURING NON-WORK HOURS AND DURING CURE TIME.
3. COORDINATE DRIVEWAY REPLACEMENTS WITH PROPERTY OWNERS. SOME CRITICAL DRIVEWAYS MAY NEED TO BE STAGE CONSTRUCTED.
1. Install traffic control for PCC patching according to TC-419 and TC-423 as needed.

2. TC-419 shall only be used during active work (removal or replacement). TC-423 shall be used during non-work hours and during cure time.

3. Coordinate driveway replacements with property owners. Some critical driveways may need to be stage constructed.
1. Install traffic control for PCC patching according to TC-419 and TC-423 as needed.

2. TC-423 shall only be used during active work, removal or replacement.

3. Coordinate driveway replacements with property owners. Some critical driveways may need to be stage constructed.