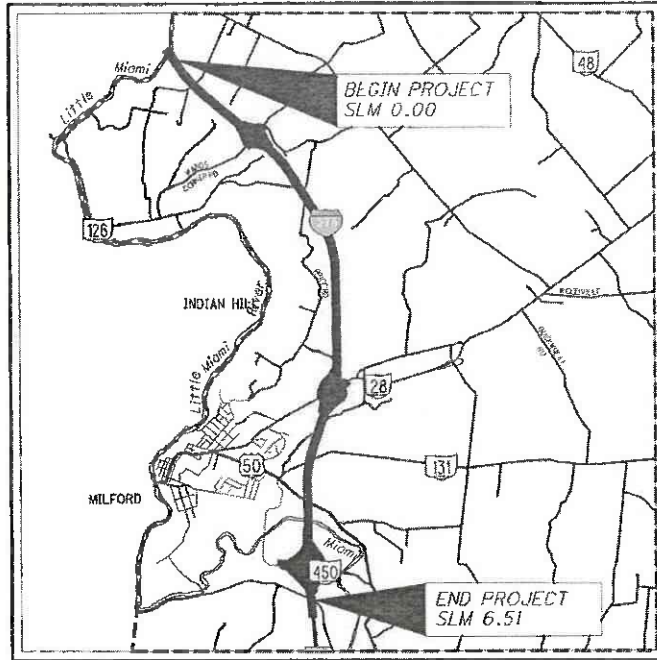


CLE - IR 275-00.00
 200465 PID - 105674
 Dist 8 10/1/2020

Contract Proposal available @
 www.contracts.dot.state.oh.us

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LOCATION MAP

LATITUDE: 39°14'19" LONGITUDE: -84°17'48"



PORTION TO BE IMPROVED	_____
INTERSTATE HIGHWAY	_____
FEDERAL ROUTES	_____
STATE ROUTES	_____
COUNTY & TOWNSHIP ROADS	_____
OTHER ROADS	_____

DESIGN DESIGNATION _____ SEE LOCATION MAP SHEET 2

NHS PROJECT _____ NO
 DESIGN EXCEPTIONS _____ NONE

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION

CLE-IR 275-0.00

**CLERMONT COUNTY
 CITY OF MILFORD**

INDEX OF SHEETS:

TITLE SHEET	1
LOCATION MAPS	2-5
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MAINTENANCE OF TRAFFIC	7-8
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PAVEMENT MARKINGS	11
GUARDRAIL	12

PROJECT DESCRIPTION

ASPHALT OVERLAY WITH REPAIRS ON IR-275 IN CLERMONT COUNTY. INCLUDES PAVEMENT MARKINGS, RPM INSTALLATION/REMOVAL, RUMBLE STRIPS, GUARDRAIL INSTALLATION/REMOVAL, AND CATCH BASIN REPAIR.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)
 NOTICE OF INTENT EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2019 SPECIFICATIONS

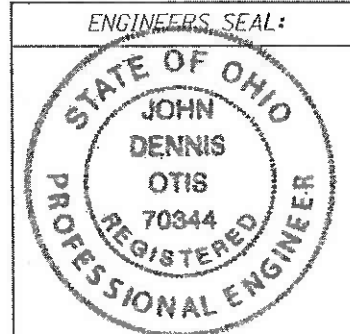
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

CONFORMED SET

UNDERGROUND UTILITIES
 Contact Two Working Days Before You Dig

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

PLAN PREPARED BY:
 THE OHIO DEPARTMENT OF TRANSPORTATION
 DISTRICT 8 ENGINEERING
 505 S. SR 741
 LEBANON, OH 45036



SIGNED: *[Signature]*
 DATE: 6-30-20

ENGINEERS SEAL:				STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-2.1	7/17/15	MT-98.11	1/17/20	TC-72.20	7/20/18			800-2019 07/17/20	
BP-2.2	7/18/08	MT-98.20	4/19/19	TC-73.20	1/17/20			808 1/18/19	
BP-3.1	01/17/20	MT-98.21	1/17/20					821 4/20/12	
BP-6.1	7/19/13	MT-98.22	1/17/20					832 10/19/18	
BP-9.1	1/18/19	MT-98.28	1/17/20					908 10/20/17	
		MT-98.29	1/17/20					921 4/20/12	
MGS-1.1	1/19/18	MT-98.30	7/19/19					875 1/18/19	
MGS-2.1	1/19/18	MT-99.20	4/19/19						
MGS-3.1	1/19/18	MT-101.90	7/21/17						
MGS-6.1	1/19/18	MT-104.10	10/16/15						
MGS-6.2	7/19/19	MT-105.10	1/17/20						
MGS-4.3	1/18/13								
MT-95.30	7/19/19	TC-61.30	7/19/19						
MT-95.31	7/19/19	TC-65.10	1/17/14						
MT-95.50	7/21/17	TC-65.11	7/21/17						
MT-98.10	1/17/20	TC-71.10	1/19/18						

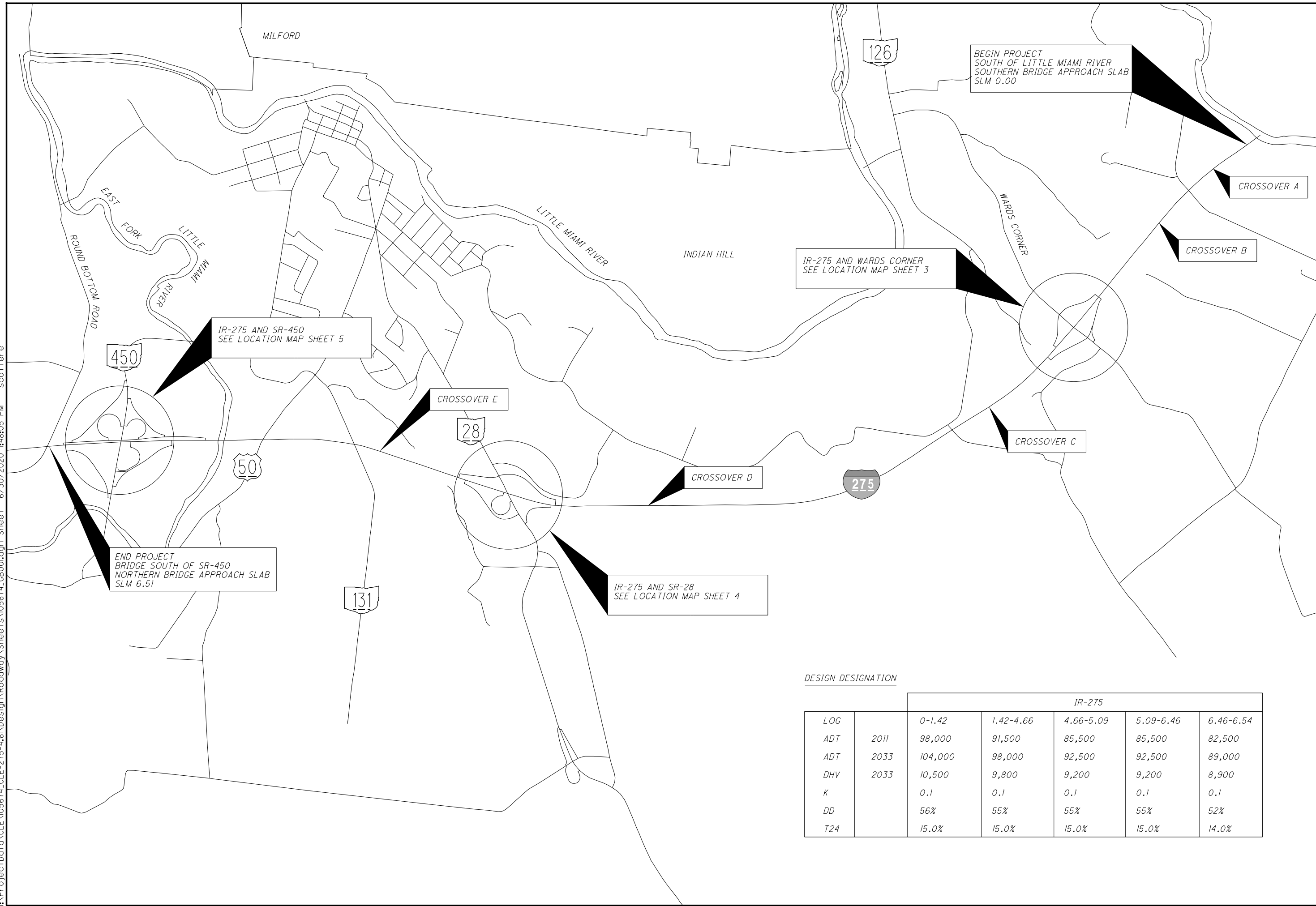
I HEREBY APPROVED THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED: *Tony K. Capbell*
 DATE: 7/1/2020 DISTRICT DEPUTY DIRECTOR

APPROVED: *[Signature]*
 DATE: 7/10/2020 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E190191
 PID NO. 105674
 CONSTRUCTION PROJECT NO.
 RAILROAD INVOLVEMENT NONE
 CLE-IR 275-0.00
 1/12

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NOT TO SCALE

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WWH

LOCATION MAP

CLE-IR 275-0.00

BEGIN PROJECT
SOUTH OF LITTLE MIAMI RIVER
SOUTHERN BRIDGE APPROACH SLAB
SLM 0.00

IR-275 AND SR-450
SEE LOCATION MAP SHEET 5

END PROJECT
BRIDGE SOUTH OF SR-450
NORTHERN BRIDGE APPROACH SLAB
SLM 6.51

IR-275 AND WARDS CORNER
SEE LOCATION MAP SHEET 3

IR-275 AND SR-28
SEE LOCATION MAP SHEET 4

DESIGN DESIGNATION

LOG	IR-275					
	0-1.42	1.42-4.66	4.66-5.09	5.09-6.46	6.46-6.54	
ADT 2011	98,000	91,500	85,500	85,500	82,500	
ADT 2033	104,000	98,000	92,500	92,500	89,000	
DHV 2033	10,500	9,800	9,200	9,200	8,900	
K	0.1	0.1	0.1	0.1	0.1	
DD	56%	55%	55%	55%	52%	
T24	15.0%	15.0%	15.0%	15.0%	14.0%	

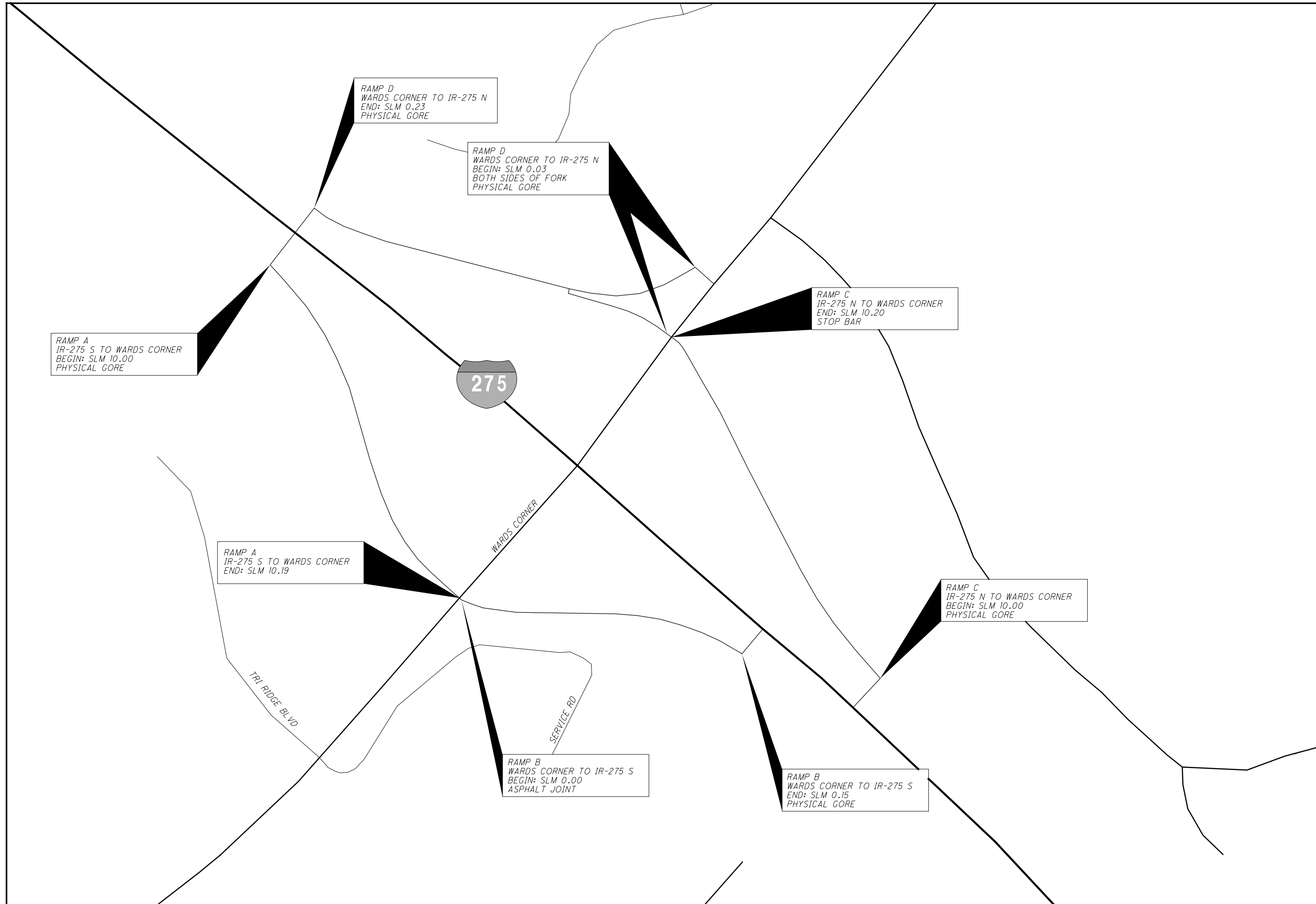


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CALCULATED	SEC	CHECKED	WWH

LOCATION MAP
IR-275 AND WARDS CORNER

CLE-IR 275-0.00





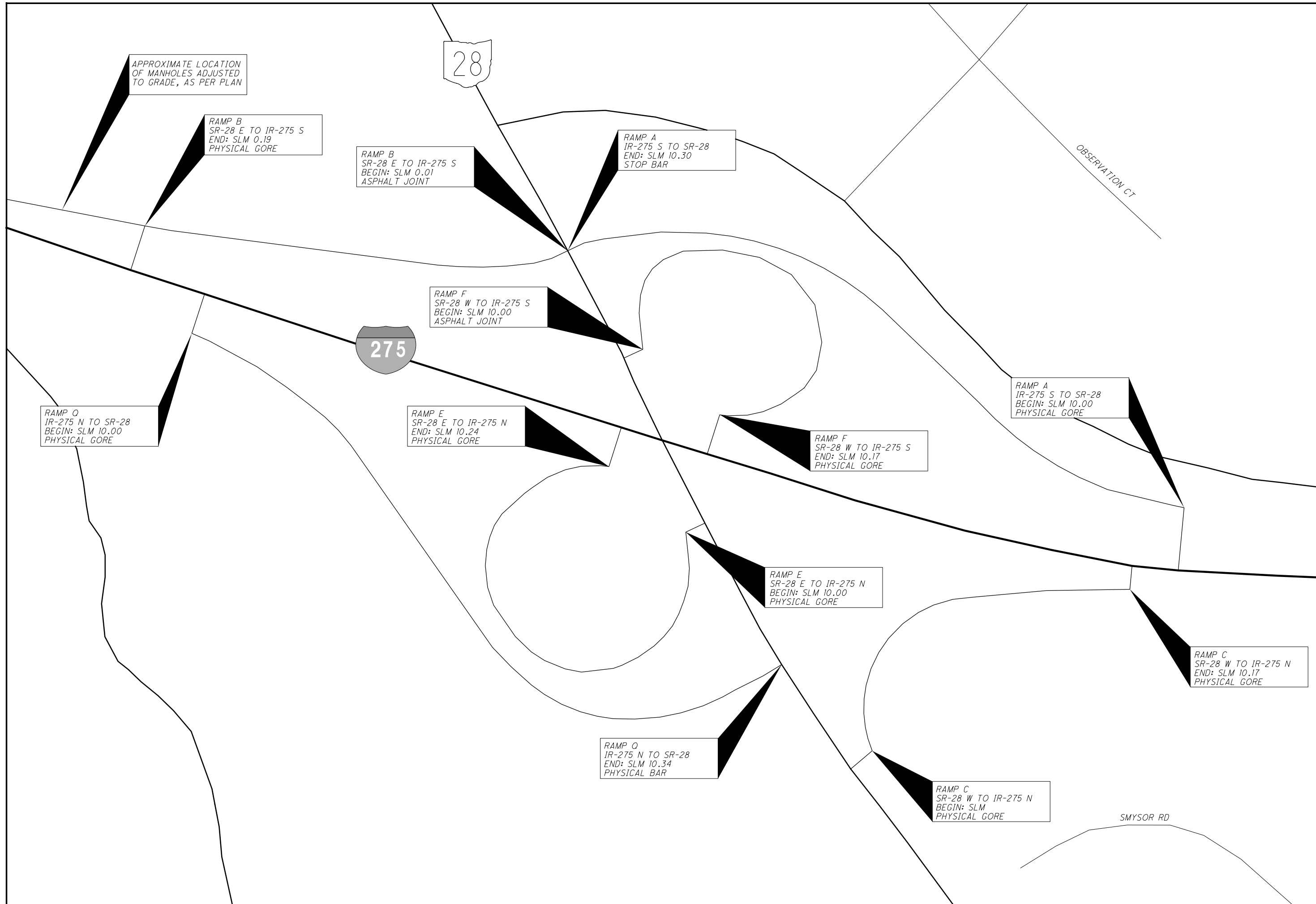
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SEC
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LOCATION MAP
IR-275 AND SR-28

CLE-IR 275-0.00

4
12





NOT TO SCALE

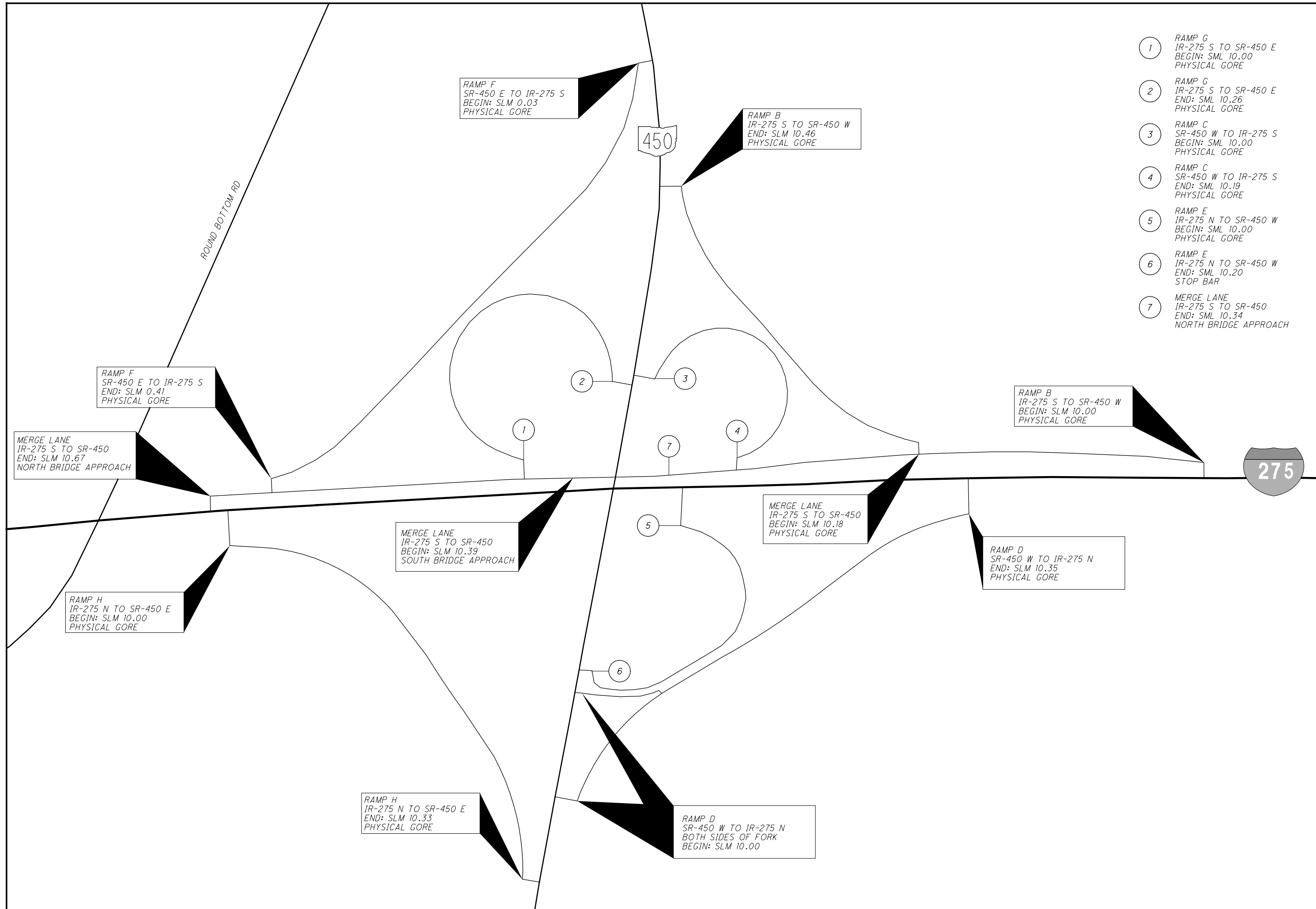
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LOCATION MAP IR-275 AND SR-450

CLE-IR 275-0.00

5
12

- ① RAMP G
IR-275 S TO SR-450 E
BEGIN: SML 10.00
PHYSICAL GORE
- ② RAMP G
IR-275 S TO SR-450 E
END: SML 10.26
PHYSICAL GORE
- ③ RAMP C
SR-450 W TO IR-275 S
BEGIN: SML 10.00
PHYSICAL GORE
- ④ RAMP C
SR-450 W TO IR-275 S
END: SML 10.19
PHYSICAL GORE
- ⑤ RAMP E
IR-275 N TO SR-450 W
BEGIN: SML 10.00
PHYSICAL GORE
- ⑥ RAMP E
IR-275 N TO SR-450 W
END: SML 10.20
STOP BAR
- ⑦ MERGE LANE
IR-275 S TO SR-450
END: SML 10.34
NORTH BRIDGE APPROACH



RAMP F
SR-450 E TO IR-275 S
BEGIN: SML 0.03
PHYSICAL GORE

RAMP B
IR-275 S TO SR-450 W
END: SML 10.46
PHYSICAL GORE

RAMP F
SR-450 E TO IR-275 S
END: SML 0.41
PHYSICAL GORE

MERGE LANE
IR-275 S TO SR-450
END: SML 10.67
NORTH BRIDGE APPROACH

RAMP B
IR-275 S TO SR-450 W
BEGIN: SML 10.00
PHYSICAL GORE

MERGE LANE
IR-275 S TO SR-450
BEGIN: SML 10.39
SOUTH BRIDGE APPROACH

MERGE LANE
IR-275 S TO SR-450
BEGIN: SML 10.18
PHYSICAL GORE

RAMP D
SR-450 W TO IR-275 N
END: SML 10.35
PHYSICAL GORE

RAMP H
IR-275 N TO SR-450 E
BEGIN: SML 10.00
PHYSICAL GORE

RAMP H
IR-275 N TO SR-450 E
END: SML 10.33
PHYSICAL GORE

RAMP D
SR-450 W TO IR-275 N
BOTH SIDES OF FORK
BEGIN: SML 10.00

ROUND BOTTOM RD

450

275

UTILITIES

THIS PROJECT REQUIRES THE INSTALLATION OF NEW GUARDRAIL POSTS. SURVEY WORK HAS NOT BEEN PERFORMED ON THIS PROJECT, NOR HAVE THE UTILITY LOCATIONS BEEN CONFIRMED IN THE FIELD. IN ADDITION TO CMS 105.07, IF, DURING THE COURSE OF INSTALLING ANY NEW GUARDRAIL COMPONENT, IT IS DETERMINED THAT A UTILITY CONFLICT MAY RESULT, THE CONTRACTOR IS TO NOTIFY THE PROJECT ENGINEER IMMEDIATELY. UTILITIES ARE NOT TO BE RELOCATED AS A RESULT OF THIS OPERATION. ADJUSTMENTS TO THE PROPOSED GUARDRAIL WILL ACCOMMODATE THE EXISTING UTILITY. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING THE GUARDRAIL VIA MEANS THAT WOULD BE COMPLIANT WITH THE IMPACTED UTILITY S SAFETY GUIDELINES AS WELL AS STILL MEETING ODOT S DESIGN CRITERIA. ANY MINOR ADJUSTMENTS MADE TO THE PROPOSED GUARDRAIL INSTALLATIONS SHALL BE INCIDENTAL TO PAY ITEM 606.

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

ITEM 623- CONSTRUCTION LAYOUT STAKES AND SURVEYING, 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 1000' FEET INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMI-PERMANENT CONDITION.

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. PAVEMENT MARKINGS SHOULD FOLLOW CURRENT TRAFFIC CONTROL STANDARD CONSTRUCTION DRAWINGS.

CONTINGENCY QUANTITIES

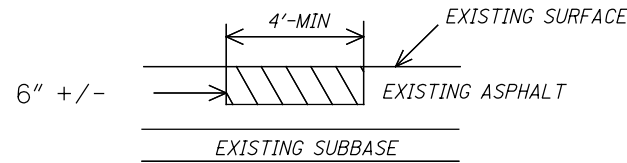
THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER UNLESS AUTHORIZED BY THE ENGINEER". THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DIRECTION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THE PROJECT.

ITEM 254- PAVEMENT PLANING, ASPHALT CONCRETE

THE PAVEMENT PLANING SHALL BE SCHEDULED SO AS TO BE COVERED BY THE INTERMEDIATE COURSE PRIOR TO REOPENING THE LANE TO TRAFFIC. THE COST OF THE ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE RESPECTIVE ITEM. A DISINCENTIVE IN THE AMOUNT OF \$19,800 SHALL BE ASSESSED FOR EACH DAY, OR PORTION THEREOF, A PLANED SURFACE IS OPEN TO TRAFFIC BEYOND THE SPECIFIED TIME LIMIT.

ITEM 253- PAVEMENT REPAIR

AN ESTIMATED QUANTITY OF 840 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. RESURFACING OF THESE AREAS SHALL TAKE PLACE WITHIN 2 WEEKS OF PERFORMING THE REPAIR WORK.



EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A MAXIMUM DEPTH OF 6" INCHES OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE BASE. THE 301 SHALL BE COMPACTED AS PER 401.15 AND IN APPROXIMATELY EQUAL LAYERS. THE LOCATIONS AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

ITEM 621- RAISED PAVEMENT MARKER REMOVED/REPLACED

RPM'S SHALL BE INSTALLED ACCORDING TO SCD TC-65.10, TC-65.11, AND TC-73.20.

THE FOLLOWING RPM QUANTITIES ARE TO BE USED ON HAM/275/EB-WB/28.40-32.00 AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 621- RPM, 1-WAY (WHITE).....	1198 EA
ITEM 621- RPM, 2-WAY (YELLOW/RED).....	303 EA
ITEM 621- RPM, 2-WAY (WHITE/RED).....	275 EA

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:
ITEM 621- RPM 1775 EA
ITEM 621- RAISED PAVEMENT MARKER REMOVED..... 1775 EA

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

GUARDRAIL REPLACEMENT

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE THE EXISTING GUARDRAIL, PREPARE THE SITE, AND INSTALL THE NEW GUARDRAIL/BARRIER IN A CONTINUOUS OPERATION. THE REMOVAL OF ALL GUARDRAIL/BARRIER SHALL AT ALL TIMES BE AS DIRECTED BY THE ENGINEER. NO GUARDRAIL/BARRIER SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS ON SITE, READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED UNTIL SUCH TIME ENGINEER IS ASSURED OF COMPLIANCE.

ITEM 611 - MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN

THIS WORK SHALL CONSIST OF RECONSTRUCTING EXISTING CATCH BASINS TO MANHOLES AND ADJUSTING TO GRADE PRIOR TO THE APPLICATION OF THE SURFACE COURSE AS DIRECTED BY THE ENGINEER. THE EXISTING CATCH BASINS GRATES HAVE BEEN PLATED OVER AND ARE LOCATED WITHIN THE GORE OF THE SR28 TO SOUTHBOUND IR275 RAMP. SEE SHEET 4 FOR AN APPROXIMATE LOCATION. THE FOLLOWING PAY ITEM IS INCLUSIVE OF ALL WORK REGARDING THIS RECONSTRUCTION. THE FOLLOWING PAY ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN..... 2 EA.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE B

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE B, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (447)

GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS-SLOPE (CROWN), INTERSECTION CROSS-SLOPES (CROWN), AS WELL AS ALL LONGITUDINAL SLOPES DURING THE PAVING OPERATIONS.

LOCATE LONGITUDINAL JOINTS IN THE SURFACE COURSE SUBJECT TO THE FOLLOWING REQUIREMENTS:
PLACE THE MAINLINE PAVEMENT SURFACE COURSE WITH A SINGLE COLD LONGITUDINAL JOINT LOCATED BETWEEN LANES 2 (CENTER LANE) AND 3 (RIGHT LANE). A COLD LONGITUDINAL JOINT IS PERMITTED BETWEEN THE SHOULDER AND MAINLINE PAVEMENT. NO OTHER COLD JOINTS ARE PERMITTED IN THE SURFACE COURSE OF MAINLINE PAVEMENT.

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GENERAL NOTES

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ITEM 614- MAINTAINING TRAFFIC

MAINTAIN ALL EXISTING LANES AT ALL TIMES, EXCEPT AS PERMITTED BY THE LANE VALUE CONTRACT TABLE, BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT.

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	EASTER	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 IN THE AMOUNT OF \$270 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.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE
ITEM DURATION SIGN DISPLAYED
OF CLOSURE TO PUBLIC

RAMP &	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
ROAD	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES < 12 HOURS		2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

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.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL LABOR, EQUIPMENT BEFORE WORK PROCEEDS. AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC (PLAN NOTE 642-2).

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 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:

ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATIONS
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURE & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	2 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 NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

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

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

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

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

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 6 SIGN MONTHS ASSUMING 3 PCMS SIGN(S) FOR 2 MONTH(S)

TEMPORARY PAVEMENT WEDGE

TEMPORARY PAVEMENT WEDGES SHALL BE PROVIDED AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A PAVEMENT SURFACE OF A DIFFERENT ELEVATION. THE MINIMUM SLOPE OF THE TEMPORARY PAVEMENT WEDGE SHALL BE 3:1 ALONG LONGITUDINAL JOINTS AND 120:1 AT TRANSVERSE JOINTS. THESE WEDGES SHALL BE REMOVED PRIOR TO PLACING THE SPECIFIED PAVEMENT COURSE. PAYMENT FOR ALL WORK, MATERIALS, ETC. ASSOCIATED WITH THIS ITEM SHALL BE PAID FOR UNDER ITEM 614 MAINTAINING TRAFFIC LUMP SUM.

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MAINTENANCE OF TRAFFIC GENERAL NOTES

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ITEM 614, WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ	REVISION NUMBER	COUNTY & ROUTE	DIRECTION
WZ-	45095	CLE-275	NB/SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF =55 MPH, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ. THE PRIMARY SIGNING STRATEGY USES DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLIES. WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, SUPPLEMENTAL SPECIFICATION (SS) 808, AND TRAFFIC SCD MT-104.10. ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRE-CONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (=55 MPH) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY(IES)... 16 SIGN MONTH(S)

ASSUMING 4 DSL SIGN ASSEMBLY(IES) FOR 4 MONTH(S)

ITEM 614- WORK ZONE MARKINGS

THE CONTRACTOR SHALL PLACE THE ASPHALT INTERMEDIATE COURSE AND WORK ZONE PAVEMENT MARKINGS UPON COMPLETION OF THE PAVEMENT PLANING PRIOR TO OPENING THE ROADWAY TO TRAFFIC. THE CONTRACTOR SHALL PLACE ALL WORK ZONE PAVEMENT MARKINGS OR PERMANENT MARKINGS UPON COMPLETING OF THE ASPHALT SURFACE COURSE PRIOR TO OPENING THE ROADWAY TO TRAFFIC.

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

THE FOLLOWING QUANTITIES FOR WORK ZONE (WZ) MARKINGS HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

INTERMEDIATE COURSE:

- ITEM 614-WZ LANE LINE, CLASS I, 6", 642 PAINT - 25.34 MILES
- ITEM 614-WZ EDGE LINE 6", CLASS I, 642 PAINT - 35.90 MILES
- ITEM 614-WZ CHANNELIZING LINE CLASS I, 12", 642 PAINT - 11871 FEET
- ITEM 614-WZ CHEVRON MARKING CLASS I, 642 PAINT - 1213 FEET
- ITEM 614-WZ STOP LINE CLASS I, 642 PAINT - 160 FEET
- ITEM 614-WZ DOTTED LINE CLASS I, 6", 642 PAINT - 8627 FT
- ITEM 614-WZ ARROW CLASS I, 642 PAINT - 55 EACH

SURFACE COURSE:

- ITEM 614-WZ LANE LINE, CLASS I, 6", 642 PAINT - 25.34 MILES
- ITEM 614-WZ EDGE LINE, CLASS I, 6", 642 PAINT - 35.90 MILES
- ITEM 614-WZ CHANNELIZING LINE CLASS III, 12", 642 PAINT - 11871 FEET
- ITEM 614-WZ CHEVRON MARKING CLASS III, 642 PAINT - 1213 FEET
- ITEM 614-WZ STOP LINE CLASS III, 642 PAINT - 160 FEET
- ITEM 614-WZ DOTTED LINE CLASS III, 6", 642 PAINT - 8627 FEET
- ITEM 614-WZ ARROW CLASS III, 642 PAINT - 55 EACH

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 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 PLACE- MENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, 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 RE- TURNED 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 800 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.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE
EB CLE-275: MAINTAIN MINIMUM 1 LANE (DOUBLE LANE CLOSURE)	MON-FRI: 6AM-10PM SAT-SUN: 8AM-10PM	1 MINUTE PERIOD	\$330
WB CLE-275: MAINTAIN MINIMUM 1 LANE (DOUBLE LANE CLOSURE)	MON-FRI: 5AM-9PM SAT-SUN: 7AM-9PM	1 MINUTE PERIOD	\$330
CLE-275: MAINTAIN MINIMUM 2 LANES (SINGLE LANE CLOSURE)	6AM TO 8PM	1 MINUTE PERIOD	\$330
RAMP CLOSURE	5AM TO 10PM	1 MINUTE PERIOD	\$330

NOTE:

ALL RAMPS ARE PERMITTED TO BE CLOSED A MAXIMUM OF ONE TIME PER ASPHALT COURSE.

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MAINTENANCE OF TRAFFIC GENERAL NOTES

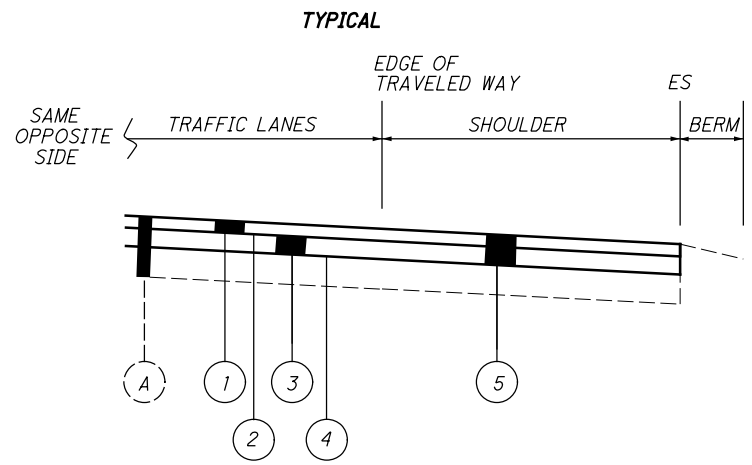
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SHEET NUM.												PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
6	7	8	10	11	12							01/IMS/PV	EXT	TOTAL				
ROADWAY																		
					1,638							1,638	202	38000	1,638	FT	GUARDRAIL REMOVED	
					1							1	202	42010	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
					4							4	202	42040	4	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
					6							6	202	42050	6	EACH	ANCHOR ASSEMBLY REMOVED, TYPE B	
					2							2	202	47000	2	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
					1,779							1,779	606	15050	1,779	FT	GUARDRAIL, TYPE MGS	
					200							200	606	15550	200	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS	
					1							1	606	26150	1	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	
					6							6	606	26050	6	EACH	ANCHOR ASSEMBLY, MGS TYPE B	
					4							4	606	26550	4	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
					2							2	606	35002	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE I	
DRAINAGE																		
					2							2	611	99661	2	EACH	MANHOLE RECONSTRUCTED TO GRADE, AS PER PLAN	
PAVEMENT																		
840												840	253	02000	840	CY	PAVEMENT REPAIR	
			531,977									531,977	254	01000	531,977	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3.25"	
			558									558	254	01000	558	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
			5,340									5,340	254	01600	5,340	SY	PATCHING PLANED SURFACE	
			79,881									79,881	407	20000	79,881	GAL	NON-TRACKING TACK COAT	
			22,189									22,189	442	10300	22,189	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	
			25,860									25,860	442	10100	25,860	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
			30,232									30,232	442	00100	30,232	CY	ANTI-SEGREGATION EQUIPMENT	
			26									26	618	40600	26	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
TRAFFIC CONTROL																		
1,775												1,775	621	00100	1,775	EACH	RPM	
1,775												1,775	621	54000	1,775	EACH	RAISED PAVEMENT MARKER REMOVED	
					24							24	626	00110	24	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
					35.9							35.9	642	00104	35.9	MILE	EDGE LINE, 6", TYPE 1	
					25.34							25.34	642	00204	25.34	MILE	LANE LINE, 6", TYPE 1	
					11,871							11,871	644	00404	11,871	FT	CHANNELIZING LINE, 12"	
					160							160	644	00500	160	FT	STOP LINE	
					1,213							1,213	644	00720	1,213	FT	CHEVRON MARKING	
					55							55	644	01300	55	EACH	LANE ARROW	
					8,627							8,627	644	01510	8,627	FT	DOTTED LINE, 6"	
MAINTENANCE OF TRAFFIC																		
	6	800										800	614	11110	800	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		50.68										50.68	614	18601	50.68	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	
		71.8										71.8	614	20110	71.8	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
		11,871										11,871	614	22110	11,871	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
												11,871	614	23210	11,871	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
												1,213	614	25200	1,213	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	
												160	614	26200	160	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
												8,627	614	24202	8,627	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	
												55	614	30200	55	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
												11,871	614	23690	11,871	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
												1,213	614	25620	1,213	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 642 PAINT	
												160	614	26610	160	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
												8,627	614	24612	8,627	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
												55	614	30650	55	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
												16	808	18700	16	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
INCIDENTALS																		
												LS	614	11000	LS		MAINTAINING TRAFFIC	
												LS	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	
												LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

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- Ⓐ EXISTING ASPHALT CONCRETE PAVEMENT
- ① ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (447)
- ② ITEM 407 - NON-TRACKING TACK COAT
- ③ ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A, (446)
- ④ ITEM 407 - NON-TRACKING TACK COAT
- ⑤ ITEM 254 - 3.25" PAVEMENT PLANING, ASPHALT CONCRETE

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PLAN SPLIT	COUNTY-ROUTE	LOG POINT (MILE)		LENGTH	PAVEMENT AREA (MICRO-STATION GENERATED AREA)	PAVEMENT AREA, NO SHOULDERS (MICRO-STATION GENERATED AREA)	PAVEMENT AREA	PAVEMENT AREA (NO SHOULDERS FOR ANTI-SEGREGATION)	254				PATCHING PLANED SURFACE	407		442				618		NOTES				
		FROM	TO						PAVEMENT PLANING ASPHALT CONCRETE		NON TRACKING TACK COAT @ 0.06 GAL/SQ YD	NON TRACKING TACK COAT @ 0.09 GAL/SQ YD		ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (447)		ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A, (446)		ANTI-SEGREGATION EQUIPMENT		RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)						
									DEPTH					THICKNESS		THICKNESS		THICKNESS								
		MILES	FT	SQ FT	SQ FT	SQ YD	SQ YD	INCHES	SQ YD	INCHES	SQ YD	SQ YD	GAL	GAL	INCHES	CU YD	INCHES	CU YD	INCHES	CU YD	MILES					
01/IMS/PV	CLE-275	0.00	5.47	5.47	28882	1772453	1079255	196939	119917	3.25	196939.2		1970	11816.4	17724.5	1.50	8205.8	1.75	9573.4	3.25	10825.9	10.94	SOUTHBOUND			
01/IMS/PV	CLE-275	5.52	5.67	0.15	792	47255	28201	5251	3133	3.25	5250.6		53	315.0	472.6	1.50	218.8	1.75	255.2	3.25	282.9	0.30	SOUTHBOUND			
01/IMS/PV	CLE-275	5.73	6.16	0.43	2270	142472	81905	15830	9101	3.25	15830.2		159	949.8	1424.7	1.50	659.6	1.75	769.5	3.25	821.6	0.86	SOUTHBOUND			
01/IMS/PV	CLE-275	6.22	6.51	0.29	1531	100330	58275	11148	6475	3.25	11147.8		112	668.9	1003.3	1.50	464.5	1.75	541.9	3.25	584.5	0.58	SOUTHBOUND			
01/IMS/PV	CLE-275	0.00	5.49	5.49	28987	1795264	1098197	199474	122022	3.25	199473.8		1995	11968.4	17952.6	1.50	8311.4	1.75	9696.6	3.25	11015.9	10.98	NORTHBOUND			
01/IMS/PV	CLE-275	5.54	5.67	0.13	686	47582	30271	5287	3363	3.25	5286.9		53	317.2	475.8	1.50	220.3	1.75	257.0	3.25	303.6	0.26	NORTHBOUND			
01/IMS/PV	CLE-275	5.74	6.17	0.43	2270	159749	102643	17750	11405	3.25	17749.9		178	1065.0	1597.5	1.50	739.6	1.75	862.8	3.25	1029.6	0.86	NORTHBOUND			
01/IMS/PV	CLE-275	6.23	6.51	0.28	1478	3459	71471	384	7941	3.25	384.3		4	23.1	34.6	1.50	16.0	1.75	18.7	3.25	716.9	0.56	NORTHBOUND			
01/IMS/PV	RAMP A	10.00	10.19	0.19	1003	30938	22087	3438	2454	3.25	3437.6		35	206.3	309.4	1.50	143.2	1.75	167.1	3.25	221.6		IR-275 S TO WARDS CORNER			
01/IMS/PV	RAMP B	0.00	0.15	0.15	792	18497	12721	2055	1413	3.25	2055.2		21	123.3	185.0	1.50	85.6	1.75	99.9	3.25	127.6		WARDS CORNER TO IR-275 S			
01/IMS/PV	RAMP C	10.00	10.20	0.20	1056	25773	16821	2864	1869	3.25	2863.7		29	171.8	257.7	1.50	119.3	1.75	139.2	3.25	168.7		IR-275 N TO WARDS CORNER			
01/IMS/PV	RAMP D	0.03	0.23	0.21	1082	36596	25149	4066	2794	3.25	4066.2		41	244.0	366.0	1.50	169.4	1.75	197.7	3.25	252.3		WARDS CORNER TO IR-275 N, BOTH SIDES OF FORK			
01/IMS/PV	RAMP A	10.00	10.30	0.30	1584	53966	36549	5996	4061	3.25	5996.2		60	359.8	539.7	1.50	249.8	1.75	291.5	3.25	366.6		IR-275 S TO SR-28			
01/IMS/PV	RAMP B	0.01	0.19	0.18	950	23936	16078	2660	1786	3.25	2659.6		27	159.6	239.4	1.50	110.8	1.75	129.3	3.25	161.3		SR-28 E TO IR-275 S			
01/IMS/PV	RAMP C	10.00	10.17	0.17	898	20423	13591	2269	1510	3.25	2269.2		23	136.2	204.2	1.50	94.6	1.75	110.3	3.25	136.3		SR-28 W TO IR-275 N			
01/IMS/PV	RAMP E	10.00	10.24	0.24	1267	29542	19367	3282	2152	3.25	3282.4		33	196.9	295.4	1.50	136.8	1.75	159.6	3.25	194.3		SR-28 E TO IR-275 N			
01/IMS/PV	RAMP F	10.00	10.17	0.17	898	29542	20076	3282	2231	3.25	3282.4		33	196.9	295.4	1.50	136.8	1.75	159.6	3.25	201.4		SR-28 W TO IR-275 S			
01/IMS/PV	RAMP Q	10.00	10.34	0.34	1795	52193	38109	5799	4234	3.25	5799.2		58	348.0	521.9	1.50	241.6	1.75	281.9	3.25	382.3		IR-275 N TO SR-28			
01/IMS/PV	RAMP B	10.00	10.46	0.46	2429	65486	42358	7276	4706	3.25	7276.2		73	436.6	654.9	1.50	303.2	1.75	353.7	3.25	424.9		IR-275 S TO SR-450 W			
01/IMS/PV	RAMP C	10.00	10.19	0.19	1003	25475	15344	2831	1705	3.25	2830.6		29	169.8	254.8	1.50	117.9	1.75	137.6	3.25	153.9		SR-450 W TO IR-275 S			
01/IMS/PV	RAMP D	10.00	10.35	0.35	1848	57255	36082	6362	4009	3.25	6361.7		64	381.7	572.6	1.50	265.1	1.75	309.2	3.25	361.9		SR-450 W TO IR-275 N, both sides of fork			
01/IMS/PV	RAMP E	10.00	10.20	0.20	1056	27924	16657	3103	1851	3.25	3102.7		32	186.2	279.2	1.50	129.3	1.75	150.8	3.25	167.1		IR-275 N TO SR-450 W			
01/IMS/PV	RAMP F	0.03	0.41	0.38	2006	49845	29855	5538	3317	3.25	5538.3		56	332.3	498.5	1.50	230.8	1.75	269.2	3.25	299.5		SR-450 E TO IR-275 S			
01/IMS/PV	RAMP G	10.00	10.26	0.26	1373	34248	20632	3805	2292	3.25	3805.3		39	228.3	342.5	1.50	158.6	1.75	185.0	3.25	207.0		IR-275 S TO SR-450 E			
01/IMS/PV	RAMP H	10.00	10.33	0.33	1742	42505	22471	4723	2497	3.25	4722.8		48	283.4	425.1	1.50	196.8	1.75	229.6	3.25	225.4		IR-275 N TO SR-450 E			
01/IMS/PV	CLE-275	10.18	10.34	0.16	845	32251	18576	3583	2064	3.25	3583.4		36	215.0	322.5	1.50	149.3	1.75	174.2	3.25	186.3		IR-275 S MERGE LANE AT SR-450, NORTH OF BRIDGE			
01/IMS/PV	CLE-275	10.39	10.67	0.28	1478	62830	41132	6981	4570	3.25	6981.1		70	418.9	628.3	1.50	290.9	1.75	339.4	3.25	412.6		IR-275 S MERGE LANE AT SR-450, SOUTH OF BRIDGE			
01/IMS/PV	CLE-275	0.25	0.26	0.01	26	1025		114				1.50	113.9	2	6.8	10.3	1.50	4.7					CROSSOVER A			
01/IMS/PV	CLE-275	0.71	0.72	0.01	53	1045		116				1.50	116.1	2	7.0	10.5	1.50	4.8					CROSSOVER B			
01/IMS/PV	CLE-275	1.92	1.93	0.01	53	932		104				1.50	103.6	2	6.2	9.3	1.50	4.3					CROSSOVER C			
01/IMS/PV	CLE-275	3.60	3.60	0.00	26	1122		125				1.50	124.7	2	7.5	11.2	1.50	5.2					CROSSOVER D			
01/IMS/PV	CLE-275	5.02	5.03	0.01	42	891		99				1.50	99.0	1	5.9	8.9	1.50	4.1					CROSSOVER E			
TOTALS CARRIED TO GENERAL SUMMARY																										
									531977	558	5340		79881							22189		25860		30232	26.00	

PAVEMENT CALCULATIONS

CLE - IR 275 - 0.00

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COUNTY-ROUTE	LOG POINT (MILE)		TOTAL	642				644				REMARKS			
				EDGE LINE 6"		LANE LINE 6"	24" CHEVRON MARKING	6" DOTTED LINE	24" STOP LINE	12" CHANNELIZING LINE	LANE ARROWS				
				YELLOW	WHITE	DASHED	WHITE	WHITE	WHITE	WHITE	LEFT		LEFT & RIGHT	RIGHT	WRONG WAY
				FROM	TO	MILE	MILE	MILE	FT	FT	FT		FT	EACH	EACH
CLE-275	0.00	5.47	5.47	5.59	5.65	10.94	332	3618		3118					SOUTHBOUND
CLE-275	5.52	5.67	0.15	0.15	0.15	0.3									SOUTHBOUND
CLE-275	5.73	6.16	0.43	0.43	0.43	0.86	160			530					SOUTHBOUND
CLE-275	6.22	6.51	0.29	0.29	0.29	0.58									SOUTHBOUND
CLE-275	0.00	5.49	5.49	5.63	5.70	10.98	316	3556		4173					NORTHBOUND
CLE-275	5.54	5.67	0.13	0.13	0.13	0.26									NORTHBOUND
CLE-275	5.74	6.17	0.43	0.5	0.43	0.86	96	662		1170					NORTHBOUND
CLE-275	6.23	6.51	0.28	0.28	0.28	0.56	140	569		639					NORTHBOUND
RAMP A	10.00	10.19	0.19	0.19	0.19				42	460	3	3	3	2	IR-275 S TO WARDS CORNER
RAMP B	0.00	0.15	0.15	0.15	0.15									2	WARDS CORNER TO IR-275 S
RAMP C	10.00	20.20	10.20	0.2	0.2				22					3	IR-275 N TO WARDS CORNER
RAMP D	0.03	0.23	0.20	0.25	0.25									4	WARDS CORNER TO IR-275 N, BOTH SIDES OF FORK
RAMP A	10.00	10.30	0.30	0.3	0.3				39	894	6		3	3	IR-275 S TO SR-28
RAMP B	0.01	0.19	0.18	0.19	0.19									2	SR-28 E TO IR-275 S
RAMP C	10.00	10.17	0.17	0.17	0.17										SR-28 W TO IR-275 N
RAMP E	10.00	10.24	0.24	0.24	0.21										SR-28 E TO IR-275 N
RAMP F	10.00	10.17	0.17	0.17	0.17										SR-28 W TO IR-275 S
RAMP Q	10.00	10.34	0.34	0.34	0.34		45		39	163	3		6	2	IR-275 N TO SR-28
RAMP B	10.00	10.46	0.46	0.46	0.46		62			215					IR-275 S TO SR-450 W
RAMP C	10.00	10.19	0.19	0.2	0.18										SR-450 W TO IR-275 S
RAMP D	10.00	10.35	0.35	0.39	0.39									6	SR-450 W TO IR-275 N, BOTH SIDES OF FORK
RAMP E	10.00	10.20	0.20	0.21	0.19				18				1	3	IR-275 N TO SR-450 W
RAMP F	0.03	0.41	0.38	0.38	0.38										SR-450 E TO IR-275 S
RAMP G	10.00	10.26	0.26	0.27	0.25										IR-275 S TO SR-450 E
RAMP H	10.00	10.33	0.33	0.33	0.33										IR-275 N TO SR-450 E
CLE-275	10.18	10.34	0.16	0.18	0.21			130		299					IR-275 S MERGE LANE AT SR-450, NORTH OF BRIDGE
CLE-275	10.39	10.67	0.28	0.35	0.31		62	92		210					IR-275 S MERGE LANE AT SR-450, SOUTH OF BRIDGE
TOTALS CARRIED TO GENERAL SUMMARY				35.90		25.34	1213	8627	160	11871	55				

CALCULATED
SEC
CHECKED
WWH

PAVEMENT MARKINGS

CLE-IR 275-0.00

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COUNTY	ROUTE	LOG POINT		SIDE	ITEM 202					ITEM 606						ITEM 626	NOTES	
		FROM	TO		GUARDRAIL REMOVED	ANCHOR ASSEMBLY REMOVED, TYPE E	ANCHOR ASSEMBLY REMOVED, TYPE B	ANCHOR ASSEMBLY REMOVED, TYPE T	BRIDGE TERMINAL ASSEMBLY REMOVED	GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE B	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	GUARDRAIL, BARRIER DESIGN, TYPE MGS			BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)
					FT	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	FT			EACH
CLE	IR-275-W	0.103	0.240	RT	550.0	1									7	TIE INTO LAST 10 PANELS, MATCH EXISTING FOOTPRINT		
CLE	IR-275-W	1.280	1.320	MEDIAN	125.0		1	1							2	MATCH EXISTING FOOTPRINT		
CLE	IR-275-W	2.059	2.094	MEDIAN	103.5		1	1							3	MATCH EXISTING FOOTPRINT		
CLE	IR-275-W	5.538	5.583	MEDIAN	75.0				1				1	75.0		MATCH EXISTING FOOTPRINT		
CLE	IR-275-W	5.738	5.898	MEDIAN	638.0				1				1	125.0	6	MATCH EXISTING FOOTPRINT		
CLE	IR-275-W	6.222	6.252	RT	37.5		1				1				1	TIE INTO EXISTING, MATCH EXISTING FOOTPRINT		
CLE	IR-275-E	1.264	1.300	MEDIAN	125.0		1	1							2	MATCH EXISTING FOOTPRINT		
CLE	IR-275-E	2.036	2.071	MEDIAN	100.0		1	1							2	MATCH EXISTING FOOTPRINT		
CLE	IR-275-E	6.110	6.150	RT	25.0		1				1				1	EB 50 TO EB 275 RAMP, REPLACE END TREATMENT AND TIE IN TO EXISTING, MATCH EXISTING FOOTPRINT		
TOTALS CARRIED TO GENERAL SUMMARY					1779	1	6	4	2	1638	1	6	4	2	200	24		

CALCULATED
SEC
CHECKED
WWH

GUARDRAIL SUBSUMMARY

CLE - IR 275 - 0.00