

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF PLANING AND RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

**ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (A)
ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (B)**

PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH ITEM 253 - PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS:

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE ENTIRE AREA INCLUDING VERTICAL FACES SHALL BE COATED PRIOR TO PLACING THE REPLACEMENT MATERIAL PER 253.03. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 (449).

PAVEMENT REPAIR (A), TRANSVERSE PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 13 FEET IN WIDTH, AND 4 FEET IN LENGTH, AND 4 INCHES IN DEPTH MEASURED FROM THE MILLED SURFACE OR AS DIRECTED BY THE ENGINEER.

PAVEMENT REPAIR (B), LONGITUDINAL PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 4 FEET IN WIDTH, AND 4 INCHES IN DEPTH MEASURED FROM THE MILLED SURFACE OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (A)
MIA IR 75 = 1300 SQ YD

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (B)
MIA IR 75 = 500 SQ YD

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

AN ESTIMATED QUANTITY OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE HAS BEEN INCLUDED IN THE PLANS.

THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE ONE AND THREE QUARTERS INCH (1 ¾").

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING SHALL VARY FROM THIRTY EIGHT FEET (38') TO EIGHTY THREE FEET (83').

NO AREA OF PAVEMENT PLANING SHALL BE OPENED TO THE TRAVELING PUBLIC. IT IS THE INTENT OF THE OHIO DEPARTMENT OF TRANSPORTATION THAT THE PAVEMENT PLANING AND THE PLACEMENT OF ITEM 442 ASPHALT CONCRETE BE IN CONJUNCTION WITH EACH OTHER ON A DAILY BASES PRIOR TO OPENING THE ROAD TO THE TRAVELING PUBLIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ASSURING THAT THIS IS A COMPLETE PROCESS EACH DAY.

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

THE MATERIAL USED FOR RESURFACING SHALL CONSIST OF ONE AND THREE QUARTERS INCH (1.75") OF ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN. THE BINDER SHALL BE PG 76-22M.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED TWO INCHES (2") IN DEPTH.

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 300 SY

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

A QUANTITY FOR ITEM 618, RUMBLE STRIPS (ASPHALT CONCRETE) HAS BEEN CARRIED TO THE ESTIMATED QUANTITY SHEET.

THE LOCATIONS ARE:

MIA-75 FROM SLM 15.02 TO SLM 17.78 (NB & SB) = 2.76 MILES
2.76 MILES X 4 SHOULDERS = 11.04 OR 11 MILES

PAVEMENT MARKINGS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS INCLUDING EXISTING LANE AND SHOULDER WIDTHS IN A LOG AND SUBMIT TO THE DEPARTMENT FOR ACCEPTANCE. ALSO THE CONTRACTOR SHALL BE RESPONSIBLE TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS WITH IN THE EXISTING NORTHBOUND AND SOUTHBOUND REST AREAS. THE DEPARTMENT WILL NOT ALLOW THE CONTRACTOR TO PERFORM ANY PAVEMENT WORK FUNCTIONS (MILLING, OVERLAY, ETC.) UNTIL ACCEPTANCE OF THE SUBMITTED EXISTING MARKING LOG. MARKINGS SHALL REPLACED IN KIND EXCEPT WHERE EXISTING MARKINGS DO NOT MEET THE CURRENT STANDARD CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL COORDINATE AND CORRABORATE THE PROPOSED LAYOUT OF ALL PAVEMENT MARKINGS PER APPLICABLE STANDARD CONSTRUCTION DRAWINGS WITH ODOT.

NO PERMANENT PAVEMENT MARKINGS, RAISED PAVEMENT MARKERS, NOR RUMBLE STRIPS SHALL BE PLACED UNTIL THE ODOT PROJECT ENGINEER HAS APPROVED THE LOCATION AND/OR LAYOUT OF THE WORK ZONE PAVEMENT MARKINGS.

ITEM 442 - ANTI-SEGREGATION EQUIPMENT

ANTI-SEGREGATION EQUIPMENT HAS BEEN CALCULATED FOR IR 75 MAINLINE PAVEMENT, BUT NOT THE IR 75 PAVED SHOULDERS OR MEDIANS. THE ANTI-SEGREGATION EQUIPMENT HAS ALSO BEEN INCLUDED FOR THE RAMPS, AND ACCEL AND DECEL LANES PAVEMENT, AND RAMP AND ACCEL AND DECEL LANES PAVED SHOULDERS.

ITEM SPECIAL - SHAPING

SHAPING SHALL CONSIST OF SCARIFYING THE EXISTING AGGREGATE BASE TO A MINIMUM DEPTH OF TWO INCHES (2") OR TO THE BOTTOM OF EXISTING POTHOLES. RESHAPING AND COMPACTING OF EXISTING SHOULDERS TO A GRADE THAT PROMOTES POSITIVE DRAINAGE, AND SHALL BE DIRECTED BY THE ENGINEER.

THE COST OF SCARIFYING, RESHAPING AND COMPACTING SHALL BE INCLUDED IN THE UNIT BID PRICE PER SQUARE YARD FOR ITEM 209SPECIAL - SHAPING.

ITEM 202 - WALK REMOVED, AS PER PLAN

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAW CUTTING AND REMOVING A PORTION OF THE EXISTING WALK AND PREPARE THE AREA FOR PROPOSED WALK AND DETECTABLE WARNING. THE AREA REMOVED SHALL EQUAL THAT OF THE PROPOSED DETECTABLE WARNING PLUS 3" AROUND IT. THE REMOVAL OF ADDITIONAL AREAS MUST FIRST BE APPROVED BY THE ENGINEER. ALL PORTIONS OF REMOVED WALK SHALL BE DISPOSED OF OFF SITE. ALL WORK, LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDE IN THE UNIT BID PRICE PER SQUARE FOOT FOR ITEM 202 - WALK REMOVED, AS PER PLAN.

ITEM 202 - CURB REMOVED, AS PER PLAN

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAW CUTTING AND REMOVING A PORTION OF THE EXISTING CURB. THE CONTRACTOR MAY CUT 1' OUT ONTO EXISTING ASPHALT PAVEMENT TO REMOVE THE DETERIORATED SECTIONS OF CURB, AND ALLOW FOR THE PLACEMENT OF FORMS FOR THE PROPOSED NEW CURB. THE CONTRACTOR SHALL PREPARE THE AREA FOR THE NEW PROPOSED CURB. ALL MATERIALS REMOVED SHALL BE DISPOSED OF OFF SITE. ALL WORK, LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDE IN THE UNIT BID PRICE PER FOOT FOR ITEM 202 - CURB REMOVED, AS PER PLAN.

ITEM 202 - CATCH BASIN REMOVED, AS PER PLAN

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING THE EXISTING CATCH BASIN. THIS INCLUDES BUT IS NOT LIMITED TO THE AGGREGATE AND CONCRETE USED TO TEMPORARLY FILL THE CATCH BASIN. ALL MATERIALS REMOVED SHALL BE DISPOSED OF OFF SITE. ALL WORK, LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDE IN THE UNIT BID PRICE FOR ITEM 202 - CATCH BASIN REMOVED, AS PER PLAN.

**ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN
ITEM 252 - FULL DEPTH RIGID PAVEMENT SAWING**

THESE PAVEMENT REPAIRS SHALL BE IN ACCORDANCE WITH ITEM 252 WITH THE FOLLOWING ADDITIONS:

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE ENTIRE AREA INCLUDING VERTICAL FACES SHALL BE COATED PRIOR TO PLACING THE REPLACEMENT MATERIAL PER 253.03. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE (ESTIMATED DEPTH OF 16"), PG64-22 OVER A 4" THICKNESS OF ITEM 304 AGGREGATE BASE.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 14 FEET IN WIDTH OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN = 156 SY

ITEM 252 - FULL DEPTH RIGID PAVEMENT SAWING = 256 FT

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (C)

PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH ITEM 253 - PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS:

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE ENTIRE AREA INCLUDING VERTICAL FACES SHALL BE COATED PRIOR TO PLACING THE REPLACEMENT MATERIAL PER 253.03. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 (449).

PAVEMENT REPAIR (C), REST AREA TRUCK PARKING PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 12 FEET IN WIDTH AND 6 INCHES IN DEPTH MEASURED FROM THE MILLED SURFACE OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (C)
REST AREA TRUCK PARKING = 4352 SQ YD

ITEM 608 - WALKWAY, MISC.: 6" CONCRETE PAD

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLACING OF 6" CONCRETE PAD WHERE NOTED IN THESE PLANS. THE CONTRACTOR SHALL EXCAVATE AN AREA 8'x 15' AT THE END OF THE MOTOR VEHICLE PARKING AREA FOR THE PROPOSE CONCRETE SLAB. ALL WORK, LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK SHALL BE INCLUDE IN THE UNIT BID PRICE PER SQUARE FOOT FOR ITEM 608 - WALKWAY, MISC.: 6" CONCRETE PAD.

COORDINATION OF WORK:

(PID: 110572, MIA-36-11.52, SALE 7/14/2022, COMPLETION DATE 10/15/2022)

(PID: 94676, MIA-75-19.01, SALE 6/17/2021, COMPLETION DATE 10/15/2022)

(PID: 105382, MIA-75-15.02, SALE 6/30/2022, COMPLETION DATE 10/15/2022)

THE CONTRACTOR IS ADVISED THAT ADJACENT CONSTRUCTION PROJECTS WITHIN OR NEAR THE WORK LIMITS OF THIS PLAN MAY IMPACT THE PROJECT SCHEDULE, SEQUENCE OF CONSTRUCTION AND/OR TRAFFIC CONTROL BETWEEN ADJACENT ZONES. THE CONTRACTOR IS REQUIRED TO COORDINATE ALL MAINTENANCE OF TRAFFIC OPERATIONS WITH ADJACENT CONSTRUCTION PROJECTS. COOPERATION WITH THE ENGINEER, INSPECTORS AND ALL OTHER CONTRACTORS ON OR ADJACENT TO THE PROJECT IS REQUIRED PER CMS 105.08.

ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING

IN ADDITION TO CMS REQUIRMENTS, THIS PAY ITEM SHALL INCLUDE THE WORK NECESSARY TO VERIFY/SURVEY THE EXISTING CATCH BASINS PRIOR TO ORDERING THE PROPOSED REPLACEMENTS.

DESIGN AGENCY



DESIGNER

REB

REVIEWER

XXX MM-DD-YY

PROJECT ID

105382

SHEET TOTAL

P.4 19

ITEM 614 - MAINTAINING TRAFFIC

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF RESTRICTED TRAFFIC WORK ZONES SHALL BE KEPT TO A MAXIMUM TWO (2.0) MILE WORK ZONE CONSISTENT WITH THE SPECIFICATION REQUIREMENTS FOR PROTECTION OF COMPLETED COURSES. IN ADDITION TO THE REQUIREMENTS AS INDICATED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND PERTINENT ITEMS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, THE FOLLOWING REQUIREMENTS SHALL APPLY.

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO AND THE MAXIMUM SAFETY OF THE CONTRACTOR AND THE TRAVELING PUBLIC. ANY VARIANCES FROM THESE MAINTENANCE OF TRAFFIC NOTES MUST BE APPROVED IN ADVANCE IN WRITING BY THE DIRECTOR. TRAFFIC IS TO BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND NOT BE SUBJECTED TO CONSTANT LANE SHIFTS.

THE CONTRACTOR'S OPERATIONS SHALL BE ARRANGED TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE TABLE BELOW PROVIDES THE PERMITTED CLOSURE TIMES FOR RAMPS ON THE PROJECT ALONG WITH THE MAXIMUM NUMBER OF NIGHTS EACH RAMP MAY BE CLOSED. RAMP CLOSURES SHALL NOT OCCUR CONCURRENTLY.

Interchange	Ramp	Permitted Ramp Closure Times		Max. Night Closures
		Begin	End	
IR 75 x US-36	NB Off-ramp	8:00 PM	6:00 AM	2
IR 75 x US-36	NB On-ramp	8:00 PM	6:00 AM	2
IR 75 x US-36	SB On-Ramp	8:00 PM	6:00 AM	2
IR 75 x US-36	SB Off-ramp	8:00 PM	6:00 AM	2
IR 75 x CR-25A	NB Off-ramp	8:00 PM	6:00 AM	2
IR 75 x CR-25A	NB On-ramp	8:00 PM	6:00 AM	2

DISINCENTIVES, AS SHOWN IN THE TABLE BELOW, SHALL BE ASSESSED FOR VIOLATING THE PERMITTED RAMP CLOSURE TIMES.

Interchange	Ramp	Disincentive
IR 75 x US-36	NB Off-ramp	\$25/Per Minute
IR 75 x US-36	NB On-ramp	\$25/Per Minute
IR 75 x US-36	SB On-Ramp	\$25/Per Minute
IR 75 x US-36	SB Off-ramp	\$25/Per Minute
IR 75 x CR-25A	NB Off-ramp	\$25/Per Minute
IR 75 x CR-25A	SB On-Ramp	\$25/Per Minute

REST AREAS

TRAFFIC TO THE REST AREAS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 21 CONSECUTIVE CALENDAR DAYS, WHEN A REST AREA MAY BE CLOSED TO TRAFFIC. BOTH REST AREAS SHALL NOT BE CLOSED CONCURRENTLY. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$1500 FOR EACH CALENDAR DAY THE REST AREA REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

REST AREAS SHALL BE OPEN DURING THE HOLIDAYS OR EVENTS LISTED IN THE FOLLOWING HOLIDAY NOTE. NO WORK WITHIN ACTIVE TRAVEL LANES OR WHICH WILL SLOW TRAFFIC IS PERMITTED AT ANY OTHER TIMES.

INTERIM COMPLETION DATE

ALL PAVEMENT REPAIRS ON MAINLINE IR 75 WILL BE REQUIRED TO BE COMPLETED BY 10/15/2022. 10/15/2022 WILL BE CONSIDERED AN INTERIM COMPLETION DATE FOR THE PAVEMENT REPAIR WORK. ALL DRAINAGE STRUCTURES WITHIN THE REST AREAS SHALL BE REPLACED BY 11/15/2022. 11/15/2022 WILL BE CONSIDERED AN INTERIM COMPLETION DATE FOR THE DRAINAGE WORK. DISINCENTIVES IN THE AMOUNT OF \$1,000 / DAY WILL BE CHARGED SHOULD THE CONTRACTOR NOT HAVE THIS WORK COMPLETED BY THE RESPECTIVE INTERIM COMPLETION DATES. ALL REMAINING WORK ON THE PROJECT SHALL BE COMPLETED BY THE PROJECT COMPLETION DATE OF 07/31/2023. IN THE EVENT THE CONTRACTOR PURSUES THE PERMANENT PAVEMENT WORK ON IR75 AND THE REST AREA WORK, THE DEPARTMENT WILL REQUIRE ANY SECTION PURSUED TO BE COMPLETED BY 10/15/2022.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN 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 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 (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

LANE VALUE CONTRACT TABLE	
DESCRIPTION OF ROUTE	DISINCENTIVE
MIA-75-SLM 15.02 to MIA-75-SLM 17.78	\$150/MIN/LANE

PERMITTED LANE CLOSURE TIMES

THE PERMITTED LANE CLOSURE TIMES FOR THIS PROJECT SHALL BE AS FOLLOWS:

MIAMI IR 75

ONE LANE MAY BE CLOSED FROM 8:00 PM TO 6:00 AM EACH NIGHT, BEGINNING SATURDAY NIGHT AT 8:00 PM THROUGH FRIDAY MORNING AT 6:00 AM. TWO LANE CLOSURES ARE NOT PERMITTED. NO WORK WITHIN ACTIVE TRAVEL LANES OR WHICH WILL SLOW TRAFFIC IS PERMITTED AT ANY OTHER TIMES.

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.

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 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 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 DRIVEABLE PAVEMENT DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO DT PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES AND RESTRICTIONS	>= 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS 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.

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

* FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

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

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. 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.


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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 350 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
4	6	9	10		12		16	17	18		01/IMS/PV	02/IMS/PV						
							162				162		646	50100	162	FT	REMOVAL OF PAVEMENT MARKING , CROSSWALK LINE, 12"	
							19				19		646	50100	19	FT	REMOVAL OF PAVEMENT MARKING , STOP LINE	
											0.76		807	12010	0.76	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
											0.34		807	12110	0.34	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
											253		807	12410	253	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	
											13.3		807	14010	13.3	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
											5.3		807	14110	5.3	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
											8,230		807	14310	8,230	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
											3,944		807	14410	3,944	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
											4,012		807	14430	4,012	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 12"	
	10										10		808	18700	10	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
																	TRAFFIC SIGNALS	
								8				8	632	90400	8	EACH	SIGNALIZATION, MISC.:TRUCK PARKING INFORMATION MANAGEMENT SYSTEM (TPIMS)	18
																	MAINTENANCE OF TRAFFIC	
											350		614	11110	350	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
											4		614	18601	4	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	5
											16.92		614	20056	16.92	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	
											21.09		614	22056	21.09	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT, WHITE	
											21.09		614	22056	21.09	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT, YELLOW	
											24,690		614	23100	24,690	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 807 PAINT	
							1,371				1,371		614	23690	1,371	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
											12,591		614	24102	12,591	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	
											12,036		614	24208	12,036	FT	WORK ZONE DOTTED LINE, CLASS I, 12", 642 PAINT	
							298				298		614	26610	298	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
							30				30		614	30650	30	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
																	INCIDENTALS	
											LS		614	11000	LS		MAINTAINING TRAFFIC	
											LS		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS		624	10000	LS		MOBILIZATION	

DESIGN AGENCY

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S.L.M.	TYPICAL SECTION	SIDE	DISTANCE (D) FT	AVERAGE WIDTH (W) FT	SURFACE AREA (A) A=DxW/9 SY	CADD GENERATED AREA SY	202	202	202	SPECIAL	253	253	254	304	407	442	202	608	608	608	609	611	611	630	630	630	644	644	644	644		
							WALK REMOVED, AS PER PLAN SF	CURB REMOVED, AS PER PLAN FT	CATCH BASIN REMOVED EACH	SHAPING SY	PAVEMENT REPAIR, AS PER PLAN, (B) SY	PAVEMENT REPAIR, AS PER PLAN, (C) SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/4" SY	AGGREGATE BASE CY	NON-TRACKING TACK COAT, 0.085 GAL/SY GAL	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN CY	CATCH BASIN REMOVED, AS PER PLAN EACH	4" CONCRETE WALK SF	WALKWAY, MISC. 6" CONCRETE PAD SF	DETECTABLE WARNING SF	CURB, TYPE 6 FT	CATCH BASIN, NO. 2-2C EACH	CATCH BASIN, NO. 3 EACH	SIGN POST REFLECTOR EACH	SIGN ERECTED, FLAT SHEET SF	GROUND MOUNTED SUPPORT, No 3 POST FT	PARKING LOT STALL MARKING FT	EDGE LINE, 6", WHITE MILE	EDGE LINE, 6", YELLOW MILE	CHANNELIZING LINE, 12" FT		
TO																																
NORTHBOUND REST AREA																																
	12						80	40	3	4156	218.00	1993.00	17381	346.00	1477.00	845.00		80.00	120.00	80.00	48.00	3.00		12.00	15.00	132.00	1982.40	0.35	0.36	382.00		
SOUTHBOUND REST AREA																																
	13						240	33	3	3334	208.00	2359.00	15219.00	278.00	974.00	557.00	2.00	300.00	120.00	60.00	72.00	3.00	2.00	8.00	9.00	96.00	1861.00	0.24	0.25	285.00		
SUBTOTALS							320	73	6	7490	426	4352	32600	624	2451	1402		380	240	140	120	6.00	2.00	20.00	24.00	228.00	3843.40	0.59	0.61	667.00		
TOTALS CARRIED TO GENERAL SUMMARY							320	73	6	7490	426	4352	32600	624	2451	1402		380	240	140	120	6	2	20	24	228	3843	0.59	0.61	667		

ESTIMATED QUANTITY SHEET

DESIGN AGENCY



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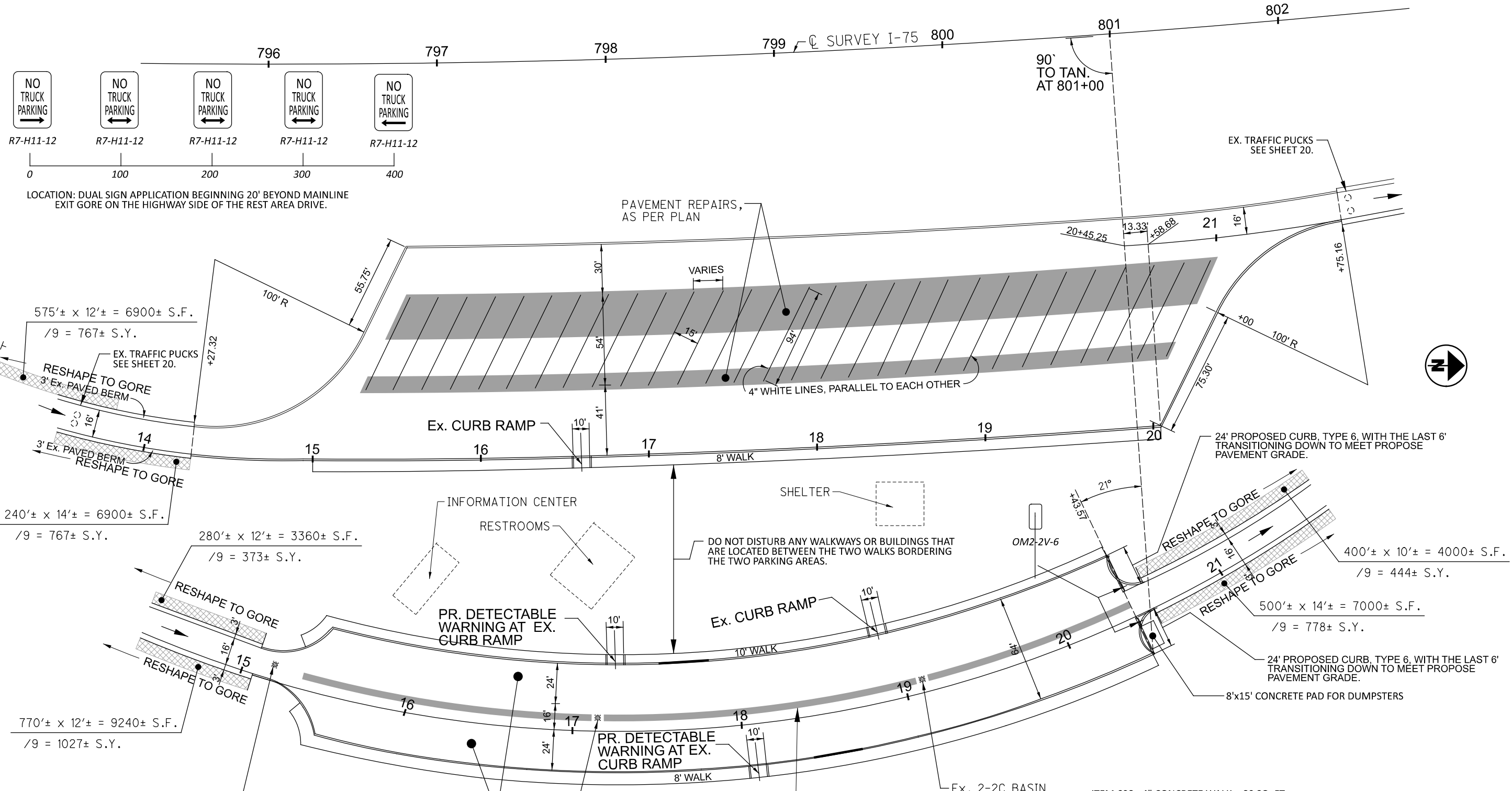
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SHEET TOTAL

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LOCATION: DUAL SIGN APPLICATION BEGINNING 20' BEYOND MAINLINE EXIT GORE ON THE HIGHWAY SIDE OF THE REST AREA DRIVE.

PAVEMENT REPAIRS, AS PER PLAN

EX. TRAFFIC PUCKS SEE SHEET 20.

90' TO TAN. AT 801+00



575'± x 12'± = 6900± S.F.

/9 = 767± S.Y.

240'± x 14'± = 6900± S.F.

/9 = 767± S.Y.

280'± x 12'± = 3360± S.F.

/9 = 373± S.Y.

770'± x 12'± = 9240± S.F.

/9 = 1027± S.Y.

400'± x 10'± = 4000± S.F.

/9 = 444± S.Y.

500'± x 14'± = 7000± S.F.

/9 = 778± S.Y.

NEW TRUCK PAVEMENT MARKING LAYOUT: NORTHBOUND SIDE :

- 1). ANGLE BETWEEN BEGINNING (WORKING SOUTH TO NORTH) OF SIDEWALK IS 40.63 DEGREES.
- 2). SPACING IS 23.1' FOR THE FIRST (WORKING SOUTH TO NORTH) 7 PARKING SPOTS. 23.6' FOR THE NEXT 7, AND 24.2' FOR THE LAST 6 SPOTS. MEASUREMENT TAKEN ALONG THE SKEW.
- 3). CONTRACTOR WILL HAVE TO ADJUST WHERE THEY START THE PARKING SPACES LINES FOR NORTHBOUND DUE TO THE CURVATURE OF THE PARKING LOT.
- 4). PARKING SPACES ARE 15' WIDE CENTER OF MARKING TO CENTER OF MARKING.
- 5). LINES ARE 94.4' LONG
- 6). WHEN COMPLETED 20 PARKING SPOTS FOR NORTHBOUND REST AREA.

- = POTENTIAL AREAS OF CURB REPLACEMENT
- = POTENTIAL AREAS OF PAVEMENT REPAIRS
- ▨ = POTENTIAL AREAS FOR RESHAPING

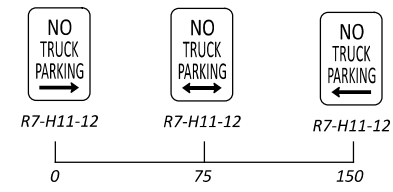
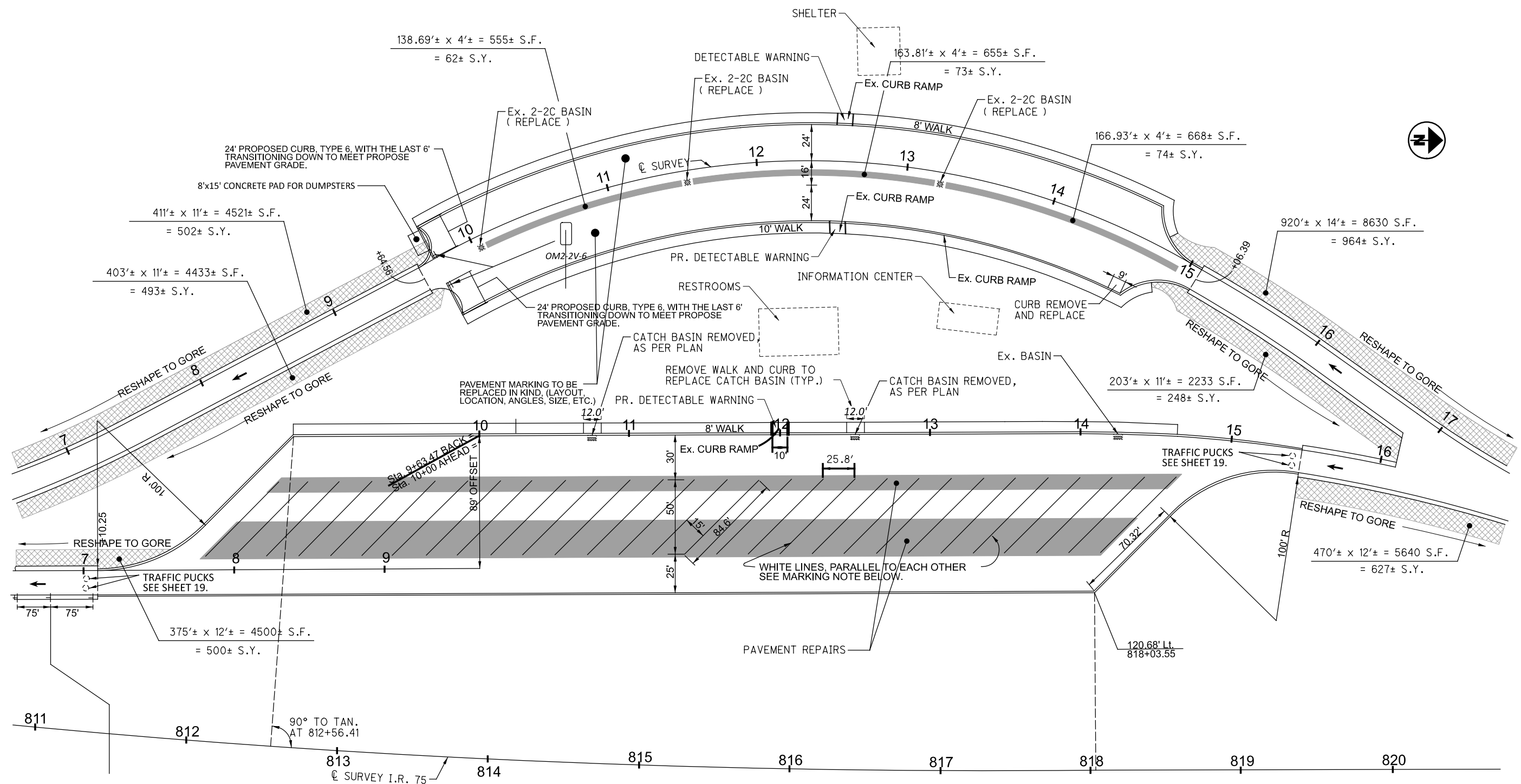
- ITEM 202 - WALK REMOVED, AS PER PLAN..... 80 SQ. FT.
- ITEM 202 - CATCH BASIN REMOVED... 3 EACH
- ITEM 202 - CURB REMOVED, AS PER PLAN.... 40 FT.
- ITEM 209SPECIAL - SHAPING... 4156 SQ. YD.
- ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (B)... 218 SQ. YD.
- ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (C) 1993 SQ. YD.
- ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1¾")... 17381 SQ. YD.
- ITEM 304 - AGGREGATE BASE 346 CU. YD.
- ITEM 407 - NON-TRACKING TACK COAT (0.085 GAL/SY)... 1477 GAL.
- ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447), AS PER PLAN.... 845 CU. YD.

- ITEM 608 - 4" CONCRETE WALK... 80 SQ. FT.
 - ITEM 608 - WALKWAY, MISC.: 6" CONCRETE PAD... 120 SQ. FT.
 - ITEM 608 - DETECTABLE WARNING ... 80 SQ. FT.
 - ITEM 609 - CURB TYPE 6 ... 48 FT.
 - ITEM 611 - CATCH BASIN, NO 2-2C ... 3 EACH
 - ITEM 611 - 12" CONDUIT, TYPE B... 20 FT.
 - ITEM 630 - SIGN POST REFLECTOR ... 12 EACH
 - ITEM 630 - SIGN ERECTED, FLAT SHEET...15 SQ. FT.
 - ITEM 630 - GROUND MOUNTED SUPPORT #3 POST... 132 FT.
 - ITEM 644 - PARKING LOT STALL MARKING ... 1982.4 FT.
 - ITEM 644 - EDGE LINE, 6", WHITE... 35 MILE
 - ITEM 644 - EDGE LINE, 6", YELLOW... .36 MILE
 - ITEM 644 - CHANNELIZING LINE, 12" ... 381 FT.
- ALL MEASUREMENTS, STATIONING, OFFSETS, AND MARKINGS ARE FOR GRAPHICAL CLARIFICATION, TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENTS, THEREFORE SHALL BE CONSIDERED +/- . IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO FIELD REVIEW/VERIFY AS PER SECTION 102.05 OF C&MS 2019.

**REST AREA
NORTHBOUND TRUCK AND CAR PARKING**

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PROJECT ID
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SHEET TOTAL
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**NEW TRUCK PAVEMENT MARKING LAYOUT:
SOUTHBOUND SIDE :**

- 1). ANGLE BETWEEN SIDEWALK AND PROPOSED PARKING IS 35.39 DEGREES.
- 2). SPACING IS 25.8' END OF LINE TO END OF LINE, MEASURED ALONG THE SKEW.
- 3). PARKING SPACES ARE 15' WIDE CENTER OF MARKING TO CENTER OF MARKING.
- 4). LINES ARE 84.6' LONG
- 5). WHEN COMPLETED 21 PARKING SPOTS FOR SOUTHBOUND REST AREA.

- = POTENTIAL AREAS OF CURB REPLACEMENT
 - = POTENTIAL AREAS OF PAVEMENT REPAIRS
 - ▨ = POTENTIAL AREAS FOR RESHAPING
- ITEM 202 - WALK REMOVED, AS PER PLAN... 240 SQ. FT.
 - ITEM 202 - CATCH BASIN REMOVED... 6 EACH
 - ITEM 202 - CURB REMOVED, AS PER PLAN... 33 FT.
 - ITEM 209 SPECIAL - SHAPING... 3334 SQ. YD.
 - ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (B)... 208 SQ. YD.
 - ITEM 253 - PAVEMENT REPAIR, AS PER PLAN (C)... 2359 SQ. YD.
 - ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1 3/4")
 - ITEM 304 - AGGREGATE BASE... 278 CU. YD.

- ITEM 407 - NON-TRACKING TACK COAT (0.085 GAL/SY)... 974 GAL.
- ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 1.5 IN., TYPE A (#47) AS PER PLAN... 557 CU. YD.
- ITEM 608 - 4" CONCRETE WALK... 300 SQ. FT.
- ITEM 608 - WALKWAY, MISC.: 6" CONCRETE PAD... 120 SQ. FT.
- ITEM 608 - DETECTABLE WARNING... 60 SQ. FT.
- ITEM 609 - CURB TYPE 6... 72 FT.
- ITEM 611 - CATCH BASIN, NO 2-2C... 3 EACH
- ITEM 611 - CATCH BASIN, NO 3... 2 EACH
- ITEM 611 - 12" CONDUIT, TYPE B... 24 FT.
- ITEM 611 - 15" CONDUIT, TYPE B... 8 FT.
- ITEM 611 - 18" CONDUIT, TYPE B... 4 FT.
- ITEM 630 - SIGN POST REFLECTOR... 8 EACH
- ITEM 630 - SIGN ERECTED, FLAT SHEET... 9 SQ. FT.
- ITEM 630 - GROUND MOUNTED SUPPORT #3 POST... 96 FT.
- ITEM 644 - PARKING LOT STALL MARKING ... 1861 FT.
- ITEM 644 - EDGE LINE, 6", WHITE... .24 MILE
- ITEM 644 - EDGE LINE, 6", YELLOW... .25 MILE
- ITEM 644 - CHANNELIZING LINE, 12"... 285 FT.

ALL MEASUREMENTS, STATIONING, OFFSETS, AND MARKINGS ARE FOR GRAPHICAL CLARIFICATION, TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENTS, THEREFORE SHALL BE CONSIDERED +/- . IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO FIELD REVIEW/VERIFY AS PER SECTION 102.05 OF C&MS 2019.

REST AREA
SOUTHBOUND TRUCK AND CAR PARKING

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