



COOPERATION BETWEEN CONTRACTORS

THE STATE OF OHIO HAS CONTRACTED PROJECTS WHICH MAY BE CONSTRUCTED CONCURRENTLY WITH THIS PROJECT. IT IS IMPERATIVE THAT THE CONTRACTORS COOPERATE FULLY WITH EACH OTHER AS OUTLINED IN SECTION 105.08 OF THE CMS MANUAL. ALL MAINTENANCE OF TRAFFIC SHALL BE COORDINATED BETWEEN PROJECTS.

RIGHT OF WAY

ALL WORK SHALL BE PERFORMED WITHIN THE EXISTING RIGHT OF WAY OR EASEMENTS.

RAISED PAVEMENT MARKERS

THIS PROJECT CONTAINS EXISTING RASIED PAVEMNET MARKERS. THE CONTRACTOR IS CAUTIONED NOT TO PERMIT CRACK SEAL MATERAIL TO COVER THE REFLECTIVE ELEMENTS OF THE MARKERS. IF A REFLECTIVE ELEMENT IS COVERED, IT SHALL BE REPLACED WITH A NEW REFLECTOR OF THE CORRECT TYPE AND COLOR WITHIN THREE WORKING DAYS. SUCH REPLACEMENT WILL BE ENTIRELY AT THE CONTRACTOR'S EXPENSE.

WORK ON STUCTURES

THIS PROJECT CONTAINS STRUCTURES WHICH MAY HAVE CONCRETE APPROACH SLABS AND DECKS OR CONCRETE OVERLAYS. THE CONTRACTOR IS INSTRUCTED TO OMIT CRACK SEALING ON THE CONCRETE PORTIONS OF THESE STRUCTURES EXCEPT FOR THE JOINT WHERE ASPHALT PAVEMENT JOINS THE CONCRETE PAVEMENT, IT SHALL BE SEALED WITH CRACK SEAL MATERIAL.

CONSTRUCTION SCHEDULE

THE CONTRACTOR SHALL NOT APPLY ANY CRACK SEALING UNTIL AFTER SEPTEMBER 5, 2026.

ITEM 423-CRACK SEALING, TYPE II, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF 423.07, SEAL ALL CRACKS 1/8" AND WIDER. TYPE II MATERIAL SHALL BE REQUIRED. CRACK SEAL LIGHT TO MODERATE ALLIGATOR CRACKED PAVEMENT, AS DIRECTED BY THE ENGINEER. DO NOT PLACE SEALANT BANDS WIDER THAN 2 INCHES IN THESE AREAS. SO NOT PLACE MULTIPLE SIDE BY SIDE BANDS THAT COULD AFFECT SURFACE FRICTION. DO NOT SEAL SEVERLY ALLIGATOR CRACKED PAVEMENT AREAS, AS DIRECTED BY THE ENGINEER.

CONTRACTOR SHALL CRACK SEAL ALL CROSS-OVER PAVEMENT, TURN LANES, RAMP PAVEMENT TO THE GORE POINT ON 4-LANE HIGHWAYS AND ALL PAVEMENT AT PUBLIC SIDE ROAD INTERSECTIONS TO THE BACK OF THE RETURN RADIUS. TURN LANES AND RAMP LANES ARE INCLUDED ON THE CALCULATION SHEET(S). THE COST TO CRACK SEAL CROSS-OVERS, GORES, AND RETURN RADII SHALL BE INCIDENTAL TO THIS ITEM OF WORK.

ALL OTHER REQUIREMENTS OF ITEM 423 SHALL APPLY TO THIS ITEM OF WORK.

PROGRESSION OF WORK

CRACK SEALING SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONSOF CMS 423. CARE SHALL BE EXERCISED NOT TO UNNECESSARILY OBLITERATE EXISTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS. IN THE EVENT THAT THE EXISTING MARKINGS ARE OBLITERATED, THE CONTRACTOR SHALL ERECT THE NECESSARY WORK ZONE MARKING SIGNS AND INSTALL TEMPORARY PAVEMENT MARKINGS IN THOSE AREAS WHERE THE OBLITERATION HAS OCCURRED PER THE REQUIREMENTS OF THE STANDARD CONSTRUCTION DRAWINGS.

OBLITERATION MEANS ANY PERMANENT PAVEMENT MARKING TOTALLY COVERED OR COVERED TO THE EXTENT THAT THE REMAINING MARKINGS DO NOT PROVIDE GUIDANCE AS DETERMINED BY THE ENGINEER.

UPON COMPLETION OF CRACK SEALING OPERATIONS ON THAT SECTION, THE CONTRACTOR SHALL INSTALL PERMANENT PAVEMENT MARKINGS.

THE COSTS ASSOCIATED WITH THE REQUIREMENTS ABOVE SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE UNIT BID PRICE OF ITEM 423-CRACK SEALING, MISC. CRACK SEALING, TYPE II.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT THE BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLANS AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

ITEM 642 PAVEMENT MARKINGS

THE ESTIMATED QUANTITIES FOR EDGE LINE WILL BE CALCULATED AT 10% OF TOTAL PROJECT LANE LENGTH AND LANE LINE AND CENTERLINE WILL BE CALCULATED AT 5% OF RELEVANT TOTAL LANE LENGTH. THE FOLLOWING QUANTITIES WILL BE CARRIED TO THE GENERAL SUMMARY, TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 642 - EDGE LINE, 6", TYPE 1----- 16.84 MILE

ITEM 642 - LANE LINE, 6", TYPE 1----- 2.50 MILE

ITEM 642 - CENTER LINE, TYPE 1----- 1.72 MILE

ITEM 642 - CHANNELIZING LINE, 8", TYPE 1----- 500 FEET

ITEM 642 - CHANNELIZING LINE, 12", TYPE 1----- 1,000 FEET

GENERAL NOTES

DESIGN AGENCY



DESIGNER

JRH

REVIEWER

EMB 09-17-25

PROJECT ID

121170

SHEET

P.2

TOTAL

P.6

ITEM 614 - MAINTAINING TRAFFIC

IT IS THE INTENT OF THIS PROJECT TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO AND MAXIMUM SAFETY FOR THE TRAVELING PUBLIC AND THE CONTRACTOR. THE REQUIREMENTS FOR MAINTAINING TRAFFIC SHALL BE AS INDICATED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, THE STANDARD DRAWINGS, THE SPECIFICATIONS AND THESE PLANS. ANY VARIANCE FROM THESE REQUIREMENTS SHALL BE APPROVED IN ADVANCE IN WRITING BY THE ENGINEER.

THE CONTRACTOR SHALL NOT BEGIN ANY WORK UNTIL SEPTEMBER 5, 2026 OR AFTER.

ON TWO LANE HIGHWAYS, AT LEAST ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES WHILE WORK IS BEING PERFORMED. THE ONLY EXCEPTION SHALL BE THAT TRAFFIC MAY BE STOPPED FOR A MAXIMUM OF TEN (10) MINUTES IF IT IS CONSIDERED NECESSARY BY THE ENGINEER FOR THE SAFETY OF THE TRAVELING PUBLIC. TRAFFIC SHALL BE CONTROLLED BY FLAGGERS AND OTHER REQUIRED TRAFFIC CONTROL DEVICES. DURING NON-WORKING HOURS, ALL LANES OF TRAFFIC SHALL BE OPEN.

ON MULTI LANE HIGHWAYS, LANE CLOSURES ARE AUTHORIZED BY THE ENGINEER, PRIOR TO WORK BEING PERFORMED AND ONLY GRANTED ACCORDING TO ODOT’S PERMITTED LANE CLOSURE WEBSITE.

TRAFFIC SHALL BE MAINTAINED AT ALL INTERSECTIONS AND SHALL BE CONTROLLED BY FLAGGERS AND REQUIRED TRAFFIC CONTROL DEVICES AND SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

WHEN WORKING IN ODOT FACILITIES, SPECIAL CARE SHALL BE TAKEN SO AS TO PROTECT THE SAFETY OF THE PUBLIC AND ALLOW ACCESS TO THE BUILDINGS, SIDEWALKS, AND PARKING AREAS. PORTIONS OF THE REST AREA MAY BE CLOSED FOR SHORT PERIODS OF TIME AS DIRECTED BY THE ENGINEER FOR SAFETY PURPOSES.

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

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

NEW YEAR’S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY (OBSERVED)	CHRISTMAS (OBSERVED)
LABOR DAY	(OTHER HOLIDAY OR SPECIAL EVENT)

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR 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 (GEN./REG. 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
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF \$75.00 PER MINUTE.

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

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, 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). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME 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 OF TRAFFIC RESTRICTION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>=2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<=12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONST. & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

DISTRICT (PIO) PUBLIC INFORMATION OFFICER BY EMAIL AT DOT.D09.PIO@DOT.OHIO.GOV

DISTRICT PERMIT SECTION BY EMAIL AT D09.PERMITS@DOT.OHIO.GOV

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE

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 OF CMS 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:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE 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 MOTORIST THROUGH A RED LIGHT).

IN ADDITIONTO THE REQUIREMENT OF CMS 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) MAY BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURE/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE (CONTINUED)

IN GENERAL, LEOs SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH 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.

THE LEO SHOULD 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. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. 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 WHICH 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 QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.....**100 HOURS**

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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

DESIGN AGENCY



DESIGNER

JRH

REVIEWER

EMB 09-17-25

PROJECT ID


121170


SHEET

P.3

TOTAL

P.6

GENERAL SUMMARY	
DESIGN AGENCY	
	
DESIGNER	JRH
REVIEWER	EMB 09-17-25
PROJECT ID	121170
SHEET	TOTAL
P.4	P.6

<div style="text-align: center;"> <h1>CRACK SEAL SUB-SUMMARY</h1> </div>	
<div style="text-align: center;">  </div>	
DESIGN AGENCY	
DESIGNER	
JRH	
REVIEWER	
EMB 09-17-25	
PROJECT ID	
121170	
SHEET	TOTAL
P.5	P.6



section removed

COUNTY	ROUTE	SLM		LENGTH		AVERAGE WIDTH	TOTAL AREA	PRIMARY PAVEMENT TYPE	PLAN SPLIT	423					COMMENTS
		FROM	TO	MILE	FEET					FEET					
ROS	35 WB	15.250	20.560	5.310	28036.80	24.00	74764.80	COMPOSITE	01/NFP	74764.80					WB LANES ONLY. NO SHOULDER WORK
	35 WB	17.166	17.326		745.00	12.00	993.33	COMPOSITE	01/NFP	993.33					WB RAMP TO EGYPT PIKE FROM DIVERGE TO GORE
	35 WB	18.113	18.773		1645.00	12.00	2193.33	COMPOSITE	01/NFP	2193.33					WB RAMPS AT SR 104 FROM MERGE/DIVERGE TO GORE
	35 WB	19.430	20.115		2199.00	12.00	2932.00	COMPOSITE	01/NFP	2932.00					WB RAMPS AT SR 159 FROM MERGE/DIVERGE TO GORE
	35 WB	16.640	16.674	0.034	179.52	24.00	478.72	CONCRETE	01/NFP	-478.72					DEDUCTION FOR SFN 7101740
	35 WB	18.503	18.564	0.061	322.08	24.00	858.88	CONCRETE	01/NFP	-858.88					DEDUCTION FOR SFN 7101864
	35 WB	18.759	18.800	0.041	216.48	36.00	865.92	CONCRETE	01/NFP	-865.92					DEDUCTION FOR SFN 7101929
	35 WB	19.212	19.447	0.235	1240.80	24.00	3308.80	CONCRETE	01/NFP	-3308.80					DEDUCTION FOR SFN 7101988
	35 WB	19.719	19.763	0.044	232.32	36.00	929.28	CONCRETE	01/NFP	-929.28					DEDUCTION FOR SFN 7102046
	35 WB	20.144	20.181	0.037	195.36	24.00	520.96	CONCRETE	01/NFP	-520.96					DEDUCTION FOR SFN 7102100
removed		20.430	20.484	0.054	285.12	24.00	760.32	CONCRETE	01/NFP	-760.32					DEDUCTION FOR SFN 7102194
SCI	52	26.393	31.180	4.787	25278.36	72.00	202262.88	COMPOSITE	01/NFP	202262.88					EB & WB TRAVEL LANES & SHOULDER
	52	26.393	26.609		1509.00	12.00	2012.00	COMPOSITE	01/NFP	2012.00					RAMPS AT SR 140 (EB ON-RAMP & WB OFF-RAMP) FROM MERGE/DIVERGE TO GORE
	52	26.784	27.279		2313.00	12.00	3084.00	COMPOSITE	01/NFP	3084.00					RAMPS AT SR 823 (EB ON-RAMP & WB OFF-RAMP) FROM MERGE/DIVERGE TO GORE
	52	27.640	28.395		3148.00	12.00	4197.33	COMPOSITE	01/NFP	4197.33					RAMPS AT CENTER ST. FROM MERGE/DIVERGE TO GORE
	52	30.417	31.133		3034.00	12.00	4045.33	COMPOSITE	01/NFP	4045.33					RAMPS AT SR 522 FROM MERGE/DIVERGE TO GORE
	52	27.936	27.969	0.033	174.24	72.00	1393.92	CONCRETE	01/NFP	-1393.92					DEDUCTION FOR SFN 7301774
	52	29.228	29.287	0.059	311.52	72.00	2492.16	CONCRETE	01/NFP	-2492.16					DEDUCTION FOR SFN 7301863 & 7301839
SCI	522	0.319	1.980	1.663	8780.64	30.00	29268.80	COMPOSITE	01/NFP	29268.80					BOTH TRAVEL LANES AND SHOULDER
	522	1.020					983.00	COMPOSITE	01/NFP	983.00					EXTRA PAVEMENT AREA AT GALLIA ST. INTERSECTION
	522	0.359	0.407	0.048	253.44	30.00	844.80	CONCRETE	01/NFP	-844.80					DEDUCTION FOR SFN 7306098
	522	1.137	1.173	0.036	190.08	30.00	633.60	CONCRETE	01/NFP	-633.60					DEDUCTION FOR SFN 7306040