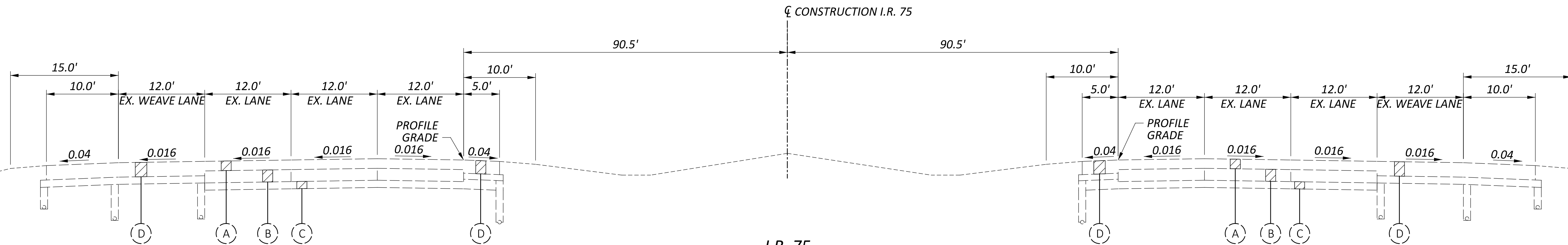


**I.R. 75  
EXISTING SECTION**  
 SECTION APPLIES:  
 STA. 186+00.00 TO STA. 208+31.37 (BACK)  
 STA. -0+00.58 (AHEAD) TO STA. 60+50.00  
 STA. 84+00.00 TO STA. 149+15.00



**I.R. 75  
EXISTING SECTION**  
 SECTION APPLIES:  
 STA. 60+50.00 TO STA. 84+00.00

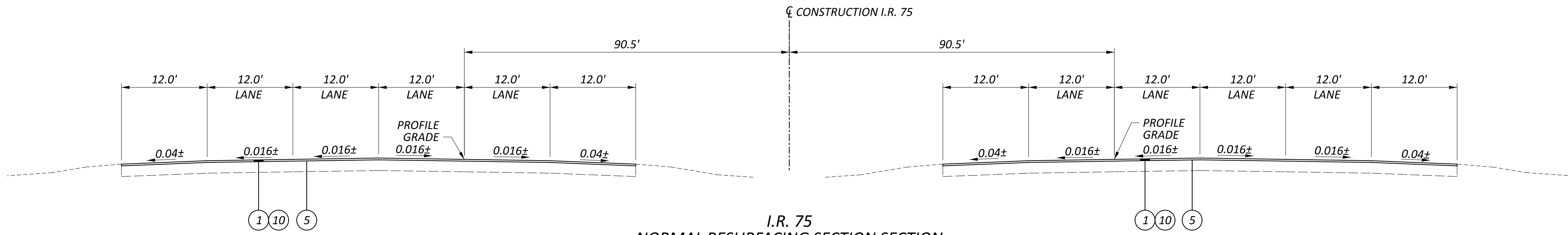
**LEGEND:**

- ① ITEM 442 1 ½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), PG76-22M
- ② ITEM 442 1 ¼" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446)
- ③ ITEM 302 9" ASPHALT CONCRETE BASE, PG64-22, (449) (PLACED IN 2 LIFTS)
- ④ ITEM 304 10" AGGREGATE BASE
- ⑤ ITEM 407 NON-TRACKING TACK COAT (RATE AS PER C&MS TABLE 407.06-1)
- ⑥ ITEM 320 RUBBLIZE AND ROLL
- ⑦ ITEM 206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP (UNLESS OTHERWISE NOTED IN SUBGRADE TREATMENT TABLE)
- ⑧ ITEM 605 6" BASE PIPE UNDERDRAIN (18" DEPTH)
- ⑨ ITEM 605 6" SHALLOW PIPE UNDERDRAIN (30" DEPTH)
- ⑩ ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (DEPTH = 1.5")
- ⑪ ITEM 204 SUBGRADE COMPACTION
- ⑫ ITEM 659 SEEDING AND MULCHING
- ⑬ ITEM 320 FILLER AGGREGATE
- ⑭ ITEM 442 VARIABLE ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (449)

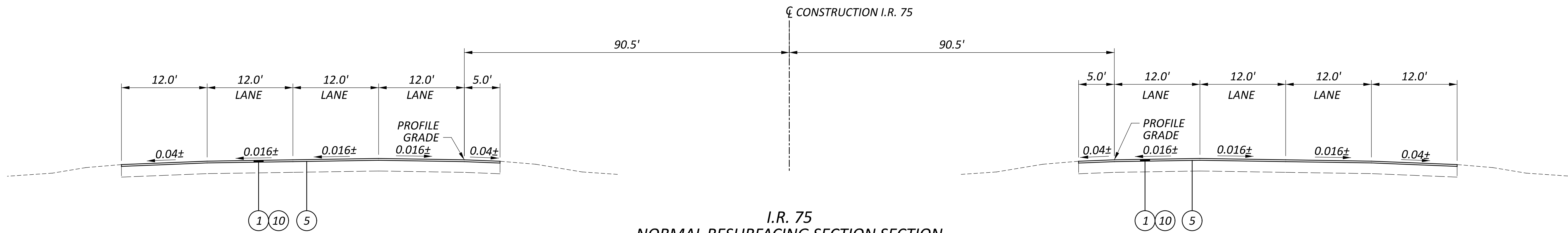
- Ⓐ EXISTING 8"± ASPHALT PAVEMENT
- Ⓑ EXISTING 10"± CONCRETE PAVEMENT
- Ⓒ EXISTING 6"± AGGREGATE BASE
- Ⓓ EXISTING 11"± ASPHALT PAVEMENT

I.R. 75 AND RAMP SUBGRADE TREATMENT TABLE
ITEM 206 - 14" CEMENT STABILIZATION I.R. 75 - STA. 186+00.00 TO STA. 65+50.00 I.R. 75 - STA. 86+00.00 TO STA. 149+15.00 RAMP H - STA. 229+68.81 TO STA. 233+50.00
* ITEM 204 - EXCAVATION OF SUBGRADE, AS PER PLAN BACKFILL WITH ITEM 204 - GRANULAR MATERIAL, TYPE B, AS PER PLAN AND ITEM 204 - GEOTEXTILE FABRIC I.R. 75 - 12" DEPTH - STA. 65+50.00 TO STA. 86+00.00

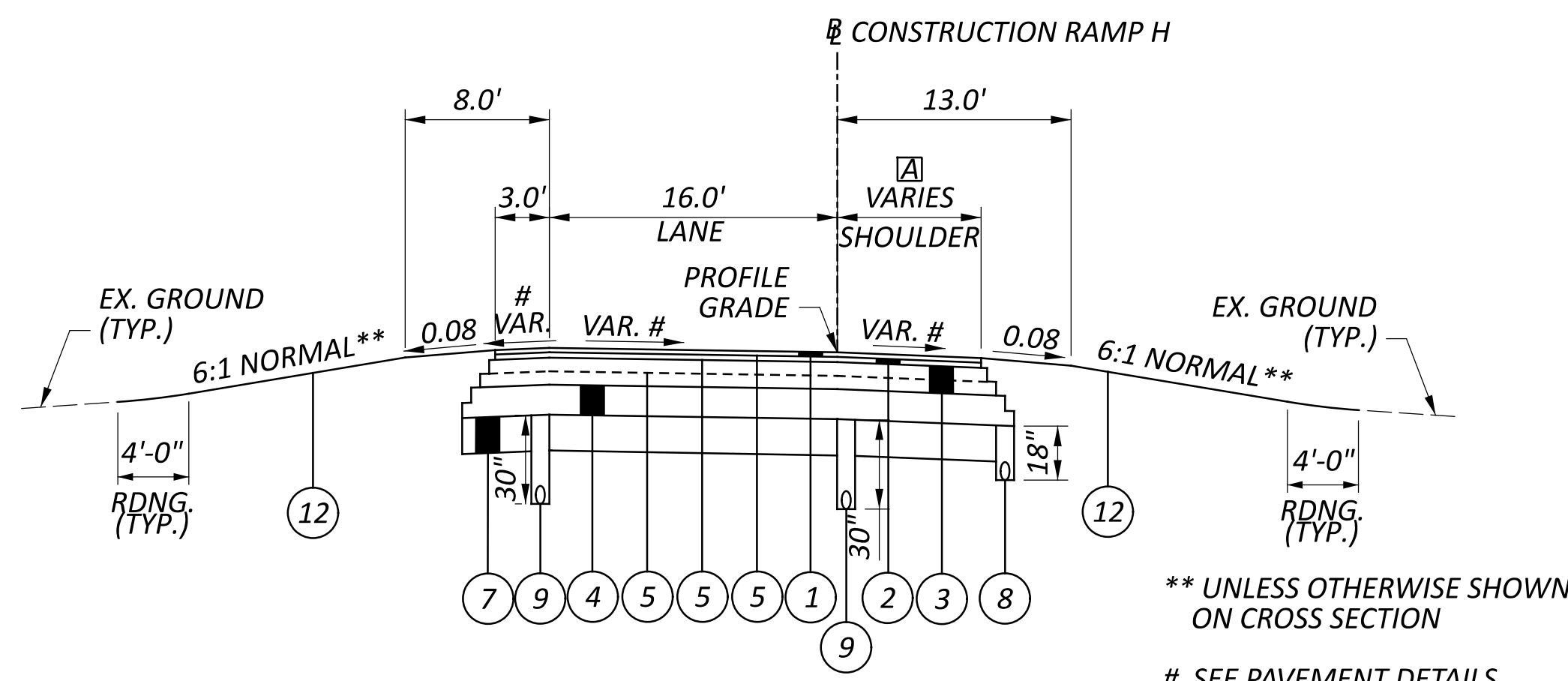
\* EXCAVATION OF SUBGRADE, AS PER PLAN SHALL EXTEND TO THE OUTSIDE THE LIMITS OF THE AGGREGATE BASE.



**I.R. 75  
 NORMAL RESURFACING SECTION SECTION**  
 SECTION APPLIES:  
 I.R. 75 SOUTHBOUND: STA. 168+40.00 TO STA. 186+00.00  
 I.R. 75 NORTHBOUND: STA. 147+35.00 TO STA. 186+00.00

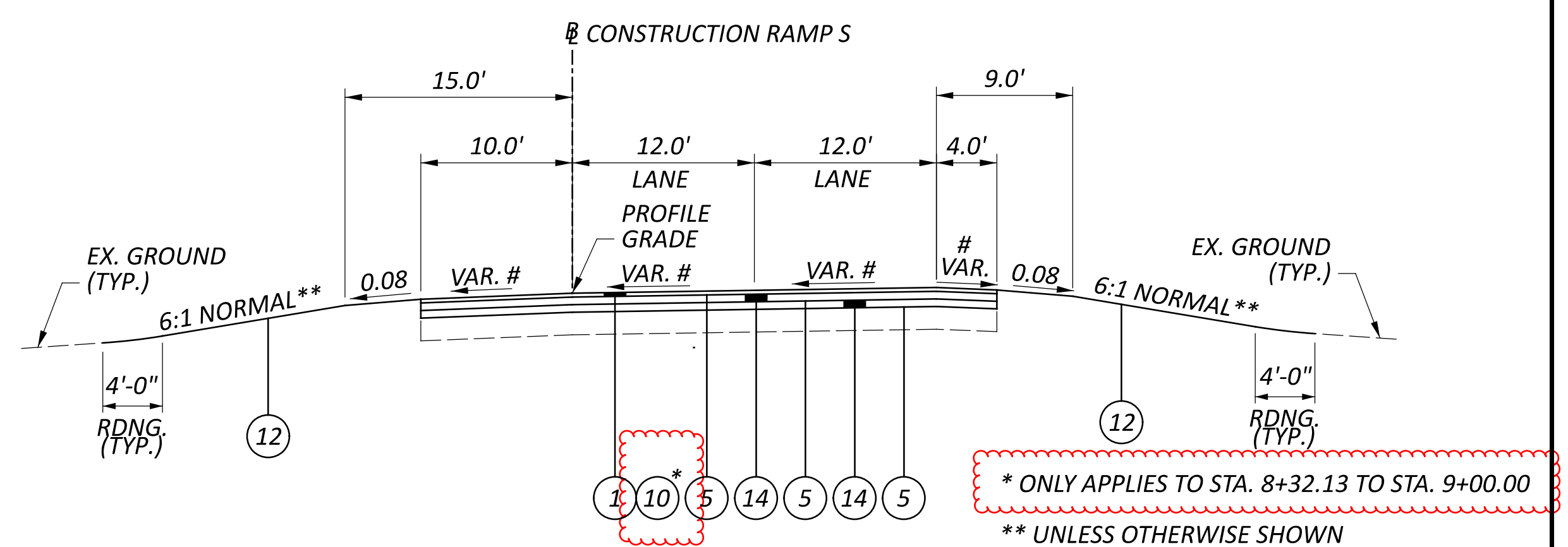


**I.R. 75  
 NORMAL RESURFACING SECTION SECTION**  
 SECTION APPLIES:  
 I.R. 75 SOUTHBOUND: STA. 149+15.00 TO STA. 159+00.00  
 I.R. 75 NORTHBOUND: STA. 149+15.00 TO STA. 168+24.00



**RAMP H  
 NORMAL SECTION**  
 SECTION APPLIES:  
 STA. 229+68.81 TO STA. 233+50.00

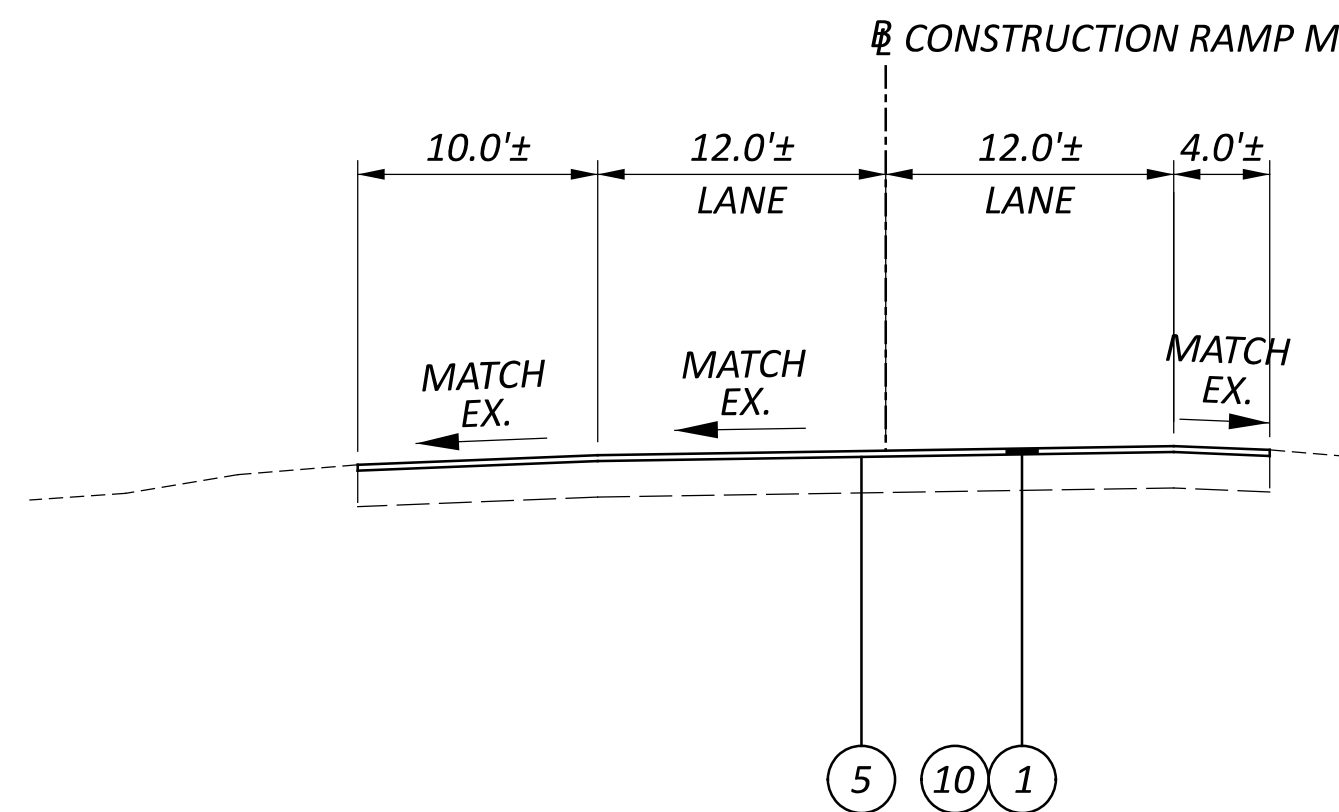
\*\* UNLESS OTHERWISE SHOWN ON CROSS SECTION  
 # SEE PAVEMENT DETAILS  
 ▣ SHOULDER TAPER 8.0' @ STA. 229+68.81 TO 6.0' @ STA. 230+17.36



**RAMP S  
 NORMAL OVERLAY SECTION**  
 SECTION APPLIES:  
 STA. 4+42.97 TO STA. 9+00.00

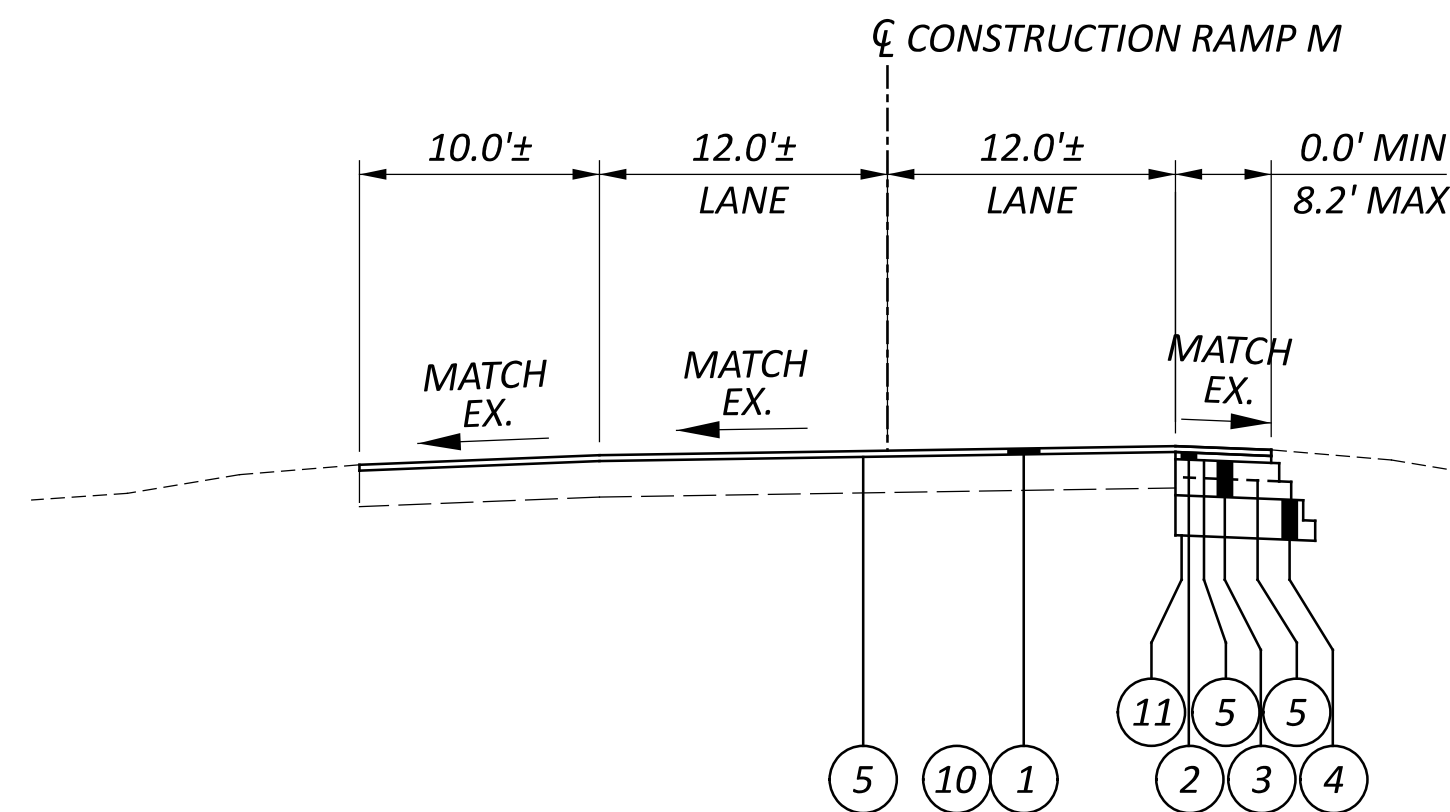
\* ONLY APPLIES TO STA. 8+32.13 TO STA. 9+00.00  
 \*\* UNLESS OTHERWISE SHOWN ON CROSS SECTION  
 # SEE PAVEMENT DETAILS

NOTE  
 FOR LEGEND, SEE SHEET P.4



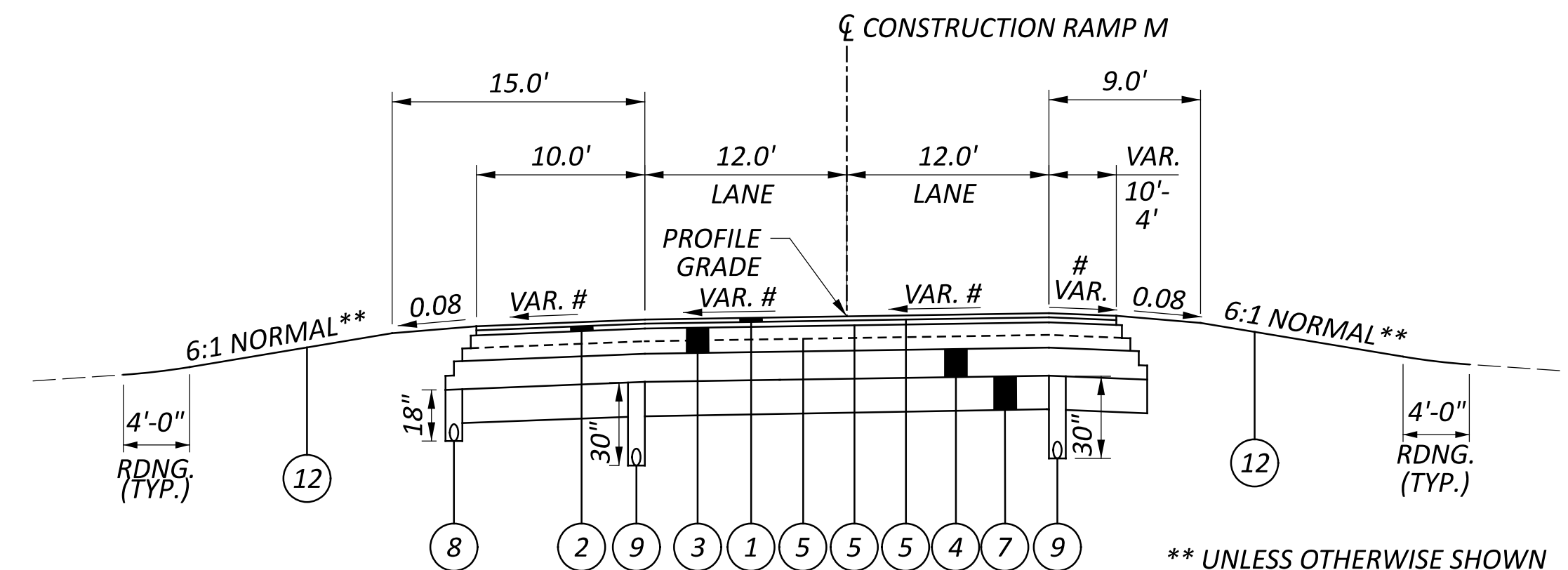
**RAMP M**  
**NORMAL RESURFACING SECTION**

SECTION APPLIES:  
 STA. 443+79.16 TO STA. 445+31.13  
 STA. 447+73.37 TO STA. 449+00.00



**RAMP M**  
**NORMAL RESURFACING/  
 FULL DEPTH SECTION**

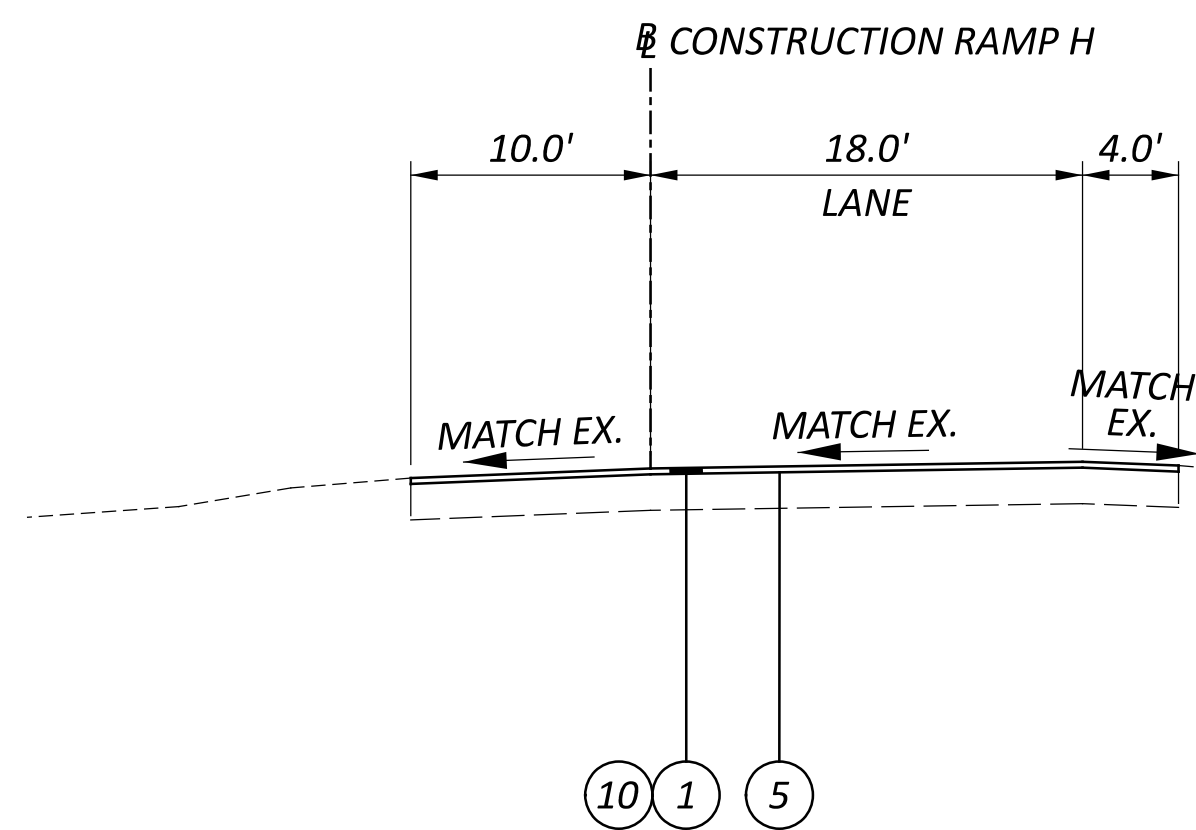
SECTION APPLIES:  
 STA. 445+31.13 TO STA. 447+73.37



**RAMP M**  
**NORMAL SECTION**

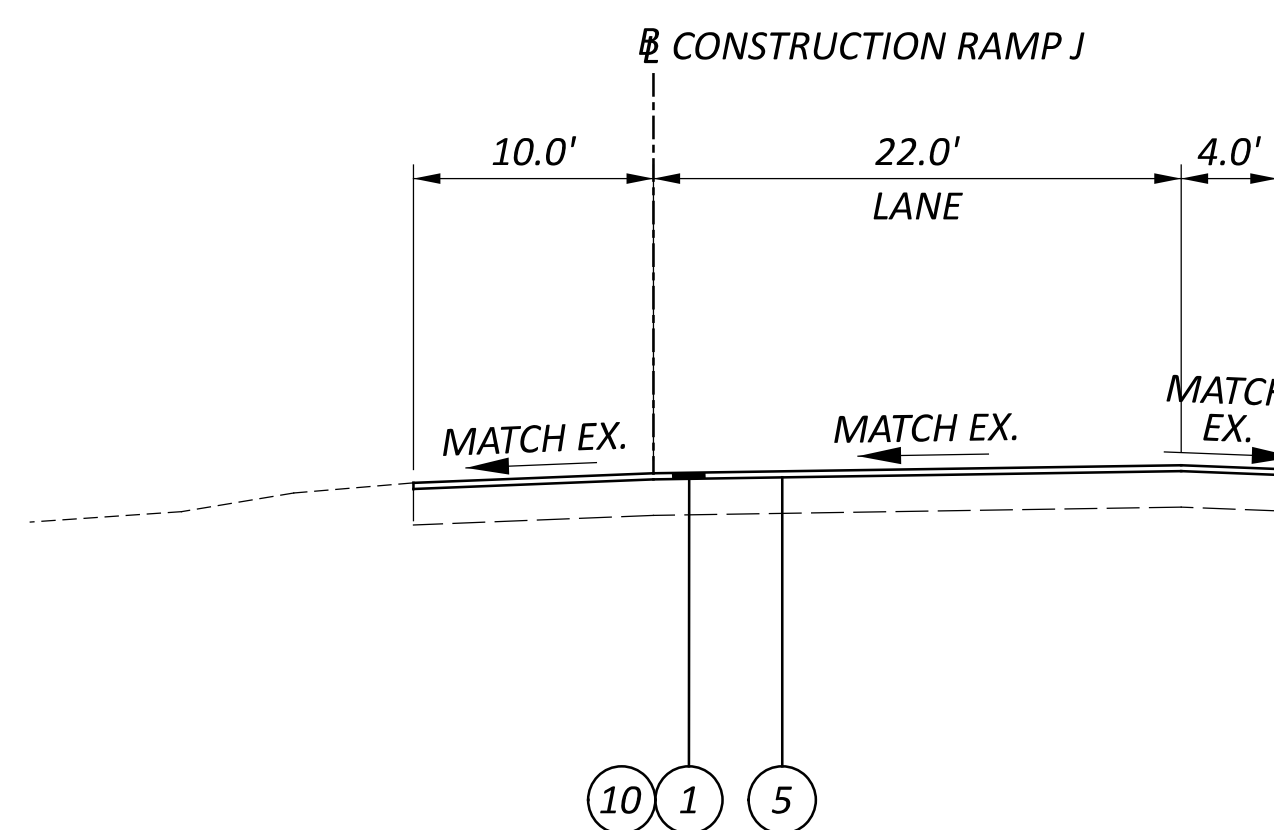
SECTION APPLIES:  
 STA. 449+00.00 TO STA. 451+21.14

\*\* UNLESS OTHERWISE SHOWN  
 ON CROSS SECTION  
 # SEE PAVEMENT DETAILS



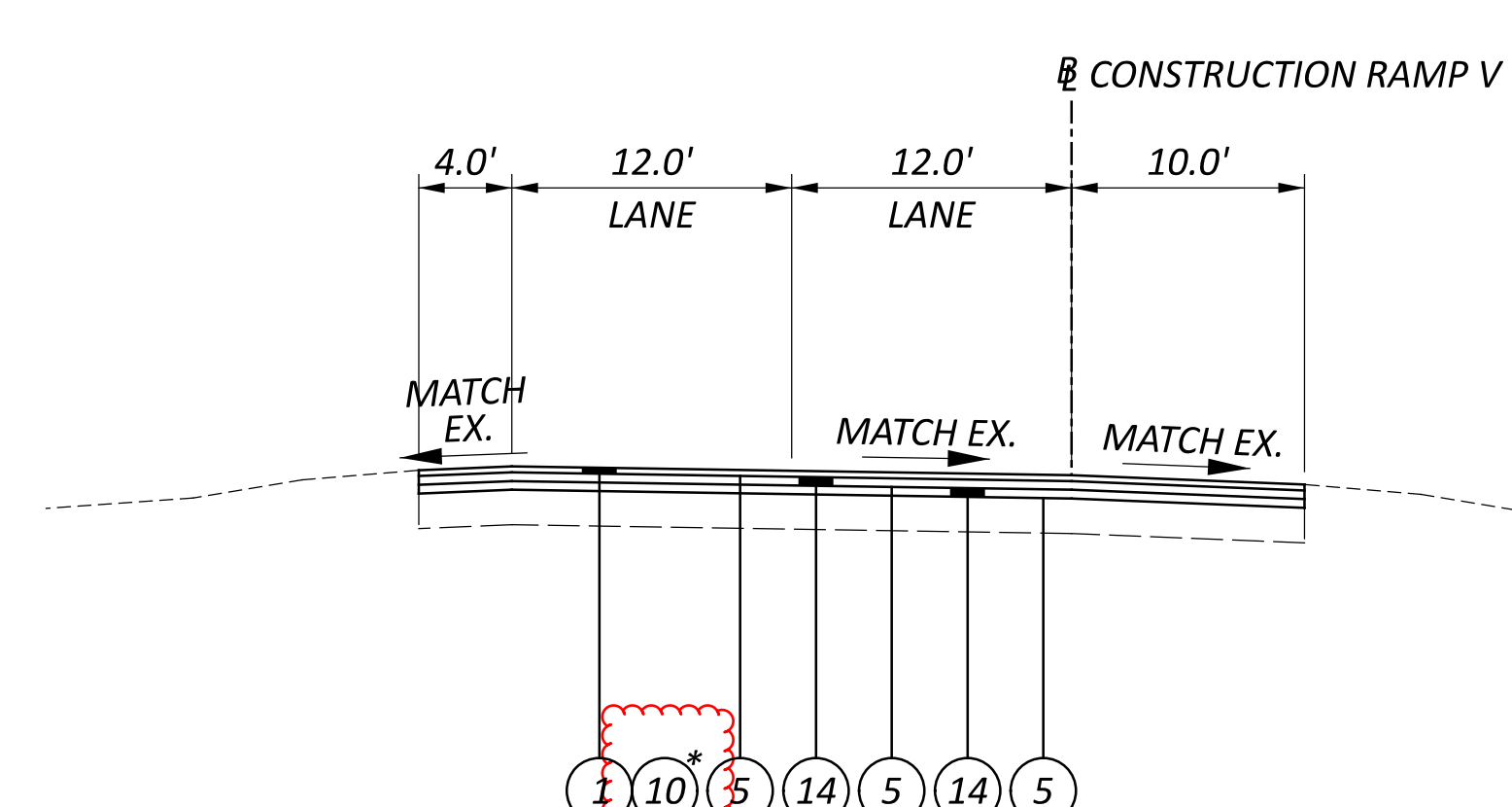
**RAMP P**  
**NORMAL RESURFACING SECTION**

SECTION APPLIES:  
 STA. 326+73.55 TO STA. 326+98.96



**RAMP J**  
**NORMAL RESURFACING SECTION**

SECTION APPLIES:  
 STA. 151+51.46 TO STA. 151+83.55



**RAMP V**  
**NORMAL RESURFACING SECTION**

SECTION APPLIES:  
 STA. 17+14.46 TO STA. 20+00.00

\* ONLY APPLIES TO STA. 19+62.89 TO STA. 20+00.00

NOTE  
 FOR LEGEND, SEE SHEET P.4

**ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E**

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE E TANGENTIAL END TREATMENTS FOR TYPE MGS GUARDRAIL AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS.

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. 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 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.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH SOLID FLUORESCENT YELLOW REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

WHEN THE FACE OF THE ADJACENT (ATTACHED) GUARDRAIL IS LESS THAN 4' OFFSET FROM THE PROPOSED EDGE LINE, AND PERMITTING SITE CONDITIONS EXIST: THE PROPOSED TYPE E ANCHOR ASSEMBLY SHALL BE INSTALLED AT A CONSISTENT FLARE RATE THROUGH THE FULL LENGTH OF THE SYSTEM. THE FLARE RATE SHALL BE A MAXIMUM OF 25:1 (RESULTING IN A 2' OFFSET). THE INSTALLATION SHALL BE IN ACCORDANCE WITH THE SHOP DRAWINGS, PRODUCT INSTALLATION MANUAL/GUIDANCE, AND AS DIRECTED BY THE ENGINEER.

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.

**ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE B**

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE B FLARED END TREATMENTS FOR TYPE MGS GUARDRAIL AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS.

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. 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 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.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH SOLID FLUORESCENT YELLOW REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

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 611 - CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN**

THIS PAY ITEM SHALL INCLUDE THE REMOVAL AND RECONSTRUCTION OF THE CONCRETE APRON ADJACENT TO THE CATCH BASIN.

**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 50 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND THE 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 FILE A NEW FAA FORM 7460-1, ADVISING THE FAA THAT AERONAUTICAL STUDY NUMBER (WAITING FOR APPROVAL) IS BEING SUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION IS REQUESTED.

NOTIFY THE ODOT OFFICE OF AVIATION WHEN RESUBMITTING 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.

FAA APPROVAL MAY TAKE UP TO 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

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

OHIO DEPARTMENT OF TRANSPORTATION  
 OFFICE OF AVIATION  
 2829 WEST DUBLIN-GRANVILLE ROAD  
 COLUMBUS, OHIO 43235

**LOGO (SPECIFIC SERVICE) SIGNS**

EXISTING LOGO SIGNS ARE LOCATED WITHIN THE PROJECT LIMITS AND ARE OWNED AND MAINTAINED BY OHIO LOGOS. THE DISPOSITION OF THESE SIGNS HAS BEEN SHOWN ON THE TRAFFIC CONTROL PLAN SHEETS. EXISTING SIGNS IMPACTED BY CONSTRUCTION SHALL BE REERECTED ON NEW SUPPORTS. ALL OTHER EXISTING LOGO SIGNS SHALL REMAIN UNDISTURBED.

THE CONTRACTOR SHALL COORDINATE WITH OHIO LOGOS AT LEAST TWO (2) WEEKS PRIOR TO REMOVING THEIR SIGNS.

OHIO LOGOS CONTACT:  
 KEVIN MCDERMOTT  
 KMCDERMOTT@INTERSTATELOGOS.COM  
 (614)717-0833

**ITEM 630, OVERHEAD SIGN SUPPORT, TC-16.22, DESIGN 14, AS PER PLAN**

THE EXTERIOR OF OVERHEAD SIGN SUPPORT SHALL BE POWDER COATED BLACK AFTER GALVANIZING IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 916.

PAYMENT SHALL BE MADE AT THE CONTRACT UNIT BID PRICE FOR EACH ITEM BID, COMPLETE.

**ITEM 630, OVERHEAD SIGN SUPPORT, MISC.: MECHANICAL DAMPER**

PROVIDE AND INSTALL A MECHANICAL DAMPER ON TC-16.21 MAST ARM WHERE NOTED IN THE PLANS. THE MECHANICAL DAMPER SHALL BE FURNISHED AND INSTALLED ACCORDING TO REQUIREMENTS LISTED IN TRAFFIC SIGNAL NOTE "ITEM 632, SIGNAL SUPPORT, MECHANICAL DAMPER FOR TC-81.21 MAST ARM (GREATER THAN 59' IN LENGTH), AS PER PLAN"

PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE BID PER EACH OF "ITEM 630 OVERHEAD SIGN SUPPORT, MISC.: MECHANICAL DAMPER".

**ITEM 630, SIGN SUPPORT ASSEMBLY, POLE MOUNTED, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF ODOT C&MS 630 AND 730, SIGN SUPPORT ASSEMBLIES SHALL BE PAINTED BLACK (COLOR NO. 17038) TO MATCH THE SIGNAL SUPPORTS.

ALL LABOR, MATERIAL, AND EQUIPMENT TO PERFORM THIS WORK SHALL BE PAID FOR UNDER ITEM 630, SIGN SUPPORT ASSEMBLY, POLE MOUNTED, AS PER PLAN.

**ITEM 630, SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF ODOT C&MS 630 AND 730, ALL SIGNS SHALL BE RIGIDLY MOUNTED TO THE MAST ARM AS PER SCD TC-16.22. THE HANGER ASSEMBLIES SHALL BE PAINTED BLACK (COLOR NO. 17038) TO MATCH THE SIGNAL SUPPORTS.

ALL LABOR, MATERIAL, AND EQUIPMENT TO PERFORM THIS WORK SHALL BE PAID FOR UNDER ITEM 630, SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN.

**ITEM 630, REMOVAL OF MISCELLANEOUS TRAFFIC CONTROL ITEM: SIGN SUPPORT FOUNDATION**

THIS PAY ITEM SHALL INCLUDE REMOVAL OF EXISTING OVERHEAD SIGN SUPPORT FOUNDATIONS IN ACCORDANCE WITH C&MS 630.12. THE OVERHEAD SIGNS AND SUPPORTS HAVE ALREADY BEEN REMOVED.



**ITEM 614, MAINTAINING TRAFFIC**

- UNLESS OTHERWISE NOTED, A MINIMUM OF 3 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED ON IR 75 AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC.
- LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.
- THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- 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.

**INTERIM COMPLETION DATES**

PHASE 4 SHALL BE COMPLETED AND ALL EXISTING LANES OPEN AND AVAILABLE TO TRAFFIC BY OCTOBER 15TH, 2027. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$4,000 PER CALENDAR DAY. SEE SEQUENCE OF CONSTRUCTION NOTES FOR OVER-WINTER CONFIGURATION.

ALL RAMPS, INCLUDING THE AUSTIN BLVD TO IR-75 SB RAMP AND THE MOVEMENT FROM IR-75 SB TO AUSTIN BLVD, SHALL BE OPEN TO TRAFFIC BY OCTOBER 15TH, 2027. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5,000 PER CALENDAR DAY WHICH SHALL BE IN ADDITION TO THE \$4,000 PER CALENDAR DAY DISINCENTIVE FOR PHASE 4 COMPLETION.

PHASE 7 SHALL BE COMPLETED AND ALL EXISTING LANES OPEN AND AVAILABLE TO TRAFFIC BY OCTOBER 15TH, 2028. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$4,000 PER CALENDAR DAY. SEE SEQUENCE OF CONSTRUCTION NOTES FOR OVER-WINTER CONFIGURATION.

ALL RAMPS, INCLUDING THE IR-75 NB TO AUSTIN BLVD RAMP AND THE MOVEMENT FROM AUSTIN BLVD TO IR-75 NB, SHALL BE OPEN TO TRAFFIC BY OCTOBER 15TH, 2028. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5,000 PER CALENDAR DAY WHICH SHALL BE IN ADDITION TO THE \$4,000 PER CALENDAR DAY DISINCENTIVE FOR PHASE 7 COMPLETION.

**NOTICE OF CLOSURE SIGN**

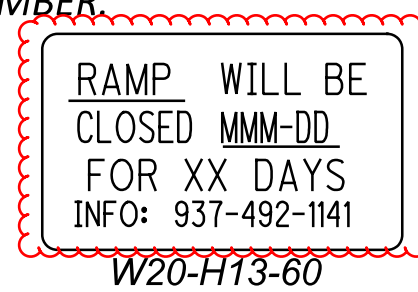
NOTICE OF CLOSURE SIGNS W20-H13 SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLAT SHEET SIGN FOR CLOSURE 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 OF CLOSURE	SIGN DISPLAYED TO THE PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 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.



**LANE VALUE CONTRACT (PN 127)**

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLES/TIME LIMITATION NOTES FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT AMOUNT IS LOCATED IN THE TIME LIMITATION AND GENERAL MOT NOTES. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK.

CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPPING AND SAFETY FEATURES IN PLACE.

**LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS**

EXCEPT FOR THE MOT RESTRICTIONS SHOWN IN THIS PLAN, NO OTHER WORK MAY BE PERFORMED AND ALL OTHER EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS:

- NEW YEAR'S (OBSERVED)
- MEMORIAL DAY
- FOURTH OF JULY (OBSERVED)
- LABOR DAY
- GENERAL/REGULAR ELECTION DAY (NOV)
- THANKSGIVING
- CHRISTMAS (OBSERVED)

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

HOLIDAY/EVENT CLOSURE SCHEDULE	
DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPENED 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
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRAIN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.

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 CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER MINUTE PER LANE
EXISTING IR-75 MAINLINE LANES	PER PLCS RESTRICTIONS	MINUTE	\$200/MINUTE/LANE
EXISTING AUSTIN BLVD RAMPS	PER MAINLINE PLCS RESTRICTIONS	MINUTE	\$200/MINUTE/LANE
EXISTING IR-75 MAINLINE LANES	DESIGNATED HOLIDAYS (SEE THIS SHEET)	MINUTE	\$200/MINUTE/LANE
EXISTING AUSTIN BLVD RAMPS	DESIGNATED HOLIDAYS (SEE THIS SHEET)	MINUTE	\$200/MINUTE/LANE

**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 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
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 BUSINESS 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	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.

**SEQUENCE OF CONSTRUCTION**

**PHASE 1**

PRIOR TO PHASE 1, THE NORTHBOUND OUTSIDE SHOULDER SHALL BE RESURFACED FROM STA. 173+05 TO 208+31 AND THE RUMBLE STRIPS REMOVED FROM STA. 0+00 TO STA. 154+00 IN ORDER TO SHIFT NORTHBOUND TRAFFIC ONTO THE SHOULDER. THIS PHASE SHALL WIDEN THE EXISTING NORTHBOUND SHOULDER WITH PAVEMENT FOR MAINTAINING TRAFFIC TO ACCOMMODATE SOUTHBOUND LANES ON THE NORTHBOUND SIDE OF IR-75. NORTHBOUND TRAFFIC SHALL BE SHIFTED TO THE OUTSIDE OF THE ROADWAY INTO ITS PHASE 2 LOCATION. PORTABLE BARRIER SHALL BE PLACED ALONG SOUTHBOUND LANES IN THE AREAS OF THE CROSSOVERS. THE PORTABLE BARRIER SHALL BE PLACED ALONG THE LEFT NORTHBOUND LANE SHALL BE 50" PORTABLE BARRIER, AS PER PLAN AS THIS WILL BE LEFT IN PLACE FOR PHASE 2.

AFTER TRAFFIC IS SHIFTED THE FOLLOWING SHALL BE COMPLETED:  
 - THE NORTH, SOUTH, AND AUSTIN BLVD RAMP CROSSOVERS  
 - MEDIAN SHOULDER IS GETTING FULLY MILLED THEN RESURFACED IN COMBINATION WITH THE TEMPORARY PAVEMENT SURFACE AS SHOWN ON THE PHASE 1 MQT PLAN SHEETS  
 - MILL/FILL AND PLACE WORK ZONE MARKINGS WITHIN AREA OF LANE REALIGNMENT ON RAMP M (IR-75 SB TO AUSTIN BLVD)  
 - LONGITUDINAL AND TRANSVERSE PAVEMENT REPAIRS AS DIRECTED BY THE ENGINEER  
 - REMOVAL OF EXISTING ITS AND ELECTRIC PULL BOXES IN THE MEDIAN THAT WILL BE IN CONFLICT WITH TEMPORARY PAVEMENT  
 - CONSTRUCT PIER INFILL ALONG IR-75 NB AT THE IR-675 NB RAMP BRIDGE  
 - REMOVE EXISTING OVERHEAD SIGN TRUSSES IN CONFLICT WITH THE TEMPORARY PAVEMENT AND INSTALL TEMPORARY GROUND MOUNTED GUIDE SIGNS.

NORTHBOUND TRAFFIC SHALL REMAIN IN ITS SHIFTED LOCATION DURING THE OVER-WINTER PERIOD BETWEEN PHASE 1 AND PHASE 2.

**PHASE 2 (BEGIN SPRING 2027)**

THIS PHASE SHALL NOT START PRIOR TO APRIL 1, 2027.

THIS PHASE SHALL CONSTRUCT THE SOUTHBOUND LANES. THE NORTHBOUND LANES SHALL BE REMAIN IN THEIR SHIFTED LOCATION TO THE OUTSIDE OF THE EXISTING NORTHBOUND ROADWAY. THREE SOUTHBOUND LANES WILL CROSS OVER TO THE NORTHBOUND LANES SOUTH OF LYONS ROAD. THE NORTHBOUND LANES SHALL HAVE THEIR WORK ZONE PAVEMENT MARKINGS RE-STRIPED AT THE BEGINNING OF THIS PHASE TO UPDATE THOSE THAT WERE IN PLACE DURING THE OVER-WINTER PHASE.

THE INSIDE LANES BETWEEN AUSTIN BLVD AND IR-675 SHALL BE CONSTRUCTED. IR-675 SB SHALL HAVE ITS ACCESS TO AUSTIN BLVD AND IR-75 MAINTAINED IN THIS PHASE. TRAFFIC FROM IR-75 SB WILL NOT BE ABLE TO ACCESS AUSTIN BLVD AND SHALL BE DETOURED AS SHOWN ON SHEET P.31. THIS DETOURED SHALL BE REQUIRED DURING PHASES 2-4.

IN ADDITION TO THE PERMANENT SOUTHBOUND PAVEMENT SECTION, THE ADDITIONAL PAVEMENT WIDTH NEEDED FOR PHASES 5-7 SHALL BE CONSTRUCTED IN THIS PHASE.

REMOVE THE EXISTING ITS AND ELECTRIC PULL BOXES IN THE MEDIAN THAT WILL BE IN CONFLICT WITH THE PROPOSED PAVEMENT AND TEMPORARY PAVEMENT ADJACENT TO THE SOUTHBOUND MEDIAN SHOULDER.

CONSTRUCT PIER INFILL ALONG IR-75 SB AT THE IR-675 NB RAMP BRIDGE

THE RAMP FROM AUSTIN BLVD TO IR-75 SB SHALL BE CLOSED DURING THIS PHASE. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET P.31 THE EASTBOUND RIGHT TURN LANE AND WESTBOUND LEFT TURN LANES TO IR-75 SB ON AUSTIN BLVD SHALL BE CLOSED. THE EXISTING TRAFFIC SIGNAL PHASING AND TIMING AT THE SB RAMP INTERSECTION SHALL BE MODIFIED FOR THIS RAMP CLOSURE.

**PHASE 3**

THIS PHASE SHALL KEEP IR-75 NB AND SB IN THE PHASE 2 CONFIGURATION EXCEPT THE CROSSOVER LANE FROM IR-675 SB TO IR-75 SB SHALL BE SHIFTED TO THE NORTH TO PROVIDE WORK AREA TO COMPLETE THE PAVEMENT NOT REPLACED IN PHASE 2 BETWEEN APPROXIMATELY STA. 71+50 LT. TO STA. 78+50 LT.

DETOURS SHALL REMAIN IN PLACE FROM PHASE 2.

**PHASE 4**

THIS PHASE SHALL KEEP IR-75 NB AND SB IN THE PHASE 2 CONFIGURATION EXCEPT THE OUTSIDE SOUTHBOUND PAVEMENT BETWEEN AUSTIN BLVD AND IR-675 SHALL BE CONSTRUCTED.

THE RAMP FROM AUSTIN BLVD TO IR-75 SB SHALL BE RE-OPENED IN THIS PHASE. A SINGLE LANE FOR THIS RAMP SHALL BE PROVIDED ON THE NEWLY CONSTRUCTED IR-75 SB PAVEMENT BETWEEN AUSTIN BLVD AND THE SOUTHERN WORK LIMITS.

TRAFFIC FROM IR-75 SB SHALL STILL BE RESTRICTED FROM ACCESSING AUSTIN BLVD AND DETOURED AS SHOWN ON SHEET P.31.

**OVER-WINTER CONFIGURATION**

ALL LANES SHALL BE OPEN AND AVAILABLE TO TRAFFIC DURING THIS PHASE. IR-75 NB SHALL REMAIN IN THE PHASE 4 LOCATION. IR-75 SB SHALL BE SWITCHED BACK TO THE SOUTHBOUND SIDE OF THE ROADWAY AND PLACED IN THE PHASE 5 CONFIGURATION.

**PHASE 5 (BEGIN SPRING 2028)**

THIS PHASE SHALL NOT START PRIOR TO APRIL 1, 2028.

THIS PHASE SHALL CONSTRUCT THE NORTHBOUND LANES. THE SOUTHBOUND LANES SHALL BE SHIFTED TO THE OUTSIDE, PARTIALLY ON THE SHOULDER OF THE SOUTHBOUND ROADWAY. THREE NORTHBOUND LANES SHALL CROSS OVER TO THE SOUTHBOUND LANES NORTH OF PENNYROYAL ROAD.

THE EXIT TO AUSTIN BLVD FROM IR-75 NB SHALL BE CLOSED IN THE PHASE. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET P.32.

A SINGLE LANE FROM THE IR-75 NB CROSSOVER LANES SHALL BE CROSSED BACK TO THE NORTHBOUND ROADWAY NORTH OF AUSTIN BLVD TO ACCESS IR-675 NB.

NORTHBOUND TRAFFIC FROM AUSTIN BLVD WILL BE FORCED TO IR-675 NB ONLY. IR-75 NB TRAFFIC FROM AUSTIN BLVD SHALL BE DETOURED AS SHOWN ON SHEET P.33.

**PHASE 6**

THIS PHASE SHALL KEEP IR-75 NB AND SB IN THE PHASE 5 CONFIGURATION EXCEPT THE CROSSOVER LANE FROM IR-75 NB TO IR-675 NB SHALL BE SHIFTED TO THE NORTH TO PROVIDE WORK AREA TO COMPLETE THE PAVEMENT NOT REPLACED IN PHASE 5 BETWEEN APPROXIMATELY STA. 70+50 RT. TO STA. 77+50 RT.

**PHASE 7**

THIS PHASE SHALL KEEP IR-75 NB AND SB IN THE PHASE 5 CONFIGURATION EXCEPT THE OUTSIDE NORTHBOUND PAVEMENT BETWEEN AUSTIN BLVD AND IR-675 SHALL BE CONSTRUCTED.

THE RAMP FROM IR-75 NB TO AUSTIN BLVD SHALL BE RE-OPENED IN THIS PHASE. A SINGLE LANE FOR THIS RAMP SHALL BE PROVIDED ON THE NEWLY CONSTRUCTED IR-75 NB PAVEMENT BETWEEN THE NORTHERN WORK LIMITS AND AUSTIN BLVD.

TRAFFIC FROM THE AUSTIN BLVD NB ON-RAMP SHALL STILL BE RESTRICTED FROM ACCESSING IR-75 NB AND DETOURED AS SHOWN ON SHEET P.33.

**OVER-WINTER CONFIGURATION**

ALL LANES SHALL BE OPEN AND AVAILABLE TO TRAFFIC DURING THIS PHASE. IR-75 NB & SB SHALL BE IN THE FINAL LANE CONFIGURATION, EXCEPT ONLY 3 MAINLINE LANES SHALL BE OPEN.

**PHASE 8 (BEGIN SPRING 2029, NOT BEFORE 4/1/2029)**

THIS PHASE SHALL COMPLETE THE PAVING OF THE FINAL SURFACE COURSE AND INSTALLATION OF THE FINAL SAFETY ITEMS SUCH AS PAVEMENT MARKINGS, RAISED PAVEMENT MARKINGS (RPM), AND RUMBLE STRIPS. THIS SHALL BE COMPLETED ONE LANE AT A TIME AS PER THE PERMITTED LANE CLOSURE SCHEDULE. LANE CLOSURES SHALL BE AS SCD MT-95.30.

**EXISTING GUIDE SIGNS (OVERHEAD AND GROUND MOUNTED)**

THE CONTRACTOR SHALL MAINTAIN EXISTING GUIDE SIGNS THROUGHOUT EACH PHASE OF CONSTRUCTION AS APPLICABLE. EXISTING OVERHEAD GUIDE SIGNS MAY BE REMOVED AND RE-ERECTED ON GROUND MOUNTS/POSTS. EXISTING GROUND MOUNTED GUIDE SIGNS MAY ALSO BE MOVED AND RE-ERECTED AS NECESSARY AND AS APPROVED BY THE ENGINEER.

TEMPORARY SIGN OVERLAYS NOT OTHERWISE DETAILED IN THE PLANS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

WHERE AN EXISTING GUIDE SIGN CANNOT BE USED OR RE-USED, THEN AN APPROPRIATE TEMPORARY REPLACEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

UNLESS SEPARATELY ITEMIZED IN THE PLANS, ALL LABOR, EQUIPMENT, MATERIALS REQUIRED TO COMPLETE THIS WORK, SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

DISINCENTIVE AMOUNTS FOR RAMP CLOSURES AND LANE RESTRICTIONS			
DESCRIPTION OF MILESTONE	MILESTONE DATE	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
OPEN AUSTIN BLVD SB ON-RAMP AND OPEN I.R. 75 SB ACCESS TO AUSTIN BLVD	OCT. 30TH, 2027	DAY	\$5000 (PER DAY)
TRAFFIC RETURNED TO EXISTING IR-75 MAINLINE LANES	PHASE 4 INTERIM COMPLETION DATE (OCT. 30TH, 2027)	DAY	\$4000 (PER DAY)
TRAFFIC RETURNED TO EXISTING IR-75 MAINLINE LANES	PHASE 7 INTERIM COMPLETION DATE (OCT. 30TH, 2028)	DAY	\$4000 (PER DAY)
OPEN NB EXIT RAMP TO AUSTIN BLVD AND OPEN AUSTIN BLVD ACCESS TO I.R. 75 NB	OCT. 30TH, 2028	DAY	\$5000 (PER DAY)

**COORDINATION OF WORK**

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 C&MS 105.08.

**DISTRICT 7 PROJECTS**

MOT-675-0.16, PID 123159  
 SALE DATE: 01/01/28, COMPLETION DATE: 06/01/28  
 RESURFACE I-675 WITH FINE GRADED POLYMER MODIFIED ASPHALT CONCRETE

D07-BP-FY26, PID 110152  
 SALE DATE: 10/23/25, COMPLETION DATE: 10/15/26  
 BRIDGE PAINTING PROJECT INCLUDING PAINTING STRUCTURAL STEEL PIER CAP IR-675 OVER IR-75

MOT-BS-FY27, PID 123918  
 SALE DATE: 10/01/26, COMPLETION DATE: 10/15/27  
 BRIDGE SEALING PROJECT INCLUDING THE STRUCTURE IR-675 SB OVER IR-75

CLA/MOT-BH-FY26, PID 116928  
 SALE DATE: 04/23/26, COMPLETION DATE: 10/15/26  
 PATCH SUBSTRUCTURES, PARAPETS, AND PIERS INCLUDING IR-675 SB OVER IR-75

MOT-75-2.93, PID 100857  
 SALE DATE: 01/01/28, COMPLETION DATE: 10/15/28  
 RESURFACE IR-75 WITH ASPHALT CONCRETE

**DISTRICT 8 PROJECTS**

BUT/WAR-75-0.00/0.00 LONG JTS, PID 121406  
 SALE DATE: 07/01/26, COMPLETION DATE: 10/03/27  
 LONGITUDINAL JOINT REPAIR PROJECT ON IR-75 IN BUTLER AND WARREN COUNTIES.

D08-PM BRIDGE-FY27, PID 123648  
 SALE DATE: 07/01/26, COMPLETION DATE: 09/01/28  
 PREVENTATIVE MAINTENANCE PROJECT INCLUDING THE STRUCTURE WAR-75-11.45 (PENNYROYAL RD) OVER IR-75.

WAR-BS-2027, PID 114787  
 SALE DATE: 09/10/26, COMPLETION DATE: 10/01/27  
 BRIDGE SEALING PROJECT INCLUDING THE STRUCTURE WAR-75-10.05 (MAINLINE IR-75) OVER SR-73.

WAR-741-16.42, PID 116565  
 SALE DATE: 01/01/28, COMPLETION DATE: 09/30/28  
 BRIDGE REHABILITATION INCLUDING DECK OVERLAY AND OTHER REPAIRS ON SR-741 OVER CLEAR CREAK (NORTH OF SR-73).

**DRUM REQUIREMENTS**

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

**WORK ZONE SPEED ZONES (WZSZ)**

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(S)	COUNTY-ROUTE-SECTIONS(S)	DIRECTION(S)
40499	WARREN & MONTGOMERY - IR-75 - SLM WAR-75-11.60 TO SLM MOT-75-2.93	NB, SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, 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.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, 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 OMTUCD 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 OR GREATER) 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 (DLS) SIGN ASSEMBLY 461 SIGN MONTH

PHASE 1 - ASSUMING 15 DSL SIGN ASSEMBLIES FOR 8 MONTHS  
 PHASE 2 - ASSUMING 12 DSL SIGN ASSEMBLIES FOR 4 MONTHS  
 PHASE 3 - ASSUMING 12 DSL SIGN ASSEMBLIES FOR 1 MONTHS  
 PHASE 4 - ASSUMING 14 DSL SIGN ASSEMBLIES FOR 3 MONTHS  
 OVER-WINTER - ASSUMING 9 DSL SIGN ASSEMBLIES FOR 5 MONTHS  
 PHASE 5 - ASSUMING 13 DSL SIGN ASSEMBLIES FOR 4 MONTHS  
 PHASE 6 - ASSUMING 13 DSL SIGN ASSEMBLIES FOR 1 MONTHS  
 PHASE 7 - ASSUMING 13 DSL SIGN ASSEMBLIES FOR 3 MONTHS  
 OVER-WINTER - ASSUMING 9 DSL SIGN ASSEMBLIES FOR 5 MONTHS  
 PHASE 8 - ASSUMING 9 DSL SIGN ASSEMBLIES FOR 5 MONTHS

**ESTIMATED QUANTITIES**

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER TO FILL POT HOLES AND MAINTAIN A SAFE RIDING SURFACE.

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B 100 CU. YD

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE C 100 CU. YD.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 1000 CU. YD

**NORTHBOUND INSIDE SHOULDER RESURFACING**

THE EXISTING INSIDE NORTHBOUND IR-75 ASPHALT SHOULDER, INCLUDING THE EXISTING YELLOW EDGE LINE, FROM STA. 173+50 TO STA. 177+15 AND STA. 181+38 TO STA. 132+50 SHALL BE PLANED 2", TACK COAT APPLIED AND 2" ASPHALT SURFACE COURSE CONSTRUCTED PRIOR TO SHIFTING TRAFFIC ONTO PORTIONS OF THE SHOULDERS.

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

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (T=2") 9,030 SQ YD  
 ITEM 407, NON-TRACKING TACK COAT 768 GAL  
 ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (449), PG64-22 502 CU YD

**WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)**

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 28 EACH

WORK ZONE INCREASED PENALTIES SIGNS WILL BE PLACED AT THE LOCATIONS SHOWN IN THE PLANS.

**ITEM 202 - REMOVAL MISC.: RUMBLE STRIPS (B)**

THE CONTRACTOR SHALL MILL 1.5 INCHES DEEP BY 2 FEET WIDE OF THE EXISTING ASPHALT SHOULDER IN ORDER TO REMOVE THE EXISTING RUMBLE STRIPS ALONG IR-75 IN THE AREA WHERE TRAFFIC IS SHIFTED AS SHOWN IN THE PLANS. THE CONTRACTOR SHALL THEN COAT ALL MILLED SURFACES, HORIZONTAL AND VERTICAL, WITH APPROVED AC LIQUID. NEXT THE CONTRACTOR SHALL PLACE 1.5 INCHES OF ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (449), PG 64-22. ALL COSTS ASSOCIATED WITH THE REMOVAL OF THE EXISTING PAVEMENT, AND PLACEMENT OF THE SURFACE COURSE SHALL BE INCLUDED ON THE UNIT PRICE BID PER FOOT COST OF ITEM 202 - REMOVAL MISC.: RUMBLE STRIPS (B).

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

NORTHBOUND INSIDE SHOULDER STA. 150+00 TO STA. 155+75 = 575 FT  
 SOUTHBOUND OUTSIDE SHOULDER STA. 54+00 TO STA. 87+50 = 3,350 FT  
 SOUTHBOUND INSIDE SHOULDER STA. 171+40 TO STA. 177+10 = 570 FT  
 SOUTHBOUND INSIDE SHOULDER STA. 182+00 TO STA. 186+00 = 400 FT  
 SOUTHBOUND INSIDE SHOULDER STA. 73+00 TO STA. 75+00 = 200 FT  
 SOUTHBOUND INSIDE SHOULDER STA. 149+15 TO STA. 159+00 = 985 FT

ITEM 202, REMOVAL MISC.: RUMBLE STRIPS (B) 6,080 FT

**ITEM 614 - WORK ZONE SPEED MEASUREMENT MARKING, CLASS I, 642 PAINT**

SPEED MEASUREMENT MARKINGS SHALL BE PLACED BETWEEN MILE MARKER 41.0 AND MILE MARKER 43.0 TO ASSIST IN THE ENFORCEMENT OF SPEED REGULATIONS. SPEED MEASUREMENT MARKINGS SHOULD AVOID BEING LOCATED IN THE VICINITY OF A TAPER, ENTRANCE RAMP OR EXIT RAMP.

THE MARKINGS SHALL BE LAID OUT BY A REGISTERED SURVEYOR. ON SECTIONS WITH CURVES, THE MARKINGS ON THE INSIDE OF THE CURVE SHALL MEET THE REQUIRED ONE-QUARTER MILE INTERVALS. MARKINGS ON THE OUTSIDE OF THE CURVE SHALL BE DIRECTLY ACROSS FROM THE MARKINGS ON THE INSIDE OF THE CURVE, NOT STAGGERED. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT TRAFFIC ENGINEER AND ONE COPY IS TO BE SENT TO THE DISTRICT CONSTRUCTION ENGINEER.

SPEED MEASUREMENT MARKINGS SHALL BE PLACED FOR THE I.R. 75 MAINLINE LANES IN PHASE 1, PHASE 2, PHASE 5, AND EACH OVER-WINTER PHASE (3 TOTAL). DURING PHASES 3, 4, 6, AND 7, THESE MARKINGS SHALL REMAIN FROM PREVIOUS PHASES.

TO ASSURE VISIBILITY OF THE MARKINGS AND REDUCE PARALLAX ERRORS, FOR EACH DIRECTION UTILIZING AIR SPEED CHECK ZONE, A SET OF TWO MARKINGS (LEFT AND RIGHT SIDE) SHALL BE USED AT EACH ONE-QUARTER MILE INTERVAL.

PAYMENT WILL BE FOR EACH 24-INCH-WIDE BY 4 FEET LONG MARKING AND SHALL INCLUDE THE PAVEMENT MARKING MATERIAL USED AND THE SURVEYING WORK. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 614, WORK ZONE SPEED MEASUREMENT MARKING, CLASS I, 642 PAINT 108 EA

**NORTHBOUND OUTSIDE SHOULDER RESURFACING**

THE EXISTING OUTSIDE NORTHBOUND IR-75 ASPHALT SHOULDER, INCLUDING THE EXISTING WHITE EDGE LINE, FROM STA. 173+05 TO STA. 208+31 SHALL BE PLANED 2", TACK COAT APPLIED AND 2" ASPHALT SURFACE COURSE CONSTRUCTED PRIOR TO SHIFTING TRAFFIC ONTO PORTIONS OF THE SHOULDERS.

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

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (T=2") 4,310 SQ YD

ITEM 407, NON-TRACKING TACK COAT 366 GAL

ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448) 240 CU YD

**ITEM 202 - REMOVAL MISC.: RUMBLE STRIPS (A)**


THE CONTRACTOR SHALL MILL 2 INCHES DEEP BY 5 FEET WIDE OF THE EXISTING ASPHALT SHOULDER IN ORDER TO REMOVE THE EXISTING RUMBLE STRIPS AND EXISTING WHITE EDGE LINE ALONG IR-75 IN THE AREA WHERE TRAFFIC IS SHIFTED AS SHOWN IN THE PLANS. THE CONTRACTOR SHALL THEN COAT ALL MILLED SURFACES, HORIZONTAL AND VERTICAL, WITH APPROVED AC LIQUID. NEXT THE CONTRACTOR SHALL PLACE 2 INCHES OF ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (449), PG 64-22. ALL COSTS ASSOCIATED WITH THE REMOVAL OF THE EXISTING PAVEMENT, AND PLACEMENT OF THE SURFACE COURSE SHALL BE INCLUDED ON THE UNIT PRICE BID PER FOOT COST OF ITEM 202 - REMOVAL MISC.: RUMBLE STRIPS (A).

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

NORTHBOUND OUTSIDE SHOULDER STA. 0+00 TO STA. 154+00.

ITEM 202, REMOVAL MISC.: RUMBLE STRIPS (A) 15,400 FT

REF. NO	SHEET NO.	LOCATION	STATION		SIDE	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	615	622	622	622	630	630			
			FROM	TO		FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	SY	FT	FT	FT	SF	EACH	
PHASE 6																																
CH-601	P.124	I.R. 75	82+73	85+40	RT.																											
CH-602	P.124	I.R. 75	82+73	85+40	RT.			15																								
EW-601	P.123-P.124	I.R. 75	69+08	82+73	RT.			70																								
EY-601	P.123-P.124	I.R. 75	69+10	85+40	RT.																											
EY-602	P.123-P.124	I.R. 75	73+51	82+73	RT.																											
IA-601	P.124	I.R. 75	81+74		RT.																											
PB-601	P.123-P.124	I.R. 75	70+83	77+23	RT.	640																										
PB-602	P.123-P.124	I.R. 75	73+51	82+73	RT.																											
PB-603	P.124	I.R. 75	81+74	85+40	RT.																											
PHASE 7																																
CH-701	P.127	I.R. 75	167+75	174+27	RT.																											
CH-702	P.127	I.R. 75	170+79	174+27	RT.																											
CH-703	P.136	I.R. 75	80+50	82+93	RT.																											
CH-704	P.136	I.R. 75	80+50	24+93 (RAMP V)	RT.																											
CW-701	P.137	I.R. 75	90+67		RT.																											
DL-701	P.126	I.R. 75	159+50	167+75	RT.																											
ES-701	P.137	I.R. 75	90+26		RT.																											
EW-701	P.126-P.132	I.R. 75	159+50	233+50 (RAMP H)	RT.																											
EW-702	P.133-P.138	I.R. 75	148+50 (RAMP J)	24+16 (RAMP V)	RT.																											
EW-703	P.136	I.R. 75	80+07	80+50	RT.																											
EY-701	P.127-P.132	I.R. 75	174+27	233+50 (RAMP H)	RT.																											
EY-702	P.133-P.136	I.R. 75	147+50 (RAMP J)	80+50	RT.																											
EY-703	P.136-P.139	I.R. 75	80+08	24+35 (RAMP V)	RT.																											
IA-701	P.134	I.R. 75	51+43		RT.																											
PB-701	P.134-P.138	I.R. 75	51+43	102+88	RT.																											
	P.126	I.R. 75	162+63	168+52	RT.																											
THIRD OVER-WINTER PHASE																																
		I.R. 75	147+35	168+24	RT./LT.																											
SHEET SUBTOTAL						640	2	156	114	752	378	101	778	147	13	147																
TOTALS FROM SHEET P.24							6	399	139	286	87	83	7																			
TOTALS FROM SHEET P.25						1655		988			97			867	15	93	387															
TOTALS FROM SHEET P.26						570	7	432	473	518		144	75	154																		
TOTALS FROM SHEET P.27							2	287	130		20	25	162	44	6	44																
TOTALS FROM SHEET P.28						450	2	1498			202	113		122																		
TOTALS FROM SHEET P.29						1930	9		487	538			101	817	18	145	336	12.02														
SUBTOTAL						5245	28	3760	1343	2094	784	466	1123	2151	52	705	723	53.00	35.925	37.85	82206	32352	560	16	22	22	94215	36440	32060	1400	144.4	4
TOTALS CARRIED TO GENERAL SUMMARY						5245	28			9570				2151	52	1410	1446	53.00	73.77		82206	32352	560	16	22	22	94215	36440	32060	1400	144.4	4

DESIGN AGENCY		
DESIGNER		
REVIEWER		NAU 12/02/25
PROJECT ID		113579
SHEET TOTAL		P.30 722


MAINTENANCE OF TRAFFIC SUBSUMMARY





SHEET NUMBER						PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.662	P.663	P.664	P.665	P.645	P.646	01/IMS	02/IMS						
												<b>LIGHTING</b>	
	54	66	66			186		625	00450	186	EACH	CONNECTION, FUSED PULL APART	
	24	18	6			48		625	00480	48	EACH	CONNECTION, UNFUSED PERMANENT	
		10	13			23		625	10490	23	EACH	LIGHT POLE, CONVENTIONAL, DESIGN AT15B40	
			2			2		625	10490	2	EACH	LIGHT POLE, CONVENTIONAL, DESIGN AT20B40	
	18	22	22			62		625	14100	62	EACH	LIGHT POLE FOUNDATION, 24" X 8' DEEP	
	801	849	186			1,836		625	23200	1,836	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
	3,510	4,290	4,320			12,120		625	23400	12,120	FT	NO. 10 AWG POLE AND BRACKET CABLE	
	4,587	4,366	3,929			12,882		625	24320	12,882	FT	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES	
	237	253	52			542		625	25902	542	FT	CONDUIT, JACKED OR DRILLED, 725.04, 3"	
	18	22	22			62		625	26253	62	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-III-M, 25,000-29,000 LUMENS	P.662
	4,347	4,068	3,709			12,124		625	29000	12,124	FT	TRENCH	
	8	5	2			15		625	30700	15	EACH	PULL BOX, 725.08, 18"	
	15					15		625	31510	15	EACH	PULL BOX REMOVED	
	18	22	22			62		625	32000	62	EACH	GROUND ROD	
	1					1		625	34001	1	EACH	POWER SERVICE, AS PER PLAN	P.662
	12	13	11			36		625	35011	36	EACH	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN	P.662
	4,347	4,068	3,709			12,124		625	36010	12,124	FT	UNDERGROUND WARNING MARKING TAPE	
LS						LS		SPECIAL	62540000	LS		MAINTAIN EXISTING LIGHTING	P.662
2						2		SPECIAL	62540010	2	EACH	REPLACEMENT OF EXISTING LIGHTING UNIT	P.662
			1			1		625	75400	1	EACH	LIGHT POLE REMOVED	
	12	13	12			37		625	75500	37	EACH	LIGHT POLE FOUNDATION REMOVED	
	12	13	12			37		625	75507	37	EACH	LUMINAIRE REMOVED, AS PER PLAN	P.662
	1					1		625	75511	1	EACH	POWER SERVICE REMOVED, AS PER PLAN	P.662
1						1		625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL (CC-'A')	
												<b>TRAFFIC SURVEILLANCE</b>	
					6	6		625	00480	6	EACH	CONNECTION, UNFUSED PERMANENT	
					3,951	3,951		625	22990	3,951	FT	NO. 6 AWG 600 VOLT DISTRIBUTION CABLE	
					911	911		625	25410	911	FT	CONDUIT, 2", 725.052	
					345	345		625	25909	345	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 4"	P.644
					281	629	910	625	25909	910	FT	CONDUIT, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"	P.644
					53	1,222	1,275	625	25910	1,275	FT	CONDUIT CLEANED AND CABLES REMOVED	
					125	786	911	625	29000	911	FT	TRENCH	
						18	18	625	29401	18	FT	TRENCH IN PAVED AREAS, AS PER PLAN	P.644
					13		13	625	30706	13	EACH	PULL BOX, 725.08, 24"	
					15	8	23	625	31510	23	EACH	PULL BOX REMOVED	
					2	3	5	625	31600	5	EACH	PULL BOX, MISC.: ADJUST PULL BOX TO GRADE	P.644
					1		1	625	34001	1	EACH	POWER SERVICE, AS PER PLAN	P.644
					125	839	964	625	36010	964	FT	UNDERGROUND WARNING MARKING TAPE	
						3	3	632	90020	3	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: POLE MOUNTED ITS CABINET	P.644
					1		1	632	90020	1	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: POLE MOUNTED ATR	P.644
						1	1	632	90020	1	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: HIGHWAY ADVISORY RADIO (HAR)	P.644
						1	1	632	90020	1	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: WOOD POLE	P.644
						3	3	633	67201	3	EACH	CONTROLLER WORK PAD, AS PER PLAN	P.644
						10	10	809	01900	10	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1	
						13	13	809	01920	13	EACH	ITS PULL BOX WITH PAD AND HINGED LID ASSEMBLY, 32" WIDE, TYPE 1	
						17,804	17,804	809	20020	17,804	FT	MICRO-DUCT PATHWAY, 4 CELL 1 1/2"	
						3	3	809	65000	3	EACH	ITS CABINET - GROUND MOUNTED	
					3		3	809	65100	3	EACH	STEP-DOWN TRANSFORMER, 3KVA	
						1	1	809	65990	1	EACH	ITS DEVICE, MISC.: REMOVAL AND REINSTALLATION OF ITS DEVICE	P.644
					LS	LS		809	70000	LS		MAINTAINING ITS DURING CONSTRUCTION	

GENERAL SUMMARY

DESIGN AGENCY  
  
 DESIGNER  
**MGM**  
 REVIEWER  
**TWG 12/02/25**  
 PROJECT ID  
**113579**  
 SHEET TOTAL  
 P.258 | 722



**UTILITIES – ODOT ITS & TRAFFIC MONITORING**

WORK IN THE VICINITY OF ITS DEVICES (FIBER OPTIC CABLE, CCTV, DMS, ETC.) INVOLVES THE ODOT OFFICE OF TRAFFIC OPERATIONS AS A UTILITY OWNER.

ODOT OFFICE OF TRAFFIC OPERATIONS  
 1606 W BROAD ST  
 COLUMBUS, OH 43223  
 614-387-4111  
 CEN.ITS.LAB@DOT.OHIO.GOV

WORK IN THE VICINITY OF PERMANENT VEHICLE COUNT STATIONS (ATR OR WIM) INVOLVES THE ODOT OFFICE OF TECHNICAL SERVICES, TRAFFIC MONITORING SECTION, AS A UTILITY OWNER.

ODOT OFFICE OF TECHNICAL SERVICES  
 TRAFFIC MONITORING SECTION  
 1980 W BROAD ST  
 COLUMBUS, OH 43223

FIELD OPERATION CONTACT

- DISTRICTS 7 & 8: COLIN STONE – 614-852-7374

**ITEM 625, PULL BOX MISC.: ADJUST PULL BOX TO GRADE**

ADJUST THE EXISTING PULL BOX TO THE PROPOSED FINISHED GRADE AS NOTED IN THE PLANS. FURNISH ALL LABOR, EQUIPMENT, AND INCIDENTAL MATERIALS NECESSARY TO COMPLETE THIS WORK.

PAYMENT WILL BE MADE AT THE UNIT PRICE FOR EACH C&MS ITEM 625, "PULL BOX, MISC.: ADJUST PULL BOX TO GRADE" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

**ITEM 625, POWER SERVICE, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF THE SPECIFICATIONS, THIS WORK ALSO CONSISTS OF UPGRADING THE EXISTING POWER SERVICE TO A 240/480-VOLT SERVICE, INCLUDING ALL ASSOCIATED CONNECTIONS, COMPONENTS, AND ADJUSTMENTS NECESSARY TO PROVIDE A FULLY FUNCTIONAL SERVICE POINT.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "POWER SERVICE, AS PER PLAN" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, INCIDENTALS, AND ANY ASSOCIATED FEES REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

**ITEM 625, JACKED OR DRILLED, 725.052, AS PER PLAN, 4"**

IN ADDITION TO THE REQUIREMENTS OF ITEM 625 AND 725.052, CONDUITS SHALL BE SCH 80 HDPE.

**ITEM 625, JACKED OR DRILLED, 725.052, AS PER PLAN, 3"**

IN ADDITION TO THE REQUIREMENTS OF ITEM 625 AND 725.052, CONDUITS SHALL BE SCH 80 HDPE.

**PROTECTION OF TRAFFIC MONITORING EQUIPMENT**

PRIOR TO BEGINNING ANY PAVEMENT ACTIVITIES OR ANY EXCAVATION ACTIVITIES BETWEEN STA. 197+00 AND STA. 198+00 THE CONTRACTOR, ENGINEER, AND A REPRESENTATIVE FROM THE OWNER WILL COORDINATE A TIME FOR THE OWNER/MAINTAINING AGENCY TO DISCONNECT THE EQUIPMENT. FOLLOWING THE DISCONNECTION BY THE OWNER, THE CONTRACTOR WILL BE ALLOWED TO PERFORM THEIR PAVEMENT ACTIVITIES, INCLUDING PAVEMENT REMOVAL. THE REMOVED LOOPS AND SENSORS BECOME THE PROPERTY OF THE CONTRACTOR.

DURING THE MEETING, THE OWNER/MAINTAINING AGENCY WILL IDENTIFY EQUIPMENT LOCATIONS. DO NOT DISTURB PULL BOXES, CONTROLLERS, CABINETS, POLES OR CONDUITS. ANY DAMAGE WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND REPAIRS MUST BE ACCEPTED BY THE OWNER.

CONTACT ANTHONY STEVENS (614-301-9461, ANTHONY.STEVENS@DOT.OHIO.GOV) FOR SITE SPECIFIC DETAILS AND NEEDS.

**ITEM 632, REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: POLE MOUNTED ITS CABINET**

THIS ITEM SHALL CONSIST OF REMOVING EXISTING POLE MOUNTED ITS CABINETS, INCLUDING ALL INTERNAL COMPONENTS. THIS INCLUDES THE ITS CABINET MOUNTED TO THE ROAD WEATHER INFORMATION SYSTEM (RWIS) STRUCTURE. REMOVAL OF THE RWIS-MOUNTED ITS CABINET SHALL BE COORDINATED WITH:

ATTN: TARA ALSTON  
 EMAIL: TARA.ALSTON@DOT.OHIO.GOV

ALL REMOVED ITS CABINETS SHALL BE DELIVERED TO:

ODOT OFFICE OF TRAFFIC OPERATIONS  
 1606 W. BROAD STREET  
 COLUMBUS, OHIO 43223  
 ATTN: PAUL LUNDSTROM  
 PHONE: 614-562-6501

IN THE EVENT THE ITEMS REMOVED AS PART OF THIS ITEM ARE NOT ACCEPTED BY ODOT, THE CONTRACTOR SHALL, WHEN DIRECTED BY THE ENGINEER IN WRITING, DISPOSE OF THE ITEMS AT NO ADDITIONAL COST TO THE PROJECT.

PAYMENT WILL BE MADE AT THE UNIT PRICE FOR EACH C&MS ITEM 632, "REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: POLE MOUNTED ITS CABINET" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

**ITEM 809, ITS DEVICE, MISC.: REMOVAL AND REINSTALLATION OF RWIS SENSOR**

REMOVE THE EXISTING OVERHEAD SIGN TRUSS MOUNTED RWIS SENSOR AND SALVAGE FOR REINSTALLATION. REINSTALL THIS DEVICE ON THE PROPOSED OVERHEAD SIGN TRUSS SUPPORT INDICATED ON THE PLANS.

ALL EXISTING EQUIPMENT ASSOCIATED WITH THE RWIS SENSOR, INCLUDING SOLAR PANEL, END FRAME MOUNTED CABINET, ETC. SHALL BE SALVAGE FOR REINSTALLATION. RELOCATION OF THE RWIS SENSOR SHALL BE COORDINATED WITH:

ATTN: TARA ALSTON  
 EMAIL: TARA.ALSTON@DOT.OHIO.GOV

PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE BID FOR "ITEM 809, ITS DEVICE, MISC.: REMOVAL AND REINSTALLATION OF RWIS SENSOR" WHICH SHALL INCLUDE ALL HARDWARE, WIRING, LABOR, AND INCIDENTALS REQUIRED FOR REINSTALLATION OF THIS ITEM INCLUDING ALL CONNECTIONS TESTED AND ACCEPTED.

**ITEM 632, REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: POLE MOUNTED ATR CABINET**

THE CONTRACTOR SHALL NOTIFY THE OFFICE OF TECHNICAL SERVICES A MINIMUM OF THREE WEEKS PRIOR TO ANY DEMOLITION WORK SO THAT ODOT MAY REMOVE ANY EXISTING EQUIPMENT FROM THE ITS CABINET FOR SALVAGE. THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ALL REMAINING ITEMS INCLUDING, BUT NOT LIMITED TO THE PEDESTAL POLE, FOUNDATION, SOLAR PANEL, AND WORK PAD.

PAYMENT WILL BE MADE AT THE UNIT PRICE FOR EACH C&MS ITEM 632, "REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: POLE MOUNTED ATR CABINET" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

**ITEM 632, REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: HIGHWAY ADVISORY RADIO (HAR)**

THE CONTRACTOR SHALL REMOVE THE EXISTING HIGHWAY ADVISORY RADIO (HAR) EQUIPMENT, INCLUDING THE MOUNTING HARDWARE, WIRING, AND ALL RELATED ACCESSORIES. ALL EQUIPMENT SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR. REMOVAL OF THE POLE MOUNTED CABINET SHALL BE PAID FOR UNDER A SEPARATE ITEM.

PAYMENT WILL BE MADE AT THE UNIT PRICE FOR EACH C&MS ITEM 632, "REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: HIGHWAY ADVISORY RADIO (HAR)," WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

**ITEM 632, REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: WOOD POLE**

THE CONTRACTOR SHALL REMOVE THE EXISTING WOOD POLE INCLUDING ANY EXISTING MOUNTING HARDWARE, GUY WIRES, AND RELATED ACCESSORIES. BACKFILL AND RESTORATION OF ALL SURFACES WILL BE INCLUDED WITH THIS PAY ITEM. THE CONTRACTOR SHALL PROPERLY DISPOSE OF ALL MATERIALS.

PAYMENT WILL BE MADE AT THE UNIT PRICE FOR EACH C&MS ITEM 632, "REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: WOOD POLE," WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

**ITEM 809, STEP DOWN TRANSFORMER, 3KVA**

THE CONTRACTOR SHALL FURNISH AND INSTALL ALL MATERIALS NECESSARY FOR A POWER SERVICE PER ODOT CONSTRUCTION AND MATERIAL SPECIFICATION SECTIONS 625.15 AND 809.

A 3.0 KVA, 480 VOLT TO 120 VOLT TRANSFORMER SHALL BE INCIDENTAL TO THIS PAY ITEM. AN EQUIPMENT STAND SHALL ALSO BE INCLUDED AND SHALL HAVE THE TRANSFORMER AND DISCONNECT MOUNTED UPON IT. THIS ITEM SHALL BE INSTALLED PER STANDARD CONSTRUCTION DRAWING ITS-50.11. THIS ITEM SHALL ALSO INCLUDE ALL CONDUIT AND MATERIALS NECESSARY TO RUN POWER WIRING OUT/IN THE NEAREST ELECTRIC PULL BOX, IN ORDER TO PROVIDE 120 VOLT POWER TO THE ITS CABINET AND A COMPLETE AND FUNCTIONAL POWER SERVICE.

**ITEM 809, MAINTAINING ITS DURING CONSTRUCTION**

THE CONTRACTOR SHALL MAINTAIN ALL PREEXISTING OR NEWLY INSTALLED PERMANENT ITS/TRAFFIC DEVICES AND INFRASTRUCTURE DURING CONSTRUCTION ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809.

**ITEM 625, TRENCH IN PAVED AREA, AS PER PLAN**

THIS ITEM SHALL BE AS PER C&MS 625 EXCEPT THIS TRENCHING WILL REQUIRE REMOVAL AND REPLACEMENT OF DECORATIVE STAMPED CONCRETE LOCATED WITHIN THE INTERSECTION CORNERS OF THE AUSTIN BLVD AND IR-75 RAMPS INTERSECTIONS. THE PROPOSED CONCRETE MATERIAL SPECIFICATION SHALL BE AS PER C&MS 451 THE PROPOSED CONCRETE SHALL BE STAMPED AND COLORED TO MATCH THE SPECIFICATIONS LISTED BELOW.

CONCRETE FINISH: BOMANITE CORPORATION - MEDIAN ASHLAR SLATE PATTERN WITH SIZES TO RANGE FROM 8" X 9" TO 18" X 20" AND 8" X 9" AND 21" X 32", INCRETE SYSTEMS - RANDOM SIDEWALK PATTERN. SIKA CORPORATION (L.M. SCOFIELD COMPANY) - FRACTURED RANDOM INTERLOCKING PATTERNS 700A, 700B, 700C, OR EQUAL AS APPROVED BY THE ENGINEER. COLOR MUST MATCH FEDERAL STANDARD 595B: #10115.

BOMANITE CORPORATION  
 34501 EAST QUINCY AVE.  
 BUILDING 28  
 WATKINS, CO 80137  
 PHONE: (303) 369-1115

INCRETE SYSTEMS  
 1611 GUNN HIGHWAY  
 ODESSA, FL 33556  
 PHONE: (813) 886-8811

SIKA CORPORATION (L.M. SCOFIELD COMPANY)  
 201 POLITO AVENUE  
 LYNDHURST, NJ 07071  
 PHONE: (201) 933-8800

**ITEM 633, CONTROLLER WORK PAD, AS PER PLAN**

THIS ITEM SHALL CONSIST OF PROVIDING A WORK PAD FOR THE PROPOSED ITS GROUND MOUNTED CABINET AND ENCOMPASSES THE PROPOSED TRAFFIC AND ELECTRIC PULL BOXES ADJACENT TO THE CABINET.

THIS ITEM SHALL BE CONSTRUCTED AS PER SCD ITS-10.11 EXCEPT THAT THIS WORK PAD SHALL BE BUILT SO THAT IT ADJOINS TO THE EXISTING CAMERA POLE WORK PAD AS DETAILED IN THE PLANS. THE PROPOSED WIDTH SHALL MATCH THE EXISTING WORK PAD WIDTH AND THE LENGTH SHALL BE LONG ENOUGH TO ACCOMMODATE THE CABINET AND PULL BOXES AS SHOWN IN ITS-10.11.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE BID FOR "ITEM 633, CONTROLLER WORK PAD, AS PER PLAN" WHICH SHALL BE FULL COMPENSATIONS FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

DESIGN AGENCY



DESIGNER

CTF

REVIEWER

NAU 12/02/25

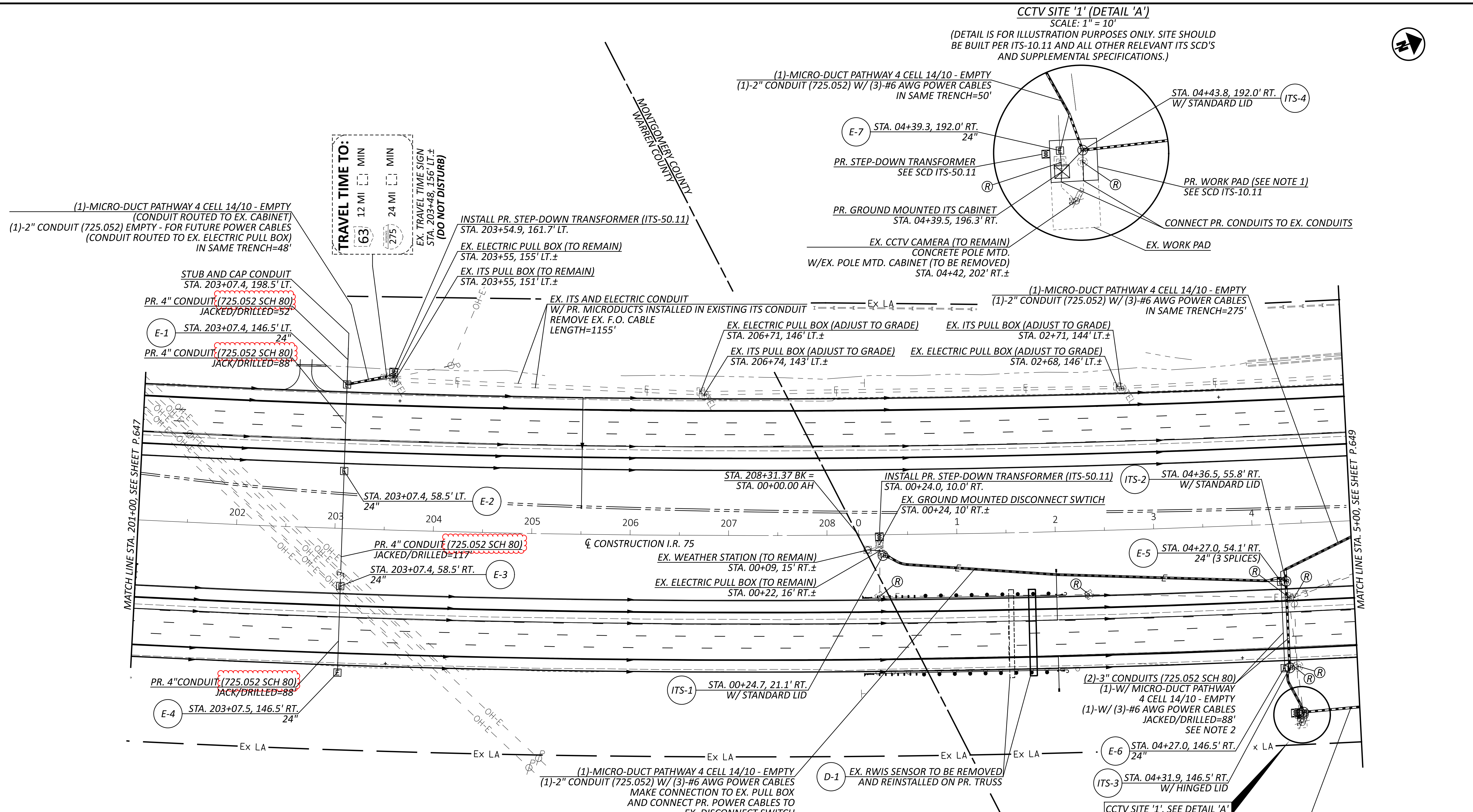
PROJECT ID

113579

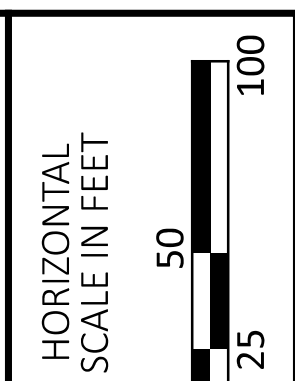
SHEET TOTAL

P.644 | 722





**CCTV SITE '1' (DETAIL 'A')**  
 SCALE: 1" = 10'  
 (DETAIL IS FOR ILLUSTRATION PURPOSES ONLY. SITE SHOULD BE BUILT PER ITS-10.11 AND ALL OTHER RELEVANT ITS SCD'S AND SUPPLEMENTAL SPECIFICATIONS.)



**TRAFFIC SURVEILLANCE - PLAN**  
 STA. 201+00 TO STA. 5+00

**PLAN LEGEND**

EX.	PROP.	ITEM
(TR)	(TR) (ITS-1)	ITS PULL BOX, IDENTIFICATION NO.
(C)	(C)	POLE MOUNTED CCTV CAMERA
(E)	(E) (E-1)	ELECTRIC PULL BOX (725.08)
-E-	-E-	POWER CABLE
		MICRO-DUCT PATHWAY 4 CELL 14/10
(R)	(R)	EX. PULL BOX REMOVED
(X)	(X)	ITS CABINET
(Δ)	(Δ)	POWER SERVICE

- NOTES**
1. THE CONTRACTOR SHALL EXTEND THE EX. WORK PAD TO MATCH THE DIMENSIONS AND REQUIREMENTS OF SCD ITS-10.11, AND SHALL CONNECT THE PROPOSED CONDUITS TO THE EXISTING CONDUITS AS SHOWN.
  2. PULL 2" MICRO-DUCT PATHWAY THROUGH 3" CONDUIT.
  3. THE PROPOSED MICRO-DUCT PATHWAY SHALL EITHER BE TRENCHED OVER OR JACKED/DRILLED UNDER EXISTING AND PROPOSED UTILITY CROSSINGS IN ORDER TO PROVIDE 1.0' VERTICAL CLEARANCE. EXISTING AND PROPOSED UTILITY DEPTHS ARE PROVIDED WHERE KNOWN. CONTRACTOR SHALL VERIFY ALL DEPTHS OF EXISTING AND PROPOSED CULVERTS, STORM SEWERS, UNDERDRAINS, PUBIC UTILITIES, AND PRIVATE UTILITIES WHERE THE MICRO-DUCT PATHWAY INTERSECTS.

DESIGN AGENCY  
  
 DESIGNER  
 AJH  
 REVIEWER  
 NAU 12/02/25  
 PROJECT ID  
 113579  
 SHEET TOTAL  
 P.648 722

**PADLOCKS AND KEYS**

PADLOCKS FURNISHED SHALL BE EITHER BRASS OR BRONZE, EQUAL TO MASTER NO. 4BKA OR WILSON BOHANNAN 660A, AND SHALL BE KEYS IN ACCORDANCE WITH C&MS 631.06. PAYMENT SHALL BE INCLUDED IN THE BID FOR THE ITEM(S) BEING LOCKED.

**ITEM 625, ARC FLASH CALCULATIONS AND LABEL**

THE CONTRACTOR SHALL SATISFY THE REQUIREMENTS OF ODOT SUPPLEMENTAL SPECIFICATION 825 FOR THE CONTROL CENTERS. THE CONTRACTOR MAY BE ABLE TO OBTAIN LABELS FOR THE ODOT MAINTAINED INSTALLATIONS FROM THE ODOT SIGN SHOP, 1606 WEST BROAD ST., COLUMBUS, OH 43223, FOR NON-ODOT MAINTAINED INSTALLATIONS THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE LABEL MADE FROM "ENGINEER GRADE" SIGN SHEETING OR AN EQUIVALENT LABEL MATERIAL.

THE ODOT OFFICE OF ROADWAY ENGINEERING AND THE DISTRICT OFFICE HAVE AN EXCEL SPREADSHEET AVAILABLE UPON REQUEST, TO ASSIST WITH MAKING AND DOCUMENTING THE REQUIRED CALCULATIONS.

METHOD OF MEASUREMENT SHALL BE AS PER 825.06. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 625, ARC FLASH CALCULATION AND LABEL, (CC-'A') 1 EACH

**ITEM 625, POWER SERVICE, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF THE SPECIFICATIONS, THE FOLLOWING IS ADDED.

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS:

POWER COMPANY: AES OHIO  
ADDRESS: 1900 DRYDEN ROAD DAYTON, OH, 45439  
PHONE #: 937-554-9063  
CONTACT NAME: BILL WARD

THE ENGINEER SHALL ENSURE THAT EACH POWER SERVICE ELECTRICAL ENERGY ACCOUNT IS IN THE NAME OF AND THAT THE BILLING ADDRESS IS TO THE MAINTAINING AGENCY NOTED IN THE PLANS.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "POWER SERVICE, AS PER PLAN" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

**ITEM 625, SPECIAL - MAINTAIN EXISTING LIGHTING**

EXISTING ROADWAYS WHICH ARE TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION OF THIS PROJECT AND WHICH ARE LIGHTED SHALL HAVE THE LIGHTING MAINTAINED AS DESCRIBED HEREIN.

BEFORE ANY WORK IS STARTED IN THE IMMEDIATE VICINITY OF THE EXISTING LIGHTING CIRCUITS, REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR SHALL MAKE A VISUAL INSPECTION OF THE EXISTING ROADWAY LIGHTING CIRCUITS TO BE MAINTAINED. DURING THIS INSPECTION, A WRITTEN RECORD OF THE CONDITION OF EXISTING LIGHTING SHALL BE MADE BY ODOT'S REPRESENTATIVE. THIS WRITTEN REPORT SHALL NOTE INDIVIDUAL LUMINAIRES WHICH ARE NOT IN WORKING ORDER, INDIVIDUAL POLES WHICH ARE NOT STANDING, AND INDIVIDUAL CIRCUITS WHICH ARE NOT IN WORKING ORDER. THE COMPLETED REPORT SHALL BE SIGNED BY THE REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR.

IF, AS A RESULT OF THIS INSPECTION, IT IS DETERMINED THAT THE CONDITION OF THE EXISTING SYSTEM IS BELOW THAT REQUIRED FOR THE SAFETY OF THE TRAVELING PUBLIC, THEN THE MAINTAINING AGENCY SHALL MAKE THE REPAIRS NECESSARY TO RETURN THE SYSTEM TO AN ACCEPTABLE CONDITION. FOLLOWING THESE REPAIRS, THE SYSTEM SHALL AGAIN BE INSPECTED AND A REPORT SHALL BE MADE AND SIGNED AS OUTLINED HEREIN.

WHEN THE EXISTING SYSTEM IS IN AN ACCEPTABLE CONDITION, IT SHALL BE TURNED OVER TO THE CONTRACTOR WHO SHALL THEN BE REQUIRED TO MAINTAIN THE EXISTING LIGHTING TO THE CONDITION OUTLINED IN THIS REPORT WITH THE EXCEPTION OF KNOCKDOWNS DUE TO TRAFFIC CRASHES.

REPLACEMENT OF KNOCKED DOWNED UNITS SHALL BE DONE ONLY WHEN THE ENGINEER HAS DETERMINED THAT THE REPLACEMENT OF THE KNOCKED DOWN UNIT IS NECESSARY AND SHALL BE PAID SEPARATELY ON A UNIT BASIS.

BETTERMENTS SHALL BE COVERED IN ITEMS OF WORK PERTAINING TO THE CONSTRUCTION OF PERMANENT IMPROVEMENT.

WHEN THE SEQUENCE OF CONSTRUCTION ACTIVITIES REQUIRES, OR SHOULD THE CONTRACTOR DESIRE, THE REMOVAL OF THE EXISTING LIGHTING BEFORE THE NEW LIGHTING IS OPERATIONAL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY LIGHTING OF THIS PORTION OF THE ROADWAY.

PRIOR TO INSTALLING SUCH LIGHTING, THE CONTRACTOR SHALL PREPARE AND SUBMIT FOUR SETS OF THE TEMPORARY LIGHTING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.

THIS PLAN SHALL SHOW LOCATIONS OF POLES, LENGTHS OF BRACKET ARMS, STYLES OF LUMINAIRES, MOUNTING HEIGHTS, WIRING METHODS AND OTHER PERTINENT INFORMATION. THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 1.2 FOOTCANDLES WITH AN AVERAGE TO MINIMUM UNIFORMITY NOT TO EXCEED 3:1. MOUNTING HEIGHT OF TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 30 FEET, AND THE MINIMUM OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20 FEET. TEMPORARY OVERHEAD CONSTRUCTION SHALL NOT BE LESS THAN GRADE "B" FOR STRENGTH REQUIREMENTS AS DEFINED BY THE NATIONAL ELECTRIC SAFETY CODE. WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA.

RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING. ALL MATERIALS NECESSARY TO COMPLETE THE TEMPORARY LIGHTING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. WHEN NO LONGER NEEDED, THE TEMPORARY LIGHTING INSTALLATION SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

WHEN THE PROJECT BEGINS AND THE CONTRACTOR HAS TAKEN OVER MAINTENANCE OF THE EXISTING FACILITIES, THE CONTRACTOR IS RESPONSIBLE FOR ALL REQUIRED LAYOUTS AND LOCATIONS OF THE EXISTING AND PROPOSED ELECTRICAL CIRCUITS AND RELATED ITEMS WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL LOCATE AND MARK ALL UNDERGROUND ELECTRICAL CIRCUITS (INCLUDING TRAFFIC LOOPS AND LOOP LEAD-INS) FOR THE DURATION OF THE PROJECT.

THE MAINTAINING AGENCY WILL PAY FOR ELECTRICAL ENERGY CONSUMED BY EXISTING POWER SERVICES AND BY PROPOSED PERMANENT POWER SERVICES AFTER ACCEPTANCE OF THE LIGHTING WORK. THE CONTRACTOR WILL PAY FOR ELECTRICAL ENERGY, INSTALLATION, REMOVAL AND MAINTENANCE OF ANY TEMPORARY POWER SERVICES.

THE LUMP SUM PRICE BID FOR ITEM SPECIAL "MAINTAIN EXISTING LIGHTING" SHALL INCLUDE PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO MAINTAIN THE EXISTING LIGHTING AS SPECIFIED HEREIN.

THE UNIT PRICE BID FOR ITEM SPECIAL "REPLACEMENT OF EXISTING LIGHTING UNIT" SHALL BE FULL PAYMENT FOR THE REPLACEMENT OF AN EXISTING LIGHTING UNIT WHICH HAS BEEN KNOCKED DOWN AFTER THE AFOREMENTIONED INSPECTION AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO PROVIDE A REPLACEMENT FOR SUCH UNIT.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL, REPLACEMENT OF EXISTING LIGHTING UNIT 2 EACH

**ITEM 625, REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN**

UNLESS OTHERWISE NOTED, EXISTING BRACKET ARMS SHALL BE REUSED.

IN ADDITION TO THE REQUIREMENTS OF ODOT C&MS ITEMS 625.09 AND 625.21, THE CONTRACTOR SHALL TAKE CARE TO INSTALL REUSED POLES AT LOCATIONS SPECIFIED BY THEIR EXISTING FINISH. BLACK LIGHT POLES SHALL BE TOUCHED UP WITH MATCHING PAINT, AS NEEDED.

NEW ANCHOR BOLTS SHALL BE INCLUDED IN THIS BID ITEM.

EXISTING LED LUMINAIRES SHALL BE RETURNED TO ODOT DISTRICT 7. EXISTING HPS LUMINAIRES SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

**ITEM 625, LUMINAIRE REMOVED, AS PER PLAN**

THIS ITEM SHALL BE AS PER C&MS 625.21 EXCEPT EXISTING LED LUMINAIRES REMOVED SHALL BE DELIVERED TO ODOT DISTRICT 7. EXISTING HPS LUMINAIRES SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.

**ITEM 625, LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-III-M, LED, 25,000-29,000 LUMENS**

IN ADDITION TO THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATIONS 813 AND 913:

1. LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS SHALL BE 480 VOLT WITH LED LAMPS.

2. SHALL BE MANUFACTURED BY:

- AMERICAN ELECTRIC LIGHTING, AUTOBAHN SERIES ATBL, MODEL NUMBER: ATBL-F-480-R3-3K

- COOPER LIGHTING, NAVION SERIES, MODEL NUMBER: NVN-SA4C-730-8-T3

- OR APPROVED EQUAL

3. LUMINAIRES SUPPLIED SHALL INCLUDE ALL NECESSARY ADAPTERS TO FIT THE PROPOSED LIGHTING BRACKET ARMS.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT BID PRICE FOR ITEM 625, LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-II-M, LED, 15,000-17,000 LUMENS, WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

**ITEM 625, POWER SERVICE REMOVED, AS PER PLAN**


IN ADDITION TO THE REQUIREMENTS OF ODOT C&MS ITEM 625, "POWER SERVICE REMOVED", THE CONTRACTOR SHALL DISPOSE OF ALL REMOVED ITEMS EXCEPT AS NOTED BELOW. THE FOLLOWING ITEM(S) SHALL BE REMOVED AND DELIVERED TO ODOT DISTRICT 7.

-EXISTING LIGHTING CONTROL CENTER DISCONNECT BOX


PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "POWER SERVICE REMOVED, AS PER PLAN" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

SHEET NO.	STATION		SIDE	POLE/PULL BOX NO.	625		CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED PERMANENT	LIGHT POLE FOUNDATION, 24" X 8" DEEP	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	NO. 10 AWG POLE AND BRACKET CABLE	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES	CONDUIT, JACKED OR DRILLED, 725-04, 3"	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-III-M, 25,000-29,000 LUMENS	TRENCH	PULL BOX, 725.08, 18"	PULL BOX REMOVED	GROUND ROD	POWER SERVICE, AS PER PLAN	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN	UNDERGROUND WARNING/MARKING TAPE	LIGHT POLE FOUNDATION REMOVED	LUMINAIRE REMOVED, AS PER PLAN	POWER SERVICE REMOVED, AS PER PLAN	
	FROM	TO			EACH	EACH																			
CIRCUIT O1																									
P.667	21+82±	21+81.9	LT. - LT.	EX. PS-O - PB-1								77			67						67				
P.667		21+81.9	LT.	PB-1		3										1									
P.667	21+81.9	19+65.0	LT. - LT.	PB-1 - O1-2								224		214							214				
P.667	19+65.0	15+61.0	LT. - LT.	O1-2	3		1			195			1				1			1		1			
P.667	19+65.0	15+61.0	LT. - LT.	O1-2 - O1-1								409		399							399				
P.667	15+61.0		LT.	O1-1	3		1			195			1				1			1		1			
P.667	21+81.9	22+64.0	LT. - LT.	PB-1 - PB-2								91		81							81				
P.667		22+64.0	LT.	PB-2		3									1										
P.667	22+64.0	23+68.0	LT. - LT.	PB-2 - O1-3								113		103							103				
P.667		23+68.0	LT.	O1-3	3		1			195			1				1			1		1			
P.667	22+64.0	22+64.0	LT. - LT.	PB-2 - PB-3						342			104												
P.667		22+64.0	LT.	PB-3		3									1										
P.667	22+64.0	22+64.0	LT. - RT.	PB-3 - PB-4								132		122							122				
P.667		22+64.0	RT.	PB-4		3									1										
P.667	22+64.0	22+64.0	RT. - RT.	PB-4 - PB-5						309			93												
P.667		22+64.0	RT.	PB-5		3									1										
P.667	22+64.0	22+83.0	RT. - RT.	PB-5 - O1-4								29		19							19				
P.667		22+83.0	RT.	O1-4	3		1			195			1				1			1		1			
P.667	22+83.0	229+43.0*	RT. - RT.*	O1-4 - O1-5								670		660							660				
P.668		229+43.0*	RT.*	O1-5	3		1			195			1				1			1		1			
P.668	229+43.0*	230+90.9*	RT.* - RT.*	O1-5 - PB-6								157		147							147				
P.668		230+90.9*	RT.*	PB-6		3									1										
P.668	230+90.9*	234+48.0*	RT.* - RT.*	PB-6 - O1-7								67		57							57				
P.668		234+48.0*	RT.*	O1-7	3		1			195			1				1			1		1			
P.668	230+90.9*	230+90.9*	RT.* - LT.*	PB-6 - PB-7						150			40												
P.668		230+90.9*	LT.*	PB-7		3									1										
P.668	230+90.9*	30+82.0	LT.* - RT.	PB-7 - O1-6								36		26							26				
P.668		30+82.0	RT.	O1-6	3		1			195			1				1			1		1			
CIRCUIT A1																									
P.672	79+39.8		LT.	PS-A																					
P.672	79+39.8	79+39.8	LT. - LT.	PS-A - PB-10								58		48							48				
P.672		79+39.8	LT.	PB-10		3									1										
P.672	79+39.8	78+00.0	LT. - LT.	PB-10 - A1-16								151		141							141				
P.672		78+00.0	LT.	A1-16	3		1			195			1				1								
P.672	78+00.0	75+95.0	LT. - LT.	A1-16 - A1-15								215		205							205				
P.672		75+95.0	LT.	A1-15	3		1			195			1				1			1		1			
P.672	75+95.0	73+87.5	LT. - LT.	A1-15 - A1-14								218		208							208				
P.671		73+87.5	LT.	A1-14	3		1			195			1				1								
P.671	73+87.5	71+80.0	LT. - LT.	A1-14 - A1-13								218		208							208				
P.671		71+80.0	LT.	A1-13	3		1			195			1				1			1		1			
P.671	71+80.0	69+80.0	LT. - LT.	A1-13 - A1-12								210		200							200				
P.671		69+80.0	LT.	A1-12	3		1			195			1				1								
P.671	69+80.0	67+80.0	LT. - LT.	A1-12 - A1-11								210		200							200				
P.671		67+80.0	LT.	A1-11	3		1			195			1				1			1		1			
P.671	67+80.0	65+72.5	LT. - LT.	A1-11 - A1-10								218		208							208				
P.671		65+72.5	LT.	A1-10	3		1			195			1				1								
P.671	65+72.5	63+65.0	LT. - LT.	A1-10 - A1-9								218		208							208				
P.670		63+65.0	LT.	A1-9	3		1			195			1				1			1		1			
P.670	63+65.0	61+60.0	LT. - LT.	A1-9 - A1-8								215		205							205				
P.670		61+60.0	LT.	A1-8	3		1			195			1				1								
P.670	61+60.0	59+55.0	LT. - LT.	A1-8 - A1-7								215		205							205				
P.670		59+55.0	LT.	A1-7	3		1			195			1				1			1		1			
P.670	59+55.0	57+47.5	LT. - LT.	A1-7 - A1-6								218		208							208				
P.670		57+47.5	LT.	A1-6	3		1			195			1				1								
P.670	57+47.5	55+40.0	LT. - LT.	A1-6 - A1-5								218		208							208				
*STATION AND OFFSET FROM B/L RAMP H																									
TOTALS CARRIED TO GENERAL SUMMARY					54	24			18	801	3510	4587	237	18	4347	8	15	18	1	12	4347	12	12	1	

LIGHTING SUBSUMMARY


DESIGN AGENCY	
DESIGNER	
REVIEWER	NAU 12/02/25
PROJECT ID	113579
SHEET TOTAL	P.663 722

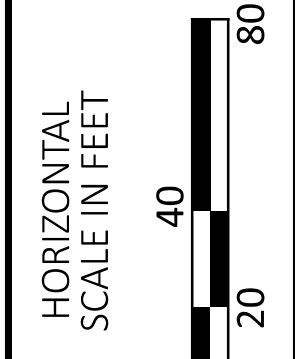
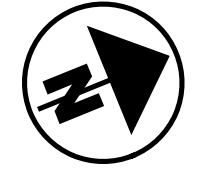
SHEET NO.	STATION		SIDE	POLE/PULL BOX NO.	ITEM DESCRIPTION																TOTALS	
	FROM	TO			CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED PERMANENT	LIGHT POLE, CONVENTIONAL, DESIGN AT15B40	LIGHT POLE FOUNDATION, 24" X 8" DEEP	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	NO. 10 AWG POLE AND BRACKET CABLE	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES	CONDUIT, JACKED OR DRILLED, 725.04, 3"	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-III-M, 25,000-29,000 LUMENS	TRENCH	PULL BOX, 725.08, 18"	GROUND ROD	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN	UNDERGROUND WARNING/MARKING TAPE	LIGHT POLE FOUNDATION REMOVED	LUMINAIRE REMOVED, AS PER PLAN		
					EACH	EACH	EACH	EACH	FT	FT	FT	FT	EACH	FT	EACH	EACH	EACH	FT	EACH	EACH		
CIRCUIT A1 CONTINUED																						
P.670	54+40.0		LT.	A1-5	3																	
P.670	54+40.0	53+50.0	LT. - LT.	A1-5 - A1-4																		
P.669	53+50.0		LT.	A1-4	3																	
P.669	53+50.0	51+60.0	LT. - LT.	A1-4 - A1-3																		
P.669	51+60.0		LT.	A1-3	3																	
P.669	51+60.0	50+16.9	LT. - LT.	A1-3 - PB-8																		
P.669	50+16.9		LT.	PB-8		3																
P.669	50+16.9	50+09.4	LT. - LT.	PB-8 - PB-9					183													
P.669	50+09.4		LT.	PB-9		3																
P.669	50+09.4	49+90.0	LT. - LT.	PB-9 - A1-2																		
P.669	49+90.0		LT.	A1-2	3																	
P.669	50+16.9	49+40.0	LT. - LT.	PB-8 - A1-1																		
P.669	49+40.0		LT.	A1-1	3																	
P.672	79+39.8	80+05.0	LT. - LT.	PB-10 - A1-17																		
P.672	80+05.0		LT.	A1-17	3																	
P.672	80+05.0	82+07.5	LT. - LT.	A1-17 - A1-18																		
P.672	82+07.5		LT.	A1-18	3		1															
P.672	82+07.5	84+10.0	LT. - LT.	A1-18 - A1-19																		
P.672	84+10.0		LT.	A1-19	3		1															
P.672	84+10.0	86+02.5	LT. - LT.	A1-19 - A1-20																		
P.673	86+02.5		LT.	A1-20	3		1															
P.673	86+02.5	87+95.0	LT. - LT.	A1-20 - A1-21																		
P.673	87+95.0		LT.	A1-21	3		1															
P.673	87+95.0	89+80.0	LT. - LT.	A1-21 - A1-22																		
P.673	89+80.0		LT.	A1-22	3		1															
P.673	89+80.0	91+65.0	LT. - LT.	A1-22 - A1-23																		
P.673	91+65.0		LT.	A1-23	3		1															
P.673	91+65.0	93+37.5	LT. - LT.	A1-23 - A1-24																		
P.673	93+37.5		LT.	A1-24	3		1															
P.673	93+37.5	95+10.0	LT. - LT.	A1-24 - A1-25																		
P.674	95+10.0		LT.	A1-25	3		1															
P.674	95+10.0	96+75.0	LT. - LT.	A1-25 - A1-26																		
P.674	96+75.0		LT.	A1-26	3		1															
P.674	96+75.0	98+40.0	LT. - LT.	A1-26 - A1-27																		
P.674	98+40.0		LT.	A1-27	3		1															
CIRCUIT A2																						
P.672	79+39.8	79+39.8	LT. - LT.	PS-A - PB-10																		
P.672	79+39.8		LT.	PB-10		3																
P.672	79+39.8	79+39.8	LT. - LT.	PB-10 - PB-11					333													
P.672	79+39.8		LT.	PB-11		3																
P.672	79+39.8	79+39.8	LT. - RT.	PB-11 - PB-12																		
P.672	79+39.8		RT.	PB-12		3																
P.672	79+39.8	79+39.8	RT. - RT.	PB-12 - PB-13					333													
P.672	79+39.8		RT.	PB-13		3																
P.672	79+39.8	77+50.0	RT. - RT.	PB-13 - A2-12																		
P.672	77+50.0		RT.	A2-12	3			1														
P.672	77+50.0	75+32.5	RT. - RT.	A2-12 - A2-11																		
P.672	75+32.5		RT.	A2-11	3			1														
P.672	75+32.5	73+15.0	RT. - RT.	A2-11 - A2-10																		
P.671	73+15.0		RT.	A2-10	3			1														
P.671	73+15.0	71+22.5	RT. - RT.	A2-10 - A2-9																		
P.671	71+22.5		RT.	A2-9	3			1														
P.671	71+22.5	69+30.0	RT. - RT.	A2-9 - A2-8																		
P.671	69+30.0		RT.	A2-8	3			1														
P.671	69+30.0	67+25.0	RT. - RT.	A2-8 - A2-7																		
P.671	67+25.0		RT.	A2-7	3			1														
P.671	67+25.0	65+20.0	RT. - RT.	A2-7 - A2-6																		
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>					66	18	10	22	849	4290	4366	253	22	4068	5	22	13	4068	13	13		

DESIGN AGENCY  
  
 DESIGNER  
 CTF  
 REVIEWER  
 NAU 12/02/25  
 PROJECT ID  
 113579  
 SHEET TOTAL  
 P.664 722

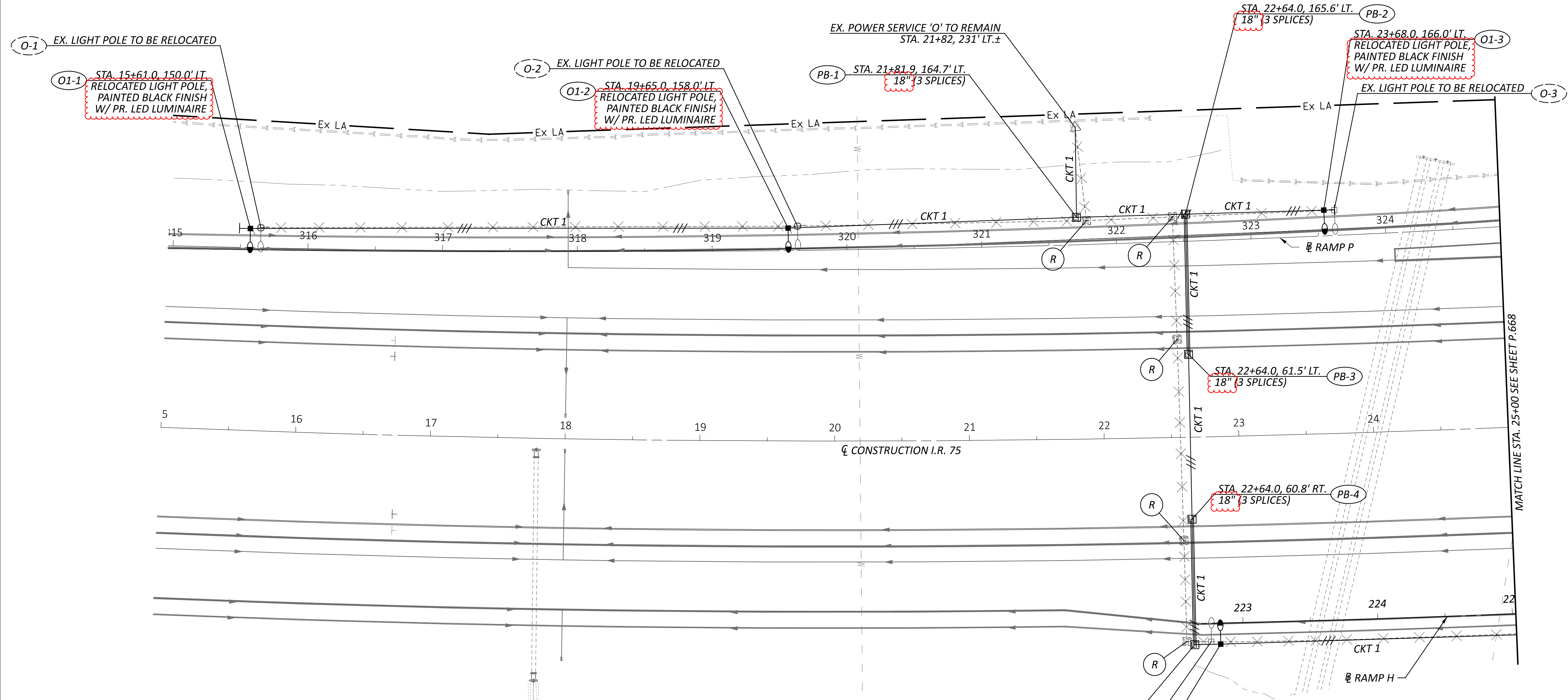
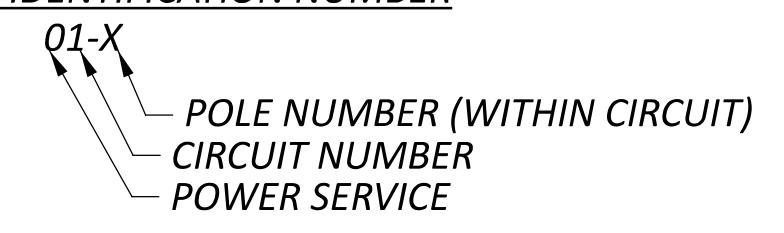
SHEET NO.	STATION		SIDE	POLE/PULL BOX NO.	ITEM DESCRIPTION																		
	FROM	TO			CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED PERMANENT	LIGHT POLE, CONVENTIONAL, DESIGN AT15B40	LIGHT POLE, CONVENTIONAL, DESIGN AT20B40	LIGHT POLE FOUNDATION, 24" X 8" DEEP	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	NO. 10 AWG POLE AND BRACKET CABLE	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES	CONDUIT, JACKED OR DRILLED, 725.04, 3"	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, IES-III-M, 25,000-29,000 LUMENS	TRENCH	PULL BOX, 725.08, 18"	GROUND ROD	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN	UNDERGROUND WARNING/MARKING TAPE	LIGHT POLE REMOVED	LIGHT POLE FOUNDATION REMOVED	LUMINAIRE REMOVED, AS PER PLAN	
					EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	EACH	FT	EACH	EACH	EACH	FT	EACH	EACH	EACH	
CIRCUIT A2 CONTINUED																							
P.671	65+20.0		RT.	A2-6	3				1	195			1			1							
P.671	65+20.0	63+15.0	RT. - RT.	A2-6 - A2-5						215			205						205				
P.670	63+15.0		RT.	A2-5	3				1	195			1			1	1				1	1	
P.670	63+15.0	61+10.0	RT. - RT.	A2-5 - A2-4						216			206						206				
P.670	61+10.0		RT.	A2-4	3				1	195			1			1							
P.670	61+10.0	59+05.0	RT. - RT.	A2-4 - A2-3						215			205						205				
P.670	59+05.0		RT.	A2-3	3				1	195			1			1	1				1	1	
P.670	59+05.0	57+05.0	RT. - RT.	A2-3 - A2-2						210			200						200				
P.670	57+05.0		RT.	A2-2	3				1	195			1			1							
P.670	57+05.0	54+95.0	RT. - RT.	A2-2 - A2-1						220			210						210				
P.669	54+95.0		RT.	A2-1	3				1	195			1			1	1				1	1	
P.672	79+39.8	79+55.0	RT. - RT.	PB-13 - A2-13						25			15						15				
P.672	79+55.0		RT.	A2-13	3				1	195			1			1	1				1	1	
P.672	79+55.0	81+60.0	RT. - RT.	A2-13 - A2-14						215			205						205				
P.672	81+60.0		RT.	A2-14	3		1		1	195			1			1							
P.672	81+60.0	83+65.0	RT. - RT.	A2-14 - A2-15						215			205						205				
P.672	83+65.0		RT.	A2-15	3		1		1	195			1			1	1				1	1	
P.672	83+65.0	85+70.0	RT. - RT.	A2-15 - A2-16						215			205						205				
P.673	85+70.0		RT.	A2-16	3		1		1	195			1			1							
P.673	85+70.0	87+75.0	RT. - RT.	A2-16 - A2-17						215			205						205				
P.673	87+75.0		RT.	A2-17	3		1		1	195			1			1	1				1	1	
P.673	87+75.0	89+80.0	RT. - RT.	A2-17 - A2-18						215			205						205				
P.673	89+80.0		RT.	A2-18	3		1		1	195			1			1							
P.673	89+80.0	91+85.0	RT. - RT.	A2-18 - A2-19						215			205						205				
P.673	91+85.0		RT.	A2-19	3		1		1	195			1			1	1				1	1	
P.673	91+85.0	93+95.0	RT. - RT.	A2-19 - A2-20						220			210						210				
P.673	93+95.0		RT.	A2-20	3		1		1	195			1			1							
P.673	93+95.0	95+95.0	RT. - RT.	A2-20 - A2-21						210			200						200				
P.674	95+95.0		RT.	A2-21	3		1		1	195			1			1	1				1	1	
P.674	95+95.0	97+75.0	RT. - RT.	A2-21 - A2-22						190			180						180				
P.674	97+75.0		RT.	A2-22	3		1		1	195			1			1							
P.674	97+75.0	99+55.0	RT. - RT.	A2-22 - A2-23						190			180						180				
P.674	99+55.0		RT.	A2-23	3		1		1	195			1			1	1				1	1	
P.674	99+55.0	101+05.0	RT. - RT.	A2-23 - A2-24						163			153						153				
P.674	101+05.0		RT.	A2-24	3		1		1	195			1			1							
P.674	101+05.0	102+60.0	RT. - RT.	A2-24 - A2-25						165			155						155				
P.674	102+60.0		RT.	A2-25	3			1	1	210			1			1							
P.674	102+60.0	104+15.0	RT. - RT.	A2-25 - A2-26						165			155						155				
P.674	104+15.0		RT.	A2-26	3		1	1	1	210			1			1			1	1	1	1	
P.674	104+15.0	18+25.0*	RT. - RT.*	A2-26 - PB-14						152			142						142				
P.675	18+25.0*		RT.*	PB-14									1										
P.675	18+25.0*	18+25.0*	RT.* - LT.*	PB-14 - PB-15					186				52										
P.675	18+25.0*		LT.*	PB-15									1										
P.675	18+25.0*	105+66.0	LT.* - RT.	PB-15 - A2-27						24			14						14				
P.675	105+66.0		RT.	A2-27	3		1		1	195			1			1	1				1	1	
P.675	18+25.0*	18+74.5*	RT.* - RT.*	PB-14 - A2-28						59			49						49				
P.675	18+74.5*		RT.*	A2-28	3		1		1	195			1			1	1				1	1	
*STATION AND OFFSET FROM B/L RAMP V																							
TOTALS CARRIED TO GENERAL SUMMARY					66	6	13	2	22	186	4320	3929	52	22	3709	2	22	11	3709	1	12	12	

LIGHTING SUBSUMMARY

DESIGN AGENCY  
  
 CARPENTER MARTY  
 DESIGNER  
 CTF  
 REVIEWER  
 NAU 12/02/25  
 PROJECT ID  
 113579  
 SHEET TOTAL  
 P.665 722



**LIGHT POLE IDENTIFICATION NUMBER**



**LEGEND**

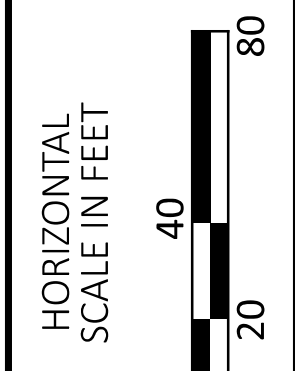
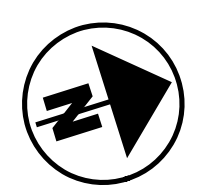
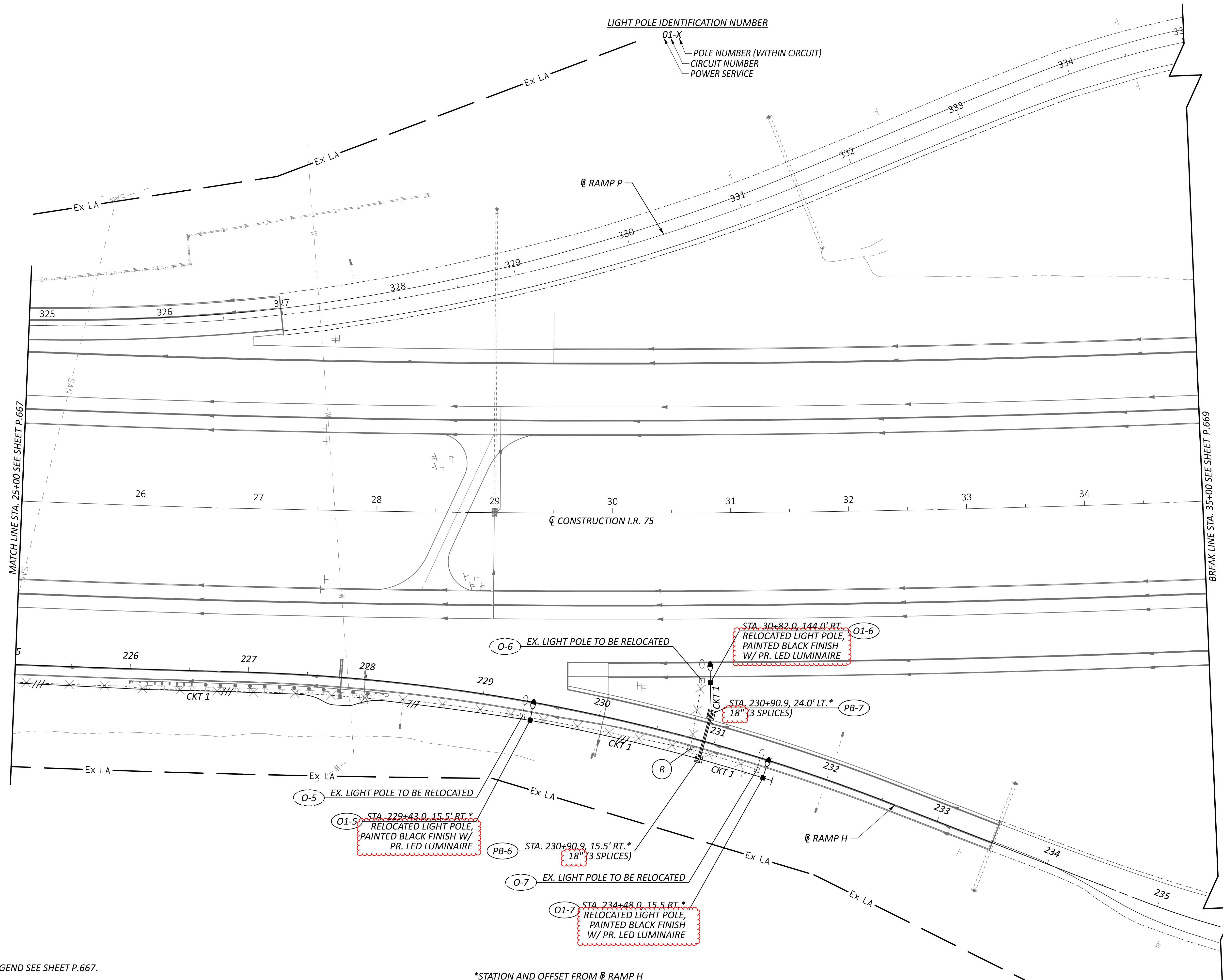
- EX. LIGHTING CIRCUIT TO BE REMOVED OR ABANDONED
- EX. CONVENTIONAL LIGHT POLE
- RELOCATED CONVENTIONAL LIGHT POLE W/PR. LED LUMINAIRE
- PR. CONVENTIONAL LIGHT POLE W/PR. LED LUMINAIRE
- PR. (3)-#4 AWG DISTRIBUTION CABLE IN DUCT CABLE OR CONDUIT
- === PR. 3" CONDUIT, 725.04, JACKED/DRILLED
- PR. PULL BOX, IDENTIFICATION NO.
- EX. PULL BOX
- ▲ PR. POWER SERVICE
- △ EX. POWER SERVICE
- STUB AND CAP CONDUIT ELL

**LIGHTING PLAN - I.R. 75  
 STA. 15+00 TO STA. 25+00**

DESIGN AGENCY	
DESIGNER	AJH
REVIEWER	NAU 12/02/25
PROJECT ID	113579
SHEET TOTAL	P.667 722

**NOTE**  
 FOR LIGHTING LEGEND SEE SHEET P.667.

\*STATION AND OFFSET FROM RAMP H

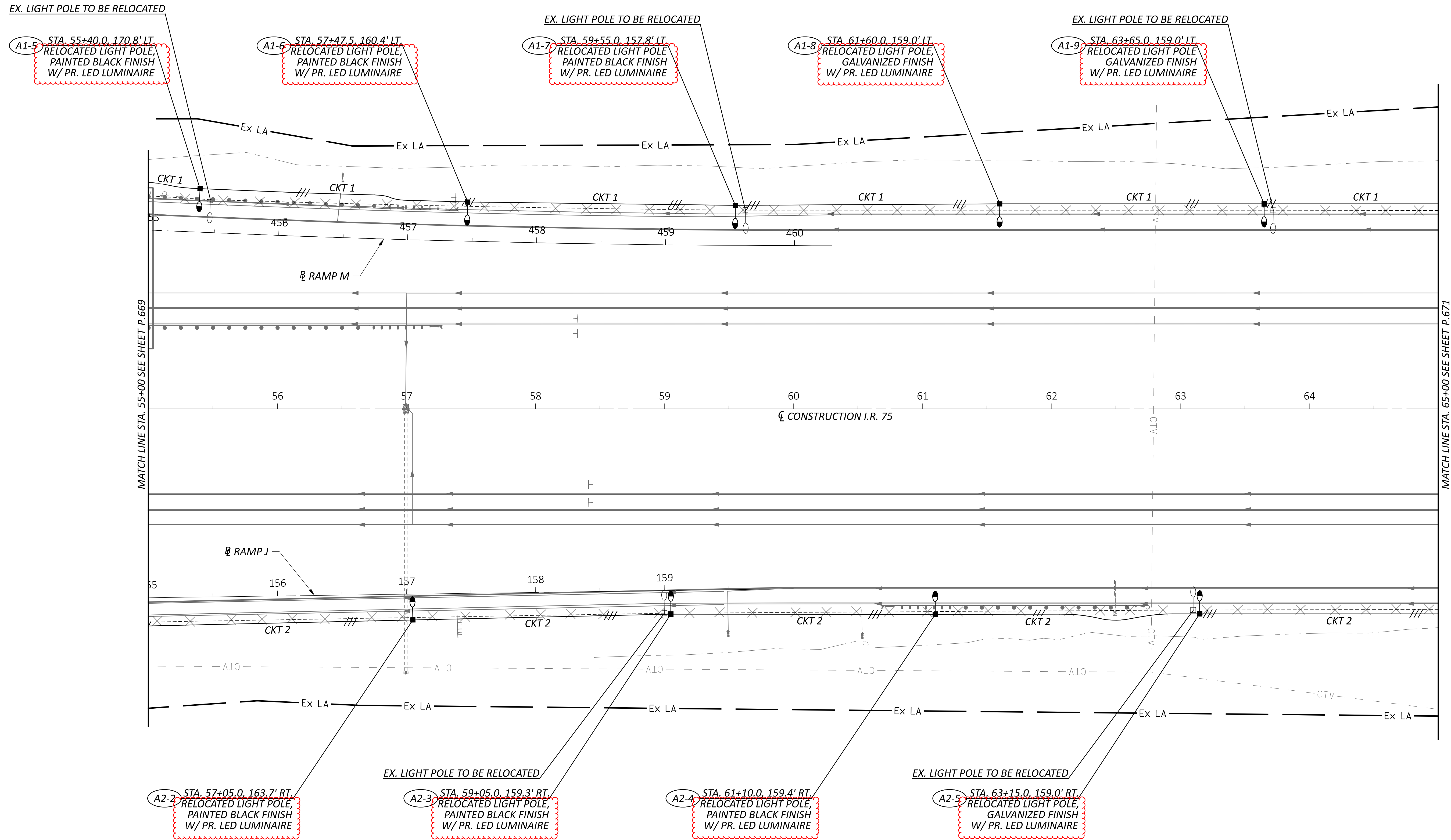
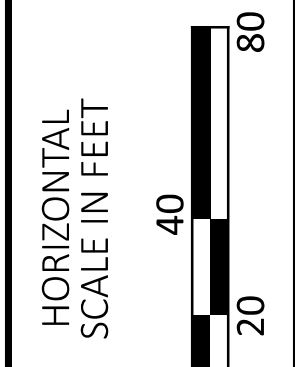
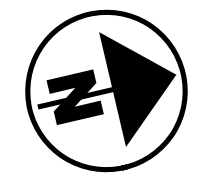


**LIGHTING PLAN - I.R. 75**  
**STA. 25+00 TO STA. 35+00**

DESIGN AGENCY	
<b>CARPENTER MARTY</b>	
DESIGNER	
AJH	
REVIEWER	
NAU 12/02/25	
PROJECT ID	
113579	
SHEET	TOTAL
P.668	722



LIGHT POLE IDENTIFICATION NUMBER



MATCH LINE STA. 55+00 SEE SHEET P.669

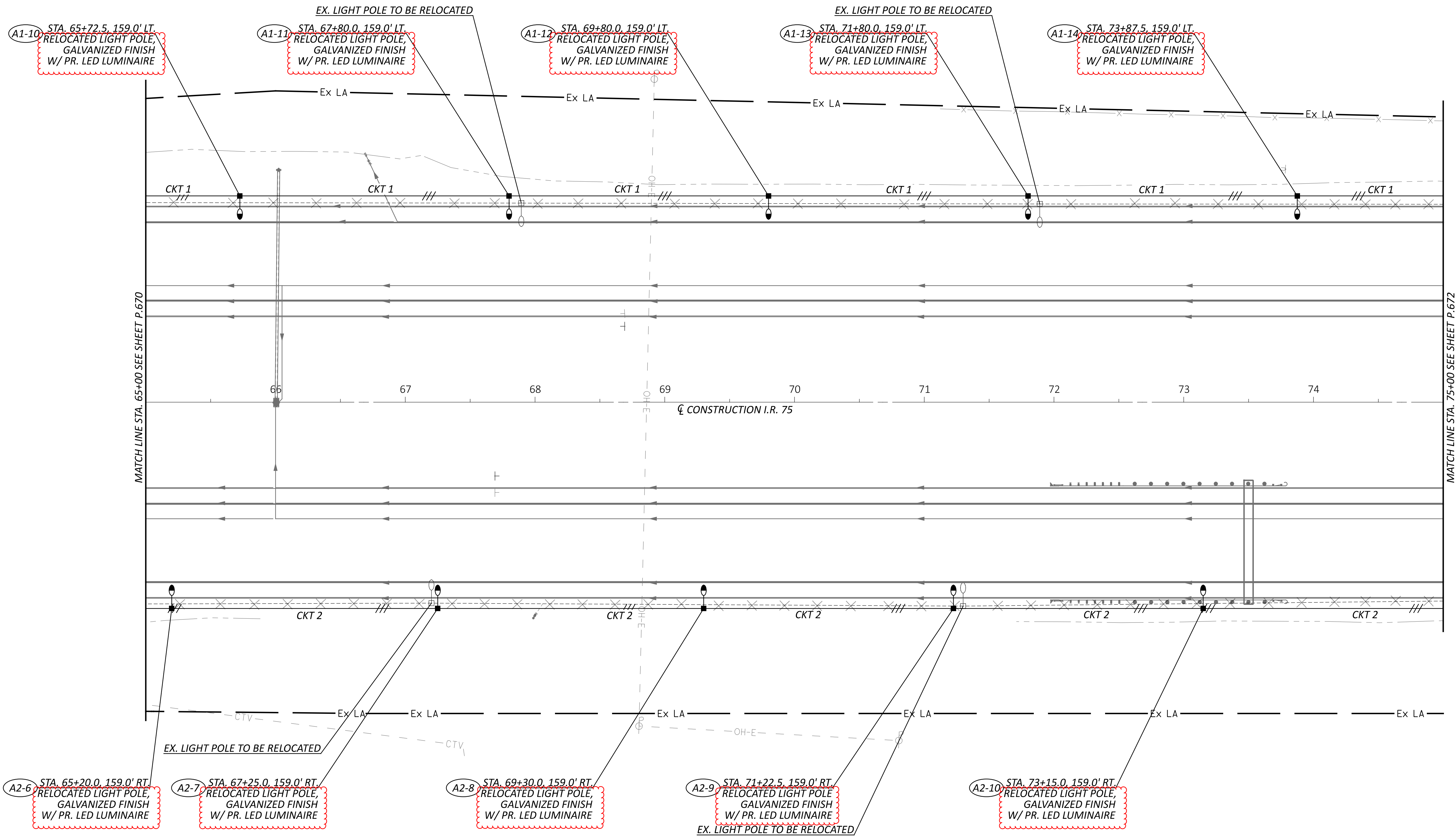
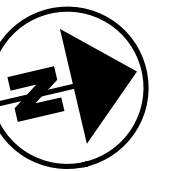
MATCH LINE STA. 65+00 SEE SHEET P.671

**NOTE**  
 FOR LIGHTING LEGEND SEE SHEET P.667.

LIGHTING PLAN - I.R. 75  
 STA. 55+00 TO STA. 65+00

DESIGN AGENCY	CARPENTER MARTY
DESIGNER	AJH
REVIEWER	NAU 12/02/25
PROJECT ID	113579
SHEET TOTAL	P.670 722

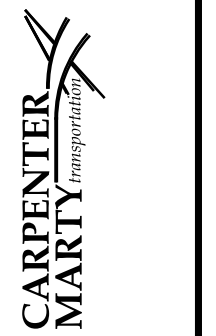
LIGHT POLE IDENTIFICATION NUMBER



**NOTE**  
FOR LIGHTING LEGEND SEE SHEET P.667.

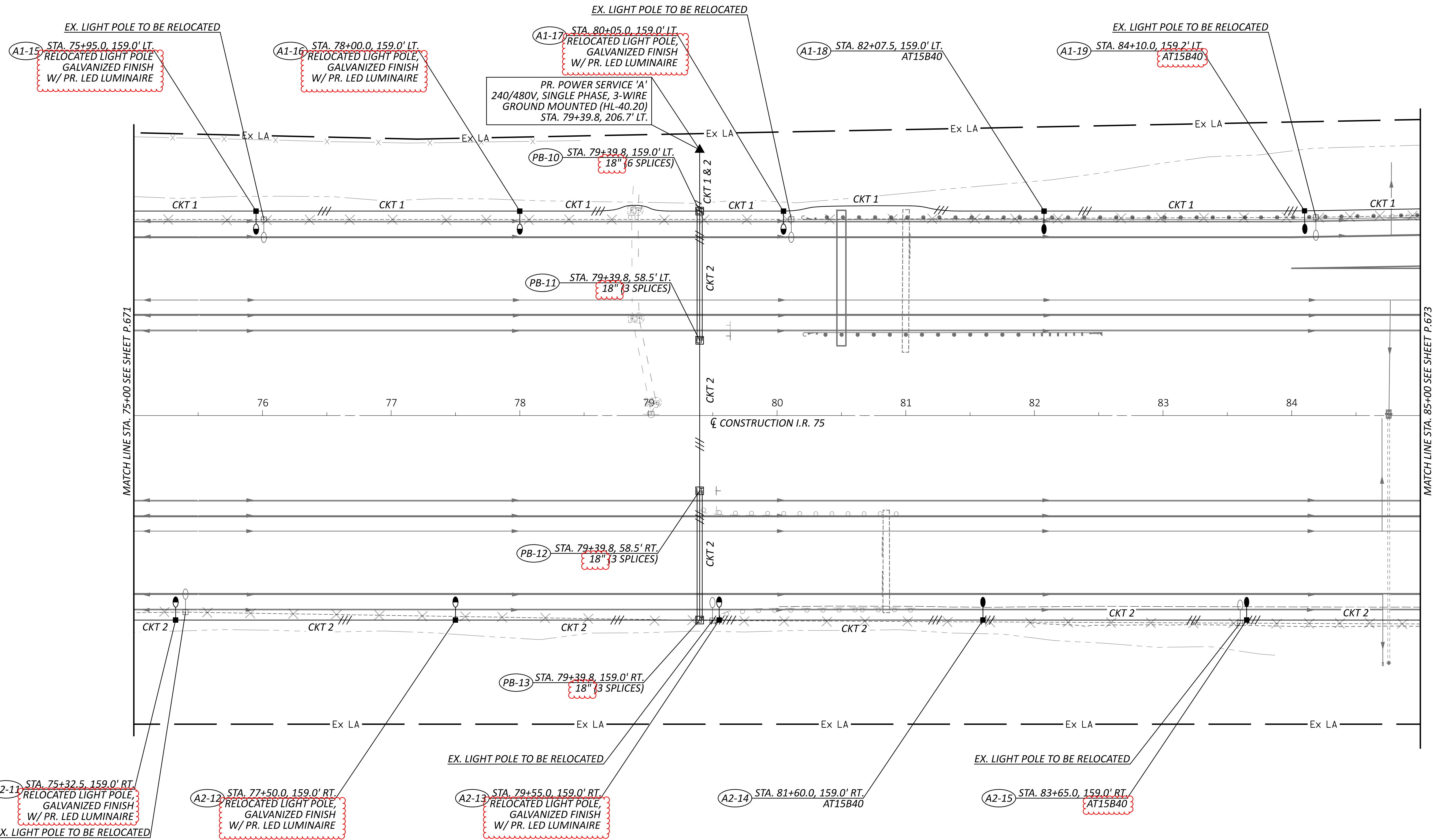
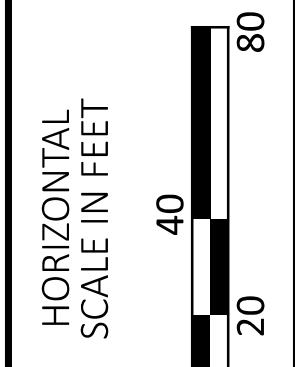
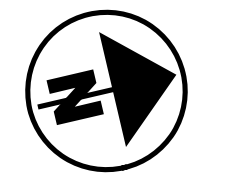
LIGHTING PLAN - I.R. 75  
STA. 65+00 TO STA. 75+00

DESIGN AGENCY



DESIGNER	AJH
REVIEWER	NAU
PROJECT ID	113579
SHEET TOTAL	P.671 722

LIGHT POLE IDENTIFICATION NUMBER

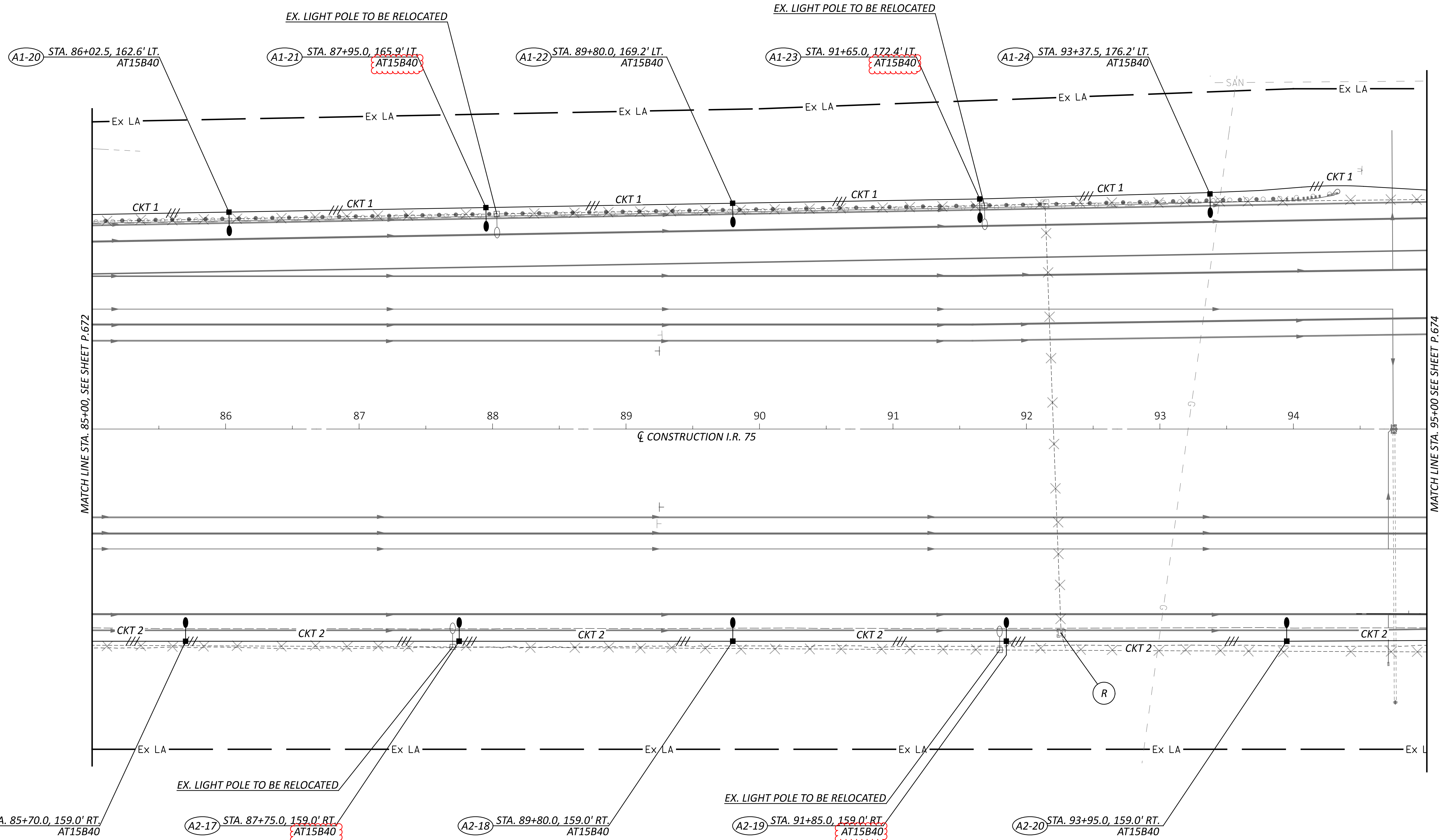
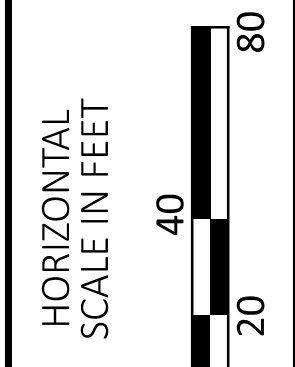
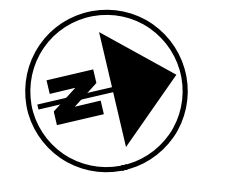


NOTE  
FOR LIGHTING LEGEND SEE SHEET P.667.

LIGHTING PLAN - I.R. 75  
STA. 75+00 TO STA. 85+00

DESIGN AGENCY	CARPENTER MARTY
DESIGNER	AJH
REVIEWER	NAU 12/02/25
PROJECT ID	113579
SHEET TOTAL	P.672 722

LIGHT POLE IDENTIFICATION NUMBER

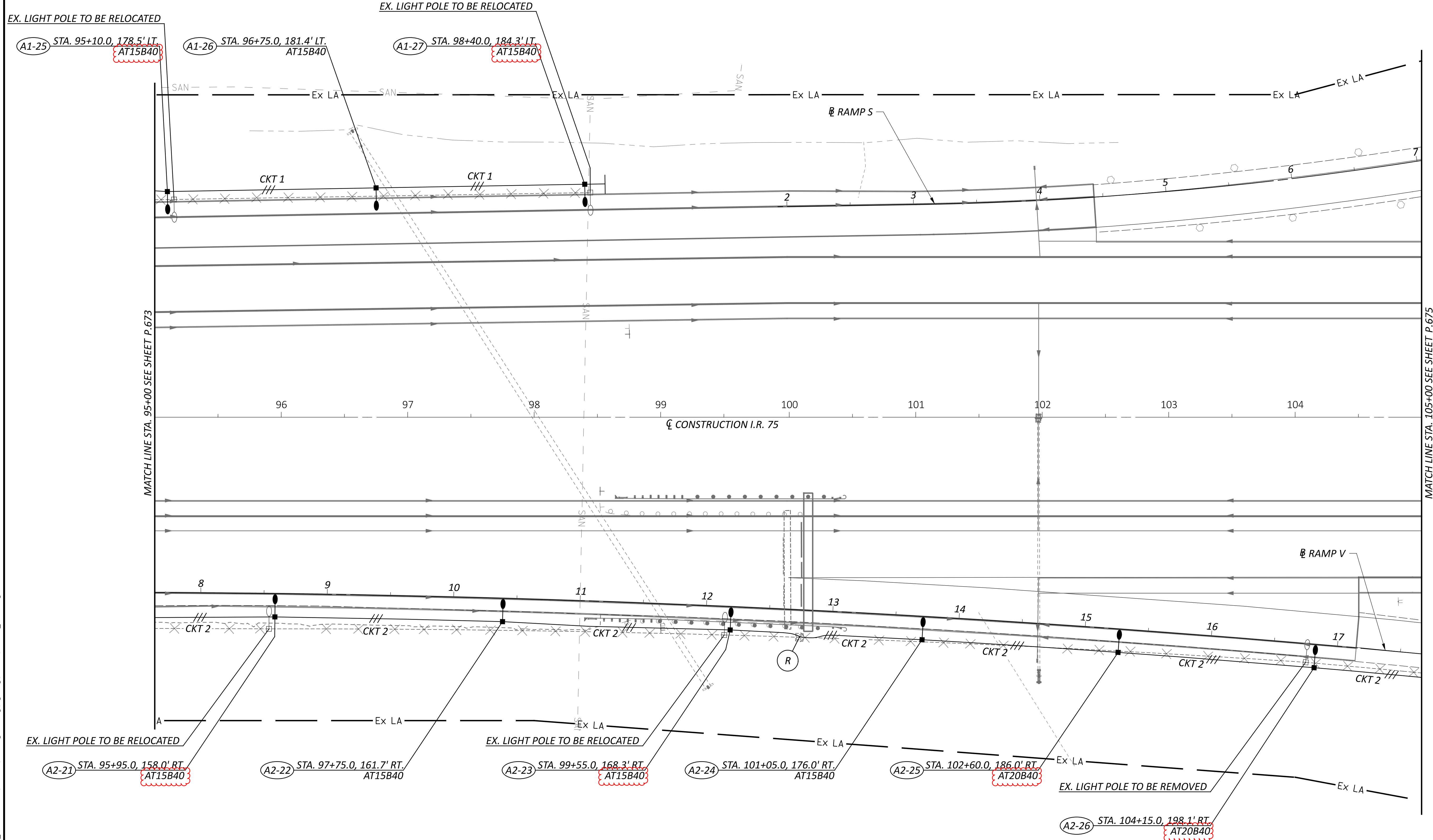
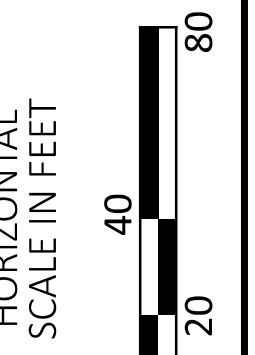
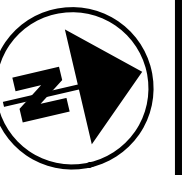


**NOTE**  
FOR LIGHTING LEGEND SEE SHEET P.667.

LIGHTING PLAN - I.R. 75  
STA. 85+00 TO STA. 95+00

DESIGN AGENCY	
CARPENTER MARTY	
DESIGNER	
AJH	
REVIEWER	
NAU 12/02/25	
PROJECT ID	
113579	
SHEET	TOTAL
P.673	722

LIGHT POLE IDENTIFICATION NUMBER



**NOTE**  
FOR LIGHTING LEGEND SEE SHEET P.667.

LIGHTING PLAN - I.R. 75  
STA. 95+00 TO STA. 105+00

DESIGN AGENCY



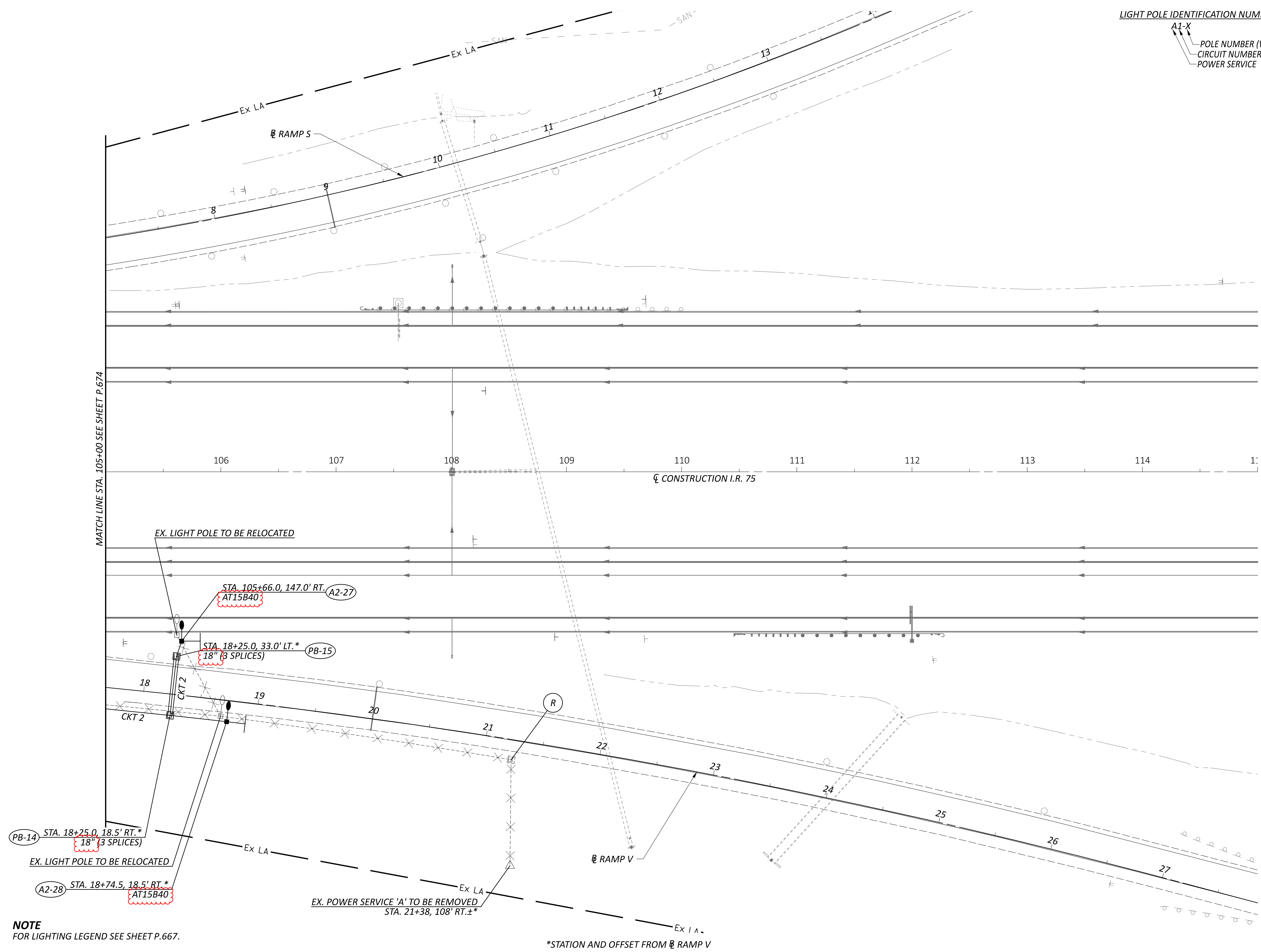
DESIGNER  
AJH

REVIEWER  
NAU

DATE  
12/02/25

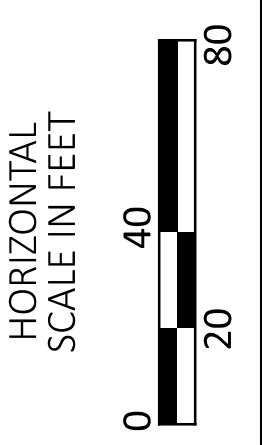
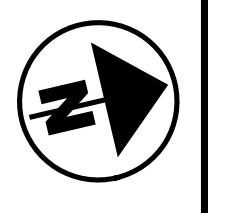
PROJECT ID  
113579

SHEET TOTAL  
P.674 722



**LIGHT POLE IDENTIFICATION NUMBER**

A1-X  
 A — POLE NUMBER (WITHIN CIRCUIT)  
 1 — CIRCUIT NUMBER  
 X — POWER SERVICE



MATCH LINE STA. 105+00 SEE SHEET P.674

**LIGHTING PLAN - I.R. 75**  
**STA. 105+00 TO STA. 115+00**

PB-14 STA. 18+25.0, 18.5' RT.\*  
 18" (3 SPLICES)  
 EX. LIGHT POLE TO BE RELOCATED

A2-28 STA. 18+74.5, 18.5' RT.\*  
 18" (3 SPLICES)  
 AT15B40

STA. 105+66.0, 147.0' RT. A2-27  
 AT15B40

STA. 18+25.0, 33.0' LT.\* PB-15  
 18" (3 SPLICES)

EX. POWER SERVICE 'A' TO BE REMOVED  
 STA. 21+38, 108' RT.±\*

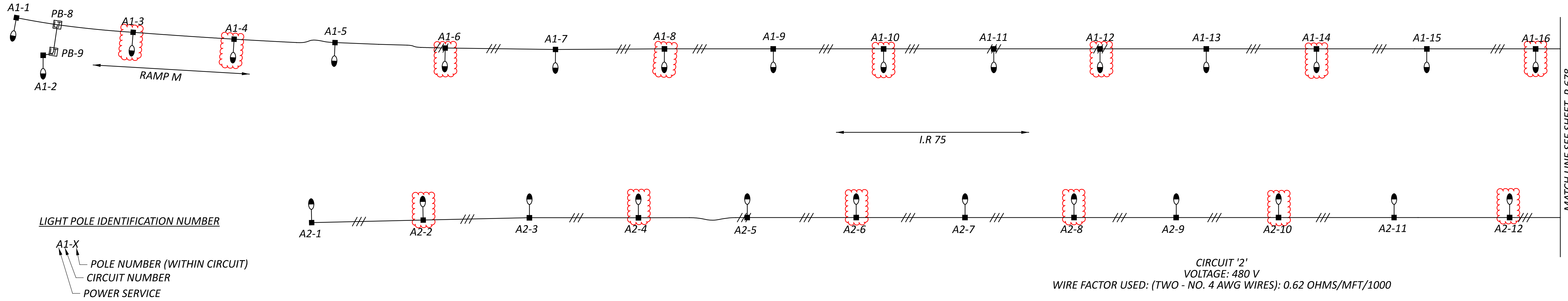
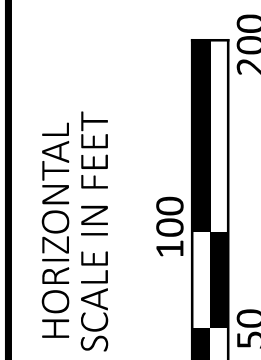
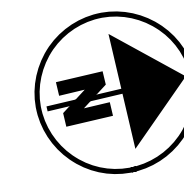
\*STATION AND OFFSET FROM RAMP V

**NOTE**  
 FOR LIGHTING LEGEND SEE SHEET P.667.

DESIGN AGENCY	CARPENTER MARTY
DESIGNER	AJH
REVIEWER	NAU 12/02/25
PROJECT ID	113579
SHEET TOTAL	P.675 722

PLAN LEGEND	
PROP.	ITEM
	CONVENTIONAL UNIT W/ LED LUMINAIRE
	RELOCATED CONVENTIONAL UNIT W/ PR. LED LUMINAIRE
	PULL BOX (PB)
	POWER SERVICE
	(3)-#4 AWG DISTRIBUTION CABLE

**NOTE**  
 EXISTING LIGHT POLES ON PROPOSED CIRCUITS 'A1' AND 'A2' SHALL BE RELABELLED PER THE PLAN SHEETS AND CIRCUIT DIAGRAM.



LIGHT POLE IDENTIFICATION NUMBER

A1-X  
 POLE NUMBER (WITHIN CIRCUIT)  
 CIRCUIT NUMBER  
 POWER SERVICE

CIRCUIT '1'  
 VOLTAGE: 480 V  
 WIRE FACTOR USED: (TWO - NO. 4 AWG WIRES): 0.62 OHMS/MFT/1000

Section		Amperes		Ampere-Feet	AWG	Voltage Drop		% Drop	At Point	
From	To	Design Feet	At Point			Accum.	In Section			Accum.
A1-1	PB-8	88	0.54	0.54	48	4	0.03	9.87	2.06	A1-1
A1-2	PB-9	32	0.54	0.54	17	4	0.01	9.88	2.06	A1-2
PB-9	PB-8	61	0.00	0.54	33	4	0.02	9.86	2.06	PB-9
PB-8	A1-3	154	0.00	1.08	166	4	0.10	9.84	2.05	PB-8
A1-3	A1-4	201	0.54	1.62	326	4	0.20	9.74	2.03	A1-3
A1-4	A1-5	201	0.54	2.16	434	4	0.27	9.54	1.99	A1-4
A1-5	A1-6	218	0.54	2.70	589	4	0.36	9.27	1.93	A1-5
A1-6	A1-7	218	0.54	3.24	706	4	0.44	8.91	1.86	A1-6
A1-7	A1-8	215	0.54	3.78	813	4	0.50	8.47	1.76	A1-7
A1-8	A1-9	215	0.54	4.32	929	4	0.58	7.96	1.66	A1-8
A1-9	A1-10	218	0.54	4.86	1,059	4	0.66	7.39	1.54	A1-9
A1-10	A1-11	218	0.54	5.40	1,177	4	0.73	6.73	1.40	A1-10
A1-11	A1-12	210	0.54	5.94	1,247	4	0.77	6.00	1.25	A1-11
A1-12	A1-13	210	0.54	6.48	1,361	4	0.84	5.23	1.09	A1-12
A1-13	A1-14	218	0.54	7.02	1,530	4	0.95	4.38	0.91	A1-13
A1-14	A1-15	218	0.54	7.56	1,648	4	1.02	3.43	0.72	A1-14
A1-15	A1-16	215	0.54	8.10	1,742	4	1.08	2.41	0.50	A1-15
A1-16	PB-10	151	0.54	8.64	1,305	4	0.81	1.33	0.28	A1-16
A1-27	A1-26	175	0.54	0.54	95	4	0.06	4.50	0.94	A1-27
A1-26	A1-25	175	0.54	1.08	189	4	0.12	4.44	0.92	A1-26
A1-25	A1-24	183	0.54	1.62	296	4	0.18	4.32	0.90	A1-25
A1-24	A1-23	183	0.54	2.16	395	4	0.25	4.14	0.86	A1-24
A1-23	A1-22	195	0.54	2.70	527	4	0.33	3.89	0.81	A1-23
A1-22	A1-21	195	0.54	3.24	632	4	0.39	3.57	0.74	A1-22
A1-21	A1-20	203	0.54	3.78	767	4	0.48	3.17	0.66	A1-21
A1-20	A1-19	203	0.54	4.32	877	4	0.54	2.70	0.56	A1-20
A1-19	A1-18	213	0.54	4.86	1,035	4	0.64	2.16	0.45	A1-19
A1-18	A1-17	213	0.54	5.40	1,150	4	0.71	1.51	0.32	A1-18
A1-17	PB-10	75	0.54	5.94	446	4	0.28	0.80	0.17	A1-17
PB-10	PS-A	58	0.00	14.58	846	4	0.52	0.52	0.11	PB-10

CIRCUIT '2'  
 VOLTAGE: 480 V  
 WIRE FACTOR USED: (TWO - NO. 4 AWG WIRES): 0.62 OHMS/MFT/1000

Section		Amperes		Ampere-Feet	AWG	Voltage Drop		% Drop	At Point	
From	To	Design Feet	At Point			Accum.	In Section			Accum.
A2-28	PB-14	59	0.54	0.54	32	4	0.02	12.18	2.54	A2-28
A2-27	PB-15	24	0.54	0.54	13	4	0.01	12.19	2.54	A2-27
PB-15	PB-14	62	0.00	0.54	33	4	0.02	12.18	2.54	PB-15
PB-14	A2-26	152	0.00	1.08	164	4	0.10	12.16	2.53	PB-14
A2-26	A2-25	165	0.54	1.62	267	4	0.17	12.06	2.51	A2-26
A2-25	A2-24	165	0.54	2.16	356	4	0.22	11.89	2.48	A2-25
A2-24	A2-23	163	0.54	2.70	440	4	0.27	11.67	2.43	A2-24
A2-23	A2-22	190	0.54	3.24	616	4	0.38	11.40	2.38	A2-23
A2-22	A2-21	190	0.54	3.78	718	4	0.45	11.02	2.30	A2-22
A2-21	A2-20	210	0.54	4.32	907	4	0.56	10.57	2.20	A2-21
A2-20	A2-19	220	0.54	4.86	1,069	4	0.66	10.01	2.09	A2-20
A2-19	A2-18	215	0.54	5.40	1,161	4	0.72	9.35	1.95	A2-19
A2-18	A2-17	215	0.54	5.94	1,277	4	0.79	8.63	1.80	A2-18
A2-17	A2-16	215	0.54	6.48	1,393	4	0.86	7.84	1.63	A2-17
A2-16	A2-15	215	0.54	7.02	1,509	4	0.94	6.97	1.45	A2-16
A2-15	A2-14	215	0.54	7.56	1,625	4	1.01	6.04	1.26	A2-15
A2-14	A2-13	215	0.54	8.10	1,742	4	1.08	5.03	1.05	A2-14
A2-13	PB-13	25	0.54	8.64	216	4	0.13	3.95	0.82	A2-13
A2-1	A2-2	220	0.54	0.54	119	4	0.07	9.39	1.96	A2-1
A2-2	A2-3	210	0.54	1.08	227	4	0.14	9.32	1.94	A2-2
A2-3	A2-4	215	0.54	1.62	348	4	0.22	9.18	1.91	A2-3
A2-4	A2-5	216	0.54	2.16	467	4	0.29	8.96	1.87	A2-4
A2-5	A2-6	215	0.54	2.70	581	4	0.36	8.67	1.81	A2-5
A2-6	A2-7	215	0.54	3.24	697	4	0.43	8.31	1.73	A2-6
A2-7	A2-8	215	0.54	3.78	813	4	0.50	7.88	1.64	A2-7
A2-8	A2-9	203	0.54	4.32	877	4	0.54	7.38	1.54	A2-8
A2-9	A2-10	203	0.54	4.86	987	4	0.61	6.83	1.42	A2-9
A2-10	A2-11	228	0.54	5.40	1,231	4	0.76	6.22	1.30	A2-10
A2-11	A2-12	228	0.54	5.94	1,354	4	0.84	5.46	1.14	A2-11
A2-12	PB-13	200	0.54	6.48	1,296	4	0.80	4.62	0.96	A2-12
PB-13	PB-12	111	0.00	15.12	1,678	4	1.04	3.82	0.79	PB-13
PB-12	PB-11	127	0.00	15.12	1,920	4	1.19	2.77	0.58	PB-12
PB-11	PB-10	111	0.00	15.12	1,678	4	1.04	1.58	0.33	PB-11
PB-10	PS-A	58	0.00	15.12	877	4	0.54	0.54	0.11	PB-10

LIGHTING CIRCUIT DIAGRAM  
 POWER SERVICE 'A'

DESIGN AGENCY



DESIGNER

AJH

REVIEWER

NAU 12/02/25

PROJECT ID

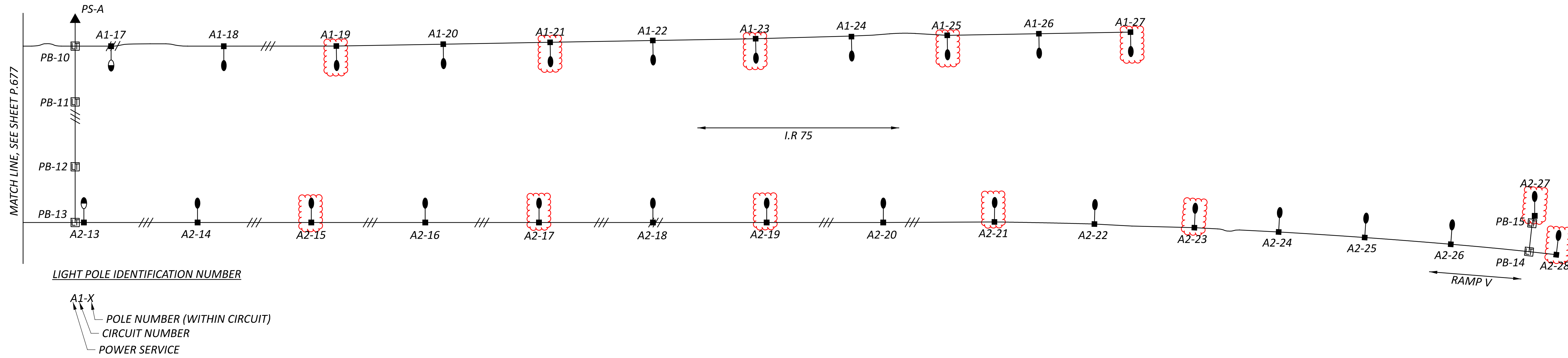
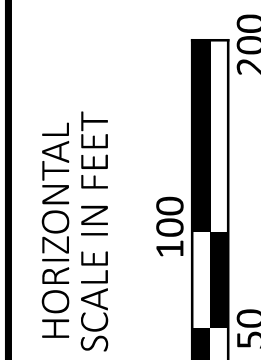
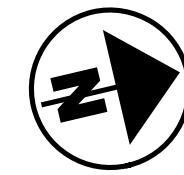
113579

SHEET TOTAL

P.677 722

PLAN LEGEND	
PROP.	ITEM
	CONVENTIONAL UNIT W/ LED LUMINAIRE
	RELOCATED CONVENTIONAL UNIT W/ PR. LED LUMINAIRE
	PULL BOX (PB)
	POWER SERVICE
	(3)-#4 AWG DISTRIBUTION CABLE

**NOTE**  
 EXISTING LIGHT POLES ON PROPOSED CIRCUITS 'A1' AND 'A2' SHALL BE RE LABELED PER THE PLAN SHEETS AND CIRCUIT DIAGRAM.



LIGHT POLE IDENTIFICATION NUMBER

A1-X  
 — POLE NUMBER (WITHIN CIRCUIT)  
 — CIRCUIT NUMBER  
 — POWER SERVICE

CONTROL CENTER DATA

CONTROL CENTER DESIGNATION	POWER SERVICE VOLTAGE AND CONFIGURATION	CONTROL CENTER TOTAL CONNECTED LOAD (KVA)	SERVICE ENTRANCE CONDUCTOR SIZE (AWG)	ENCLOSURE RATING (AMPS)	FEEDER CIRCUIT CONNECTED LOAD (AMPS)	FEEDER CIRCUIT FUSE SIZE (AMPS)	BRANCH CIRCUIT NO.	BRANCH CIRCUIT VOLTAGE (VOLTS, L/L)	BRANCH CIRCUIT LOAD (AMPS)	BRANCH CIRCUIT BREAKER SIZE (AMPS)	BRANCH CIRCUIT CABLE SIZE (AWG)	MAINTAINING AGENCY
PS 'A'	240/480V, SINGLE PHASE, 3-WIRE	14.3	4	60	29.70	40	1	3-WIRE, 3-CONDUCTOR, 240V/480V (SINGLE-PHASE, 3 WIRE SYSTEM)	14.58	20	4	OHIO DEPARTMENT OF TRANSPORTATION
							2	3-WIRE, 3-CONDUCTOR, 240V/480V (SINGLE-PHASE, 3 WIRE SYSTEM)	15.12	20	4	
							-	-	-	-	-	

LIGHTING CIRCUIT DIAGRAM  
 POWER SERVICE 'A'

DESIGN AGENCY



DESIGNER

AJH

REVIEWER

NAU 12/02/25

PROJECT ID

113579

SHEET TOTAL

P.678 722