



LOCATION MAP

LATITUDE: 39°31'04" LONGITUDE: -83°50'55"

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

CLI/GRE-US 68-16.11/0.00

CITY OF WILMINGTON, CITY OF XENIA  
CAESER CREEK, LIBERTY, UNION, XENIA TOWNSHIPS  
CLINTON, GREENE COUNTIES

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FEDERAL PROJECT NUMBER

E240366

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

RESURFACING ON A PORTION ON US 68 IN CLINTON AND GREENE COUNTIES

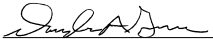
EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 3.8 ACRES  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES  
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)\*  
\*ROUTINE MAINTENANCE PROJECT

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

  
Douglas A. Gruver, P.E.  
District 08 Deputy Director

  
Pamela Boratyn  
Director, Department of Transportation

| DESIGN DESIGNATION          | CLI-68      | CLI-68     | CLI-68     | CLI-68     | CLI-68     | GRE-68 | GRE-68    | GRE-68    | GRE-68    |
|-----------------------------|-------------|------------|------------|------------|------------|--------|-----------|-----------|-----------|
|                             | 16.04-16.51 | 16.51-20.2 | 20.2-20.47 | 20.47-20.7 | 20.7-23.32 | 0-4.21 | 4.21-7.97 | 7.97-8.17 | 8.17-8.95 |
| CURRENT ADT (2027)          | 11,000      | 11,000     | 16,000     | 16,000     | 7,800      | 7,800  | 9,700     | 9,700     | 5,300     |
| DESIGN YEAR ADT (2039)      | 12,000      | 12,000     | 17,500     | 17,500     | 8,400      | 8,400  | 10,500    | 10,500    | 5,500     |
| DESIGN HOURLY VOLUME (2039) | 1,400       | 1,400      | 1,900      | 1,900      | 950        | 950    | 1,200     | 1,200     | 650       |
| DIRECTIONAL DISTRIBUTION    | 56.4%       | 56.4%      | 52.4%      | 52.4%      | 54.2%      | 54.2%  | 61.6%     | 61.6%     | 50.1%     |
| TRUCKS (24 HOUR B&C)        | 13.0%       | 13.0%      | 9.0%       | 9.0%       | 16.0%      | 16.0%  | 8.0%      | 8.0%      | 5.0%      |
| DESIGN SPEED                | 55          | 55         | 55         | 55         | 55         | 55     | 55        | 55        | 55        |
| LEGAL SPEED                 | 55          | 55         | 55         | 55         | 55         | 55     | 55        | 55        | 55        |
| NHS PROJECT                 | NO          | YES        | YES        | NO         | NO         | NO     | NO        | YES       | YES       |

DESIGN FUNCTIONAL CLASSIFICATION:  
CLI-68 16.10-16.64 03 PRINCIPAL ARTERIAL (URBAN)  
CLI-68 16.64-17.28 04 MINOR ARTERIAL (URBAN)  
CLI-68 17.28-23.31 04 MINOR ARTERIAL (RURAL)  
GRE-68 0.0-7.73 04 MINOR ARTERIAL (RURAL)  
GRE-68 7.73-7.97 04 MINOR ARTERIAL (URBAN)  
GRE-68 7.97-8.74 03 PRINCIPAL ARTERIAL (URBAN)

DESIGN EXCEPTIONS NONE  
ADA DESIGN WAIVERS NONE

UNDERGROUND UTILITIES

Contact Two Working Days  
Before You Dig



OHIO811.org  
Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764  
(Non members must be called directly)

PLAN PREPARED BY:  
ODOT DISTRICT 8 ENGINEERING  
505 S. STATE ROUTE 741  
LEBANON, OHIO 45036

| STANDARD CONSTRUCTION DRAWINGS |         |  |  |  | SUPPLEMENTAL SPECIFICATIONS | SPECIAL PROVISIONS |
|--------------------------------|---------|--|--|--|-----------------------------|--------------------|
| BP-3.1                         | 1/19/24 |  |  |  | 800-2023                    | 7/17/26            |
| RD-4.1                         | 7/17/26 |  |  |  | 821                         | 4/20/12            |
|                                |         |  |  |  | 832                         | 7/17/26            |
| MT-95.31                       | 7/18/25 |  |  |  | 874                         | 4/17/20            |
| MT-95.32                       | 7/18/25 |  |  |  | 897                         | 1/16/15            |
| MT-95.50                       | 7/21/17 |  |  |  | 921                         | 7/19/24            |
| MT-97.10                       | 7/18/25 |  |  |  |                             |                    |
| MT-97.12                       | 1/16/26 |  |  |  |                             |                    |
| MT-99.20                       | 4/19/19 |  |  |  |                             |                    |
| MT-101.90                      | 7/17/20 |  |  |  |                             |                    |
| MT-105.10                      | 1/17/20 |  |  |  |                             |                    |
|                                |         |  |  |  |                             |                    |
| TC-64.10                       | 1/16/26 |  |  |  |                             |                    |
| TC-65.10                       | 1/17/14 |  |  |  |                             |                    |
| TC-65.11                       | 1/17/25 |  |  |  |                             |                    |
| TC-71.10                       | 1/16/26 |  |  |  |                             |                    |

ENGINEER'S SEAL

ROADWAY



JOHN DENNIS OTIS  
E-70344  
REGISTERED PROFESSIONAL ENGINEER

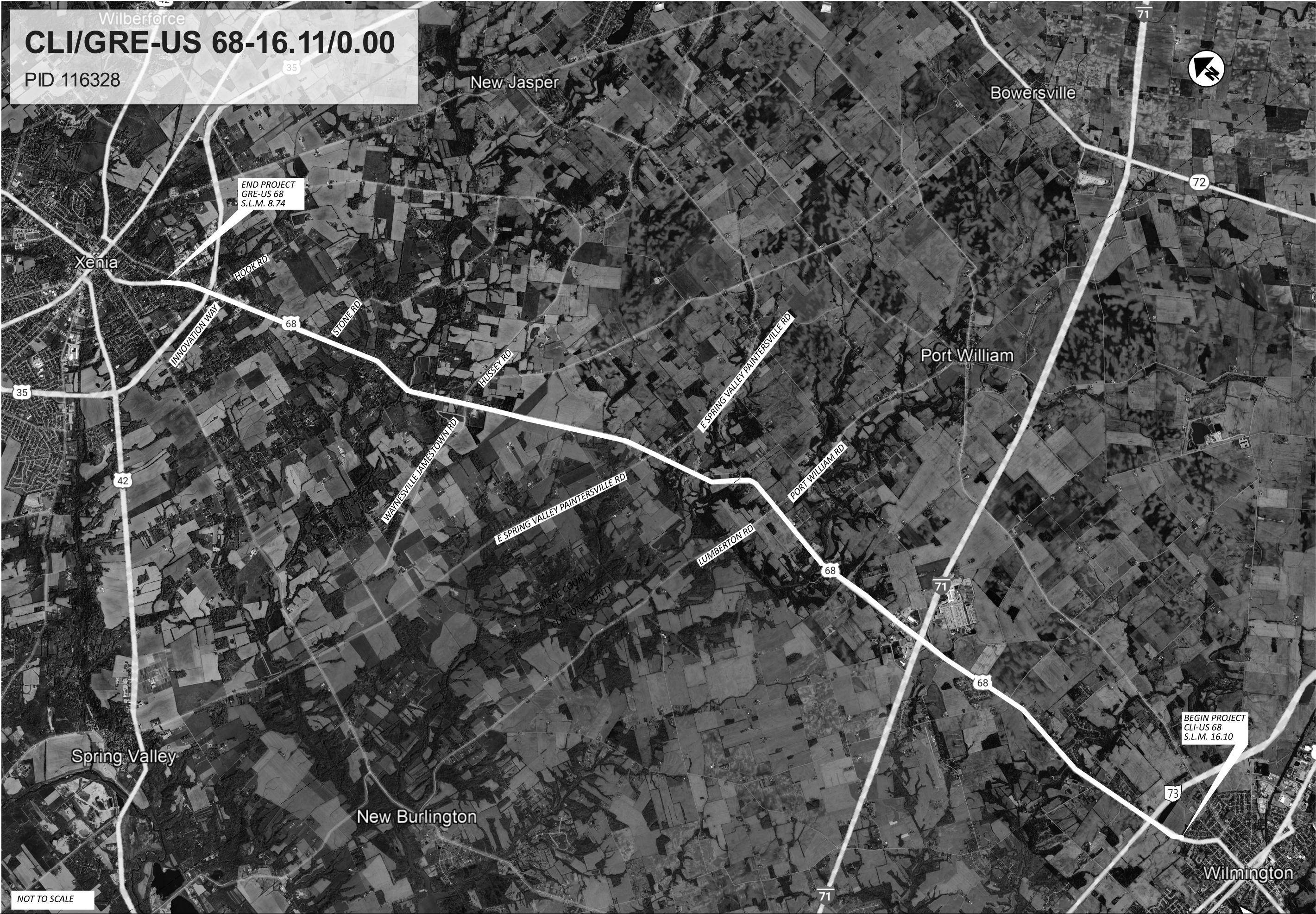
Digitally signed by Jotis  
Date: 2026.08.03 13:41:31-04'00'

DESIGN AGENCY



|            |        |
|------------|--------|
| DESIGNER   | JED    |
| REVIEWER   | JDO    |
| PROJECT ID | 116328 |
| SHEET      | P.1    |
| TOTAL      | 7      |







CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY 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 AT THE ENGINEER'S DIRECTION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THE PROJECT.

PERMANENT PAVEMENT MARKINGS

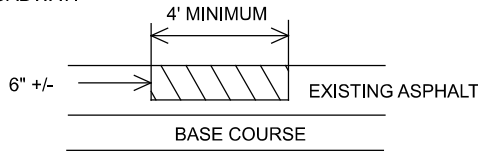
THE CONTRACTOR SHALL REFERENCE ALL PAVEMENT MARKINGS INCLUDING AUXILIARY PAVEMENT MARKINGS BEFORE THE START OF THE RESURFACING OPERATION. THIS WILL BE NECESSARY TO ASSURE THE CORRECT PLACEMENT OF MARKINGS IN ORIGINAL LOCATIONS. FOR CENTER LINE MARKINGS, THE CONTRACTOR SHALL INSTALL THE PASSING/NO PASSING ZONE MARKINGS ACCORDING TO THE CURRENT CENTER LINE LOGS AVAILBLE AT <http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/CenterlinePassingandNoPassingZoneLogs.aspx> PAYMENT FOR THIS OPERATION SHALL BE INCLUDED WITH EACH RESPECTIVE PAVEMENT MARKING ITEM.

ITEM 623- CONSTRUCTION LAYOUT STAKES, AS PER PLAN

PRIOR TO THE START OF ROADWAY OPERATION, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER. THE PAVEMENT SHALL BE REFERENCED IN 500' FEET INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMIPERMANENT CONDITION.

ITEM 253- PAVEMENT REPAIR

AN ESTIMATED QUANTITY OF 1250 CU YDS OF ITEM 253- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THIS OPERATION SHALL BE PERFORMED BEFORE PAVEMENT PLANING OF ROADWAY.

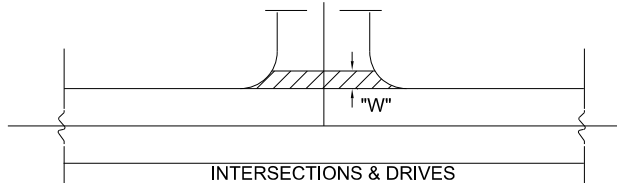


EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A DEPTH OF 6"+/- OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE BASE. THE 301 SHALL BE COMPACTED AS PER 401.08E AND IN APPROXIMATELY EQUAL LAYERS. THE LOCATIONS AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE

THE PAVEMENT PLANING SHALL BE SCHEDULED TO BE COVERED BY THE SURFACE COURSE PRIOR TO REOPENING THE LANE TO TRAFFIC, EXCEPT THE CONTRACTOR IS PERMITTED TO MILL AHEAD 1000 FEET BEYOND THE PLACED SURFACE COURSE. THE MILLED AHEAD SURFACE SHALL BE COVERED BY THE SURFACE COURSE ASPHALT WITHIN 72 HOURS OF BEING OPEN TO TRAFFIC. ADDITIONALLY, THE MILLED AHEAD SURFACE SHALL NOT BE LOCATED WITHIN AN INTERSECTION OR RAMP. THE MILLED AHEAD SURFACE SHALL BE SMOOTH, FREE OF DEBRIS, AND FREE OF POTOLES. A DISINCENTIVE IN THE AMOUNT OF \$12,500 SHALL BE ASSESSED FOR EACH DAY THE CONTRACTOR FAILS TO MEET ANY OF THESE REQUIREMENTS.

INTERSECTIONS AND DRIVES



INTERSECTION AND DRIVES QUANTITIES ARE INCLUDED IN THE ASPHALT CONCRETE QUANTITIES. INTERSECTION QUANTITIES HAVE BEEN ESTIMATED AT 15' MEASURED FROM EDGE OF PAVED SHOULDER, DRIVE QUANTITIES HAVE BEEN ESTIMATED AT 3' "W" MEASURED FROM EDGE OF PAVED SHOULDER.

PERFORM WORK PER SPECIFIED OFFSET LIMITS UNLESS THERE IS AN EXISTING JOINT LOCATED CLOSER TO THE EDGE OF PAVED SHOULDER, IN WHICH CASE END WORK AT SAID JOINT.

ITEM 621- RAISED PAVEMENT MARKINGS

ITEM 621- RPM, Y/Y.....1179 EA  
ITEM 621- RPM, W/R.....121 EA

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 621- RPM .....1300 EA  
ITEM 621- RPM REMOVED.....1300 EA

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 25 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FEDERAL AVIATION ADMINISTRATION  
SOUTHWEST REGIONAL OFFICE  
OBSTRUCTION EVALUATION GROUP  
10101 HILLWOOD PARKWAY  
FORT WORTH, TX 76177  
FAX: (817) 222-5920  
[HTTP://CEAAA.FAA.GOV](http://CEAAA.FAA.GOV)

OHIO DEPARTMENT OF TRANSPORTATION  
OFFICE OF AVIATION  
2829 WEST DUBLIN-GRANVILLE ROAD  
COLUMBUS, OHIO 43235  
[OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV](mailto:OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV)

SOLE SOURCE AQUIFER

THIS PROJECT IS LOCATED WITHIN THE GREAT MIAMI SOLE SOURCE AQUIFER FROM SLM 0.195 TO SLM 0.311. USE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. DO NOT STORE FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. MAINTAIN A SPILL KIT ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. IMMEDIATELY MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), CONTACT THE XENIA TWP FIRE DEPARTMENT STATION AT (937)-372-5336, OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.





MAINTENANCE OF TRAFFIC

ITEM 614 - MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT ONE LANE OF TWO-WAY TRAFFIC USING FLAGGERS MAY BE MAINTAINED DURING WORKING HOURS, BY USE OF THE EXISTING PAVEMENT. THE WORK AT THE INTERCHANGE OF SR 73 / SR 68 AND IR 71 / SR 68 NEEDS TO MAINTAIN 1 LANE IN EACH DIRECTION AT ALL TIMES.

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

|                       |                                     |
|-----------------------|-------------------------------------|
| NEW YEAR'S (OBSERVED) | GENERAL/REGULAR ELECTION DAY ((NOV) |
| LABOR DAY             | THANKSGIVING                        |
| MEMORIAL DAY          | CHRISTMAS (OBSERVED)                |
| FOURTH OF JULY        | (OTHER HOLIDAY OR SPECIAL EVENT)    |

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

DAY OF HOLIDAY OR EVENT TIME ALL LANES MUST BE OPEN TO TRAFFIC.

|                                 |                                             |
|---------------------------------|---------------------------------------------|
| SUNDAY                          | 12:00N FRIDAY THROUGH 6:00 AM MONDAY        |
| MONDAY                          | 12:00N FRIDAY THROUGH 6:00 AM TUESDAY       |
| TUESDAY                         | 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY     |
| WEDNESDAY                       | 12:00N TUESDAY THROUGH 6:00 AM THURSDAY     |
| THURSDAY                        | 12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY     |
| THURSDAY<br>(THANKSGIVING ONLY) | 6:00 AM WEDNESDAY THROUGH<br>6:00 AM MONDAY |
| FRIDAY                          | 12:00N THURSDAY THROUGH 6:00 AM MONDAY      |
| SATURDAY                        | 12:00N FRIDAY THROUGH 6:00 AM MONDAY        |

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$35 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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 C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE

| ITEM                                            | DURATION OF CLOSURE   | NOTICE DUE TO PERMITS & PIO       |
|-------------------------------------------------|-----------------------|-----------------------------------|
| RAMP & ROAD CLOSURES                            | >= 2 WEEKS            | 21 CALENDAR DAYS PRIOR TO CLOSURE |
|                                                 | > 12HOURS & < 2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE |
|                                                 | < 12 HOURS            | 4 CALENDAR DAYS PRIOR TO CLOSURE  |
| LANE CLOSURES & RESTRICTIONS                    | >= 2 WEEKS            | 14 CALENDAR DAYS PRIOR TO CLOSURE |
|                                                 | < 2 WEEKS             | 5 BUSINESS DAYS PRIOR TO CLOSURE  |
| START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES | 14 CALENDAR DAYS N/A  | PRIOR TO IMPLEMENTATION           |

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

CONTACT THE FOLLOWING:  
DISTRICT PUBLIC INFORMATION OFFICER BY EMAIL AT DOT.D07.PIO@DOT.OHIO.GOV  
DOT.D08.PIO@DOT.OHIO.GOV  
DISTRICT PERMIT SECTION BY EMAIL AT D08.PERMITS@DOT.OHIO.GOV  
CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV

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 OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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

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

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

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 80 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.

ITEM 614- WORK ZONE MARKINGS

THE CONTRACTOR SHALL PLACE WORK ZONE PAVEMENT MARKINGS UPON COMPLETION OF THE ASPHALT SURFACE COURSE PRIOR TO OPENING THE ROADWAY TO TRAFFIC.

THE FOLLOWING ESTIMATED QUANITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF PER C&MS 614.11.

SURFACE COURSE

|                                                                 |             |
|-----------------------------------------------------------------|-------------|
| ITEM 614-WORK ZONE LANE LINE, CLASS III, 642 PAINT -            | 0.37 MILES  |
| ITEM 614-WORK ZONE CENTER LINE, CLASS III, 642 PAINT -          | 16.48 MILES |
| ITEM 614-WORK ZONE EDGE LINE 6", CLASS III, 642 PAINT -         | 32.02 MILES |
| ITEM 614-WORK ZONE CHANNELIZING LINE CLASS III, 642 PAINT -     | 4663 FEET   |
| ITEM 614-WORK ZONE STOP LINE, CLASS III, 642 PAINT -            | 365 FEET    |
| ITEM 614-WORK ZONE ARROWS, CLASS III, 642 PAINT -               | 67 EACH     |
| ITEM 614-WORK ZONE WORD ON PAVEMENT, 96" CLASS III, 642 PAINT - | 2 EACH      |

DESIGN AGENCY



DESIGNER  
JED

REVIEWER  
JDO 4/9/26

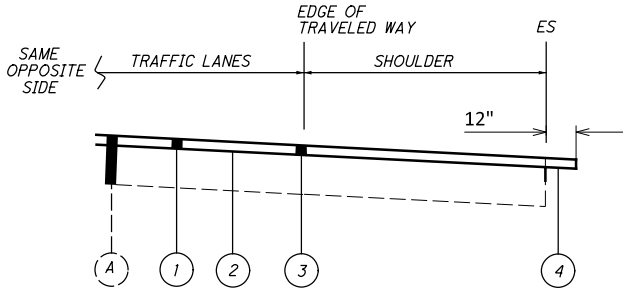
PROJECT ID  
116328

SHEET P.4 TOTAL 7

## GENERAL SUMMARY



### TYPICAL 1



- (A) EXISTING ASPHALT CONCRETE PAVEMENT
- (1) ITEM 424 - 1" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448)
- (2) ITEM 407 - NON-TRACKING TACK COAT @ 0.09 GAL/SQ YD
- (3) ITEM 897 - 1" PAVEMENT PLANING ASPHALT CONCRETE, CLASS A
- (4) ITEM 617 - COMPACTED AGGREGATE 12" WIDE

| PLAN SPLIT | COUNTY-ROUTE | LOG POINT (MILE) |       | LENGTH |      | PAVEMENT AREA<br>(MEASURED DIGITALLY) | PAVEMENT AREA | 897                                              |         |                               | 407                                              | 424                                             |       | 617                                               |                         |                         | 618                                                       | 874                               | NOTES       |
|------------|--------------|------------------|-------|--------|------|---------------------------------------|---------------|--------------------------------------------------|---------|-------------------------------|--------------------------------------------------|-------------------------------------------------|-------|---------------------------------------------------|-------------------------|-------------------------|-----------------------------------------------------------|-----------------------------------|-------------|
|            |              |                  |       |        |      |                                       |               | PAVEMENT PLANING<br>ASPHALT CONCRETE,<br>CLASS A |         | PATCHING<br>PLANED<br>SURFACE | NON TRACKING<br>TACK COAT @<br>0.09 GAL/SQ<br>YD | FINE GRADED POLYMER ASPHALT<br>CONCRETE, TYPE B |       | COMPACTED<br>AGGREGATE, 2"<br>DEPTH, 12"<br>WIDTH | SHOULDER<br>PREPARATION | WATER @ 20<br>GAL/CU YD | CENTER LINE,<br>RUMBLE<br>STRIPE<br>(ASPHALT<br>CONCRETE) | LONGITUDINAL<br>JOINT PREPARATION |             |
|            |              | DEPTH            |       |        |      |                                       |               | THICK-<br>NESS                                   |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              | FROM             | TO    | MILES  | FT   | SQ FT                                 | SQ YD         | INCHES                                           | SQ YD   | SQ YD                         | GAL                                              | INCHES                                          | CU YD | CU YD                                             | SQ YD                   | MGAL                    | MILES                                                     | MILES                             |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
| 03/S5K     | CLI-68       | 16.11            | 16.51 | 0.40   | 2112 | 104380                                | 11598         | 1.00                                             | 11597.8 | 116                           | 1043.8                                           | 1.00                                            | 322.2 | 26.1                                              | 469.3                   | 0.5                     | 0.40                                                      | 0.40                              |             |
| 01/NHS     | CLI-68       | 16.51            | 17.72 | 1.21   | 6389 | 235925                                | 26214         | 1.00                                             | 26213.9 | 263                           | 2359.3                                           | 1.00                                            | 728.2 | 78.9                                              | 1419.7                  | 1.6                     |                                                           |                                   | OMIT BRIDGE |
| 01/NHS     | CLI-68       | 17.72            | 18.72 | 1.00   | 5280 | 148235                                | 16471         | 1.00                                             | 16470.6 | 165                           | 1482.4                                           | 1.00                                            | 457.5 | 65.2                                              | 1173.3                  | 1.3                     | 1.00                                                      | 1.00                              |             |
| 01/NHS     | CLI-68       | 18.72            | 19.72 | 1.00   | 5280 | 177205                                | 19689         | 1.00                                             | 19689.4 | 197                           | 1772.1                                           | 1.00                                            | 546.9 | 65.2                                              | 1173.3                  | 1.3                     | 1.00                                                      | 1.00                              |             |
| 01/NHS     | CLI-68       | 19.72            | 20.47 | 0.75   | 3960 | 182505                                | 20278         | 1.00                                             | 20278.3 | 203                           | 1825.1                                           | 1.00                                            | 563.3 | 48.9                                              | 880.0                   | 1.0                     | 0.75                                                      | 0.75                              |             |
| 02/STR     | CLI-68       | 20.47            | 21.47 | 1.00   | 5280 | 195580                                | 21731         | 1.00                                             | 21731.1 | 218                           | 1955.8                                           | 1.00                                            | 603.6 | 65.2                                              | 1173.3                  | 1.3                     |                                                           |                                   |             |
| 02/STR     | CLI-68       | 21.47            | 22.00 | 0.53   | 2798 | 98100                                 | 10900         | 1.00                                             | 10900.0 | 109                           | 981.0                                            | 1.00                                            | 302.8 | 34.5                                              | 621.9                   | 0.7                     | 0.53                                                      | 0.53                              | OMIT BRIDGE |
| 02/STR     | CLI-68       | 22.00            | 23.31 | 1.31   | 6917 | 189140                                | 21016         | 1.00                                             | 21015.6 | 211                           | 1891.4                                           | 1.00                                            | 583.8 | 85.4                                              | 1537.1                  | 1.7                     | 1.31                                                      | 1.31                              |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
| 02/STR     | GRE-68       | 0.00             | 0.83  | 0.83   | 4382 | 123553                                | 13728         | 1.00                                             | 13728.1 | 138                           | 1235.5                                           | 1.00                                            | 381.3 | 54.1                                              | 973.9                   | 1.1                     | 0.83                                                      | 0.83                              | OMIT BRIDGE |
| 02/STR     | GRE-68       | 0.83             | 1.83  | 1.00   | 5280 | 144406                                | 16045         | 1.00                                             | 16045.1 | 161                           | 1444.1                                           | 1.00                                            | 445.7 | 65.2                                              | 1173.3                  | 1.3                     | 1.00                                                      | 1.00                              |             |
| 02/STR     | GRE-68       | 1.83             | 2.83  | 1.00   | 5280 | 139100                                | 15456         | 1.00                                             | 15455.6 | 155                           | 1391.0                                           | 1.00                                            | 429.3 | 65.2                                              | 1173.3                  | 1.3                     | 1.00                                                      | 1.00                              |             |
| 02/STR     | GRE-68       | 2.83             | 3.83  | 1.00   | 5280 | 135145                                | 15016         | 1.00                                             | 15016.1 | 151                           | 1351.5                                           | 1.00                                            | 417.1 | 65.2                                              | 1173.3                  | 1.3                     | 1.00                                                      | 1.00                              |             |
| 02/STR     | GRE-68       | 3.83             | 5.03  | 1.20   | 6336 | 164622                                | 18291         | 1.00                                             | 18291.3 | 183                           | 1646.2                                           | 1.00                                            | 508.1 | 78.2                                              | 1408.0                  | 1.6                     | 1.20                                                      | 1.20                              | OMIT BRIDGE |
| 02/STR     | GRE-68       | 5.03             | 6.03  | 1.00   | 5280 | 134420                                | 14936         | 1.00                                             | 14935.6 | 150                           | 1344.2                                           | 1.00                                            | 414.9 | 65.2                                              | 1173.3                  | 1.3                     | 1.00                                                      | 1.00                              |             |
| 02/STR     | GRE-68       | 6.03             | 7.03  | 1.00   | 5280 | 132970                                | 14774         | 1.00                                             | 14774.4 | 148                           | 1329.7                                           | 1.00                                            | 410.4 | 65.2                                              | 1173.3                  | 1.3                     | 1.00                                                      | 1.00                              |             |
| 02/STR     | GRE-68       | 7.03             | 7.73  | 0.70   | 3696 | 97087                                 | 10787         | 1.00                                             | 10787.4 | 108                           | 970.9                                            | 1.00                                            | 299.7 | 45.6                                              | 821.3                   | 0.9                     | 0.70                                                      | 0.70                              | OMIT BRIDGE |
| 03/S5K     | GRE-68       | 7.73             | 7.97  | 0.24   | 1267 | 40360                                 | 4484          | 1.00                                             | 4484.4  | 45                            | 403.6                                            | 1.00                                            | 124.6 | 15.6                                              | 281.6                   | 0.3                     | 1.01                                                      | 1.01                              | OMIT BRIDGE |
| 01/NHS     | GRE-68       | 7.97             | 8.74  | 0.77   | 4066 | 156393                                | 17377         | 1.00                                             | 17377.0 | 174                           | 1563.9                                           | 1.00                                            | 482.7 | 50.2                                              | 903.5                   | 1.0                     | 0.77                                                      | 0.77                              |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 |       |                                                   |                         |                         |                                                           |                                   |             |
|            |              |                  |       |        |      |                                       |               |                                                  |         |                               |                                                  |                                                 | </    |                                                   |                         |                         |                                                           |                                   |             |

## PAVEMENT QUANTITIES

DESIGN AGENCY



DESIGNER

JED

REVIEWER

JDO 4/9/

PROJECT ID

116328

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|-------|-------|
| SHEET | TOTAL |
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 User: Jason.Davis@dot.ohio.gov WORKSPACE: OHDOT\Roads\DESIGNER 24.00.00.205  
 DATE: 8/3/2026 TIME: 12:29:06 PM PLTDR: OHDOT\_PDF\_PDF PENTBL: OHDOT\_Pen.plt USER: Jason.Davis  
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## PAVEMENT MARKINGS

DESIGN AGENCY



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| DESIGNER   |       |
| JED        |       |
| REVIEWER   |       |
| JDO        | 4/9/  |
| PROJECT ID |       |
| 116328     |       |
| SHEET      | TOTAL |
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