

### **STATE OF OHIO DEPARTMENT OF TRANSPORTATION**

FAY-41/VAR-22.18/VAR

### VILLAGE OF JEFFERSONVILLE

### FAYETTE COUNTY

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### FEDERAL PROJECT NUMBER

E200(246)

### RAILROAD INVOLVEMENT

INDIANA & OHIO RAILWAY COMPANY (IORY)

### **PROJECT DESCRIPTION**

RESURFACING OF 2.27 MILES OF SR-41 IN THE VILLAGE OF JEFFERSONVILLE FROM SLM 22.18 TO 24.45. RESURFACING OF 0.52 MILES OF SR-729 IN THE VILLAGE OF JEFFERSONVILLE FROM SLM 9.67 TO 10.51. RESURFACING OF 0.79 MILES OF SR-734 IN THE VILLAGE OF JEFFERSONVILLE FROM SLM 4.43 TO 5.22. ANCILLARY GUARDRAIL AND CURB RAMP UPGRADES.

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO. DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.



SR-734 2,100 2,300 450 71% 11% (RURAL) NO

								SUPPL	EMENTAL
		SIANDA	RD CONST		AVVINGS			SPECIF	<b>ICATIONS</b>
1	01/19/24	MGS-1.1	07/21/21	MT-97.10	04/19/19	TC-41.20	10/18/13	800	7/19/2024
1	07/19/13	MGS-2.1	01/19/18	MT-97.12	01/20/17	TC-42.10	10/18/13	821	4/20/2012
1	07/15/22	MGS-4.2	07/19/13	MT-98.20	04/19/19	TC-42.20	10/18/13	832	7/19/2024
1	07/19/24	MGS-4.3	01/18/13	MT-99.20	04/19/19	TC-52.10	10/18/13	872	1/21/2022
		MGS-5.3	07/15/16	MT-101.90	07/17/20	TC-52.20	01/15/21	875	01/18/19
.4	01/15/16			MT-105.10	01/17/20	TC-65.10	01/17/14	921	07/19/24
				MT-110.10	07/19/13	TC-61.11	01/19/24		
						TC-71.10	04/21/23		
						TC-74.10	07/21/23		

### EARTH DISTURBED AREAS

**PROJECT EARTH DISTURBED AREA:** ESTIMATED CONTRACTOR EARTH DISTURBED AREA: NOTICE OF INTENT EARTH DISTURBED AREA:

0.1 ACRES 0.3 ACRES N/A (NOI NOT REQUIRED)\* **\*ROUTINE MAINTENANCE PROJECT** 

### 2023 SPECIFICATIONS

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

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Anthonv C. Turowski. P.E **District 06 Deputy Director** 

Pamela Bolatyn Pamela Boratvn

Director, Department of Transportation



ESIGNER

ROJECT ID

HEET

JDM

REVIEWER KLM 12/02/24

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P.1 P.58

TOTAL

### -41/VAR-22.18/VAR FAY

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### PAVEMENT REPAIR DETAIL #1 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.50"

FOR MORE INFORMATION REGARDING ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.50" SEE GENERAL NOTES



### PAVEMENT REPAIR DETAIL #2 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 9.00"

FOR MORE INFORMATION REGARDING ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 9.00" SEE GENERAL NOTES

TYPICAL DETAILS PAVEMENT REPAIRS
DESIGN AGENCY





## FAY-41/VAR-22.18/VAR

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EDGE OF ¬ PAVED

SHOULDER

NOTES: 2. 3. 4.

### GUARDRAIL EMBANKMENT DETAIL



FOR MORE INFORMATION REGARDING EMBANKMENT, AS PER PLAN, SEE GENERAL NOTES.

- SEE STANDARD DRAWING MGS-1.1 FOR MORE DETAILS AND DIMENSIONS.
- ALL GUARDRAIL EMBANKMENT SHALL BE PLACED WITHIN THE EXISTING RIGHT OF WAY. ANY EXTRA EFFORT REQUIRED TO ESTABLISH THIS RIGHT OF WAY SHALL BE PAID UNDER ITEM 623 CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN. QUANTITY FOR EMBANKMENT, AS PER PLAN IS INCLUDED IN THE GUARDRAIL SUBSUMMARY, SHEEP.24. QUANTITY FOR SEEDING AND MULCHING, AND CORRESPONDING ITEMS IS INCLUDED IN THE EROSION CONTROL SUBSUMMARY, SHEEP.25.

TYPICAL DETAILS GUARDRAIL
DESIGN AGENCY





### **GENERAL**:

THE CONTRACTOR SHALL SUBMIT IN WRITING A SCHEDULE OF **OPERATIONS TO THE ENGINEER (SEE 108.02) AND RECEIVE APPROVAL** IN WRITING BEFORE WORK IS STARTED ON THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

### ALIGNMENT AND PROFILE:

THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED, AND THE PROFILE OF THE PROPOSED SURFACE WILL BE THE SAME AS EXISTING.

### **CONTRACTORS EQUIPMENT - OPERATION AND STORAGE:**

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. EQUIPMENT SHALL HAVE AT LEAST ONE AMBER FLASHING LIGHT. WHEN PARKED ALONG THE HIGHWAY, THE EQUIPMENT SHALL BE LOCATED EITHER A MINIMUM OF THIRTY FEET FROM THE EDGE OF PAVEMENT OR SIX FEET BEHIND GUARDRAIL WITH A MINIMUM OF 125 FEET OF GUARDRAIL PRECEDING THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT AN APPROVED CONTRACTOR'S STORAGE AREA.

### **CONTINGENCY QUANTITIES:**

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

### **REMOVAL ITEMS:**

ASPHALT AND MISCELLANEOUS ITEMS DESIGNATED FOR REMOVAL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE REMOVED ITEM.

### WORK LIMITS:

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

### **CENTERLINE CONSTRUCTION / RIGHT OF WAY:**

THE INTENT OF THIS PROJECT IS THAT ALL WORK IS TO BE COMPLETED WITHIN THE EXISTING RIGHT OF WAY. THE CENTERLINE SHOWN IN THIS PLAN IS TO BE CONSIDERED A CENTERLINE OF CONSTRUCTION ONLY AND NOT TO BE CONSTRUED AS THE ACTUAL GEOMETRIC ALIGNMENT OF THE ROADWAY. THIS CENTERLINE PROVIDED IS TO BE USED AS A REFERENCE OF PROJECT LENGTH ONLY AND SHALL NOT BE USED TO ESTABLISH PRECISE LOCATIONS OF ANY OTHER FEATURES SUCH AS/NOT LIMITED TO THE EXISTING RIGHTS OF WAY. ANY RIGHT OF WAY LOCATION SHOWN IN THE PLAN IS A GRAPHICAL REPRESENTATION (OF SAID RIGHT OF WAY) CONFIRMING THAT THE PLANNED WORK HAS BEEN DETERMINED TO BE IN ODOT RIGHT OF WAY. IN THE EVENT THAT ANY ACTIVITIES DEVIATE FROM THE PLAN, THE CONTRACTOR MAY BE REQUIRED, PER THE ENGINEER, TO VERIFY THE RIGHT OF WAY LIMITS IN THE FIELD. PAYMENT FOR ANY RIGHT OF WAY VERIFICATION WILL BE INCLUDED UNDER THE LUMP SUM BID ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN.

### **PROPOSED PAVEMENT MARKINGS:**

IT IS THE INTENT OF THE PROPOSED PAVEMENT MARKINGS TO BE THE SAME AS EXISTING. ANY DEVIATION FROM EXISTING WILL BE IDENTIFIED WITHIN THIS PLAN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE AND SHAPE OF THESE EXISTING PAVEMENT MARKINGS BEFORE THE WORK OBLITERATES THEM. ANY PAVEMENT MARKING WHICH IS PLACED AT THE WRONG LOCATION SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

### UTILITIES:

NO UTILITY IMPACT IS ANTICIPATED DUE TO THE SCOPE OF WORK. THE ODOT CONTRACTOR IS REQUIRED TO CONTACT OHIO811 A MINIMUM OF 48 HOURS EXCLUDING WEEKENDS AND HOLIDAYS TO PERMIT ALL UNDERGROUND UTILITIES AN OPPORTUNITY TO MARK THEIR LINES AND TO ENSURE ALL UTILITIES ARE MARKED PRIOR TO BEGINNING WORK. IT IS ALSO THE ODOT CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL NON-MEMBERS OF OHIO811 DIRECTLY A MINIMUM OF 48 HOURS NOTICE EXCLUDING WEEKENDS AND HOLIDAYS PRIOR TO EXCAVATION OCCURRING AT ANY LOCATIONS TO PROVIDE THEM WITH THE SAME OPPORTUNITY.

IT IS ODOT'S EXPECTATION THAT THERE WILL BE NO DISRUPTION TO UNDERGROUND UTILITIES. IF THERE IS A UTILITY MARKING WITHIN THE TOLERANCE ZONE OF A UTILITY LOCATE FROM ANY PROPOSED WORK/EXCAVATION IT IS THE ODOT CONTRACTORS RESPONSIBILITY TO DIRECTLY CONTACT THE IMPACTED UTILITY AND WORK WITH THEM TO FIND A SOLUTION THAT DOES NOT CHANGE THE PROPOSED WORK OR DAMAGE THE EXISTING UTILITY. NO UTILITY RELOCATION WILL BE REIMBURSED NOR WILL DELAY CLAIMS BE PERMISSIBLE BASED ON LACK OF COORDINATION BETWEEN THE ODOT CONTRACTOR AND THE IMPACTED UTILITY.

ITEM 202 - GUARDRAIL REMOVED, AS PER PLAN: ITEM 202 - ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN: ITEM 202 - ANCHOR ASSEMBLY REMOVED, TYPE E, AS PER PLAN: ITEM 202 - BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN: IN ADDITION TO THE REQUIREMENTS OF ITEM 202, REMOVAL OF SPECIFIED GUARDRAIL ITEMS SHALL INCLUDE BUT NOT BE LIMITED TO ANY ATTACHED POSTS, SIGNS AND DELINEATORS (NOT OTHERWISE SPECIFIED). THIS REMOVAL WILL INCLUDE ALL POSTS, ANCHORS AND HARDWARE UNDER GROUND.

THE CONTRACTOR SHALL EXPECT TO REMOVE ALL CONCRETE FOUNDATIONS COMPLETELY AT ALL LOCATIONS UNLESS OTHERWISE INSTRUCTED OR APPROVED BY THE ENGINEER. REMOVING EXISTING CONCRETE FOUNDATION TO A MINIMUM OF 1 FOOT BELOW THE GRADE OF THE SURROUNDING AREA MAY ONLY BE PERMITTED IF THE EXISTING CONCRETE DOES NOT FALL WITHIN 6 FEET OF THE PROPOSED AS TO NOT COMPROMISE THE PERFORMANCE OF THE PROPOSED GUARDRAIL SYSTEM(S).

ALL HOLES AND VOIDS REMAINING AFTER REMOVAL OF GUARDRAIL POSTS AND FOUNDATIONS SHALL BE FILLED WITH GRANULAR MATERIAL CONFORMING TO CMS 203.02R. FILL MATERIAL CONTAINING SOD SHALL NOT BE USED. ALL FILL MATERIAL SHALL BE APPROVED BY THE ENGINEER. MATERIAL PLACED IN HOLES SHALL BE THOROUGHLY COMPACTED AND LEVELED OFF AS DIRECTED BY THE ENGINEER. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPLICABLE GUARDRAIL REMOVAL ITEM. GUARDRAIL DESIGNATED FOR REMOVAL SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF.

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE THE EXISTING GUARDRAIL, PREPARE THE SITE, AND INSTALL NEW GUARDRAIL IN A CONTINUOUS OPERATION.

### ITEM 203 - EMBANKMENT, AS PER PLAN:

QUANTITY FOR ITEM 203 - EMBANKMENT, AS PER PLAN HAS BEEN PROVIDED THROUGHOUT THIS PLAN TO BUILD UP FORE-SLOPES AND ENSURE PROPER GRADING FOR THE PROPOSED GUARDRAIL AND ANCHOR ASSEMBLIES. THIS ITEM OF WORK INCLUDES ANY CLEARING AND GRUBBING NECESSARY TO PLACE THE EMBANKMENT AT THE LOCATIONS SPECIFIED OR DIRECTED. SEE THE GUARDRAIL EMBANKMENT DETAIL ON SHEET P.9 FOR MORE INFORMATION.

ITEM 606 - BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN: BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN SHALL BE CONSTRUCTED AS PER THE GUARDRAIL DETAILS ON SHEET P.8. PAYMENT FOR THIS ITEM SHALL BE MADE AT THE UNIT PRICE BID OF EACH AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, MATERIALS, AND ALL TYPE 5

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GUARDRAIL COMPONENTS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL BRIDGE TERMINAL ASSEMBLY, TYPE 4.

### ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016):

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

WHEN THE FACE OF THE ADJACENT (ATTACHED) GUARDRAIL IS LESS THAN 4' OFFSET FROM THE PROPOSED EDGE LINE, THE PROPOSED TYPE E ANCHOR ASSEMBLY SHALL BE INSTALLED USING A 50:1 FLARE RATE AS DETAILED IN THE SHOP DRAWINGS AND AS DIRECTED BY THE ENGINEER.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

THE PAYMENT LIMIT (LENGTH) FOR THE PROPOSED ANCHOR ASSEMBLY, (MGS) TYPE E, AS PER PLAN SHALL BE 53'- 1 1/2" (TO THE STANDARD MGS CONNECTION) AS DETAILED BELOW.

		53	8'-1 ½" F	PAYMEN	IT LENG	STH			
MGS									
PAYMENT	9	8	7	6	5	4	3	2	1
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PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - GUARDRAIL, MISC.: ALTERNATIVE GUARDRAIL PLACEMENT: THIS ITEM SHALL BE USED WHEN THE CONTRACTOR IS REQUIRED TO USE AN ALTERNATE METHOD TO SET POSTS TO PREVENT DAMAGE TO AN UNDERGROUND OBSTACLE, SUCH AS A UTILITY. THE USE OF THIS ITEM WILL BE AS DEEMED NECESSARY BY THE ENGINEER. THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIAL NEEDED TO SET AND BACKFILL POSTS WHILE MEETING THE REQUIREMENTS OF THE APPLICABLE GUARDRAIL ITEM BEING PERFORMED. APPLICABLE GUARDRAIL ITEMS INCLUDE BUT ARE NOT LIMITED TO SETTING POSTS (AND SLEEVES) FOR TYPE 5, TYPE MGS, BARRIER DESIGN, ANCHOR ASSEMBLIES, AND BRIDGE TERMINAL ASSEMBLIES. PAYMENT SHALL BE AT THE UNIT BID PRICE OF EACH AND SHALL BE PAID FOR IN ADDITION TO THE APPLICABLE GUARDRAIL PLACEMENT ITEM LISTED ABOVE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 606 - GUARDRAIL, MISC.: ALTERNATIVE GUARDRAIL PLACEMENT = 25 FT **CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL:** WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

THE CONTRACTOR SHALL USE EXTREME CARE AND CAUTION WHEN WORKING AROUND EXISTING CONCRETE CURB AND GUTTER. EXISTING CONCRETE CURB AND GUTTER SHALL IN NO WAY BE EXPOSED TO TACK COAT AT ANY TIME. IN THE OCCURRENCE THAT CONCRETE CURB AND/OR GUTTER IS EXPOSED TO TACK COAT, THE CONTRACTOR SHALL RECTIFY IT AT THE CONTRACTOR'S EXPENSE. RECTIFICATION MAY INCLUDE (BUT IS NOT LIMITED TO) CLEANING, PATCHING, OR FULLY REPLACING THE EXPOSED/DAMAGED CONCRETE. THE TYPE AND MEANS OF RECTIFICATION SHALL BE DETERMINED BY THE PROJECT ENGINEER ON A CASE BY CASE BASIS.

ALL REPAIR AREAS DETAILED IN THE PLAN SHALL BE VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REPAIR AREAS SHALL CONSIST OF REMOVING 9.0 INCHES OF PAVEMENT (SAWCUTTING OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL), AND PLACING TWO LIFTS OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449). FOR MORE INFORMATION SEE DETAIL ON SHEET P.4. WORK SHALL BE PERFORMED PRIOR TO PLANING. NO MORE PAVEMENT REPAIR, AS PER PLAN, 9.0" SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

IN ADDITION TO THE LOCATIONS LISTED ON SHEET P.21, THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND BEEN CARRIED TO THE GENERAL SUMMARY: ITEM 251 - PARTIAL PAVEMENT DEPTH REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 9.0" = 50 CY

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 9.0", INSIDE CURVE REPAIR: ALL REPAIR AREAS DETAILED IN THE PLAN SHALL BE VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REPAIR AREAS SHALL CONSIST OF REMOVING 9.0 INCHES OF PAVEMENT AND PLACING 9.0 INCHES OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449). THE AVERAGE WIDTH SHALL NOT BE LESS THAN 5 FEET. FOR MORE INFORMATION, SEE DETAILS ON SHEETS P.10 AND P.11. WORK SHALL BE PERFORMED PRIOR TO PLANING. NO MORE PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

### EXISTING CONCRETE CURB AND GUTTER:

### ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5":

ALL REPAIR AREAS DETAILED IN THE PLAN SHALL BE VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REPAIR AREAS SHALL CONSIST OF REMOVING 4.5 INCHES OF PAVEMENT AND PLACING 4.5 INCHES OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449). FOR MORE INFORMATION SEE DETAIL ON SHEET P.4. WORK SHALL BE PERFORMED PRIOR TO PLANING. NO MORE PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

IN ADDITION TO THE LOCATIONS LISTED ON SHEET P.21, THE FOLLOWING CONTINGENCY QUANTITY HAS BEEN PROVIDED AND BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5" = 100 SY

### ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 9.0" :

FOR LOCATIONS AND QUANTITIES, SEE SHEET P.21. 

NOTES ENERAL **(7**)

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ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 1.50": THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CONCRETE PAVEMENT, CASTINGS, AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS-SLOPE (CROWN) DURING THE PLANING OPERATIONS.

### MANHOLES AND OTHER CASTING STRUCTURES:

THE ITEMS PROVIDED BELOW ARE CONTINGENCY QUANTITIES TO BE USED AS DIRECTED BY THE PROJECT ENGINEER AT VARIOUS LOCATIONS. EACH ITEM SHALL INCLUDE THE COST OF ALL LABOR, EQUIPMENT, MATERIALS, AND HARDWARE NECESSARY TO ADJUST CASTINGS TO GRADE TO THE PROPOSED ASPHALT ELEVATION AS DIRECTED.

THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN PROVIDED AND THE TOTALS HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE	=	4 EACH
ITEM 611 - MANHOLE ADJUSTED TO GRADE	=	4 EACH
ITEM 638 - VALVE BOX ADJUSTED TO GRADE	=	4 EACH

### ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN:

THIS ITEM SHALL CONSIST OF STATIONING USING 3 FT LATH STAKES. THE STAKES SHALL BE SPACED AT 200 FT INTERVALS AND SHALL EXTEND THROUGHOUT THE LENGTH OF EACH PROJECT LOCATION AND THROUGHOUT THE LENGTH OF ANY RAMPS.

PLACEMENT OF THE STAKES SHALL BE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGED OR MISSING STAKES.

THIS ITEM SHALL ALSO INCLUDE ANY WORK NECESSARY FOR THE CONTRACTOR TO VERIFY EXISTING RIGHT OF WAY, AS DIRECTED.

CONSTRUCTION LAYOUT STAKES. AS PER PLAN WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID, WHICH SHALL BE FULL COMPENSATION FOR ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS, INCLUDING THE REMOVAL, NECESSARY TO COMPLETE THIS ITEM.

### DRAINAGE AT INTERSECTING STREETS:

AT INTERSECTING STREETS WHERE THE DRAINAGE IS TOWARD OR INTO THE PROJECT, SPECIAL CARE SHALL BE TAKEN BY THE CONTRACTOR TO MAINTAIN PROPER GRADE ALONG THE EDGE OF PAVEMENT SO THAT WATER WILL NOT POND. AT INTERSECTING STREETS, WHERE THE EDGE OF PAVEMENT CONTINUES ACROSS THE STREET, CARE SHALL BE TAKEN TO FEATHER DOWN AND FORM A NEAT SEAM WITH THE PROPER GRADE.

### FIRE HYDRANTS:

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

ITEM 202 – WALK REMOVED, AS PER PLAN: THIS ITEM HAS BEEN PROVIDED AND SHALL BE USED IN CONJUNCTION WITH THE CONSTRUCTION OF THE PROPOSED CURB RAMPS. THE CONTRACTOR SHALL PROVIDE ALL MATERIAL, LABOR, EQUIPMENT, AND HARDWARE NECESSARY TO REMOVE EXISTING SIDEWALK (INCLUDING ANY EXISTING CURB RAMPS). SPECIFIC LOCATIONS AND LIMITS OF THIS WORK CAN BE FOUND ON PLAN SHEETS P.48 - P.55.

PAVING AT RAILROAD CROSSING: WORK THE CROWN OUT OF THE PROPOSED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE NEW PAVEMENT TO MEET THE PLATFORM ELEVATION.

ITEM 642 - TYPE 1 TRAFFIC PAINT, AS PER PLAN, POTTERS P18+2 BEADS: ALL ITEMS BELOW SHALL COMPLY WITH ITEM 642 EXCEPT AS FOLLOWS:

IN LIEU OF ODOT TYPE A GLASS BEADS, THE CONTRACTOR SHALL APPLY POTTERS P18+2 DUAL COATED GLASS BEADS TO THE WET PAINT SO THAT THE BEADS ARE EMBEDDED AND RETAINED IN THE PAINT AND PROVIDE UNIFORM RETROREFLECTIVITY IN THE PAINT SURFACE. APPLY AT A MINIMUM RATE OF 10 POUNDS PER 100 SQUARE FEET.

POTTERS P18+2 BEADS SHALL BE USED FOR THE FOLLOWING ITEMS: ITEM 642 - EDGE LINE, 6", TYPE 1, AS PER PLAN ITEM 642 - CENTER LINE, TYPE 1, AS PER PLAN

ITEM 644 - THERMOPLASTIC, AS PER PLAN, POTTERS VISIBLEND BEADS: ALL ITEMS BELOW SHALL COMPLY WITH ITEM 644 EXCEPT AS FOLLOWS:

IN LIEU OF ODOT TYPE C GLASS BEADS FOR INTERMIX AND DROP-ONS, THE CONTRACTOR SHALL USE AND APPLY POTTERS VISIBLEND GLASS BEADS. FURNISH DROP-ON VISIBLEND BEADS THAT HAVE, AT A MINIMUM, A MOISTURE-PROOF COATING. APPLY DROP-ON VISIBLEND BEADS AT A MINIMUM RATE OF 12 POUNDS PER 100 SQUARE FEET OF THERMOPLASTIC SURFACE AREA.

POTTERS VISIBLEND BEADS SH
ITEM 644 - EDGE LINE, 6", AS
ITEM 644 - LANE LINE, 6", AS
ITEM 644 - CENTER LINE, AS P
ITEM 644 - CHANNELIZING LIN
ITEM 644 - STOP LINE, AS PER
ITEM 644 - CROSSWALK, 12", A
ITEM 644 - TRANSVERSE/DIAG
ITEM 644 - ISLAND MARKING,
ITEM 644 - RAILROAD SYMBO
ITEM 644 - LANE ARROW, AS I

ITEM 644 - DOTTED LINE, 6', AS PER PLAN 

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HALL BE USED FOR THE FOLLOWING ITEMS: PER PLAN PER PLAN PER PLAN NE, 8", AS PER PLAN PLAN AS PER PLAN GONAL LINE, AS PER PLAN , AS PER PLAN L MARKING, AS PER PLAN PER PLAN

### **ENVIRONMENTAL COMMITMENTS:**

1) ANY AND ALL CONSTRUCTION DEBRIS, EARTHEN DEBRIS, EXCESS ASPHALT OR CONCRETE, WOOD DEBRIS FROM CLEARING, EXCESS FILL MATERIAL, AND TRASH SHALL BE REMOVED AND DISPOSED OF AT AN APPROVED UPLAND SITE OR LAND FILL ABOVE FEMA 100-YEAR FLOOD ELEVATIONS.

- 2) NO TREE CLEARING IS REQUIRED OR PERMITTED ON THIS PROJECT. 31 ENSURE IMPACTS TO THE FEDERALLY LISTED AND PROTECTED BAT SPECIES ARE AVOIDED AND MINIMIZED. DO NOT REMOVE TREES FROM APRIL 1 THROUGH SEPTEMBER 30. PERFORM ALL NECESSARY TREE REMOVAL FROM OCTOBER 1 THROUGH MARCH 31. DEMARCATE CLEARING LIMITS IN THE FIELD TO AVOID ANY UNAUTHORIZED TREE CLEARING. 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.

4) WATERS OF THE UNITED STATES SHALL NOT BE IMPACTED AS PART OF THIS PROJECT.

GENERAL NOTES	
DESIGN AGENCY	

ITEM 614 - MAINTAINING TRAFFIC:

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

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

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER.

CONSTRUCTION OPERATIONS SHALL NOT BEGIN UNTIL ALL TRAFFIC CONTROL IS IN PLACE AND APPROVED BY ODOT PERSONNEL. THE CONSTRUCTION INSPECTOR SHALL APPROVE ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR CONDITION AND LOCATION BEFORE THE CONTRACTOR WILL BE ALLOWED TO BEGIN WORK. IF THE CONTRACTOR DOES NOT COMPLY WITH THE STANDARDS, HIS PERMIT SHALL BE REVOKED AND ALL WORK SHALL BE TERMINATED.

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

### **RIGHT OF WAY PERMITS:**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE RIGHT OF WAY PERMITS TO INSTALL MAINTENANCE OF TRAFFIC SIGNING.

### **CONSTRUCTION NOISE:**

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 5PM AND 7AM WITHIN RESIDENTIAL AREAS. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

### NORMAL WORKING HOURS:

THE NORMAL WORKING HOURS ARE 7AM-5PM MONDAY THROUGH FRIDAY, EXCEPT FOR WORK WHICH REQUIRES THE CLOSURE OF INTERSTATE SERVICE RAMPS (SEE "SHORT DURATION RAMP CLOSURES" SECTION BELOW). WORK OUTSIDE OF THESE HOURS MUST BE APPROVED BY THE PROJECT ENGINEER IN COORDINATION WITH THE VILLAGE OF JEFFERSONVILLE.

### SHORT DURATION RAMP CLOSURES:

FOR THE PURPOSE OF PERFORMING THE REQUIRED WORK OR WHEN REQUIRED BY THE INTERSTATE ENTRANCE RAMP CLOSURE NOTE, RAMPS MAY BE CLOSED FOR SHORT DURATIONS AND DETOURED IN ACCORDANCE WITH THE RAMP CLOSURE TABLE IF APPROVED BY THE ENGINEER. RAMP CLOSURES ARE SUBJECT TO DISINCENTIVES.

FOR ALL SERVICE RAMP CLOSURES LASTING MORE THAN 12 HOURS BUT LESS THAN 60 HOURS AND/OR,

FOR ALL SYSTEM RAMP CLOSURES LASTING MORE THAN 12 HOURS BUT LESS THAN 24 HOURS

THE CONTRACTOR SHALL PROVIDE THE FOLLOWING:

- A MINIMUM OF TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PLACED, AS DIRECTED BY THE ENGINEER, TO WARN DRIVERS OF THE CLOSURE AND TO PROVIDE THE DESIGNATED DETOUR ROUTE. - POSITIVE GUIDANCE ALONG THE DETOUR ROUTE WITH DETOUR SIGNS (M4-9 SERIES) IN ACCORDANCE WITH DETOUR SIGNS NOTE. 

FOR ALL RAMP CLOSURES LASTING LESS THAN 12 HOURS, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING: - A MINIMUM OF TWO PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) PLACED, AS DIRECTED BY THE ENGINEER, TO WARN DRIVERS OF THE CLOSURE AND TO PROVIDE THE DESIGNATED DETOUR ROUTE.

WHEN CLOSING ENTRANCE RAMPS, CORRESPONDING LEAD-IN LANES AND TURN LANES SHALL ALSO BE CLOSED.

IF A DESIGNATED DETOUR ROUTE IS NOT PROVIDED IN THE PLANS. TRAFFIC SHALL BE DIRECTED TO THE NEXT INTERCHANGE, IF AVAILABLE, TO TURN AROUND. IF THE USE OF THE NEXT INTERCHANGE IS NOT POSSIBLE, AN ALTERNATIVE DETOUR ROUTE SHALL BE PROVIDED BY THE ENGINEER.

SERVICE RAMP: INTERCHANGE RAMPS BETWEEN FREEWAYS (OR EXPRESSWAYS) AND NON-FREEWAYS (OR NONEXPRESSWAYS). THESE RAMPS PROVIDE ACCESS (CONNECTIONS) BETWEEN FREEWAYS/EXPRESSWAYS AND OTHER PRINCIPAL/MINOR ARTERIALS, COLLECTORS OR LOCAL ROADS.

SYSTEM RAMP: INTERCHANGE RAMPS (OR CONNECTORS) BETWEEN FREEWAYS (OR EXPRESSWAYS) AND FREEWAYS (OR EXPRESSWAYS).

						THE CONTRACTOR SHALL NOTH I THE
DANAD	MOVENAENT	NO CLOSU	URES ALLOWED	DETOUR	ROUTES	PROJECT ENGINEER IN WRITING OF ALL TH
TAIVIP	WOVEWIENT	MON TO FRI	SAT TO SUN	PRIMARY ROUTE	SECONDARY ROUTE	OF TRAFFIC CHANGES THE CONTRACTOR
EN	I-71 SB TO SR 41	6AM-7PM	NO RESTRICTION	I-71 SB TO SR-435 TO I-71 NB TO SR-41 (RAMP WS)		ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO A THE PROJECT ENGINEER TO MEET THE
NW	SR 41 TO I-71 SB	5AM-7PM	NO RESTRICTION	I-71 NB (RAMP SE) TO SR- 38 W TO I-71 SB		REQUIRED TIME FRAMES SET FORTH IN TH TABLE BELOW TO INFORM SPECIAL HAULIN
SE	SR 41 TO I-71 NB	6AM-9AM	NO RESTRICTION	I-71 SB (RAMP NW) TO SR- 435 E TO I-71 NB	SR-41 TO SR-734 E TO SR- 38 W TO I-71 NB	PERMITS SECTION ( <u>HAULING.PERMITS@DOT.OHIO.GOV</u> ) A DISTRICT PUBLIC INFORMATION OFFICE
WS	I-71 NB TO SR 41	6AM-7PM	NO RESTRICTION	I-71 NB TO SR-38 W TO I- 71 SB TO SR-41 (RAMP EN)	I-71N TO SR-38 E TO SR- 734 W TO SR-41	(D06.PIO@DOT.OHIO.GOV). THE PROJECT ENGINEER SHALL RECEIVE THIS NOTIFICAT PRIOR TO THE PHYSICAL SETUP OF ANY
LLL	uuu	uu	uuu	uuuuu	······	) APPLICABLE SIGNS OR MESSAGE BOARDS.

### LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS

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

HOLIDAYS

NEW YEAR'S (OBSERVED) MEMORIAL DAY FOURTH OF JULY (OBSERVED) LABOR DAY

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

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

RAMP CLOSURE RESTRICTIONS

GENERAL ELECTION DAY (NOV) THANKSGIVING CHRISTMAS (OBSERVED)

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.

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

### **PUBLIC OUTREACH AND NOTIFICATION:**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT D06.PIO@DOT.OHIO.GOV TO COORDINATE EFFORTS TO NOTIFY ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING PROJECT. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN FOURTEEN (14) DAYS PRIOR TO THE FIRST DAY OF WORK. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC INFORMATION OFFICE.

**NOTIFICATION OF TRAFFIC RESTRICTIONS:** 

THROUGHOUT THE DURATION OF PROJECT, INTERSTATE ROUTE 71 IN FAYETTE COUNTY THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE PIO (D06.PIO@DOT.OHIO.GOV). THE PROJECT ENGINEER SHALL RECEIVE THIS NOTIFICATION PRIOR TO THE PHYSICAL SETUP OF ANY

> INFORMATION SHALL INCLUDE BUT IS NOT LIMITED TO ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHOULD LIST THE SPECIFIC LOCATION. TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

Notification Time Frame Table							
ltem	Duration of Closure	Notification due to District 6 Communications Office	Sign Displayed to Public				
	>= 2 weeks	21 calendar days prior to closure	14 calendar days prior to closure				
Ramp & Road Closures	> 12 hours & < 2 weeks	14 calendar days prior to closure	7 calendar days prior to closure				
	<= 12 hours	4 business days prior to closure	2 business days prior to closure				
Lane Closures	>= 2 weeks	14 calendar days prior to closure					
& Restrictions	< 2 weeks	5 business days prior to closure					
Start of Construction & Traffic Pattern Changes	N/A	14 calendar days prior to implementation					

NOTIFICATION OF CONSTRUCTION INITIATION: AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT D06.PIO@DOT.OHIO.GOV, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT D06.MOT@DOT.OHIO.GOV AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614)728-4099 OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

THE DROPOFF ADJACENT TO THE TRAVELED LANE SHALL MEET THE CRITERIA OUTLINED IN STANDARD DRAWING MT-101.90. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR MATERIALS, LABOR OR EQUIPMENT NECESSARY TO MEET THE REQUIREMENTS OF MT-101.90.

SUCCESSFULLY NOTIFY THE OCCUPANTS/OWNERS OF COMMERCIAL OR RESIDENTIAL DRIVES TO BE CLOSED AND COORDINATE THE CLOSURE AT LEAST 48 HOURS BEFORE THE CLOSURE BEGINS (SIMPLY LEAVING A WRITTEN NOTICE OR PHONE MESSAGE IS NOT SUFFICIENT). COORDINATE ALTERNATE ACCESS TO RESIDENTIAL PROPERTIES WITH THE OWNER/OCCUPANT.

USE OF STANDARD DRAWINGS: FOR THE PURPOSE OF THIS PROJECT, "MOVING OPERATION" SHALL BE LIMITED TO PAVEMENT MARKING STRIPING.

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

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME FRAME TABLE.

### **DROPOFFS IN WORK ZONES:**

### ACCESS TO PRIVATE PROPERTY:

COMMERCIAL PROPERTY WITH MULTIPLE DRIVES MAY HAVE ONE DRIVE CLOSED WHEN WORKING IN THE AREA OF THE DRIVE. COMMERCIAL PROPERTY WITH ONLY ONE DRIVEWAY OR DRIVEWAYS WITH ONE DIRECTION TRAFFIC USE WILL BE CONSTRUCTED PART WIDTH. THE CONTRACTOR WILL COORDINATE WITH THE PROPERTY OWNER TO MINIMIZE THE IMPACT TO THE OWNER.

MAINTAIN ACCESS TO RESIDENTIAL PROPERTIES AT ALL TIMES. WHEN A RESIDENTIAL DRIVE IS CLOSED FOR CONSTRUCTION, MAINTAIN ALTERNATE ACCESS TO THE PROPERTY. IT MAY BE REQUIRED FOR THE CONTRACTOR TO MAINTAIN ONE PASSABLE LANE WITHIN A CLOSURE IN ORDER FOR VEHICLES TO ACCESS RESIDENCY WITH A VEHICLE.

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

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ESIGN AGENCY



REVIEWER KLM 12/02/24 ROJECT ID 110584 HEET TOTAL P.14 P.58

### **PERMITTED LANE CLOSURES:**

AT LEAST ONE LANE OF TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES UNLESS STATED OTHERWISE IN THE PLAN BY USE OF THE EXISTING AND COMPLETED PAVEMENT. WORK ZONES SHALL BE LIMITED IN LENGTH TO THE AMOUNT OF WORK THAT CAN BE PERFORMED THAT DAY. TRAFFIC SHALL BE MAINTAINED VIA STANDARD DRAWINGS MT-95.60, MT-95.61, MT-97.10, AND MT-97.12.

LANE CLOSURES AND RESTRICTIONS SHALL ADHERE TO THE TIMES LISTED IN THE NORMAL WORKING HOURS NOTE ON SHEET P.14. THE MAXIMUM ALLOWABLE CLOSURE LENGTH IS 2 MILES AT ANY GIVEN TIME. CLOSURES OR RESTRICTIONS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF WORKING HOURS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR APPROVED BY THE ENGINEER. LANE CLOSURES OR RESTRICTIONS SHALL BE LIMITED TO AREAS WHERE WORK IS BEING PERFORMED. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. THE LEVEL OF UTILIZATION OF • MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH • THE WORK IN PROGRESS 

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

### CONSTRUCTION TRAFFIC:

ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES IN ACCORDANCE WITH CMS 105.13 TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY.

### **COORDINATION WITH ADJACENT PROJECTS:**

THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECTS:

VILLAGE OF JEFFERSONVILLE SR-734 WATERLINE PROJECT PROJECT DESIGNER: CODY BEUCLER, 937-515-9699 VILLAGE OF JEFFERSONVILLE UTILITY SUPERINTENDENT: 740-505-3021

COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE. ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WTS)\*, AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAYMENT ITEM. \*IF REQUIRED BY THE PROJECT

### WORK SITE LIGHTING:

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

### MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS:

PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, LEO HOURS, AND INCIDENTALS NEEDED TO PERFORM THE ABOVE LISTED WORK IS CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 -MAINTAINING TRAFFIC.

WRECKER AND EMERGENCY VEHICLE ACCESS: THE CONTRACTOR SHALL MAKE PROVISIONS TO ASSIST IN THE ACCESS OF WRECKERS AND EMERGENCY VEHICLES THROUGHOUT THE WORK ZONE. THIS MAY INCLUDE, BUT NOT LIMITED TO, PROVIDING FLAGGERS OR REMOVING SECTIONS OF BARRIER TO ALLOW EMERGENCY VEHICLES AND WRECKER TO MOVE THROUGH PORTIONS OF THE WORK ZONE TO REACH ACCIDENTS AND/OR BREAKDOWNS. THE INTENT IS TO MINIMIZE EXTENDED DELAYS TO THE TRAVELLING PUBLIC AND TO PROVIDE QUICKER RESPONSE TIMES FOR WRECKERS AND EMERGENCY VEHICLES. ALL AGENTS AND EMPLOYEES OF THE CONTRACTOR SHALL BE MADE AWARE OF THIS PROVISION BEFORE WORK BEGINS.

ALL ACTIVITIES ASSOCIATED WITH ACCOMMODATING WRECKER SERVICES AND EMERGENCY VEHICLE ACCESS THROUGHOUT THE WORK ZONE SHALL BE COORDINATED BY THE WORKSITE TRAFFIC SUPERVISOR AND THE ENGINEER.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

### **PARKING RESTRICTIONS:**

THE CONTRACTOR SHALL INSTALL "NO PARKING" SIGNS AS DIRECTED BY THE ENGINEER 48 HOURS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES IN THE AFFECTED AREAS IN JEFFERSONVILLE.

THE DATE OF INSTALLATION, AND THE DATES/HOURS THAT THE WORK WILL BE PERFORMED SHALL BE LISTED ON EACH SIGN. ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THE COST OF THIS ITEM OF WORK SHALL INCLUDE ALL SERVICES, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS, INCLUDING THE REMOVAL, NECESSARY TO COMPLETE THIS ITEM AND WILL BE PAID FOR AT THE CONTRACT LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

### USE OF WEIGHTED CHANNELIZERS:

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

THE MARKINGS ON THE WEIGHTED CHANNELIZERS SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETRO REFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELIZER SHALL HAVE A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES. ANY NON-RETRO REFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES SHALL NOT EXCEED 2 INCHES WIDE. THE WEIGHTED CHANNELIZERS SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

USE OF THE WEIGHTED CHANNELIZERS ON FREEWAYS AND MULTILANE HIGHWAYS SHALL BE LIMITED TO SHORT-TERM **OPERATION FOR EITHER DAY OR NIGHT. UPON COMPLETION OF** WORK, THE WEIGHTED CHANNELIZERS MAY AGAIN BE PLACED ON THE

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HIGHWAY WHEN THE WORK IS TO RESUME ON THE FOLLOWING DAY OR NIGHT. ANY LANE CLOSURE USING CHANNELIZATION DEVICES, EXPECTED TO REMAIN FOR MORE THAN TWELVE HOURS, SHALL REQUIRE THE USE OF DRUMS OR BARRIERS.

WHEN USED AT NIGHT, WEIGHTED CHANNELIZERS SHALL ONLY BE PLACED IN THE TANGENT AREA. THE TANGENT AREA IS DEFINED AS THE AREA AFTER THE TRANSITION TAPER WHERE THE WORK TAKES PLACE. DRUMS SHALL BE USED IN THE TRANSITION TAPERS FOR NIGHT **OPERATIONS. MAXIMUM SPACING OF THE WEIGHTED CHANNELIZERS** SHALL BE 40 FEET. STEPS SHOULD BE TAKEN TO ENSURE THAT THE WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND OR MOVING TRAFFIC.

BALLASTS SHOULD NOT PRESENT A HAZARD IF THE WEIGHTED CHANNELIZERS ARE INADVERTENTLY STRUCK, NOR SHOULD THEY AFFECT THE VISIBILITY OF THE WEIGHTED CHANNELIZERS. ALL BALLASTS USED SHOULD BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

### ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR **ASSISTANCE DURING CONSTRUCTION OPERATIONS:**

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE **PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:** 

-WHEN IMPACTING THE NORMAL FUNCTION OF A SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - WORK ZONE MARKING SIGN: "DO NOT PASS" AND "PASS WITH CARE" SIGNS SHALL BE PLACED TO REFLECT THE EXISTING PASSING AND NO PASSING ZONES. THESE SIGNS SHALL BE COVERED OR REMOVED WITHIN 24 HOURS OF THE PLACEMENT OF THE FINAL CENTERLINE MARKINGS. "NO EDGE LINE" SIGNS SHALL BE PLACED AS PER SPECIFICATIONS OF ITEM 614.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - WORK ZONE MARKING SIGN 

### ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

= 48 HOUR

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED. ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

	R4-1-18	R4-2-18	W8-H12A-36
OUTE	NO EDGE LINES	DO NOT PASS	PASS WITH CARE
	EACH	EACH	EACH
AY-41	14	2	-
AY-729	4	5	3
AY-734	2	2	-

= 32 EACH

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ESIGN AGENCY



ROJECT ID 110584 HEET TOTAL P.15 P.58 ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN: THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE WHEN NO LONGER NEEDED, CHANGEABLE MESSAGE SIGNS, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE BEEN CARRIED TO THE GENERAL SUMMARY: SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR. ONLY CLASS I OR II SIGNS WILL BE PERMITTED. 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 TROUBLE SHOOT 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 RESURFACING OBLITERATES THE EXISTING. ON A PERMANENT BASIS BY AFFIXING RETRO REFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS. CARRIED TO THE GENERAL SUMMARY: A PCMS SHALL BE PLACED "AS DIRECTED BY THE PROJECT ENGINEER" IN " CONJUNCTION WITH LANE CLOSURES. THE MESSAGES SHALL BE AS DIRECTED BY THE ENGINEER. THE 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 CONTRACTOR SHALL, AT THE DIRECTION OF THE ROADWAY ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ROUTE SURFACE ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS WILL BE OFF, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE HIGH INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9" BY 15" MINIMUM, FACING TRAFFIC. THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND START TROUBLE SHOOT THE UNIT AND TO REVISE SIGN MESSAGES, IF NEEDED. 1174+63.9 SR-41 THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. 1178+60.4 SR-41 MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE 1184+74.8 SR-41 LAST AS A RESULT OF POWER FAILURES TO THE ON BOARD COMPUTER. SR-41 1190+73.3 THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. SR-41 1198+99.6 THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SR-41 1203+70.1 SHOULD BE SUPPORTED, BUT NORMALLY, NOT MORE THAN TWO 1222+54.4 SR-41 MESSAGE PHASES SHOULD BE EMPLOYED, ALTHOUGH THREE PHASES MAY BE USED IN UNUSUAL CONDITIONS. PCMS FORMAT SHALL PERMIT 1230+57.6 SR-41 THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST ONCE. 1252+20.3 SR-41 THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING 0 LOGIC, WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED, SR-729 510+55.90 OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES FOR 536+99.76 SR-729 DIFFERENT DAYS OF THE WEEK. 544+59.40 SR-729 THE CONTRACTOR, IN ACCORDANCE WITH THE PROVISIONS OF 614.03, SHALL MAINTAIN THE PCMS UNIT IN GOOD WORKING ORDER. THE 233+96.16 SR-734 CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE 264+55.86 SR-734 ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS SR-734 268+15.82 TO ENSURE PROMPT SERVICE IN THE EVENT OF A FAILURE. ANY FAILURE 269+51.34 SR-734 SHALL NOT RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC AND THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED SR-41 1174+63.9 FROM MONEYS DUE, OR TO BECOME DUE TO THE CONTRACTOR ON THE 1178+60.48 SR-41 CONTRACT. 1184+74.88 SR-41 1190+73.3 SR-41 THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOUR PER DAY **OPERATIONS AND MAINTENANCE OF THESE SIGNS ON THE PROJECT** SR-41 1198+99.6 FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR 1203+70.1 SR-41 USE. THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN, AND SR-41 1222+54.4 REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY SR-41 1230+57.6 RELIEVE THE CONTRACTOR OF ITS RESPONSIBILITIES AS OUTLINED IN 1252+20.32 SR-41 104.04. PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT BID PRICE PER MONTH FOR EACH ITEM 614 - PORTABLE TOTALS CARRIED TO GEN 

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CHANGEABLE MESSAGE SIGN, AS PER PLAN AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND HAS

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN = 8 SNMT

ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT: WORK ZONE PAVEMENT MARKINGS SHALL BE PLACED TO REFLECT THE PROPOSED PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION, SIZE, AND TYPE OF WORK ZONE MARKINGS NEEDED MEETING THE REQUIREMENTS OF ITEM 614 BEFORE THE REMOVAL OR

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND HAVE BEEN

### **ITEM 614 - MAINTENANCE OF TRAFFIC: PAYMENT**

NO ADDITIONAL COMPENSATION SHALL BE MADE BEYOND THE QUANTITIES PROVIDED WITHIN THE MAINTENANCE OF TRAFFIC NOTES. ANY OTHER WORK SHALL BE PAID UNDER THE LUMP SUM PAY ITEM FOR ITEM 614, MAINTAINING TRAFFIC.



		614	614	614	614	614	614	614	614
STAT	rion	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	WORK ZONE DOTTED LINE, CLASS III, 4" 642 PAINT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	WORK ZONE CROSSWALK LINE, CLASS III 12", 642 PAINT	WORK ZONE RAILROAD SYMBOL MARKING, CLASS III, 642 PAINT
T	END	MILE	MILE	MILE	FT	FT	FT	FT	EACH
3.90	1177+43.50		0.05		277				
0.48	1184+74.88	0.11	0.17		590				
4.88	1190+73.31		0.14		315				
3.31	1198+99.60		0.16						
9.60	1203+70.19		0.08		235				
0.19	1222+06.62		0.33						
4.46	1230+57.69		0.12						
7.69	1250+98.82		0.35						
0.32	1290+79.09		0.72						
.90	520+02.00		0.15						
.76	544+16.52		0.12						
0.40	555+06.10		0.17						
5.16	264+55.86		0.55						
.86	268+15.82		0.07						
.82	269+51.34		0.03						
.34	275+46.55		0.10						
	SUBTOTALS	0.11	3.31		1417				
3.90	1177+43.50		0.05	0.11	277				
0.48	1184+74.88	0.11	0.17	0.23	590		36		
4.88	1190+73.31		0.14	0.19	315	113	80		
3.31	1198+99.60		0.16	0.32					
9.60	1203+70.19		0.08	0.15	235				
0.19	1222+06.62		0.33	0.67			11		1
4.46	1230+57.69		0.12	0.27			11		1
7.69	1250+98.82		0.35	0.02			36	660	
0.32	1290+79.09		0.72	1.46					
	SUBTOTALS	0.11	2.12	3.42	1417	113	174	660	2
ENER,	AL SUMMARY	0.22	5.43	3.42	2834	113	174	660	2

MAINTENANCE OF TRAFFIC NOTES	
DESIGN AGENCY	
DESIGNER JDM REVIEWER KLM 12/02/24 PROJECT ID 110584 SHEET TOTAL P.16 P.58	

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TIME: 10:54:13 A	
DATE: 3/17/2025	
APERSIZE: 34x22 (in.)	
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P.12	P.13	P.15	P.16	P.19	P.20	P.21	P.22	P.23	P.24	P.25	P.47	P.5
											2689	
									306.75			
									2			
									1			
									1			
									25			
									2125			
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											810 3	
											(1782)	$\sim$
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										12		
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100						895						
50						465	$\sim$	$\sim$	m	$\sim$		$\sim$
						24						
				50487	11299		2304	1776				
				4314	967		207	191				
				2120	180			71				
				2120	400	(	107		m			$\sim$
							h	11	<u> </u>	h	<u> </u>	
	4											

SHEET NUMBER

			PA	RTICIPATI	ON					
			01/STR/05	02/NFA/05	<i>)3/STR/05/JEFF</i>	ITEM	ITEM EXT	GRAND TOTAL	UNIT	
P.56	P.57	P.58								
			$\sim$					$\sim$		
			2689			202	30001	2689	SF	WALK REMOVED, AS PER PL
			( 51 }			202	32000		FT	CURB REMOVED
					306.75 2	202 202	38001 42001	306.75 2	FT EACH	GUARDRAIL REMOVED, AS ANCHOR ASSEMBLY REMOV
					1	202	12011	1	ЕЛСИ	ANICHOD ASSEMBLY DEMAN
					1	202	42011	1		BRINGE TERMINAL ASSEMB
			25		<b>⊥</b>	202	20001	25		EMBANKMENT AS PER PLA
			23			203	20001	25	61	
					312.5	606	15050	312.5	FT	GUARDRAIL. TYPE MGS
					Lizit	606	26151	3	EACH	ANCHOR ASSEMBLY, MGS T
					2	606	26550	2	EACH	ANCHOR ASSEMBLY, MGS T
					2	606	35141	2	EACH	BRIDGE TERMINAL ASSEMB
					25	606	98000	25	FT	GUARDRAIL, MISC.: ALTERN
			<b>S</b> 810 <b>S</b>			608	10000	<b>\$</b> 810 <b>\$</b>	SF	4" CONCRETE WALK
$\gamma \gamma \gamma \gamma$	$\gamma \gamma \gamma \gamma$	$\sim$	(1782)		$\sim$	608	52000	1782	SE	CURBRAMP
	<u> </u>		2			609	12000	9	FT	COMBINATION CURB AND
			31			609	24510	31	FT	CURB, TYPE 4-C
			42			659	00300	42	СҮ	TOPSOIL
			8395			659	10000	395	SY	SEEDING AND MULCHING
			$\left( \begin{array}{c} 20 \end{array} \right)$			659	14000		SY	REPAIR SEEDING AND MUL
			F 20 )			659	15000	<u> 20 5</u>	SY	INTER-SEEDING
			(0.14 }			659	20000	0.14	TON	COMMERCIAL FERTILIZER
			0.15			659	31000	0.15	ACRE	LIME
			2			659	35000	2	MGAL	WATER
			500	500		832	30000	1000	EACH	EROSION CONTROL
			2	2		611	98630	4	EACH	CATCH BASIN ADJUSTED TO
			2	2		611	99654	4	EACH	MANHOLE ADJUSTED TO GI
					005	751	01041	005	<u> </u>	
					515	251	01041	515		PARTIAL DEPTH PAVEIVIENT
$\sim$	$\gamma\gamma\gamma\gamma$	$\sim$	$\sim\sim\sim$	$\sim$	(CCC)			megan		DARTIAL DEDTH DAVEMENT
					24	251	01043	24	CY	CURVE REPAIR
$\cdots$			56586	9280		254	01000	65866	SY	PAVEMENT PLANING ASPH
			4873	806		407	20000	5679	GAL	NON-TRACKING TACK COAT
~~~~	~~~~~		2326	353		441	10000	2679	СҮ	ASPHALT CONCRETE SURFA
- <b>````</b>	• • • •		63	44		441	70000	107	CY	ASPHALT CONCRETE SURFA
			ng.	<u> </u>		617	10100	II	CY	COMPACTED AGGREGATE
			2	2		638	10800	4	EACH	VALVE BOX ADJUSTED TO G

	_	
DESCRIPTION	SEE SHEET NO.	
<b>ROADWAY</b> AN	P.13	
PER PLAN /ED, TYPE A, AS PER PLAN	P.12 )	
/ED, TYPE E, AS PER PLAN LY REMOVED, AS PER PLAN N	P.12 P.12 P.12 P.12	
YPE E, AS PER PLAN (MASH 2016) YPE T	P.12	
IY TYPF 4 AS PER PLAN	P 12	
ATIVE GUARDRAIL PLACEMENT	P.12	1MARY
GUTTER, TYPE 2		L SUN
EROSION CONTROL		ERA
CHING		GEN
DRAINAGE		
GRADE RADE		
PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 4.5" REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 9.0" REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 9.0" INSIDE	P.12 P.12 P.12 P.12	
ALT CONCRETE, 1.5"		
CE COURSE, TYPE 1, (446), PG64-22 CE COURSE, TYPE 1, (449), PG64-22		
WATER WORK		
RADE		DESIGN AGENCY
		DESIGNER
		REVIEWER KLM 12/02/24 PROJECT ID
		110584 SHEET TOTAL
		P.17 P.58

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			5.43									
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			2834 113									
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### SHEET NUMBER

			PA	RTICIPATIO	ON					
			01/STR/05	02/NFA/05	03/STR/05/JEFF	ITEM	ITEM EXT	GRAND TOTAL	UNIT	
P.56	P.57	P.58)								
	226		226			621	00100	226	FACH	RPM
	226		226		16	621 626	54000 00110	226 16	EACH EACH	RAISED PAVEMENT MARKER REMC BARRIER REFLECTOR, TYPE 2, BIDIR
		20	20			630	02100	20	FT	GROUND MOUNTED SUPPORT, NC
		14	14			630	03100	14	FT	GROUND MOUNTED SUPPORT, NO
		2	2			630	80100	2	SF	SIGN, FLAT SHEET
						$\sim$				$\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim\sim$
1.87 1.19			1.18 0.75	0.69 0.44		642	00105 {	1.87 1.19	MILE MILE	EDGE LINE, 6", TYPE 1, AS PER PLAI CENTER LINE, TYPE 1, AS PER PLAN
3 1 2			3 12			644	00105	3 12	MILE	EDGELINE 6" AS PER PLAN
0.11			0.11			644	00205	0.11	MILE	LOOL LINE, 0 , AS FER FLAN
2.12			2.12			644	00301	2.12	MILE	CENTER LINE. AS PER PLAN
1417			1417			644	00401	1417	FT	CHANNELIZING LINE. 8". AS PER PL
303			218	85		644	00501	303	FT	STOP LINE, AS PER PLAN
1636			1279	357		644	00621	1636	FT	CROSSWALK, 12", AS PER PLAN
259			259			644	00701 🔾	259	FT	TRANSVERSE/DIAGONAL LINE, AS F
60			60			644	00901	60	SF	ISLAND MARKING, AS PER PLAN
4			2	2		644	01001 关	4	EACH	RAILROAD SYMBOL MARKING, AS I
16			16			644	01301 }	16	EACH	LANE ARROW, AS PER PLAN
113			113			644	01511	113	FT	DOTTED LINE, 6", AS PER PLAN
0.40			0.40					0.40		
0.18			0.18			646	10010	0.18	MILE	EDGE LINE, 6"
0.13			0.13			646	10200	0.13	MILE	CENTER LINE
40			40			646	10300	40		CHANNELIZING LINE, 8"
1			1			646 646	20300	1	EACH	LANE ARROW
			48			614	11110	48	HOUR	I LAW ENFORCEMENT OFFICER WITH
$\sim$	$\sim$	$\sim$	20	12	$\sim$	614	12460	32	EACH	WORK ZONE MARKING SIGN
	***	* * * * *	8			614	18601	8	SNMT	PORTABLE CHANGEABLE MESSAGE
			0.22 4.99	0.44		614 614	20560 21550	<u>0.22</u> 5.43	MILE	WORK ZONE LANE LINE, CLASS III, ( WORK ZONE CENTER LINE, CLASS I
			3.42			614	22360	3.42	MILE	WORK ZONE EDGE LINE, CLASS III,
			2834			614	23680	2834	FT	WORK ZONE CHANNELIZING LINE,
			113			614	24610	113	FT	WORK ZONE DOTTED LINE, CLASS I
			174			614	26610	174	FT	WORK ZONE STOP LINE, CLASS III, 6
			660			614	27250	660	FT	WORK ZONE CROSSWALK LINE, CLA
			2			614	32210	2	EACH	WORK ZONE RAILROAD SYMBOL N
			15	15	15	614	11000	15		MAINTAINING TRAFFIC
			LS	LS	LS	623	10001	LS		CONSTRUCTION LAYOUT STAKES A
			LS	LS	LS	624	10000	LS		MOBILIZATION

DESCRIPTION	SEE SHEET NO.	
TRAFFIC CONTROL		
RKER REMOVED		
YPE 2, BIDIRECTIONAL		
UPPORT, NO. 2 POST UPPORT, NO. 3 POST		
AS PER PLAN	P.13 (P.13)	
PLAN	P.13	
	(P.13)	
LAN ", AS PER PLAN N ER PLAN AL LINE, AS PER PLAN DER PLAN	P.13 P.13 P.13 P.13 P.13 P.13	SUMMARY
ARKING, AS PER PLAN	P.13	Γ
PLAN	(P.13)	R⊿
ER PLAN	P.13	
" AL LINE		
ΜΛΙΝΤΕΝΛΝΓΕ ΟΕ ΤΡΛΕΕΙΓ		
FFICER WITH PATROL CAR FOR ASSISTANCE		
E MESSAGE SIGN, AS PER PLAN , CLASS III, 6", 642 PAINT INE, CLASS III, 642 PAINT	P.16	
E, CLASS III, 6", 642 PAINT		
IZING LINE, CLASS III, 8", 642 PAINT		
INE, CLASS III, 4", 642 PAINT E CLASS III, 642 PAINT		
LK LINE, CLASS III, 12", 642 PAINT		
D SYMBOL MARKING, CLASS III, 642 PAINT		
INCIDENTALS		
IT STAKES AND SURVEYING, AS PER PLAN	P.13	
		DESIGN AGENCY
		designer JDM
		REVIEWER
		PROJECT ID
		SHEET TOTAL
		P.18 P.58

VAR	DATE: 3/10/2025
FAY-41/VAR-22.18/	MODEL: 110584_GS001 PAPERSIZE: 34x22 (in.)

.0/2025 TIME: 2:37:50 PM USER: jr 01 Active Proiects\District 06\Favet DA

34x22 (in.) lot-pw-0<sup>2</sup>

LOCATION											DE	SIGN				QUAN	TITIES		
											AV	G. WIE	DTH		254E01000	407E20000	441E100	00	
	SHEET NO.	LOCATION	COUNTY	ROUTE	PLAN SPLIT #	BEGIN STA	END STA	<b>LENGTH</b>	TYPICAL SECTION	LENGTH	LEFT SHOULDER	LANES	RIGHT SHOULDER	TOTAL PAVEMENT AREA	PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"	NON- TRACKING TACK COAT	ASPHALT CON SURFACE COURS (446), PG64 AVG. DEPTH	ICRETE E, TYPE 1, 4-22	
	$\sim$							MILE	-	FT	FT	FT	FT	SY	SY	GAL	INCH	СҮ	
	P.26	1	FAY	41	1	1174+63.91	1175+50.00	0.02	1	86	11	36	12	564	564	48	1.50	24	_
	P.26	1	FAY	41	1	1175+50.00	1177+43.52	0.04	1	194	11	36	12	1272	1272	109	1.50	53	<u> </u>
	P.20 7	 1	ΓΑΥ ΓΔΥ	41 	1	1177+43.52	1178+89.89	0.03	1	140	6	45 48	11 5	1164	1164	03 99	1.50		
	F.27	1	FAY	41	1	1180+50.00	1184+73.61	0.08	1	424	6	54	10	3298	3298	281	1.50	138	
	C P.27	1	FAY	41	1	1184+73.61	1185+50.00	0.01	1	76	5	60	15	676	676	58	1.50	29	
	(P.27)	1	FAY	41	1	1185+50.00	1189+70.84	0.08	1	421	6	46	13	3041	3041	259	1.50	127	<u> </u>
	P.27	1	FAY	41	1	1189+70.84	1190+50.00	0.01	1	79	3	26	11	351	351	30	1.50		<u> </u>
	P.28 P 28	 1	ΓΑΥ ΓΔΥ	41 41	1	1190+50.00	1192+27.49	0.03	1	323	2	22	2	933	933	57 80	1.50	28	
	P.28	1	FAY	41	1	1195+50.00	1198+99.60	0.07	1	350	2	22	2	1011	1011	86	1.50	43	
l	<b>P.28</b>	1	FAY	41	1	1198+99.60	1200+50.00	0.03	1	150	2	28	9	650	650	56	1.50	28	
	P.29	1	FAY	41	1	1200+50.00	1203+75.02	0.06	1	325	2	28	12	1499	1499	128	1.50	63	<u> </u>
	(P.29)	1	FAY	41	1	1203+75.02	1205+50.00	0.03	1	175	2	22	2	506	506	43	1.50	22	<u> </u>
$\left  \right $	<u>P.30</u>	1 1	ΓΑΥ ΓΔΥ	41	1 1	1205+50.00 1210+50 00	1210+50.00 1215+50.00	0.09	1 1	500	2	22	2	1444 1444	1444	123	1.50	61	
	<i>P.30</i>	1	FAY	41	1	1215+50.00	1219+95.17	0.08	1	445	2	22	2	1286	1286	110	1.50	54	
	F P.30	1	FAY	41	1	1219+95.17	1220+50.00	0.01	1	55	3	22	2	165	165	15	1.50	7	
	Ç P.31 🔪	1	FAY	41	1	1220+50.00	1222+23.54	0.03	1	174	3	22	2	522	522	45	1.50	22	<u> </u>
		1	ΕΛΥ	11	1	SUSPEND &	& RESUME - RA	ILROAD	CROS	SING 212	2	22	2	004	004	77	1 50	20	
ł	(P.31)	1	FAT FAY	41	1	1222+30.78	1225+50.00	0.00	1	515	2	22	2	904 1444	<u> </u>	123	1.50	61	
ł	F P.32	1	FAY	41	1	1230+50.00	1231+40.04	0.02	1	90	2	22	4	280	280	24	1.50	12	
Ī	(P.32)	1	FAY	41	1	1231+40.04	1235+50.00	0.08	1	410		38.5		1754	1754	150	1.50	74	
	- P.32 -	1	FAY	41	1	1235+50.00	1238+90.72	0.06	1	341		40		1516	1516	129	1.50	64	<u> </u>
	P.32	1	FAY	41	1	1238+90.72	1240+50.00	0.03	1	159		36		636	636	55	1.50	27	<u> </u>
ł	P.33 /	 1	ΓΑΥ ΓΔΥ	41 41	1	<i>1240+50.00</i> <i>1244</i> +55 78	1244+55.78	0.08	1	406 94		36 40		1624 418	<u> </u>	36	1.50	<u> </u>	
ł	(P.33)	1	FAY	41	1	1245+50.00	1250+50.00	0.02	1	500		40		2222	2222	189	1.50	93	
	E P.34	1	FAY	41	1	1250+50.00	1250+99.82	0.01	1	50		40		222	222	19	1.50	10	
	(P 34)	1	FΔV	Δ1	1	SUSPE 1252+20 32	ND & RESUME	- FAY-41	1-2370	) 330	1	22	1	880	880	75	1 50	37	<u> </u>
	P.34 <	1	FAY	41	1	1255+50.00	1260+50.00	0.09	1	500	1	22	1	1334	1334	114	1.50	56	
	( P.35 )	1	FAY	41	1	1260+50.00	1265+50.00	0.09	1	500	1	22	1	1334	1334	114	1.50	56	
	P.35 2	1	FAY	41	1	1265+50.00	1270+50.00	0.09	1	500	1	22	1	1334	1334	114	1.50	56	<u> </u>
	P.36 1	1	FAY	41	1	1270+50.00	1275+50.00	0.09	1	500	1	22	1	1334	1334	114	1.50	56	<u> </u>
ł	P.30 2	 1	ΓΑΥ FΔY	41 41	1	1273+30.00	1280+50.00	0.09	1	525	1	22	1	1334	1334	114	1.50	50	
	(P.37)	1	FAY	41	1	1285+75.00	1290+79.09	0.1	1	504	1	22	1	1344	1344	115	1.50	56	
ľ	E 2																		
	<u>}</u>		<b>F</b> A\ 7	700	2		F40.50 00	0.00		204		20		74.0	74.0	<u> </u>	4.50		<u> </u>
	P 29	2	ΓΑΥ ΓΔν	729	2	510+55.90 512+50 00	513+50.00 520+02 01	U.U6 0 1 2		294 652	1 15	20	15	/19 1666	1666	62 1 <i>1</i> 7	1.50	30	<u> </u>
$\left  \right $		۷		123	<b>∠</b>	515150.00	SUSPEND & RE	ESUME		552	ע.ד	20	1.5	1000	1000	172	1.50		
ŀ	<b>F</b> .40	2	FAY	729	_2	536+99.76	541+50.00	0.09	1	450		36.5		1825	1825	156	1.50	77	
ļ	EP.40	2	FAY	729	2	541+50.00	541+94.03	0.01	1	44		36		176	176	15	1.50	8	
	<u>{</u> P.40 }	2	FAY	729	2	541+94.03	544+16.52	0.04		222		38		937	937	80	1.50	40	<u> </u>
$\left  \right $	F.40	2	FAY	729	2	544+59 36	546+50.00	0.04		טאווכ <u>1</u> 91	1	28		615	615	.5.3	1.50	26	
$\left  \right $	F P.41	2	FAY	729	2	546+50.00	546+75.64	0	1	26	0.5	25		74	74	7	1.50	4	
	C P.41	2	FAY	729	2	546+75.64	551+51.00	0.09	1	475	0.5	20	0.5	1108	1108	95	1.50	47	
	(P.41)	2	FAY	729	2	551+51.00	555+06.14	0.07	1	355	0.5	20	0.5	828	828	71	1.50	35	<u> </u>
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ŀ																			
										TOTA				ו כחו ד 4	17520	2622		1701	
┢										TOTA	LS CAR	RIED T	O PLAN	SPLIT #2	7949	681		337	
ľ										ΤΟΤΑ	LS CAR	RIED T	O PLAN	I SPLIT #3	0	0		0	
									TC	OTALS CA	ARRIED	TO GE	NERAL	SUMARY	50487	4314		2128	
_																			



		LOCATION						DE	SIGN			QUANTITIES								
											AV	G. WID	TH		2546	01000	407E20000	441E100	00	
	SHEET NO.	LOCATION	COUNTY	ROUTE	PLAN SPLIT #	BEGIN STA	END STA	LENGTH	TYPICAL SECTION	<b>LENGTH</b>	LEFT SHOULDER	LANES	RIGHT SHOULDER	TOTAL PAVEMENT AREA	PAVE PLAN ASPI CONC 1.5	MENT NING, HALT CRETE, 50"	NON- TRACKING TACK COAT	ASPHALT CON SURFACE COURS (446), PG6 AVG. DEPTH	ICRETE SE, TYPE 1, 4-22	
								MILE		FT	FT	FT	FT	SY	S	SY	GAL	INCH	СҮ	
e Projects\District 06\Fayette\110584\400-Engineering\Roadway\Sheets\110584_GS001.dgn	P.42         P.43         P.43         P.43         P.43         P.44         P.45         P.45         P.45         P.45         P.45         P.45         P.46         P.46         P.46         P.46         P.46         P.46		FAY         F	734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         734         7		233+96.16 238+50.00 243+50.00 253+50.00 263+50.00 264+55.86 266+51.90 273+94.16 273+94.16	238+50.00 243+50.00 253+50.00 253+50.00 263+55.86 266+51.90 268+15.82 VD & RESUME 272+27.29 273+50.00 273+94.16 275+46.55	MILE         0.09         0.09         0.09         0.09         0.09         0.09         0.09         0.09         0.02         0.03         -FAY-73         0.05         0.02         0.01         0.03         -FAY-73         0.03         -O.01         0.03         -         0.03         -         0.03         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         - <t< td=""><td></td><td>FT         454         500         500         500         500         106         196         164         3         276         123         44         152         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -</td><td>-1         1.5         1.5         1.5         1.5         1.5         1.5         2.0         2.0         2.0         2.0         2.0         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.</td><td>FT         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         30         41         42         37        </td><td>FT         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.</td><td>SY 11161 1278 1278 1278 1278 1278 271 654 511 920 561 206 625 4 1 206 625 4 1 206 625 4 1 206 625 4 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1</td><td></td><td>SY 261 278 278 278 278 278 278 278 278</td><td>GAL 99 109 109 109 24 56 44 79 48 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 18 54 18 54 18 18 18 18 18 18 18 18 18 18</td><td>AVG. DEPTH INCH 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50</td><td>CY         49         54         54         54         54         54         28         22         39         24         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         9         9         9         9         9         9         9         9         9         9</td><td></td></t<>		FT         454         500         500         500         500         106         196         164         3         276         123         44         152         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -	-1         1.5         1.5         1.5         1.5         1.5         1.5         2.0         2.0         2.0         2.0         2.0         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.	FT         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         30         41         42         37	FT         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.5         1.	SY 11161 1278 1278 1278 1278 1278 271 654 511 920 561 206 625 4 1 206 625 4 1 206 625 4 1 206 625 4 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1		SY 261 278 278 278 278 278 278 278 278	GAL 99 109 109 109 24 56 44 79 48 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 54 18 18 54 18 54 18 18 18 18 18 18 18 18 18 18	AVG. DEPTH INCH 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50	CY         49         54         54         54         54         54         28         22         39         24         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         27         9         9         9         9         9         9         9         9         9         9         9	
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dot-p										ΤΟΤΑ	LS CAR	RIED TI	J PLAN	SPLIT #1		233 0	907 0		480	┢
\ohio										TOTA	LS CAR	RIED TO	D PLAN	SPLIT #3		- 0	0		0	┢
/\:wc									ТО	TALS CA	ARRIED	TO GEI	VERAL	SUMARY	112	299	967		480	$\vdash$
<u>u</u>	L																			<u>ـــ</u>

FAY-41/VAR-22.18/VAR



		251E01041 251E0	1042 251501042		
COUNTY COUNTY ROUTE BIRECTION PLAN SPLIT # PLAN SPLIT # PRORITY PPROX. BEGIN SLI	LENGTH REPAIR WIDTH TOTAL	PARTIAL DEPTH PARTIAL PAVEMENT REPAIR PAVEMENT (ASPHALT CONCRETE (ASPHALT C BASE), AS PER PLAN, BASE), AS P 4.5" 9.0	DEPTH TREPAIR PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, " PER PLAN, 9.0" INSIDE CURVE REPAIR		
1 FAY 41 FB 1 1 24,480 24,390	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	<u> </u>		Full lane width	
1 FAY 41 EB 1 1 24.186	20 8 18	18		Center on lane	
1 FAY 41 EB 1 1 24.151	30 10 33	33	{	Center on lane, pot hole formed.	
1 FAY 41 EB 1 1 24.103 1 FAY 41 EB 1 1 24.005	20 6 13	3	, <u> </u>	Passenger wheel path to center of the lane Rutting / Showing	_
1 FAY 41 EB/WB 1 1 23.669	30 26 87	87	·	West Bridge Approach	
1 FAY 41 EB 1 1 23.683	6 6 4	1	Ę	Previous utility repair	
1 FAY 41 EB 1 1 23.672	6 6 4 25 12 27	1	{	Previous utility repair	_
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$			Located in passenger wheel path	
1 FAY 41 EB 1 1 23.478	10 15 17	4	E	Previous utility repair	
1 FAY 41 EB 1 1 23.280	20 13 29	7	7	Signs of pumping, could be subgrade issue	_
I FAY 41 EB I I 23.153 22.998 1 FAY 41 FB 1 1 23.058	818 6 54 50 6 3 <sup>2</sup>			Shoulder rengir	-
1 FAY 41 WB 1 1 23.234	10 6 7	2	{	Previous utility repair	
1 FAY 41 WB 1 1 23.277	10 10 11	3	<u>{</u>	Previous utility repair	
1 FAY 41 WB 1 1 23.392		3	{	Previous utility repair Passonger wheel path	_
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	26 6 18	55		Gravel to surface from curb repair	_
1 FAY 41 WB 1 1 23.560 23.659	523 10 58	145	5	In parking area gravel to surface multiple repairs	
1 FAY 41 WB 1 2 23.184	6 6 4			Shoulder repair	_
<u>I FAY 41 WB 1 2 23.208</u>	6 6 4			Shoulder repair, NE corner of Maple and SR 41	-
2 FAY 729 NB 2 2 9.67	50 6 33		$m \left\{ \right.$	Shoulder Repair	
2 FAY 729 NB 2 1 9.782 9.799	75 6 50			Shoulder repair around the curve	_
2 FAY 729 NB 2 2 9.773 2 FAY 729 NB 2 1 9.768	$10 \ 10 \ 50 \ 7$	30 2	8	Shoulder repair	_
2 FAY 729 NB 2 1 9.782	50 6 33	8		Shoulder around int. radius of SR 729 and SR 41	
2 FAY 729 NB 2 2 10.24	6 6 4	4		Start at Maple Street	_
2 FAY 729 NB 2 2 10.29 2 FAY 729 NB 2 2 10.35	6 6 4 8 15 13	4 13		100' S. RxR tracks, pot hole has formed	_
2 FAY 729 SB 2 1 9.711 9.695	65 6 43			Shoulder repair around the curve	
2 FAY 729 SB 2 1 9.86	25 12 33	8		Shoulder around int. radius of SR 729 and SR 41	_
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$			30' N. Intersection of Maple St. and SR 729 Near Fawkes Street, shoulder renair	
2 FAY 729 SB 2 2 10.41	8 15 13	13		Intersection of George St. and SR 729	
2 FAY 729 NB/SB 2 2 CONTINGENCY	22	55		Previous utility repair	
3       FAY       734       NB       1       2       5.03         3       FAY       734       NB       1       2       5.04       5.06         3       FAY       734       NB       1       2       5.14       5.06         3       FAY       734       NB       1       2       5.14       5.06         3       FAY       734       NB       1       2       5.16       5.16         3       FAY       734       NB       1       2       5.16       5.16         4       1       1       1       1       1       1       1       1         5       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1	8       8       7         74       10       82         30       10       33         6       6       4			Previous utility repair Previous utility repair Previous utility repair Hole in pavement partially filled with cold patch	
Image: state of the state		Image: sector			
			<u>}</u>		DESI
TOTALS CARR	D TO PLAN SPLIT	<i>t</i> 1 0 0	Ę		KLN
TOTALS CARR	D TO PLAN SPLIT	2 0 0 3 <u>805</u> <u>Ac</u>	5 21		PROJ

FAY-41/VAR-22.18/VAR MODEL: 110584\_GS003\_PAPERSIZE: 34x22 (in.) \_DATE: 3/10/2025\_TIME: 2:37:51 PM\_USER: jmasey pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01\_Active Projects\District 06\Fayette\11

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		LOCA	TION								QUANTI	TIES	
										254E01000	407E20000	44.	1E70000
SHEET NO.	SIDE ROAD NAME	LOCATION	COUNTY	ROUTE	PLAN SPLIT #	REFERENCE	SIDE	APPROX. STA.	TOTAL AREA	PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"	NON- TRACKING TACK COAT	ASPHAI SURFACE ( (449) AVG. DEPTH	T CONCRETE COURSE, TYPE 1, ), PG64-22
									SY	SY	GAL	INCH	CY
FP 30	IUPITER ST (AND EXTRA AREA)	1	FAY	41	1	SR-1	IT	1215+25.00	252	252	22	1.50	11
(P 30 )	SHERMAN ST	1	FAY	41		SR-2	RT	1218+00.00	73	73	7	1.50	4
P 31 ~	RAILROAD ST	1	FAY	41	1	SR-3	RT	1221+57.00	150	150	13	1.50	7
P.31	MAPLE ST	1	FAY	41	1	SR-4	RT	1225+59.00	183	183	16	1.50	8
P.32	PARK ST/STATE ST	1	FAY	41	1	SR-5	LT	1231+00.00	223	223	19	1.50	10
P.32	W WALNUT ST	1	FAY	41	1	SR-6	LT	1239+28.00	113	113	10	1.50	5
P.32	E WALNUT ST	1	FAY	41	1	SR-7	RT	1239+28.00	84	84	8	1.50	4
$\xi$													
P.38	PLYMOUTH ST	2	FAY	729	2	SR-8	RT	512+40.00	100	100	9	1.50	5
P.39	JANES ST	2	FAY	729	2	SR-9	LT	516+80.00	155	155	14	1.50	7
<b>P.40</b>	UNNAMED ALLEY (LT)	2	FAY	729	2	SR-10	LT	538+88.00	22	22	2	1.50	1
<b>C</b> P.40	UNNAMED ALLEY (RT)	2	FAY	729	2	SR-11	RT	538+88.00	24	24	3	1.50	1
P.40	MAPLE ST	2	FAY	729	2	SR-12	RT	540+93.00	45	45	4	1.50	2
Ç P.40 5	RAILROAD ST	2	FAY	729	2	SR-13	RT	544+87.00	170	170	15	1.50	8
CP.40	FAWKES ST	2	FAY	729	2	SR-14	RT	546+48.00	30	30	3	1.50	2
P.41	EXTRA AREA (NOT A SIDE ROAD)	2	FAY	729	2	EA-1	LT	549+00.00	158	158	14	1.50	7
Ç P.41 5	GEORGE ST (AND EXTRA AREA)	2	FAY	729	2	SR-15	RT	549+83.00	141	141	12	1.50	6
EP.41	UNNAMED ALLEY	2	FAY	729	2	SR-16	RT	551+48.00	30	30	3	1.50	2
P.41 2	NORTH ST	2	FAY	729	2	SR-17	RT	553+17.00	63	63	6	1.50	3
$\zeta$													
P.42	JEFFERSONVILLE-WEST LANCASTER RD	3	FAY	734	1	SR-18	RT	234+55.00	36	36	4	1.50	2
P.42	DARBYSHIRE DR	3	FAY	734	1	SR-19	LT	234+64.00	55	55	5	1.50	3
Ç P.43	FENT RD	3	FAY	734	1	SR-20	RT	251+06.00	60	60	6	1.50	3
<b>P.44</b>	COLONIAL DR	3	FAY	734	1	SR-21	LT	259+06.00	117	117	10	1.50	5
P.46 2	UNNAMED ALLEY	3	FAY	734	1	SR-22	RT	273+54.00	20	20	2	1.50	1
							<u> </u>				400		<u> </u>
						<u>ΙΟΤΑΙ</u> ΤΟΤΔΙ	<u>S CARR</u> S CARP	IED TO PLAN S	YLIT #1 DI IT #7	1366 928	122 &5		63 44
						TOTAL	S CARR	TED TO PLAN SI	PLIT #3	0	0		0
					ТО	TALS CA	RRIED 1	O GENERAL SU	MARY	2304	207		107



VAR	DATE: 3/10/2025
FAY-41/VAR-22.18/	MODEL: 110584_GS005 PAPERSIZE: 34x22 (in.)

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					LOCA	ATION					QUANTITIES							LOCATION								
	SHEET NO.	LOCATION	COUNTY	ROUTE	PLAN SPLIT #	REFERENCE	SIDE	APPROX. STA.	TOTAL AREA	254E01000 PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"	407E20000 NON- TRACKING TACK COAT	441 ASPHALT SURFACE CO (446), AVG. DEPTH	E10000 T CONCRETE OURSE, TYPE 1, PG64-22	617E1 COMPA AGGRE AVG. DEPTH	O100 ACTED EGATE		SHEET NO.	LOCATION	COUNTY	ROUTE	PLAN SPLIT #	REFERENCE	SIDE	APPROX. STA.	TOTAL AREA	
_	$\sim$								SY	SY	GAL	INCH	СҮ	INCH	СҮ	-	$\sim$								SY	
	P.27 <	1 1	FAY FAY	41 41	1 1	DR-1 DR-2	RT RT	1187+99.00 1189+27.00	38 65					1.50 1.50	1.59 2.71		P.38 P.38	2 2	FAY FAY	729 729	2 2	DR-45 DR-46	RT RT	511+42.00 512+19.00	10 26	
_	P.28 - P.28 -	1 1	FAY FAY	41 41	1 1	DR-3 DR-4	LT RT	1195+41.00 1195+41.00	39 28	39 28	<u>4</u> 3	1.50 1.50	<u>1.63</u> 1.17				<i>P.38</i> <i>P.39</i>	2 2	FAY FAY	729 729	2 2	DR-47 DR-48	LT LT	512+85.00 514+33.00	76	
_	P.29 P.29	1 1	FAY FAY	41 41	1 1	DR-5 DR-6	LT LT	1200+76.00 1206+09.00	13 5	<u>13</u> 5	<u>2</u> 1	1.50	0.21	1.50	0.55		<i>P.39</i> <i>P.39</i>	2	FAY FAY	729 729	2 2	DR-49 DR-50	RT RT	514+33.00 514+92.00	4	
_	P.29 P.30	1 1	FAY FAY	41 41	1 1	DR-7 DR-8	LT LT	1210+49.00 1213+41.00	6 39	6 39	<u>1</u> 4	1.50 1.50	<u>0.25</u> <u>1.63</u>				<i>P.39</i> <i>P.39</i>	2	FAY FAY	729 729	2	DR-51 DR-52	LT LT	515+29.00 516+03.00	17 10	
_	P.30 ) P.30 )	1 1	FAY FAY	41 41	1	DR-9 DR-10	RT RT	1214+75.00 1216+14.00	12 8	<u>12</u> 8	<u>2</u> <u>1</u>	1.50 1.50	0.50 0.34				P.39 P.39	2	FAY FAY	729 729	2 2	DR-53 DR-54	LT RT	516+75.00 517+50.00	14	
	> P.30 ) > P.30 )	1 1	FAY FAY	41 41	1 1	DR-11 DR-12	LT LT	1217+65.00 1219+22.00	18 3	<u>18</u> <u>3</u>	2 1	1.50 1.50	0.75 0.13			-	P.39 P.40	2	FAY FAY	729 729	2	DR-55 DR-56	RT LT	518+33.00 546+20.00	<u>17</u> <u>57</u>	
	P.30 2 P.31 2	1 1	FAY FAY	41 41	1 1	DR-13 DR-14	RT RT	1219+72.00 1220+60.00	11 6	<u> </u>	<u> </u>	1.50 1.50	0.46			-	<u>P.41</u> <u>P.41</u>	2	FAY FAY	729	2	DR-57 DR-58	RT LT	548+23.00 550+55.00	138	
	P.31 2 P.31 2	<u>1</u> <u>1</u>	FAY FAY	41 41	1	DR-15 DR-16	<u>LI</u> <u>LT</u>	1223+46.00 1224+86.00	<u>19</u> 9	<u>19</u> 9	<u>2</u> <u>1</u>	1.50 1.50	0.80			-	<i>P.41</i> <i>P.41</i>	2	FAY FAY	729	2	DR-59 DR-60	LI RT	553+07.00 554+57.00	<u> </u>	
	P.31 P.31	1	FAY FAY	41 41	1	DR-17 DR-18	<u>LT</u>	1228+22.00 1228+12.00	80	<u>80</u> 5	/ 1	1.50	<u> </u>			-									<u> </u>	
	P.31 P.34	<u> </u>	FAY FAY	41 41 41	1	DR-19 DR-20	LI RT	1229+56.00	4 11 28	4	<u> </u>	1.50	0.17			-									<u> </u>	
	P.34 P.34	1 1 1	FAY FAY	41 41	1	DR-21 DR-22	<u>LI</u> RT	1259+81.00	28	28	3	1.50	<u> </u>			-									<u> </u>	
_	P.34 P.35	<u> </u>	FAY FAY	41 41 41	1	DR-23 DR-24	LT PT	1260+43.00	22	22	2	1.50	0.92			-										
-	P.35 P.35	<u> </u>	FAY FAY	41 41	1 1	DR-25 DR-26	RT RT	1262+13.00	<u> </u>	24	<u> </u>	1.50	0.03	1.50	1.00	-									<u> </u>	
-	P.35 P.35	<u> </u>	FAY FAY	41 41 41	1	DR-27 DR-28	<u> </u>	1263+81.00	22 23	22 23	2	1.50	0.50	1.50	0.96	-										
	P.35	<u> </u>	FAT	41 41 41	1 1 1	DR-29 DR-30	LT	1268+31.00	12 13 19	12 13 18	2	1.50	0.55			-									<u> </u>	
_	P.36	1 1 1	FAY FAY	41 41 1	1	DR-31 DR-32		1270+85.00	17	18 17 22	2	1.50	0.71			-									<u> </u>	
_	P.36	1 1 1	FAY FAY	41 41 41	1	DR-35 DR-34	RT	1273+81.00	11 27	<u> </u>	<u> </u>	1.50	0.46			-									<u> </u>	
_	P.36	<u> </u>	FAY	41 41 41	1	DR-35 DR-36		1278+32.00	48 27	48	5	1.50	2.00			-								<u> </u>		
	P.37	1 1 1	FAY	41 41 41	1	DR-37 DR-38	RT	1283+08.00	34 34 15	34 34 15	3	1.50	1.42			-									<u> </u>	
_	P.37	1 1 1	FAY FAY	41 41 1	1	DR-39 DR-40		1286+63.00	20 19	20 19	2	1.50	0.84			-									<u> </u>	
_	P.37	1 1 1	FAY FAY	41	1	DR-41 DR-42	LT	1289+00.00	8 54	8 54	<u> </u>	1.50	0.34			-										
	P.37	1	FAY	41	1	DR-44	LT	1290+50.00	28	28	3	1.50	1.17			-										
	P.42	3	FAY FAY	734	1	DR-61 DR-62	LT I T	236+15.00	21 20	<u>21</u> 20	2	1.50 1.50	0.88			-										
	P.42 P.42	3	FAY FAY	734	$\frac{1}{1}$	DR-63 DR-64	LT LT	238+64.00 239+18.00	17 16	17 16	2	1.50 1.50	0.71 0.67			-										
	P.42 P.42	3	FAY FAY	734 734	1 1 1	DR-65 DR-66	LT LT	240+56.00 241+52.00	9 11	9 11	<u>1</u> 1	1.50 1.50	0.38			-										
	P.42 P.43	3 3	FAY FAY	734 734	1	DR-67 DR-68	LT RT	242+66.00 243+63.00	49 19	49 19	5 2	1.50 1.50	2.05 0.80													
	≻ P.43 ) ≻ P.43 )	3 3	FAY FAY	734 734	<u>1</u> 1	DR-69 DR-70	LT LT	244+15.00 245+63.00	20 11	20 11	2 1	1.50 1.50	0.84 0.46			-										
	≻ P.43 ) ≻ P.43 2	3	FAY FAY	734 734	1 1	DR-71 DR-72	LT LT	246+46.00 247+33.00	16 10	16 10	2 1	1.50 1.50	0.67			-										
	P.43 / P.43 /	3	FAY FAY	734 734	1	DR-73 DR-74	LT LT	248+24.00 249+03.00	14 16	14 16	2 2	1.50 1.50	0.59 0.67													
	P.43 P.43	3	FAY FAY	734 734	1 1	DR-75 DR-76	LT RT	250+00.00 250+15.00	32 14	32 14	3	1.50 1.50	<u>1.34</u> 0.59													
	P.43 P.43	3	FAY FAY	734 734	1	DR-77 DR-78	LT LT	251+46.00 252+34.00	<u>12</u> 9	<u>12</u> 9	<u>2</u> 1	1.50 1.50	0.50 0.38			-										
	P.43 P.44	3	FAY FAY	734	1 1	DR-79 DR-80	LT LT	253+21.00 254+00.00	8 102	8 102	<u> </u>	1.50 1.50	0.34 4.25			-										
	P.44 )	3	FAY FAY	734	1	DR-81	RT RT	255+49.00 260+18.00	13 17	13	2	1.50	0.55	1.50	0.71	-									<u> </u>	
	<ul> <li>∠ P.44 )</li> <li>∠ P.45 )</li> </ul>	3	FAY FAY	734 734	1	DR-83	RT LT	262+54.00 263+75.00	19 3	3	1	1.50	0.13	1.50	0.79	-									<u> </u>	
	P.45	5 3 2	FAY FAY	/34 734 724	1	DR-85	<u> </u>	265+10.00	52 7	52 7 2	<u> </u>	1.50	<u> </u>			-									<u> </u>	
-(  -(	P.45 /	<u>    3</u>	FAY FAY	734	1	DR-87	LT	267+57.00	4	4	<u> </u>	1.50	0.09			-								<u> </u>	<u> </u>	
																-								<u> </u>	<u> </u>	
						ΤΟΤΛΙΟ	ς ΓΛΡΙ		DI IT #1	1282	151		55		Q			1	1		1	TOTALS	CARRIE	D TO PLAN S	<u>.</u> PLIT #1 דו וד #1	
þ						TOTALS	S CARF	RIED TO PLAN SI	PLIT #2	0	0		0		0	ł						TOTALS		D TO PLAN S	<u>PLIT #2</u>	
						TOTALS	LS CAR	RED TO PLAN SI	TABLE	1383	<u> </u>		55		8						ΤΟΤ/	ALS CARR	RIED TO	GENERAL SU	JMARY	

	Q	UANTITIE	S			
254E01000 PAVEMENT PLANING,	407E20000 NON- TRACKING	441 ASPHAL SURFACE C (446)	E10000 T CONCRETE OURSE, TYPE 1, , PG64-22	617E1 COMPA AGGRE	0100 ACTED EGATE	
ASPHALT CONCRETE, 1.50"	TACK COAT	AVG. DEPTH		AVG. DEPTH		
SY	GAL	INCH	СҮ	INCH	СҮ	
10 26 7 6 4 6 17 10 14	1 3 1 1 1 1 2 1 2 1 2	$\begin{array}{c} 1.50 \\ 1.50 \\ 1.50 \\ 1.50 \\ 1.50 \\ 1.50 \\ 1.50 \\ 1.50 \\ 1.50 \\ 1.50 \\ 1.50 \\ 1.50 \\ 1.50 \\ 1.50 \\ 1.50 \end{array}$	0.42 1.09 0.30 0.25 0.17 0.25 0.71 0.42 0.59			
17 57 138 74	1 2 5 12 7	1.50 1.50 1.50 1.50 1.50	0.30 0.71 2.38 5.75 3.09			
				1.50 1.50	2.46 0.13	
0	0		0		0	
393 0	40 0		16 0		3 0	
1383 1776	<u>151</u> 191		55 71		8 11	

PAVEMENT CALCULATIONS DRIVEWAYS

DESIGN AGENCY



				LC	DCATIO	N										QUANTITIES				
									20	2E38001	202E42001	202E42011	202E47001	203E20001	606E15050	606E26151	606E26550	606E35141	626E00110	
SHEET	REF	LOCATION	COUNTY	ROUTE	PLAN SPLIT #	BEGIN STA.	END STA.	SIDE		GUARDRAIL REMOVED, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE E, AS PER PLAN	BRIDGE TERMINAL ASSEMBLY REMOVED, AS PER PLAN	EMBANKMENT, AS PER PLAN	GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE E, AS PER PLAN (MASH 2016)	ANCHOR ASSEMBLY, MGS TYPE T	BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
								<u> </u>	· }	FT	EACH	EACH	EACH	СҮ	FT	EACH	EACH	EACH	EACH	
			<b>- - - - - - - - - -</b>			4400.00.75	4404 04 05													
P.27	GR-1	1	FAY	41	1	1180+99.50	1181+81.60	LT		25		1		4	25	1			1	
P.29	GR-2	1	FAY	41	1	1207+42.23	1208+42.13	RT	$\sim$	100				5	100				3	
P.29	GR-3	1	FAY	41	1	1207+55.96	1208+55.96	LT		100				5	100				3	
								8												
P.34	GR-4	1	FAY	41	1	1250+84.59	1250+93.87	RT	5	28.5			1	1	12.5		1	1	3	
P.34	GR-5	1	FAY	41	1	1250+88.82	1251+18.82	LT		22				2	(12.5)		1	1	3	
P.37	GR-6	1	FAY	41	1	1284+99.31	1286+71.70	RT		31.25	2			8	62.5	2			3	
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						TOTALS CARRI	ΕΟ ΤΟ ΡΙ ΔΝ ϚΙ	PLIT #1						25						
<u> </u>						TOTALS CARRI	ED TO PLAN SI	PLIT #2						23						
						TOTALS CARRI	ED TO PLAN SI	PLIT #3		306.75	2	1	1		312.5	3	2	2	16	
					TOTALS	S CARRIED TO (	GENERAL SUM	IMARY		306.75	2	1	1	25	312.5	3	2	2	16	
L									Let .		-	*	-			-	-	-		

# FAY-41/VAR-22.18/VAR

DEL: 110584\_GS006 PAPERSIZE: 34x22 (in.) DATE: 3/17/2025 TIME: 10:23:43 AM USER: jmasey \\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Favette\110584

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PLAN SUBSUMMARY GUARDRAIL

DESIGN AGENCY



DESIGNER JDM REVIEWER KLM 12/02/24 PROJECT ID 110584 SHEET TOTAL P.24 P.58

		LOCATI	ON			D	ESIGN		QUANTITIES										
									659	659	659	659	659	659	659				
L		DEEEDENICE/CDOSSING	BEGIN STA.	END STA.	SIDE	I ENGTH	AVG.	ARFA	TOPSOIL	SEEDING AND MULCHING	REPAIR SEEDING AND MULCHING	INTER-SEEDING	COMMERCIAL FERTILIZER	LIME	WATER				
SHEE	CTY-ROUTE	STREET					WIDTH	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	111 CY/1000 SY S&M		5% OF S&M	5% OF S&M	1 TON/7410 SY S&M	APPLY OVER S&M AREA	2 APP. OF .0027 MGAL/SY OF S&M				
						FT	FT	SY	СҮ	SY	SY	SY	TON	ACRE	MGAL				
$\sim$																			
<b>P.27</b>	FAY-41	GR-1	1180+99.50	1181+81.60	LT	25	7	19.4	2	19	1	1	0.01	0.01	<u> 0.11                                  </u>				
$\{ \}$															<u>{</u> }				
Ç P.29 🖌	FAY-41	GR-2	1207+42.23	1208+42.13	RT	100	7	77.8	9	78	4	4	0.02	0.02	<b>C</b> 0.42				
P.29	FAY-41	GR-3	1207+55.96	1208+55.96	LT	100	7	77.8	9	78	4	4	0.02	0.02	<u></u> 0.42				
$\{$															$\{ \xi \}$				
<b>P.34</b>	FAY-41	GR-4	1250+84.59	1250+93.87	RT	29	7	22.2	2	22	1	1	0.01	0.01	<b>C</b> 0.12				
EP.34 2	FAY-41	GR-5	1250+88.82	1251+18.82	LT	45	7	35.3	4	35	2	2	0.01	0.01	<u></u> 0.20				
$\xi$															<pre>{ }</pre>				
<b>P.37</b>	FAY-41	GR-6	1284+99.31	1286+71.70	RT	172	7	134.1	15	134	7	7	0.02	0.03	<b>C</b> 0.73				
$\{ \}$								$\sim$							٤٦				
¢ P.31	FAY-41	RAILROAD ST	1221+40.00	-	RT	-	-	0.6	0.00	0.6	-	-	0.01	0.01	0.01				
$\xi$																			
P.31	FAY-41	MAPLE ST	1225+40.00	-	RT	-	-	3.5	0.13	3.5	-	-	0.01	0.01	6.02				
$\zeta$								$\sim$							<u>{</u> }				
P.32	FAY-41	PARK ST	1230+90.00	-	LT	-	-	0.6	0.02	0.6	-	-	0.01	0.01	<u>(</u> 0.01				
	$\dots$	mmm	$\sim$	mm	$\sim$	$\sim$	$\sim$	$\sim$		$\sim$		$\sim$	m	$\sim$	$\sim$				
> P.50	FAY-41	PARK/STATE ST	1231+00.00	-	LT	-	-	15.2	0.02	15.2	1	1	0.01	0.01	0.09				
			$\sim$				$\sim\sim\sim$	$\sim$											
P.50	FAY-41	PARK/STATE ST	<pre>1231+05.00 </pre>	-	RT	$\left\{ \begin{array}{c} \cdot \\ \cdot $	· · · · · · · · · · · · · · · · · · ·	4.2		4	-	-	0.01	0.01	0.03				
			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~												~~~				
				ΤΟΤΑ	LS CARR	RIED TO GEN	ERAL SUN	MARY	42	391	20	20	0.14	0.15	2				

TIME: 4:47:09 PM USER: ji e Proiects/District 06\Eave

10/2025

DATE: 3/

34x22 (in hot-nw-07

IZE:

110584

PLAN SUBSUMMARY EROSION CONTROL

DESIGN AGENCY



FAY-41/VAR-22.18/VAR

lODEL: 110584\_GP006\_PAPERSIZE: 34x22 (in.) DATE: 3/10/2025\_TIME: 4:52:48 PM\_USER: jmasey w·\\ohiodot-ww hentlev com:ohiodot-nw-0?\Documents\01\_Active Projects\District\_06\Favette\110584\400-Fngineering\Roadwav\Sheets\110'





DEL: 110584\_GP009 PAPERSIZE: 34x22 (in.) DATE: 3/17/2025 TIME: 10:19:14 AM USER: jmasey ::\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Fayette\110584\400-Engineering\Roadway\Sheets\11058-



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VAR-
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<u>}</u>

584\_GS010 PAPERSIZE: 34x22 (in.) DATE: 3/10/2025 TIME: 2:38:36 PM USER: jmasey pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 06\Fayette\110584\400-**F**A MOD

<u>}</u>	<u>YYYYY</u>	$\sim$	LOC	CATION				<u> </u>	QUAI	NTITIES		
2							202	202	608	608	609 609	
SHEET	REFERENCE	COUNTY	ROUTE	CROSSING STREET	STA.	SIDE	MALK REMOVED, AS PER	H CURB REMOVED	S 4" CONCRETE WALK	SCURB RAMP	Id COMBINATION CURB AND GUTTER, TYPE 2 GUTTER, TYPE 2 CURB, TYPE 4-C	
P.48	CR-1	FAY	SR-41	RAILROAD ST	1221+20.00	RT	107.9	1	32.0	74.8		
P.49	CR-2	FAY	SR-41	MAPLE ST	1225+20.00	RT	117.2		16.0	69.7		
<i>P.50</i>	CR-3	FAY	SR-41	PARK ST	1230+65.00	LT	132.2	12	96.0	30.5	12.0	
P.50	CR-4	FAY	SR-41	PARK ST	1230+90.00	LT	156.1	12	48.0	51.8		
P.50	CR-5	FAY	SR-41	STATE ST	1231+10.00	LT	126.0		88.9	37.6	14.0	ARY
P.51	CR-6	FAY	SR-41	W WALNUT ST	1238+95.00	LT	188.8		48.0	140.8		
P.51	CR-7	FAY	SR-41	E WALNUT ST	1238+95.00	RT	244.4	10.0	52.6	178.7	5.0	BSUI BSUI
P.51	CR-8	FAY	SR-41	W WALNUT ST	1239+55.00	LT	216.3	1.5	65.8	150.5		SUI SUI
P.51	CR-9	FAY	SR-41	E WALNUT ST	1239+55.00	RT	227.6	10.2	42.0	185.6	4.0	
<i>P.52</i>	CR-10	FAY	SR-41	SR-729	1242+50.00	LT	172.1			172.1		
P.52	CR-11	FAY	SR-41	SR-729	1242+50.00	RT	149.9			149.9		
P.52	CR-12	FAY	SR-41	SR-729	1243+80.00	LT	289.3	2.5	116.5	172.8		
P.52	CR-13	FAY	SR-41	SR-729	1243+80.00	RT	155.7	2.0		155.7		
P.53	CR-14	FAY	SR-729	JANES ST	516+85.00	LT	49.1			49.1		
P.53	CR-15	FAY	SR-729	JANES ST	516+99.00	LT				42.5		
P.54	CR-16	FAY	SR-729	MAPLE ST	540+75.00	RT	157.3		108.0	49.3		
P.54	CR-17	FAY	SR-729	MAPLE ST	541+10.00	RT	150.4		96.0	54.4		
P.55	CR-18	FAY	SR-729	RR CROSSING	543+80.00	RT	16.0			16.0		
P.50	SW-1	FAY	SR-41	PARK/STATE ST	1231+05.00	RT	33.0				4.5	
{												
{												
<u>}</u>												DESIGN AGENCY
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												PROJECT ID 110584
{				TOTALS CARRIEL	D TO THE GENERAL	SUMMARY	2689	51	810	1782	9 31	P.47 P.58



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-41/VAR-22.18/VAR FAY

USER: 10/2025 TIME: 2:38:45 PM 01 Active Proiecte/ Nictrict o x22



<u>LEG</u>	LEGEND:												
	PROP. 4" CONC. WALK												
	PROP. DETECTABLE WARNING												
	CURB RAMP PAYMENT LIMITS												
* >	MAX SLOPE PER SCD BP-7.1												



![](_page_27_Figure_0.jpeg)

![](_page_28_Figure_0.jpeg)

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![](_page_28_Figure_2.jpeg)

![](_page_29_Figure_0.jpeg)

![](_page_30_Figure_0.jpeg)

DEL: 110584\_GM007 PAPERSIZE: 34x22 (in.) DATE: 3/10/2025 TIME: 2:38:48 PM USER: jmasey \\ohiodot-nw hentlev com:ohiodot-nw-02\Documents\01 Active Proiects\District 06\Favette\110584\400-Fngineering\Roadwav\Sheets\11

![](_page_30_Figure_2.jpeg)

FAY-41/VAR-22.18/VAR

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					LOCA	ATION			ITEM 642 - 1	RAFFIC PAINT				~~~~			M 644 - TH	IERMO	$\sim$	)				
SHEETS	LOCATION	COUNTY	ROUTE	PLAN SPLIT #	BEGINS STA.	END STA.	LENGTH	LENGTH	EDGE LINE, 6", TYPE 1, AS PER	CENTER LINE, TYPE 1, AS PER	EDGE LINE, 6", AS PER PLAN	LANE LINE, 6", AS PER PLAN	CENTER LINE, AS PER PLAN	CHANNELIZING LINE, 8", AS PER PLAN	STOP LINE, AS PER PLAN	CROSSWALK, 12", AS PER PLAN	TRANSVERSE/DIAGONAL LINE, AS PER PLAN	ISLAND MARKING, AS PER PLAN	RAILROAD SYMBOL MARKING, AS PER PLAN	LANE	ARROW, A	S PER PL	DOTTED LINE, 6", AS PER PLAN	EDGE LINE, 6"
							MI	FT	MILE	MILE	MILE	MILE	MILE	FT	FT	FT	FT	SF	EACH		EACH		FT	MILE
P.26 P.26	<u>1</u> 1	FAY FAY	41 41	1 1	1171+10.31 1174+63.90	1174+63.90 1177+43.50	0.07 0.05	354 280			0.11		0.05	277						2				0.14
P.24 - P.25 P.25 - P.26 P 28	<u>1</u> <u>1</u> 1	FAY FAY FAY	41 41 41	1 1 1	1178+60.48 1184+74.88 1190+73 31	1184+74.88 1190+73.31 1198+99.60	0.12 0.11 0.16	614 598 826			0.23 0.19 0.32	0.11	0.17 0.14 0.16	590 315	36 80		177 82	60		2 2 2	5		5 113	
P.26 - P.27 P.27 - P.29	$\frac{1}{1}$	FAY FAY	41 41 41	1 1 1	1198+99.60 1203+70.19	1203+70.19 1222+06.62	0.09 0.35	471 1836			0.15		0.08	235	11				1					
P.29 - P.30 P.30 - P.32 P.34 P.32 - P.35	1 1 1 1	FAY FAY FAY FAY	41 41 41 41 41	1 1 1 1	1222+54.46 1230+57.69 1250+98.82 1252+20.32	1230+57.69 1250+98.82 1252+20.32 1290+79.09	0.15 0.39 0.02 0.73	803 2041 122 3859			0.27 0.02 1.46		0.12 0.35 0.72		<u>11</u> 36	660			1					0.04
P.36 - P.37 P.40 P.38 - P.39	2 2 2	FAY FAY FAY	729 729 729	2 2 2	510+55.90 536+99.76 544+59.40	520+02.00 544+16.52 555+06.10	0.18 0.14 0.20	946 717 1047	0.35	0.15 0.12 0.17					13 34 10	75 85			1 1					
P.40 - P.43 P.45 P.45 P.43 - P.44	3 3 3 3	FAY FAY FAY FAY	734 734 734 734 734	1 1 1 1 1	233+96.16 264+55.86 268+15.82 269+51.34	264+55.86 268+15.82 269+51.34 275+46.55	0.58 0.07 0.03 0.11	3060 360 136 595	1.12 0.06	0.55 0.07 0.03 0.10					18	84								
			1	SIDE	ROADS	1	ROAD	NAME																
P.31 P.31 P.32 P.32 P.32 P.32	1 1 1 1 1	FAY FAY FAY FAY FAY	41 41 41 41 41 41	1 1 1 1 1	1221+13.58 1225+15.64 1230+69.55 1239+05.34 1239+04.75	1221+86.07 1225+91.31 1231+26.38 1239+48.00 1239+48.75	RAILR MAF PARK ST, W WAI E WAL	OAD ST PLE ST /STATE ST LNUT ST .NUT ST							14	125 134 92 90 94								
P.39 P.40 P.40 P.40 P.40 P.41	2 2 2 2 2 2	FAY FAY FAY FAY FAY	729 729 729 729 729 729	2 2 2 2 2 2	516+45.99 540+78.92 544+42.83 546+38.27 549+75.59	517+09.8 541+04.87 545+30.69 546+57.66 549+91.56	JAN MAF RAILR FAWI GEOF	ES ST PLE ST OAD ST KES ST RGE ST							12 16	53 53 45								
P.41	2 3	FAY FAY	729 734	2	553+08.48 250+93.67	553+25.65 251+18.39	NOR FEN	TH ST IT RD							12	46								
					<b>T</b>	OTALS CARRIED	TO THE GENER	AI SIIMMARV	1 87	1 19	3 4 2	0 11	2 1 2	1417	303	1636	259	60	Δ		16		113	0.18
	1								L 1.07	1 1.15	5.72	0.11							I <sup></sup>		10			

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DOTTED LINE, 6", AS PER PLAN	EDGE LINE, 6"	CENTER LINE	CHANNELIZING LINE, 8"	TRANSVERSE/DIAGONAL LINE	LT	LAN LT- THR			
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									DESIGNER
									JDM REVIEWER
									KLM 12/02/24 PROJECT ID
									110584
									P.56 P.58