

GENERAL

UTILITIES  
(G102A)

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

CABLE ARMSTRONG UTILITIES 1215 CLAREMONT AVENUE ASHLAND, OH 44805 419.289.0161	COMMUNICATION BRIGHTSPEED 203 W. 9TH STREET LORAIN, OH 44052 440.244.8330
GAS COLUMBIA GAS OF OHIO 1021 NORTH MAIN STREET MANSFIELD, OH 44903 419.528.1134	GAS TC ENERGY 589 N STATE ROAD MEDINA, OH 44256 330.721.4163
ELECTRIC FIRELANDS ELECTRIC 1 ENERGY PLACE NEW LONDON, OH 44851 419.929.1571	GAS MARATHON PIPELINE 539 SOUTH MAIN STREET FINDLAY, OH 45840 419.884.0800
WATER AQUA OHIO, INC 870 THIRD STREET NW MASSILLON, OHIO 44647 330.832.7600	TRAFFIC ODOT DISTRICT THREE 906 CLARK AVENUE ASHLAND, OH 44805 419.207.2868
TRAFFIC ODOT OFFICE OF TRAFFIC OPERATIONS 1980 W BROAD STREET COLUMBUS, OH 43223 614.644.0270	ELECTRIC OHIO EDISON 2508 WEST PERKINS AVENUE SANDUSKY, OH 44870 419.627.6881
COUNTY RICHLAND COUNTY SANITARY ENGINEER 50 PARK AVENUE EAST MANSFIELD, OH 44902 419.774.3548	FIBER OPTIC SPRINT 11370 ENTERPRISE PARK DRIVE SHARONVILLE, OH 45241 513.612.4204
CABLE CHARTER COMMUNICATIONS 5520 WHIPPLE AVENUE NW NORTH CANTON, OH 44720 330.494.9200	GAS TC ENERGY P.O. BOX 85 LAKEVILLE, OH 44638 419.827.2620

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

EXISTING PLANS  
(G103)

EXISTING PLANS ENTITLED RIC-71-(6.39)(10.77), 2018 MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.

WORK LIMITS  
(G106)

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PROGRESSION OF WORK

WIDENING SHALL BE DONE PRIOR TO RESURFACING. GUARDRAIL SHALL BE REMOVED PRIOR TO ANY EMBANKMENT WORK AT THE GUARDRAIL RUN. GUARDRAIL WORK SHALL BE DONE AFTER WIDENING, RESURFACING, AND BERM WORK SO AS TO ESTABLISH PROPER GRADES FROM WHICH TO CONSTRUCT THE RAIL.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT 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 PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

ROADWAY

ITEM 209 – LINEAR GRADING

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED AFTER THE INTERMEDIATE COURSE HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE FOR ITEM 209 - LINEAR GRADING.

GUARDRAIL

CONNECTING GUARDRAIL TO EXISTING RAIL

IN LOCATIONS WHERE TYPE 5 GUARDRAIL, TERMINAL ASSEMBLIES, ETC. ARE TO BE CONNECTED TO EXISTING RAIL SOME MODIFICATIONS MAY BE REQUIRED, INCLUDING EXTRA POSTS, DRILLING HOLES AND POSSIBLY PARTIAL SECTIONS OF ADDITIONAL RAIL ELEMENTS. THE COST OF THIS ADDITIONAL WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR TYPE 5 GUARDRAIL. IF ADDITIONAL PORTIONS OF RAIL ELEMENT ARE USED THE LINEAL MEASUREMENT OF THIS ADDITIONAL PORTION SHALL BE ADDED FOR PAYMENT.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL  
(R111)

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.

LOCATIONS OF GUARDRAIL

THE GUARDRAIL PROTECTION PROVIDED IN THIS PLAN SHALL BE LOCATED IN THE FIELD TO ASSURE THAT THE INSTALLATION WILL AFFORD THE MAXIMUM PROTECTION FOR TRAFFIC. THIS LOCATION SHALL BE POSITIONED AS FAR AS POSSIBLE FROM THE EDGE OF PAVEMENT WHILE MAINTAINING PROPER GRADE IN FRONT OF GUARDRAIL AS PER STANDARD DRAWINGS AND PLAN DETAILS.

SUGGESTED SEQUENCE OF GUARDRAIL WORK

1. GUARDRAIL WORK IS TO BEGIN AFTER THE LINEAR GRADING IS COMPLETED AND THE 617 MATERIAL IS PLACED.
2. REMOVE THE GUARDRAIL.
3. PERFORM THE RESHAPING UNDER GUARDRAIL INCLUDING COMPLETING THE EMBANKMENT, AS PER PLAN IF APPLICABLE.
4. REBUILD/CONSTRUCT THE GUARDRAIL RUN.
5. INSTALL BARRIER REFLECTORS.

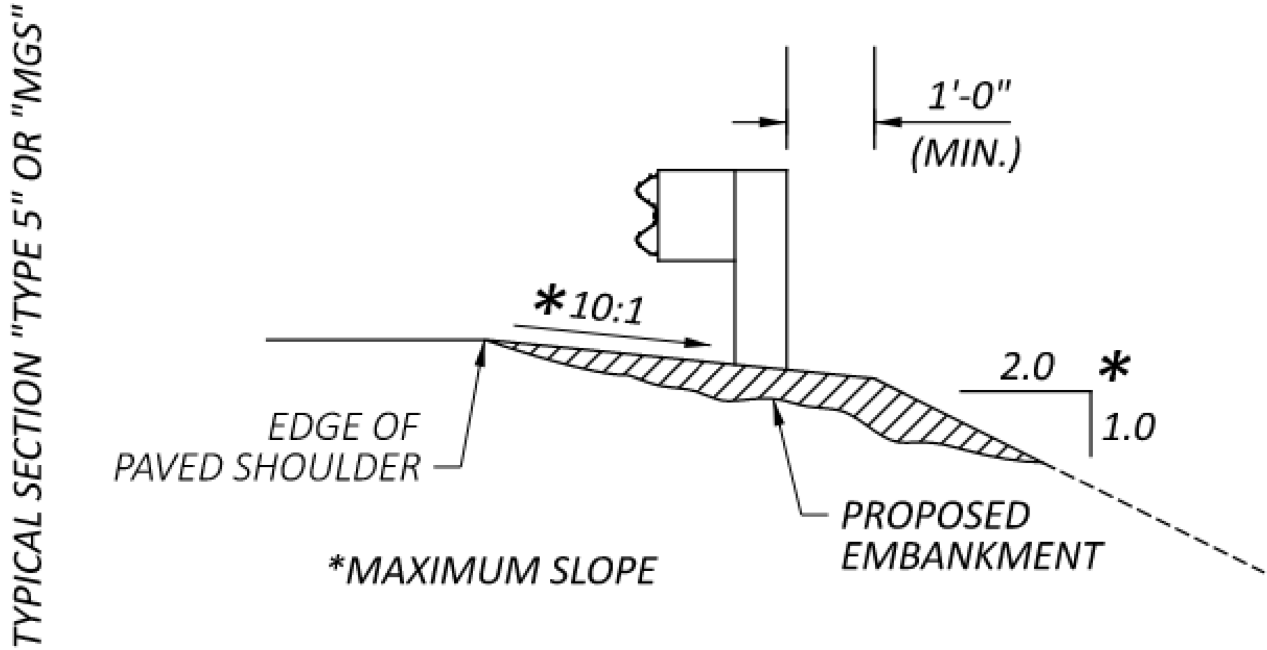
ITEM 203 – EMBANKMENT, AS PER PLAN

AT SPECIFIED LOCATIONS AND LOCATIONS AS DIRECTED BY THE ENGINEER, EMBANKMENT SHALL BE PLACED AS TO PROVIDE A SUITABLE AREA TO CONSTRUCT GUARDRAIL AND TO PROVIDE STRUCTURAL INTEGRITY OF THE ROADWAY SHOULDER.

AREAS WHERE EMBANKMENT MATERIAL IS TO BE PLACED SHALL BE SCALPED. THE REQUIREMENTS FOR BENCHING SHALL BE WAIVED. THE DEPTH OF LAYERS IN WHICH THE EMBANKMENT IS PLACED SHALL BE LIMITED TO EIGHT (8) INCHES IN THICKNESS. THE METHOD OF COMPACTION AND EQUIPMENT USED SHALL BE PER C&MS 203.07 OR 98% MAXIMUM DRY DENSITY.

AFTER THE EMBANKMENT HAS BEEN PLACED, THE AREAS SHALL BE FERTILIZED, SEEDED, MULCHED, AND WATERED AS PER ITEM 659. THE COST SHALL BE INCLUDED IN THIS ITEM FOR PAYMENT.

THE METHOD OF MEASUREMENT FOR EMBANKMENT MATERIAL SHALL BE BY THE NUMBER OF CUBIC YARDS MEASURED BY LOOSE VOLUME IN THE CARRIER AT THE WORK SITE, IN LIEU OF THE REQUIREMENTS OF 203.09. PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT BID PRICE PER CUBIC YARD FOR ITEM 203 - EMBANKMENT, AS PER PLAN AND SHALL INCLUDE ALL WORK DESCRIBED ABOVE.



ITEM 606 – ANCHOR ASSEMBLY, MGS TYPE B  
(R112A)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 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.

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 FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH TYPE J, ASTM D4956 TYPE XI REFLECTIVE SHEETING, PER CMS 730.193.

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

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE B, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 – ANCHOR ASSEMBLY, MGS TYPE E  
(R113A)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 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.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH REROUNDABLE 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.

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 SPECIAL 606 – CABLE BARRIER  
ITEM SPECIAL 606 – CABLE BARRIER, ANCHOR ASSEMBLY  
(R127)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY ONE OF THE HIGH TENSION FOUR CABLE GUARDRAIL SYSTEMS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING’S WEB PAGE. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, CABLE BARRIER, AND ITEM 606 CABLE BARRIER, ANCHOR ASSEMBLY AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL HIGH TENSION CABLE GUARDRAIL SYSTEM NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. THE LENGTH OF THE TENSIONED CABLE NECESSARY TO INSTALL A FUNCTIONAL ANCHOR SYSTEM SHALL BE INCLUDED IN ITEM 606, CABLE BARRIER, ANCHOR ASSEMBLY.

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

SYSTEMS SHALL HAVE A MAXIMUM DEFLECTION OF 8 FEET AND THE MAXIMUM LONGITUDINAL DISTANCE BETWEEN POSTS SHALL BE 15 FEET.

DELINEATE THE CABLE BARRIER USING TYPE 6 BARRIER REFLECTORS PER ITEM 626 OR USING FLEXIBLE POSTS PER ITEM 620 AS CALLED FOR IN THE PLANS OR DIRECTED BY THE ENGINEER.

ANCHOR TERMINAL STRUTS SHALL BE COVERED COMPLETELY ON BOTH SIDES WITH YELLOW REROUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

TRANSITIONS TO W-BEAM GUARDRAIL ARE NOT ALLOWED.

REFER TO MANUFACTURER FOR MAXIMUM OFFSET FROM BREAK POINT.

TORPEDO OR BULLET SPLICES ARE NOT ALLOWED. ALL CABLE SPLICES SHALL BE A SWAGED OR OPEN BODY DESIGN THAT ALLOWS FOR ANNUAL INSPECTION BETWEEN THE WEDGE AND STRANDS OF CABLE.

DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM THREE	
DESIGNER	JLB
REVIEWER	NRF
PROJECT ID	09/20/25
SHEET	116657
8	TOTAL 44



PAVEMENT

ITEM 897 – PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (VARIES 0.0” – 0.5”)

THE INTENT OF ITEM 897 PLANING IS TO SMOOTH THE COMPLETED ASPHALT REPAIRS IN THE SECTION OF RIC-71-15.46 TO 20.64. PLANING IS TO BE PERFORMED WITHIN 14 DAYS AFTER COMPLETION OF THE PAVEMENT REPAIR. THESE AREAS MAY VARY IN DEPTH, AS DIRECTED BY THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE ABOVE WORK. PAYMENT FOR THE PLANING WILL BE MADE FOR A MAXIMUM OF THE SQUARE YARDS OF THE PAVEMENT REPAIR AREA REGARDLESS OF ANY OTHER INCIDENTAL PLANING OUTSIDE OF THE REPAIR AREA TO ENSURE SMOOTHNESS, AT THE DISCRETION OF THE ENGINEER. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SY OF ITEM 897 – PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A

ITEM 897 – PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (VARIES 0.0” – 0.5”) 6050 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

PLANING IS TO BE PERFORMED AS DIRECTED AND IN AREAS DESIGNATED BY THE ENGINEER. REMOVAL OF EXISTING PAVEMENT SURFACE MAY BE REQUIRED TO ELIMINATE ADVERSE SURFACE DISTORTION, WHICH IN THE JUDGEMENT OF THE ENGINEER, CANNOT BE SATISFACTORILY CORRECTED IN THE PAVING COURSES. THESE AREAS MAY VARY IN DEPTH, AS DIRECTED BY THE ENGINEER. THESE AREAS MAY INCLUDE MATERIAL DISPLACED BY RUTTING OR SHOVING ASPHALT SURFACE PATCHES, CONCRETE PATCHES, TRANSVERSE BUMPS, JOINTS AT STRUCTURES, ADJOINING PAVEMENTS, RAILROADS, ETC.

ITEM 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GAL/SY TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE CONTRACTOR SHALL APPLY THE PRIME COAT TO THE AGGREGATE SHOULDER WITHIN 7 (SEVEN) CALENDAR DAYS OF THE BERM MATERIAL BEING LAYED ON THE SHOULDER. PRIOR TO APPLYING THE PRIME COAT LAYER, IT IS ALSO THE CONTRACTOR’S RESPONSIBILITY TO CORRECT ANY DAMAGES TO AGGREGATE SHOULDER THAT HAS OCCURRED DURING THE PERIOD OF TIME BETWEEN THE LAYING OF THE BERM MATERIAL AND THE SPRAYING OF PRIME COAT. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

ITEM 254 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 254 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. PAVEMENT REPAIR SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND BEFORE PLACEMENT OF THE OVERLAY COURSE(S). THE DEPTH OF REMOVAL SHALL BE AS DIRECTED BY THE ENGINEER WITH A MAXIMUM DEPTH OF 6”. THE MINIMUM WIDTH OF REPAIR SHALL BE 4FT. REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE (449) AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN IS TO BE A MAXIMUM OF 6” DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

RIC-71-10.76 TO 15.46  
ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN (LONGITUDINAL)  
1500 CY

ITEM 253 – PAVEMENT REPAIR, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. PAVEMENT REPAIR SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND BEFORE PLACEMENT OF THE OVERLAY COURSE(S). THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MINIMUM DEPTH OF 6” AND A MAXIMUM DEPTH OF 16” AND A MINIMUM WIDTH OF 4FT. FOR FULL DEPTH REPAIRS WHERE CONCRETE IS UNDERLYING ASPHALT BUT CONCRETE IS NOT BEING REPLACED AS PART OF THE REPAIR, REMOVE ALL ASPHALT TO THE TOP OF CONCRETE THEN COMPLETE FLEXIBLE REPAIR ON TOP OF EXISTING CONCRETE. REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE (449) AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. THE MAXIMUM PAVEMENT LIFT THICKNESS IS 6”.

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE.

THE REQUIREMENTS OF SCD MT-101.90 (DROP-OFFS IN WORK ZONES) APPLY. UNLESS SPECIFIED AND ACCOUNTED FOR OTHERWISE IN THESE PLANS, FILL REPAIR AREAS WITH EITHER THE FINAL MATERIAL OR A TEMPORARY MATERIAL AT THE DISCRETION AND APPROVAL OF THE ENGINEER WHEN WORK IS NOT ACTIVE IN THE AREA OF THE REPAIR.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 253 PAVEMENT REPAIR, AS PER PLAN IS TO BE GREATER THAN 6” DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

RIC-71-10.76 TO 15.46  
ITEM 253 – PAVEMENT REPAIR, AS PER PLAN (LONGITUDINAL)  
100 CY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

THE INTENT OF THE PLANING IS TO MILL 1.75 INCHES AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS UNLESS OTHERWISE SHOWN. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$5,000 PER DAY.

DRAINAGE SLOTS SHALL BE CUT INTO THE SHOULDER(S) AT THE LOW POINT OF EACH PLANED SECTION TO PREVENT TRAPPED WATER PUDDLES AND REFILLED DURING RESURFACING. CUTTING AND FILLING DRAINAGE SLOTS SHALL BE INCLUDED IN PAYMENT WITH ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE.

THE AMOUNT OF GRINDINGS RESULTING FROM THIS WORK MAY PRODUCE UNEXPECTED VOLUMES OF GRINDINGS DUE TO THE EXISTING TRANSVERSE SLOPE OF THE PAVEMENT.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM SPECIAL, INTELLIGENT COMPACTION (IC)

THIS ITEM CONSISTS OF PROVIDING AN INTELLIGENT COMPACTION (IC) SYSTEM TO MONITOR COMPACTION DURING PLACEMENT OF ASPHALT CONCRETE. INSTRUMENT ALL ROLLERS INVOLVED IN THE COMPACTION OF THE ASPHALT CONCRETE MAT. CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISION. NOTIFY THE ODOT OFFICE OF PAVEMENT ENGINEERING (OPE) AT LEAST TWO WEEKS PRIOR TO THE START OF IC DATA COLLECTION. INCLUDE THE COST OF ALL LABOR, EQUIPMENT, SOFTWARE, AND INCIDENTALS NECESSARY TO INSTALL THE EQUIPMENT AND ANALYZE THE DATA IN THE LUMP SUM BID FOR ITEM SPECIAL, INTELLIGENT COMPACTION (IC).

ITEM 618 – RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN

PLACE THE RUMBLE STRIP ON THE INSIDE SHOULDER AS PER STANDARD CONSTRUCTION DRAWING BP-9.1. PLACE THE RUMBLE STRIP ON THE OUTSIDE SHOULDER 3 FEET ON CENTER MEASURED FROM THE CENTER OF THE EDGE LINE. ALL OTHER ASPECTS OF THE OUTSIDE RUMBLE STRIP ARE TO REMAIN AS PER DETAILED ON STANDARD CONSTRUCTION DRAWING BP-9.1.

ALL WORK NEEDED TO COMPLETE THIS WORK WILL BE INCLUDED IN THE CONTRACT BID PRICE PER MILE FOR ITEM 618 – RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN AND WILL INCLUDE ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED.

ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTPT)

THIS ITEM CONSISTS OF PROVIDING A PAVER MOUNTED THERMAL PROFILING (PMTPT) SYSTEM TO IDENTIFY THE PRESENCE OF ANY THERMAL SEGREGATION OF AN UNCOMPACTED MAT OF HOT MIX ASPHALT. CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISION FOR METHODS AND PROCEDURES FOR DETERMINING THE THERMAL PROFILE USING A PMTP SYSTEM. NOTIFY THE ODOT OFFICE OF PAVEMENT ENGINEERING (OPE) AT LEAST TWO WEEKS PRIOR TO THE START OF PMTP DATA COLLECTION. OPE WILL CONDUCT DENSITY GAUGE TESTING ON SOME OR ALL OF THERMAL PROFILE DATA SUBLOTS CATEGORIZED AS HAVING SEVERE THERMAL SEGREGATION, AS DEFINED IN THE SPECIAL PROVISION. THE RESULTS OF THIS TESTING ARE FOR RESEARCH PURPOSES AND WILL NOT RESULT IN ANY ADDITIONAL ADJUSTMENT TO THE ITEM UNIT BID PRICE. PROVIDE TRAFFIC CONTROL TO ALLOW OPE TO CONDUCT TESTING. THE DEPARTMENT WILL NOT REQUIRE MORE THAN FOUR DAYS OF ADDITIONAL LANE CLOSURES TO PERFORM DENSITY GAUGE TESTING. INCLUDE THE COST OF ALL LABOR, EQUIPMENT, SOFTWARE, AND INCIDENTALS NECESSARY TO INSTALL THE EQUIPMENT AND ANALYZE THE DATA IN THE LUMP SUM BID FOR ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTPT).

ITEM 442 – ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (447) (PG70-22M), AS PER PLAN

FOLLOW ALL REQUIREMENTS OF THE SPECIFICATIONS WITH THE ADDITION OF THE FOLLOWING: PROVIDE LOCATION REFERENCE COORDINATES FOR EACH CORE TAKEN FOR MAT AND JOINT DENSITY ACCEPTANCE. UTILIZE A GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) RECEIVER WITH AN ACCURACY OF ± 2 INCHES (50 MM) IN THE X AND Y DIRECTIONS. USE A GNSS WITH THE ABILITY TO OBTAIN POSITIONAL CORRECTIONS USING THE ODOT REAL TIME NETWORK (RTN) OR A BASE-ROVER REAL-TIME KINEMATIC (RTK) SYSTEM. TIE DATA TO THE MOST CURRENT VERSION OF THE NATIONAL SPATIAL REFERENCE SYSTEM (NSRS) THROUGH OHIO COUNTY COORDINATE SYSTEM (OCCS) COORDINATES. USE THE RTN ONLY WHEN COVERAGE IS AVAILABLE THROUGHOUT THE PROJECT LIMITS.

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. THE DEPTH OF REMOVAL SHALL BE AS DIRECTED BY THE ENGINEER WITH A MAXIMUM DEPTH OF 3.0”. THE MINIMUM WIDTH OF REPAIR SHALL BE 4FT. REPLACEMENT MATERIAL SHALL BE ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (449) AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN IS TO BE A MAXIMUM OF 6” DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

RIC-71-15.46 TO 20.64  
ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN (LONGITUDINAL)  
1500 CY

ITEM 253 – PAVEMENT REPAIR, MISC.: FULL DEPTH PATCHING WITHOUT RESURFACING

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MINIMUM DEPTH OF 6” AND A MAXIMUM DEPTH OF 16” AND A MINIMUM WIDTH OF 4FT. FOR FULL DEPTH REPAIRS WHERE CONCRETE IS UNDERLYING ASPHALT BUT CONCRETE IS NOT BEING REPLACED AS PART OF THE REPAIR, REMOVE ALL ASPHALT TO THE TOP OF CONCRETE THEN COMPLETE FLEXIBLE REPAIR ON TOP OF EXISTING CONCRETE. REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE (449) FOR AN ASSUMED THICKNESS OF 13.5” BELOW 2.5” OF ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (449) AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. THE MAXIMUM PAVEMENT LIFT THICKNESS IS 6” FOR ITEM 301.


LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE

THE REQUIREMENTS OF SCD MT-101.90 (DROP-OFFS IN WORK ZONES) APPLY. UNLESS SPECIFIED AND ACCOUNTED FOR OTHERWISE IN THESE PLANS, FILL REPAIR AREAS WITH EITHER THE FINAL MATERIAL OR A TEMPORARY MATERIAL AT THE DISCRETION AND APPROVAL OF THE ENGINEER WHEN WORK IS NOT ACTIVE IN THE AREA OF THE REPAIR.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 253 PAVEMENT REPAIR, AS PER PLAN IS TO BE GREATER THAN 6” DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

RIC-71-15.46 TO 20.64  
ITEM 253 – PAVEMENT REPAIR, MISC.: FULL DEPTH PATCHING WITHOUT RESURFACING  
50 CY

DESIGN AGENCY  
DISTRICT 3



ENGINEERING  
TEAM THREE

DESIGNER  
JLB

REVIEWER  
NRF 09/20/25

PROJECT ID  
116657

SHEET 9 | TOTAL 44



MODEL: MOTNOTE 1 PAPER:SIZE: 34x22 (in.) DATE: 1/6/2026 TIME: 7:44:15 AM PLTDRV: OHDOT\_PDF.plt PENTBL: OHDOT\_Pen.tbl USER: Jared.Baker@dot.ohio.gov WORKSPACE: OHDOTCEV02 WORKSET: 116657 PRODUCT: OpenRoadsDesigner 24.00.00.206 pwc\ohio\dot-pw-bentley.com\ohio\dot-pw-02\Documents\01 Active Projects\District 03\Richland\116657400-Engineering\MOT\Sheets\116657\_MN001.dgn

MAINTENANCE OF TRAFFIC

ITEM 614 – MAINTAINING TRAFFIC (GENERAL)  
(TEM 642-2)

A MINIMUM OF ONE 11’ LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

ITEM 614 – MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE)  
(TEM 642-12)

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 CURRENT EDITION WITH THE LATEST REVISIONS. 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.

BUTT JOINTS

DO NOT CUT BUTT JOINTS AND ALLOW THEM TO BE LEFT OPEN TO TRAFFIC. FILL THE BUTT JOINTS WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH THE TAPER RATES SET FORTH IN SCD BP-3.1.

ERECT AND MAINTAIN CONSTRUCTION “BUMP” (W8-1-36) AND “ADVISORY SPEED” (W13-1-24) SIGNS DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. PAYMENT FOR THESE SIGNS WILL BE MADE UNDER THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 614 – DETOUR SIGNING

THE FOLLOWING QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER C&MS 614.06(B):

ITEM 614 – DETOUR SIGNING LUMP

ITEM 614 – MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)  
(TEM 642-4)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 7 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON THE DETOUR PLAN. A DISINCENTIVE SHALL BE ASSESSED AS SHOWN BELOW FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

DESCRIPTION OF LOCATION/SEGMENT	DISINCENTIVE (\$) PER TIME UNIT (DAY)
RIC-71 SB TO SR 13	10,000
RIC-71 NB TO SR 39	7,200
SR 39 TO RIC-71 NB	3,300
RIC-71 SB TO SR 39	3,300
SR 39 TO RIC-71 SB	8,000

ITEM 614 – MAINTAINING TRAFFIC (SIGNS AND BARRICADES)  
(TEM 642-11)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS SHOWN ON THE DETOUR PLANS.

PLACEMENT OF ASPHALT CONCRETE  
(TEM 642-13)

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.

ITEM 614 – REPLACEMENT DRUM  
(TEM 642-23)

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 100 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614 – MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)  
(TEM 642-6)

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 ELECTION DAY (NOVEMBER)
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY (OBSERVED)	CHRISTMAS (OBSERVED)
LABOR DAY	

THE PERIOD OF TIME THAT 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 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

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 IN ACCORDANCE WITH THE BELOW LANE VALUE CONTRACT TABLE.

DESCRIPTION OF LOCATION/SEGMENT	DISINCENTIVE PER TIME UNIT	DISINCENTIVE TIME UNIT
TOTAL PROJECT LIMITS	\$50	MINUTE

ITEM 614 – MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED)  
(TEM 642-7)

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 FIVE (5) CALENDAR DAYS, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614 – MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)  
(TEM 642-8)

NOTICE OF CLOSURE SIGNS (W20-H14) 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 FLAT SHEET 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. 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. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

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

\* 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-H14 SIGN LISTS THE NAME OF THE DEPARTMENT, i.e. “THE OHIO DEPT. OF TRANS.”

ITEM 614 – MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)  
(TEM 642-9)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC. INCLUDE THE COST FOR THE REMOVAL OF ALL MAINTENANCE OF TRAFFIC MATERIALS IN THE CONTRACT BID PRICE FOR EACH ITEM BELOW. REMOVE THE MATERIALS AT THE DIRECTION OF THE ENGINEER WHEN NO LONGER OPERATIONALLY NEEDED.

ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

40 CU YD

TEMPORARY PAVEMENT WEDGES

PROVIDE TEMPORARY PAVEMENT WEDGES AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A SURFACE OF A DIFFERENT ELEVATION IN THE DIRECTION OF TRAVEL (JOINTS, MANHOLES, CATCH BASINS, VALVE BOXES, MONUMENT BOXES, ETC.). THE TAPER RATE OF THE TEMPORARY PAVEMENT WEDGES SHALL BE AS PER THE REQUIREMENTS IN THE CHART BELOW. REMOVE THE TEMPORARY PAVEMENT WEDGES PRIOR TO PLACING EACH PROPOSED PAVEMENT COURSE. CONSIDER PAYMENT FOR THIS WORK, INCLUDING ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK, AS INCIDENTAL TO ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

SPEED	DURATION		
	7 DAYS OR LESS		MORE THAN 7 DAYS
	LESS THAN 45 MPH	36H:1V	60H:1V
	45 MPH OR GREATER	60H:1V	120H:1V

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE FOLLOWING TABLE.

RIC 71 Hour of the Day	NB Minimum Lanes Open				SB Minimum Lanes Open			
	MON- THU	FRI	SAT	SUN	MON- THU	FRI	SAT	SUN
0-1AM	1	1	1	1	1	1	1	1
1-2AM	1	1	1	1	1	1	1	1
2-3AM	1	1	1	1	1	1	1	1
3-4AM	1	1	1	1	1	1	1	1
4-5AM	1	1	1	1	1	1	1	1
5-6AM	1	1	1	1	1	1	1	1
6-7AM	2	1	1	1	2	1	1	1
7-8AM	2	2	1	1	2	2	1	1
8-9AM	2	2	2	1	2	2	2	1
9-10AM	2	2	2	2	2	3	3	2
10-11AM	2	2	2	2	2	3	3	2
11-12PM	2	3	3	3	2	3	3	3
12-1PM	2	3	3	3	2	3	3	3
1-2PM	2	3	3	3	2	3	3	3
2-3PM	2	3	3	3	2	3	3	3
3-4PM	3	3	3	3	2	3	2	3
4-5PM	3	3	3	3	2	3	2	3
5-6PM	2	3	2	3	2	3	2	2
6-7PM	2	3	2	3	2	2	2	2
7-8PM	2	2	2	2	2	2	2	2
8-9PM	2	2	2	2	2	2	1	2
9-10PM	1	1	1	2	1	1	1	1
10-11PM	1	1	1	1	1	1	1	1
11-12AM	1	1	1	1	1	1	1	1


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.

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

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM THREE

DESIGNER

JLB

REVIEWER

NRF 09/20/25

PROJECT ID

116657

SHEET

11

TOTAL

44



**ITEM 614 – LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (TEM 642-55)**

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.

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 SHIFT DURATION SHALL NOT BE LESS THAN THE LEO’S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY. 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

800 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 (TEM 642-58)**

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 THE SPECIAL HAULING PERMITS SECTION ([HAULING.PERMITS@DOT.OHIO.GOV](mailto:HAULING.PERMITS@DOT.OHIO.GOV)), THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), THE DISTRICT DETOUR NOTIFICATION EMAIL LIST ([D03.DETOUR.NOTIFICATION@DOT.OHIO.GOV](mailto:D03.DETOUR.NOTIFICATION@DOT.OHIO.GOV)), AND THE DISTRICT LANE CLOSURE NOTIFICATION EMAIL LIST ([D03.LANECLOSURE@DOT.OHIO.GOV](mailto:D03.LANECLOSURE@DOT.OHIO.GOV)). 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 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 TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND PIO*
RAMP AND/OR ROAD CLOSURES	2 WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO 2 WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS
LANE CLOSURES AND RESTRICTIONS	2 WEEKS OR GREATER	14 CALENDAR DAYS
	LESS THAN 2 WEEKS	5 BUSINESS DAYS
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS

\* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE

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

**ITEM 614 – WORK ZONE PAVEMENT MARKINGS**

THE FOLLOWING QUANTITIES SHALL BE USED WHERE PAVEMENT MARKINGS HAVE BEEN REMOVED BECAUSE OF PERFORMING PAVEMENT REPAIRS.

ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6”, 642 PAINT	20.72 MILE
ITEM 614 – WORK ZONE LANE LINE, CLASS III, 6”, 642 PAINT	20.72 MILE

**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. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE WORK ZONE MARKS AFTER INSTALLATION.

FOR BIDDING PURPOSES, THERE WILL BE 15 SHIFTS OF WORK ZONE SET UPS FOR THIS PROJECT. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO PERFORM THE ABOVE WORK IS CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE INCLUDED IN THE LUMP SUM BID PRICE FOR THE ITEM 614 – MAINTAINING TRAFFIC.

**FLOODLIGHTING (TEM 642-29)**

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.




MODEL: CENSUM 1 PAPER: 34x22 (in.) DATE: 12/31/2025 TIME: 8:44:25 AM PLTDRV: OHDOT\_PDF.pltG PENTBL: OHDOT\_Pen.tbl USER: Jared.Baker@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 116657 PRODUCT: OpenRoadsDesigner 24.00.00.205  
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SHEET NUMBER													PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
7	9	10	11	12	13	23	24	25	26	27	32	38	01/IMS	02/SAF						
0.46										1,337.5			1,337.5		202	38000	1,337.5	FT	ROADWAY	
										937.6			937.6		202	38300	937.6	FT	GUARDRAIL REMOVED, BARRIER DESIGN	
										1			1		202	42010	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
										6			6		202	42050	6	EACH	ANCHOR ASSEMBLY REMOVED, TYPE B	
											20			20	202	42220	20	EACH	ANCHOR ASSEMBLY REMOVED, CABLE BARRIER	
										5			5		202	47000	5	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
										1			1		202	47800	1	EACH	IMPACT ATTENUATOR REMOVED	
											20,447			20,447	202	48000	20,447	FT	CABLE BARRIER REMOVED	
										84			84		203	20001	84	CY	EMBANKMENT, AS PER PLAN,	8
													20.47	0.46	209	60500	20.93	MILE	LINEAR GRADING	
										900			900		606	15050	900	FT	GUARDRAIL, TYPE MGS	
										2			2		606	26050	2	EACH	ANCHOR ASSEMBLY, MGS TYPE B	
										6			6		606	26150	6	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	
										1			1		606	35000	1	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1	
										4			4		606	35002	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
											22,739			22,739	SPECIAL	60655000	22,739	FT	CABLE BARRIER (4 CABLE)	8
										8	12		8	12	SPECIAL	60655150	12	EACH	CABLE BARRIER, ANCHOR ASSEMBLY	8
										575			575		606	70010	8	EACH	THRIE BEAM BULLNOSE TERMINAL (MASH)	
													575		606	71000	575	FT	THRIE BEAM GUARDRAIL	
	6,050												6,050		897	01010	6,050	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (VARIES 0.0" - 0.5")	
EROSION CONTROL																				
													1,000		832	30000	1,000	EACH	EROSION CONTROL	
PAVEMENT																				
	1,500												1,500		251	01031	1,500	CY	PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN (LONGITUDINAL)	9
	1,500												1,500		251	01043	1,500	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN (LONGITUDINAL)	9
	100												100		253	02001	100	CY	PAVEMENT REPAIR, AS PER PLAN (LONGITUDINAL)	9
	50												50		253	90000	50	CY	PAVEMENT REPAIR, MISC.: FULL DEPTH PATCHING WITHOUT RESURFACING (LONGITUDINAL)	9
													2,337		254	01000	2,337	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.50")	
													319,272		254	01000	319,272	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.75")	
													12,721		254	01000	12,721	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.75-2.00")	
6,045														6,045	254	01001	6,045	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (1.50")	7
30													1,668	30	254	01600	1,698	SY	PATCHING PLANED SURFACE	
													LS		SPECIAL	40010000	LS		PAVER MOUNTED THERMAL PROFILING	10
849													26,633	849	407	20000	27,482	GAL	NON-TRACKING TACK COAT (AT 0.08 GAL/SY)	
215													9,600	215	408	10001	9,815	GAL	PRIME COAT, AS PER PLAN (@ 0.40 GAL/SY)	9
269													11,074	269	442	00100	11,343	CY	ANTI-SEGREGATION EQUIPMENT	
252														252	442	10080	252	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
252														252	442	10300	252	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (PG70-22M)	
													93		442	10301	93	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN (PG70-22M) (1.50")	10
													18,445		442	10301	18,445	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN (PG70-22M) (2.00")	10
30													1,330	30	617	10100	1,360	CY	COMPACTED AGGREGATE	
0.46													20.47	0.46	618	40601	20.93	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	9
													LS		SPECIAL	69098400	LS		INTELLIGENT COMPACTION (IC)	10

GENERAL SUMMARY

DESIGN AGENCY  
DISTRICT 3



ENGINEERING  
TEAM TWO

DESIGNER  
JLB

REVIEWER  
NRF 09-20-25

PROJECT ID  
116657

SHEET 20 | TOTAL 44




SHEET NUMBER												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
7	10	11	12	13	23	24	25	26	27	32	38	01/IMS	02/SAF						
									6			6		614	13312	6	EACH	TRAFFIC CONTROL	
									40			40		614	13312	40	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
								1,287				1,287		621	00100	1,287	EACH	RPM	
								1,287				1,287		621	54000	1,287	EACH	RAISED PAVEMENT MARKER REMOVED	
										464		464		626	00118	464	EACH	BARRIER REFLECTOR, TYPE 6	
							465					465		644	00720	465	FT	CHEVRON MARKING	
	20						20					20		644	40000	20	EACH	SPEED MEASUREMENT MARKING	
							83					83		646	10620	83	FT	CHEVRON MARKING	
							0.28					0.28		807	12010	0.28	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	
							0.28					0.28		807	12010	0.28	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	
							0.56					0.56		807	12110	0.56	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
							846					846		807	12310	846	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	
							77.21					77.21		807	12410	77.21	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	
							10.24					10.24		807	14010	10.24	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	
							10.24					10.24		807	14010	10.24	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	
							20.47					20.47		807	14110	20.47	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
							2,556					2,556		807	14310	2,556	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
							4,016					4,016		807	14410	4,016	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
							40.95					40.95		850	10010	40.95	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
							4,016					4,016		850	10110	4,016	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
							2,556					2,556		850	10130	2,556	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
							1.13					1.13		850	20010	1.13	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
							77.21					77.21		850	20110	77.21	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
							846					846		850	20130	846	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)	
											140	140		409	30000	140	FT	STRUCTURE REPAIR (RIC-71-10.87L)	
											141	141		SPECIAL	51631250	141	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
																		SAWING AND SEALING CONCRETE JOINTS	38
											140	140		409	30000	140	FT	STRUCTURE REPAIR (RIC-71-10.90R)	
											141	141		SPECIAL	51631250	141	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	38
											1	1		SPECIAL	51912510	1	SY	SAWING AND SEALING CONCRETE JOINTS	38
																		PATCHING CONCRETE BRIDGE DECK - TYPE B	38
											13	13		SPECIAL	51912510	13	SY	STRUCTURE REPAIR (RIC-71-12.65)	
																		PATCHING CONCRETE BRIDGE DECK - TYPE B	38
											185	185		409	30000	185	FT	STRUCTURE REPAIR (RIC-71-14.53L)	
											59	59		SPECIAL	51631250	59	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
											20	20		SPECIAL	51912510	20	SY	SAWING AND SEALING CONCRETE JOINTS	40
																		PATCHING CONCRETE BRIDGE DECK - TYPE B	38
											172	172		409	30000	172	FT	STRUCTURE REPAIR (RIC-71-14.55R)	
											52	52		SPECIAL	51631250	52	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
											17	17		SPECIAL	51912510	17	SY	SAWING AND SEALING CONCRETE JOINTS	40
																		PATCHING CONCRETE BRIDGE DECK - TYPE B	38
											164	164		409	30000	164	FT	STRUCTURE REPAIR (RIC-71-15.21L)	
											164	164		SPECIAL	51631250	164	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	38
											1	1		SPECIAL	51912510	1	SY	SAWING AND SEALING CONCRETE JOINTS	38
																		PATCHING CONCRETE BRIDGE DECK	38
											170	170		409	30000	170	FT	STRUCTURE REPAIR (RIC-71-15.23R)	
											170	170		SPECIAL	51631250	170	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	38
											1	1		SPECIAL	51912510	1	SY	SAWING AND SEALING CONCRETE JOINTS	38
																		PATCHING CONCRETE BRIDGE DECK - TYPE B	38
											151	151		409	30000	151	FT	STRUCTURE REPAIR (RIC-71-15.39L)	
											151	151		SPECIAL	51631250	151	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	38
											3	3		SPECIAL	51912510	3	SY	SAWING AND SEALING CONCRETE JOINTS	38
																		PATCHING CONCRETE BRIDGE DECK - TYPE B	38
											151	151		409	30000	151	FT	STRUCTURE REPAIR (RIC-71-15.42R)	
											151	151		SPECIAL	51631250	151	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	38
											47	47		SPECIAL	51912510	47	SY	SAWING AND SEALING CONCRETE JOINTS	38
																		PATCHING CONCRETE BRIDGE DECK - TYPE B	38

GENERAL SUMMARY

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM TWO

DESIGNER

JLB

REVIEWER

NRF 09-20-25

PROJECT ID

116657

SHEET

21

TOTAL


44



SHEET NUMBER												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION
7	10	11	12	13	23	24	25	26	27	32	38	01/IMS	02/SAF					
				800								800		614	11110	800	hour	MAINTENANCE OF TRAFFIC LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
		LS										LS		614	12420	LS		DETOUR SIGNING
			40									40		614	12484	40	EACH	WORK ZONE INCREASED PENALTIES SIGN
		100										100		614	12600	100	EACH	REPLACEMENT DRUM
		40										40		614	13000	40	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
			28									28		614	18601	28	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
				20.72			21.04					41.76		614	20560	41.76	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT
				20.72			21.04					41.76		614	22360	41.76	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT
							6,805					6,805		614	23690	6,805	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT
							8,187					8,187		614	24612	8,187	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT
			168									168		808	18700	168	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
																		INCIDENTALS
												LS		614	11000	LS		MAINTAINING TRAFFIC
												12		619	16020	12	MNTH	FIELD OFFICE, TYPE C
												LS		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING
												LS		623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN
												LS		624	10000	LS		MOBILIZATION
									</									

GENERAL SUMMARY

DESIGN AGENCY  
DISTRICT 3



ENGINEERING  
TEAM TWO

DESIGNER  
JLB

REVIEWER  
NRF 09-20-25

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SHEET 22 | TOTAL 44



COUNTY	ROUTE	DIRECTION	STATION / SLM		HIGHWAY MILES	614				807					850			644	646	807					850		
						WORK ZONE LANE LINE, CLASS III, 642 PAINT	WORK ZONE EDGE LINE, CLASS III, 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	WORK ZONE DOTTED LINE, CLASS III, 642 PAINT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	GROOVING FOR 6" RECESSED PAVEMENT MARKINGS, ASPHALT	GROOVING FOR 6" RECESSED PAVEMENT MARKINGS, ASPHALT	GROOVING FOR 12" RECESSED PAVEMENT MARKINGS, ASPHALT	AUXILIARY MARKINGS (740.04)	AUXILIARY MARKINGS (740.07)	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	GROOVING FOR 6" RECESSED PAVEMENT MARKINGS, CONCRETE	GROOVING FOR 6" RECESSED PAVEMENT MARKINGS, CONCRETE	GROOVING FOR 12" RECESSED PAVEMENT MARKINGS, CONCRETE
			FROM	TO	MILE	MILE	MILE	FT	FT	MILE	MILE	MILE	FT	FT	MILE	FT	FT	FT	FT	MILE	MILE	MILE	FT	FT	MILE	FT	FT
RIC	71	NORTH	567+77.17	570+69.89	0.06	0.11	0.11			0.06	0.06	0.11			0.22												
RIC	71	NORTH	570+69.89	650+00	1.50	3.00	3.00			1.50	1.50	3.00			6.01												
RIC	71	NORTH	650+00	750+00	1.89	3.79	3.79			1.89	1.89	3.79			7.58												
RIC	71	NORTH	750+00	763+46.15	0.25	0.51	0.51			0.25	0.25	0.51			1.02												
RIC	71	NORTH	763+46.15	771+40.98	0.15	0.30	0.30	533	859	0.15	0.15	0.30	266	430	0.60	430	266	88	83								
RIC	71	NORTH	771+40.98	781+60.97	0.19	0.39	0.39			0.19	0.19	0.39			0.77												
RIC	71	NORTH	781+60.97	797+29.15	0.30	0.59	0.59	2,118	2,079	0.30	0.30	0.59	1,059	1,040	1.19	1,040	1,059										
RIC	71	NORTH	797+29.15	815+53.36	0.35	0.69	0.69			0.35	0.35	0.69			1.38												
RIC	71	SOUTH	569+42.23	589+36.95	0.38	0.76	0.76			0.38	0.38	0.76			1.51												
RIC	71	SOUTH	589+42.23	602+91.14	0.26	0.51	0.51	1,140	2,156	0.26	0.26	0.51	570	1,078	1.02	1,078	570	157									
RIC	71	SOUTH	602+91.14	650+00	0.89	1.78	1.78			0.89	0.89	1.78			3.57												
RIC	71	SOUTH	650+00	725+00	1.42	2.84	2.84			1.42	1.42	2.84			5.68												
RIC	71	SOUTH	725+00	755+71.74	0.58	1.16	1.16			0.58	0.58	1.16			2.33												
RIC	71	SOUTH	755+71.74	772+49.18	0.32	0.64	0.64		2,048	0.32	0.32	0.64		1,024	1.27	1,024											
RIC	71	SOUTH	772+49.18	781+58.79	0.17	0.34	0.34	1,654		0.17	0.17	0.34	827		0.69		827										
RIC	71	SOUTH	781+58.79	790+21.05	0.16	0.33	0.33	1,360	1,045	0.16	0.16	0.33	680	522	0.65	522	680	220									
RIC	71	SOUTH	790+51.05	814+54.77	0.46	0.91	0.91			0.46	0.46	0.91			1.82												
RIC-71 NORTH	TO		SR-39		0.29	0.58	0.58			0.29	0.29	0.58			1.16												
RIC-71 NORTH	FROM		SR-39		0.23	0.46	0.46			0.23	0.23	0.46			0.92												
RIC-71 SOUTH	TO		SR-39		0.20	0.40	0.40			0.20	0.20	0.40			0.80												
RIC-71 SOUTH	FROM		SR-39		0.24	0.48	0.48			0.24	0.24	0.48			0.96												
RIC-71 SOUTH	TO		SR-13		0.23	0.46	0.46			0.23	0.23	0.46			0.92												
RIC	71		NB CONCRETE BRIDGE DECKS							-0.15	-0.15	-0.29	-347	-77.21	-0.58	-77.21	-347			0.15	0.15	0.29	77.21	347	0.58	77.21	347
RIC	71		SB CONCRETE BRIDGE DECKS							-0.14	-0.14	-0.27	-499		-0.55		-499			0.14	0.14	0.27		499	0.55		499

TOTALS TO GENERAL SUMMARY						21.04	21.04	6,805	8,187	10.24	10.24	20.47	2,556	4,016	40.95	4,016	2,556	465	83	0.28	0.28	0.56	77.21	846	1.13	77.21	846
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TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DISTRICT 3



ENGINEERING  
TEAM THREE

DESIGNER

LKM

REVIEWER

NRF 09/20/25

PROJECT ID

116657

SHEET

25

TOTAL

44