

# CITY OF NEWARK, OHIO

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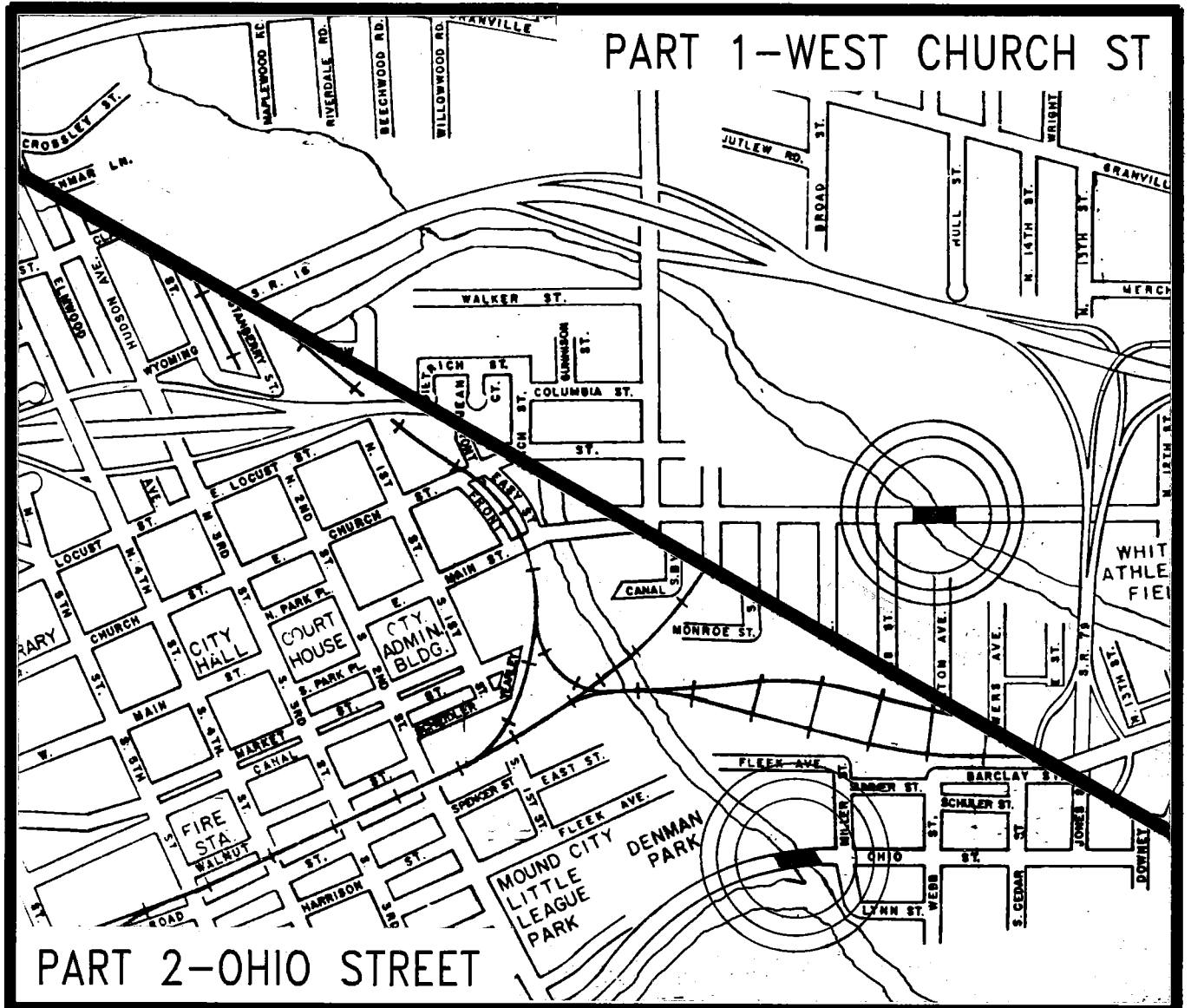
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## 1992 BRIDGE MAINTENANCE PROJECT (STATE ISSUE 2 FUNDING) PART 1 - WEST CHURCH STREET BRIDGE (at Williams St) PART 2 - OHIO STREET BRIDGE

FRANK STARE, MAYOR

- CITY COUNCIL -  
CRAIG YOUNG, PRES.  
JAY HOTTINGER  
A. KAYE HARTMAN  
MARCIA J. PHELPS  
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OWEN LEE, M.D.  
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HOMER CURRY  
JANE ALEXANDER  
BRUCE BAIN  
DAVID R. EVANS

DIANA L. ESHELMAN, CLERK



**UNDERGROUND UTILITIES**

48 HOURS  
BEFORE YOU DIG:  
Call 800-362-2764 (Toll Free)  
Ohio Utilities Protection Service

NON-MEMBERS  
MUST BE CALLED DIRECTLY

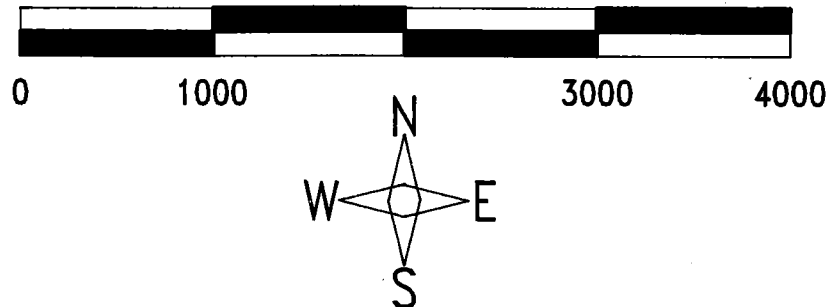
STANDARD DRAWINGS	
MT-96.10	ODOT STAND. CONST. DWG.
MT-96.20	ODOT STAND. CONST. DWG.
MT-96.25	ODOT STAND. CONST. DWG.

APPROVED *Tim Matheny*  
TIM MATHENY - DIR. OF PUBLIC SERVICE

DATE 11-23-92

APPROVED *James G. Roberts*  
JAMES G. ROBERTS, PE - CITY ENGINEER

DATE Nov. 20, 1992



PLANS PREPARED BY

CITY OF NEWARK  
DIV. of ENGINEERING

## DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES", ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1977 INCLUDING THE OHIO SUPPLEMENT TO THESE SPECIFICATIONS.

## REMOVED MATERIALS

ALL REMOVED MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED BY THE CONTRACTOR FROM THE SITE.

## EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM FIELD MEASUREMENTS. THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS SECTIONS 102.05 AND 105.02.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

## AREAS OF WORK

THE GENERAL AREAS OF WORK AS INDICATED ON THE PLAN AND PROFILE AND DETAIL SHEETS ARE:

### REMOVALS:

1. REMOVE ASPHALT WEARING SURFACE ON STRUCTURE AND APPROACH SLABS
2. SCARIFY 1/4" FROM ORIGINAL CONCRETE BRIDGE DECK
3. REMOVE LOOSE AND DETERIORATED CONCRETE FROM SURFACE
4. REMOVE SIDEWALKS ALONG APPROACH SLABS (AS PER PLAN)

### CONSTRUCTION:

1. PATCH EXISTING CONCRETE DECK, CURBS, & SIDEWALKS
2. INSTALL VERTICAL EXTENSIONS ON EXPANSION JOINTS
3. OVERLAY BRIDGE DECK WITH 1 3/4" SUPERPLASTICIZED DENSE CONCRETE
4. INSTALL NEW ASPHALT ON APPROACH SLABS
5. REPLACE SIDEWALKS ALONG APPROACH SLABS
6. SEAL CONCRETE SURFACES (EPOXY)

## SIDEWALK REMOVAL/REPLACEMENT

THE SIDEWALKS ALONG THE APPROACH SLABS ARE TO BE REMOVED AND REPLACED AS PER PLAN SHEET 7. THE EXISTING RAMPS ON THE NORTHEAST AND SOUTHEAST ARE TO BE REMOVED AND REPLACED WITH CONCRETE (THE SOUTHWEST IS PRESENTLY ASPHALT). THESE SLABS WILL MEET THE EXISTING ASPHALT ELEVATION AND THE FINISH SIDEWALK ELEVATION ON EACH END. THE SOUTHWEST STRUCTURAL EXPANSION JOINT IS TO BE REMOVED AND REPLACED. THE OTHER THREE EXPANSION JOINTS SHALL BE INSPECTED BY THE ENGINEER AFTER CONCRETE REMOVAL AND REPLACED AT HIS DISCRETION.

## ESTIMATED QUANTITIES

AN ESTIMATED AMOUNT OF THE FOLLOWING QUANTITIES HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR BIDDING PURPOSES, BUT FINAL QUANTITIES SHALL BE DETERMINED BY ACTUAL FIELD MEASUREMENTS AT THE COMPLETION OF THE WORK:

ITEM 850	SDC OVERLAY (VARIABLE THICKNESS)	30 CY
ITEM 850	FULL DEPTH REPAIR	5 CY
ITEM 404	ASPHALTIC CONCRETE (AC-20)	10 Tons
ITEM 509	EPOXY COATED REINFORCING STEEL (60)	500 LB
ITEM 519	PATCHING CONCRETE CURB & SIDEWALK	25 SF

## ITEM 614 - MAINTAINING TRAFFIC

TRAFFIC CONTROL SHALL BE MAINTAINED AS OUTLINED IN THE CONSTRUCTION AND MAINTENANCE OPERATIONS SECTION OF THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS". IN ADDITION, ALTERNATE ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF EXISTING PAVEMENT AND THE USE OF TRAFFIC SIGNALS PROVIDED BY THE CONTRACTOR AND AS DETAILED ON SHEETS 11 THRU 13. A MINIMUM WIDTH OF 12 FEET SHALL BE MAINTAINED FOR THE ONE-WAY TRAFFIC. ALL NECESSARY TEMPORARY STRIPING SHALL BE INSTALLED AND REMOVED BY THE CONTRACTOR WITH THE COST INCLUDED IN ITEM 614, MAINTAINING TRAFFIC, FOR PAYMENT. MATERIAL SHALL BE FLEXIBLE RETROREFLECTIVE PREFORMED PRESSURE SENSITIVE TAPE SUCH AS FLEXOLITE "WET REFLECTIVE", 3M "SCOTCHLANE", OR APPROVED EQUAL, OR PAINT IN ACCORDANCE WITH ITEM 621. FIELD ADJUSTMENTS MAY BE REQUIRED ON THE SIGN LOCATIONS ON PAGE 11.

## REPLACEMENT OF REINFORCING STEEL

ANY EXISTING REINFORCING BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND WHICH ARE MADE UNUSABLE BY THE CONTRACTOR'S CONCRETE REMOVAL OPERATIONS SHALL BE REPLACED WITH NEW STEEL AT THE CONTRACTOR'S COST. ANY EXISTING REINFORCING BARS DEEMED BY THE CITY ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION SHALL BE REPLACED WITH NEW STEEL. REPLACEMENT BARS WHICH MAY BE REQUIRED SHOULD BE INCLUDED WITH ITEM 509 FOR PAYMENT.

## SCUPPER TREATMENT

SCUPPERS ARE TO BE FILLED AND PROTECTED AS LISTED IN ODOT SUPPLEMENTAL SPECIFICATION 850. THE SUPERPLASTICIZED DENSE CONCRETE OVERLAY SHALL BE HAND WORKED TO SLOPE TO THE EXISTING SCUPPERS BEGINNING AT A POINT NO GREATER THAN TWELVE INCHES (12") FROM THE EXISTING SCUPPERS.

## EXISTING WATERLINE

THE EXISTING 10" WATERLINE ON THE SOUTH SIDE OF THE BRIDGE IS NOT TO BE DISTURBED. SIDEWALK REMOVAL AND REPLACEMENT SHALL BE ACCOMPLISHED WITH THE WATERLINE IN PLACE. ANY DAMAGE TO THE WATERLINE FROM THE CONSTRUCTION PROCESS SHALL BE REPAIRED TO THE SATISFACTION OF THE CITY ENGINEER BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

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3. INSTALL NEW ASPHALT ON APPROACH SLABS
4. SEAL EXPANSION JOINTS
5. SEAL CONCRETE SURFACES (EPOXY)

## PATCHING CONCRETE CURB & SIDEWALK

ANY LOOSE OR DISINTEGRATED CONCRETE ON THE CURB OR SIDEWALK AREAS SHALL BE PATCHED PRIOR TO SEALING WITH EPOXY. THESE AREAS WILL BE INSPECTED DURING REMOVALS BY THE ENGINEER, AND MARKED FOR PATCHING AT THAT TIME.

## ESTIMATED QUANTITIES

AN ESTIMATED AMOUNT OF THE FOLLOWING QUANTITIES HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR BIDDING PURPOSES, BUT FINAL QUANTITIES SHALL BE DETERMINED BY ACTUAL FIELD MEASUREMENTS AT THE COMPLETION OF THE WORK:

ITEM 850	SDC OVERLAY (VARIABLE THICKNESS)	35 CY
ITEM 404	ASPHALTIC CONCRETE (AC-20)	20 Tons
ITEM 509	EPOXY COATED REINFORCING STEEL (60)	1,000 LB
ITEM 519	PATCHING CONCRETE CURB & SIDEWALK	65 SF

## ITEM 614 - MAINTAINING TRAFFIC

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## ITEM 516 - JOINT SEALER

THE EXPANSION JOINT BETWEEN THE SDC DECK SLABS SHALL BE FILLED WITH A HOT APPLIED JOINT SEALER CONFORMING TO ODOT 705.04. THE DETAIL OF THE TYPICAL JOINT IS SHOWN ON SHEET 10.

# GENERAL SUMMARY

PART 1 - WEST CHURCH STREET  
PART 2 - OHIO STREET

4  
13

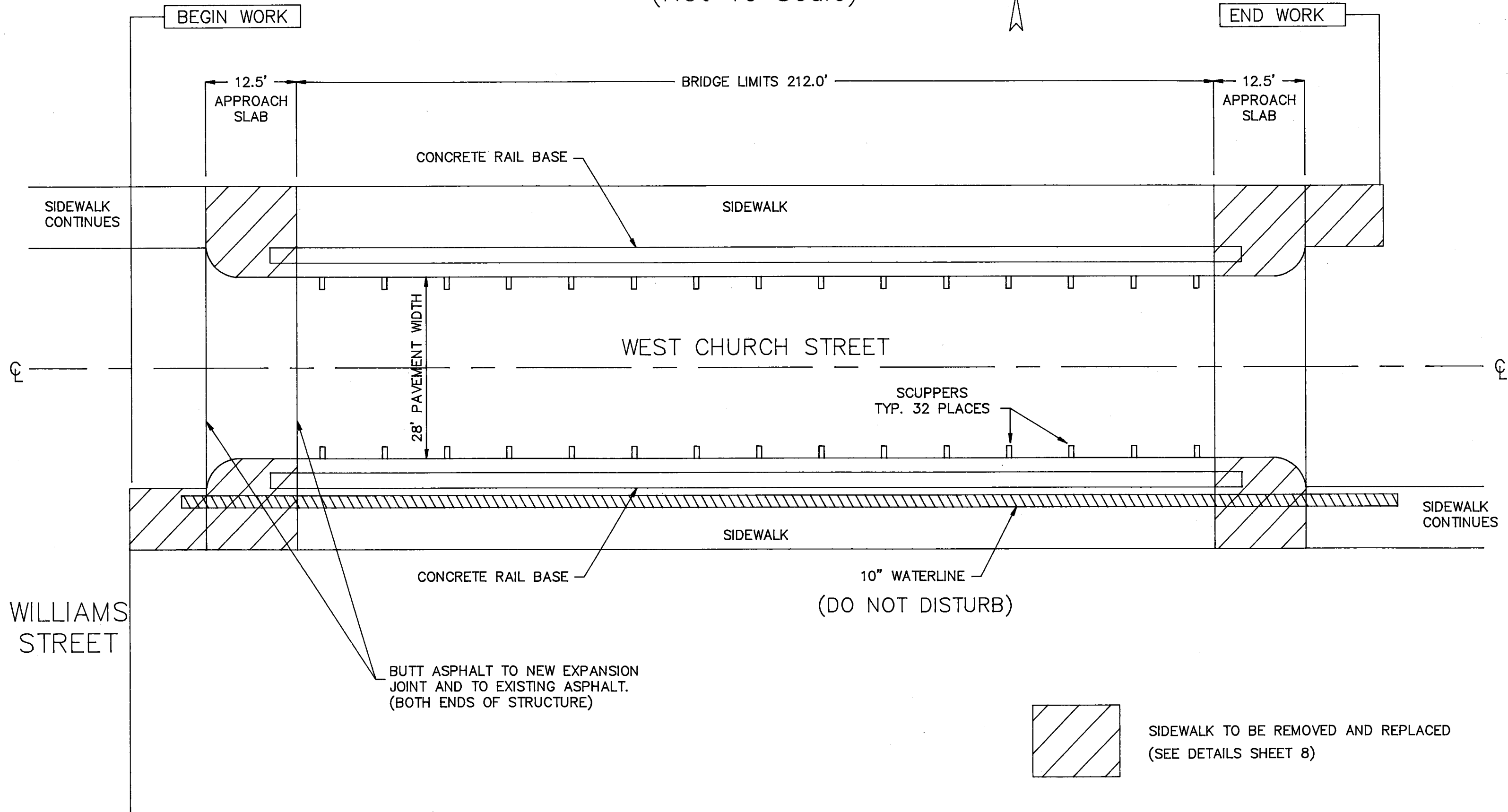
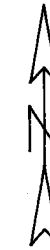
ITEM	PART 1 - WEST CHURCH STREET	PART 2 - OHIO STREET	TOTAL	UNIT	DESCRIPTION
404	10	20	30	Ton	Asphalt Concrete, AC-20
407	8	19	27	Gal.	Tack Coat
Spec.	738	997	1,735	Sq. Yd.	Pavement Profiling
509	500	1,000	1,500	Pound	Epoxy Coated Reinforcing Steel - Grade 60
516	56	0	56	Lin. Ft.	Vertical Extension of Struct. Expansion Joint, As Per Plan
516	0	142	142	Lin. Ft.	Joint Sealer
850	660	803	1,463	Sq. Yd.	Superplasticized Dense Concrete Overlay (1 3/4")
850	30	35	65	Cu. Yd.	Superplasticized Dense Conc. Overlay (Variable Thickness)
850	5	0	5	Cu. Yd.	Full Depth Repair
202	520	0	520	Sq. Ft.	Sidewalk & Parapet Removal
511.17	14	0	14	Cu. Yd.	Sidewalk & Parapet Placement Class "C" Concrete
516	8	0	8	Lin. Ft.	Sidewalk Str. Expansion Jt.
519	25	65	90	Sq. Ft.	Patching Concrete Curb & Sidewalk
Spec.	547	768	1,315	Sq. Yd.	Sealing of Concrete Surfaces (Epoxy)
103.05	Lump	Lump	Lump	L. S.	Performance Bond
614	Lump	Lump	Lump	L. S.	Maintaining Traffic
624	Lump	Lump	Lump	L. S.	Mobilization

GENERAL SUMMARY

# GENERAL PLAN

## PART 1 - WEST CHURCH STREET

(Not To Scale)

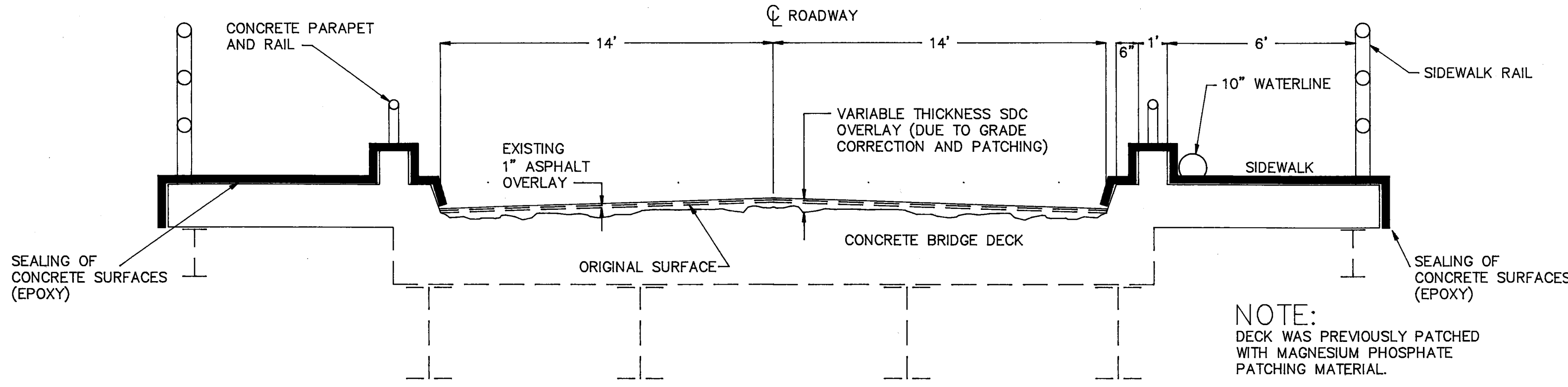


# TRANSVERSE SECTION

(NOT TO SCALE)

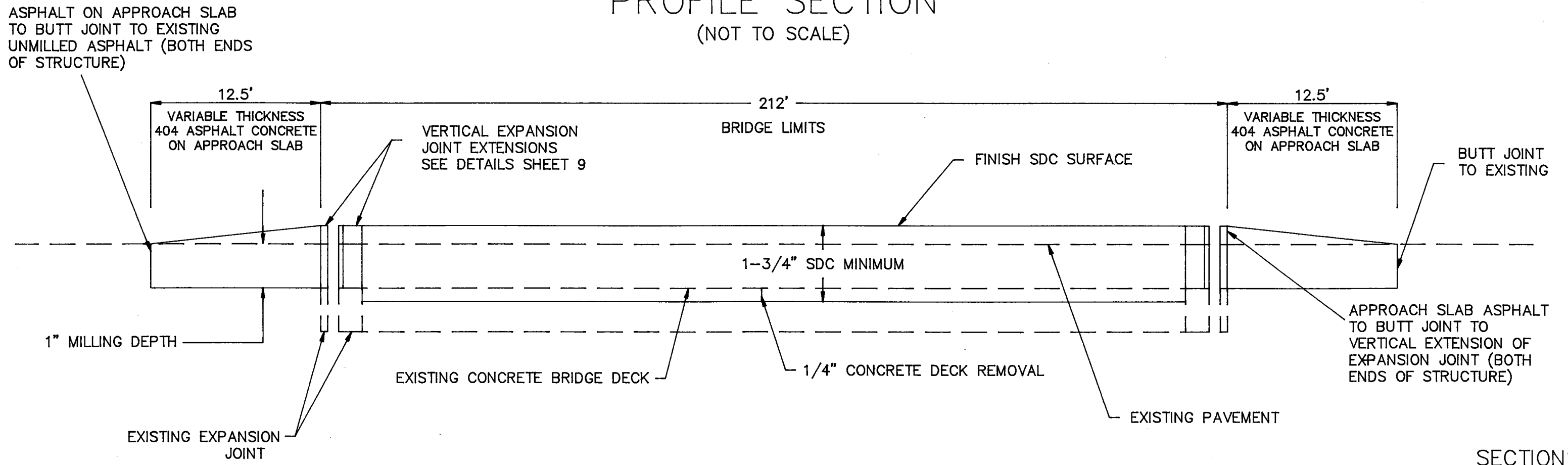
PART 1 - WEST CHURCH STREET

6  
13



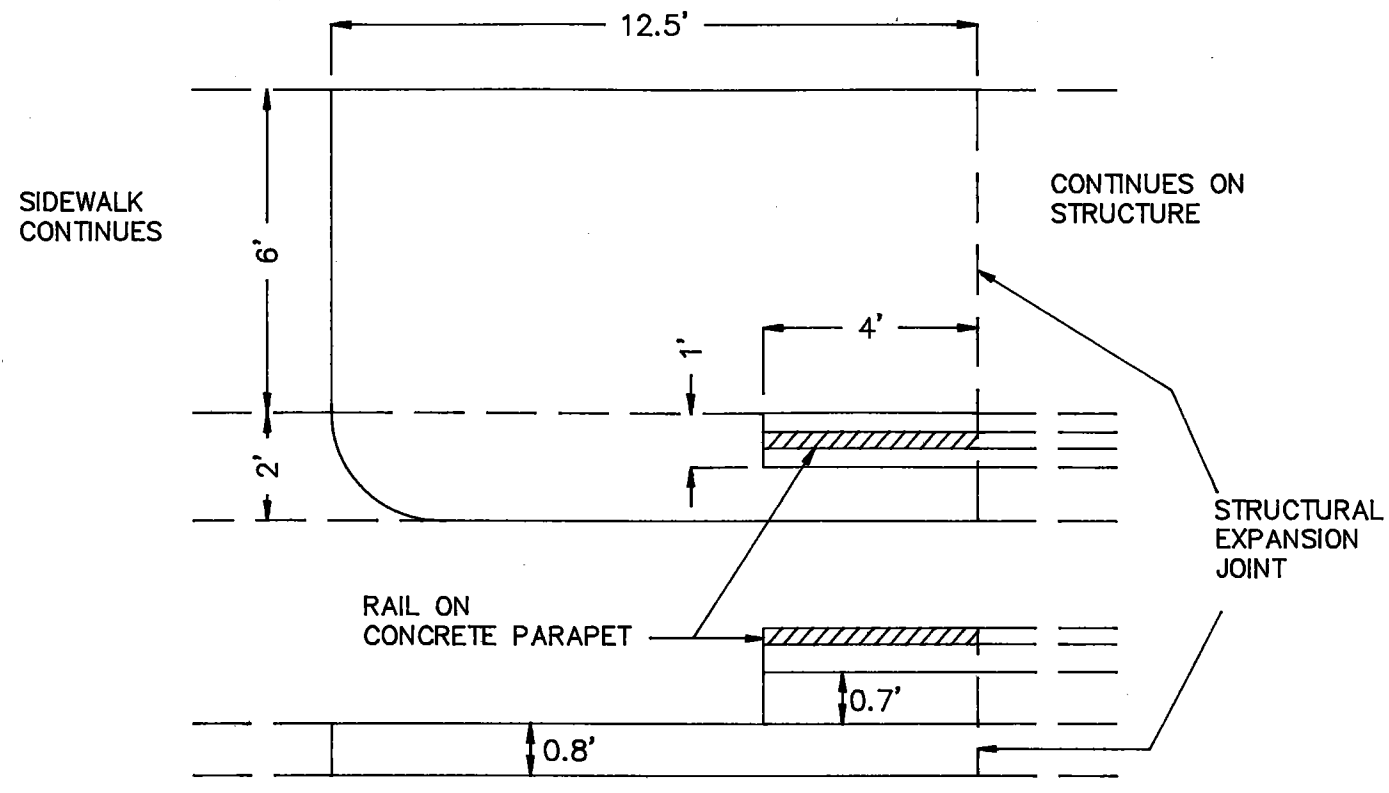
# PROFILE SECTION

(NOT TO SCALE)

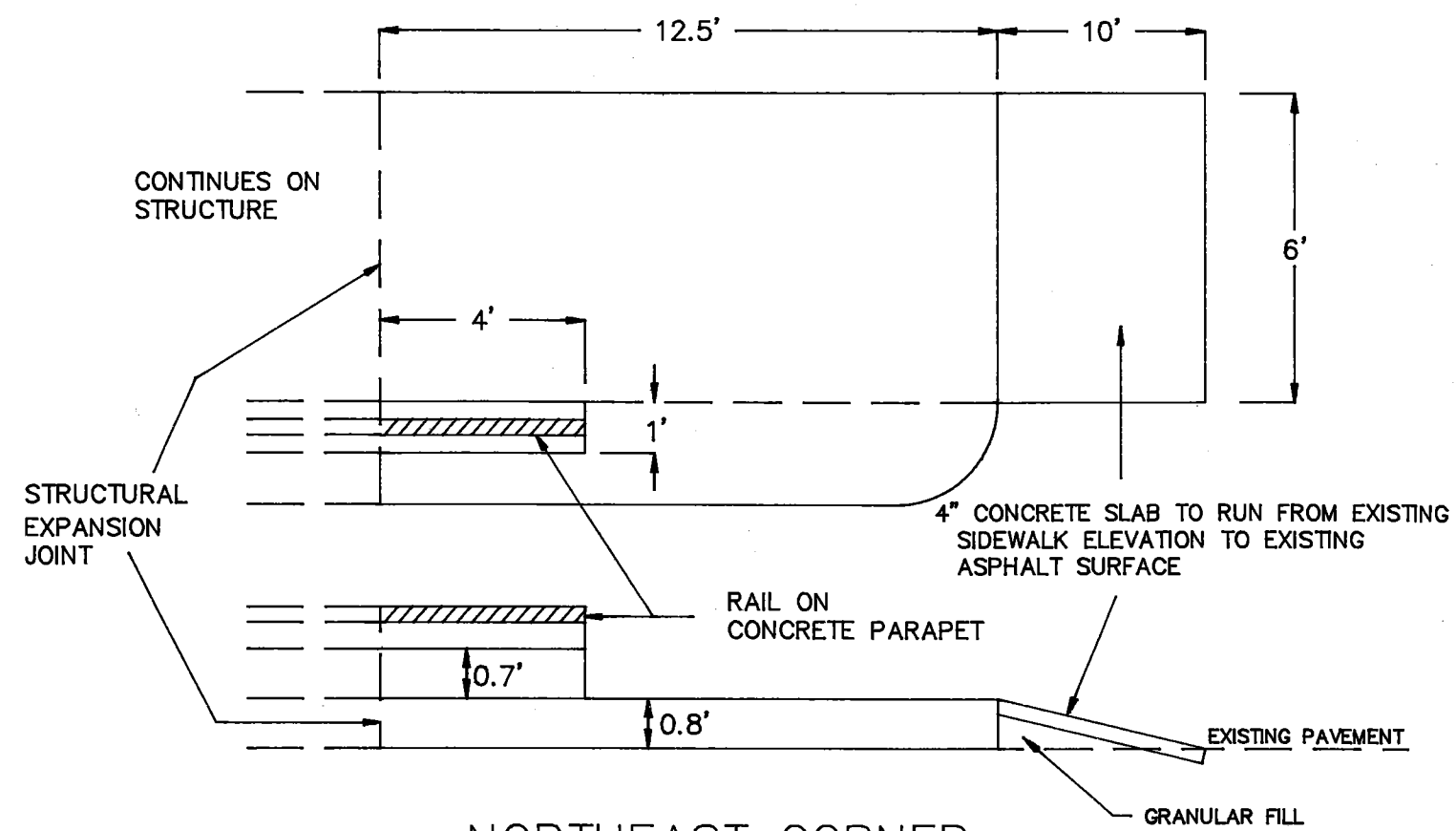


SECTIONS

# SIDEWALK REPLACEMENT PLAN AND PROFILE (NOT TO SCALE)

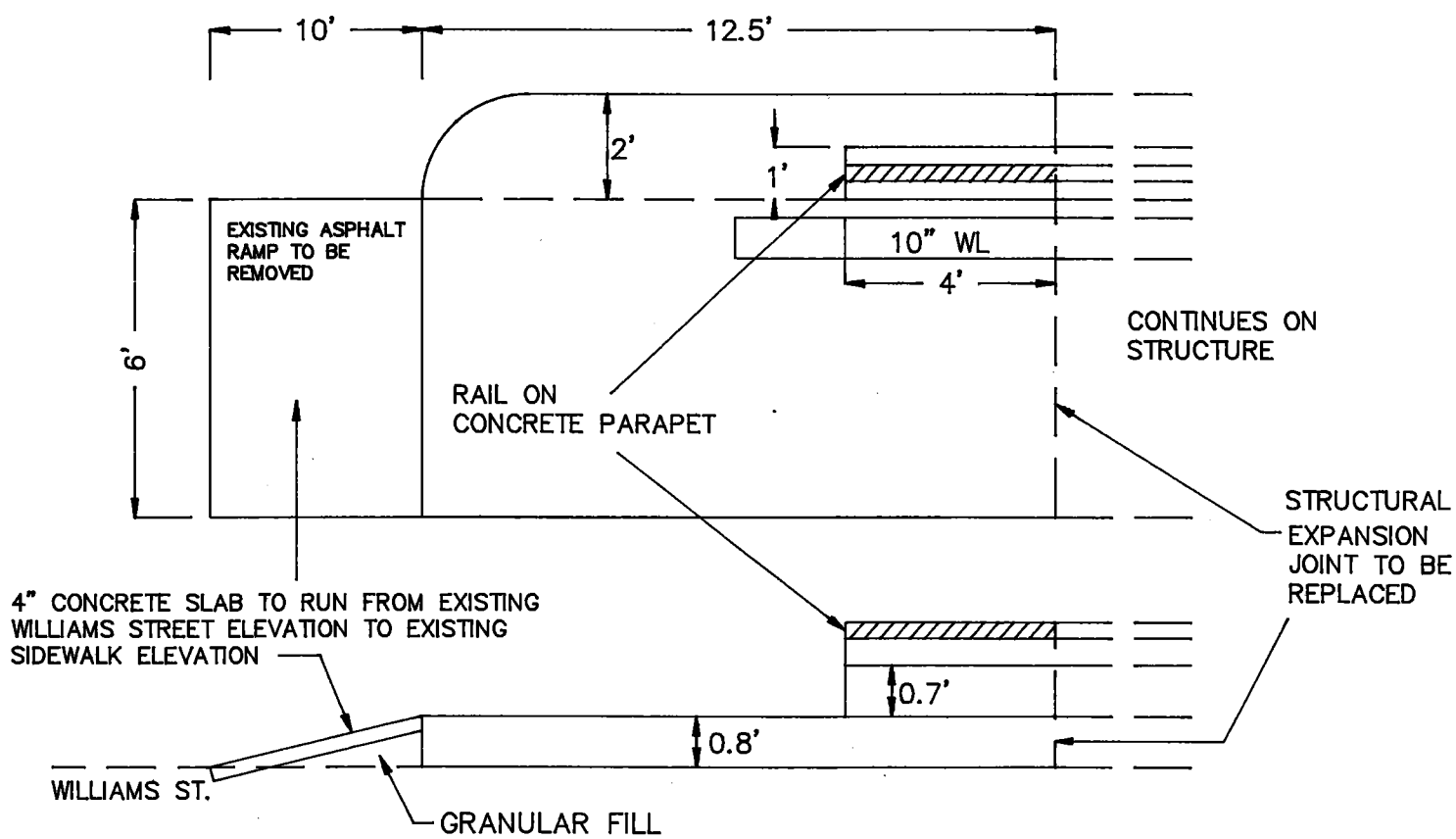


NORTHWEST CORNER

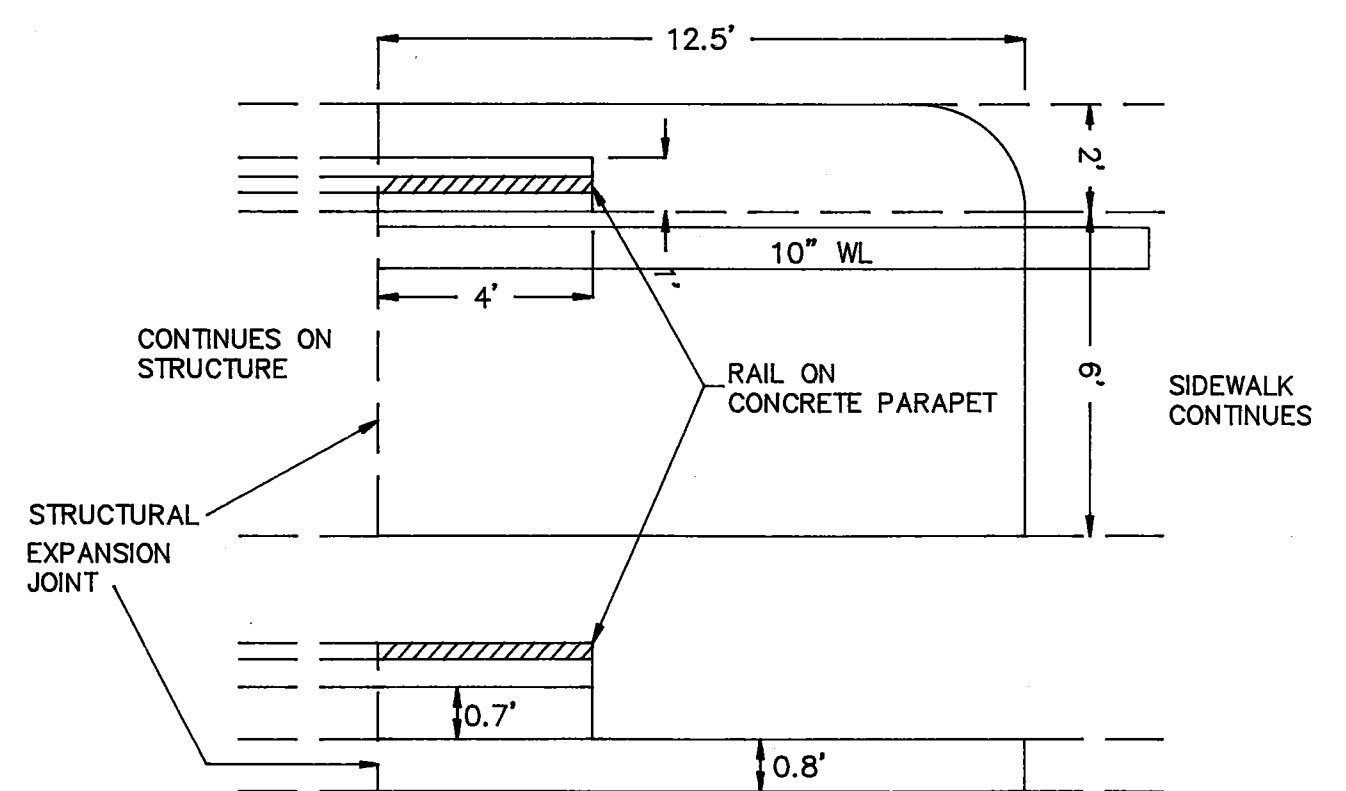


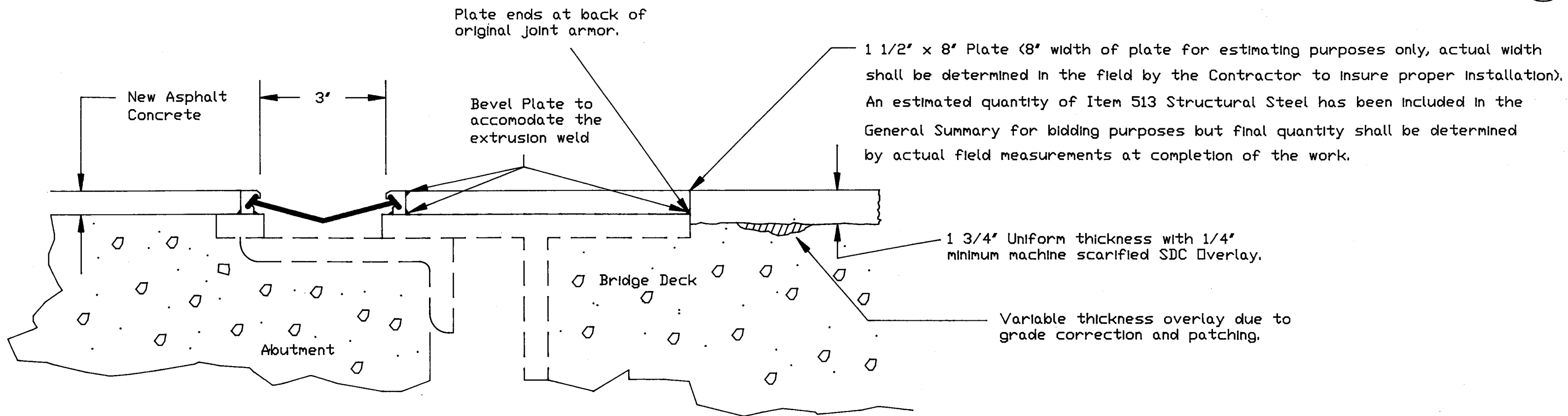
NORTHEAST CORNER

SOUTHWEST CORNER

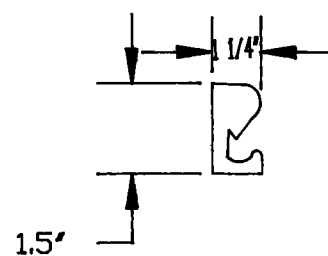


SOUTHEAST CORNER

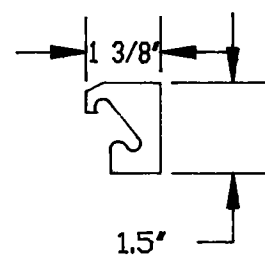




EXPANSION JOINT DETAIL



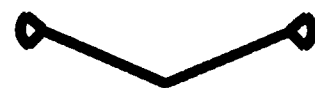
Type SS-E Extrusion  
D. S. Brown Corporation



Type E Extrusion  
WABD Corporation



No. 200 \*  
STRIP SEAL DETAIL  
for extrusion detail



SE 200 \*  
STRIP SEAL DETAIL  
for extrusion detail

## ITEM 516, VERTICAL EXTENSION OF STRUCTURAL EXPANSION JOINT (AS PER PLAN):

The Contractor shall verify all dimensions prior to fabrication to insure proper installation.

All metal surfaces of the expansion joint system shall be sandblasted. Areas in contact with the neoprene seal shall be immediately given a light coat of a lubricant sealant as suggested by the manufacturer of the steel extrusions for protection against rust.

All welding shall be in accordance with ODOT C.M.S. Section 513.17.

The neoprene seal shall meet the requirements of ASTM D-2628. This seal shall be field installed by using a lubricant sealant and seal installing tools.

Installation of the steel extrusion and the strip seal shall be in accordance with the manufacturer's specifications and details.

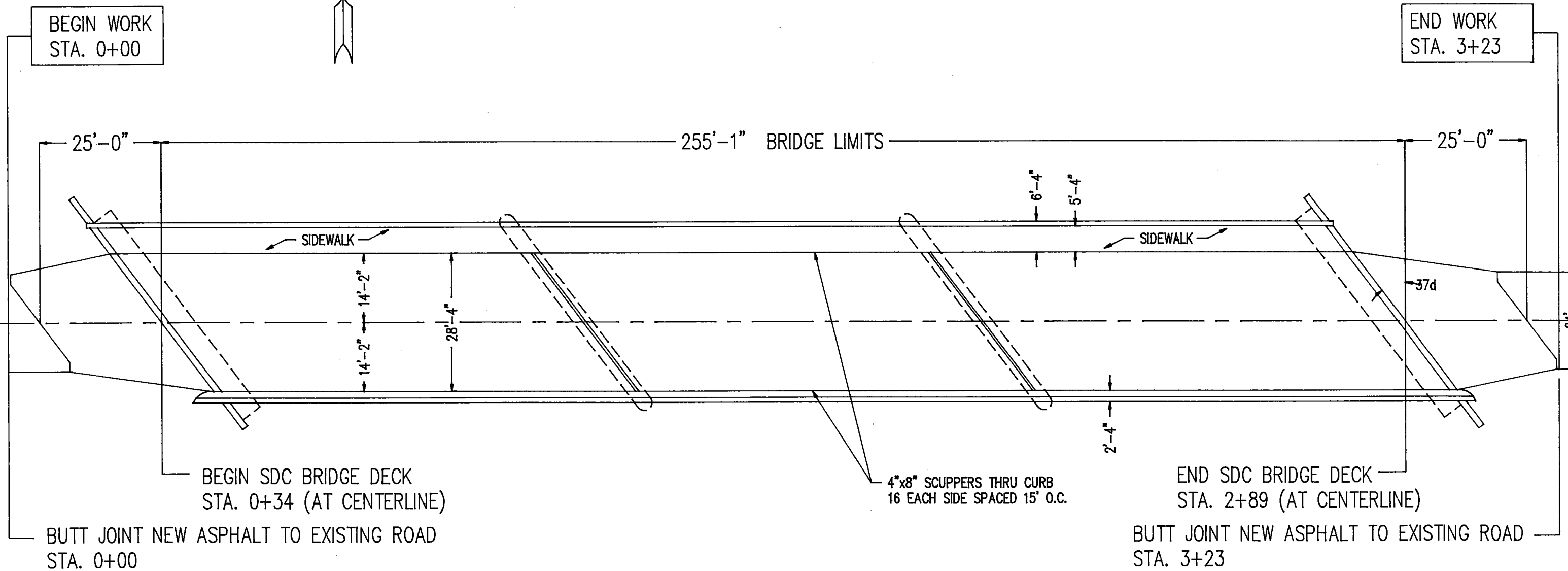
The expansion joint shall be a Type E extrusion manufactured by the WABD Corporation, Amherst, New York; Type SS-E extrusion manufactured by the D. S. Brown Corporation, North Baltimore, Ohio, or APPROVED EQUAL.

Payment for the above work shall include all labor, materials, and incidentals necessary to complete the work and be included in the unit price bid for Item 516, Vertical Extension of Structural Expansion Joint, As Per Plan.



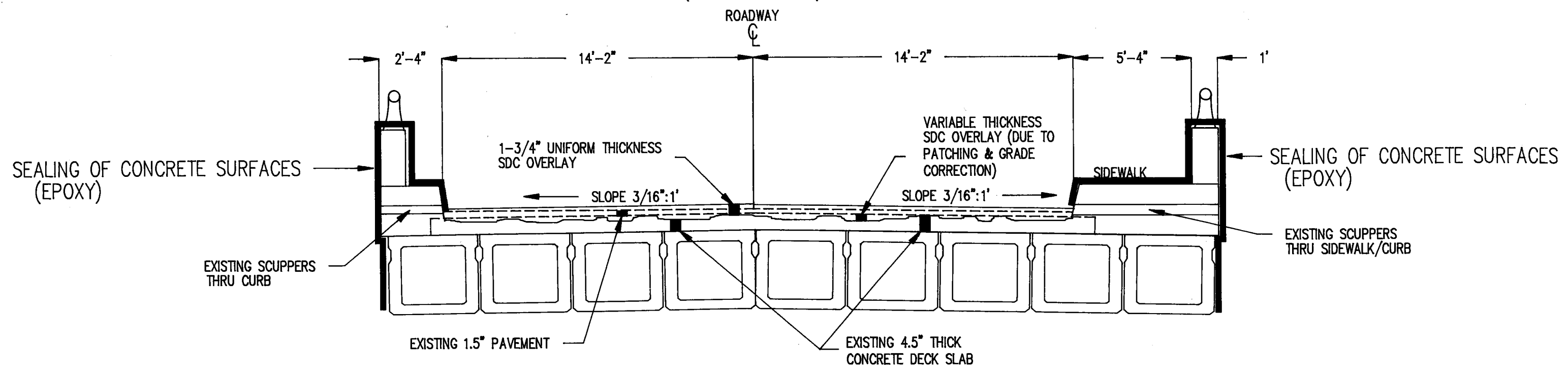
# GENERAL PLAN

## PART 2 - OHIO STREET BRIDGE SCALE 1"=20'



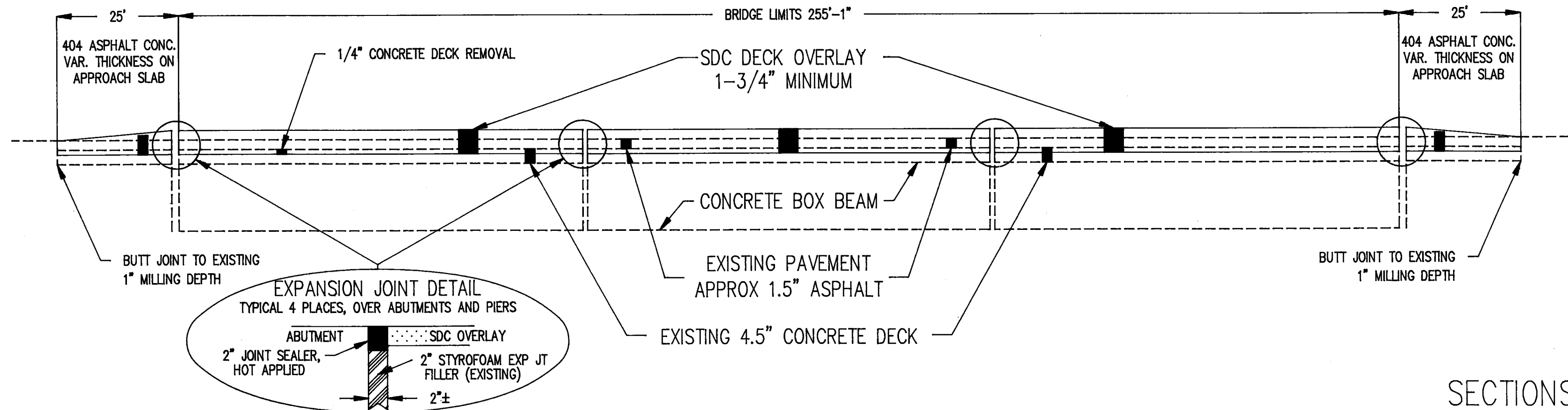
# TRANSVERSE SECTION

(NOT TO SCALE)

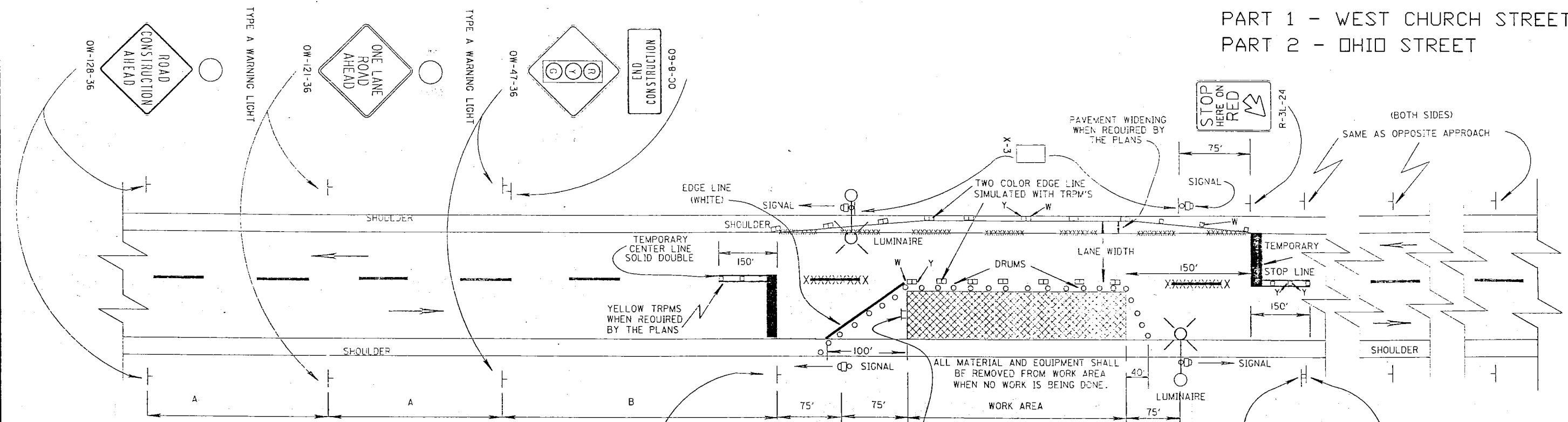


# PROFILE SECTION

(NOT TO SCALE)



SECTIONS



**GENERAL NOTES:**

- INITIAL SIGNAL TIMING SHALL BE AS SHOWN IN THE PLANS. SIGNAL TIMING CHANGES SHALL BE APPROVED BY THE ENGINEER.
- SIGNALS SHALL BE INSTALLED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF PART 6 OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- DRUMS SHALL BE SPACED AT 50' CENTER TO CENTER WITHIN THE WORK AREA. DRUMS ON THE ADVANCE AND RETURN TAPERS SHALL BE SPACED AT 10' CENTER TO CENTER.
- ADEQUATE AREA ILLUMINATION TO CLEARLY IDENTIFY BOTH ENDS OF THE WORK AREA AT NIGHT SHALL BE PROVIDED BY USING 150 WATT MINIMUM HIGH PRESSURE SODIUM LUMINAIRES OR 250 WATT MINIMUM MERCURY LUMINAIRES. LUMINAIRES SHALL BE LOCATED ADJACENT TO THE SIGNAL LOCATIONS AS SHOWN ABOVE. THE MOUNTING HEIGHT FOR LUMINAIRES SHALL BE A MINIMUM OF 27 FEET ABOVE THE PAVEMENT BUT IN NO CASE LESS THAN 15 FEET ABOVE THE TOP OF THE SIGNAL AND MOUNTED ON A SUPPORT OF ADEQUATE STRENGTH TO PROVIDE A SATISFACTORY INSTALLATION. THE OVERHEAD CONDUCTOR CLEARANCE SHALL BE A MINIMUM OF 18 FEET ABOVE THE PAVEMENT. THE LUMINAIRE ARM SHALL BE OF SUFFICIENT LENGTH TO EXTEND TO THE EDGE OF THE PAVEMENT. POLES SHALL BE ERRECTED A MINIMUM OF 5.5 FEET BEHIND FACE OF GUARDRAIL WHERE EXISTING, OR 12 FEET FROM THE EDGE OF PAVEMENT. WHERE POSSIBLE LOCATE BEHIND DITCH.
- TEMPORARY CENTER LINE: SOLID, DOUBLE, AS SHOWN, SHALL BE INSTALLED AND MAINTAINED WHERE NO PASSING LINES ARE NOT ALREADY IN PLACE. 12" STOP LINES SHALL ALSO BE INSTALLED. TEMPORARY RAISED PAVEMENT MARKERS, (TRPM'S) TO SIMULATE A TWO COLOR EDGE LINE SHALL BE PROVIDED. EXISTING CONFLICTING PAVEMENT MARKINGS OR RAISED PAVEMENT MARKER REFLECTORS BETWEEN THE WORK AREA AND THE STOP LINES OR WITHIN THE ONE WAY LANE WIDTH SHALL BE REMOVED. AFTER COMPLETION OF THE WORK, TEMPORARY MARKINGS AND TRPM'S SHALL BE REMOVED IN ACCORDANCE WITH 621.134 AND THE ORIGINAL MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS SHALL BE RESTORED.
- TYPE C STEADY BURNING WARNING LIGHTS SHALL BE ERRECTED ON EACH DRUM FOR NIGHT LANE CLOSURES.
- THE HORIZONTAL OR VERTICAL ALIGNMENT OF THE ROADWAY MAY REQUIRE ADJUSTMENTS IN THE LOCATION OF THE ADVANCE WARNING SIGNS OR THE SIGNAL HEADS. TREE OR BRUSH TRIMMING TO PROVIDE ADEQUATE SIGHT DISTANCE TO SIGN AND SIGNALS SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER. THE DISTANCES SHOWN FOR ADVANCE WARNING SIGN SPACINGS ARE MINIMUM.
- THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS.
- ALL TRAFFIC SIGNAL AND LIGHTING EQUIPMENT USED IN THIS INSTALLATION, SUCH AS SIGNAL OR LIGHTING CABLE, SIGNAL HEADS, LUMINAIRES OR SIGNAL CONTROLLER SHALL BE IN CONFORMANCE WITH SPECIFICATION ITEMS 625, 632, 633, 713, 732 AND 733. HOWEVER, THE PERFORMANCE TESTS OF 625.22E AND 632.27(6). THE WORKING DRAWING REQUIREMENTS OF 625.04, 632.03 AND 633.03. THE WIRING DIAGRAM AND SERVICE MANUAL REQUIREMENT OF 633.04 AND THE TESTING AND PREQUALIFICATION REQUIREMENT OF 633.05 ARE WAIVED. ALSO THE REQUIREMENTS OF 733.01 CONCERNING EXPANSIBLE 3-DIAL UNITS AND TWELVE SIGNAL CIRCUITS ARE WAIVED. USED EQUIPMENT IS ACCEPTABLE. CONFLICT MONITORS SHALL BE USED EXCEPT WITH ELECTROMECHANICAL PRETIMED CONTROLLERS WITH CAM SHAFT.
- IF THE SIGNAL IS CHANGED TO FLASHING OPERATION, RED SHALL BE FLASHED TO BOTH APPROACHES ON ALL SIGNAL HEADS.

DISTANCE	A	E
URBAN	200'	75'
RURAL	500'	750'

XXXXXXXXXX — EXISTING MARKINGS REMOVED

- W — TRPM, WHITE, 1-WAY
- Y — TRPM, YELLOW, 1-WAY
- Y □ Y — TRPM, YELLOW, 2-WAY
- Y □ W — TWO TRPM'S BACK TO BACK

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE C & M SPECIFICATIONS AS WELL AS IN ACCORDANCE WITH PART 7 OF OMUTCD. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS TO PROVIDE THIS METHOD OF TRAFFIC CONTROL SHALL BE INCIDENTAL TO THE LUMP SUM BID FOR 614 MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

BUREAU OF DESIGN SERVICES  
 DIVISION OF HIGHWAYS  
 OHIO DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC

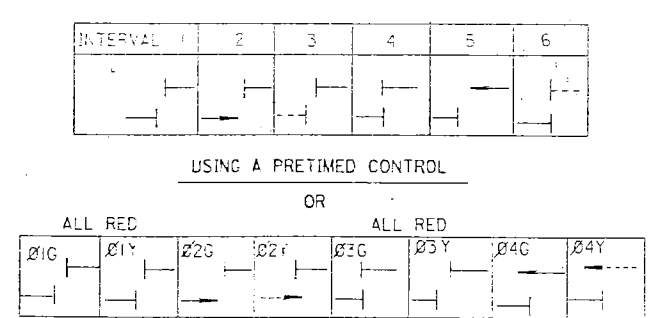
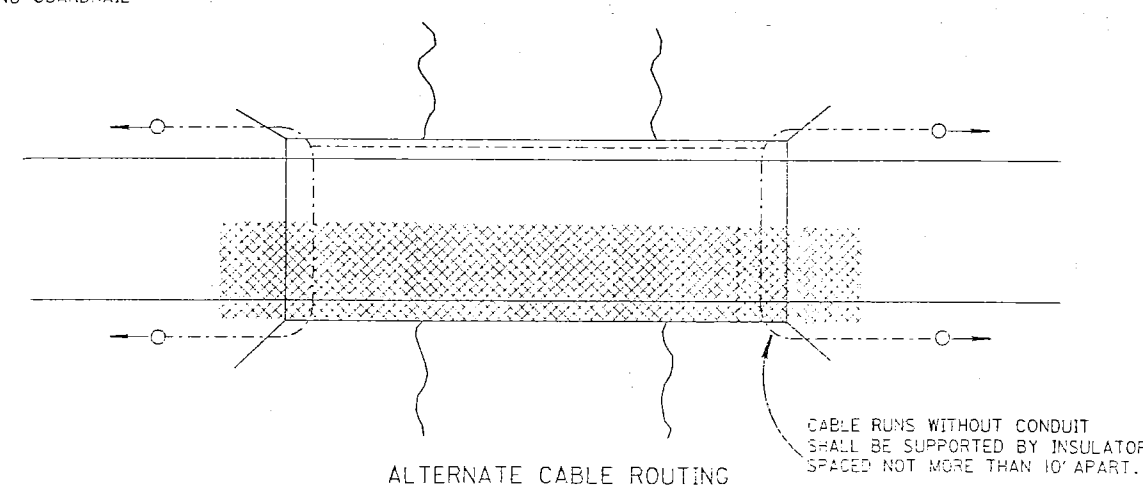
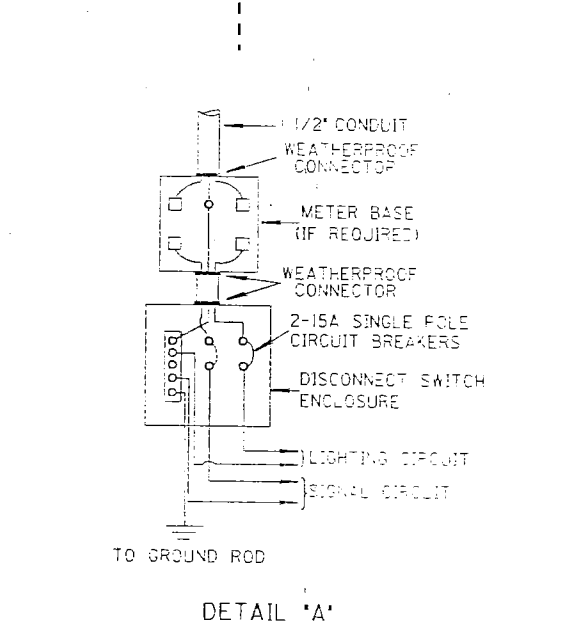
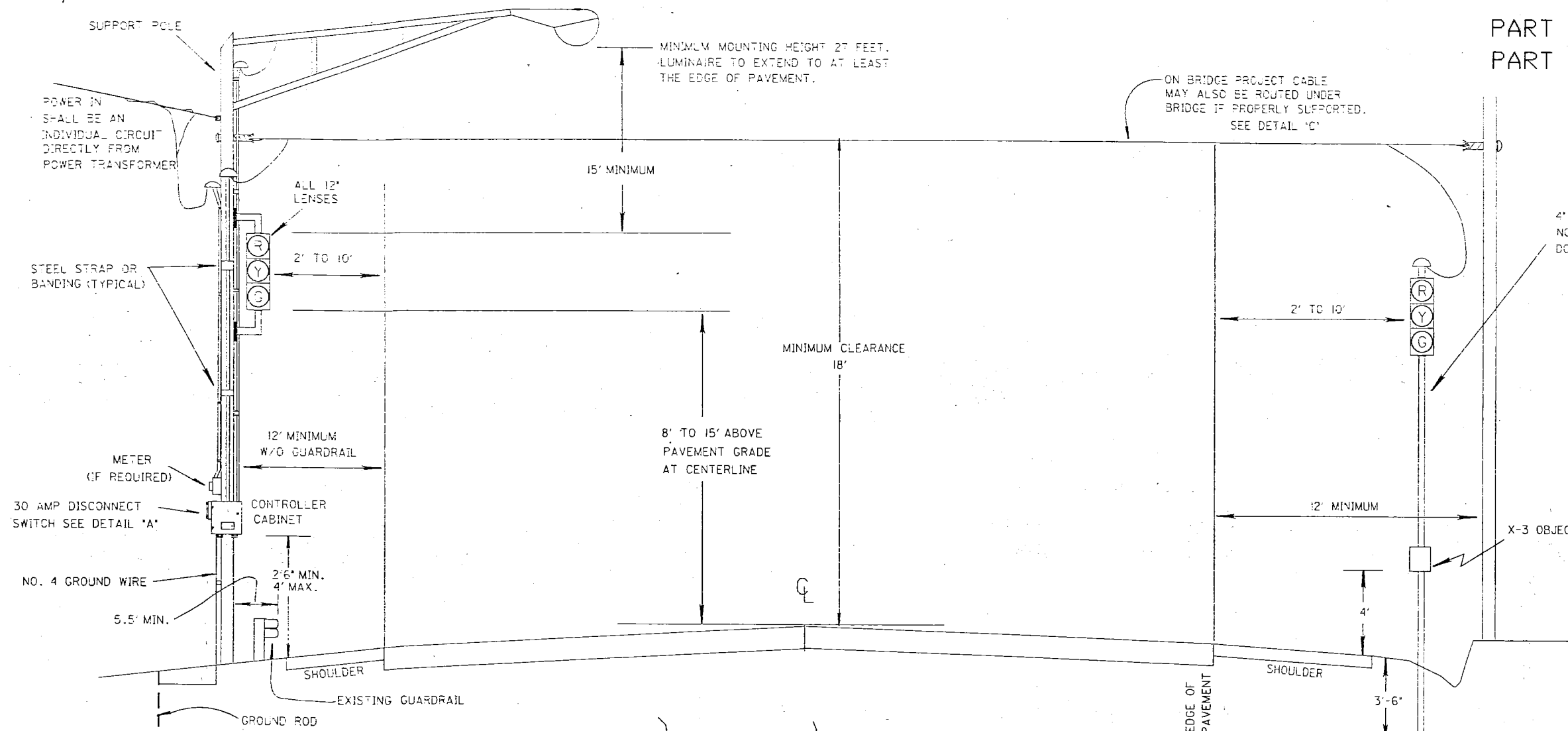
SIGNALIZED CLOSING  
 1 LANE OF A 2 LANE  
 HIGHWAY WITH DRUMS

STANDARD CONSTRUCTION DRAWING MT-96.10

APPROVED: [Signature] ENGR. OF DESIGN SERVICES

PART 1 - WEST CHURCH STREET  
 PART 2 - OHIO STREET

12  
 13



WHEN CALLED FOR IN THE PLANS, 02 GREEN AND 04 GREEN SHALL BE ACTUATED BY DETECTORS AT APPROACH TO THE WORK ZONE. 02Y-03 ARE DUMMY PHASES TO TIME ALL RED INTERVAL. TIMING INITIALIZES ON PHASE ONE.

DETAIL 'B'  
 SIGNAL PHASING

BUREAU OF DESIGN SERVICES  
 DIVISION OF HIGHWAYS  
 OHIO DEPARTMENT OF TRANSPORTATION

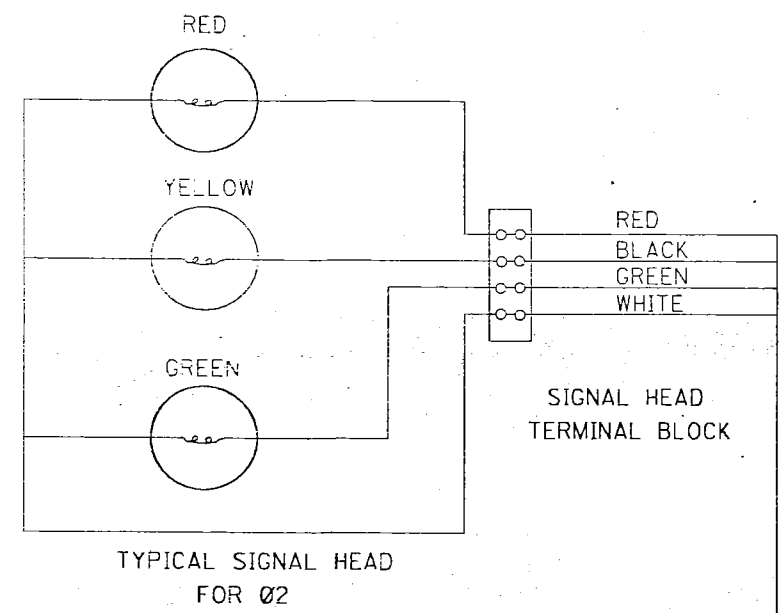
MAINTENANCE OF TRAFFIC DATE 09.09.20

DETAILS FOR SIGNALIZED CLOSING 1 LANE OF A 2 LANE HIGHWAY

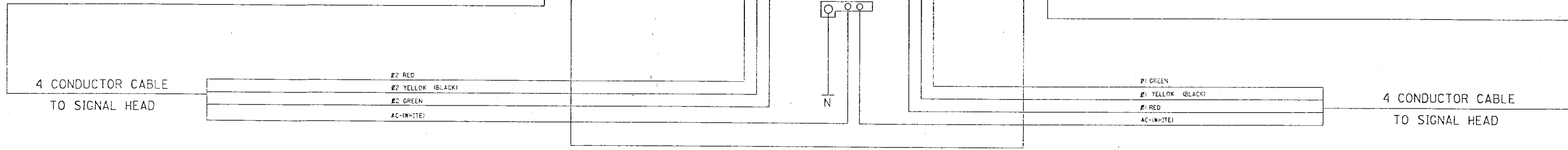
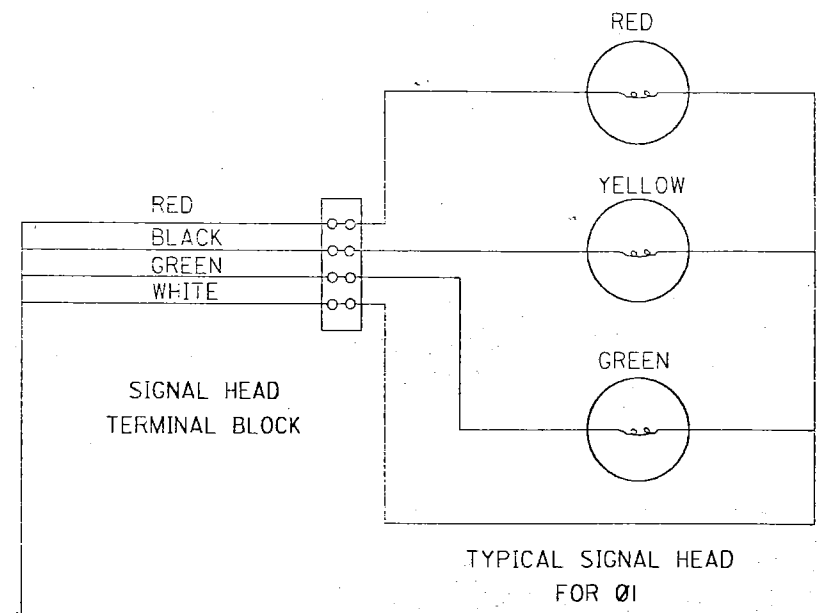
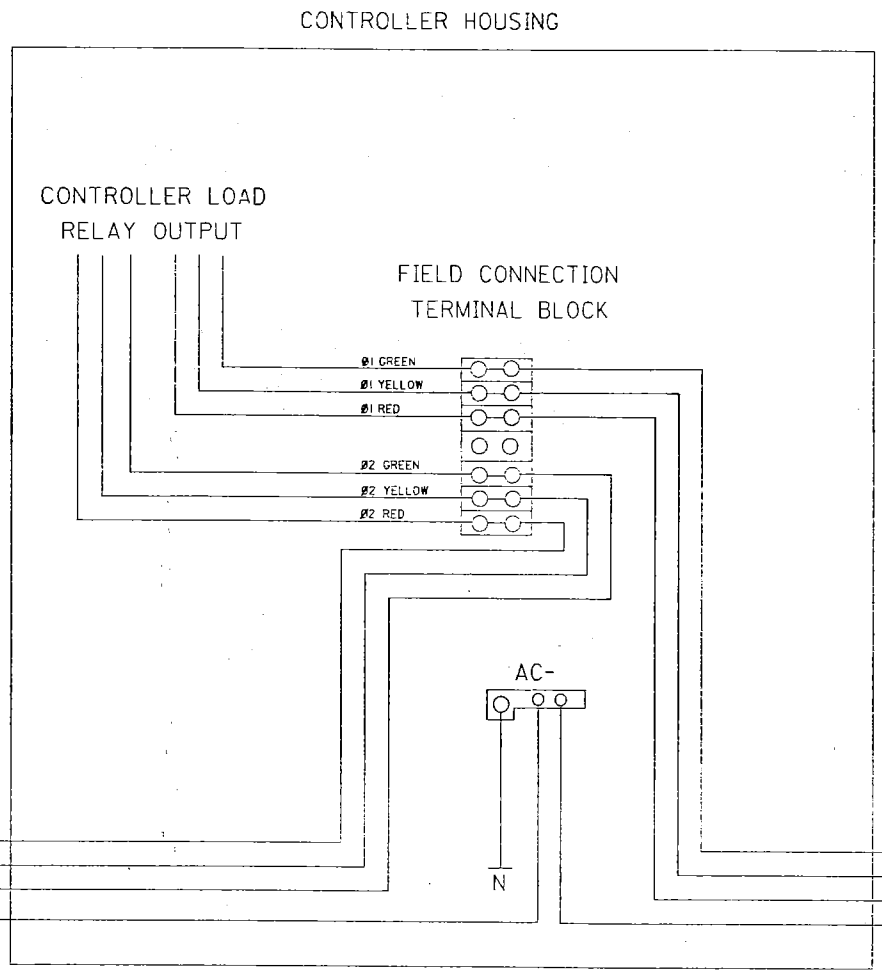
STANDARD CONSTRUCTION DRAWING MT-96.20

APPROVED [Signature] ENGR. OF DESIGN SERVICES

CABLE SHALL BE 4-CONDUCTOR NO. 14 COPPER SIGNAL CABLE, COLOR CODED AND STRANDED. ALL ELECTRICAL CONNECTIONS TO BE MADE AT TERMINAL BLOCKS USING LOCK FORK TERMINALS. SPLICES IN SIGNAL CABLE SHOULD BE AVOIDED BUT IF NECESSARY SPLICE KITS SHALL BE USED. ALL CONNECTIONS AT SPLICE POINTS SHALL BE SOLDERED.



CABLE SHALL BE RUN INTO SIGNAL HEAD AND CONNECTIONS ARE TO BE MADE AT TERMINAL BLOCKS.



TYPICAL SIGNAL HEAD HOOK-UP

BUREAU OF DESIGN SERVICES DIVISION OF HIGHWAYS OHIO DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC	DATE 09/09/88
WIRING DIAGRAM FOR SIGNALIZED CLOSING 1 LANE OF A 2 LANE HIGHWAY	
STANDARD CONSTRUCTION DRAWING	MT-96.25
APPROVED: <i>[Signature]</i> ENGR. OF DESIGN SERVICES	