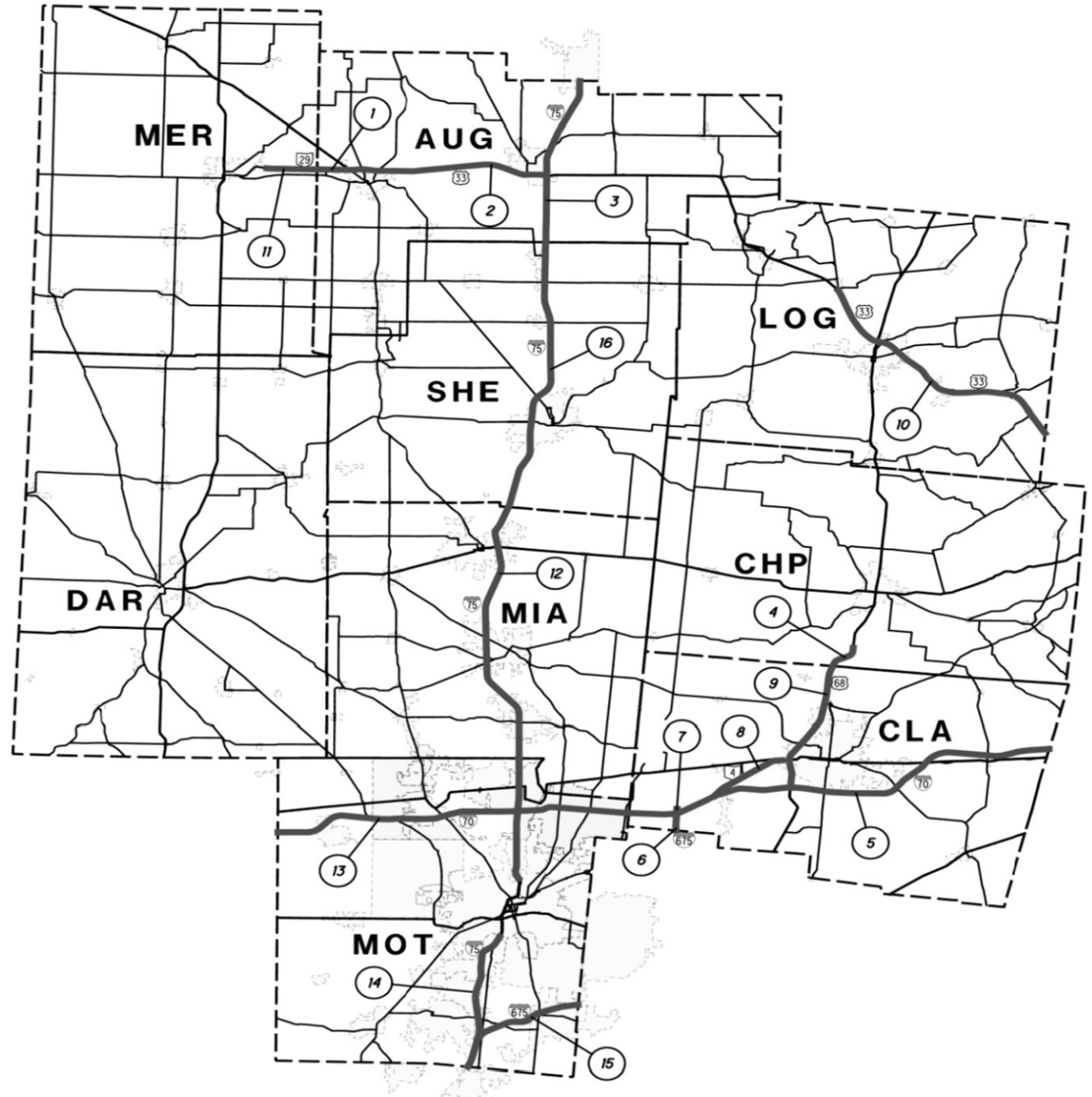
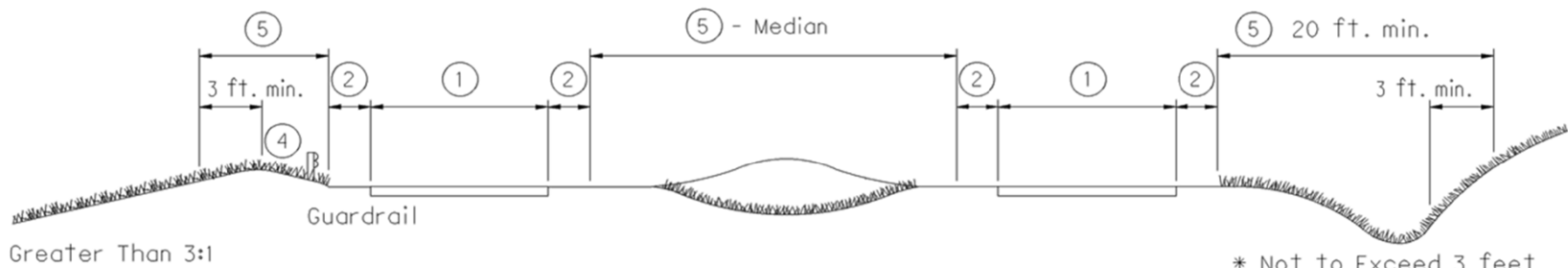


LOCATION MAP

	FROM	TO	PART
AUGLAIZE (AUG)			
SR-29	0.00	1.88	[1]
US-33	2.79	16.60	[2]
IR-75	0.00	12.55	[3]
CHAMPAIGN (CHP)			
US-68	0.00	2.10	[4]
CLARK (CLA)			
IR-70	0.00	29.25	[5]
IR-675	0.00	0.99	[6]
SPANGLER	0.00	0.71	[7]
SR-4	5.55	11.30	[8]
US-68	4.51	15.18	[9]
LOGAN (LOG)			
US-33	10.85	29.65	[10]
MERCER (MER)			
SR-29	15.53	18.00	[11]
MIAMI (MIA)			
IR-75	0.00	19.95	[12]
MONTGOMERY (MOT)			
IR-70	0.00	23.55	[13]
IR-75	0.00	10.44	[14]
	15.34	24.42	
IR-675	0.00	7.44	[15]
SHELBY (SHE)			
IR-75	0.00	20.55	[16]

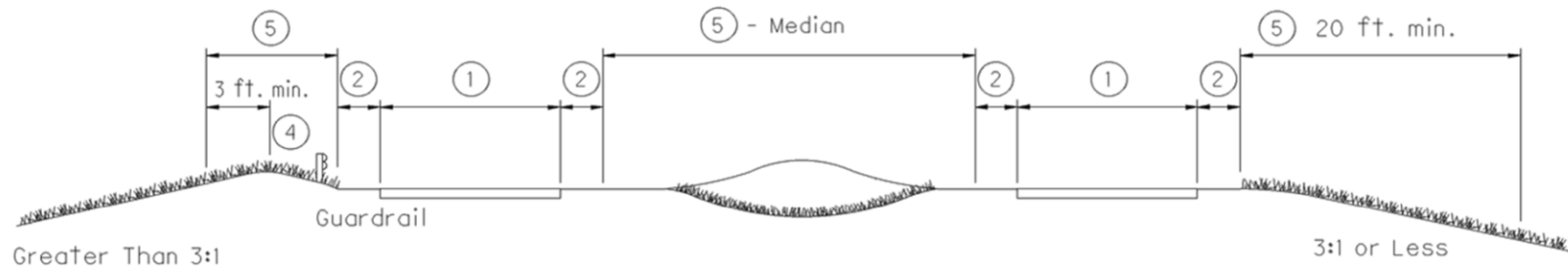


TYPICAL SECTIONS (1/2)



TYPICAL (1) CUT SECTION

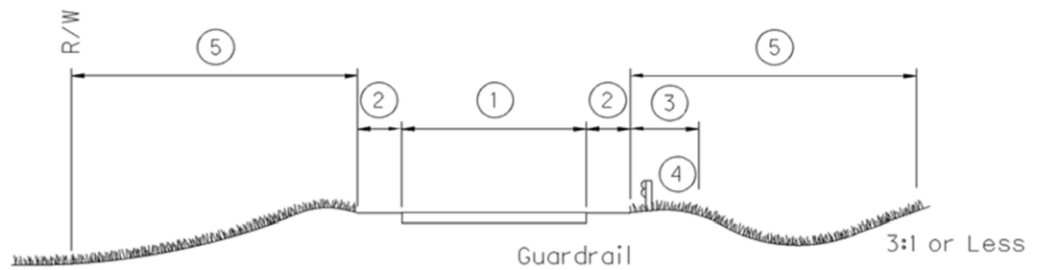
* Not to Exceed 3 feet Up Backslope of Ditch



TYPICAL (2) FILL SECTION

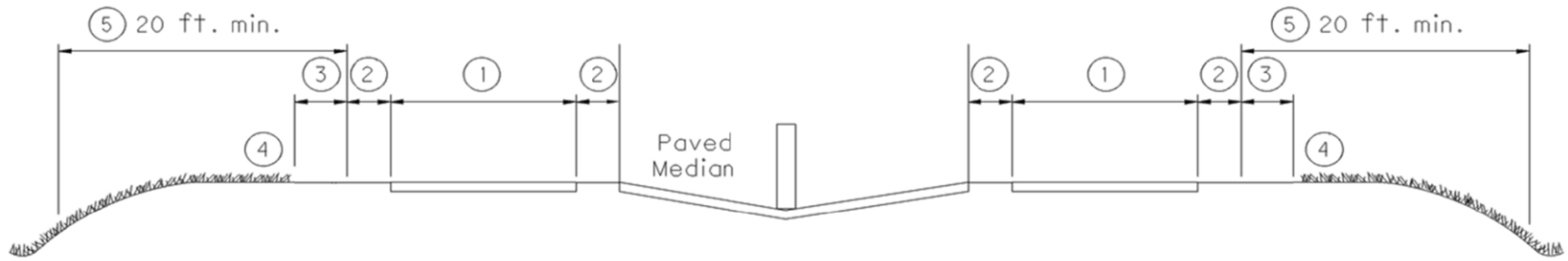
LEGEND

- ① Pavement
- ② Paved Shoulders
- ③ Earth Shoulders
- ④ Break Between Earth Shoulder and Front Slope
- ⑤ To Be Mowed
- ⑥ All Area From Roadway To Fence

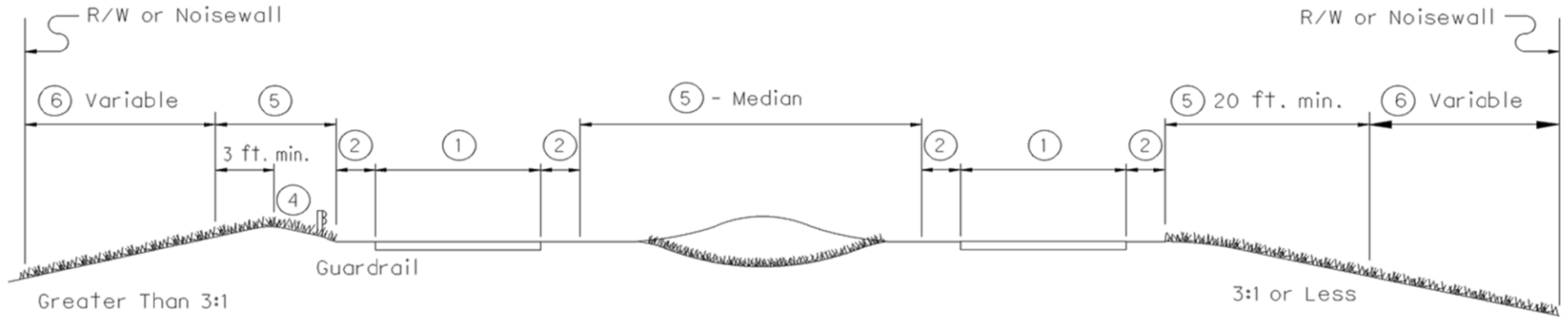


TYPICAL (3)

TYPICAL SECTIONS (2/2)



TYPICAL (4)



TYPICAL (5) OFF ROAD

FOR LEGEND SEE TYPICALS SHEET 1/2

NOTES (1/4)

DESCRIPTION

THIS WORK SHALL CONSIST OF CONTROLLING VEGETATIVE GROWTH WITHIN THE RIGHT-OF-WAY BY MULTIPLE MOWINGS IN ACCORDANCE WITH THESE SPECIFICATIONS AT LOCATIONS SHOWN ON THE PLANS. MINOR DEVIATIONS FROM THE PLAN LINES AND QUANTITIES SHALL NOT EXCEED 5% AT THE DIRECTION OF THE ENGINEER.

EQUIPMENT

CUTTING BLADES SHALL BE KEPT SHARP AT ALL TIMES AND EQUIPMENT PROPERLY MAINTAINED TO PRODUCE CLEAN CUTS ON ALL VEGETATION. ALL EQUIPMENT SHALL MEET THE APPROVAL OF THE ENGINEER PRIOR TO STARTING WORK.

EQUIPMENT SHALL HAVE THE APPROPRIATE SAFETY SHIELDS AND SKIRTS IN ACCORDANCE WITH MANUFACTURER RECOMMENDATION AND INDUSTRY STANDARDS.

GENERAL

THE CONTRACTOR SHALL SUBMIT A MOWING SCHEDULE IN ADVANCE TO THE PROJECT ENGINEER TO ENSURE THE ABOVE REQUIREMENTS ARE MET. ANY SCHEDULING PROBLEMS ARE TO BE RESOLVED BY THE PROJECT ENGINEER.

THE MOWING LIMITS WILL BE AS SHOWN ON THE PLAN. ANY OBJECT MOVABLE BY HAND WHICH INTERFERES WITH THE MOWING OPERATION SHALL BE REMOVED FROM THE MOWERS PATH BY THE CONTRACTOR. THE WORK SHALL CONSIST OF FOUR (4) MOWINGS WITH MOWBACKS ON THE 2ND AND 4TH CUTS IN RURAL AREAS.

ALL WORK SHALL BE PERFORMED ONLY IN THE PERIOD FROM ONE HALF HOUR FOLLOWING SUNRISE (OFFICIAL TIME) TO ONE HALF HOUR BEFORE SUNSET (OFFICIAL TIME).

NO WORK SHALL BE PERFORMED ON SUNDAY OR LEGAL HOLIDAYS UNLESS PRIOR WRITTEN APPROVAL IS OBTAINED FROM THE ENGINEER. NO WORK SHALL BE PERFORMED WHEN RAIN, FOG OR OTHER WEATHER CONDITIONS WOULD CREATE A SAFETY HAZARD.

AREAS TO BE MOWED SHALL BE SUFFICIENTLY DRY AS NOT TO CAUSE RUTTING OR OTHER DAMAGE.

THE HEIGHT OF VEGETATION SHALL BE A NOMINAL 6 INCHES AFTER MOWING. FOR A GIVEN SECTION OF HIGHWAY, BOTH SIDES OF THE ROADWAY AND THE MEDIAN SHALL BE MOWED WITHIN (6) SIX WORKING DAYS OF EACH OTHER. ANY TRIMMING WORK REQUIRING POWER OR HAND EQUIPMENT SHALL BE DONE SIMULTANEOUSLY WITH EACH MOWING AND SHALL NOT LAG BEHIND OR LEAD THE TRACTOR MOWING BY MORE THAN (2) TWO WORKING DAYS.

AREAS WITHIN THE DESCRIBED MOWING LIMITS WHERE A DESIRABLE NATURAL GROWTH OR PLANTING EXISTS WILL BE IDENTIFIED BY THE ENGINEER, AND THE CONTRACTOR SHALL MOW ONLY TO THE LINE OF SUCH GROWTH OR PLANTING OR AROUND SUCH PLANTING IN THE CASE OF A TREE, TAKING CARE NOT TO DAMAGE THE TREE OR PLANTING.

GENERAL (continued...)

IT SHOULD ALSO BE EMPHASIZED THAT DURING THE IMPLEMENTATION OF THIS CONTRACT, A NUMBER OF CONTRACTORS AND/OR ODOT FORCES MAY BE LANDSCAPING OR WORKING IN CONSTRUCTION ZONES AT VARIOUS LOCATIONS AT THE SAME TIME MOWING OPERATIONS MAY BE OCCURRING. SPECIFIC ATTENTION IS DIRECTED TO C.M.S. 105.08, COOPERATION BETWEEN CONTRACTORS. IF THE CONTRACTOR COMES UPON A WORK ZONE THAT HAS PERMANENT LANE CLOSURES AND LIMITED ACCESS TO THE AREAS NEEDED TO BE MOWED, THE PROJECT ENGINEER SHALL BE NOTIFIED AND ARRANGEMENTS SHALL BE MADE, IF POSSIBLE, TO ENTER THE ZONE TO PERFORM MOWING OPERATIONS.

THE CONTRACTOR SHALL BE FURNISHED IN WRITING, BY THE ENGINEER, A LIST OF ANY DAMAGE RESULTING FROM HIS OPERATION WHICH REQUIRES REPAIR OR REPLACEMENT AT HIS EXPENSE. THIS WORK SHALL BE DONE WITHIN THE DATES SPECIFIED FOR MOWING OR AS DIRECTED BY THE ENGINEER.

SHOULD TREES, SHRUBS, PLANTINGS, CATCH BASIN COVERS, DELINEATORS OR ANY ROADSIDE INSTALLATIONS BECOME DAMAGED IN ANY WAY AS A RESULT OF MOWING OPERATIONS, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPLACE THE DAMAGED PLANTING/INSTALLATION AS DIRECTED BY THE ENGINEER.

FREEWAY REFERENCE MARKERS HAVE BEEN ERECTED THROUGHOUT THE STATE ALONG THE INTERSTATES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPLACE OR REPAIR ANY REFERENCE MARKER INSTALLATION THAT IS DAMAGED AS DIRECTED BY THE ENGINEER DUE TO MOWING OPERATIONS.

GRASS AREAS WHERE GUARDRAIL IS IN CLOSE PROXIMITY TO THE FENCE LINE OR NOISE WALLS, PARTICULARLY ALONG MARGINAL ROADS, MUST BE CUT. ANY EXCEPTIONS ARE TO BE APPROVED BY THE ENGINEER.

THERE ARE VARIOUS NOISE BARRIER WALL INSTALLATIONS AT VARIOUS LOCATIONS WITHIN THE LIMITS OF THIS CONTRACT. IN GENERAL, MOWING LIMITS SHALL BE CONSISTENT WITH THAT DESCRIBED UNDER THE "SCOPE OF WORK" NOTES AND IN THE TYPICAL SECTIONS DEPICTING NOISE BARRIER WALLS REGARDLESS OF THEIR LOCATION. NOISE BARRIER WALL PLANS ARE AVAILABLE AT THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT OFFICES.

TRIMMED AREAS SHALL INCLUDE BUT NOT BE LIMITED TO GUARDRAIL, DELINEATOR POSTS, NOISE WALLS, TRAFFIC CONTROL DEVICES, CABLE RAIL, CABLE RAIL ANCHORS AND CONSTRUCTION DEVICES.

IF THE MOWING OPERATIONS ENTER AN AREA WHERE THERE ARE ANY TYPE OF CONSTRUCTION OR SURVEY STAKES IN PLACE THE CONTRACTOR SHALL TRIM AROUND EACH ONE AND TAKE CARE AS TO NOT DAMAGE OR MOW OVER THEM. IF THIS OCCURS, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND TAKE IMMEDIATE ACTION TO RE-ESTABLISH THE DAMAGED STAKES LOCATION.

IN ADDITION TO TYPICAL MOWING OPERATIONS, THE FOURTH (4TH) CUT OF RURAL AREAS SHALL ALSO INCLUDE THE CUTTING OF CATTAILS AND WILD FLOWER PLOTS IN ALL ACCESSIBLE AREAS. THIS OPERATION SHALL BE CONSIDERED AS INCIDENTAL TO TYPICAL MOWING OPERATIONS. UTILIZATION OF BOOM MOWERS IS SUGGESTED BUT NOT REQUIRED.

NOTES (2/4)

SCOPE OF WORK

MOWING SHALL BE AS FOLLOWS:

1. MOWING OPERATIONS SHALL BEGIN AT THE EDGE OF GROWTH NEAREST TO THE PAVEMENT EDGE AND CONTINUE THROUGH THE DITCHES IN FLAT SECTIONS AND CUT OR FILL SECTIONS WITH SLOPES OF 3 TO 1 OR LESS. MOWING SHALL EXTEND A MINIMUM OF 20' FROM THE PAVEMENT EDGE UNLESS OTHERWISE RESTRICTED BY THE RIGHT-OF-WAY LIMITS OR THE DITCH BACK SLOPE LIMITS (SEE TYPICAL 1 AND 2). MOWERS SHALL STRADDLE DITCHES AND SWALES. WHEELS OF TRACTORS SHALL NOT BE OPERATED IN DITCH OR SWAIL BOTTOMS.
2. MOWBACK OPERATIONS SHALL BEGIN AT THE EDGE OF GROWTH NEAREST TO THE PAVEMENT EDGE AND CONTINUE TO A MAXIMUM OF THE R/W LINE, THROUGH THE DITCHES IN FLAT SECTIONS AND CUT OR FILL SECTIONS WITH SLOPES OF 3:1 OR LESS. MOWING SHALL EXTEND TO THE R/W LINE FROM THE PAVEMENT EDGE UNLESS OTHERWISE RESTRICTED BY THE DITCH BACK SLOPE LIMITS (SEE TYPICAL 5). ALL VEGETATION UP TO 1 INCH DIAMETER WILL BE CUT FLUSH WITH THE GROUND UNLESS CUT WITH A MOWER. IN THIS CASE, THE VEGETATION SHALL BE CUT TO THE MOWING HEIGHT. MOWER SHALL STRADDLE DITCHES. WHEELS OF TRACTOR SHALL NOT BE OPERATED IN DITCH BOTTOMS.
3. MOWING SHALL EXTEND A MINIMUM OF 6 FEET BEYOND THE BACK OF THE GUARDRAIL POST OR FILL SECTIONS (WITH OR WITHOUT GUARDRAIL) HAVING SLOPES STEEPER THAN 3:1.
4. NO MOWING IS REQUIRED ON SLOPES STEEPER THAN 3:1, EXCEPT AS NOTED IN ITEMS 1 & 2.
5. VEGETATION SHALL BE CUT IN FRONT OF, UNDER, AND BEHIND THE GUARDRAIL TO THE LIMITS SPECIFIED IN ITEMS 1-3. TRIMMING BY MACHINE OR HAND METHODS SHALL BE PERFORMED AS NECESSARY AROUND ALL SIGN POSTS, GUARDRAIL, CABLE RAIL, CABLE RAIL ANCHORS, DELINEATOR POSTS, LIGHT POLE/SIGN SUPPORT FOUNDATIONS, TELEPHONE POLES, TREES IN LANDSCAPED AREAS AND ANY OTHER OBSTRUCTIONS WITHIN THE MOWING LIMITS SO AS TO PRODUCE A UNIFORM CUT OF VEGETATION. NO HERBICIDAL SPRAYING SHALL BE PERMITTED TO ACCOMPLISH THIS WORK.
6. **INTERCHANGE MOWING:** THE INFIELDS WILL BE MOWED IN THEIR ENTIRETY AS PART OF THE STANDARD MOW AND MOW-BACK MOWINGS. ALL INTERCHANGE RAMP SHOULDERS SHALL BE MOWED TO THE INTERSECTING ROUTE. WHEN AT-GRADE INTERSECTIONS ARE ENCOUNTERED MOWING SHALL CONTINUE AT A MINIMUM WIDTH OF 15 FEET OR AS DIRECTED BY THE ENGINEER ALONG EACH SIDE OF THE INTERSECTING ROUTE TO THE R/W LIMITS OF THE ROUTE BEING MOWED.
7. IF THE FOLLOWING AREAS OCCUR WITHIN THE PROJECT:
 - A. TRUCK WEIGH STATIONS...SHALL BE MOWED IN THEIR ENTIRETY.
 - B. ROAD SIDE REST AREAS...THE ENTIRE R/W SHALL BE MOWED FROM THE BEGINNING OF THE ENTRANCE RAMP TO THE END OF THE EXIT RAMP AS PER PLAN. NO MOWING WILL BE REQUIRED IN PARK.

SCOPE OF WORK (continued...)

8. **MEDIAN MOWING:** MEDIANS SHALL BE MOWED THEIR FULL WIDTH EXCEPT THOSE NOTED ON DATA SHEETS WITH "BARRIER". MEDIAN WIDTHS AS NOTED ON ANY DATA SHEETS MAY VARY SLIGHTLY DUE TO THE CHANGING GEOMETRIC CHARACTERISTICS OF THE HIGHWAY.
9. THE CONTRACTOR SHALL NOT MOW AREAS CONTAINING PLANTINGS OF CROWN VETCH, HAIRY VETCH, OR WILDFLOWERS UNLESS OTHERWISE NOTED.
10. CATTAILS, WEEDS, GRASS OR VEGETATIVE GROWTH OF ANY KIND IN ACCESSIBLE DRAINAGE DITCHES WITHIN THE PROJECT LIMITS SHALL BE CUT AS PART OF THE REGULAR MOWING OPERATIONS ONLY ON THE SECOND (2ND) AND FOURTH (4TH) CUT IN RURAL AREAS. GROWTH SHALL BE SIX (6) INCHES AFTER MOWING. MOWING SHALL EXTEND A MINIMUM OF THREE (3) FEET ON THE UPSLOPE OF DRAINAGE DITCHES. TRACTOR WHEELS SHALL NOT BE OPERATED IN DITCH BOTTOMS. TO AVOID DAMAGE TO DRAINAGE DITCHES, IT IS RECOMMENDED THAT THE CONTRACTOR USE A BOOM TYPE MOWER TO PERFORM THIS TYPE OF WORK TO THE SATISFACTION OF THE ENGINEER. ALTHOUGH IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE EQUIPMENT NECESSARY TO PERFORM THIS WORK, A BOOM MOWER WITH A REACH OF 24 FT. +/- (OR SIMILAR) MAY BE NEEDED IN SOME AREAS.
11. AT THE COMPLETION OF EACH OF THE FOUR (4) CUTS IN RURAL AREAS, THE CONTRACTOR SHALL MEET WITH THE PROJECT ENGINEER TO PREPARE A DETAILED LIST OF ANY DAMAGE, INCLUDING RUTTING, CAUSED BY MOWING OPERATIONS. LABOR AND MATERIALS FOR ANY REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND DONE IN A TIMELY MATTER.

REPAIR WORK FOR DAMAGE RESULTING FROM THE CONTRACTOR'S OPERATION SHALL BE DONE PRIOR TO THE BEGINNING OF THE SUBSEQUENT CUT UNLESS THE CONTRACTOR HAS WRITTEN PERMISSION FROM THE ENGINEER TO PERFORM IT AT A LATER DATE.
12. THE CONTRACTOR SHALL NOT STAGE MOWING EQUIPMENT OF ANY KIND AT O.D.O.T. MAINTENANCE FACILITIES OR OUTPOSTS. IF A STAGING OR STORAGE AREA IS NECESSARY THE CONTRACTOR SHALL GET THE APPROVAL OF THE PROJECT ENGINEER PRIOR TO STORING EQUIPMENT.
13. THE CONTRACTOR SHALL GIVE A MINIMUM NOTICE OF SEVEN (7) DAYS TO THE PROJECT ENGINEER PRIOR TO MOBILIZING FOR THE 2ND, 3RD AND 4TH CUTS IN RURAL AREAS. THE CONTRACTOR SHALL NOT MOBILIZE FOR THESE CUTS LISTED WITHOUT THE APPROVAL OF THE ENGINEER.

NOTES (3/4)

METHOD OF MEASUREMENT

MOWING MEASUREMENT SHALL BE COMPUTED AS ACRES MOWN AS SHOWN IN THE PLANS.

BASIS OF PAYMENT

NO PARTIAL PAYMENT WILL BE MADE FOR AREAS WHICH HAVE BEEN MOWED BUT NOT TRIMMED TO THE SATISFACTION OF THE ENGINEER. PAYMENT WILL BE MADE FOR ACCEPTED ACRES OF MOWING BASED ON PLAN ACRES AT THE CONTRACT UNIT PRICE.

THIS PROJECT WILL NOT BE CONSIDERED COMPLETE AND FINAL PAYMENT WILL NOT OCCUR UNTIL ANY AND ALL DAMAGED TREES, SHRUBS, PLANTINGS, DELINEATORS, ETC. ARE REPLACED TO THE SATISFACTION OF THE ENGINEER.

THE DEPARTMENT WILL NOT BE RESPONSIBLE FOR ANY DAMAGE TO THE CONTRACTORS EQUIPMENT DUE TO OBSTACLES, STONES, SAND, BOTTLES OR OTHER DEBRIS THAT MAY BE ENCOUNTERED WHILE DOING THE WORK AND NO ADDITIONAL COMPENSATION WILL BE MADE. ANY COSTS RESULTING SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM OF WORK AND INCLUDED IN THE CONTRACT UNIT PRICE.

ITEM	UNIT	DESCRIPTION
SPEC	ACRE	FIRST MOWING
SPEC	ACRE	SECOND MOWING
SPEC	ACRE	THIRD MOWING
SPEC	ACRE	FOURTH MOWING

CONTRACTORS RESPONSIBILITIES

SPECIFIC ATTENTION IS DIRECTED TO THE 100 SERIES OF SPECIFICATIONS IN THE DEPARTMENTS "CONSTRUCTION AND MATERIAL SPECIFICATIONS" AND IN PARTICULAR TO THE FOLLOWING SECTIONS:

102.05	EXAMINATION OF BID DOCUMENTS AND SITE OF WORK
105.08	COOPERATION BETWEEN CONTRACTORS
107.07	PUBLIC CONVENIENCE AND SAFETY
107.10	PROTECTION AND RESTORATION OF PROPERTY
107.12	RESPONSIBILITY FOR DAMAGE CLAIMS AND LIABILITY INSURANCE
107.18	NO WAIVER OF LEGAL RIGHTS
108.00	PROSECUTION AND PROGRESS

VERIFICATION OF RIGHT OF WAY

A NUMBER OF LANDSCAPING OR NOISE BARRIER WALL PROJECTS ARE EITHER IN THE PLANNING PHASE, CURRENTLY UNDER CONSTRUCTION, OR MAY HAVE RECENTLY BEEN COMPLETED. IN ADDITION TO THIS, A NUMBER OF LANDSCAPING CONTRACTS MAY BE SOLD AND CONSTRUCTED DURING THE IMPLEMENTATION OF THIS MOWING CONTRACT. INSPECTION OF EXISTING CONDITIONS AS WELL AS PROPOSED LANDSCAPING IS SUGGESTED. THE CONTRACTOR IS REFERRED TO C.M.S. 102.05.

PARTICULAR ATTENTION SHOULD BE BROUGHT TO THESE AREAS WHERE SIGNIFICANT LANDSCAPING HAS OCCURRED. CONSIDERABLE TRIMMING AROUND THESE TREES, SHRUBS, PLANTINGS, ETC. WILL BE REQUIRED. THE CONTRACTOR SHALL BE CAPABLE OF PROVIDING THE MACHINERY, EQUIPMENT AND/OR LABOR AS NECESSARY TO MOW AND TRIM AROUND, BETWEEN AND BEYOND THESE TREES, SHRUBS, ETC. IN PARTICULAR, AS WELL AS AT ALL OTHER LANDSCAPING LOCATIONS. INSPECTION OF WORK LOCATIONS PRIOR TO BIDDING IS SUGGESTED.

MAINTENANCE OF TRAFFIC

MAINTENANCE OF TRAFFIC SHALL BE AS PER C.M.S. 614. IN ADDITION, A 48 INCH W21-8 "MOWING AHEAD" SIGN SHALL BE LOCATED ON THE SHOULDER A MINIMUM DISTANCE OF FIVE HUNDRED FEET IN ADVANCE OF THE MOWING OPERATION. BUT, THE DISTANCE BETWEEN THE "MOWING AHEAD" SIGN AND THE MOWING OPERATION SHALL NOT EXCEED TWO MILES. THE SIGN SHALL BE PLACED ON BOTH SHOULDERS OF THE ROADWAY IN THE DIRECTION OF THE MOWING OPERATION. MULTIPLE SETS OF SIGNS MAY BE USED IF THE CONTRACTOR ANTICIPATES MOWING AREAS GREATER THAN 2 MILES PER DAY. THE SPACING BETWEEN SIGNS MAY BE ADJUSTED BY THE ENGINEER BUT SHALL NOT BE GREATER THAN 2 MILES. ANY SIGNS USED SHALL MEET THE REQUIREMENTS OF NCHRP 350 AND SHOULD BE APPROVED BY THE ENGINEER.

ALL MOWING ALONG THE PAVEMENT EDGE INCLUDING IN FRONT OF GUARDRAIL SHALL BE PERFORMED WITH THE EQUIPMENT MOVING IN THE DIRECTION OF TRAFFIC FLOW.

ALL MOWING TRACTORS SHALL BE EQUIPPED WITH AMBER FLASHING LIGHTS. FLASHERS SHALL BE VISIBLE TO ONCOMING AND OVERTAKING HIGHWAY TRAFFIC. FLASHERS WILL HAVE A MINIMUM OF 32 CP OUTPUT AND FLASH 50 TO 60 TIMES PER MINUTE.

ALL EQUIPMENT AND VEHICLES NOT IN USE, IF STORED ON THE HIGHWAY RIGHT OF WAY, SHALL BE A MINIMUM OF THIRTY (30) FEET FROM THE TRAVELED PAVEMENT OR 6' BEHIND THE GUARDRAIL.

NOTES (4/4)

MOWING SCHEDULE 2014

	STARTING DATE	INTERIM COMPLETION DATE
FIRST MOWING	4/14/14	5/15/14
SECOND MOWING	6/3/14	7/3/14
THIRD MOWING	8/12/14	9/12/14
FOURTH MOWING	9/30/14	10/30/14

MOWING SCHEDULE 2015

	STARTING DATE	INTERIM COMPLETION DATE
FIRST MOWING	4/14/15	5/15/15
SECOND MOWING	6/3/15	7/3/15
THIRD MOWING	8/12/15	9/12/15
FOURTH MOWING	9/30/15	10/30/15

THESE ARE THE ACTUAL STARTING AND INTERIM COMPLETION DATES. MOWING OPERATIONS SHALL NOT COMMENCE WITHOUT THE APPROVAL OF THE PROJECT ENGINEER. IF EXTREME WEATHER CONDITIONS ARISE, SUCH AS SEVERE DROUGHT OR A VERY LATE WINTER/WET SPRING, ONLY THE PROJECT ENGINEER HAS THE AUTHORITY TO DELAY THE STARTING DATE OF ANY CUT AND WILL DO SO IF NECESSARY. IF WEATHER AND GRASS GROWTH IS NORMAL, THESE DATES WILL NOT CHANGE. THE ENGINEER SHALL RESCHEDULE ANY MOWING(S) IF EXTREME WEATHER CONDITIONS ARE DETERMINED. LIQUIDATED DAMAGES SHALL BE ASSESSED IN ACCORDANCE WITH CMS SECTION 108.07 FOR EACH CALENDAR DAY PAST THE INTERIM COMPLETION DATE THAT THE MOWING IS NOT COMPLETE.

SUBSUMMARY (1/5)

FOR INFORMATION ONLY

PART	COUNTY	ROUTE	BEGIN LOG POINT	END LOG POINT	MOWING ACRES	MOWBACK ACRES	LINEAR MILES	RAMP MILES	INTERSECTING ROUTE	MEDIAN WIDTH (FT.)	NOISE BARRIER	REMARKS
1	AUGLAIZE	SR-29	0.00	1.88	22.69	44.29	1.88					MERCER COUNTY / US-33
			0.59		13.88	13.88		0.63	SR-364	54		
			SUB-TOTAL 2014		36.57	58.17						
			SUB-TOTAL 2015		36.57	58.17						
1	AUGLAIZE	SR-29	TOTAL TO GEN. SUM.		73.14	116.34						
2	AUGLAIZE	US-33	2.79	16.60	157.86	302.76	13.81					US-33 / END 4 LANE IR-75
			3.11		33.86	33.86		0.79	SR-29	54		
			4.94		22.87	22.87		0.81	SR-66	54		
			7.60		5.30	5.30		0.7	REST AREA	54		
			9.29		10.95	10.95		0.85	MOULTON FT AMANDA	54		
			12.84		12.61	12.61		0.70	CR-33A	54		
			14.66		31.50	31.50		0.87	HARDIN PIKE	54		
			14.92		18.11	18.11		1.84	SR-67			
			16.20		9.04	9.04		0.38	IR-75			
			SUB-TOTAL 2014		302.10	447.00						
			SUB-TOTAL 2015		302.10	447.00						
2	AUGLAIZE	US-33	TOTAL TO GEN. SUM.		604.20	894.00						
3	AUGLAIZE	IR-75	0.00	12.55	141.44	345.88	12.55					SHELBY COUNTY / ALLEN COUNTY
			5.41		6.82	6.82		0.79	BELLEFONTAINE ST	52		
			7.20		11.16	11.16		0.85	SR-67	45		
			8.00		3.56	3.56			REST AREA	45		
			12.31		8.40	8.40		0.60	NATIONAL RD	45		
			SUB-TOTAL 2014		171.38	375.82						
			SUB-TOTAL 2015		171.38	375.82						
3	AUGLAIZE	IR-75	TOTAL TO GEN. SUM.		342.76	751.64						
4	CHAMPAIGN	US-68	0.00	2.10	13.00	35.00	2.10	0.00	DALLAS ROAD	VAR.		CHAMPAIGN/CLARK COUNTY LINE
			SUB-TOTAL 2014		13.00	35.00						
			SUB-TOTAL 2015		13.00	35.00						
4	CHAMPAIGN	US-68	TOTAL TO GEN. SUM.		26.00	70.00						

SUBSUMMARY (2/5)

FOR INFORMATION ONLY

PART	COUNTY	ROUTE	BEGIN LOG POINT	END LOG POINT	MOWING ACRES	MOWBACK ACRES	LINEAR MILES	RAMP MILES	INTERSECTING ROUTE	MEDIAN WIDTH (FT.)	NOISE BARRIER	REMARKS
5	CLARK	IR-70	0.00	0.51	6.00	8.00	0.51	0.38				CLARK/MONTGOMERY COUNTY LINE TO END OF RAMPS
			0.51	3.1	49.00	65.00	2.59	2.24	IR-675/SPANGLER RD	BARRIER		
			3.10	6.07	64.00	80.00	2.97	1.41	SR-4	BARRIER		
			6.07	6.57	0.00	0.00	0.5	0.36	ENON RD	BARRIER		
			6.57	11.01	74.00	109.00	4.44	1.88	US-68	60		
			11.01	13.25	38.00	48.00	2.24	0.94	SR-72	60		
			13.25	18.14	73.00	108.00	4.89	0.70	SR-41	60		
			18.14	20.8	44.00	73.00	2.66	1.03	US-40	60		
			20.80	25.11	57.00	92.00	4.31	0.66	SR-54	60		
			25.11	29.25	43.00	69.00	4.14			40		CLARK/MADISON COUNTY LINE
			SUB-TOTAL 2014		448.00	652.00						
			SUB-TOTAL 2015		448.00	652.00						
5	CLARK	IR-70	TOTAL TO GEN. SUM.		896.00	1304.00						
6	CLARK	IR-675	0	0.99	11.00	18.00	0.99		SPANGLER RD	75		CLARK/GREENE CO. LINE TO BEGIN SPANGLER RD.
			SUB-TOTAL 2014		11.00	18.00						
			SUB-TOTAL 2015		11.00	18.00						
6	CLARK	IR-675	TOTAL TO GEN. SUM.		22.00	36.00						
7	CLARK	SPANGLER RD	0.00	0.50	4.00	4.00	0.50		IR-70	75		END OF IR-675 TO IR-70
			0.50	0.71	2.00	3.00	0.21			75		IR-70 TO END OF DIVIDED ROADWAY
			SUB-TOTAL 2014		6.00	7.00						
			SUB-TOTAL 2015		6.00	7.00						
7	CLARK	SPANGLER RD	TOTAL TO GEN. SUM.		12.00	14.00						
8	CLARK	SR-4	5.55	6.91	9.00	13.00	1.36	0.52	ENON RD	60		END OVERLAP WITH IR-70 TO ENON RD.
			6.91	8.59	28.00	49.00	1.68	0.47	SR-369	60		
			8.59	11.3	25.00	32.00	2.71	0.49	LOWER VALLEY PIKE	60		LOWER VALLEY PIKE TO BEGIN OVERLAP WITH US-40
			SUB-TOTAL 2014		62.00	94.00						
			SUB-TOTAL 2015		62.00	94.00						
8	CLARK	SR-4	TOTAL TO GEN. SUM.		124.00	188.00						

SUBSUMMARY (3/5)

FOR INFORMATION ONLY

PART	COUNTY	ROUTE	BEGIN LOG POINT	END LOG POINT	MOWING ACRES	MOWBACK ACRES	LINEAR MILES	RAMP MILES	INTERSECTING ROUTE	MEDIAN WIDTH (FT.)	NOISE BARRIER	REMARKS
9	CLARK	US-68	4.51	5.35	12	19	0.84	0.67	IR-70	52		BEGIN DIVIDED ROADWAY TO IR-70
			5.35	7.42	39	48	2.07	1.67	SR-4/US-40	40		
			7.42	8.89	32	45	1.47	0.78	SR-41	32		
			8.89	12.39	56	80	3.50	0.98	SR-334	37		
			12.39	15.18	44	68	2.79	0.53	COUNTY LINE RD	60		END AT CLARK/CHAMPAIGN CO. LINE
			SUB-TOTAL 2014		183.00	260.00						
			SUB-TOTAL 2015		183.00	260.00						
9	CLARK	US-68	TOTAL TO GEN. SUM.		366.00	520.00						
10	LOGAN	US-33	10.85	29.65	193.02	376.49	18.80					END 4 LANE / UNION COUNTY
			10.97		7.43	7.43		0.79	SR-117			
			13.23		4.16	4.16			REST AREA			
			15.67		9.73	9.73		0.7	US-68			
			17.21		17.75	17.75		0.85	SR-540			
			19.88		9.25	9.25		0.70	CR-10			
			21.97		17.17	17.17		0.87	SR-292			
			25.96		28.05	28.05		1.84	SR-347			
			SUB-TOTAL 2014		286.56	470.03						
			SUB-TOTAL 2015		286.56	470.03						
10	LOGAN	US-33	TOTAL TO GEN. SUM.		573.12	940.06						
11	MERCER	SR-29	15.53	18.80	38.05	69.96	3.27			50		CELINA ECL / AUGLAIZE COUNTY
			SUB-TOTAL		38.05	69.96						
			SUB-TOTAL 2015		38.05	69.96						
11	MERCER	SR-29	TOTAL TO GEN. SUM.		76.10	139.92						
12	MIAMI	IR-75	0.00	19.95	155.02	366.21	19.95					MONTGOMERY COUNTY / SHELBY COUNTY
			2.62		3.67	3.67		0.39	SR-571		YES	
			4.40		17.85	17.85		0.72	CR-25A		YES	
			7.84		15.13	15.13		0.83	SR-55		YES	
			9.70		0.00	0.00		0.78	SR-41		YES	
			13.14		10.62	10.62		0.45	CR-25A	60		
			15.00		3.59	3.59			REST AREA	55		
			16.72		10.11	10.11		0.66	US-36	50		
			17.77		9.32	9.32		1.08	CR-25A	40		
			SUB-TOTAL 2014		225.31	436.50						
			SUB-TOTAL 2015		225.31	436.50						
12	MIAMI	IR-75	TOTAL TO GEN. SUM.		450.62	873.00						

SUBSUMMARY (4/5)

FOR INFORMATION ONLY

PART	COUNTY	ROUTE	BEGIN LOG POINT	END LOG POINT	MOWING ACRES	MOWBACK ACRES	LINEAR MILES	RAMP MILES	INTERSECTING ROUTE	MEDIAN WIDTH (FT.)	NOISE BARRIER	REMARKS
13	MONTGOMERY	IR-70	0.00	3.34	66	98	3.34	0.98	BROOKVILLE/ARLINGTON RD	75		MONTGOMERY/PREBLE CO. LINE
			3.34	6.04	36	57	2.70	0.51	BROOKVILLE-SALEM RD	50		
			6.04	6.38	25	32	0.34	1.64	SR-49 (WEST RAMPS)	50/BARRIER		
			6.38	8.21	20	24	1.83	1.07	SR-49 (EAST RAMPS)	BARRIER/50		
			8.21	8.59	12	18	0.38	0.61	HOKE RD	BARRIER		
			8.59	11.30	33	42	2.71	0.89	SR48	50		
			11.30	14.41	63	80	3.11	2.79	AIRPORT ACCESS	50		
			14.41	16.20	29	33	1.79	6.90	IR-75	BARRIER		
			16.20	19.00	24	40	2.80	1.31	SR-202	BARRIER		
			19.00	20.97	14	22	1.97	0.74	SR-201	BARRIER		
			20.97	23.33	53	64	2.36	4.12	SR-235	BARRIER		
			23.33	23.55	6	9	0.22			BARRIER		MONTGOMERY/CLARK CO. LINE
			SUB-TOTAL 2014		381.00	519.00						
			SUB-TOTAL 2015		381.00	519.00						
13	MONTGOMERY	IR-70	TOTAL TO GEN. SUM.		762.00	1038.00						
14	MONTGOMERY	IR-75	0.00	0.76	37	48	0.76	0.71	AUSTIN PIKE	170		MONTGOMERY/WARREN CO. LINE
			0.76	2.59	71	85	1.83	4.33	IR-675	170		
			2.59	3.74	46	56	1.15	1.38	SR-725	170		
			3.74	6.66	78	97	2.92	0.74	E CENTRAL AVE.	170		
			6.66	9.31	28	35	2.65	1.3	DRYDEN RD.	25		
			9.31	9.57	7	7	0.26	0.92	SPRINGBORO PIKE	BARRIER		
			9.57	10.44	5	5	0.87			BARRIER		ENTER DAYTON CORP. LIMIT
			15.34	15.82	3	5	0.48	0.57	WAGNER FORD RD	BARRIER		LEAVE DAYTON CORP. LIMIT
			15.82	17.29	5	6	1.47	0.90	NEEDMORE RD	BARRIER		
			17.29	18.80	7	8	1.51	1.57	BENCHWOOD/WYSE	BARRIER		
			18.80	20.43	20	24	1.63	3.37	IR-70	BARRIER		
			20.43	22.26	17	20	1.83	0.96	US-40	BARRIER		
			22.26	22.92	12	20	0.66	0.79	NORTHWOODS BLVD	BARRIER		
			22.92	24.42	11	20	1.50			BARRIER		MONTGOMERY/MIAMI CO. LINE
			SUB-TOTAL 2014		347.00	436.00						
			SUB-TOTAL 2015		347.00	436.00						
14	MONTGOMERY	IR-75	TOTAL TO GEN. SUM.		694.00	872.00						
15	MONTGOMERY	IR-675	0.00	2.10	44	59	2.10	0.94	SR-725	80-40		BEGIN AT IR-75
			2.10	4.47	20	28	2.37	0.34	ALEXANDER BELLBROOK RD	40		
			4.47	4.79	17	19	0.32	0.88	SR-48	40		
			4.79	7.42	35	39	2.63	1.02	WILMINGTON PIKE	40		
			7.42	7.44			0.02			40		MONTGOMERY/GREENE CO. LINE
			SUB-TOTAL 2014		116.00	145.00						
			SUB-TOTAL 2015		116.00	145.00						
15	MONTGOMERY	IR-675	TOTAL TO GEN. SUM.		232.00	290.00						

