ODEL: Sheet PAPERSIZE: 17x11 (in.). DATE: 9/17/2025 TIME: 12:28:40 PM PLTDRV: OHDOT_PDF.ptictig PEN'

B O W R E N C E O DISTRICT 9 OFFICE

LOCATION MAP

LATITUDE: 39°19'28" LONGITUDE: -82°57'47"



PORTION TO BE IMPROVED	
INTERSTATE HIGHWAY	
FEDERAL ROUTES	
STATE ROUTES	
COUNTY & TOWNSHIP ROADS	
OTHER ROADS	
CITIEN NOADS	

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

D09-CS-FY2026

ADAMS, BROWN, HIGHLAND, JACKSON, LAWRENCE, PIKE, ROSS, AND SCIOTO COUNTIES

INDEX OF SHEETS:

TITLE SHEET
GENERAL NOTES
MAINTENANCE OF TRAFFIC NOTES
GENERAL SUMMARY
ROADWAY SUB-SUMMARY



FEDERAL PROJECT NUMBER

NON-FEDERAL

RAILROAD INVOLVEMENT

NON

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF CRACK SEALING VARIOUS LOCATIONS THROUGHOUT THE DISTRICT.

EARTH DISTURBED AREAS

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

0.0 ACRES 0.0 ACRES

N/A (NOI NOT REQUIRED)

2023 SPECIFICATIONS

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.

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.

Michael G. Dombrowski District 09 Deputy Director

Pamela Boratyn
Director, Department of Transportation

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES Contact Two Working Days

Before You Dig

OHIO 811, org

UHIU 811, org

Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764 (Non members must be called directly)

PLAN PREPARED BY:
DISTRICT 9 PLANNING & ENGINEERING
650 EASTERN AVENUE
CHILLICOTHE, OHIO 45601

		STANDARI	CONSTRUCTION	DRAWINGS		MENTAL CATIONS	SPECIAL PROVISIONS	
MT-95.30	7/19/19	TC-41.20 10/18/13			800-2023	7/18/25		
MT-95.31	7/19/19				821	04/20/12		
MT-95.61	4/19/19				832	7/19/24		
MT-97.10	4/19/19				921	7/19/24		ENGINEER'S SEA
MT-98.10	1/17/20							ENGINEER SEE
MT-98.11	1/17/20							
MT-98.20	4/19/19							William.
MT-98.22	1/17/20							NATE OF OXIX
MT-105.10	1/17/20							ERIC M
								= _ ERIC \
								BEERY E-73583
								E-73583
								SSONAL ENGLISH
								, 111111111111111111111111111111111111

DESIGN AGENCY

TITLE SHEET



JRH
REVIEWER
SMB 09-17-25
ROJECT ID
121170

HEET TOTAL P.6

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
ALTIGATOR 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 LITEM A23 SHALL APPLY TO THIS LITEM 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

DESIGN AGENC

GENERAL NOTES



DESIGNER

JRH

EMB 09-17-25

121170
HEET TOTAL
P.2 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
	>=2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
RAMP & ROAD CLOSURES	>12 HOURS & <2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<=12 HOURS	4 CALENDAR 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 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.DO9.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 AGEN



JRH
REVIEWER
EMB 09-17-25

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TRAFFIC NOT

OF

MAINTENANCE

AFFIC	AFFIC	AFFIC	AFFIC	AFFIC	AFFIC	AFFIC
MAINTENANCE OF TRAFFIC DEFICER WITH PATROL CAR FOR ASSISTANCE INCIDENTALS C	R WITH PATROL CAR FOR ASSISTANCE	WITH PATROL CAR FOR ASSISTANCE	OFFICER WITH PATROL CAR FOR ASSISTANCE INCIDENTALS	FFICER WITH PATROL CAR FOR ASSISTANCE INCIDENTALS	OFFICER WITH PATROL CAR FOR ASSISTANCE INCIDENTALS	FICER WITH PATROL CAR FOR ASSISTANCE INCIDENTALS

. Si	LM	LEI	NGTH	AVERAGE WIDTH	TOTAL AREA	PRIMARY PAVEMENT TYPE	PLAN SPLIT	R PLAN			COMMENTS
								CRACK SEA.			
FROM	ТО	MILE	FEET	FEET	SQ YD			SQ YD			
0.000	7.460	7.460	39388.80	26.00	113789.87	FLEXIBLE	01/NFP	113789.87			BOTH TRAVEL LANES
1.010	1.040	0.030	158.40	26.00	457.60	CONCRETE	01/NFP	-457.60			DEDUCTION FOR SFN 0100641
19.850	¥ 3.2 ¥ 0	3.370	17793.60	72.00 Y	142348.80	COMPOSITE	01/NFP	342348.80			ES & WB TRAVEL LAWES & SHOULDERS. SOME WB SLOT PAVED
19.850	20.099		1900.00	12.00	2533.33	COMPOSITE	01/NFP	2533.33			TURN LANES AT SR 73
23 220	24.850	1 630	8606 40	36.00	\sim					ىىد	EB TRAVEL LANES & SHOULDERS
	2 ///000	2.000		55,55	0.1720.00						
	13.940	0.100	528.00	16.00	938.67	FLEXIBLE	01/NFP	938.67			WB LANE & SHOULDER: FROM STOP SIGN TO END OF SEPERATED LANES
_											BOTH TRAVEL LANES: TO CORP FROM REDUCED SHOULDER TO START OF FLUSH MEDIAN
26.650	29.440	2.790	14731.20	28.00	45830.40	FLEXIBLE	01/NFP	45830.40			FROM TRI COUNTY HWY TO COUNTY LINE
40	40.1		22222	22.55	04.001.00		06 /2==	01551.05			DOTUTDAYEL LANGE & GUOLUSTO
			+								BOTH TRAVEL LANES & SHOULDER BOTH TRAVEL LANES, TURN LANES, & SHOULDER
15.090	15.170	0.080	422.40	32.00	1501.87	CONCRETE	01/NFP	-1501.87			DEDUCTION FOR SFN 0801534
					+						BOTH TRAVEL LANES DEDUCTION FOR SFN 3604063
0.103	0.192	0.027	142.50	22.00	340.40	CONCRETE	OI/WIF	-346.46			DEDUCTION FOR SEN 3004003
¥0.0¥5	17(620)	7.605	4815440	12.00	3 3 (123 § .20)		OMNER		\sim	\sim	EB & W& TRAVELLANES & SHOULDER
10.015	10.140		954.00	12.00	1272.00		01/NFP	1272.00			TURN LANES AT BURLINGTON RD.
											RAMPS AT SR 93 FROM MERGE/DIVERGE TO GORE RAMPS AT US 35 FROM MERGE/DIVERGE TO GORE
12.408	12.459		220.00	12.00	293.33	COMPOSITE	01/NFP	293.33			TURN LANE AT CUTLIP RD.
13.062	13.131		417.00	12.00	556.00	COMPOSITE	01/NFP	556.00			TURN LANES AT PATTONSVILLE RD.
_			+								TURN LANES AT KESSINGER SCHOOL RD. TURN LANES AT RICE RD.
15.902	15.987		473.00	12.00	630.67	COMPOSITE	01/NFP	630.67			TURN LANES AT MCGIFFINS RD.
16,794	17.586	بيب	3988.00	12.00	5250.67	SOMPOSITE	V01/NFP		ممم	ىدىد	RAMPS AT SR 827 FROM MERGEYDIVERGE TO GORE
											DEDUCTION FOR SFN 4001893 & 4001923 DEDUCTION FOR SFN 4001958 & 4001982
11.750	11.805	0.055	290.40	72.00	2323.20	CONCRETE	01/NFP	-2323.20			DEDUCTION FOR SFN 4002040 & 4002075
12.553	12.568	0.015	79.20	72.00	633.60	CONCRETE	01/NFP	-633.60			DEDUCTION FOR SFN 4002164 & 4002199
17.131	17.167	0.036	190.08	72.00	1520.64	CONCRETE	01/NFP	-1520.64			DEDUCTION FOR SFN 4002245 & 4002253
19.020	22,000	2.980	15/734.40	12.00	125875.20	COMPOSITE	ONNER	125875.20	~~~	\sim	EBA WAS THAVEN LANES & SHOULDERY
19.919	20.123		1553.00	12.00	2070.67	COMPOSITE	01/NFP	2070.67			TURN LANES AT BURLINGTON MACEDONIA RD
											TURN LANES AT WALMART WAY TURN LANES AT SANDUSKY RD.
21.498	21.788		1917.00	12.00	2556.00	COMPOSITE	01/NFP	2556.00			TURN LANES AT CHARLEY CREEK RD.
ىب	W	L.	LLL.	ىرر	LLL.	ىىى	ىبى		سس	ىىد	
0.000	7.480	7.480	39494.40	24.00	105318.40	FLEXIBLE	01/NFP	105318.40			BOTH TRAVEL LANES
					DI	 AN SPLIT SUB-TOTAL	01/NFP	1168382.72			
					r- L.	3. L.1 300-101AL	O 1/14/1	1100302.72			
	FROM 0.000 1.010 19.850 19.850 23.220 13.840 20.260 26.650 12.130 16.480 15.090 0.000 0.165 10.015 10.567 11.386 12.408 13.062 13.655 14.516 15.902 16.794 11.136 11.290 11.750 12.553 17.131 19.919 20.328 21.033 21.498	FROM TO 0.000 7.460 1.010 1.040 19.850 20.099 23.220 24.850 19.850 20.099 23.220 24.850 20.260 25.330 26.650 29.440 12.130 16.480 16.480 16.860 15.090 15.170 0.000 3.100 0.165 0.192 10.015 1.4620 10.015 10.140 10.567 11.123 11.386 12.154 12.408 12.459 13.062 13.131 13.655 13.745 14.516 14.606 15.902 15.987 16.794 17.586 11.136 11.176 11.290 11.324 11.750 11.805 12.553 12.568 17.131 17.167	FROM TO MILE 0.000 7.460 7.460 1.010 1.040 0.030 19.850 20.099 23.220 24.850 1.630 13.840 13.940 0.100 13.940 17.650 3.710 20.260 25.330 5.070 26.650 29.440 2.790 12.130 16.480 4.350 16.480 16.860 0.380 15.090 15.170 0.080 0.000 3.100 3.100 0.165 0.192 0.027 10.015 10.140 10.567 11.123 11.386 12.154 12.408 12.459 13.062 13.131 13.655 13.745 14.516 14.606 15.902 15.987 16.794 17.586 11.136 11.176 0.040 11.290 11.324 0.034 11.750 11.805 0.055 12.553 12.568 0.015 17.131 17.167 0.036	FROM TO MILE FEET 0.000 7.460 7.460 39388.80 1.010 1.040 0.030 158.40 19.850 23.230 3870 17793.60 19.850 20.099 1900.00 23.220 24.850 1.630 8606.40 23.220 24.850 1.630 8606.40 23.240 17.650 3.710 19588.80 20.260 25.330 5.070 26769.60 26.650 29.440 2.790 14731.20 12.130 16.480 4.350 22968.00 16.480 16.860 0.380 2006.40 15.090 15.170 0.080 422.40 0.000 3.100 3.100 16368.00 0.165 0.192 0.027 142.56 10.015 10.140 954.00 10.567 11.123 2819.00 11.386 12.154 2802.00 12.408 12.459 220.00 13.062 13.131 417.00 13.655 13.745 407.00 14.516 14.606 429.00 15.902 15.987 473.00 16.794 17.586 398.00 11.136 11.176 0.040 211.20 11.290 11.324 0.034 179.52 11.750 11.805 0.055 290.40 19.919 20.123 1553.00 20.328 20.644 2772.00 21.033 21.208 869.00 21.498 21.788 1917.00	SLW TO MILE FEET FEET FEET	FROM TO MILE FEET FEET SQ.YD	FROM TO MILE FEET FEET SQ YD	FROM	SLM	FROM	SLM LENGTH AVENAGE WICH FOR PAURISITY PRINCIPLE 13 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

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COUNTY	ROUTE	Si	LM	LEN	GТН	AVERAGE WIDTH	TOTAL AREA	PRIMARY PAVEMENT TYPE	PLAN SPLIT	CRACK SEALING, TYPE II, AS PER PLAN		COMMENTS	
		FROM	ТО	MILE	FEET	FEET	SQ YD			SQ YD			
				$\swarrow \qquad \qquad \\$		\sim		\sim	\sim		\sim		
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	
<u> </u>	35 WB 35 WB	18.113 19.430	18.773 20.115		1645.00 2199.00	12.00 12.00	2193.33 2932.00	COMPOSITE COMPOSITE	01/NFP 01/NFP	2193.33 2932.00		WB RAMPS AT SR 104 FROM MERGE/DIVERGE TO GORE WB RAMPS AT SR 159 FROM MERGE/DIVERGE TO GORE	
\rightarrow	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	-520.96 760.22		DEDUCTION FOR SFN 7102100	
remove	ed ⊨	20.430	20.484	0.054	285.12 入 人 入	24.00	760.32	CONCRETE 人人人人人	01/NFP	-760.32	 \ \ \ \ \ \	DEDUCTION FOR SFN 7102194	
SCI)			3527\$.36	¥72. 6 0 ¥	202202.88		ON/NRP			EN & WB TWAVEL LANGES & SHOULDERY	
50,	52	26.393	26.609	1.707	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	
		27.936			174.24		1393.92		1	1		DEDUCTION FOR SEN 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 (Y 5 Y 2 Y	V3W	1000	1 862	978W 6AY	73000	19288.80	COMPOSITE	X1/NKP	(V0)#Q QX		BOTH TRAVEL VANES AND SHOULDERS	
507	522	1.020	1.000	11.005	0700.04 1	130.00	983.00	COMPOSITE	01/NFP	983.00	 	EXTRA PAVEMENT AREA AT GALLIA ST. INTERSECTION	
	522		0.407	10,048	J 25 3 .44 J	\30 X 0\	844.80		DI/NED		ىرىر	DEDUCTION FOR SAN ZOOGOOS	
	522	1.137	1.173	0.036	190.08	30.00	633.60	CONCRETE	01/NFP	-633.60		DEDUCTION FOR SFN 7306040	
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							PL	AN SPLIT SUB-TOTAL SUB-SUMMAI		313589.45 313589.45			SHEET P.6