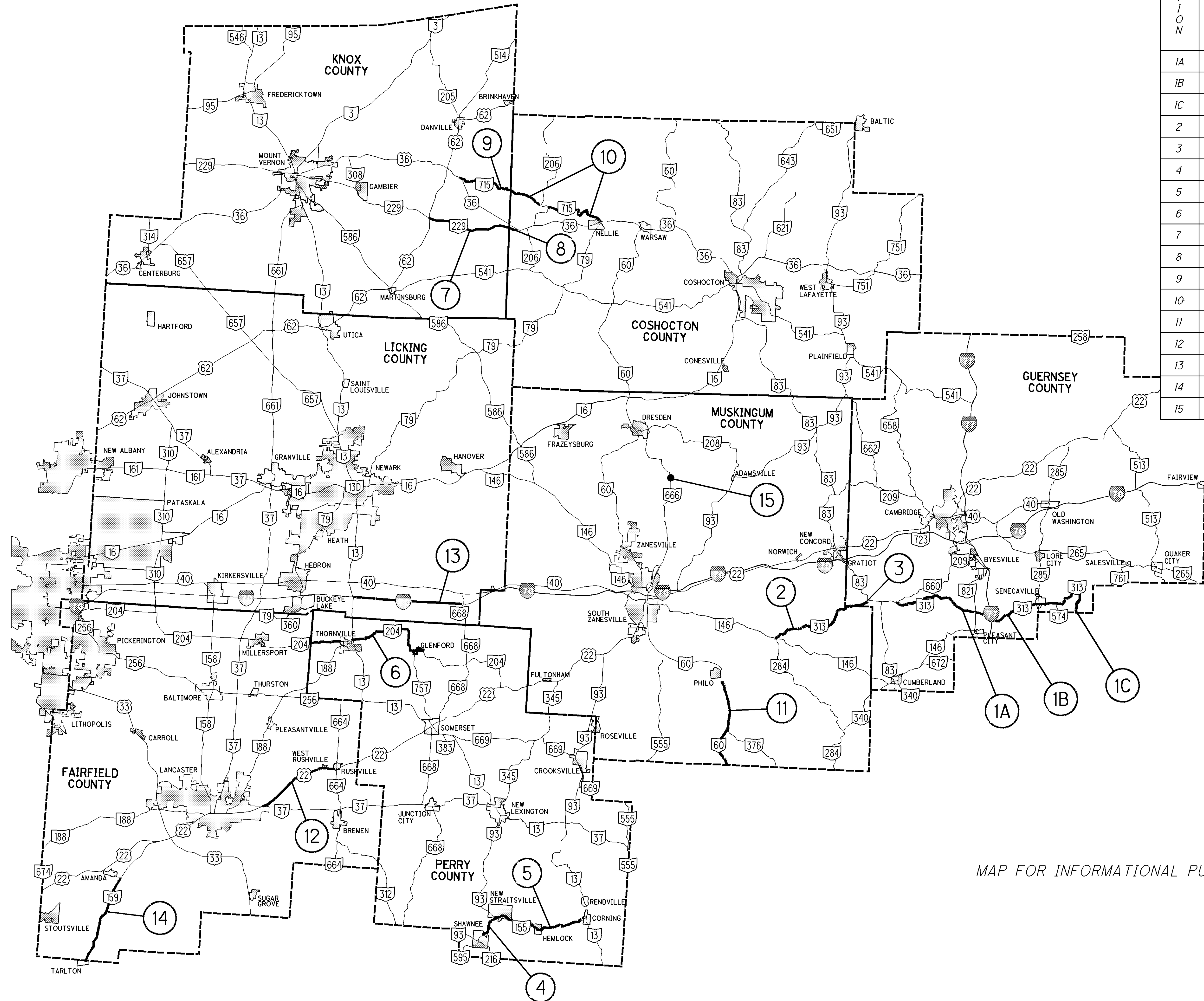


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LOCATION	PLAN SPLIT	COUNTY	ROUTE	BEGIN	END	LENGTH MILES	CITY/VILLAGE
				SLM	SLM		
1A	2	GUE	313	2.50	9.91	7.41	
1B	1	GUE	313	9.91	20.99	11.08	
1C	1	GUE	313	20.99	21.03	0.04	SENECAVILLE
2	2	MUS	313	0.00	7.13	7.13	
3	2	GUE	313	0.00	1.24	1.24	
4	1	PER	93	1.70	3.90	2.20	
5	1	PER	155	0.00	7.45	7.45	NEW STRAITSVILLE HEMLOCK
6	2	PER	204	0.00	10.00	10.00	GLENFORD
7	2	KNO	229	19.27	25.38	6.11	
8	1	COS	229	0.00	0.70	0.70	
9	2	KNO	715	0.00	4.26	4.26	
10	2	COS	715	0.00	8.14	8.14	
11	1	MUS	60	0.00	8.03	8.03	
12	1	FAI	22	18.67	26.07	7.40	
13	3	LIC	70	20.09	28.00	7.91	
14	1	FAI	159	0.00	6.75	6.75	
15	2	MUS	666	9.69	9.76	0.07	

MAP FOR INFORMATIONAL PURPOSES ONLY

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

NOTIFICATION OF ROAD CLOSURE OR RESTRICTION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF TWENTY ONE (21) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (614) 887-4510 OR EMAIL AT D05.PIO@DOT.STATE.OH.US

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4525 OR EMAIL AT BRIAN.BOSCH@DOT.STATE.OH.US

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.STATE.OH.US

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

PAVEMENT MARKINGS

AFTER ALL REPAIRS HAVE BEEN MADE ON EACH LOCATION, THE CONTRACTOR SHALL RE-STRIPE THE WHITE EDGE LINE FOR THE ENTIRE LENGTH OF THE ROUTE. QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE PURPOSE DESCRIBED ABOVE.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER A MINIMUM OF 24 HOURS PRIOR TO APPLYING PAVEMENT MARKING MATERIALS ON ANY ROUTES SO THAT ODOT PERSONNEL MAY BE PRESENT DURING PAVEMENT MARKING OPERATIONS. AS PER CMS 614.04, THE CONTRACTOR SHALL PROVIDE ODOT PERSONNEL A COPY OF THE DLS SHORT REPORT AT THE END OF EVERY WORK DAY OR AS REQUESTED THROUGHOUT THE DAY. THE CONTRACTOR SHALL NOT RECEIVE PAYMENT FOR ANY WORK DONE WITHOUT NOTIFICATION AS STATED ABOVE OR IF DSL SHORT REPORTS ARE NOT PROVIDED DAILY.

ITEM 203, EXCAVATION, AS PER PLAN

THIS WORK SHALL CONSISTS OF FULL DEPTH PAVEMENT SAWING; REMOVING THE EXISTING ASPHALT CONCRETE AND/OR AGGREGATE PAVEMENT COURSES; SHAPING AND COMPACTING THE EXPOSED MATERIAL AS DETAILED ON SHEET 6.

PAYMENT SHALL BE MADE AT THE UNIT BID PRICE AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIAL AND INCIDENTALS TO COMPLETE THE ITEM.

AGGREGATE SHOULDER WORK

THE CONTRACTOR SHALL NOTIFY LANCE ZIMMERMAN AT (740) 404-7804, AT LEAST ONE WEEK PRIOR TO BEGINNING WORK AT EACH LOCATION.

AS THE CONTRACTOR FINISHES PAVEMENT REPAIRS, ANY WORK REQUIRED TO RESTORE THE AGGREGATE SHOULDERS WILL BE COMPLETED BY ODOT COUNTY FORCES. LANCE ZIMMERMAN WILL COORDINATE THE WORK TO REPAIR THE AGGREGATE SHOULDERS WITH EACH ODOT COUNTY MANAGER.

THE WORK BY ODOT FORCES MAY BE CONSTRUCTED CONCURRENTLY WITH THIS PROJECT. IT IS IMPERATIVE THAT THE ODOT COUNTY FORCES AND THE CONTRACTOR COOPERATE FULLY WITH EACH OTHER AS OUTLINED IN SECTION 105.08 OF THE CMS. ALL MAINTENANCE OF TRAFFIC SHALL BE COORDINATED BETWEEN BOTH PARTIES SO THAT THERE IS NO CONFLICTS WITH ONE ANOTHER OR THE WORK THEY ARE PERFORMING.

ITEM 253, PAVEMENT REPAIR (A)

PAVEMENT REPAIR LOCATIONS AND QUANTITIES HAVE BEEN INCLUDED IN THE PLAN TO BE USED, "AS DIRECTED BY THE ENGINEER". THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUB-BASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES.

DEPTH OF EXCAVATION SHALL BE **7.25"**. THE MINIMUM WIDTH SHALL BE 5.0 FT IN ORDER TO PROVIDE ENOUGH ROOM FOR PROPER COMPACTION EQUIPMENT. AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH ITEM 407, TACK COAT. REPLACEMENT MATERIAL WILL BE 6" OF ITEM 301, ASPHALT CONCRETE BASE, PG64-22 FOLLOWED BY 1.25" OF ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M. **SURFACE COURSE SHALL BE PLACED ON ALL REPAIR AREAS THE SAME DAY.**

THE PERIMETER OF ALL REPAIR AREAS SHALL BE SEALED IN ACCORDANCE WITH CMS 401.17.

REPAIR QUANTITIES MAY BE USED ON THE MAINLINE PAVEMENT OR ON PAVED SHOULDERS. ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253, PAVEMENT REPAIR (A).

ITEM 253, PAVEMENT REPAIR (B)

PAVEMENT REPAIR LOCATIONS AND QUANTITIES HAVE BEEN INCLUDED IN THE PLAN TO BE USED, "AS DIRECTED BY THE ENGINEER". THE INTENT OF THIS OPERATION IS TO REPAIR THOSE AREAS OF PAVEMENT WHICH HAVE COMPLETELY FAILED (PUMPING OF SUB-BASE MATERIAL) AND NOT TO CORRECT SURFACE IRREGULARITIES.

DEPTH OF EXCAVATION SHALL BE **± 8.0"** OR TO THE TOP OF THE CONCRETE BASE (CONCRETE BASE SHALL REMAIN). THE MINIMUM WIDTH SHALL BE 5.0 FT. AFTER EXCAVATION HAS BEEN COMPLETED, THE FACE OF THE REPAIR SHALL BE COATED WITH ITEM 407, TACK COAT. REPLACEMENT MATERIAL WILL BE 6.5" OF ITEM 301, ASPHALT CONCRETE BASE, PG64-22 (OR THICKNESS NECESSARY TO BRING BASE TO 1.5" BELOW EXISTING SURFACE ELEVATION) FOLLOWED BY 1.5" OF ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG70-22M. **SURFACE COURSE SHALL BE PLACED ON ALL REPAIR AREAS THE SAME DAY.**

THE PERIMETER OF ALL REPAIR AREAS SHALL BE SEALED IN ACCORDANCE WITH CMS 401.17.

REPAIR QUANTITIES MAY BE USED ON THE MAINLINE PAVEMENT OR ON PAVED SHOULDERS. ALL EXCAVATION, MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE PAID FOR UNDER ITEM 253, PAVEMENT REPAIR (B).

S.R. 159 PAVEMENT WIDENING

STATE ROUTE 159 IN FAIRFIELD COUNTY FROM SLM 0.00 TO SLM 6.75 (HAMBURG RD) SHALL BE WIDENED AS PER THE TYPICAL SECTION AND NOTES SHOWN ON **SHEET 6**.

STATE SCENIC RIVERS

PORTIONS OF THE PROJECT AREA ARE WITHIN 1000 FEET OF THE STATE SCENIC KOKOSING AND MOHICAN RIVERS. IN ACCORDANCE WITH THE MEMORANDUM OF AGREEMENT BETWEEN ODOT AND THE OHIO DEPARTMENT OF NATURAL RESOURCES REGARDING WORK WITHIN 1000 FEET OF SCENIC RIVERS, THE CONTRACTOR SHALL COMPLY WITH THE FOLLOWING CONDITIONS WHEN WORKING WITHIN 1000 FEET OF THE KOKOSING AND MOHICAN RIVERS:

IF ANY EARTHWORK IS PERFORMED WITHIN A PROJECT AREA, THEN A SEDIMENT AND EROSION CONTROL PLAN SHALL BE DEVELOPED AND IMPLEMENTED BEFORE EARTHWORK COMMENCES. ALL CONTROLS SHALL BE PROPERLY MAINTAINED UNTIL FINAL SITE STABILIZATION HAS BEEN ACHIEVED. ALL DENUDED AREAS (LOCATION WHERE VEGETATION IS REMOVED) SHALL BE SEEDED AND MULCHED IMMEDIATELY UPON COMPLETION OF EARTHWORK OR WITHIN SEVEN DAYS. PROPERLY INSTALLED (FRAMED AND ENTRENCHED) SEDIMENT FENCE SHALL BE UTILIZED AROUND ANY STORM SEWER INLETS. APPROPRIATELY DESIGNED ROCK CHECK DAMS AND OTHER EROSION CONTROLS SHALL BE UTILIZED IN DITCHES AND CULVERTS. PARTICULAR ATTENTION SHALL BE GIVEN TO WATERCOURSES THAT COULD CONVEY SEDIMENT LADEN WATER DIRECTLY TO A DESIGNATED SCENIC RIVER. ANY DENUDED DITCHES SHALL BE SEEDED AND PROTECTED IMMEDIATELY WITH EROSION CONTROL MATTING OR SOD UPON COMPLETION OF EARTHWORK. STRAW BALES SHALL NOT BE UTILIZED AS A FORM OF SEDIMENT AND EROSION CONTROL. ALL SEDIMENT AND EROSION CONTROLS SHALL BE REMOVED UPON STABILIZATION OF THE PROJECT AREA.

IF ROADSIDE DITCH MAINTENANCE IS NECESSARY WITHIN 1000 FEET OF A DESIGNATED STATE SCENIC RIVER, THEN THE DITCH SHALL BE MAINTAINED ONLY FOR THE ORIGINAL INTENDED FUNCTION AND RESTORED TO THE ORIGINAL DESIGN CONFIGURATION. ANY DENUDED DITCHES SHALL BE SEEDED AND PROTECTED IMMEDIATELY WITH EROSION CONTROL MATTING OR SOD UPON COMPLETION OF EARTHWORK. STRAW BALES SHALL NOT BE UTILIZED AS A FORM OF SEDIMENT AND EROSION CONTROL. ALL SEDIMENT AND EROSION CONTROLS SHALL BE REMOVED UPON STABILIZATION OF THE PROJECT AREA.

NO TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINTS, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO A SCENIC RIVER OR ANY TRIBUTARY WATER COURSES. ALL ASPHALT OR CONCRETE GRINDINGS, EXCESS ASPHALTIC OR CONCRETE MATERIALS OR ANY OTHER DEBRIS GENERATED DURING RESURFACING OR OTHER SIMILAR ACTIVITIES SHALL BE REMOVED IMMEDIATELY FROM WITHIN 1000 FEET OF A SCENIC RIVER AND DISPOSED OF AT AN APPROPRIATE FACILITY ABOVE THE FEMA 100 YEAR FLOOD ELEVATION AND NOT WITHIN 1000 FEET OF THE SCENIC RIVER.

COOPERATION BETWEEN CONTRACTORS

THE STATE OF OHIO HAS CONTRACTED PROJECTS **D05-PM-FY2017(A) PID 95148 AND FRA/PIC-PPM-FY17J PID 101312** WHICH MAY BE CONSTRUCTED CURRENTLY WITH THIS PROJECT. IT IS IMPERATIVE THAT THE CONTRACTORS COOPERATE FULLY WITH EACH OTHER AS OUTLINED IN SECTION 105.08 OF THE CMS MANUAL. ALL MAINTENANCE OF TRAFFIC SHALL BE COORDINATED BETWEEN PROJECTS AND NOT CONFLICT WITH ONE ANOTHER.

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GENERAL NOTES

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ITEM 614, MAINTAINING TRAFFIC

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON STATE/US ROUTES. 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.

A MINIMUM OF TWO/THREE LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON I.R. 70, EXCLUDING THE CLOSURE TIMES STATED IN THE "LANE VALUE CONTRACT TABLE" BELOW:

LANE VALUE CONTRACT TABLE

LOCATION	CRITICAL WORK: TIME WHEN ONE/TWO (1/2) LANES MAY BE CLOSED	TIME UNIT	DISINCENTIVE (\$ PER TIME UNIT)
I.R 70 WB SLM 20.09-28.00	ODOT PERMITTED LANE CLOSURE TIMES WEBSITE: HTTP://PLCM.DOT.STATE.OH.US	15 MIN.	\$2,500

LANE CLOSURES ON I.R. 70 SHALL BE PERFORMED USING DRUMS PER SCD MT-95.30. DUE TO THE NATURE OF THE WORK, TRAFFIC MAY NEED SHIFTED ONTO THE EXISTING SHOULDERS. NO TEMPORARY MARKINGS SHALL BE USED. ALL CHANNELIZING OF TRAFFIC SHALL BE COMPLETED USING DRUMS. THE EXISTING EDGE LINES AND RUMBLE STRIPS SHALL NOT BE DISTURBED. IT IS RECOMMENDED THAT TRUCK MOUNTED ATTENUATORS BE USED IN ALL REPAIR LOCATIONS ON I.R. 70 TO PROTECT WORKERS FROM TRAFFIC.

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.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00AM FRIDAY
THURSDAY (THANKSGIVING)	12:00N WEDNESDAY THROUGH 6:00AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE OF \$75 FOR EACH MINUTE THE ABOVE DESCRIBED LANE AND RAMP CLOSURE RESTRICTIONS ARE VIOLATED.

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED IN THIS NOTE WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (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) SHOULD BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS, AS DIRECTED BY THE ENGINEER:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

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

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LAW ENFORCEMENT OFFICERS (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 HOURS PAID SHALL INCLUDE 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.

**ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE
LOCATION 13: 80 HOUR**

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ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FEET AND 475 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN (CONT'D.)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

A TOTAL OF 2 PCMS SHALL BE REQUIRED FOR THIS PROJECT.
2 SIGNS x 10 DAYS = 20 DAY

**ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
LOCATION 13: 20 DAY**

ITEM 614, WORK ZONE MARKING SIGN

IN ACCORDANCE WITH CMS SECTION 614.04, THE FOLLOWING QUANTITIES OF WORK ZONE MARKING SIGNS HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL SUPPLY, INSTALL AND REMOVE THE "NO EDGE LINE" SIGNS. **THE CONTRACTOR WILL ONLY BE REQUIRED TO ERECT SIGNS AT LEAST ONCE EVERY 2 MILES ALONG THE ROADWAY.** THE SIGNS SHALL REMAIN IN PLACE UNTIL THE EDGE LINES HAVE BEEN REPLACED. THE ENGINEER WILL INFORM THE CONTRACTOR WHEN HE/SHE CAN REMOVE THE SIGNS.

ITEM 614, WORK ZONE MARKING SIGN

- | | |
|----------------------|---------------------|
| LOCATION 1A: 8 EACH | LOCATION 7: 8 EACH |
| LOCATION 1B: 12 EACH | LOCATION 8: 2 EACH |
| LOCATION 2: 8 EACH | LOCATION 9: 4 EACH |
| LOCATION 3: 4 EACH | LOCATION 10: 8 EACH |
| LOCATION 4: 4 EACH | LOCATION 11: 8 EACH |
| LOCATION 5: 8 EACH | LOCATION 12: 8 EACH |
| LOCATION 6: 12 EACH | LOCATION 14: 6 EACH |

ADDITIONAL EDGE LINE QUANTITY

IF PAVEMENT REPAIRS FOR THE FOLLOWING ROUTES ARE NOT COMPLETED BY 10/15/17, NEW EDGE LINES SHALL BE PLACED BY 10/15/17.

- GUE-313-(0.00-1.24)
- GUE-313-(2.50-21.03)
- MUS-313-(0.00-7.13)
- COS-229-(0.00-0.70)
- KNO-229-(19.27-25.38)
- COS-715-(0.00-8.14)
- KNO-715-(0.00-4.26)
- PER-155-(0.00-7.45)
- PER-204-(0.00-10.00)

NOTE: NEW EDGE LINES SHALL BE PLACED AGAIN AFTER THE REPAIRS ARE COMPLETED AS SHOWN IN THE PLANS.

THE FOLLOWING QUANTITY SHALL BE USED FOR THE WORK ABOVE:

ITEM 642, EDGE LINE, 6" - 127.12 MILE

("01/STR/PV" - 58.54 MILE "02/NFA/PV"- 68.58 MILE)

ITEM 614, DETOUR SIGNING, AS PER PLAN

THE CONTRACTOR SHALL SUPPLY, ERECT, MAINTAIN, AND REMOVE THE DETOUR SIGNING. ALL **ROUTE SIGNS** DESIGNATED IN THIS PLAN WILL BE ODOT SUPPLIED AND CAN BE PICKED UP FROM AND RETURNED TO THE **ODOT DISTRICT FIVE OFFICE LOCATED AT 9600 JACKSONTOWN ROAD, JACKSONTOWN, OH 43030** BY THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY THE DISTRICT FIVE ROADWAY SERVICES MANAGER AT **740-323-4400** A MINIMUM OF SEVEN DAYS PRIOR TO PICK UP OF ALL ROUTE SIGNS DESIGNATED IN THIS PLAN AS ODOT SUPPLIED.

THIS ITEM ALSO INCLUDES THE COVERING AND UNCOVERING OF DETOUR SIGNS IN THE MORNING AND NIGHT OF EACH WORK DAY DURING THE S.R. 159 PAVEMENT WIDENING.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIAL AND INCIDENTALS TO PERFORM THIS WORK SHALL BE INCLUDED IN THE **LUMP SUM BID FOR ITEM 614, DETOUR SIGNING, AS PER PLAN.**

S.R. 159 WORK RESTRICTIONS

DUE TO LIMITED EXISTING PAVEMENT WIDTH, TRAFFIC ON S.R. 159 WILL NEED DETOURED (AS SHOWN ON SHEET 5A) DURING THE PAVEMENT WIDENING. THE FOLLOWING WORK RESTRICTIONS SHALL APPLY:

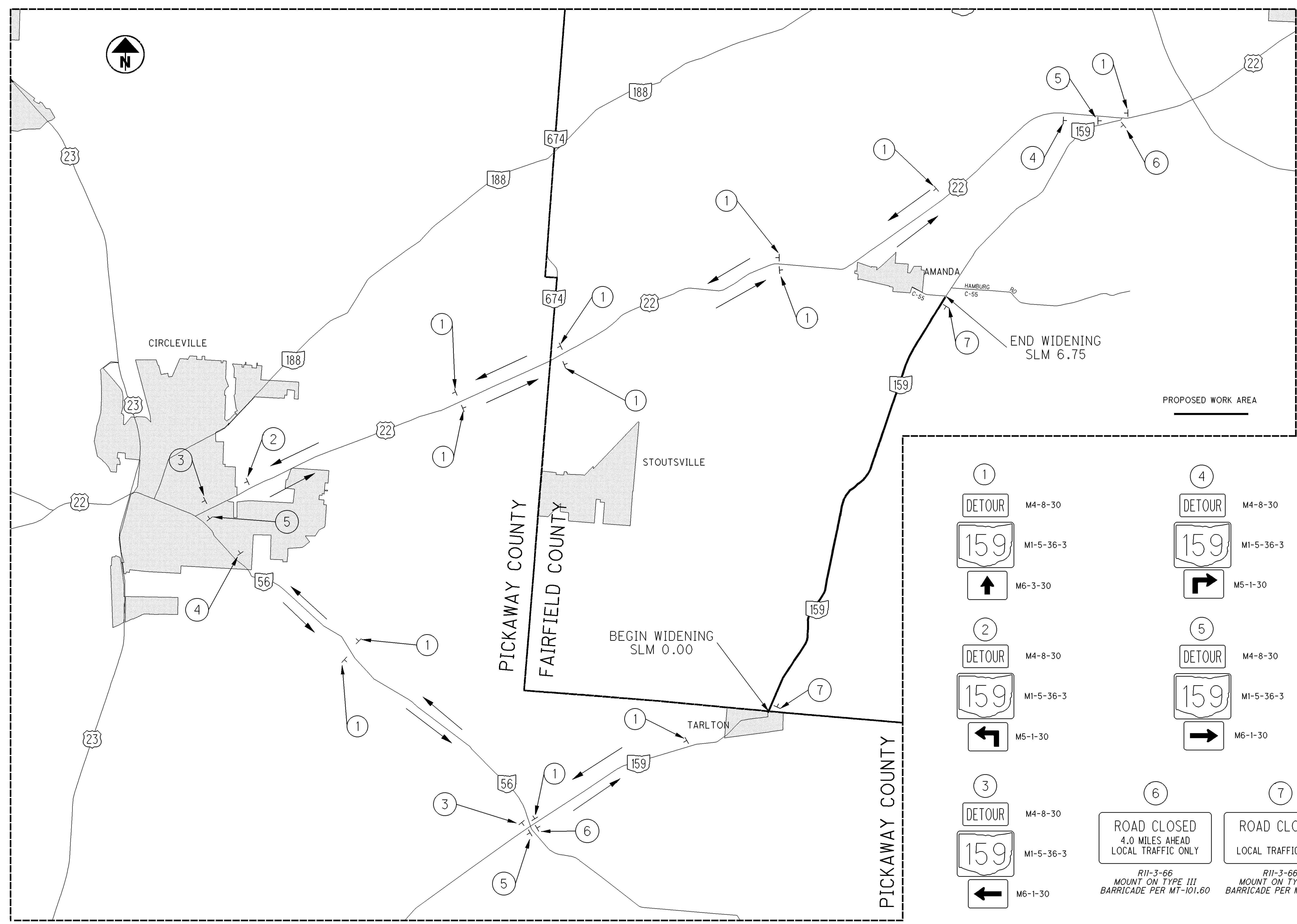
- THE DETOUR SHALL BE IN PLACE FROM 7 A.M. TO 7 P.M
- THE PAVEMENT WIDENING SHALL OCCUR WHEN AMANDA CLEARCREEK LOCAL SCHOOLS ARE OUT OF SESSION

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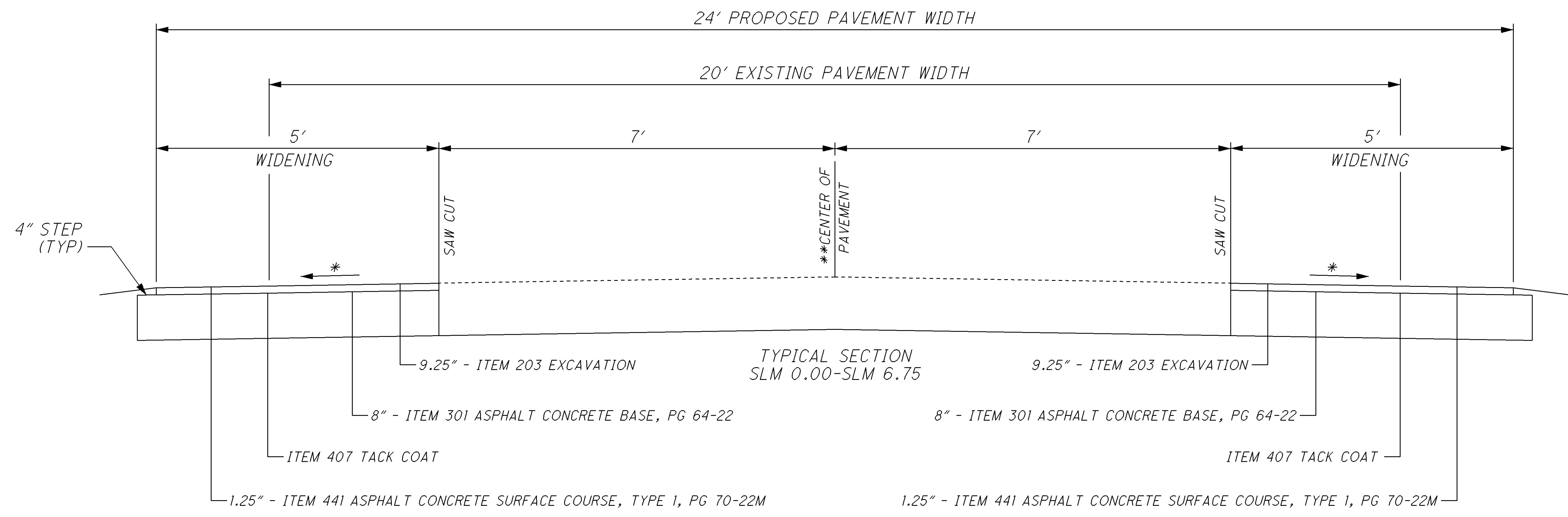
MAINTENANCE OF TRAFFIC DETOUR MAP

D05 - SP - FY2018

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①	DETOUR	M4-8-30	④	DETOUR	M4-8-30
	159	M1-5-36-3		159	M1-5-36-3
	↑	M6-3-30		↗	M5-1-30
②	DETOUR	M4-8-30	⑤	DETOUR	M4-8-30
	159	M1-5-36-3		159	M1-5-36-3
	↙	M5-1-30		→	M6-1-30
③	DETOUR	M4-8-30	⑥	ROAD CLOSED	4.0 MILES AHEAD LOCAL TRAFFIC ONLY
	159	M1-5-36-3			R11-3-66 MOUNT ON TYPE III BARRICADE PER MT-101.60
	↑	M6-1-30	⑦	ROAD CLOSED	LOCAL TRAFFIC ONLY
					R11-3-66 MOUNT ON TYPE III BARRICADE PER MT-101.60



NOTES:
 THE ROADWAY SHALL BE SAW CUT, FULL DEPTH, 7' FROM THE ROADWAY CENTERLINE. THE CONTRACTOR SHALL EXCAVATE THE EXISTING ASPHALT AND AGGREGATE SHOULDER TO THE WIDTH AND DEPTH SHOWN ON THE TYPICAL SECTION ABOVE. AFTER EXCAVATION, THE SUBBASE SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER.

* MATCH EXISTING PAVEMENT SLOPE
 ** CENTER OF PAVEMENT MAY NOT BE WHERE CENTER LINE STRIPE IS LOCATED

THE FACE OF THE TRENCH, AT THE SAW CUT, SHALL BE COATED WITH TACK COAT AT A RATE OF 0.25 GAL/SQ.YD. REPLACEMENT MATERIAL SHALL BE 8" OF ITEM 301 ASPHALT CONCRETE BASE, PG 64-22 (PLACED AND COMPACTED IN TWO (2) LIFTS) AND 1.25" ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M.

THE LONGITUDINAL JOINT SHALL BE SEALED IN ACCORDANCE WITH CMS 401.17.

ALL EXCAVATED AREAS SHALL, AT A MINIMUM, HAVE ITEM 301 ASPHALT CONCRETE BASE, PG 64-22 PLACED AND COMPACTED BY THE END OF THE WORK DAY. THE CONTRACTOR SHALL PLACE "UNEVEN LANES" (W8-11) SIGNS WHENEVER THE ROADWAY IS OPEN TO TRAFFIC WITHOUT THE FINAL SURFACE COURSE IN PLACE. THE PLACEMENT AND REMOVAL OF THESE SIGNS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC.

SEE SHEET 8 FOR QUANTITIES

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG 70-22M SHALL NOT BE PLACED UNTIL THE ENTIRE LANE HAS BEEN WIDENED

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PAVEMENT REPAIR DATA														
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	ESTIMATED REPAIR LENGTH	PROPOSED REPAIR WIDTHS	REPAIR AREA	253		253		642	648	COMMENTS
								THICKNESS	PAVEMENT REPAIR, AS PER PLAN (A)	THICKNESS	PAVEMENT REPAIR, AS PER PLAN (B)	EDGE LINE, 6"	EDGE LINE, 6"	
					FEET	FEET	SQ. YD.	INCHES	CU. YD.	INCHES	CU. YD.	MILE	MILE	
1A	GUE	S.R. 313 E.B.	2.50	9.91	5100	5	2,833.3	7.25	570.6			7.41		
1A	GUE	S.R. 313 W.B.	2.50	9.91	3000	5	1,666.7	7.25	335.6			7.41		
LOCATION 1A TOTALS (CARRIED TO SUB-SUMMARY)									906.3			14.82		
1B	GUE	S.R. 313 E.B.	9.91	20.99	2100	5	1,166.7	7.25	235.0			11.08		
1B	GUE	S.R. 313 W.B.	9.91	20.99	4500	5	2,500.0	7.25	503.5			11.08		
LOCATION 1B TOTALS (CARRIED TO SUB-SUMMARY)									738.4			22.16		
1C	GUE	S.R. 313 E.B.	20.99	21.03	50	5	27.8	7.25	5.6			0.04		
1C	GUE	S.R. 313 W.B.	20.99	21.03	50	5	27.8	7.25	5.6			0.04		
LOCATION 1C TOTALS (CARRIED TO SUB-SUMMARY)									11.2			0.08		
2	MUS	S.R. 313 E.B.	0.00	7.13	3400	5	1,888.9	7.25	380.4			7.13		
2	MUS	S.R. 313 W.B.	0.00	7.13	3400	5	1,888.9	7.25	380.4			7.13		
LOCATION 2 TOTALS (CARRIED TO SUB-SUMMARY)									760.8			14.26		
3	GUE	S.R. 313 E.B.	0.00	1.24	500	5	277.8	7.25	55.9			1.24		
3	GUE	S.R. 313 W.B.	0.00	1.24	500	5	277.8	7.25	55.9			1.24		
LOCATION 3 TOTALS (CARRIED TO SUB-SUMMARY)									111.9			2.48		
4	PER	S.R. 93 S.B.	1.70	3.90	1200	5	666.7	7.25	134.3			2.20		
4	PER	S.R. 93 N.B.	1.70	3.90	1000	5	555.6	7.25	111.9			2.20		
LOCATION 4 TOTALS (CARRIED TO SUB-SUMMARY)									246.1			4.40		
5	PER	S.R. 155 S.B.	0.00	7.45	8500	5	4,722.2	7.25	951.0			7.45		
5	PER	S.R. 155 N.B.	0.00	7.45	3700	5	2,055.6	7.25	414.0			7.45		
LOCATION 5 TOTALS (CARRIED TO SUB-SUMMARY)									1365.0			14.90		
6	PER	S.R. 204 E.B.	0.00	10.00	5300	5	2,944.4	7.25	593.0			10.00		
6	PER	S.R. 204 W.B.	0.00	10.00	5000	5	2,777.8	7.25	559.4			10.00		
LOCATION 6 TOTALS (CARRIED TO SUB-SUMMARY)									1152.4			20.00		
7	KNO	S.R. 229 E.B.	19.27	25.38	8000	5	4,444.4	7.25	895.1			6.11		
7	KNO	S.R. 229 W.B.	19.27	25.38	7000	5	3,888.9	7.25	783.2			6.11		
LOCATION 7 TOTALS (CARRIED TO SUB-SUMMARY)									1678.2			12.22		

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PAVEMENT REPAIR DATA

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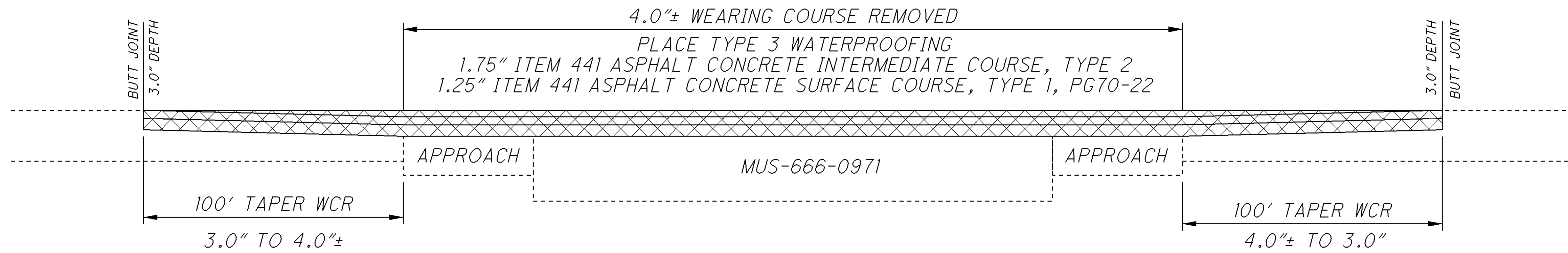
PAVEMENT REPAIR/WIDENING DATA																								
LOCATION	COUNTY	ROUTE	BEGIN LOG POINT SLM	END LOG POINT SLM	ESTIMATED REPAIR LENGTH	PROPOSED REPAIR WIDTHS	REPAIR/WIDENING AREA	203		204	253		253		301		407	441		642	648	COMMENTS		
								THICKNESS	EXCAVATION, AS PER PLAN (INCLUDES 4" STEP)	SUBGRADE COMPACTION (INCLUDES 4" STEP)	THICKNESS	PAVEMENT REPAIR, AS PER PLAN (A)	THICKNESS	PAVEMENT REPAIR, AS PER PLAN (B)	THICKNESS	ASPHALT CONCRETE BASE, PG 64-22 (INCLUDES 4" STEP)	NON-TRACKING TACK COAT @ 0.08 GAL/S.Y.	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M	EDGE LINE, 6"	EDGE LINE, 6"			
					FEET	FEET	SQ. YD.	INCHES	CU. YD.	SQ. YD.	INCHES	CU. YD.	INCHES	CU. YD.	INCHES	CU. YD.	GAL	INCHES	CU. YD.	MILE	MILE			
8	COS	S.R. 229 E.B.	0.00	0.70	900	5	500.0				7.25	100.7								0.70				
8	COS	S.R. 229 W.B.	0.00	0.70	2200	5	1,222.2				7.25	246.1								0.70				
LOCATION 8 TOTALS (CARRIED TO SUB-SUMMARY)												346.8									1.40			
9	KNO	S.R. 715 E.B.	0.00	4.26	10500	5	5,833.3				7.25	1174.8								4.26				
9	KNO	S.R. 715 W.B.	0.00	4.26	9400	5	5,222.2				7.25	1051.7								4.26				
LOCATION 9 TOTALS (CARRIED TO SUB-SUMMARY)												2226.5										8.52		
10	COS	S.R. 715 E.B.	0.00	8.14	6800	5	3,777.8				7.25	760.8								8.14				
10	COS	S.R. 715 W.B.	0.00	8.14	3200	5	1,777.8				7.25	358.0								8.14				
LOCATION 10 TOTALS (CARRIED TO SUB-SUMMARY)												1118.8										16.28		
11	MJS	S.R. 60 S.B.	0.00	8.03	2500	5	1,388.9				7.25	279.7								8.03				
11	MJS	S.R. 60 N.B.	0.00	8.03	4000	5	2,222.2				7.25	447.5								8.03				
11	MJS	S.R. 60	3.32		4	24	10.7				7.25	2.1										TRANSVERSE REPAIR, FULL WIDTH OF PAVEMENT		
11	MJS	S.R. 60	3.56		4	24	10.7				7.25	2.1										TRANSVERSE REPAIR, FULL WIDTH OF PAVEMENT		
11	MJS	S.R. 60	3.76		4	24	10.7				7.25	2.1										TRANSVERSE REPAIR, FULL WIDTH OF PAVEMENT		
11	MJS	S.R. 60	3.92		4	24	10.7				7.25	2.1										TRANSVERSE REPAIR, FULL WIDTH OF PAVEMENT		
11	MJS	S.R. 60	4.14		4	24	10.7				7.25	2.1										TRANSVERSE REPAIR, FULL WIDTH OF PAVEMENT		
11	MJS	S.R. 60	4.47		4	24	10.7				7.25	2.1										TRANSVERSE REPAIR, FULL WIDTH OF PAVEMENT		
11	MJS	S.R. 60	4.59		4	24	10.7				7.25	2.1										TRANSVERSE REPAIR, FULL WIDTH OF PAVEMENT		
11	MJS	S.R. 60	4.73		4	24	10.7				7.25	2.1										TRANSVERSE REPAIR, FULL WIDTH OF PAVEMENT		
11	MJS	S.R. 60	5.36		4	24	10.7				7.25	2.1										TRANSVERSE REPAIR, FULL WIDTH OF PAVEMENT		
11	MJS	S.R. 60	5.71		4	24	10.7				7.25	2.1										TRANSVERSE REPAIR, FULL WIDTH OF PAVEMENT		
11	MJS	S.R. 60	6.56		4	24	10.7				7.25	2.1										TRANSVERSE REPAIR, FULL WIDTH OF PAVEMENT		
LOCATION 11 TOTALS (CARRIED TO SUB-SUMMARY)												750.9									16.06			
12	FAI	U.S. 22 E.B.	18.67	26.07	3800	5	2,111.1				7.25	425.2										7.40		
12	FAI	U.S. 22 W.B.	18.67	26.07	2300	5	1,277.8				7.25	257.3										7.40		
LOCATION 12 TOTALS (CARRIED TO SUB-SUMMARY)												682.5										14.80		
13	LIC	I.R. 70 W.B.	20.09		6	24	16.0					8.00	3.6									TRANSVERSE REPAIR 2 LEFT LANES		
13	LIC	I.R. 70 W.B.	20.10		100	8	88.9					8.00	19.8									DRIVING LANE		
13	LIC	I.R. 70 W.B.	20.12		10	36	40.0					8.00	8.9									BRIDGE APPROACH		
13	LIC	I.R. 70 W.B.	20.17		10	36	40.0					8.00	8.9									BRIDGE APPROACH		
13	LIC	I.R. 70 W.B.	24.28		12	12	16.0					8.00	3.6									DRIVING LANE		
13	LIC	I.R. 70 W.B.	24.32		20	12	26.7					8.00	5.9									DRIVING LANE		
13	LIC	I.R. 70 W.B.	25.66		100	9	100.0					8.00	22.2									DRIVING LANE		
13	LIC	I.R. 70 W.B.	27.42		12	12	16.0					8.00	3.6									PASSING LANE		
13	LIC	I.R. 70 W.B.	28.00		100	6	66.7					8.00	14.8									DRIVING LANE		
LOCATION 13 TOTALS (CARRIED TO SUB-SUMMARY)													91.2											
14	FAI	S.R. 159 E.B.	0.00	6.75	35640	5	19,800.0	9.25	5,423.3	21,106.8				8.0	4690.4	1584.0	1.25	687.5		6.75		SEE TYPICAL DETAIL SHEET 6		
14	FAI	S.R. 159 W.B.	0.00	6.75	35640	5	19,800.0	9.25	5,423.3	21,106.8				8.0	4690.4	1584.0	1.25	687.5		6.75		END WIDENING AT HAMBURG RD		
LOCATION 14 TOTALS (CARRIED TO SUB-SUMMARY)									10,846.6	42,213.6					9380.8	3168.0		1375.0		13.50				

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PAVEMENT REPAIR/WIDENING DATA

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 WEARING COURSE REMOVED



REMOVE 4.0"± ASPHALT CONCRETE, WATERPROOFING AND DRIP STRIP
PLACE WATERPROOFING, DRIP STRIP AND 3.0" ASPHALT CONCRETE

*REMOVAL AND DISPOSAL OF EXISTING STEEL DRIP STRIP
SHALL BE INCIDENTAL TO ITEM 518 STEEL DRIP STRIP.

BRIDGE TREATMENT DATA

NO.	COUNTY, ROUTE, BRIDGE NO.	LENGTH (BRIDGE LIMITS)	WIDTH	AREA	APPROACH SLAB LENGTH	APPROACH SLAB WIDTH	APPROACH SLAB AREA (INCLUDES BOTH APPROACH SLABS)	BRIDGE DECK DETAIL (SEE THIS SHEET)	MAINLINE DEDUCTIONS	SHOULDER DEDUCTIONS	202	407		441			512	518	
											WEARING COURSE REMOVED	NON-TRACKING TACK COAT @ 0.08 GAL./S.Y.	NON-TRACKING TACK COAT @ 0.05 GAL./S.Y.	THICKNESS	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	THICKNESS	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG 70-22M	TYPE 3 WATERPROOFING	STEEL DRIP STRIP
		LIN. FT.	LIN. FT.	SQ. YD.	LIN. FT.	LIN. FT.	SQ. YD.		SQ. YD.	SQ. YD.	SQ. YD.	GALLON	GALLON	INCHES	CU. YD.	INCHES	CU. YD.	SQ. YD.	FEET
15	MUS-666-0971	165.1	37.3	684.3	25.0	36.0	200.0	1			1328.7	106.3	66.4	1.75	64.6	1.25	46.1	684.3	410
LOCATION 15 TOTALS (CARRIED TO SUB-SUMMARY)											1328.7	172.7			64.6		46.1	684.3	410

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BRIDGE TREATMENT DATA

DO5-SP-FY2018

LOCATION 1A SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (02/NFA/PV)	UNIT	DESCRIPTION
5	7						
							PAVEMENT
	907		253	02001	907	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
	14.82		642	00094	14.82	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
8			614	12460	8	EACH	WORK ZONE MARKING SIGN

LOCATION 1B SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (01/STR/PV)	UNIT	DESCRIPTION
5	7						
							PAVEMENT
	739		253	02001	739	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
	22.16		642	00094	22.16	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
12			614	12460	12	EACH	WORK ZONE MARKING SIGN

LOCATION 1C SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (01/STR/PV)	UNIT	DESCRIPTION
7							
							PAVEMENT
12			253	02001	12	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
0.08			642	00094	0.08	MILE	EDGE LINE, 6"

LOCATION 2 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (02/NFA/PV)	UNIT	DESCRIPTION
5	7						
							PAVEMENT
	761		253	02001	761	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
	14.26		642	00094	14.26	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
8			614	12460	8	EACH	WORK ZONE MARKING SIGN

LOCATION 3 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (02/NFA/PV)	UNIT	DESCRIPTION
5	7						
							PAVEMENT
	112		253	02001	112	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
	2.48		642	00094	2.48	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
4			614	12460	4	EACH	WORK ZONE MARKING SIGN

LOCATION 4 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (01/STR/PV)	UNIT	DESCRIPTION
5	7						
							PAVEMENT
	247		253	02001	247	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
	4.40		642	00094	4.40	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
4			614	12460	4	EACH	WORK ZONE MARKING SIGN

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LOCATION 5 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (01/STR/PV)	UNIT	DESCRIPTION
5	7						
							PAVEMENT
	1,365		253	02001	1,365	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
	14.90		642	00094	14.90	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
8			614	12460	8	EACH	WORK ZONE MARKING SIGN

LOCATION 6 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (02/NFA/PV)	UNIT	DESCRIPTION
5	7						
							PAVEMENT
	1,153		253	02001	1,153	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
	20.00		642	00094	20.00	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
12			614	12460	12	EACH	WORK ZONE MARKING SIGN

LOCATION 7 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (02/NFA/PV)	UNIT	DESCRIPTION
5	7						
							PAVEMENT
	1,679		253	02001	1,679	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
	12.22		642	00094	12.22	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
8			614	12460	8	EACH	WORK ZONE MARKING SIGN

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LOCATION 8 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (01/STR/PV)	UNIT	DESCRIPTION
5	8						
							PAVEMENT
	347		253	02001	347	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
	1.40		642	00094	1.40	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
2			614	12460	2	EACH	WORK ZONE MARKING SIGN

LOCATION 9 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (02/NFA/PV)	UNIT	DESCRIPTION
5	8						
							PAVEMENT
	2,227		253	02001	2,227	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
	8.52		642	00094	8.52	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
4			614	12460	4	EACH	WORK ZONE MARKING SIGN

LOCATION 10 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (02/NFA/PV)	UNIT	DESCRIPTION
5	8						
							PAVEMENT
	1,119		253	02001	1,119	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
	16.28		642	00094	16.28	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
8			614	12460	8	EACH	WORK ZONE MARKING SIGN

LOCATION 11 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (01/STR/PV)	UNIT	DESCRIPTION
5	8						
							PAVEMENT
	751		253	02001	751	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
	16.06		642	00094	16.06	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
8			614	12460	8	EACH	WORK ZONE MARKING SIGN

LOCATION 12 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (01/STR/PV)	UNIT	DESCRIPTION
5	8						
							PAVEMENT
	683		253	02001	683	CY	PAVEMENT REPAIR, AS PER PLAN (A)
							TRAFFIC CONTROL
	14.80		648	00104	14.80	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
8			614	12460	8	EACH	WORK ZONE MARKING SIGN

LOCATION 13 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (03/IMS/PV)	UNIT	DESCRIPTION
4	5	8					
							PAVEMENT
		92	253	02001	92	CY	PAVEMENT REPAIR, AS PER PLAN (B)
							MAINTENANCE OF TRAFFIC
80			614	11110	80	HOURLY	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
	20		614	18401	20	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

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LOCATION 14 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (01/STR/PV)	UNIT	DESCRIPTION
5	8						
							ROADWAY
	10,847		203	10001	10,847	CY	EXCAVATION, AS PER PLAN
	42,214		204	10000	42,214	SY	SUBGRADE COMPACTION
							PAVEMENT
	9,381		301	46000	9,381	CY	ASPHALT CONCRETE BASE, PG64-22
	3,168		407	20000	3,168	GAL	NON-TRACKING TACK COAT
	1,375		441	50100	1,375	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
							TRAFFIC CONTROL
	13.50		648	00104	13.50	MILE	EDGE LINE, 6"
							MAINTENANCE OF TRAFFIC
6			614	12460	6	EACH	WORK ZONE MARKING SIGN

LOCATION 15 SHEET TOTALS			ITEM	ITEM EXT.	TOTAL (02/NFA/PV)	UNIT	DESCRIPTION
9							
							ROADWAY
	1,329		202	23500	1,329	SY	WEARING COURSE REMOVED
							PAVEMENT
	173		407	20000	173	GAL	NON-TRACKING TACK COAT
	47		441	50100	47	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M
	65		441	50300	65	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
	685		512	33010	685	SY	TYPE 3 WATERPROOFING
	410		518	22300	410	FT	SPECIAL - STEEL DRIP STRIP

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I:\ProjectData\D05\98342\Design\Roadway\Sheets\98342_G001.dgn 16-JUN-2017 2:58PM jlutzi

SHEET TOTALS							FUNDING PARTICIPATION			ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET
5	10	11	12	13	14	15	01/STR/PV	02/NFA/PV	03/IMS/PV						
						1,329		1,329		202	23500	1,329	SY	ROADWAY WEARING COURSE REMOVED	
						10,847	10,847			203	10001	10,847	CY	EXCAVATION, AS PER PLAN	3
						42,214	42,214			204	10000	42,214	SY	SUBGRADE COMPACTION	
														PAVEMENT	
	1,658	1,120	4,197	3,693	1,434		4,144	7,958		253	02001	12,102	CY	PAVEMENT REPAIR, AS PER PLAN (A)	3
					92				92	253	02001	92	CY	PAVEMENT REPAIR, AS PER PLAN (B)	3
						9,381	9,381			301	46000	9,381	CY	ASPHALT CONCRETE BASE, PG64-22	
						3,341	3,168	173		407	20000	3,341	GAL	NON-TRACKING TACK COAT	
						1,422	1,375	47		441	50100	1,422	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	
						65		65		441	50300	65	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)	
						685		685		512	33010	685	SY	TYPE 3 WATERPROOFING	
						410		410		518	22300	410	FT	SPECIAL - STEEL DRIP STRIP	9
														TRAFFIC CONTROL	
127.12	37.06	21.14	47.12	26.20	16.06		117.54	157.16		642	00094	274.70	MILE	EDGE LINE, 6"	
					16.04	13.50	29.54			648	00104	29.54	MILE	EDGE LINE, 6"	
														MAINTENANCE OF TRAFFIC	
LS					80		LS		80	614	11110	80	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	20	16	28	14	16	6	48	52		614	12421		LS	DETOUR SIGNING, AS PER PLAN	5
										614	12460	100	EACH	WORK ZONE MARKING SIGN	
					20				20	614	18401	20	DAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	5
														INCIDENTALS	
							LS	LS	LS	614	11000		LS	MAINTAINING TRAFFIC	
							LS	LS	LS	623	10000		LS	CONSTRUCTION LAYOUT STAKES AND SURVEYING	
							LS	LS	LS	624	10000		LS	MOBILIZATION	

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GENERAL SUMMARY

D05 - SP - FY 2018