

**ODOT MAINTENANCE OF TRAFFIC GENERAL NOTES
 (APPLICABLE PROJECT WIDE)**

ITEM 614, MAINTAINING TRAFFIC

CONSTRUCTION OPERATIONS WITHIN THE L/A RIGHT OF WAY 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, THE CONTRACTOR'S PERMIT SHALL BE REVOKED AND ALL WORK SHALL BE TERMINATED.

ALL SIGNS, BARRICADES, SIGN SUPPORTS, DRUMS, FLAGGERS, AND INCIDENTALS FOR TRAFFIC CONTROL SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN CONFORMANCE WITH THE MOST RECENT REVISION, CURRENT EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (OMUTCD). ALL SIGNS USED FOR THE MAINTENANCE OF TRAFFIC SHALL BE NEW OR LIKE NEW CONDITION SUBJECT TO THE APPROVAL OF THE ENGINEER. DEVICES USED TO MAINTAIN TRAFFIC SHALL BE REMOVED IMMEDIATELY AFTER THE TERMINATION OF SAID WORK. PAYMENT SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC.

FOR WORK WHICH IS CONFINED TO THE SHOULDER, TRAFFIC CONTROL SHALL CONFORM TO FIGURES TA-1, TA-3, TA-4, AND TA-6 OF THE OMUTCD AND ODOT SCD MT-95.45. IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL SET FORTH IN THESE PLANS AND PROVISIONS OF THE OMUTCD AND THE FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE ENGINEER HAS THE AUTHORITY TO SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.



LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

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

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION (NOV)
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY (OBSERVED)	CHRISTMAS (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 FRI. THROUGH 6:00AM MON.
MONDAY	12:00N FRI. THROUGH 6:00AM TUE.
TUESDAY	12:00N MON. THROUGH 6:00AM WED.
TUESDAY (GEN./REG. ELECTION)	5:00AM TUE. THROUGH 12:00AM WED.
WEDNESDAY	12:00N TUE. THROUGH 6:00AM THUR.
THURSDAY	12:00N WED. THROUGH 6:00AM FRI.
THURSDAY (THANKSGIVING ONLY)	6:00AM WED. THROUGH 6:00AM MON.
FRIDAY	12:00N THUR. THROUGH 6:00AM MON.
SATURDAY	12:00N FRI. THROUGH 6:00AM MON.

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

NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

LANE CLOSURE/REDUCTION REQUIRED

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.

FLEXIBLE START WINDOW CONTRACT

THE CONTRACTOR HAS THE NUMBER OF CALENDAR DAYS DESIGNATED IN THE WINDOW CONTRACT TABLE IN WHICH TO COMPLETE ALL ITEMS OF CRITICAL WORK. THE WINDOW CONTRACT TABLE IS LOCATED IN THE PLAN GENERAL NOTES. THE CONTRACTOR MAY BEGIN ANY TIME AS IDENTIFIED IN THE WINDOW CONTRACT TABLE AND MUST COMPLETE THE CRITICAL WORK WITHIN THE CALENDAR DAYS DESIGNATED IN THE WINDOW CONTRACT TABLE OR BY THE COMPLETION DATE LISTED IN THE PROPOSAL, WHICHEVER COMES FIRST.

CRITICAL WORK IS SHOWN IN THE WINDOW CONTRACT TABLE.

WINDOW CONTRACT TABLE

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
ALL WORK ASSOCIATED WITH PHASE 2	10	\$13,000	COMPLETION OF PHASE 1B	PRIOR TO STARTING PHASE 3

COMPLETION OF CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTION OF WORK OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE AT THEIR FINAL DESIGN WIDTH WITH ALL MARKINGS, RPM'S, AND SAFETY FEATURES INSTALLED, ALONG WITH NO RESTRICTIONS WITHIN 2 FEET OF THE EDGE LINE ON THE SHOULDERS.

THE CONTRACTOR MUST SCHEDULE THE LATEST START DATE OF THE CRITICAL WORK PRIOR TO THE FOLLOWING CALCULATED DATE:

LATE CRITICAL WORK START DATE = [WORK WINDOW END DATE] – [(CALENDAR DAYS TO COMPLETE) X 1.25]

IF THE CRITICAL WORK IS NOT STARTED BY THE LATE CRITICAL WORK START DATE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE AS DEFINED IN THE WINDOW CONTRACT TABLE FOR EVERYDAY THE CONTRACTOR DOES NOT START THE CRITICAL WORK.

IF THE WORK IS NOT COMPLETED WITHIN THE CALENDAR DAYS DESIGNATED IN THE WINDOW CONTRACT TABLE, THE CONTRACTOR WILL BE SUBJECT TO DISINCENTIVES AS IDENTIFIED IN THE CONTRACT CRITICAL WORK TABLE. IF THE WINDOW CONTRACT CRITICAL WORK TABLE DOES NOT DESIGNATE A DISINCENTIVE VALUE, THE CONTRACTOR WILL BE SUBJECT TO THE LIQUIDATED DAMAGES IN ACCORDANCE WITH THE SCHEDULE SET FORTH IN C&MS 108.07.

SHORT-TERM HOURLY CLOSURE WINDOW CONTRACT

THE CONTRACTOR HAS THE NUMBER OF HOURS DESIGNATED IN THE SHORT-TERM HOURLY CLOSURE WINDOW CONTRACT TABLE (TABLE) TO COMPLETE ALL ITEMS OF CRITICAL WORK AS DEFINED IN THE TABLE. THE TABLE IS LOCATED BELOW.

SHORT-TERM HOURLY CLOSURE WINDOW CONTRACT TABLE

DESCRIPTION OF CRITICAL WORK	HOURS TO COMPLETE	DISINCENTIVE \$ PER HOUR
ALL WORK ASSOCIATED WITH PHASE 1A	58	\$500

COMPLETION OF THE CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED WORK COMPLETED AND THE IMPACTED ROADWAY SECTION OPEN TO UNRESTRICTED TRAFFIC; ALL TRAFFIC LANES BEING AVAILABLE FOR USE AT THEIR REQUIRED WIDTH WITH SAFETY FEATURES INSTALLED.

PRIOR TO INITIATING THE CRITICAL WORK, THE CONTRACTOR AND PROJECT ENGINEER MUST MUTUALLY REVIEW AND AGREE TO THE APPROPRIATENESS OF THE WEATHER FORECAST. A COPY OF THE WEATHER FORECAST SHALL BE KEPT IN THE PROJECT RECORD. THE CRITICAL WORK MAY NEED RESCHEDULED.

THE CONTRACTOR WILL BE SUBJECT TO HOURLY DISINCENTIVES, AS IDENTIFIED, IF THE CRITICAL WORK IS NOT COMPLETED WITHIN THE DURATION DESIGNATED IN THE TABLE.

IF THE CRITICAL WORK IS INITIATED, THE CONTRACTOR SHALL REMAIN REASONABLY ONSITE DURING A WEATHER EVENT AND SHALL RESUME WORK IMMEDIATELY FOLLOWING THE CESSATION OF AN IMPACTING WEATHER EVENT.

HOURLY TIME EXTENSIONS FOR WEATHER-SENSITIVE CRITICAL WORK THAT HAS BEEN IMPACTED BY WEATHER WILL ONLY BE FOR THE DURATION OF THE ACTUAL UNANTICIPATED WEATHER EVENT AND THE DURATION OF ANY SUBSEQUENT NECESSARY WEATHER-CAUSED REMEDIATION WORK. THE CONTRACTOR MUST IMMEDIATELY AND ACTIVELY PURSUE ALL REMEDIATION WORK.

TIME EXTENSIONS WILL BE CALCULATED IN HOURS AND ON AN HOUR-FOR-HOUR BASIS FOR PORTIONS THEREOF. DISINCENTIVES WILL BE WAIVED FOR THE DURATION OF ANY UNANTICIPATED WEATHER IMPACTS AND FOR THE DURATION NECESSARY TO PERFORM REMEDIATION WORK CAUSED BY UNANTICIPATED WEATHER.

WEATHER DELAY DURATION (I.E. "DOWN-TIME") IS NON-COMPENSABLE FOR EQUIPMENT AND SUPERVISORY LABOR. NON-SUPERVISORY CRAFT HOURLY LABOR FORCES MAY BE COMPENSABLE, WITHOUT MARKUP ON THE WAGES AND BENEFITS, IF LABOR FORCES CANNOT REASONABLY BE DISMISSED FROM THE PROJECT SITE DURING THE WEATHER IMPACT.

THE CONTRACTOR WILL BE COMPENSATED FOR NECESSARY REMEDIATION WORK CAUSED BY UNANTICIPATED WEATHER.

DESIGN AGENCY



DESIGNER
KJF

REVIEWER
JML 10/02/25

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123987

SHEET TOTAL
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NOTICE OF CLOSURE SIGN

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC NEAR THE RAMP TERMINAL INTERSECTION. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
ROAD CLOSURES	≥ 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	≤ 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

ROAD WILL BE
CLOSED MMM-DD
FOR XX DAYS
INFO: (740) 833-8268

W20-H13-60

ESTIMATED QUANTITIES

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE WHEN THE ASPHALT SURFACE COURSE PAVEMENTS ARE PLACED BEFORE THE FINAL PAVEMENT MARKINGS ARE INSTALLED:

ITEM 614, WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	0.29 MI
ITEM 614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT	0.21 MI
ITEM 614, WORK ZONE EDGE LINE, CLASS III, 642 PAINT	0.60 MI
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	2858 FT
ITEM 614, WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	1308 FT
ITEM 614, WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	520 FT
ITEM 614, WORK ZONE STOP LINE, CLASS III, 642 PAINT	118 FT
ITEM 614, WORK ZONE ARROW, CLASS III, 642 PAINT	34 EACH

PAYMENT

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 SEPARATELY ITEMIZED IN THE PLAN.

ITEM 614, MAINTAINING TRAFFIC LUMP SUM

ITEM 614, DETOUR SIGNING LUMP SUM

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 5 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF UNCLEMANT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: [HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permited-lane-closure)

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURES SHALL MATCH MONTH OF PLCS USED). LANE CLOSURES IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY.

EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

LANE VALUE CONTRACT TABLE		
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	DISINCENTIVE AMOUNTS PER MINUTE PER LANE
FRA-71		
I-70-EAST SPLIT (16.83) TO MAIN STREET (17.13)	PERMITTED LANE CLOSURE SCHEDULE	\$445
MAIN STREET (17.13) TO LEONARD AVENUE (18.31)	PERMITTED LANE CLOSURE SCHEDULE	\$425
SHORT TERM SHOULDER CLOSURES ARE NOT PERMITTED 5AM-9AM AND 3PM-6PM MONDAY-FRIDAY		
RAMP Y		
I-71 SB TO E. MAIN STREET	NO CLOSURES ALLOWED MON TO FRI: 5AM-9PM SAT TO SUN: 8AM-7PM	\$100

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 53 M. GAL.

FLOODLIGHTING

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.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

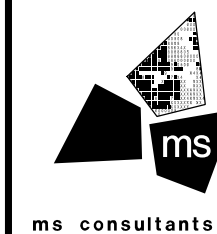
WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

DESIGN AGENCY



DESIGNER

KJF

REVIEWER

JML 10/02/25

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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 SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. 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:

- 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 MOTORISTS THROUGH A RED LIGHT).
- DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

IN ADDITION TO THE REQUIREMENT 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) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- FOR LANE CLOSURES THAT MEET ALL OF THE CRITERIA LISTED BELOW: 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 CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

CRITERIA:

- ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND,
- AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
- AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

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 AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES IN WORK ZONES.

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS, CONTINUED

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, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 136 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 AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE DEPUTY DIRECTOR OF PUBLIC SERVICE 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 DEPUTY DIRECTOR OF PUBLIC SERVICE TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW. THIS NOTIFICATION SHALL BE RECEIVED BY THE DEPUTY DIRECTOR OF PUBLIC SERVICE 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 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 DEPUTY DIRECTOR OF PUBLIC SERVICE.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO DEPUTY DIRECTOR OF PUBLIC SERVICE
RAMP & ROAD CLOSURES	≥ 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	≤ 12 HOURS	4 BUSINESS 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 CONSTRUCTION & 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 DEPUTY DIRECTOR OF PUBLIC SERVICE USING THE NOTIFICATION TIME TABLE.

PRE-MAINTENANCE OF TRAFFIC MEETING

A PRE-MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD (MINIMUM 14 WORK DAYS) PRIOR TO WORK BEGINNING OR ANY CHANGE OF PHASING. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER (D06.MOT@DOT.OHIO.GOV) AS WELL AS THE CONTRACTOR AND ANY OF HIS SUB-CONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL. FOR COLUMBUS SECTIONS OF ROADWAY, ALSO INCLUDE THE TEMPORARY TRAFFIC CONTROL COORDINATOR (614-645-6269 OR 614-645-5845) FROM THE CITY OF COLUMBUS TRANSPORTATION DIVISION.

WEEKLY MAINTENANCE OF TRAFFIC MEETING

AFTER THE INITIAL PRE-MAINTENANCE OF TRAFFIC MEETING, THE CONTRACTOR SHALL MEET WITH THE PROJECT ENGINEER ON A WEEKLY BASIS TO GO OVER A DETAILED MAINTENANCE OF TRAFFIC REPORT OF AT LEAST 7 CALENDAR DAYS. THIS MEETING SHOULD BE HELD ON THE SAME DAY AND TIME OF EACH WEEK.

THE CONTRACTOR WILL PROVIDE TO THE PROJECT ENGINEER A WRITTEN DETAIL OF THE INFORMATION REQUIRED BY THE NOTIFICATION OF TRAFFIC RESTRICTIONS NOTE PRIOR TO THE MEETING.

IN ADDITION TO THE DETAILED MAINTENANCE OF TRAFFIC REPORT THE CONTRACTOR SHALL GIVE A GENERAL LOOK AHEAD OF AN ADDITIONAL 2 WEEKS OF UPCOMING WORK ACTIVITIES. THIS WILL INCLUDE ANY NOTIFICATION REQUIREMENTS FOR RESTRICTIONS THAT HAVE A DURATION GREATER THAN 12 HOURS.

DESIGN AGENCY



DESIGNER

KJF

REVIEWER

JML 10/02/25

PROJECT ID

123987

SHEET TOTAL

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SHEET NUMBER											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE	P.12	P.28	P.41	P.42	P.44						01/SAF/03	EXT	TOTAL				
	LS		7,338								LS	201	11000	LS		CLEARING AND GRUBBING	
			1,398								7,338	202	23000	7,338	SY	PAVEMENT REMOVED	
			3,419								1,398	202	30700	1,398	FT	CONCRETE BARRIER REMOVED	
			671								3,419	202	32000	3,419	FT	CURB REMOVED	
											671	202	32800	671	SY	CONCRETE SLOPE PROTECTION REMOVED	
			972								972	202	35100	972	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
			1,183								1,183	202	38000	1,183	FT	GUARDRAIL REMOVED	
			2								2	202	47800	2	EACH	IMPACT ATTENUATOR REMOVED	
			3								3	202	58100	3	EACH	CATCH BASIN REMOVED	
			15								15	202	58200	15	EACH	INLET REMOVED	
											1	202	58400	1	EACH	INLET ABANDONED	
	300										300	SPECIAL	20270110	300	FT	PIPE CLEANOUT, 24" AND UNDER	P.12
			110								110	202	75000	110	FT	FENCE REMOVED	
15,632											15,632	203	10000	15,632	CY	EXCAVATION	
356											356	203	20000	356	CY	EMBANKMENT	
9,844											9,844	204	10000	9,844	SY	SUBGRADE COMPACTION	
	5										5	204	45000	5	HOUR	PROOF ROLLING	
				138							138	606	15100	138	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
				1							1	606	26550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
				1							1	606	35102	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
				1							1	606	60022	1	EACH	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) 62 mph, 69" WIDTH (MASH 2016)	
				50							50	607	23000	50	FT	FENCE, TYPE CLT	
				9							9	608	10000	9	SF	4" CONCRETE WALK	
				1,476							1,476	622	10160	1,476	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
				3							3	622	25000	3	EACH	CONCRETE BARRIER END SECTION, TYPE D	
				21							21	622	25050	21	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
				2							2	622	25051	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	P.89
											LS	SPECIAL	69098400	LS		SURVEY CONTROL VERIFICATION	P.12
											LS	878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
																EROSION CONTROL	
				368							368	601	21000	368	SY	CONCRETE SLOPE PROTECTION	
	1										1	659	00100	1	EACH	SOIL ANALYSIS TEST	
	830										830	659	00300	830	CY	TOPSOIL	
	7,481										7,481	659	00520	7,481	SY	SEEDING AND MULCHING, CLASS 3A	
	374										374	659	14000	374	SY	REPAIR SEEDING AND MULCHING	
	374										374	659	15000	374	SY	INTER-SEEDING	
	3										3	659	20000	3	TON	COMMERCIAL FERTILIZER	
	2										2	659	31000	2	ACRE	LIME	
	46										46	659	35000	46	MGAL	WATER	
	0.02										0.02	659	40000	0.02	MSF	MOWING	
				783							783	670	00720	783	SY	DITCH EROSION PROTECTION MAT, TYPE B	
											LS	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	P.1
											LS	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	P.1
											LS	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	P.1
											50,000	832	30000	50,000	EACH	EROSION CONTROL	P.1
																DRAINAGE	
			569								569	605	05110	569	FT	4" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC (12" DEPTH)	
			1,905								1,905	605	05110	1,905	FT	4" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC (18" DEPTH)	
			846								846	605	05110	846	FT	4" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC (30" DEPTH)	
	100										100	605	05200	100	FT	4" UNCLASSIFIED PIPE UNDERDRAINS	
			2,383								2,383	605	06020	2,383	FT	4" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC (18" DEPTH)	
											320	605	06020	320	FT	4" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC (6" DEPTH)	
	100										100	611	00406	100	FT	4" CONDUIT, TYPE F	
											331	611	00410	331	FT	4" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	
					141						141	611	04400	141	FT	12" CONDUIT, TYPE B	
					9						9	611	04600	9	FT	12" CONDUIT, TYPE C	
						374					374	611	05900	374	FT	15" CONDUIT, TYPE B	
						251					251	611	06100	251	FT	15" CONDUIT, TYPE C	
						73					73	611	07400	73	FT	18" CONDUIT, TYPE B	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER
ACW

REVIEWER
TAZ 11/30/25

PROJECT ID
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SHEET TOTAL
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SHEET NUMBER												PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE	P.17	P.41	P.42	P.43	P.44	P.109	P.110	P.111	P.112			01/SAF/03	EXT	TOTAL				
DRAINAGE (CONT.)																		
					22							22	611	07600	22	FT	18" CONDUIT, TYPE C	
					1							1	611	98150	1	EACH	CATCH BASIN, NO. 3	
					5							5	611	98180	5	EACH	CATCH BASIN, NO. 3A	
					3							3	611	98410	3	EACH	CATCH BASIN, NO. 8	
					2							2	611	98430	2	EACH	CATCH BASIN, NO. 8 WITHOUT APRON	
					1							1	611	98800	1	EACH	INLET, NO. 3B	
					6							6	611	98820	6	EACH	INLET, NO. 3D	
					1							1	611	98821	1	EACH	INLET, NO. 3D, AS PER PLAN	
					1							1	611	99660	1	EACH	MANHOLE RECONSTRUCTED TO GRADE	
					1							1	SPECIAL	69098000	1	EACH	60" CURB INLET	
					6							6	SPECIAL	69098100	6	FT	12" CONDUIT, TYPE 1	
PAVEMENT																		
3,610	10,895	1,260										1,260	252	01500	1,260	FT	FULL DEPTH PAVEMENT SAWING	
461												14,505	254	01000	14,505	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.50"	
649												461	254	01000	461	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3.25"	
3,043												649	254	01000	649	SY	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH	
												3,043	301	56000	3,043	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
1,641												1,641	304	20000	1,641	CY	AGGREGATE BASE	
2,177	981											3,158	407	20000	3,158	GAL	NON-TRACKING TACK COAT	
1,085												1,085	442	00100	1,085	CY	ANTI-SEGREGATION EQUIPMENT	
573	454											1,027	442	10000	1,027	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	
512												512	442	10080	512	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
					1,374							1,374	609	24510	1,374	FT	CURB, TYPE 4-C	
					376							376	609	26000	376	FT	CURB, TYPE 6	
3,100												3,100	872	10000	3,100	FT	VOID REDUCING ASPHALT MEMBRANE (VRAM)	
WATER WORK																		
					27							27	SPECIAL	63811602	27	FT	6" WATER MAIN DIP AND FITTINGS (COL 801)	
					5							5	SPECIAL	63811604	5	FT	8" WATER MAIN DIP AND FITTINGS (COL 801)	
					3							3	SPECIAL	63820500	3	EACH	VALVE BOX ADJUSTED TO GRADE (COL 807)	
					2							2	SPECIAL	63820536	2	EACH	6" GATE VALVE (COL 802)	
					1							1	SPECIAL	63820750	1	EACH	6" FIRE HYDRANT (COL 809)	
					1							1	SPECIAL	63820758	1	EACH	FIRE HYDRANT ABANDONED (COL 809)	
LIGHTING																		
									8			8	625	00450	8	EACH	CONNECTION, FUSED PULL APART	
									8			8	625	00460	8	EACH	CONNECTION, UNFUSED PULL APART	
									10			10	625	00480	10	EACH	CONNECTION, UNFUSED PERMANENT	
									6			6	625	10490	6	EACH	LIGHT POLE, CONVENTIONAL, AT15B40	
									6			6	625	14100	6	EACH	LIGHT POLE FOUNDATION, 24" X 8' DEEP	
									402			402	625	23200	402	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
									1,006			1,006	625	23400	1,006	FT	NO. 10 AWG POLE AND BRACKET CABLE	
									648			648	625	24100	648	FT	1-1/2" DUCT CABLE WITH TWO NO. 4 AWG 2400 VOLT CABLES	
									181			181	625	25500	181	FT	CONDUIT, 3", 725.04	
									6			6	625	26253	6	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN (IES-III, LED, 12,500-13,500 LUMENS)	
									765			765	625	29002	765	FT	TRENCH, 24" DEEP	
									3			3	625	30700	3	EACH	PULL BOX, 725.08, 18"	
									2			2	625	31510	2	EACH	PULL BOX REMOVED	
									6			6	625	32000	6	EACH	GROUND ROD	
									765			765	625	36010	765	FT	UNDERGROUND WARNING/MARKING TAPE	
							LS					LS	SPECIAL	62540000	LS		MAINTAIN EXISTING LIGHTING	
							1					1	SPECIAL	62540010	1	EACH	REPLACEMENT OF EXISTING LIGHTING UNIT	
									8			8	625	75400	8	EACH	LIGHT POLE REMOVED	
									8			8	625	75500	8	EACH	LIGHT POLE FOUNDATION REMOVED	
									8			8	625	75506	8	EACH	LUMINAIRE REMOVED	
									4			4	625	75800	4	EACH	DISCONNECT CIRCUIT	
									2			2	625	98000	2	EACH	LIGHTING, MISC.: STREET LIGHT FOUNDATION, 6' (MIS-201)	
									1			1	625	98000	1	EACH	LIGHTING, MISC.: ALUMINUM, 12' BRACKET, T-BASE, 30' MOUNTING HEIGHT (MIS-300)	
									1			1	625	98000	1	EACH	LIGHTING, MISC.: ALUMINUM, 8' BRACKET, T-BASE, 30' MOUNTING HEIGHT (MIS-300)	
									3			3	625	98000	3	EACH	LIGHTING, MISC.: POLE TO BE WIRED, 2-WIRE (MIS-500)	

GENERAL SUMMARY

DESIGN AGENCY

 ms consultants inc.
 DESIGNER
ACW
 REVIEWER
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SHEET NUMBER											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
P.15	P.16	P.18	P.22	P.42	P.92	P.104	P.120				01/SAF/03	EXT	TOTAL				
					1,308						1,308	807	14410	1,308	FT	TRAFFIC CONTROL (CONT.) WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
					1						1	814	00010	1	EACH	INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125	
					1.43						1.43	850	10010	1.43	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
					1,308						1,308	850	10110	1,308	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
					3,497						3,497	850	10130	3,497	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
																TRAFFIC SIGNALS	
						4					4	625	32000	4	EACH	GROUND ROD	
						8					8	632	05006	8	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE	
						8					8	632	25000	8	EACH	COVERING OF VEHICULAR SIGNAL HEAD	
						435					435	632	30300	435	FT	MESSENGER WIRE, 7 STRAND, 3/16" DIAMETER WITH ACCESSORIES	
						435					435	632	30600	435	FT	TETHER WIRE, WITH ACCESSORIES	
						478					478	632	40700	478	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	
						42					42	632	62810	42	FT	INTERCONNECT CABLE, MISC.: CAT 5E CABLE, OUTDOOR RATED	P.103
						1					1	632	62820	1	EACH	INTERCONNECT, MISC.: SPREAD SPECTRUM RADIO ASSEMBLY RELOCATED	P.103
						4					4	632	64000	4	EACH	STRAIN POLE FOUNDATION, AS PER PLAN, 20' DEEP	P.103
						4					4	632	83600	4	EACH	STRAIN POLE, MISC.:TYPE 4170, DESIGN 11	P.103
						1					1	632	90100	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	
						1					1	632	90400	1	EACH	SIGNALIZATION, MISC.:FOUNDATION PRE-EXCAVATION	P.103
						1					1	632	90400	1	EACH	SIGNALIZATION, MISC.:STOP LINE RADAR DETECTION	P.103
																RETAINING WALLS	
						LS					LS	503	21300	LS		UNCLASSIFIED EXCAVATION	
						LS					LS	505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
						1,770					1,770	507	00200	1,770	FT	STEEL PILES HP12X53, FURNISHED	P.118
						1,136					1,136	507	00250	1,136	FT	STEEL PILES HP12X53, DRIVEN	
						175					175	507	92200	175	FT	PREBORED HOLES	P.121
						219					219	518	21200	219	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
						2,695					2,695	SPECIAL	53051010	2,695	SF	RETAINING WALL, PRECAST CONCRETE LAGGING	P.118
																MISCELLANEOUS STRUCTURE	
					1,796						1,796	512	10000	1,796	SY	SEALING OF CONCRETE SURFACES	
																MAINTENANCE OF TRAFFIC	
											1	SPECIAL	61411300	1	EACH	WORK ZONE TRAFFIC SIGNAL	P.20
		136									136	614	11110	136	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
					2,704						2,704	614	11630	2,704	FT	INCREASED BARRIER DELINEATION	
					3						3	614	12380	3	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
LS											LS	614	12420	LS		DETOUR SIGNING	
					536						536	614	12801	536	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	P.17
					26						26	614	13310	26	EACH	BARRIER REFLECTOR, TYPE 1, ONE WAY	
					20						20	614	13312	20	EACH	BARRIER REFLECTOR, TYPE 2, ONE WAY	
					90						90	614	13350	90	EACH	OBJECT MARKER, ONE WAY	
	28										28	614	18601	28	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.16
					0.19						0.19	614	20010	0.19	MILE	WORK ZONE LANE LINE, CLASS I, 6"	
0.29											0.29	614	20560	0.29	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
					0.17						0.17	614	21000	0.17	MILE	WORK ZONE CENTER LINE, CLASS I	
0.21											0.21	614	21550	0.21	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
					0.25						0.25	614	22010	0.25	MILE	WORK ZONE EDGE LINE, CLASS I, 6"	
					1.22						1.22	614	22056	1.22	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
0.6											0.6	614	22360	0.6	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
2,858					6,857						6,857	614	23110	6,857	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
											2,858	614	23690	2,858	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
					74						74	614	24000	74	FT	WORK ZONE DOTTED LINE, CLASS I	
1,308											1,308	614	24612	1,308	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
					268						268	614	25000	268	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	
520											520	614	25620	520	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	
					81						81	614	26000	81	FT	WORK ZONE STOP LINE, CLASS I	
118											118	614	26610	118	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	

GENERAL SUMMARY

DESIGN AGENCY

 ms consultants - inc.
 DESIGNER
ACW
 REVIEWER
 TAZ 11/30/25
 PROJECT ID
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 SHEET TOTAL
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REF NO.	SHEET NO.	STATION TO STATION (M) = E. MAIN ST. (71) = EX. I-71 SB						202	202	202	202	202	202	202	202	202	202	252							
								PAVEMENT REMOVED SY	CONCRETE BARRIER REMOVED FT	CURB REMOVED FT	CONCRETE SLOPE PROTECTION REMOVED SY	PIPE REMOVED, 24" AND UNDER FT	GUARDRAIL REMOVED FT	IMPACT ATTENUATOR REMOVED EACH	CATCH BASIN REMOVED EACH	INLET REMOVED EACH	INLET ABANDONED EACH	FENCE REMOVED FT	FULL DEPTH PAVEMENT SAWING FT						
R1	P.49	59+54.60	RT	TO	59+65.00	LT					10					1									
R2	P.47	46+93.37	RT	TO	50+02.54	RT						1													
R3	P.47	49+69.00	RT	TO	50+95.96	RT					126					1									
R4	P.47	50+04.20	LT	TO	29+48.95 (M)	RT																			
R5	P.47, P.51	33+18.16 (M)	RT	TO	57+11.08	LT																			
R6	P.47	31+01.96 (M)	RT	TO	51+16.30	LT										1									
R7	P.47	51+16.30	LT	TO	52+70.22	LT										1									
R8	P.47	50+95.96	RT	TO	51+16.30	LT								1											
R9	P.47	50+95.96	RT	TO	51+17.34	RT										1									
R10	P.47	50+02.54	RT	TO	52+93.58	RT																			
R11	P.47	28+34.46 (M)	RT	TO	52+79.02	RT																			
R12	P.47	52+70.22	LT	TO	52+92.30	RT																			
R13	P.47	52+92.30	RT	TO	52+87.82	RT																			
R14	P.47	52+87.82	RT	TO	52+86.74	RT																			
R15	P.47-P.48	52+23.94	RT	TO	57+79.00	RT																			
R16	P.47-P.51	33+18.16 (M)	RT	TO	68+05.70	LT	7338																		
R17	P.48-P.49	54+69.56	RT	TO	57+79.00	RT																			
R18	P.48	55+10.00	LT	TO	55+39.82	LT																			
R19	P.48	55+10.00	LT	TO	56+88.08	LT																			
R20	P.48	56+88.08	LT	TO	57+21.46	LT																			
R21	P.48-P.49	57+29.81	LT	TO	59+30.33	LT																			
R22	P.48-P.49	57+11.06	LT	TO	59+46.12	RT																			
R23	P.49	59+65.00	LT	TO	59+74.38	LT																			
R24	P.49	61+50.21	RT	TO	61+52.18	LT																			
R25	P.49	993+78.25	LT	TO	994+37.58	LT																			
R26	P.49	60+09.12	RT	TO	62+11.26	RT																			
R27	P.49	62+11.26	RT	TO	62+31.98	RT																			
R28	P.49	57+81.45	RT	TO	58+62.94	RT																			
R29	P.50	63+39.26	LT	TO	63+39.83	RT																			
R30	P.50	63+38.80	LT	TO	64+62.00	LT																			
R31	P.50	65+86.32	RT	TO	65+86.98	LT																			
R32	P.50	67+13.00	LT	TO	67+13.60	LT																			
R33	P.50	64+09.85	LT	TO	67+83.06	LT																			
R34	P.51	32+33.62 (M)	RT	TO	33+43.13 (M)	RT																			
R35	P.51	33+07.74 (M)	RT	TO	33+11.39 (M)	RT																			
R36	P.48-P.49	990+77.03 (71)	LT	TO	993+58.25 (71)	LT																			
R37	P.49	58+55.77	RT	TO	62+11.26	RT																			
R38	P.49	57+79.00	RT	TO	58+55.77	RT																			
R39	P.49	58+55.77	RT	TO	62+10.09	RT																			
R40	P.49	59+46.11	LT	TO	60+43.43	LT																			
R41	P.49-P.50	59+46.11	LT	TO	63+65.59	LT																			
R42	P.49-P.50	60+89.86	RT	TO	68+05.70	RT																			
R43	P.49	994+37.58	LT	TO	996+39.06	LT																			
R44	P.50	63+65.59	LT	TO	68+05.70	LT																			
R45	P.51	28+21.71 (M)	RT	TO	33+18.16 (M)	RT																			
R46	P.48	55+10.00	LT																						
TOTALS CARRIED TO GENERAL SUMMARY							7338	1398	3419	671	972	1183	2	3	15	1	110	1260							

REMOVAL SUBSUMMARY

DESIGN AGENCY

 ms consultants, inc.
 DESIGNER
 CLH
 REVIEWER
 TAZ 11/14/25
 PROJECT ID
 123987
 SHEET TOTAL
 P.41 122

REF NO.	SHEET NO.	STATION TO STATION (M) = E. MAIN ST. (71) = EX. I-71 SB						609	609	622				670	601	608	607	622	622	622	606	606	606	512	606	626
								CURB, TYPE 4-C	CURB, TYPE 6	CONCRETE BARRIER, SINGLE SLOPE, TYPE D				DITCH EROSION PROTECTION MAT, TYPE B	CONCRETE SLOPE PROTECTION	4" CONCRETE WALK	FENCE, TYPE CLT	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	CONCRETE BARRIER END SECTION, TYPE D	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	ANCHOR ASSEMBLY, MGS TYPE T	GUARDRAIL, TYPE MGS WITH LONG POSTS	SEALING OF CONCRETE SURFACES	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) 62 mph, 69" WIDTH (MASH 2016)	BARRIER REFLECTOR, TYPE 1, ONE WAY
							FT	FT	FT				SY	SY	SF	FT	EACH	EACH	EACH	EACH	EACH	FT	SY	EACH	EACH	
C1	P.47-P.48	49+65.39	LT	TO	55+91.31	RT	722																			
C2	P.47-P.48	49+84.71	LT	TO	57+15.86	LT	652																			
C3	P.51	28+21.71 (M)	RT	TO	28+99.01 (M)	RT		77																		
C4	P.51	30+19.83 (M)	RT	TO	33+18.16 (M)	RT		299																		
E1	P.47	50+06.68	LT	TO	53+00.00	LT							198													
E2	P.48-P.49	57+29.81	LT	TO	59+30.31	LT								85												
E3	P.49	57+83.12	RT	TO	58+62.94	RT								108												
E4	P.49	57+81.45	RT	TO	58+59.22	RT								34												
E5	P.50	64+09.91	LT	TO	68+05.70	LT								141												
E6	P.47-P.48	53+20.00	LT	TO	55+25.30	LT							118													
E7	P.48	55+50.00	LT	TO	56+97.05	LT							116													
E8	P.47	51+68.52	RT	TO	52+82.46	RT							125													
E9	P.49	59+76.60	LT	TO	60+98.00	LT							101													
E10	P.49	61+02.00	LT	TO	62+51.92	LT							125													
SW1	P.51	28+21.71 (M)	RT	TO	28+34.66 (M)	RT									9											
F1	P.51	57+20.92 (71)	LT	TO	33+43.98 (M)	RT										50										
GR1	P.48	54+65.55	RT	TO	55+91.31	RT														1	1	137.5				
GR2	P.49	61+08.29	RT	TO	61+29.34	RT																	1			
B1	P.48-P.49	57+15.86	LT	TO	59+48.97	LT			203														228			
B2	P.48	55+91.31	RT	TO	56+60.02	RT			43														83			
B3	P.48-P.49	56+80.00	RT	TO	60+90.08	RT			380														369			
B4	P.49	60+90.08	RT	TO	61+08.29	RT			4														17			
B5	P.48-P.49	990+77.03 (71)	LT	TO	993+58.25 (71)	LT			227														231		3	
B6	P.49	993+78.25 (71)	LT	TO	995+18.25 (71)	LT			110														99		3	
B7	P.49	995+18.25 (71)	LT	TO	995+36.18 (71)	LT			4														17		1	
B8	P.49	59+68.97	LT	TO	60+28.00	LT			29														71			
B9	P.49	60+48.00	LT	TO	61+41.39	LT			63														102			
B10	P.49-P.50	61+61.38	LT	TO	63+28.80	LT			137														168			
B11	P.50	63+48.80	LT	TO	64+52.00	LT			73														111			
B12	P.50	64+72.00	LT	TO	65+76.96	LT			75														113			
B13	P.50	65+97.01	LT	TO	67+03.00	LT			76														113			
B14	P.50	67+23.04	LT	TO	68+05.70	LT			52														74			
TOTALS CARRIED TO GENERAL SUMMARY							1374	376	1476				783	368	9	50	21	2	3	1	1	138	1796	1	7	

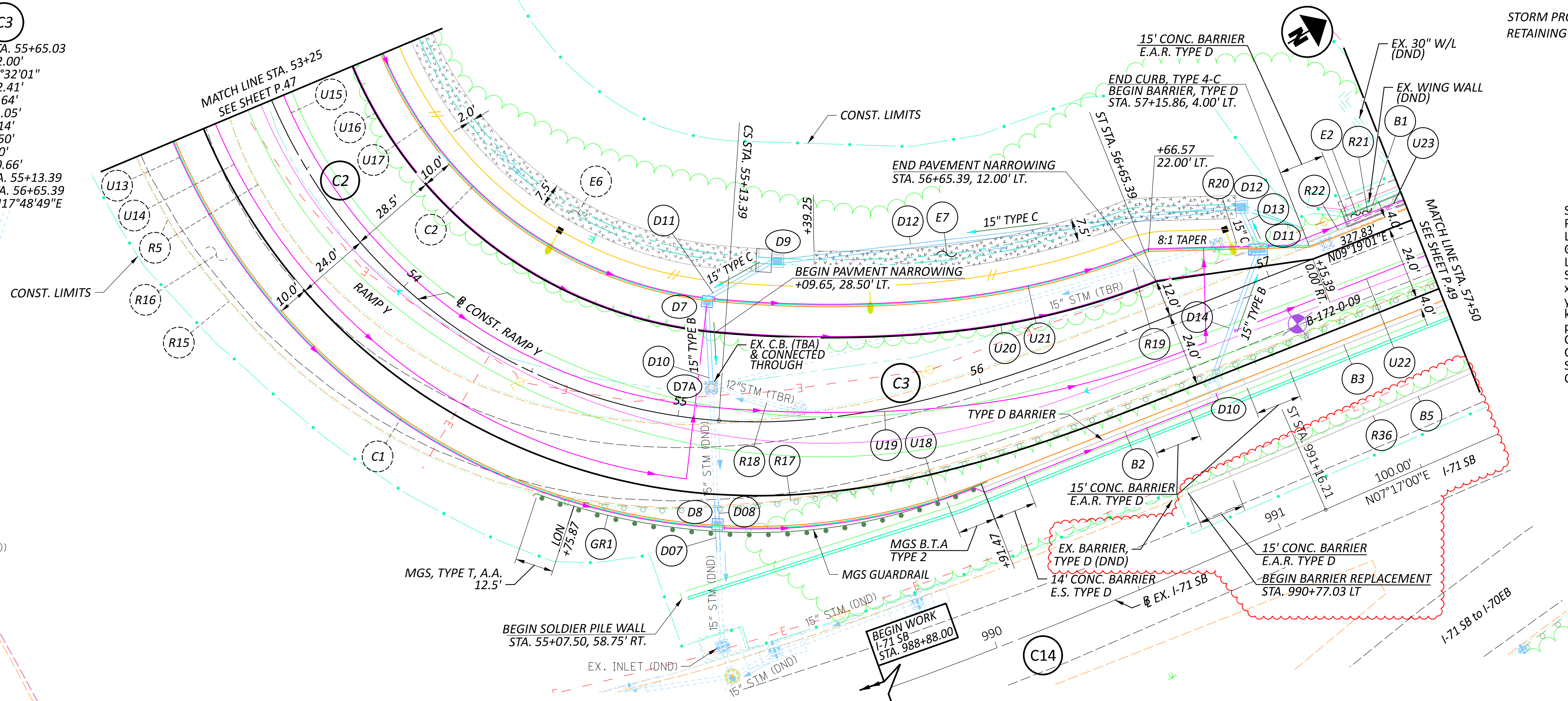
ROADWAY SUBSUMMARY

DESIGN AGENCY

 ms consultants, inc.
 DESIGNER
 ACW
 REVIEWER
 TAZ 11/30/25
 PROJECT ID
 123987
 SHEET TOTAL
 P.42 122

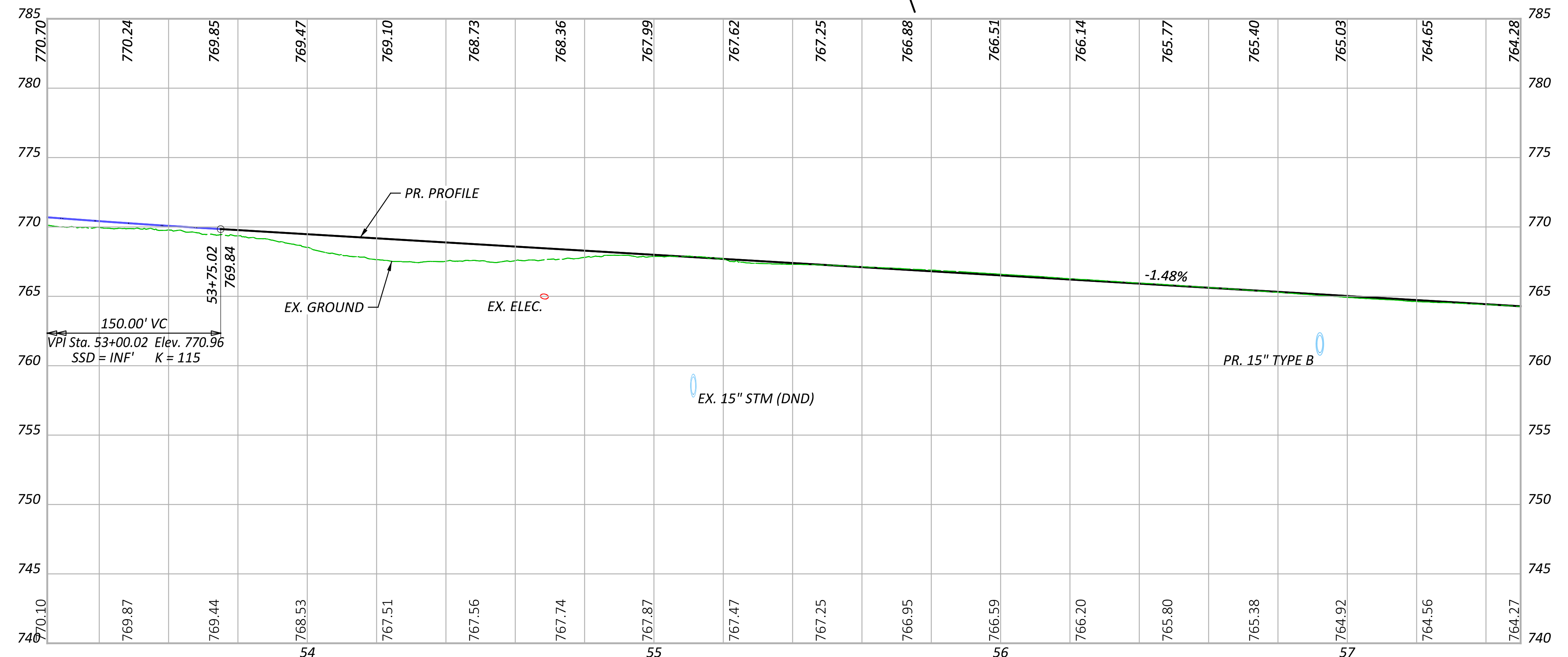
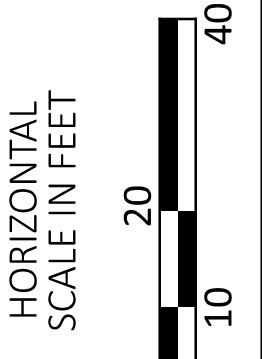
C2
 P.I. = STA. 54+19.66
 $\Delta = 101^{\circ}01'40''$ LT
 $D_c = 33^{\circ}35'48''$
 $R = 170.54'$
 $T = 206.98'$
 $L = 300.71'$
 $E = 97.65'$
 $SC = STA. 52+12.68$
 $CS = STA. 55+13.39$
 $V(des) = 25$ MPH
 $e_d(max) = 0.060$
 $WIDENING = 16.5'$

C3
 P.I. = STA. 55+65.03
 $L_s = 152.00'$
 $\Theta_s = 25^{\circ}32'01''$
 $LT = 102.41'$
 $ST = 51.64'$
 $x = 144.05'$
 $y = 44.14'$
 $k = 75.50'$
 $p = 5.60'$
 $C = 150.66'$
 $CS = STA. 55+13.39$
 $ST = STA. 56+65.39$
 $C.B. = N17^{\circ}48'49''E$



STORM PROFILES - P.84 TO P.88
 RETAINING WALL - P.118 TO P.122

C14
 SPIRAL DATA
 P.I. = STA. 990+09.57
 $L_s = 160.00'$
 $\Theta_s = 04^{\circ}24'00''$
 $LT = 106.70'$
 $ST = 53.36'$
 $x = 159.75'$
 $y = 8.19'$
 $k = 79.98'$
 $p = 1.02'$
 $C = 159.96'$
 $CS = Sta. 989+56.21$
 $ST = Sta. 991+16.21$
 $C.B. = N08^{\circ}44'59''E$



RAMP Y
 STA. 53+25 TO STA. 57+50

DESIGN AGENCY

 ms consultants, inc.

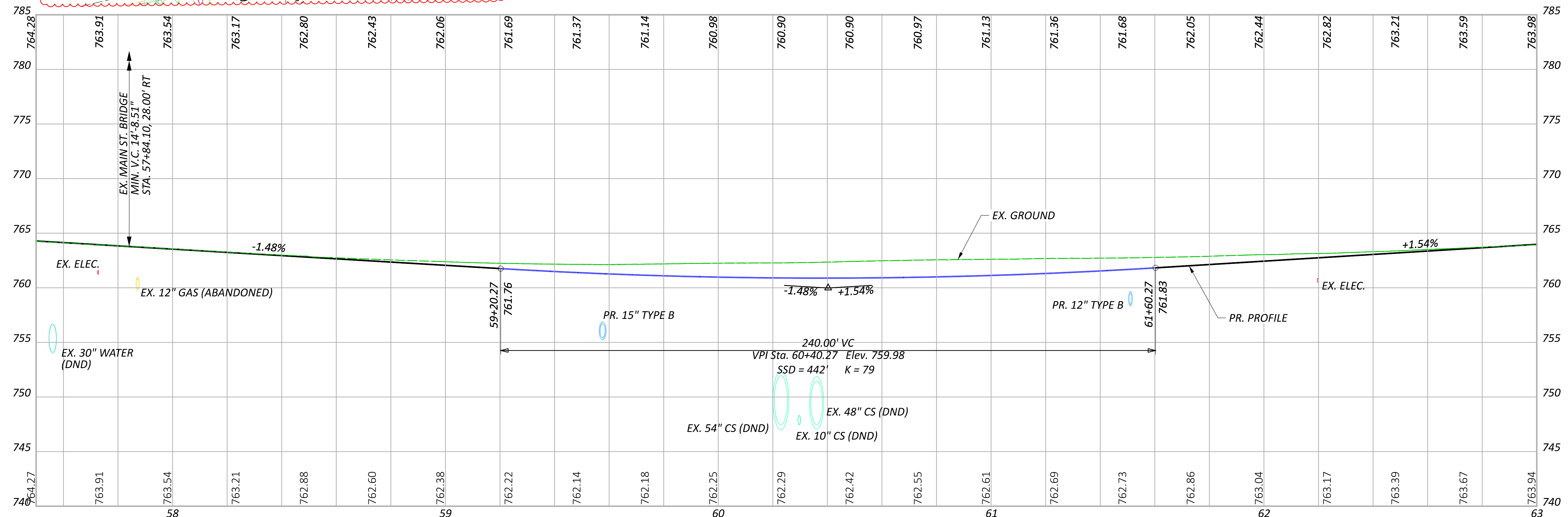
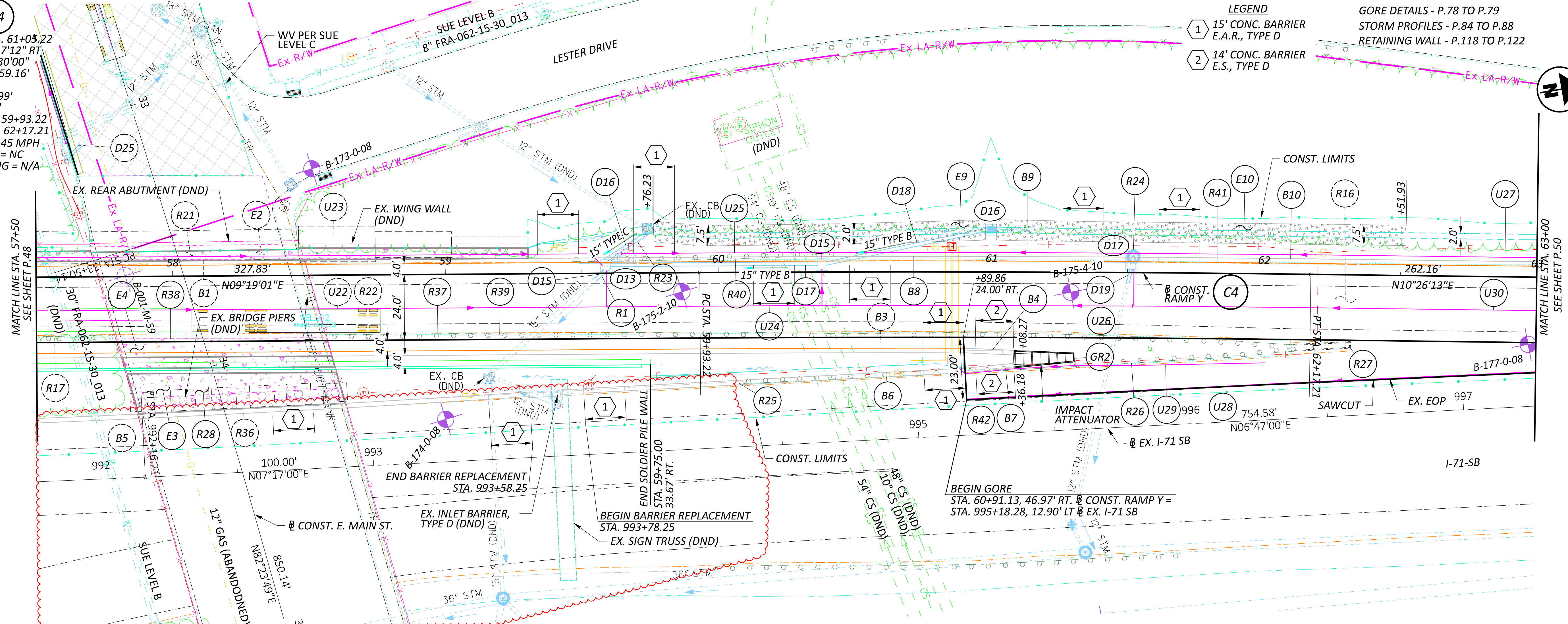
DESIGNER
 ACW

REVIEWER
 TAZ 09/25/25

PROJECT ID
 123987

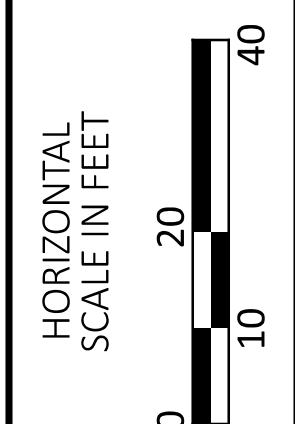
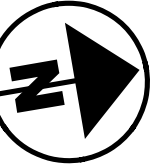
SHEET TOTAL
 P.48 | 122

C4
P.I. = STA. 61+05.22
 $\Delta = 01^{\circ}07'12''$ RT
 $D_c = 00^{\circ}30'00''$
 $R = 11,459.16'$
 $T = 112'$
 $L = 223.99'$
 $E = 0.55'$
PC = STA. 59+93.22
PT = STA. 62+17.21
 $V(\text{des}) = 45 \text{ MPH}$
 $e_d(\text{max}) = \text{NC}$
WIDENING = N/A



- LEGEND
- 1 15' CONC. BARRIER E.A.R., TYPE D
 - 2 14' CONC. BARRIER E.S., TYPE D

GORE DETAILS - P.78 TO P.79
STORM PROFILES - P.84 TO P.88
RETAINING WALL - P.118 TO P.122



RAMP Y
STA. 57+50 TO STA. 63+00

DESIGN AGENCY

DESIGNER
ACW

REVIEWER
TAZ 09/25/25

PROJECT ID
123987

SHEET TOTAL
P.49 122