

TOTAL NUMBER OF : 0 TOTAL TAKES
 13 OWNERSHIPS
 25 PARCELS 2 OWNERSHIPS W/ STRUCTURES INVOLVED

ALL AREAS IN ACRES

GRANTEE: ALL RIGHT OF WAY ACQUIRED IN THE NAME OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION UNLESS OTHERWISE SHOWN.

FEDERAL PROJECT NO. E191296
 STATE JOB NO. 450049

PARCEL NO.	OWNER	SHEET NO.	BOOK	PAGE	AUDITOR'S PARCEL	RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE		TYPE FUND	REMARKS	AS ACQUIRED	
												LEFT	RIGHT			BOOK	PAGE
1-SH1	EICHORN LIMITED PARTNERSHIP	12-19, 32-33	OR 1477	PG 2270	0490261230	113.854	2.722	2.436	1.271	1.165					*STUMP REMOVE, CONCRETE PAD REMOVE		
1-SH2		32-33				113.854	2.722	0.080	0.041	0.039			109.928				
1-T		16-19						0.205	0.000	0.205	YES				RECONSTRUCT DRIVE, PERFORM GRADING, AND REMOVE STRUCTURE		
2-SH1	WAGNER RENTALS, LLC	26-29	OR 1434	PG 2871	0490263400	62.33	1.172	0.607	0.417	0.190					ESMT OVERLAP 0.177 AC		
2-SH2		18-19, 28-31	OR 1434	PG 2868	0490263420	6.91	0.728	1.290	0.687	0.603					ESMT OVERLAP 0.366 AC		
	SUBTOTAL					69.24	1.900	2.103	1.192	0.911			66.429				
	TOTAL					5.145	0.286								NO TAKE		
3	FARM CREDIT MID-AMERICA, F.C.A	14-17	OR 1633	PG 3038	0490263430										NO TAKE		
4	NOT USED														NO TAKE		
5	HEATHER MAE WARNER	16-19	OR 1667	PG 3239	0490263421	3.099	0.172								NO TAKE		
6-SH	CHAOS, LLC	18-21	OR 1729	PG 1874	0490264400	3.12	0.501	0.631	0.501	0.130			2.489		BMP SAVE		
6-T1		18-19, 32-33						0.034	0.000	0.034					GRADING		
6-T2		20-21						0.020	0.000	0.020					RECONSTRUCT DRIVE AND PERFORM GRADING		
	TOTAL					6.94	0.747	0.654	0.600	0.054				100% STATE			
7	MAC'S CONVENIENCE STORES LLC	18-21, 30-31	OR 1734	PG 4486	0490263310										NO TAKE		
8-SH	THE BALTIMORE VETERINARY CLINIC, INC.	20-21	OR 690	PG 789	0490264500	1.902	0.126	0.273	0.126	0.147			1.629		*SIGN REMOVE, BUSH REMOVE		
9-SH	RETRIEV TECHNOLOGIES INCORPORATED	20-23, 32-33	OR 1644	PG 168	0490264300	13.364	0.595	0.748	0.354	0.394	S (B)		12.375		2-18" TREE, 3-12" TREES, 10" TREE, 8" TREE, STUMP, BUSH REMOVE		
9-T1		20-21						0.038	0.000	0.038					RECONSTRUCT DRIVE AND PERFORM GRADING, 18" TREE SAVE		
9-T2		22-23						0.037	0.000	0.037					RECONSTRUCT DRIVE AND PERFORM GRADING		
	TOTAL					81.06	1.765	0.075	0.000	0.075					NO TAKE		
10	DONALD L. KULL, TRUSTEE AND MARILYN J. KULL, TRUSTEE OF THE KULL FAMILY TRUST AGREEMENT, DATED OCTOBER 28, 2017	20-31	OR 1751	PG 1628	0490263300										NO TAKE		
11-SH	KEITH C & SARAH L. STOUGH	22-25	OR 463	PG 403	0490265330	1.50	0.145	0.194	0.145	0.049	S		1.306		10'-2 RAIL WOODEN FENCE REMOVE, SIGN REMOVE		
11-T		22-25						0.044	0.000	0.044					28'-2 RAIL WOODEN FENCE SAVE, 3 LIGHT POLES REMOVE		
12-T	RUTH ANN TAYLOR & MARILYN JANE KULL	24-25	OR 572	PG 141	0490265300	41.23	0.522	0.031	0.000	0.031					RECONSTRUCT DRIVE AND PERFORM GRADING		

TYPES OF TITLE LEGEND:
 SH = STANDARD HIGHWAY EASEMENT
 T = TEMPORARY EASEMENT
 (c) = CALCULATED AREA

NOTE: UNDER NO CIRCUMSTANCES ARE TEMPORARY EASEMENTS TO BE USED FOR STORAGE OF MATERIAL OR EQUIPMENT BY THE CONTRACTOR UNLESS NOTED OTHERWISE.

NOTE: ALL TEMPORARY PARCELS TO BE OF 18 MONTH DURATION.

NOTE: FOR PARCELS 1-12, THE LOCATION OF NET RESIDUE IS BASED ON E, RW, SR 37

NOTE: FOR PARCELS 13-21, THE LOCATION OF NET RESIDUE IS BASED ON E, RW, SR 256

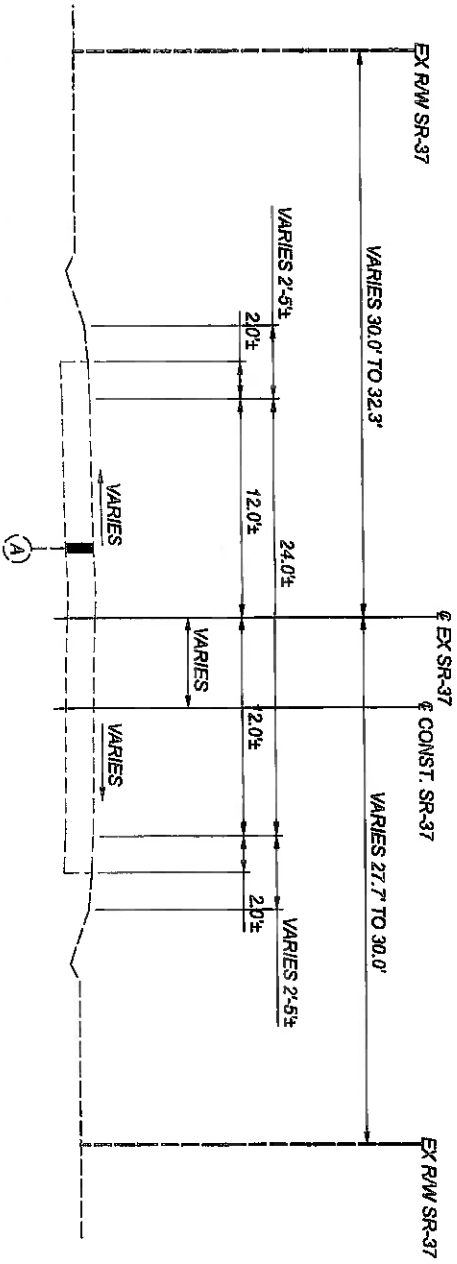
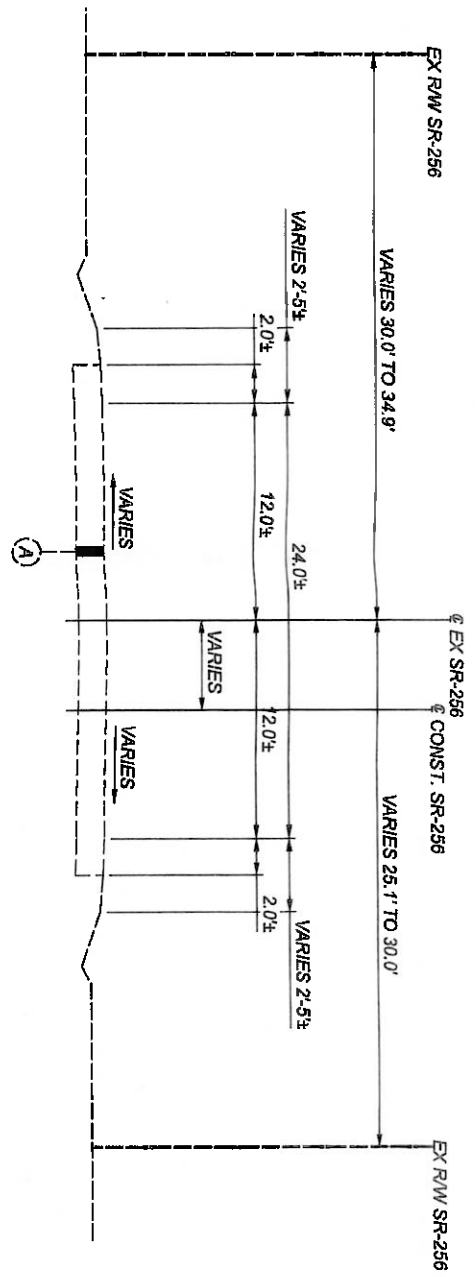
NET TAKE = GROSS TAKE - PRO IN TAKE
 * DENOTES RIGHT OF WAY ENCROACHMENT

DESIGNER	ALM	
REVIEWER		
S/S	09/11/20	
PROJECT ID	110412	
REV. BY	DATE	DESCRIPTION
FIELD REVIEW BY	08/17/20	ADAM MOORMAN
OWNERSHIP VERIFIED BY	09/10/20	ADAM MOORMAN
DATE COMPLETED	09/11/20	



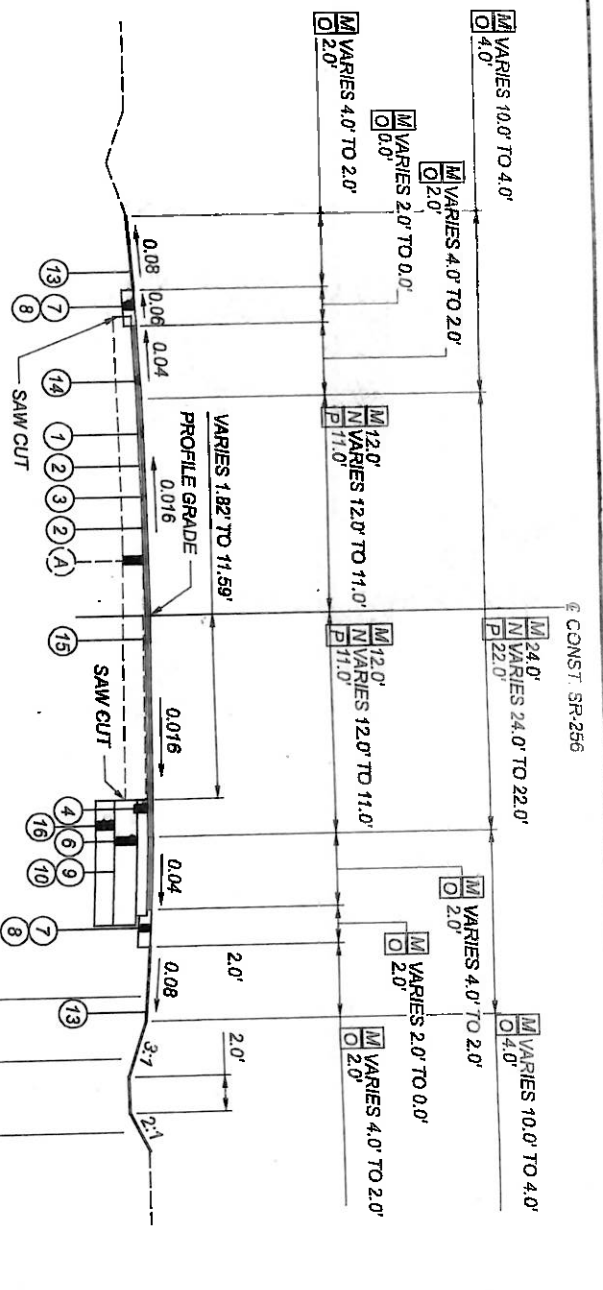
SUMMARY OF ADDITION RIGHT OF WAY PARCELS 1 THRU 12

SHEET	10	TOTAL	37
P.0	0		

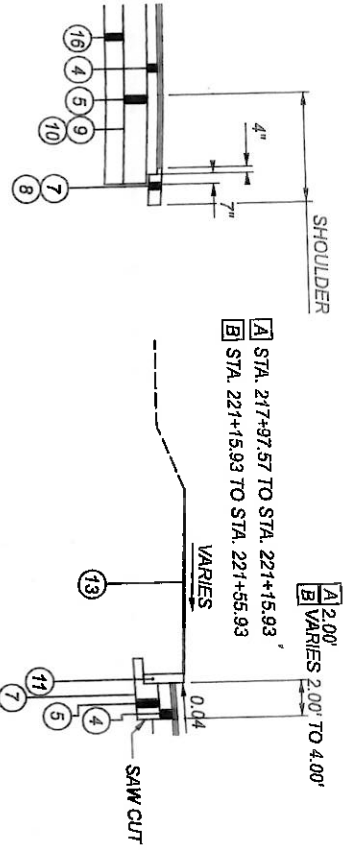


EXISTING LEGEND
 (A) 12'-23" ASPHALT CONCRETE

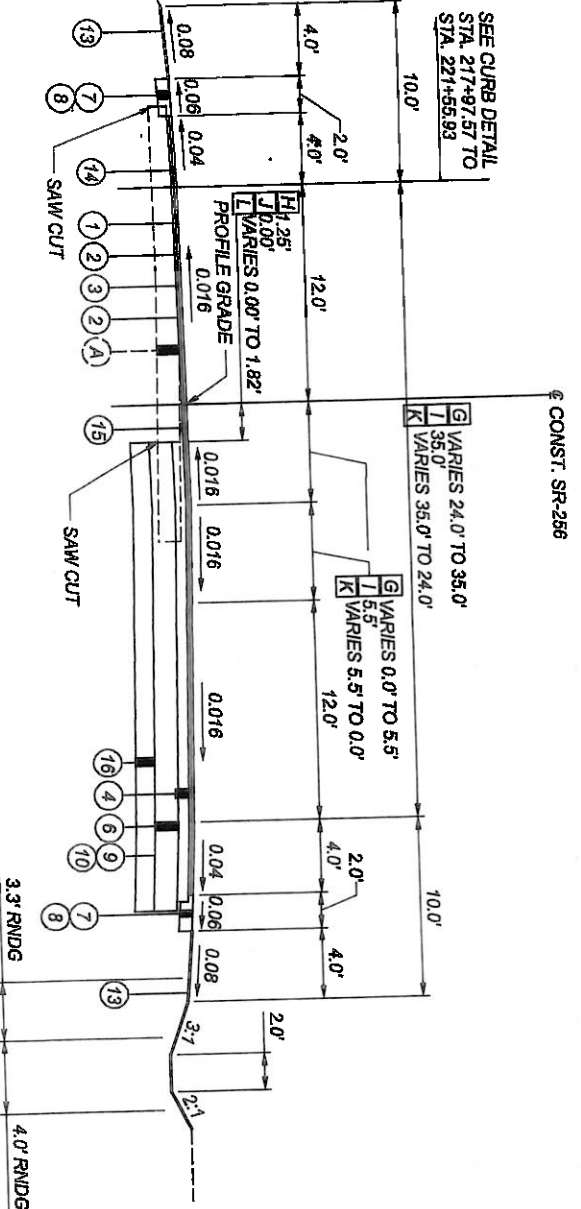
EXISTING TYPICAL SECTIONS



NORMAL SECTION - SR-256
 STA. 228+80.00 TO STA. 233+00.00



CURB DETAIL
 STA. 217+97.57 TO STA. 221+55.93



NORMAL SECTION - SR-256
 STA. 206+30.00 TO STA. 228+80.00

EXISTING LEGEND
 (A) 12% ASPHALT CONCRETE

PROPOSED LEGEND

- 1 ITEM 441 - 1.5" ASPHALT CONCRETE SURFACE
- 2 COURSE, TYPE 1 (448), PGT-22M
- 3 ITEM 407 - NON-TRACKING TACK COAT
- 4 ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE
- 5 COURSE, TYPE 1 (448)
- 6 ITEM 302 - 7" ASPHALT CONCRETE BASE, PG 64-22
- 7 ITEM 304 - 15" AGGREGATE BASE
- 8 ITEM 304 - 9" AGGREGATE BASE
- 9 ITEM 304 - 5" AGGREGATE BASE
- 10 ITEM 304 - 3" AGGREGATE BASE
- 11 ITEM 408 - PRIME COAT, AS PER PLAN
- 12 ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN
- 13 ITEM 204 - SUBGRADE COMPACTION
- 14 ITEM 204 - PROOF ROLLING
- 15 ITEM 609 - CURB, TYPE 6
- 16 ITEM 606 8" BASE PIPE UNDERDRAIN
- 17 ITEM 659 - SEEDING AND MULCHING, CLASS 2
- 18 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN
- 19 ITEM 441 - ASPHALT CONCRETE INTERMEDIATE
- 20 COURSE, TYPE 1 (448), (FOR LEVELING)
- 21 ITEM 204 - LIME STABILIZED SUBGRADE, 14 INCHES DEEP

PROPOSED TYPICAL SECTIONS - SR 256

DESIGN AGENCY: TRC
 DESIGNER: XXX
 REVIEWER: XXX
 PROJECT: XXX MM-4-D-Y
 SHEET: P.5 TOTAL: 136

ITEM 614, MAINTAINING TRAFFIC (AT ALL TIMES)
 A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 502 STRUCTURE FOR MAINTAINING TRAFFIC, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

ITEM 614, MAINTAINING TRAFFIC (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.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)
 NOTICE OF CLOSURE SIGNS (M20-113) SHALL BE ERRECTED 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 ERRECTED ON THE RIGHT-HAND SIDE OF THE ROAD 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 ERRECTED AT OR NEAR THE POINT OF CLOSURE.

ITEM	NOTIFICATION TIME FRAME TABLE	
	DURATION OF CLOSURE	NOTIFICATION DUE TO FAIRFIELD COUNTY
ROAD CLOSURE	>=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 W20-113 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.

ITEM 614, MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)
 THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.
 ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B xxx CU. YD.
 ITEM 616, WATER xxx M. GAL.

ITEM 614, MAINTAINING TRAFFIC (ROAD CLOSED SIGN)
 THE CONTRACTOR SHALL PROVIDE, ERRECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE LOCATIONS SHOWN IN THE PLANS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

ITEM 614, MAINTAINING TRAFFIC (SIGNS AND BARRICADES)
 THE CONTRACTOR SHALL PROVIDE, ERRECT 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 PLANS.

ITEM 614, MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE)
 ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CAMS 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.

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 TWO INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (26 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

DELINEATION OF PORTABLE AND PERMANENT BARRIER
 BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL, AND ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO CAMS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO CAMS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.]
 THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.]
 DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.]

DELINEATION OF PORTABLE AND PERMANENT BARRIER (CONT.)

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO CAMS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.]

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:
 ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY) _____ EACH
 ITEM 614, OBJECT MARKER, ONE-WAY _____ EACH

ITEM 614, INCREASED BARRIER DELINEATION _____ FEET]
 PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.
 ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.]

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMITTED INTENDS THAT FLAGGERS BE USED.
 IN ADDITION TO THE REQUIREMENTS OF CAMS 614 AND THE OMITTED, 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).

IN ADDITION TO THE REQUIREMENT OF CAMS 614 AND THE OMITTED, A UNIFORMED LEO WITH AN OFFICIAL PATROL 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: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN A 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).

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

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONT.)

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 CAMS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING THE SPECIFIC WORK ASSIGNMENTS DURING HISHER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HISHER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HISHER 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 WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HISHER 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 _____ HOURS

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

MAINTENANCE OF TRAFFIC - GENERAL NOTES

DESIGNER: Mead & Hunt
 CLIENT: Ohio Department of Transportation
 PROJECT: FAI-37-06.10
 SHEET: P.07 TOTAL 136

MAINTENANCE OF TRAFFIC SEQUENCE OF CONSTRUCTION

THE CONTRACTOR SHALL MAINTAIN A MINIMUM TRAVEL LANE WIDTH OF 11 FEET ON SR 37 AND 11 FEET ON SR 266. THESE LANE WIDTHS MATCH THE EXISTING LANE WIDTHS ON SR 37 AND SR 266. THE LANE WIDTHS WILL BE INCREASED IF POSSIBLE.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AT ALL TIMES. IF THE CONTRACTOR NEEDS TO RESTRICT ACCESS TO A PARCEL, THE PROPERTY OWNER OR TENANT, IF DIFFERENT FROM THE PROPERTY OWNER, SHALL BE NOTIFIED 48 HOURS IN ADVANCE. THE CONTRACTOR SHALL NOT RESTRICT ACCESS MORE THAN 1 HOUR IN A 24 HOUR PERIOD.

THE CONTRACTOR WILL NEED TO ORDER THE TRAFFIC SIGNAL EQUIPMENT AS SOON AS POSSIBLE IN ORDER TO BEGIN THE TRAFFIC SIGNAL RELOCATION DURING PHASE 2 CONSTRUCTION.

THE DESIGN SPEED FOR BOTH SR 37 AND SR 266 IS 80 MPH.

PHASE 1: THE CONTRACTOR SHALL SET UP THE DETOUR ROUTES FOR NORTHBOUND SR 37 AND EASTBOUND SR 266 AS SHOWN ON THE DETOUR MAPS AND CLOSE NORTHBOUND SR 37 AND EASTBOUND SR 266 TO TRAFFIC. USING THE EXISTING PAVEMENT, THE CONTRACTOR SHALL PLACE ALL SIGNS AND OTHER TRAFFIC CONTROL DEVICES TO MAINTAIN SOUTHBOUND SR 37 AND WESTBOUND SR 266 TRAFFIC AS SHOWN ON THE PHASE 1 MOT PLANS. THE CONTRACTOR SHALL CONSTRUCT THE FULL DEPTH PAVEMENT ALONG THE NORTHBOUND SIDE OF SR 37, THE EASTBOUND SIDE OF SR 266 AND A PORTION OF THE INTERSECTION UP TO AND INCLUDING THE ASPHALT CONCRETE INTERMEDIATE COURSE AS SHOWN ON THE PHASE 1 PLANS. THE CONTRACTOR SHALL ALSO PLACE THE SMALL PORTION OF WORK ZONE PAVEMENT ALONG THE NORTHBOUND SIDE OF SR 37 AS SHOWN ON THE PLANS. PLACE A 4:1 TRANSVERSE WEDGE OF ASPHALT TO TRANSITION FROM THE EXISTING PAVEMENT SURFACE TO THE NEWLY CONSTRUCTED ASPHALT CONCRETE INTERMEDIATE COURSE AS REQUIRED. THE CONTRACTOR SHALL ERECT THE TRAFFIC SIGNAL STRAIN POLES AND RELOCATE THE MESSENGER WIRE AND TRAFFIC SIGNAL HEADS. THE CONTRACTOR MAY NEED TO ERECT TEMPORARY POLES AND SIGNALS IF THE NEW STRAIN POLES CANNOT BE FABRICATED AND DELIVERED TO THE PROJECT SITE IN TIME FOR ERECTION.

PHASE 2A: FOR PHASE 2A, THE CONTRACTOR SHALL MAINTAIN THE DETOUR ROUTES FOR NORTHBOUND SR 37 AND EASTBOUND SR 266 AS SHOWN ON THE DETOUR MAPS. AT THE COMPLETION OF ALL PHASE 1 WORK, THE CONTRACTOR SHALL SET UP AN ADDITIONAL DETOUR ROUTE FOR WESTBOUND SR 266 AS SHOWN ON THE DETOUR MAPS. THE CONTRACTOR SHALL MAINTAIN THE SOUTHBOUND SR 37 TRAFFIC ON THE SOUTHBOUND SIDE AS SHOWN IN PHASE 1, BETWEEN THE HOURS OF 7 PM FRIDAY TO 6 AM MONDAY. THE CONTRACTOR SHALL DETOUR WESTBOUND SR 266 TRAFFIC AND CONSTRUCT THE PAVEMENT AND SHOULDER WIDENING AND THE PAVEMENT OVERLAY IN THE INTERSECTION UP TO AND INCLUDING THE ASPHALT CONCRETE INTERMEDIATE COURSE AS SHOWN ON THE PHASE 2A PLANS. PLACE A 4:1 TRANSVERSE WEDGE OF ASPHALT AND A 35:1 LONGITUDINAL WEDGE OF ASPHALT AS SHOWN ON SCD BR-3.1 TO TRANSITION FROM THE EXISTING PAVEMENT SURFACE TO THE NEWLY CONSTRUCTED ASPHALT CONCRETE INTERMEDIATE COURSE AS REQUIRED. DO NOT PLACE THE ASPHALT CONCRETE SURFACE COURSE. THE CONTRACTOR SHALL CONTINUE WITH ANY REMAINING TRAFFIC SIGNAL WORK. ALL PHASE 2A WORK MUST BE COMPLETED WITH SUFFICIENT TIME REMAINING TO ALLOW THE PHASE 2B WORK TO BE COMPLETED BY 6 AM MONDAY. THE CONTRACTOR WILL BE PERMITTED TO DO ANY PHASE 2B WORK CONCURRENTLY WITH THE PHASE 2A WORK AS LONG AS IT DOES NOT IMPACT SOUTHBOUND SR 37 TRAFFIC.

PHASE 2B: FOR PHASE 2B, THE CONTRACTOR SHALL MAINTAIN THE DETOUR ROUTES FOR NORTHBOUND SR 37, EASTBOUND SR 266 AND WESTBOUND SR 266 AS SHOWN ON THE DETOUR MAPS. AT THE COMPLETION OF ALL PHASE 2A WORK, THE CONTRACTOR SHALL

MAINTENANCE OF TRAFFIC SEQUENCE OF CONSTRUCTION (CONT.)

PHASE 2B (CONT.): PLACE THE REQUIRED WORK ZONE PAVEMENT MARKINGS, SIGNS, AND TRAFFIC CONTROL DEVICES AND RELOCATE THE TRAFFIC SIGNAL HEADS AS REQUIRED AND SHIFT SOUTHBOUND SR 37 TRAFFIC TO THE NEWLY COMPLETED PAVEMENT ON THE NORTHBOUND SIDE OF SR 37. BETWEEN THE HOURS OF 7 PM FRIDAY TO 6 AM MONDAY, THE CONTRACTOR SHALL CONSTRUCT THE PAVEMENT AND SHOULDER WIDENING AND THE PAVEMENT OVERLAY IN THE INTERSECTION UP TO AND INCLUDING THE ASPHALT CONCRETE INTERMEDIATE COURSE AS SHOWN ON THE PHASE 2B PLANS. PLACE A 4:1 TRANSVERSE WEDGE OF ASPHALT AND A 35:1 LONGITUDINAL WEDGE OF ASPHALT AS SHOWN ON SCD BR-3.1 TO TRANSITION FROM THE EXISTING PAVEMENT SURFACE TO THE NEWLY CONSTRUCTED ASPHALT CONCRETE INTERMEDIATE COURSE AS REQUIRED. DO NOT PLACE THE ASPHALT CONCRETE SURFACE COURSE. THE CONTRACTOR SHALL CONTINUE WITH ANY REMAINING TRAFFIC SIGNAL WORK. ALL PHASE 2B WORK ALONG WITH ALL PHASE 2A WORK MUST BE COMPLETED BY 6 AM MONDAY. AT 6 AM MONDAY THE CONTRACTOR SHALL OPEN WESTBOUND SR 266 TO TRAFFIC AND REMOVE THE DETOUR SIGNING. THE CONTRACTOR SHALL MAINTAIN THE DETOUR ROUTES FOR NORTHBOUND SR 37 AND EASTBOUND SR 266 AS SHOWN ON THE DETOUR MAPS.

PHASE 3: FOR PHASE 3, THE CONTRACTOR SHALL MAINTAIN THE DETOUR ROUTES FOR NORTHBOUND SR 37 AND EASTBOUND SR 266 AS SHOWN ON THE DETOUR MAPS. THE CONTRACTOR SHALL MAINTAIN SOUTHBOUND SR 37 TRAFFIC ON THE NORTHBOUND SIDE OF SR 37 AND SHIFT WESTBOUND SR 266 TRAFFIC ONTO THE NEWLY CONSTRUCTED EASTBOUND LANE OF SR 266 AS SHOWN ON THE PHASE 3 MOT PLANS. THE CONTRACTOR SHALL CONSTRUCT THE PAVEMENT AND SHOULDER WIDENING IMPROVEMENTS ALONG THE SOUTHBOUND SIDE OF SR 37 AND THE WESTBOUND SIDE OF SR 266. THE CONTRACTOR SHALL CONTINUE WITH ANY REMAINING TRAFFIC SIGNAL WORK.

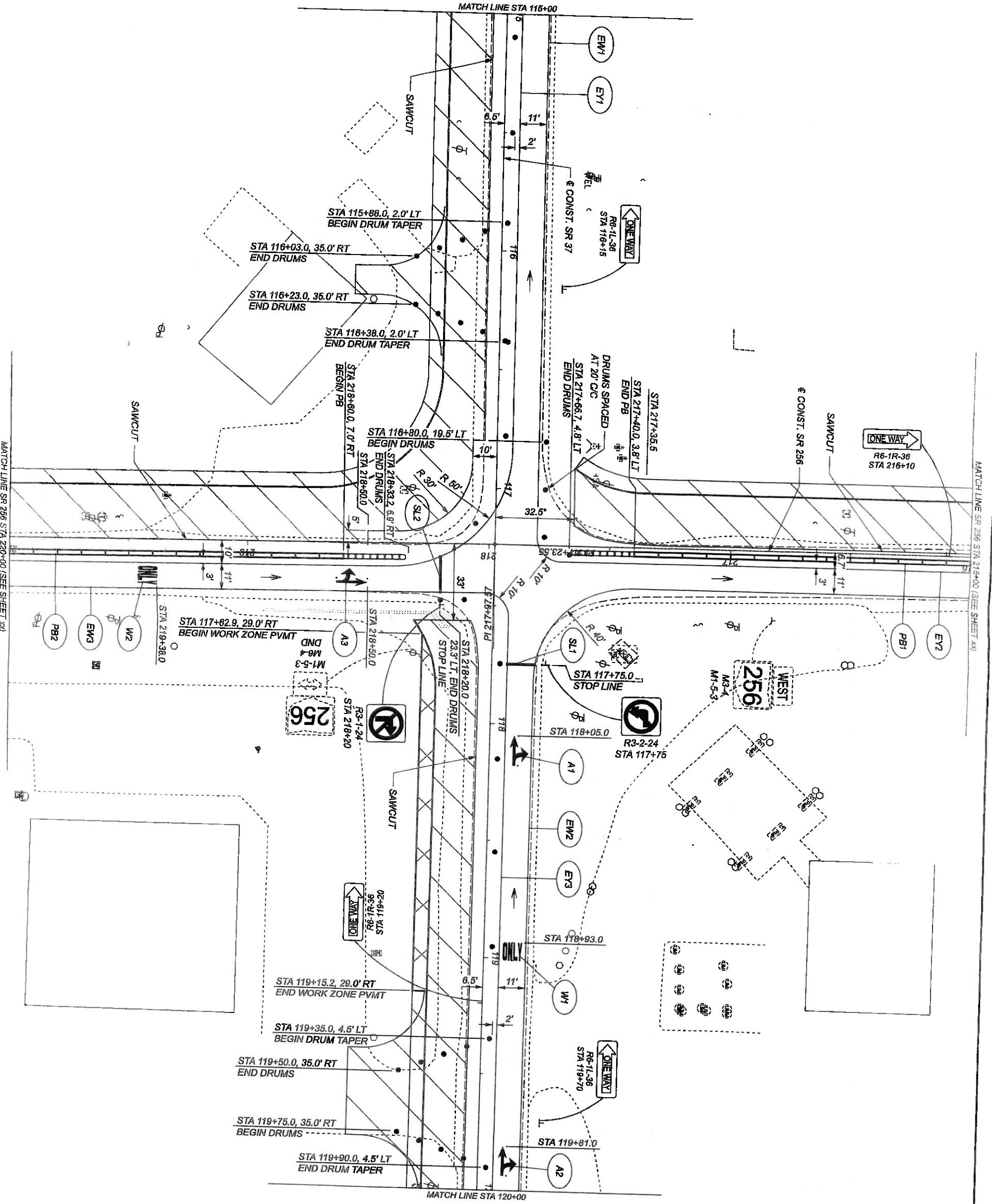
PHASE 4: THE CONTRACTOR SHALL MAINTAIN THE DETOUR ROUTES FOR NORTHBOUND SR 37 AND EASTBOUND SR 266 AS SHOWN ON THE DETOUR MAPS. AT THE COMPLETION OF ALL PHASE 3 WORK, THE CONTRACTOR SHALL MILL THE EXISTING ASPHALT SURFACE COURSE FROM SR 37 AND SR 266 ALONG WITH THE 4:1 PAVEMENT WEDGES CONSTRUCTED DURING PREVIOUS CONSTRUCTION PHASES. REMOVE THE WORK ZONE PAVEMENT ALONG THE NORTHBOUND SIDE OF SR 37 THAT WAS CONSTRUCTED DURING PHASE 1 AND CONSTRUCT THE CURB AND GUTTER SECTION. PLACE THE ASPHALT CONCRETE SURFACE COURSE ON THE EXISTING PAVEMENT AND THE ASPHALT CONCRETE INTERMEDIATE COURSE THAT WAS CONSTRUCTED DURING PREVIOUS CONSTRUCTION PHASES. THE CONTRACTOR SHALL USE FLAGGERS PER SCD MT-37.12 TO DIRECT TRAFFIC AROUND THE PAVING OPERATION. PLACE THE REQUIRED TEMPORARY PAVEMENT MARKINGS. THE CONTRACTOR SHALL CONTINUE ANY TRAFFIC SIGNAL WORK REQUIRED.

PHASE 5: AT THE COMPLETION OF ALL PHASE 4 WORK, THE CONTRACTOR SHALL PLACE THE REQUIRED PERMANENT PAVEMENT MARKINGS AND SIGNS. COMPLETE ANY REMAINING GRADING AND SEEDING AND MULCHING REQUIRED.

MAINTENANCE OF TRAFFIC - SEQUENCE OF CONSTRUCTION

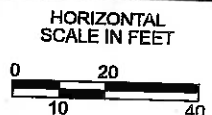
DESIGN AGENCY

 CLIENT
 DESIGNER
 EGD
 REVISION
 MLH 07/07/20
 PROJECT ID
 110412
 SHEET TOTAL
 P.08 136

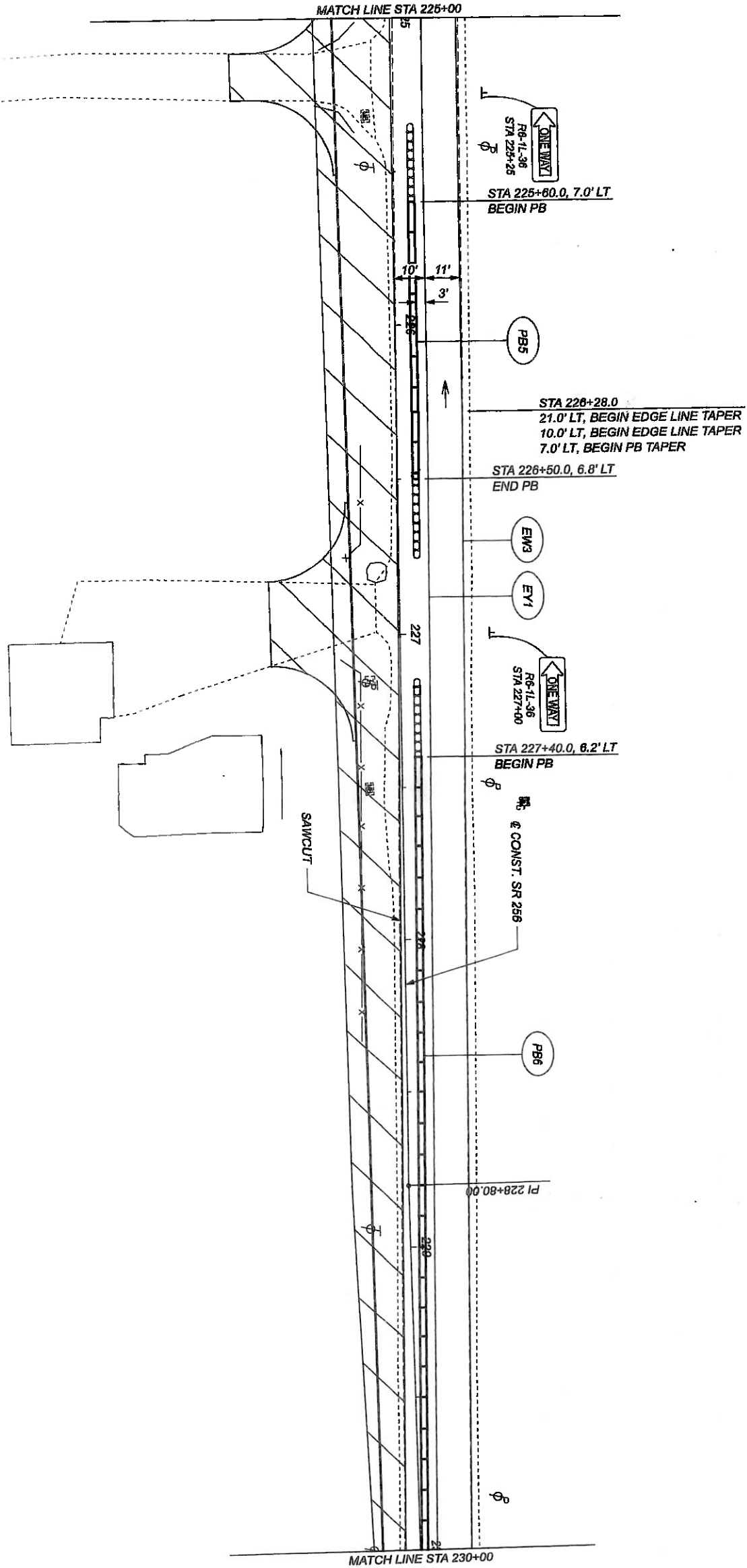


FOR LEGEND, SEE SHEET 33

MAINTENANCE OF TRAFFIC - PHASE 1
SR 37 - STA 115+00 TO STA 120+00 & SR 256 - STA 216+00 TO STA 220+00



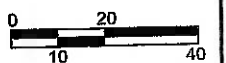
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CLIENT	
DESIGNER	EGD
REVIEWER	MAJH 07/07/20
PROJECT ID	110412
SHEET TOTAL	P. 22 136



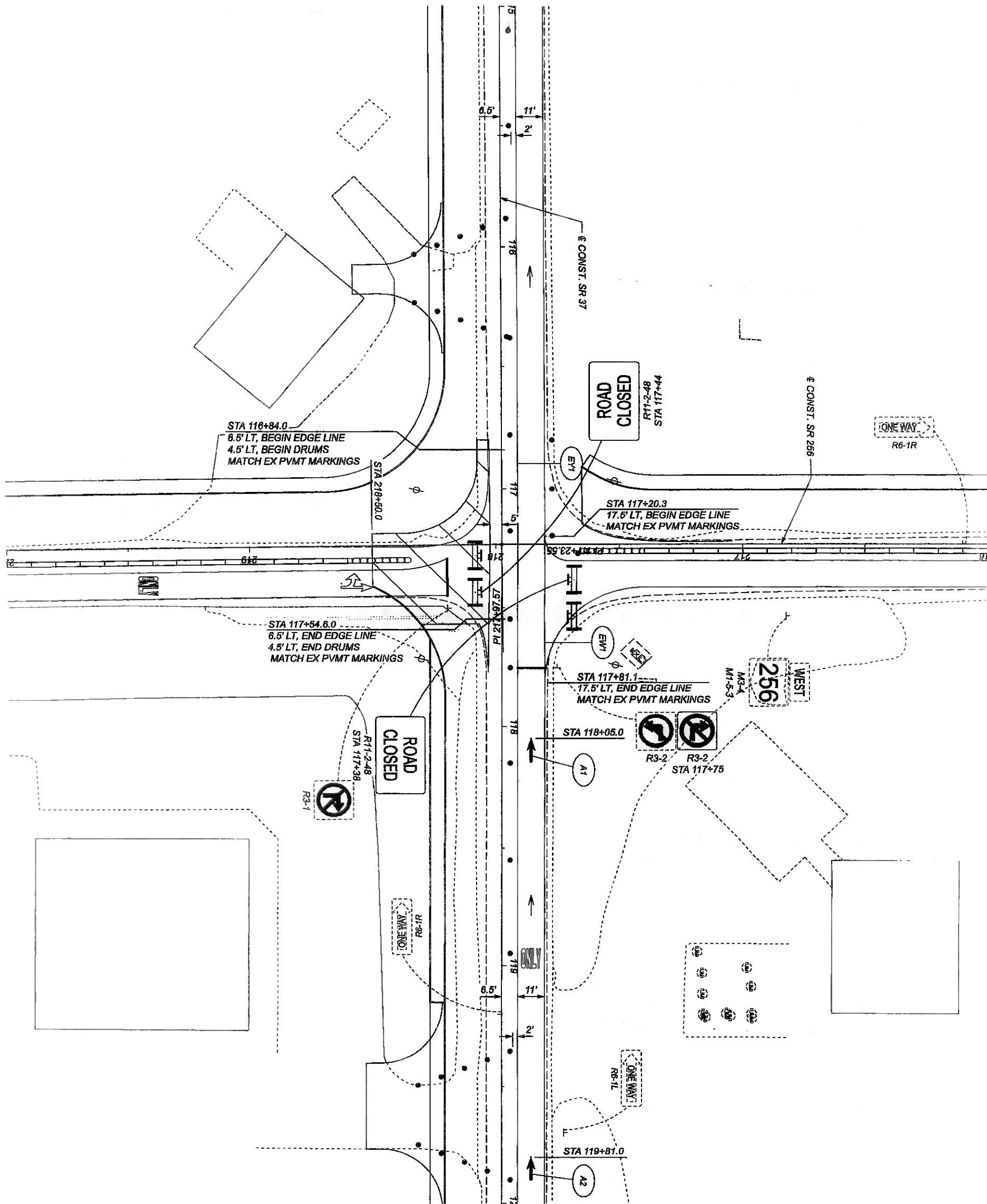
FOR LEGEND, SEE SHEET xx

MAINTENANCE OF TRAFFIC - PHASE 1
SR 256 - STA 225+00 TO STA 230+00

HORIZONTAL SCALE IN FEET



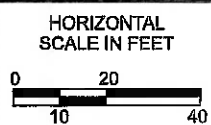
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CLIENT	
DESIGNER	EGD
REVIEWER	MLH
DATE	07/07/20
PROJECT ID	10412
SHEET TOTAL	P.30 136

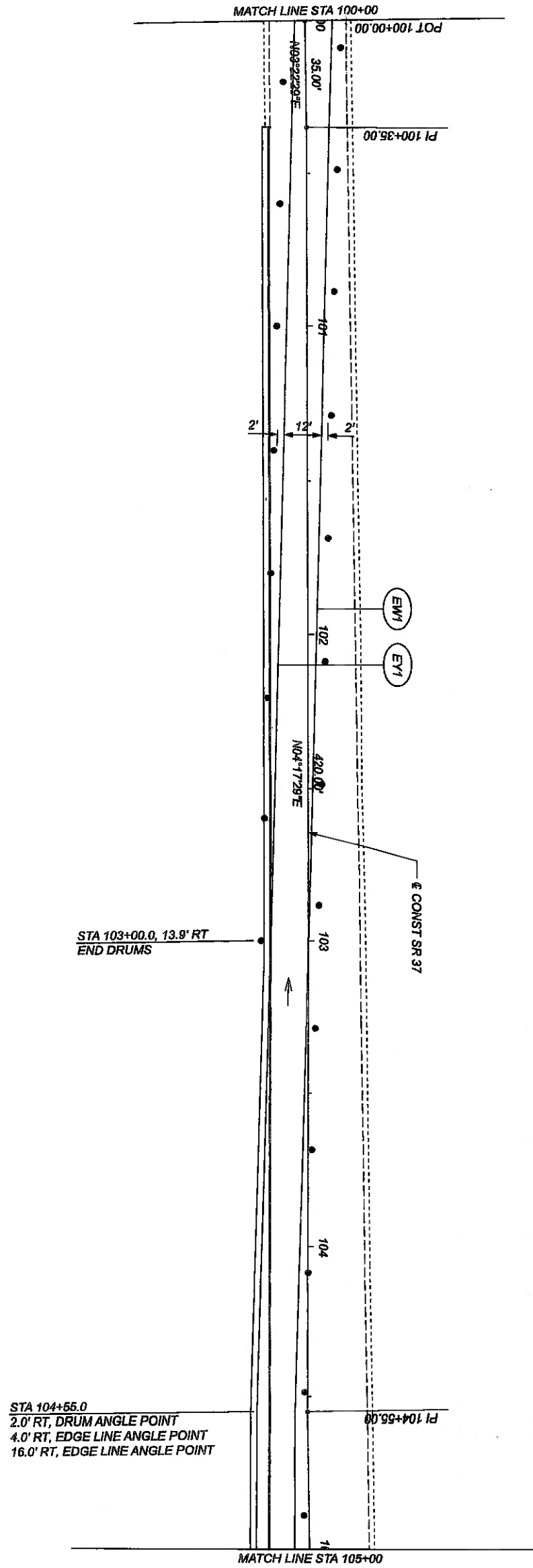


FOR LEGEND, SEE SHEET 136

DESIGN AGENCY	Mead & Hunt
CLIENT	
DESIGNER	EGD
REVIEWER	MJH
PROJECT ID	110412
DATE	07/07/20
SHEET TOTAL	136
PAGE	32

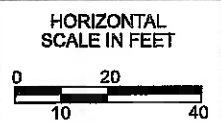
MAINTENANCE OF TRAFFIC - PHASE 2A
 SR 37 - STA 115+00 TO STA 120+00 & SR 256 - STA 216+00 TO STA 220+00



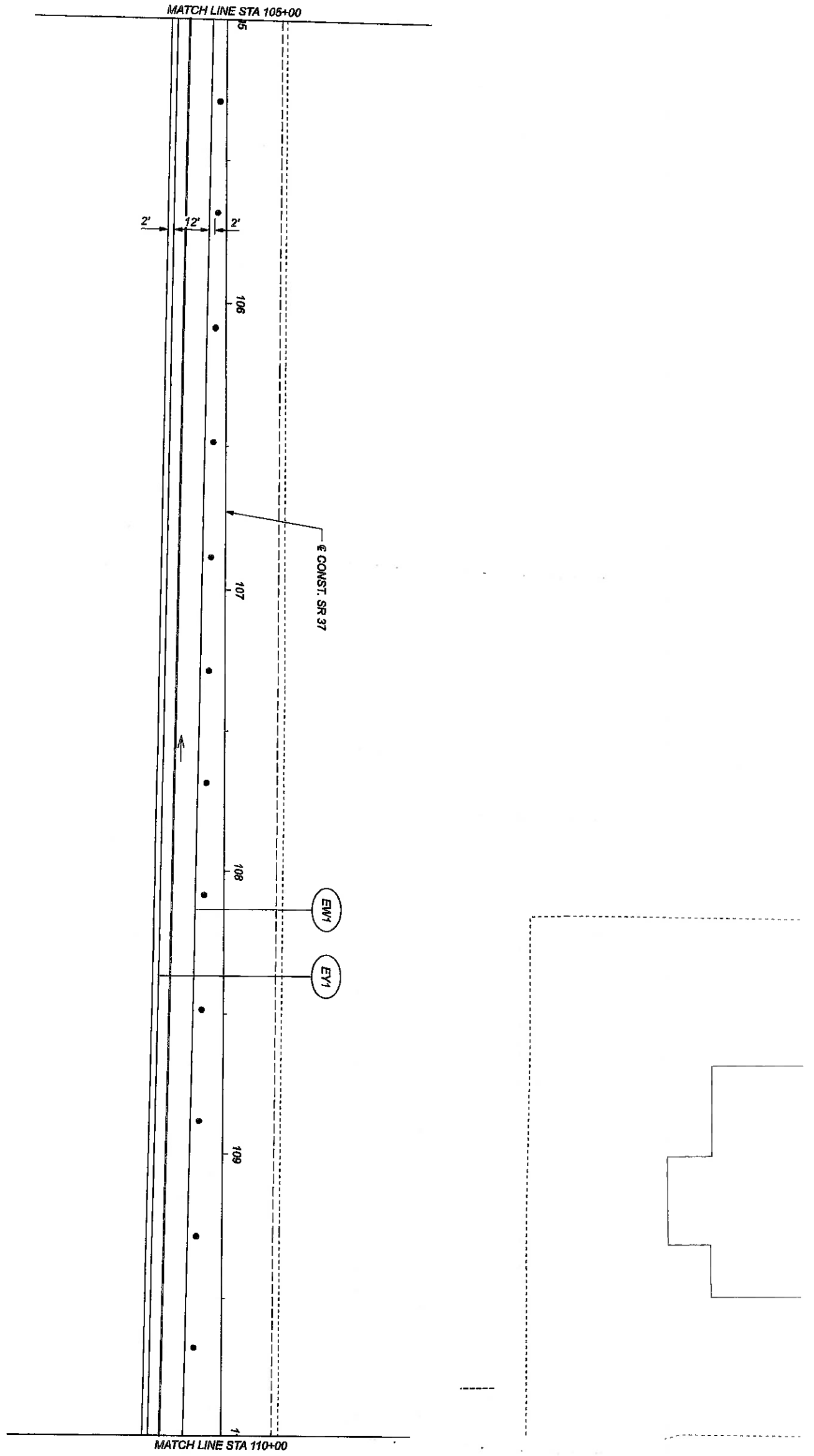


FOR LEGEND, SEE SHEET 3A

MAINTENANCE OF TRAFFIC - PHASE 2B
SR 37 - STA 100+00 TO STA 105+00

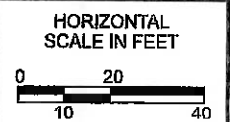


DESIGN AGENCY	Mead & Hunt
CLIENT	
DESIGNER	EGD
REVIEWER	MJH 07/07/20
PROJECT ID	110412
SHEET TOTAL	P. 34 / 136

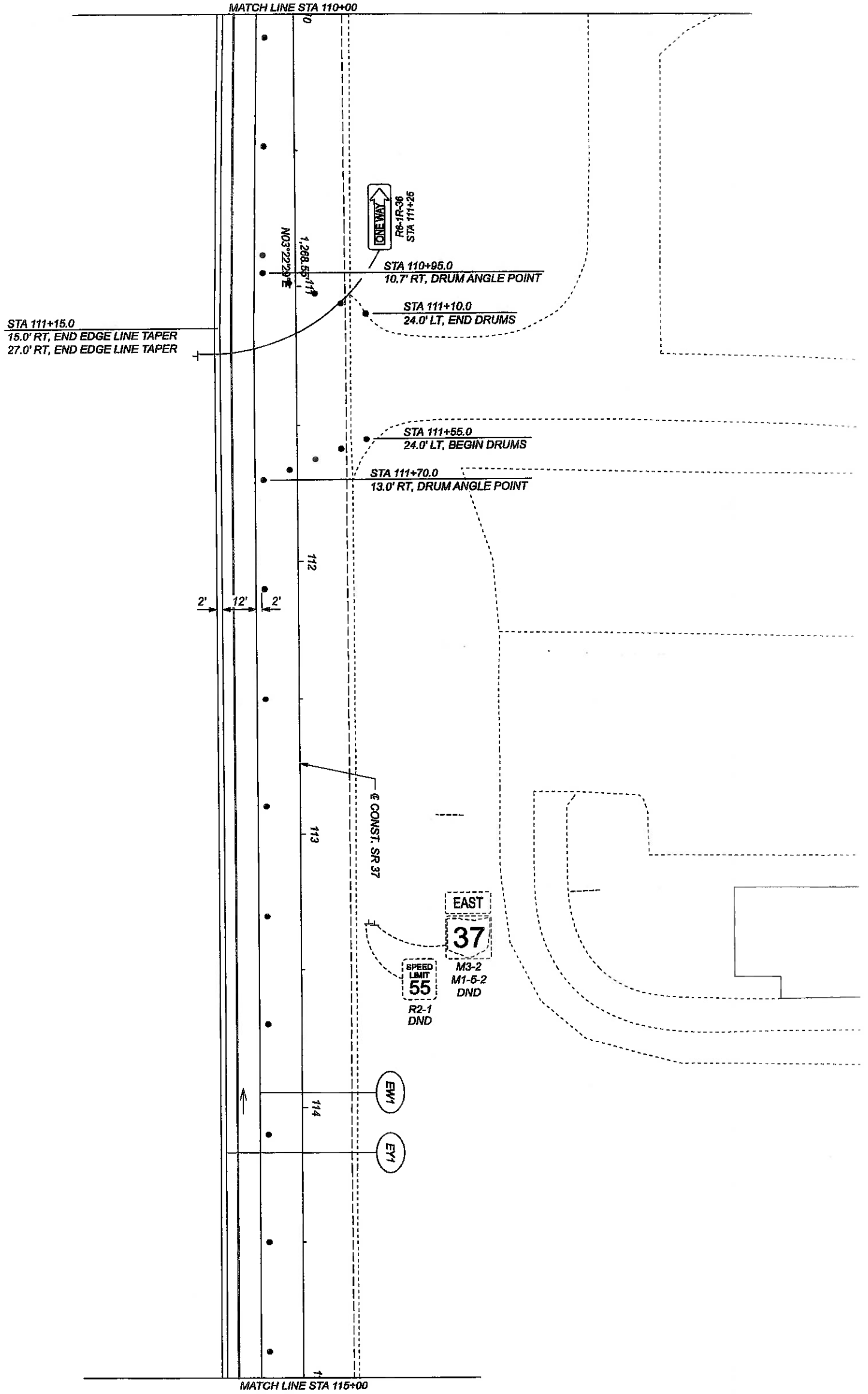


FOR LEGEND, SEE SHEET xx

MAINTENANCE OF TRAFFIC - PHASE 2B
SR 37 - STA 105+00 TO STA 110+00

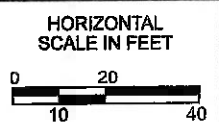


DESIGN AGENCY	Mead Shunt
CLIENT	
DESIGNER	EJD
REVIEWER	MJH 07/07/20
PROJECT ID	110412
SHEET TOTAL	P.35 136

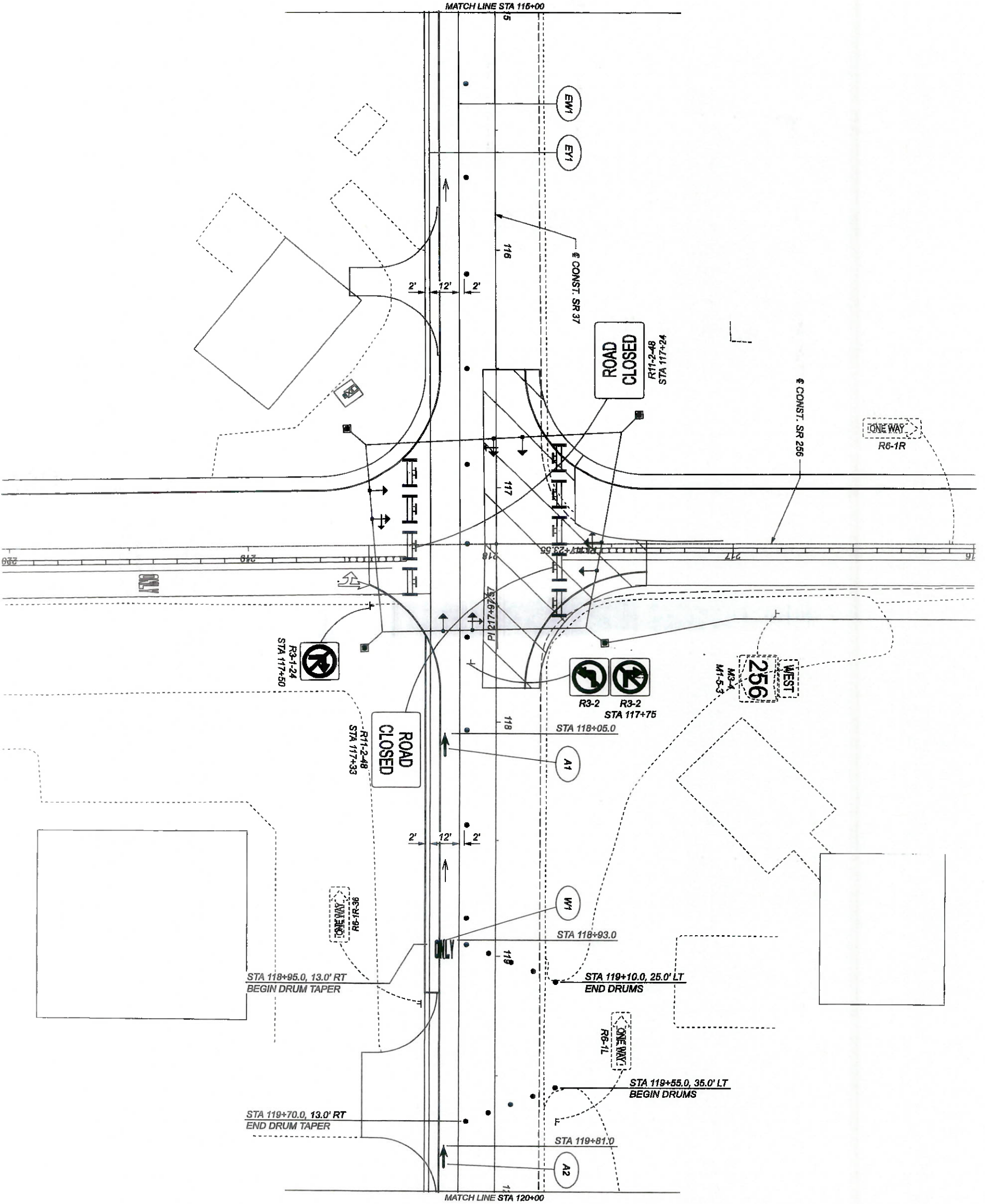


FOR LEGEND, SEE SHEET X4

MAINTENANCE OF TRAFFIC - PHASE 2B
 SR 37 - STA 110+00 TO STA 115+00



DESIGN AGENCY	MEAD STUNT
CLIENT	
DESIGNER	EGD
REVIEWER	MJH 07/07/20
PROJECT ID	110412
SHEET TOTAL	P.36 136



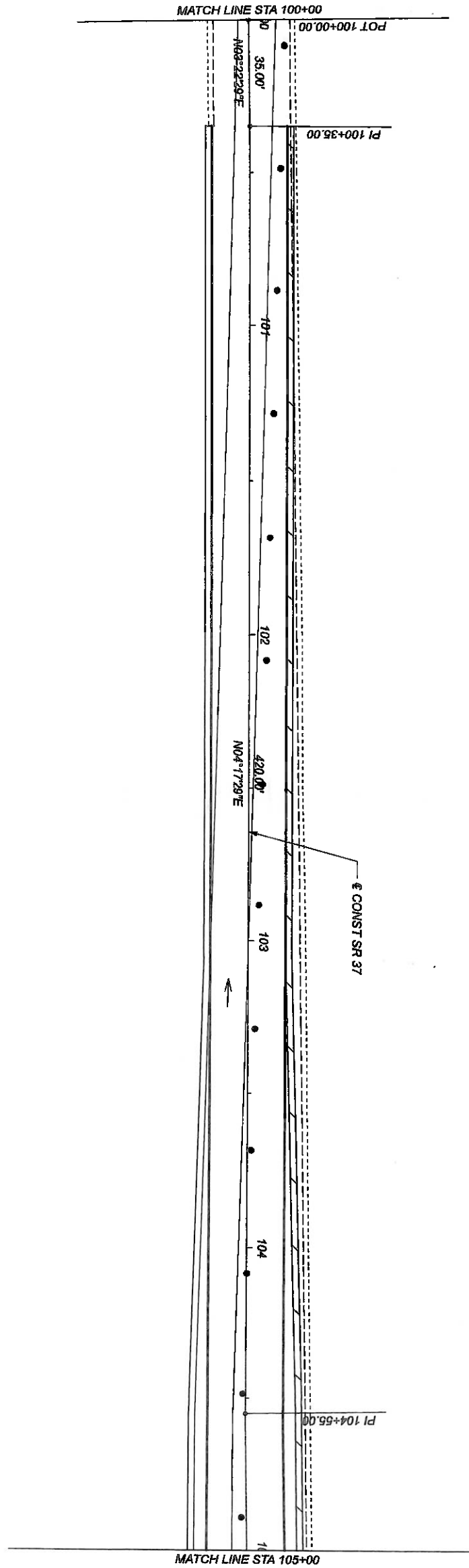
FOR LEGEND, SEE SHEET xx

DESIGN AGENCY	Mead Stunt
CLIENT	ODOT
DESIGNER	EGD
REVIEWER	MAH 07/07/20
PROJECT ID	110412
SHEET	P.37
TOTAL	136

MAINTENANCE OF TRAFFIC - PHASE 2B
 SR 37 - STA 115+00 TO STA 120+00 & SR 256 - STA 216+00 TO STA 220+00

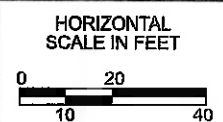
HORIZONTAL SCALE IN FEET

0 10 20 40

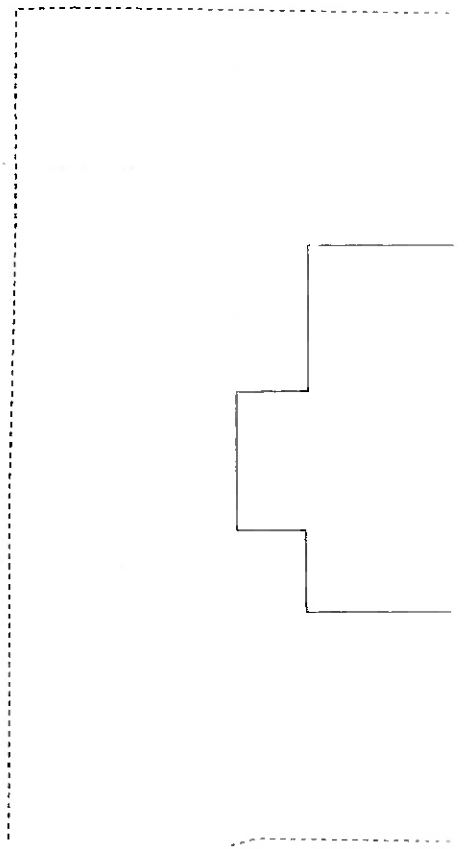
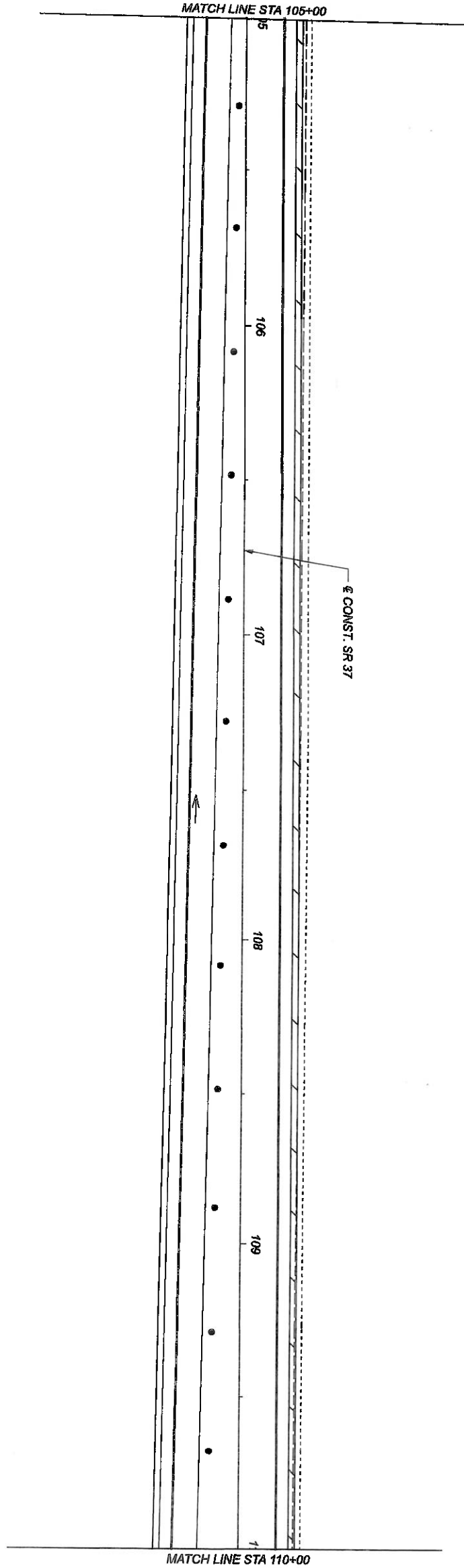


FOR LEGEND, SEE SHEET 32

**MAINTENANCE OF TRAFFIC - PHASE 3
SR 37 - STA 100+00 TO STA 105+00**

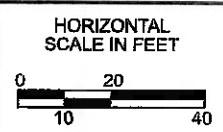


DESIGN AGENCY	Mead
CLIENT	Stunt
DESIGNER	EGD
REVIEWER	MAJH
PROJECT ID	07/07/20
PROJECT ID	110412
SHEET TOTAL	P.42 / 136

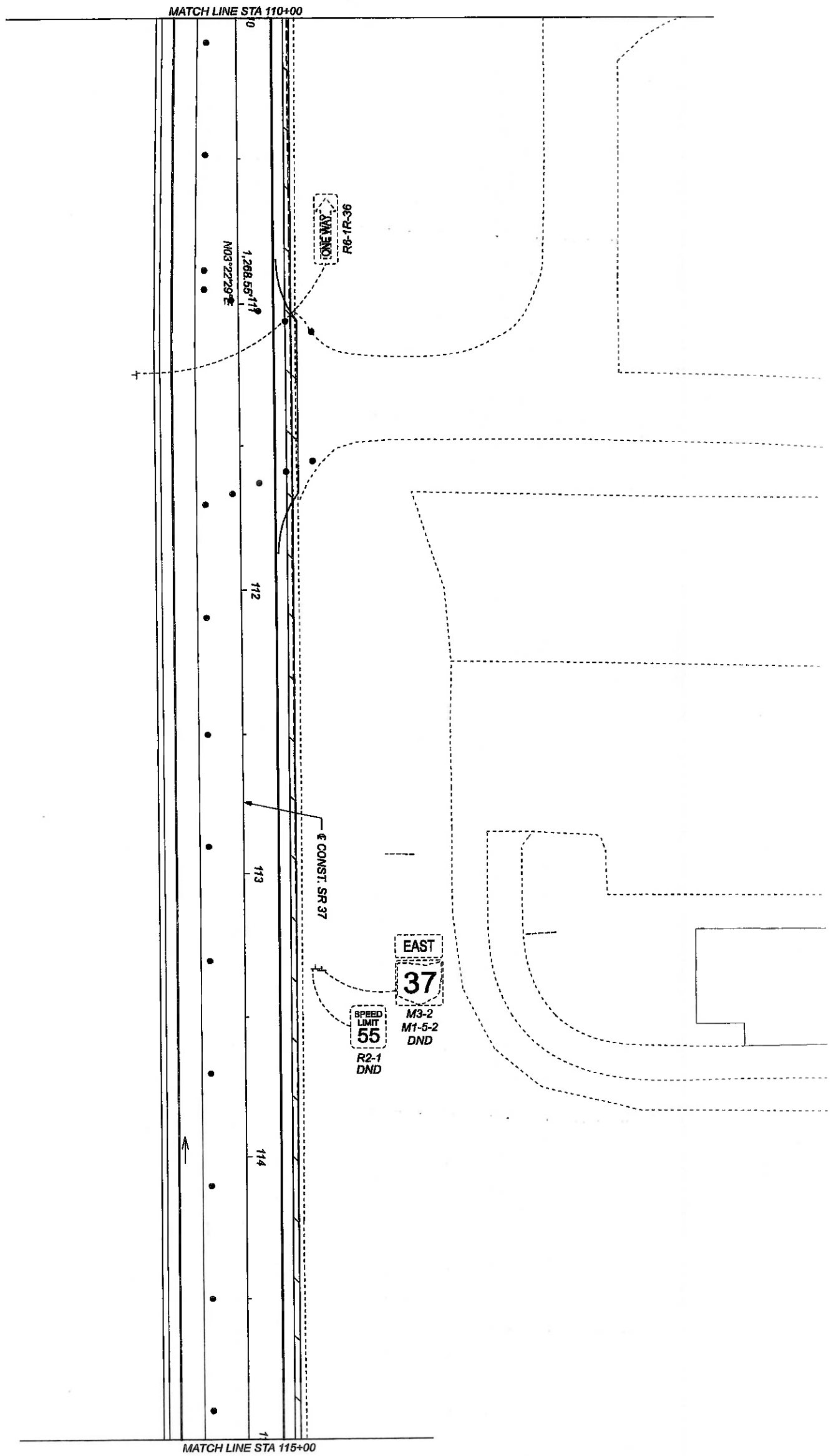


FOR LEGEND, SEE SHEET xx

**MAINTENANCE OF TRAFFIC - PHASE 3
SR 37 - STA 105+00 TO STA 110+00**



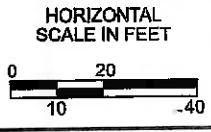
DESIGN AGENCY	Mead & Hunt
CLIENT	
DESIGNER	EGD
REVIEWER	MAH 07/07/20
PROJECT ID	110412
SHEET TOTAL	P 43 136

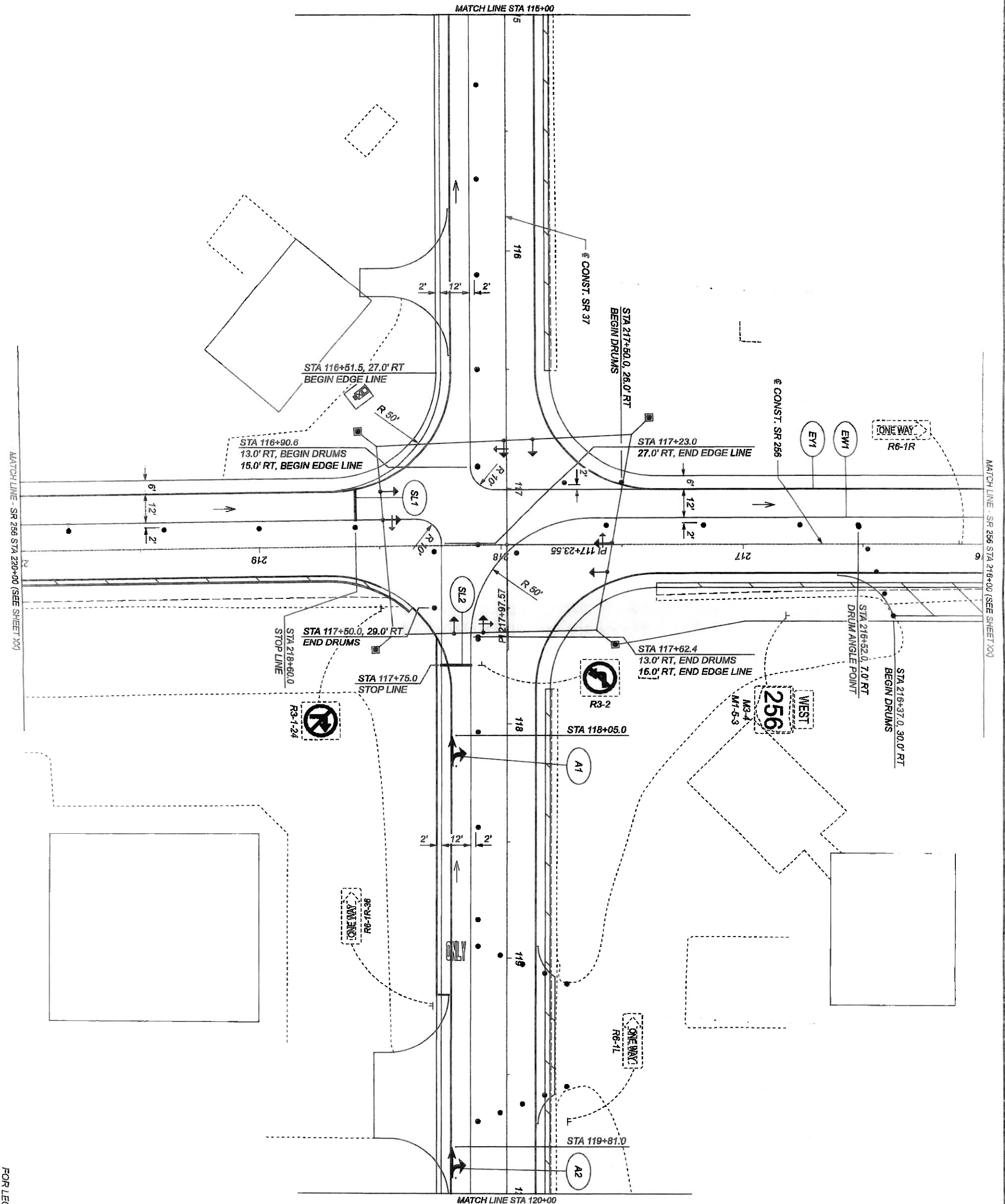


FOR LEGEND, SEE SHEET 3x

DESIGN AGENCY	Mead & Stunt
CLIENT	
DESIGNER	EGD
REVIEWER	MLH
DATE	07/07/20
PROJECT ID	110412
SHEET TOTAL	P. 44 / 136

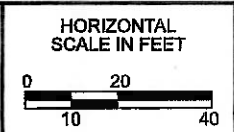
MAINTENANCE OF TRAFFIC - PHASE 3
SR 37 - STA 110+00 TO STA 115+00





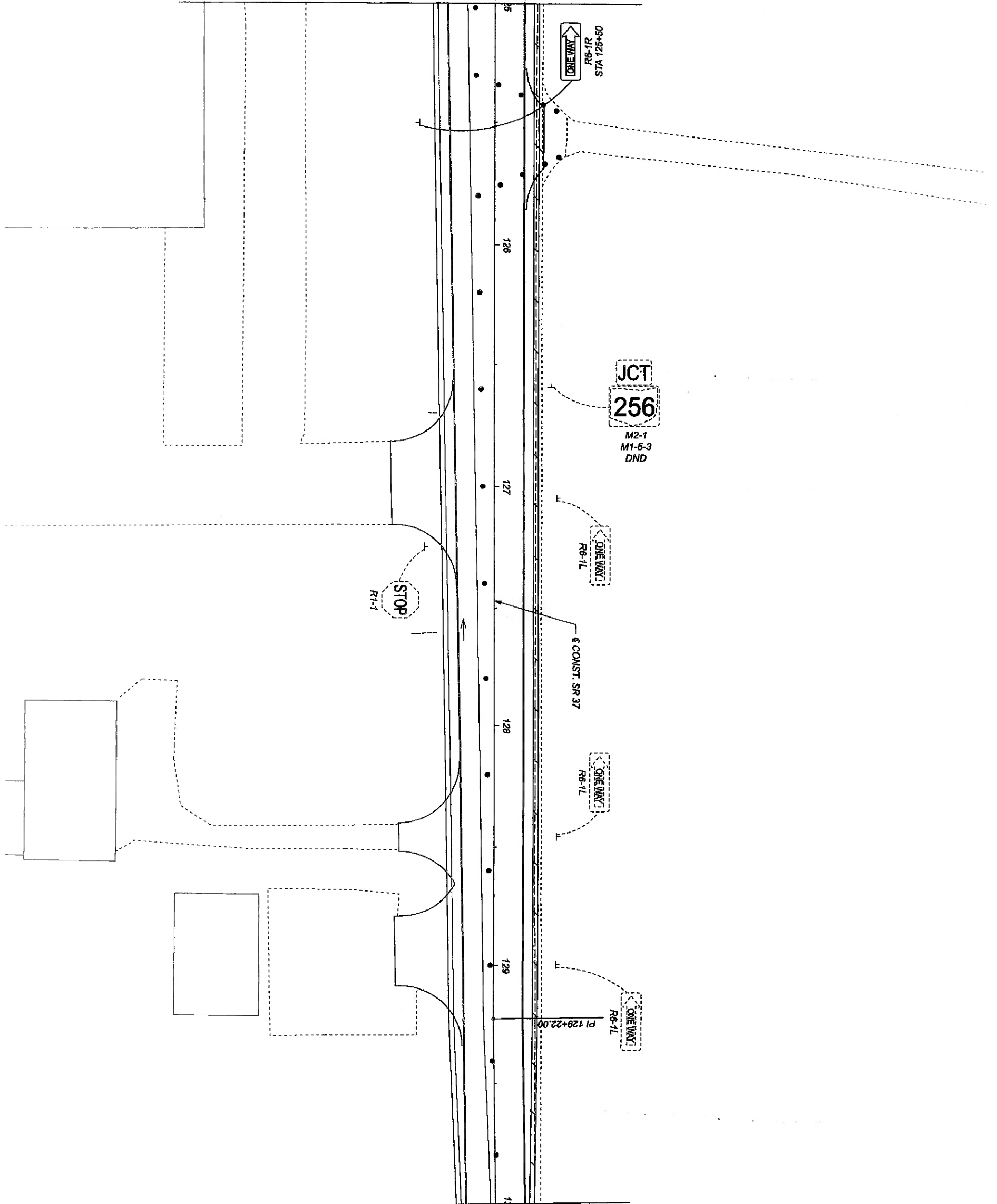
FOR LEGEND, SEE SHEET XX

MAINTENANCE OF TRAFFIC - PHASE 3
SR 37 - STA 115+00 TO STA 120+00 & SR 256 - STA 216+00 TO STA 220+00



	DESIGN AGENCY
	CLIENT
	DESIGNER
	EGD
	REVIEWER
PROJECT ID	110412
PROJECT DATE	07/07/20
SHEET	P.45
TOTAL	136

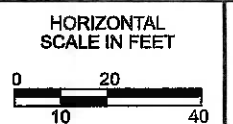
MATCH LINE STA 125+00



MATCH LINE STA 130+00

FOR LEGEND, SEE SHEET 3X

MAINTENANCE OF TRAFFIC - PHASE 3
SR 37 - STA 125+00 TO STA 130+00



DESIGN AGENCY	Mead Hunt
CLIENT	OHIO
DESIGNER	EGD
REVIEWER	MJH 07/07/20
PROJECT ID	110412
SHEET TOTAL	P.47 136