FOR LOCATION MAPS,
SEE SHEET 2

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

MOT-BP-FY26

CITY OF DAYTON

MONTGOMERY COUNTY

INDEX OF SHEETS:

DESIGN DESIGNATION

SEE SHEET 2

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
ODOT DISTRICT 7 - ENGINEERING
1001 ST MARYS AVE
SIDNEY, OH 45365

FEDERAL PROJECT NUMBER

E230(209)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

PAINT STRUCTURAL STEEL ON VARIOUS BRIDGES IN MONTGOMERY COUNTY ALONG WITH OTHER REPAIRS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*N/A**
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*N/A**
NOTICE OF INTENT EARTH DISTURBED AREA:	*N/A**

**(MAINTENANCE PROJECT)*

LIMITED ACCESS

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

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR THE RAMPS AS DESCRIBED ON SHEETS 7-8 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

John W. O'Brien
District 07 Deputy Director

Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS							*SUPPLEMENTAL SPECIFICATIONS*		*SPECIAL PROVISIONS*
MT-95.30	*7/19/19*	*TC-41.20*	*10/18/13*				*800-2023*	*1/17/25*	
MT-95.31	*7/19/19*	*TC-42.10*	*10/18/13*				*821*	*4/20/12*	
MT-95.32	*4/19/19*	*TC-42.20*	*10/18/13*				*832*	*7/19/24*	
MT-95.45	*7/21/23*	*TC-52.10*	*10/18/13*				*921*	*7/19/24*	
MT-97.10	*4/19/19*	*TC-52.20*	*1/15/21*						
MT-98.29	*1/17/20*								
MT-98.30	*7/16/21*								
MT-101.60	*1/17/25*								
MT-101.70	*7/19/24*								
MT-105.10	*1/17/20*								
MT-110.10	*7/19/13*								

ENGINEER'S SEAL

STATE OF OHIO
DANIEL HERMAN GRILLIOT
E-73588
REGISTERED PROFESSIONAL ENGINEER

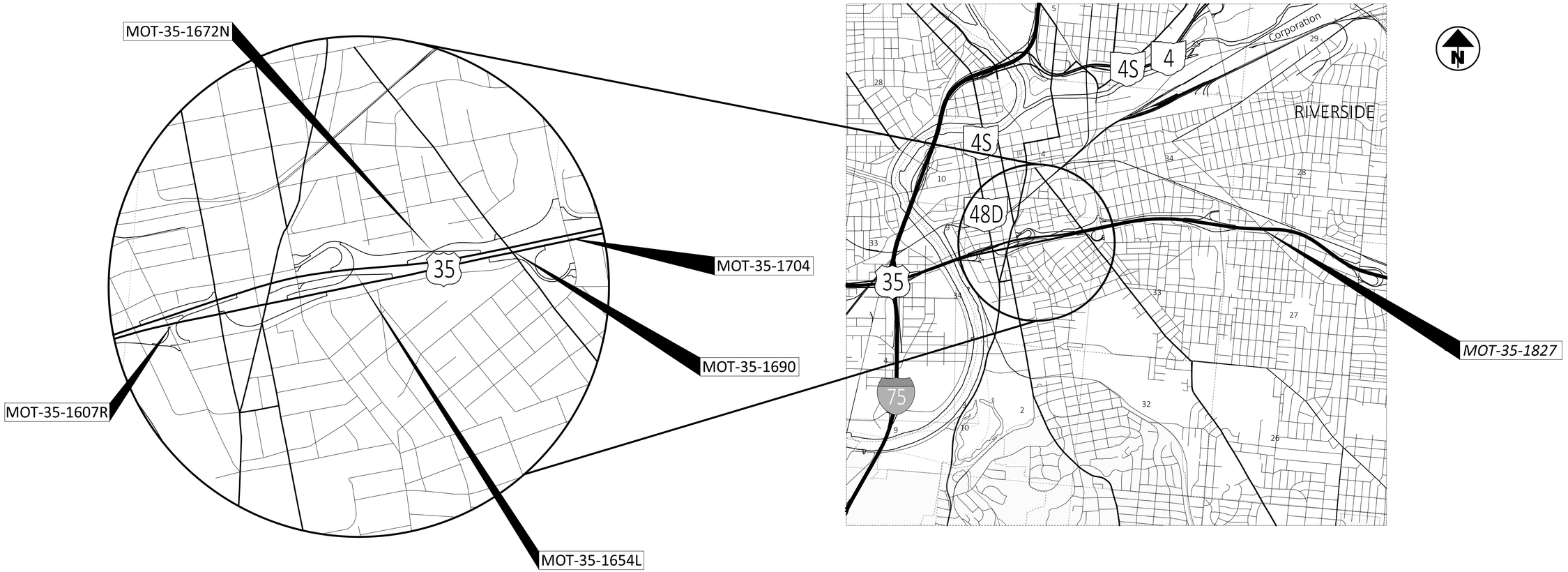
Digitally signed by dgrillio
Date: 2025.09.23 13:25:52-04'00'

DESIGN AGENCY
DISTRICT 7 ENGINEERING

DESIGNER DHG
REVIEWER LCG 12/18/24
PROJECT ID 110151
SHEET P.01 TOTAL 21

MOT-BP-FY26

MOT-BP-FY26



LOCATION MAP

MOT-35-1607R (SFN: 5701988)
LATITUDE: 39°45'03" LONGITUDE: 84°11'36"

MOT-35-1654 L (SFN: 5702348)
LATITUDE: 39°45'11" LONGITUDE: 84°11'08"

MOT-35-1672 N (SFN: 5702402)
LATITUDE: 39°45'13" LONGITUDE: 84°10'55"

MOT-35-1690 (SFN: 5702437)
LATITUDE: 39°45'13" LONGITUDE: 84°10'43"

MOT-35-1704 (SFN: 5702526)
LATITUDE: 39°45'15" LONGITUDE: 84°10'34"

MOT-35-1827 (SFN: 5702798)
LATITUDE: 39°45'15" LONGITUDE: 84°09'11"

DESIGN DESIGNATION (MOT-35-1607R)

	E.B. U.S. 35	RAMP C	PERRY ST
CURRENT ADT (2024)	28991	2584	1919
DIRECTIONAL DISTRIBUTION	100%		
TRUCKS (24 HOUR B&C)	6%	2%	
DESIGN SPEED	60 mph	40 mph	40 mph
LEGAL SPEED	55 mph	35 mph	35 mph
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY EXPRESSWAY/URBAN FREEWAY EXPRESSWAY/URBAN MAJOR COLLECTOR		
NHS PROJECT	YES	NO	NO

DESIGN DESIGNATION (MOT-35-1672N)

	RAMP H	RAMP I
CURRENT ADT (2024)	5548	6663
DIRECTIONAL DISTRIBUTION	100%	100%
TRUCKS (24 HOUR B&C)	1%	4%
DESIGN SPEED	40 mph	40 mph
LEGAL SPEED	35 mph	35 mph
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY EXPRESSWAY/URBAN FREEWAY EXPRESSWAY	
NHS PROJECT	NO	NO

DESIGN DESIGNATION (MOT-35-1704)

	U.S. 35	KEOWEE ST.
CURRENT ADT (2024)	62510	25112
DIRECTIONAL DISTRIBUTION		54%
TRUCKS (24 HOUR B&C)	6%	7%
DESIGN SPEED	60 mph	40 mph
LEGAL SPEED	55 mph	35 mph
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY EXPRESSWAY/URBAN OTHER PRINCIPAL ARTERIAL	
NHS PROJECT	YES	NO

DESIGN DESIGNATION (MOT-35-1654L)

	W.B. U.S. 35	RAMP F	RAMP E
CURRENT ADT (2024)	25961	2388	4085
DIRECTIONAL DISTRIBUTION		100%	100%
TRUCKS (24 HOUR B&C)	6%	2%	6%
DESIGN SPEED	60 mph	35 mph	40 mph
LEGAL SPEED	55 mph	30 mph	35 mph
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY EXPRESSWAY/URBAN FREEWAY EXPRESSWAY/ URBAN FREEWAY EXPRESSWAY		
NHS PROJECT	YES	NO	NO

DESIGN DESIGNATION (MOT-35-1690)

	U.S. 35	WAYNE AVE.
CURRENT ADT (2024)	62510	10592
DIRECTIONAL DISTRIBUTION		
TRUCKS (24 HOUR B&C)	6%	
DESIGN SPEED	60 mph	40 mph
LEGAL SPEED	55 mph	35 mph
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY EXPRESSWAY/URBAN OTHER PRINCIPAL ARTERIAL	
NHS PROJECT	YES	NO

DESIGN DESIGNATION (MOT-35-1827)

	U.S. 35	LINDEN AVE.
CURRENT ADT (2024)	69258	4085
DIRECTIONAL DISTRIBUTION	55%	
TRUCKS (24 HOUR B&C)	6%	
DESIGN SPEED	60 mph	40 mph
LEGAL SPEED	55 mph	35 mph
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY EXPRESSWAY/URBAN MINOR ARTERIAL	
NHS PROJECT	YES	NO

ALL TRAFFIC DATA TAKEN FROM TRANSPORTATION DATA MANAGEMENT SYSTEM

LOCATION MAPS

DESIGN AGENCY
DISTRICT 7 ENGINEERING

DESIGNER: DHG
REVIEWER: LCG 12/18/24
PROJECT ID: 110151
SHEET: P.02 TOTAL: 21

MOT-BP-FY26

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 5/13/2025 TIME: 11:12:01 AM USER: dgrillo
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 07\Montgomery\110151\400-Engineering\Roadway\Sheets\110151_GB001.dgn

UTILITIES

THERE ARE UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER, OR ADJACENT TO, THE WORK AREA.

MOT-35-1654L

HIGHWAY LIGHTING
ODOT- DISTRICT 7
1001 ST. MARYS AVE.
SIDNEY, OHIO 45365
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JANIE HOLLINGSWORTH
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MOT-35-1672N

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MOT-35-1690

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MOT-35-1704

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MOT-35-1827

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EXISTING PLANS

EXISTING PLANS ENTITLED THE FOLLOWING FOR EACH STRUCTURE:

MOT-35-1607R: *MOT-35-14.39 (1965)*, *MOT-35-14.91 (1993)*, *CLA-70-18.73 (2004)*, *MOT-35-15.07 (2006)*, *MOT-35-8.71 (2013)*, *MOT-35-16.07 (2016)*, *MOT-BH-FY20(B) (2020)*

MOT-35-1654L: *MOT-35-14.39 (1965)*, *MOT-35-15.07 (2006)*, *D07-BRDG-Deck-Sealing (2015)*, *MOT-BH-FY20B PART 1 (2020)*

MOT-35-1672N: *MOT-35-14.39 (1965)*, *MOT-35-15.07 (2006)*, *D07-BH-FY2020(A) (2020)*, *MOT-BH-FY20B PART 1 (2020)*

MOT-35-1690: *MOT-35-15.27 (1967)*, *MOT-35-15.07 (2006)*, *MOT-BH-FY20B PART 1 (2020)*

MOT-35-1704: *MOT-35-15.27 (1967)*, *MOT-35-15.07 (2006)*, *MOT-BH-FY20B PART 1 (2020)*

MOT-35-1827: *MOT-35-(17.89-19.34) (1960)*, *MOT-35-18.09 & MOT-35-19.46 BRIDGE DECK REPAIR (1983)*, *MOT-35-18.04 (1988)*, *MOT-35-15.07 (2006)*, *MOT-BH-FY20B PART 1 (2020)*

MAY BE INSPECTED IN THE ODOT DISTRICT 7 OFFICE IN SIDNEY, OH.

RTA COORDINATION

RTA NEEDS A 30 DAY NOTICE TO VACATE THE STRUCTURE PRIOR TO CONSTRUCTION. THE SAME 30 DAY NOTICE IS NEEDED FOR WHEN THEY CAN REINSTALL THE SUPPORTS AND WIRE.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, SEEDING AND MULCHING	*500 SY*
659, REPAIR SEEDING AND MULCHING	*25 SY*
659, COMMERCIAL FERTILIZER	*0.07 TON*
659, WATER	*3 MGAL*

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFFERED TO CMS SECTION 102.05 AND 105.02

ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT

THE COLOR OF THE FINISH COAT SHALL BE:

MOT-35-1654L - FEDERAL COLOR NO. AMS-STD-595A-15526 (BLUE)
MOT-35-1672N - FEDERAL COLOR NO. AMS-STD-595A-15526 (BLUE)
MOT-35-1690 - FEDERAL COLOR NO. AMS-STD-595A-15056 (BLUE)/ FEDERAL COLOR NO. AMS-STD-595A-16440 (GRAY) SEE SHEET 17 FOR LIMITS OF BLUE AND GRAY.
MOT-35-1704 - FEDERAL COLOR NO. AMS-STD-595A-15056 (BLUE)/ FEDERAL COLOR NO. AMS-STD-595A-16440 (GRAY) SEE SHEET 19 FOR LIMITS OF BLUE AND GRAY.
MOT-35-1827 - FEDERAL COLOR NO. AMS-STD-595A-15056 (BLUE)/ FEDERAL COLOR NO. AMS-STD-595A-16440 (GRAY) SEE SHEET 21 FOR LIMITS OF BLUE AND GRAY.

ITEM 514 - SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL, AS PER PLAN
ITEM 514 - FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT, AS PER PLAN
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN

MOT-35-1607R HAS A STEEL PIER CAP AT PIER 3 TO BE PAINTED ON THE INSIDE OF THE CAP AND TOUCHUP PAINT ON THE EXTERIOR ON THE CAP ENDS. THE CAP HAS TWO ACCESS DOORS WITH ONE ON EACH END. THE PAY ITEMS FOR THIS WORK ARE AS PER PLAN DUE TO THE ACCESS LIMITATIONS AND CONFINED SPACE. THE TWO ACCESS DOORS CAN BE OPENED FOR VENTILATION WHEN PAINTING THE CONFINED SPACE INSIDE THE CAP. THE MEASUREMENTS AND PAINTING LIMITS OF THE STEEL PIER CAP ARE PROVIDED ON SHEET 11/21.

THE COLOR OF THE FINISH COAT SHALL BE:

MOT-35-1607R - FEDERAL COLOR NO. AMS STD-595A-15056 (BLUE)

THE TOUCHUP OF THE EXTERIOR OF THE STEEL PIER CAP IS CONSIDERED INCIDENTAL. ALL COSTS ASSOCIATED WITH PAINTING THE INSIDE OF THE CAP ARE INCLUDED IN THESE ITEMS.

GENERAL NOTES

DESIGN AGENCY
DISTRICT 7
ENGINEERING

DESIGNER DHG
REVIEWER LCG 12/18/24
PROJECT ID 110151
SHEET P.03 TOTAL 21

MOT-BP-FY26

ITEM 614, MAINTAINING TRAFFIC

STRUCTURE MOT-35-1607R , EASTBOUND U.S. 35 OVER PERRY ST. AND RAMP C

EQUIPMENT TO BE STAGED OFF THE ROADWAY BEHIND GUARDRAIL/BARRIER WHERE POSSIBLE. BARRELS ARE TO BE PLACED ALONG RAMP SHOULDERS WHERE NOT POSSIBLE.

EASTBOUND U.S. 35: TRAFFIC TO BE MAINTAINED AT ALL TIMES.

PERRY ST.: TRAFFIC TO BE MAINTAINED AT ALL TIMES.

RAMP C (WESTBOUND U.S. 35 TO ZEIGLER ST.): TRAFFIC TO MAINTAINED AT ALL TIMES.

STRUCTURE MOT-35-1654L , RAMP F OVER RAMP E AND WESTBOUND U.S. 35

PHASE 1

WESTBOUND U.S. 35: CLOSE W.B. 35 OUTSIDE SHOULDER WITH 250' OF PORTABLE BARRIER AND WORK ZONE IMPACT ATTENUATOR USING MT-95.45 FOR PAINT EQUIPMENT.

PAINT STRUCTURAL STEEL FROM FORWARD ABUTMENT TO WESTBOUND OUTSIDE EDGE LINE ANYTIME. PAINT STRUCTURAL STEEL FROM WESTBOUND OUTSIDE EDGE LINE TO OUTSIDE LANE LINE BY DETOURING THE WAYNE AVE. ON-RAMP TO W.B. U.S. 35 AND CLOSING THE OUTSIDE WESTBOUND LANE USING MT-95.30 DURING PERMITTED LANE CLOSURE ONLY.

WAYNE AVE. ON-RAMP TO WESTBOUND U.S. 35 (RAMP I): RAMP TO BE DETOURED DURING PERMITTED LANE CLOSURES AS SHOWN ON SHEET 8. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

LANE VALUE CONTRACT TABLE	
DESCRIPTION OF ROUTE	**DISINCENTIVE ($/MIN/LANE)**
WAYNE AVE. TO W.B. U.S. 35	100

PHASE 2

JEFFERSON ST. ON-RAMP TO EASTBOUND U.S. 35: RAMP SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 7 FOR PAINT EQUIPMENT STAGING. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $2000 PER DAY FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

PAINT STRUCTURAL STEEL FROM REAR ABUTMENT TO PIER 1 ANYTIME.

WESTBOUND U.S. 35: PAINT STRUCTURAL STEEL FROM PIER 1 TO OUTSIDE LANE LINE BY CLOSING THE INSIDE 2 LANES USING MT-95.30 DURING PERMITTED LANE CLOSURES. THE PAINTING SHALL OCCUR WITHIN THE JEFFERSON ST. ON-RAMP DETOUR.

WB U.S. 35 OFFRAMP TO LUDLOW ST./PERRY ST. (WEST OF BRIDGE): RAMP TO BE MAINTAINED AT ALL TIMES.

EB U.S. 35 OFFRAMP TO JEFFERSON ST. (ON BRIDGE): RAMP TO BE MAINTAINED AT ALL TIMES.

TEMPORARY MIN. VERTICAL CLEARANCES:
- WESTBOUND U.S. 35 = 17'-2"
- JEFFERSON ST. ON-RAMP = 16'-0"

STRUCTURE MOT-35-1672N, RAMP H OVER RAMP I

WAYNE AVE. ONRAMP TO WESTBOUND U.S. 35 (RAMP I): FURNISH TEMPORARY PAVEMENT MARKINGS, AND REMOVE EXISTING PAVEMENT MARKINGS ON RAMP I UNDER RAMP H AS SHOWN ON SECTION A-A ON SHEET 14. CLOSE THE OUTSIDE SHOULDER WITH 250' OF PORTABLE BARRIER AND WORK ZONE IMPACT ATTENUATOR USING MT-95.45 FOR PAINT EQUIPMENT. PAINT STRUCTURAL STEEL FROM REAR ABUTMENT TO PIER 1 ANYTIME. PAINT STRUCTURAL STEEL FROM PIER 1 TO FORWARD ABUTMENT BY DETOURING THIS RAMP DURING PERMITTED LANE CLOSURE ONLY AS SHOWN ON SHEET 8. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

LANE VALUE CONTRACT TABLE	
DESCRIPTION OF ROUTE	**DISINCENTIVE ($/MIN/LANE)**
WAYNE AVE. TO W.B. U.S. 35	100

WB U.S. 35 OFFRAMP TO JEFFERSON ST (RAMP H): RAMP TO BE MAINTAINED AT ALL TIMES.

SIDEWALK UNDER SPAN 1: PEDESTRIAN TRAFFIC IS TO BE MAINTAINED DURING THE PROJECT BY MEANS OF A CANOPIED WALKWAY UNDER THE BRIDGE.

TEMPORARY MIN. VERTICAL CLEARANCES:
- WAYNE AVE. ON-RAMP = 15'-0"
- SIDEWALK = 8'-0"

STRUCTURE MOT-35-1690, U.S. 35 OVER WAYNE AVENUE

WAYNE AVENUE: CLOSE OUTSIDE SOUTHBOUND LANE USING STD. DWG. MT-95.30. FOR OTHER LANES, SHORT TERM LANE CLOSURES USING STD. DWG. MT-95.31 AND 95.32 WITH BARRELS TO INSTALL/REMOVE RIGGING WILL BE NECESSARY. STRUCTURAL STEEL PAINTING TO BE PERFORMED OVER TRAFFIC. PAINT EQUIPMENT IS TO BE STAGED BEHIND ADJACENT RAMP BRIDGE PIER 1 COLUMNS OR OUTSIDE SOUTHBOUND LANE.

SIDEWALK UNDER SPAN 1 & 3: PEDESTRIAN TRAFFIC IS TO BE MAINTAINED DURING THE PROJECT BY MEANS OF A CANOPIED WALKWAY UNDER THE BRIDGE.

TEMPORARY MIN. VERTICAL CLEARANCES:
- WAYNE AVE. = 14'-6"
- SIDEWALKS = 8'-0"

STRUCTURE MOT-35-1704, U.S. 35 OVER KEOWEE STREET

PHASE 1 - PAINT STRUCTURAL STEEL FROM REAR ABUTMENT TO SOUTHBOUND LANE LINE.

KEOWEE STREET: CLOSE OUTSIDE SOUTHBOUND LANE WITH BARRELS FOR PAINT EQUIPMENT FOLLOWING STD. DWG. MT-95.30.

U.S. 35 RAMPS: MAINTAIN U.S. 35 RAMPS AT ALL TIMES.

SIDEWALK UNDER SPAN 2: PEDESTRIAN TRAFFIC TO BE DETOURED BY CROSSING KEOWEE STREET AT XENIA AVENUE AND 5TH STREET ACCORDING TO SHEET P.06 DETOUR PLAN.

PHASE 2 - PAINT STRUCTURAL STEEL FROM SOUTHBOUND LANE LINE TO FORWARD ABUTMENT.

KEOWEE STREET: CLOSE INSIDE SOUTHBOUND LANE WITH BARRELS FOR PAINT EQUIPMENT FOLLOWING STD. DWG. MT-95.30. CLOSE ALL NORTHBOUND LANES DURING NIGHT TIME HOURS ONLY (8:00PM TO 5:00AM) AT XENIA AVENUE. A DETOUR ROUTE WILL NOT BE SIGNED DUE TO THE SHORT NATURE OF THE WORK. CLOSE INSIDE NORTHBOUND LANE STARTING AT WAYNE AVENUE. MAINTAIN ACCESS TO/FROM BLOMMEL LANE AND XENIA AVENUE.

U.S. 35 RAMPS: CLOSE THE EASTBOUND U.S. 35 RAMP TO NORTHBOUND KEOWEE STREET DURING THE NIGHT TIME NORTHBOUND KEOWEE STREET CLOSURE USING MT-98.29. A DETOUR ROUTE WILL NOT BE SIGNED DUE TO THE SHORT NATURE OF THE WORK.

SIDEWALK UNDER SPAN 4: PEDESTRIAN TRAFFIC IS TO BE DETOURED BY CROSSING KEOWEE STREET AT XENIA AVENUE AND 5TH STREET ACCORDING TO SHEET P.06 DETOUR PLAN.

TEMPORARY MIN. VERTICAL CLEARANCES:
- KEOWEE ST. = 14'-6"
-SIDEWALKS = N/A

LANE VALUE CONTRACT TABLE	
DESCRIPTION OF ROUTE	**DISINCENTIVE ($/MIN/LANE)**
E.B. U.S. 35 TO N.B. KEOWEE ST.	25
N.B. KEOWEE ST.	25

STRUCTURE MOT-35-1827, U.S. 35 OVER LINDEN AVENUE

LINDEN AVENUE: SHORT TERM LANE CLOSURES USING STD. DWG. MT-97.10 WITH BARRELS TO INSTALL/REMOVE RIGGING WILL BE NECESSARY. STRUCTURAL STEEL PAINTING TO BE PERFORMED OVER TRAFFIC. PAINT EQUIPMENT IS TO BE STAGED ALONG TODD ST. IN THE NORTHEAST QUADRANT OF THE BRIDGE.

SIDEWALKS UNDER SPAN 2: PEDESTRIAN TRAFFIC IS TO BE MAINTAINED ON BOTH SIDES OF LINDEN AVE. AT ALL TIMES.

TEMPORARY MIN. VERTICAL CLEARANCES:
- LINDEN AVE. = 14'-6"
- SIDEWALKS = 8'-0"

NO WORK SHALL BE PERFORMED ON MAINLINE U.S. 35 AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

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

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:

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

SUNDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY 12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
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) 6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY 12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY

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

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

LANE VALUE CONTRACT TABLE	
DESCRIPTION OF ROUTE	**DISINCENTIVE ($/MIN/LANE)**
U.S. 35	100

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

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

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

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	**DURATION OF CLOSURE**	**SIGN DISPLAYED TO 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.

RAMP WILL BE
CLOSED MMM-DD
FOR DAYS
INFO: 1-888-200-9919

W20-H13-60

MAINTENANCE OF TRAFFIC NOTES (1 OF 3)

DESIGN AGENCY
DISTRICT 7 ENGINEERING

DESIGNER DHG
REVIEWER NKH 11/25/24
PROJECT ID 110151
SHEET P.04 TOTAL 21

MOT-BP-FY26

ITEM 614, MAINTAINING TRAFFIC (CONTINUED)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

- *WAYNE AVE. TO W.B. U.S. 35 RAMP*
- *JEFFERSON ST. TO E.B. U.S. 35 RAMP*
- *ACROSS EACH N.B. KEOWEE ST. LANE JUST NORTH OF XENIA AVE. INTERSECTION*
- *E.B. U.S. 35 TO N.B. KEOWEE RAMP LANE*

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION IN THE STD. DWGS. IN ADDITION, A "NO RIGHT TURN" SIGN ALONG W.B. XENIA AVE AT KEOWEE ST. AND A "RIGHT TURN ONLY" SIGN ALONG N.B. KEOWEE ST. AT XENIA AVE.

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.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY.

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

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 D7 PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES AND RESTRICTIONS	>= 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB OR PERMANENT BARRIER (INCLUDING BRIDGE PARAPETS) CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY)	*12 EACH*
ITEM 614, OBJECT MARKER, ONE-WAY	*12 EACH*

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

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

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

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

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

THE FOLLOWING MESSAGES ARE TO BE DISPLAYED:

PCMS LOCATION #1: KEOWEE ST. IN CURBED MEDIAN APPROX. 300' SOUTH OF MOT-35-1704 BRIDGE FACING TRAFFIC

PANEL 1	*PANEL 2*
NIGHTLY ROAD CLOSURES	*<DAY> NIGHT 8PM-5AM*

PCMS LOCATION #2: ALONG U.S. 35 FOR MOT-35-1654L BRIDGE DURING U.S. 35 LANE CLOSURES. MESSAGES TO BE PROVIDED BY THE ENGINEER.

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

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

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

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

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

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

MAINTENANCE OF TRAFFIC NOTES (2 OF 3)

DESIGN AGENCY
DISTRICT 7 ENGINEERING

DESIGNER DHG
REVIEWER NKH 11/25/24
PROJECT ID 110151
SHEET P.05 TOTAL 21

MOT-BP-FY26

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ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONTINUED)

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
2 SIGN MONTH ASSUMING 1 PCMS SIGN FOR 2 MONTHS (MOT-35-1654L)
1 SIGN MONTH ASSUMING 1 PCMS SIGN FOR 1 MONTH (MOT-35-1704)
TOTAL = 3 SIGN MONTHS

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

- *DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.*
- *DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.*

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

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

CRITERIA

- *. ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND*
- *. AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,*
- *. AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)*

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

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

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

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY.THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR
FOR ASSISTANCE 100 HOURS

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

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

TEMPORARY PAVEMENT MARKINGS

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR MOT-35-1672N TO ALLOW FOR PAINT EQUIPMENT STAGING UNDER THE BRIDGE ON RAMP I:

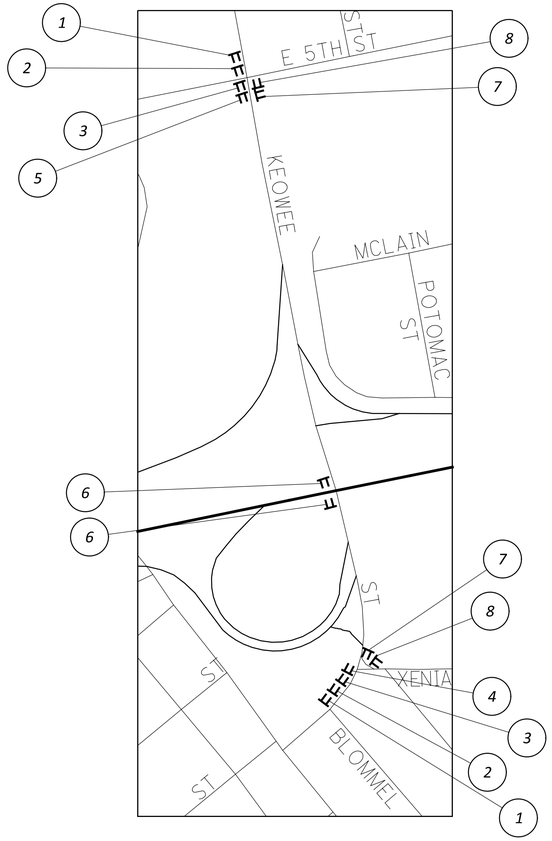
<u>RAMP I INSIDE EDGE LINE</u>
ITEM 614 WORK ZONE LANE LINE, CLASS I, 6",
740.06, TYPE 1 (YELLOW)= 0.11 MILE

<u>RAMP I OUTSIDE EDGE LINE</u>
ITEM 614 WORK ZONE LANE LINE, CLASS I, 6",
740.06, TYPE 1 (WHITE)= 0.11 MILE

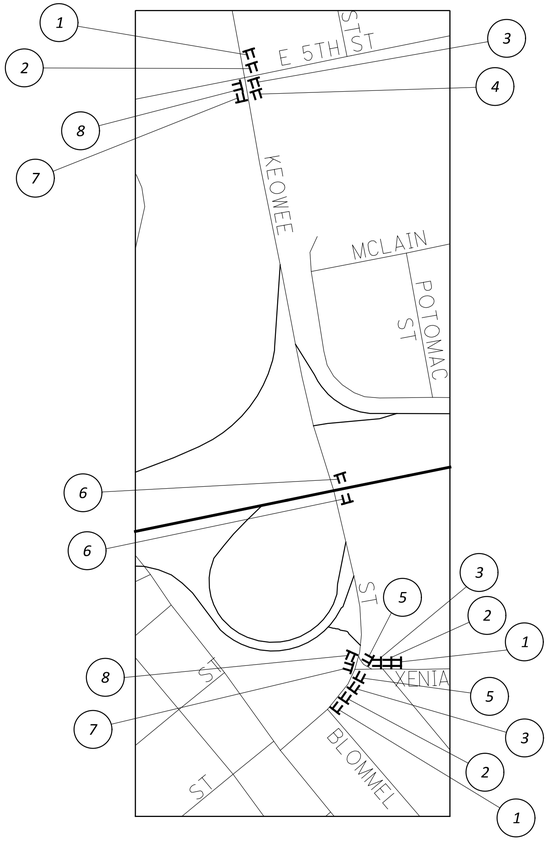
PERMANENT PAVEMENT MARKINGS

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR MOT-35-1672N TO RESTORE BACK THE EXISTING PAVEMENT MARKINGS UNDER THE BRIDGE ON RAMP I:

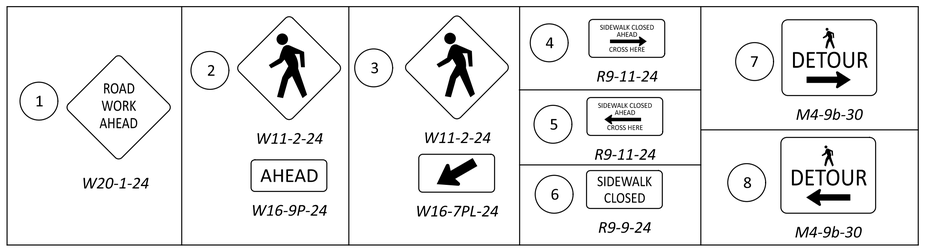
<u>RAMP I INSIDE EDGE LINE</u>
ITEM 642 EDGE LINE, 6", TYPE 1 (YELLOW)= 0.11 MILE



MOT-35-1704 WEST SIDEWALK DETOUR PLAN



MOT-35-1704 EAST SIDEWALK DETOUR PLAN



MAINTENANCE OF TRAFFIC NOTES (3 OF 3)

DESIGN AGENCY
DISTRICT 7 ENGINEERING

DESIGNER	DHG
REVIEWER	NKH 11/25/24
PROJECT ID	110151
SHEET	P.06
TOTAL	21

MOT-BP-FY26

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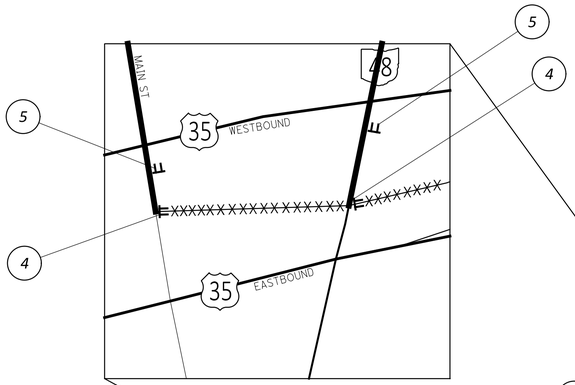
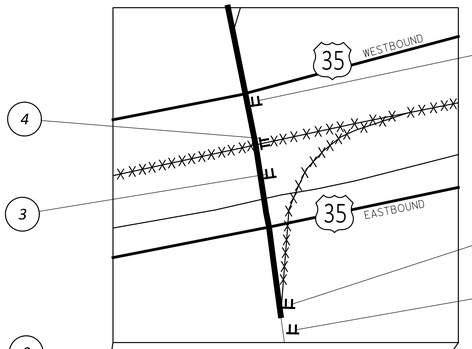
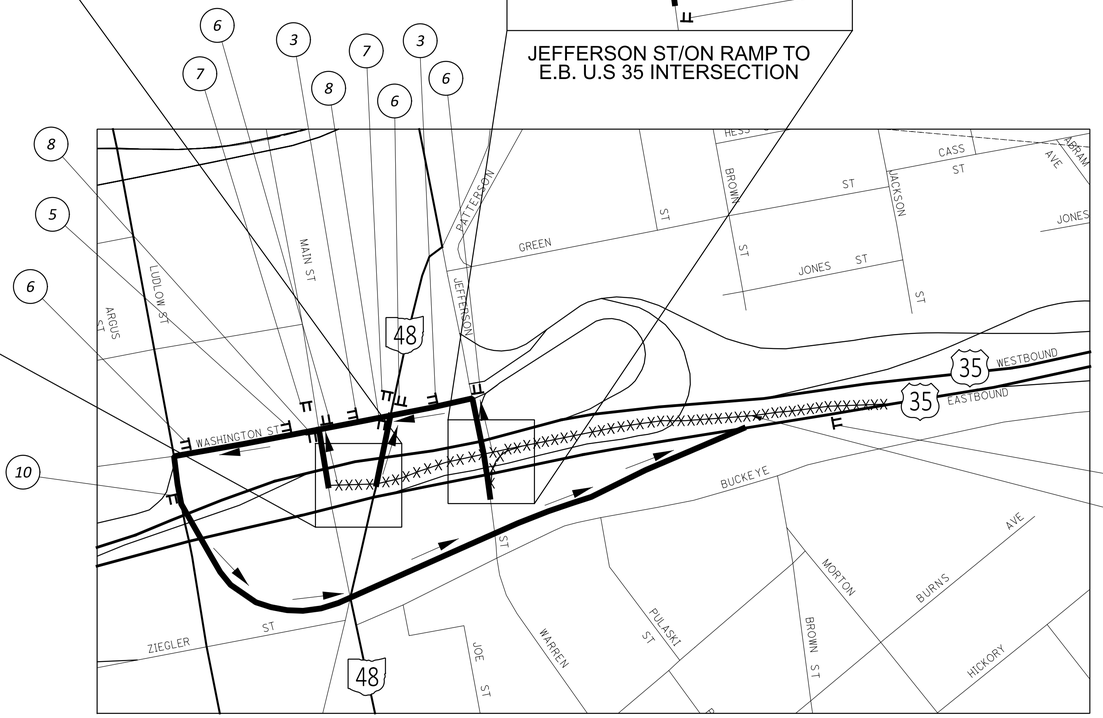


MAIN ST./S.R. 48/ON RAMP
TO E.B. U.S. 35 INTERSECTION



JEFFERSON ST/ON RAMP TO
E.B. U.S 35 INTERSECTION



DETOUR MAP

1 DETOUR AHEAD
W20-2-36

2 ROAD CLOSED
R11-2-48

3 DETOUR
M4-8-24
EAST
M3-2-24
35
M1-4-24-2
M6-3-21

4 ROAD CLOSED
R11-2-48
DETOUR
M4-10L-48

5 DETOUR
M4-8-24
EAST
M3-2-24
35
M1-4-24-2
M5-1-21

6 DETOUR
M4-8-24
EAST
M3-2-24
35
M1-4-24-2
M6-1-21

7 DETOUR
M4-8-24
EAST
M3-2-24
35
M1-4-24-2
M5-1-21

8 DETOUR
M4-8-24
EAST
M3-2-24
35
M1-4-24-2
M6-1-21

9 *ON-RAMP FROM MAIN/JEFFERSON/PATTERSON(S.R. 48) CLOSED*
END DETOUR
M4-8a-24
EAST
M3-2-24
35
M1-4-24-2

10 DETOUR
M4-8-24
EAST
M3-2-24
35
M1-4-24-2
M6-2-21

LEGEND

XXX = RAMP CLOSED

DETOUR PLAN - JEFFERSON ST. ONRAMP TO EASTBOUND U.S. 35

DESIGN AGENCY
DISTRICT 7 ENGINEERING

DESIGNER	DHG
REVIEWER	NKH 11/25/24
PROJECT ID	110151
SHEET	P.07
TOTAL	21

MOT-BP-FY26

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1

DETOUR AHEAD

W20-2-36

2

ROAD CLOSED

R11-2-48

3

DETOUR

M4-8-24

WEST

M3-4-24

35

M1-4-24-2

M6-3-21

4

ROAD CLOSED

R11-2-48

DETOUR

M4-10L-48

5

DETOUR

M4-8-24

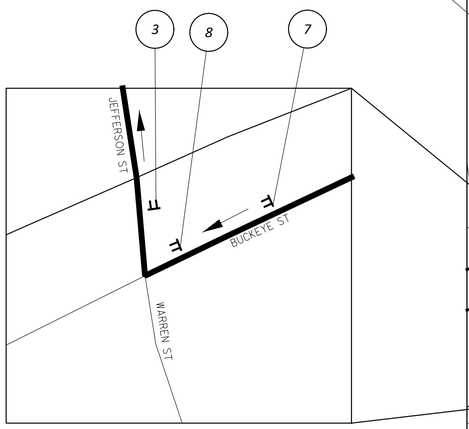
WEST

M3-4-24

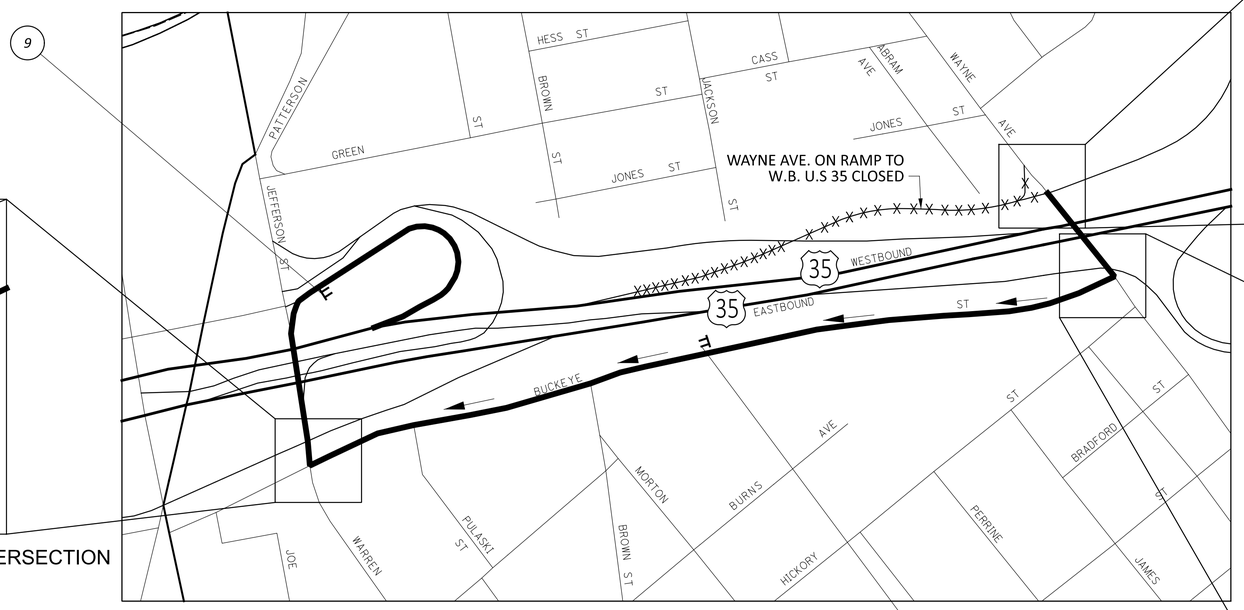
35

M1-4-24-2

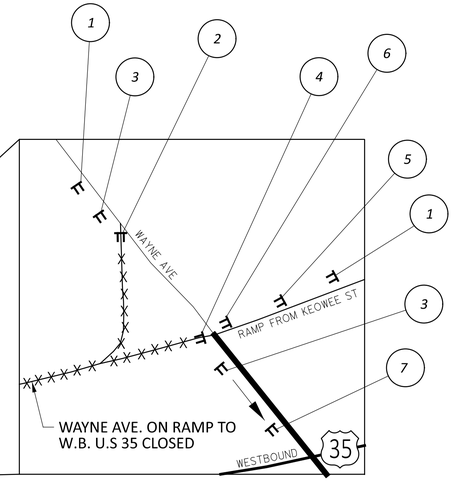
M5-1-21



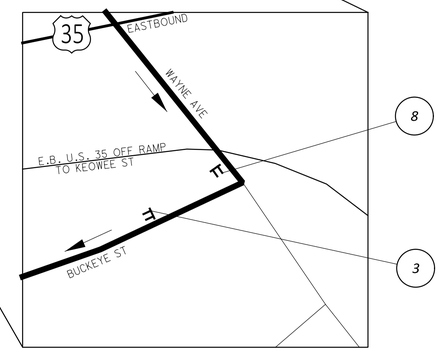
BUCKEYE ST./WARREN ST./JEFFERSON ST. INTERSECTION



DETOUR MAP



WAYNE AVE./RAMP TO W.B. U.S. 35 INTERSECTION



WAYNE AVE./BUCKEYE ST. INTERSECTION

6

DETOUR

M4-8-24

WEST

M3-4-24

35

M1-4-24-2

M6-1-21

7

DETOUR

M4-8-24

WEST

M3-4-24

35

M1-4-24-2

M5-1-21

8

DETOUR

M4-8-24

WEST

M3-4-24

35

M1-4-24-2

M6-1-21

9

END DETOUR

M4-8a-24

WEST

M3-4-24

35

M1-4-24-2

DETOUR PLAN - WAYNE AVE. ONRAMP TO W.B. U.S. 35

MOT-BP-FY26

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DESIGN AGENCY

DISTRICT 7 ENGINEERING

DESIGNER	DHG
REVIEWER	NKH 11/25/24
PROJECT ID	110151
SHEET	P.08
TOTAL	21

SHEET NUM.												CALCS	PART. 01/NHS	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
			3	4	5	6												**EROSION CONTROL**	
			500										500	659	10000	500	SY	SEEDING AND MULCHING	
			25										25	659	14000	25	SY	REPAIR SEEDING AND MULCHING	
			0.07										0.07	659	20000	0.07	TON	COMMERCIAL FERTILIZER	
			3										3	659	35000	3	MGAL	WATER	
													5,000	832	30000	5,000	EACH	EROSION CONTROL	
																		TRAFFIC CONTROL	
						0.11							0.11	642	00104	0.11	MILE	EDGE LINE, 6", TYPE 1	
																		STRUCTURE REPAIR (MOT-35-1607R)	
												LS	LS	513	95020	LS		STRUCTURAL STEEL, MISC.: ACCESS DOOR REPAIR	12
												84	84	514	00051	84	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL, AS PER PLAN	3
												84	84	514	00057	84	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT, AS PER PLAN	3
												84	84	514	00061	84	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN	3
												84	84	514	00067	84	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN	3
												1	1	514	00504	1	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
												1	1	514	10000	1	EACH	FINAL INSPECTION REPAIR	
																		STRUCTURE REPAIR (MOT-35-1654L)	
												15,428	15,428	514	00050	15,428	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
												15,428	15,428	514	00056	15,428	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
												15,248	15,248	514	00060	15,248	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
												15,248	15,248	514	00066	15,248	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
												15	15	514	00504	15	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
												5	5	514	10000	5	EACH	FINAL INSPECTION REPAIR	
																		STRUCTURE REPAIR (MOT-35-1672N)	
												9,944	9,944	514	00050	9,944	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
												9,944	9,944	514	00056	9,944	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
												9,944	9,944	514	00060	9,944	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
												9,944	9,944	514	00066	9,944	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
												15	15	514	00504	15	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
												4	4	514	10000	4	EACH	FINAL INSPECTION REPAIR	
																		STRUCTURE REPAIR (MOT-35-1690)	
												41,244	41,244	514	00050	41,244	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
												41,244	41,244	514	00056	41,244	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
												41,244	41,244	514	00060	41,244	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
												41,244	41,244	514	00066	41,244	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
												65	65	514	00504	65	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
												19	19	514	10000	19	EACH	FINAL INSPECTION REPAIR	
																		STRUCTURE REPAIR (MOT-35-1704)	
												29,334	29,334	514	00050	29,334	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
												29,334	29,334	514	00056	29,334	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
												29,334	29,334	514	00060	29,334	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
												29,334	29,334	514	00066	29,334	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
												51	51	514	00504	51	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
												15	15	514	10000	15	EACH	FINAL INSPECTION REPAIR	
																		STRUCTURE REPAIR (MOT-35-1827)	
												37,057	37,057	514	00050	37,057	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
												37,057	37,057	514	00056	37,057	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
												37,057	37,057	514	00060	37,057	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
												37,057	37,057	514	00066	37,057	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
												55	55	514	00504	55	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
												16	16	514	10000	16	EACH	FINAL INSPECTION REPAIR	
																		MAINTENANCE OF TRAFFIC	
						100							100	614	11110	100	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
				2									2	614	12380	2	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
													LS	614	12420	LS		DETOUR SIGNING	
					12								12	614	13310	12	EACH	BARRIER REFLECTOR, TYPE 1 (ONE WAY)	
					12								12	614	13350	12	EACH	OBJECT MARKER, ONE WAY	
						3							3	614	18601	3	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	5
						0.22							0.22	614	22210	0.22	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I	
				500									500	622	41100	500	FT	PORTABLE BARRIER, UNANCHORED	
																		INCIDENTALS	
													LS	614	11000	LS		MAINTAINING TRAFFIC	
													LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

DISTRICT 7 ENGINEERING

DESIGNER DHG

REVIEWER LCG 12/18/24

PROJECT ID 110151

SHEET P.09 TOTAL 21

MOT-BP-FY26

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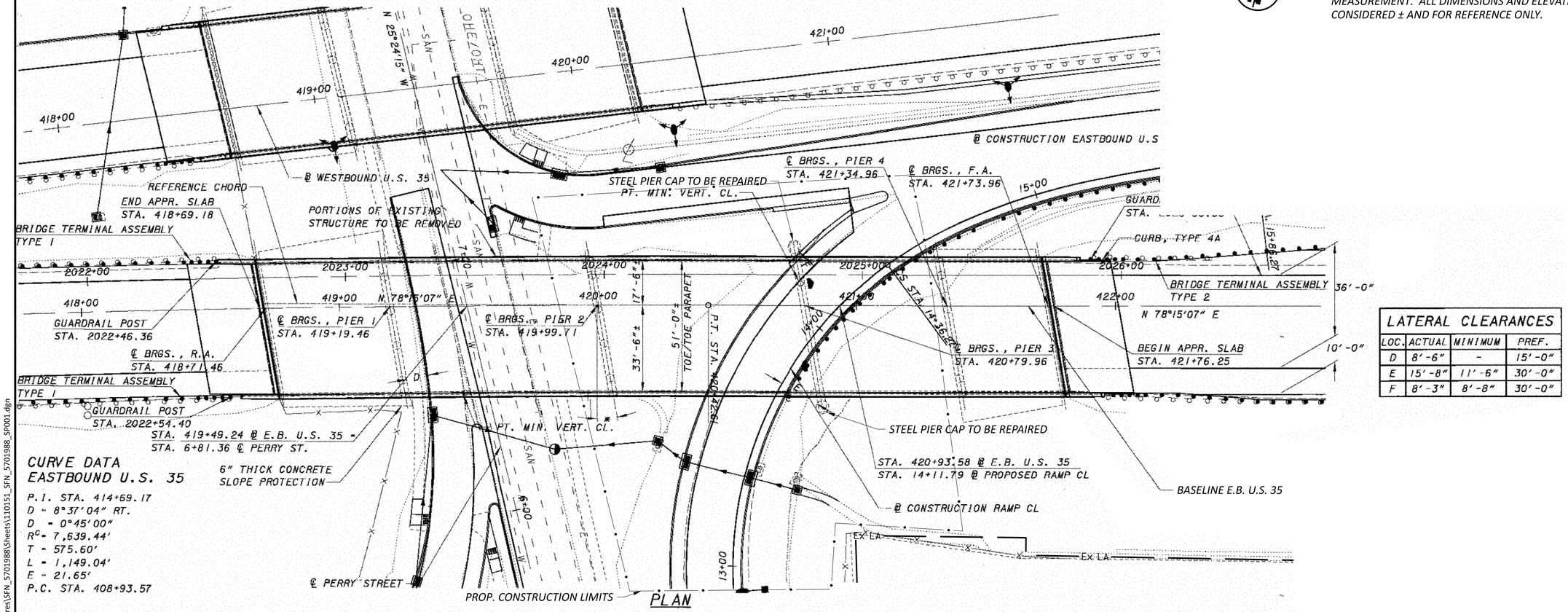
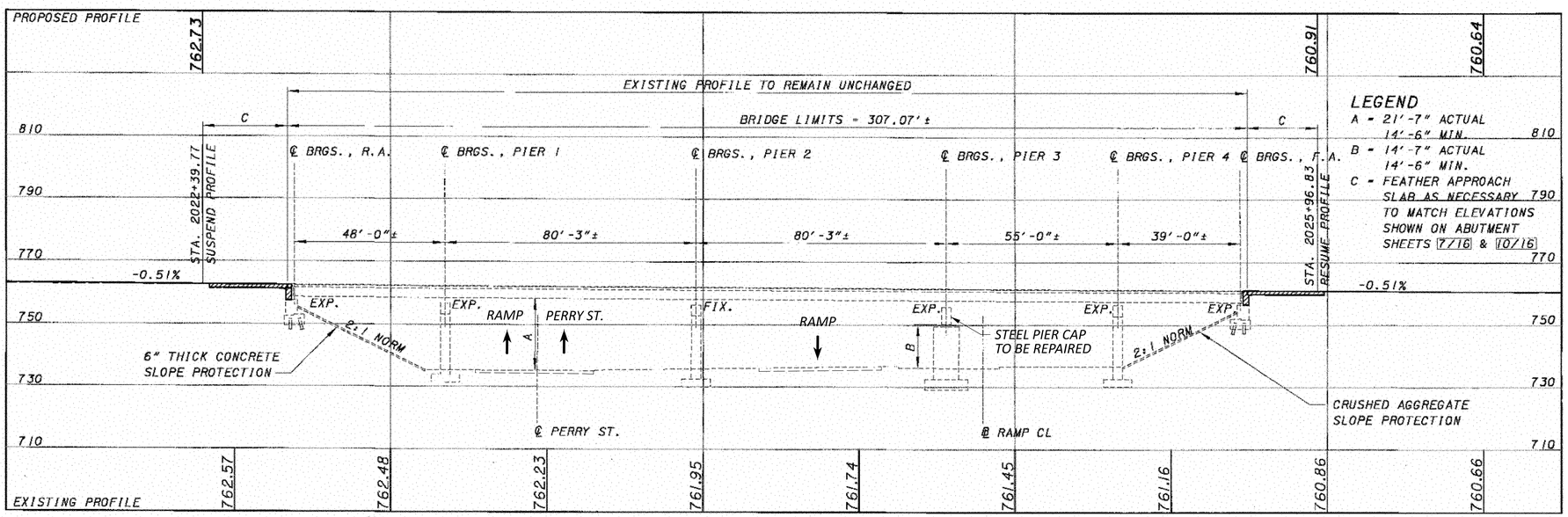




PROFILE SHOWN ALONG ℄ EASTBOUND U.S. 35 (PROFILE ELEVATIONS ALONG ℄ CONSTRUCTION EASTBOUND U.S. 35)

NOTES

1. DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENT. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.

HORIZONTAL SCALE IN FEET
0 10 20 40

LATERAL CLEARANCES			
LOC.	ACTUAL	MINIMUM	PREF.
D	8'-6"	-	15'-0"
E	15'-8"	11'-6"	30'-0"
F	8'-3"	8'-8"	30'-0"

EXISTING STRUCTURE

TYPE: 5 SPAN CONTINUOUS ROLLED STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 48'-0"±, 80'-3"±, 80'-3"±, 55'-0"±, 39'-0"± C/C BEARINGS
ROADWAY: 51'-0"± T/T PARAPET
LOADING: HS/20
SKEW: 10°-00'-00" R.F. W/RESPECT TO THE REFERENCE CHORD
WEARING SURFACE: 2½" MICRO SILICA OVERLAY
APPROACH SLABS: AS-1-81 (25' LONG)
ALIGNMENT: 0°-45'-00" CURVE RIGHT AND TANGENT
SUPERELEVATION: VARIES, 0.018± MAX.
STRUCTURE FILE NUMBER: 5701988
DATE BUILT: 1966
DISPOSITION: TO BE REHABILITATED

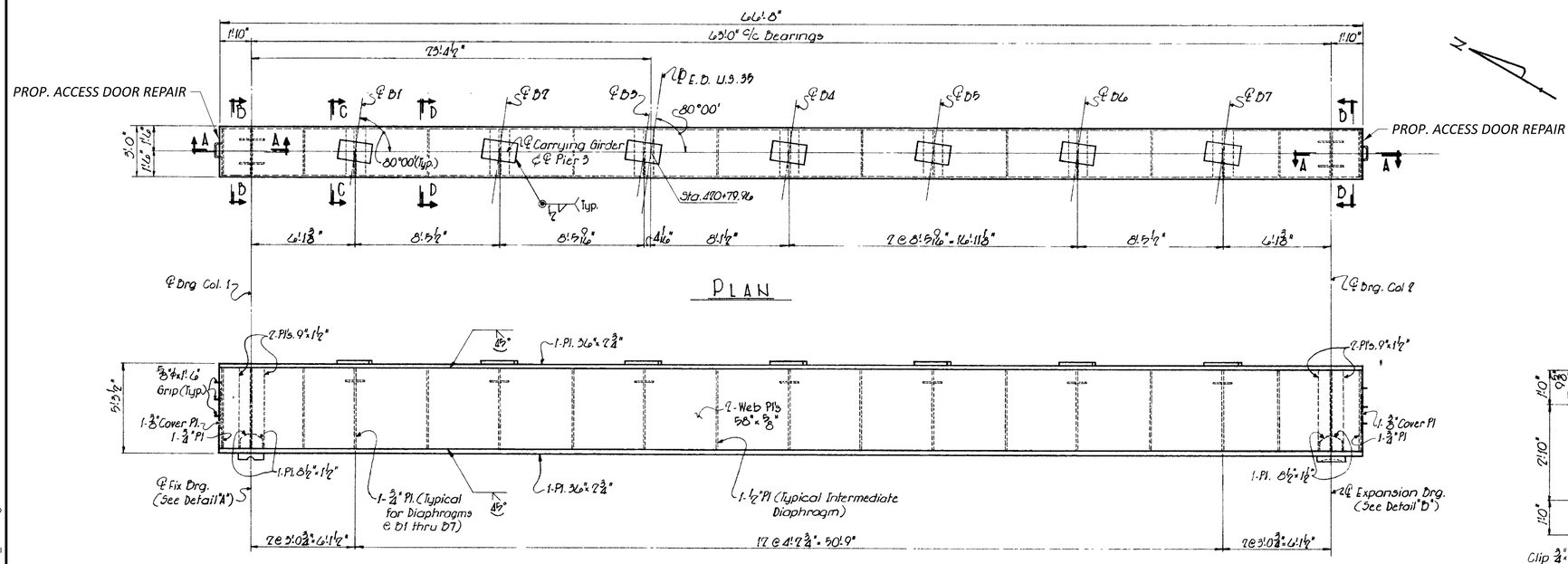
PROPOSED WORK

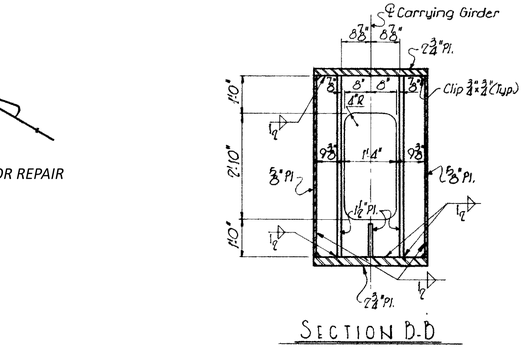
1. PAINT STRUCTURAL STEEL: INTERIOR/EXTERIOR SURFACES AT THE ENDS OF STEEL PIER CAP #3.
2. REPAIR THE ACCESS DOOR FOR BOTH THE NORTH AND SOUTH ENDS OF STEEL PIER CAP #3.

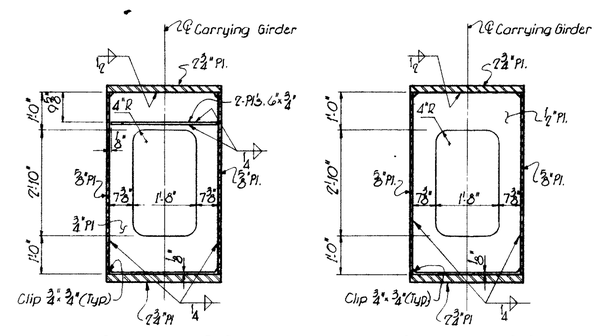
SITE PLAN
BRIDGE NO.: MOT-35-1607R
EASTBOUND U.S. 35 OVER PERRY ST. AND RAMP C

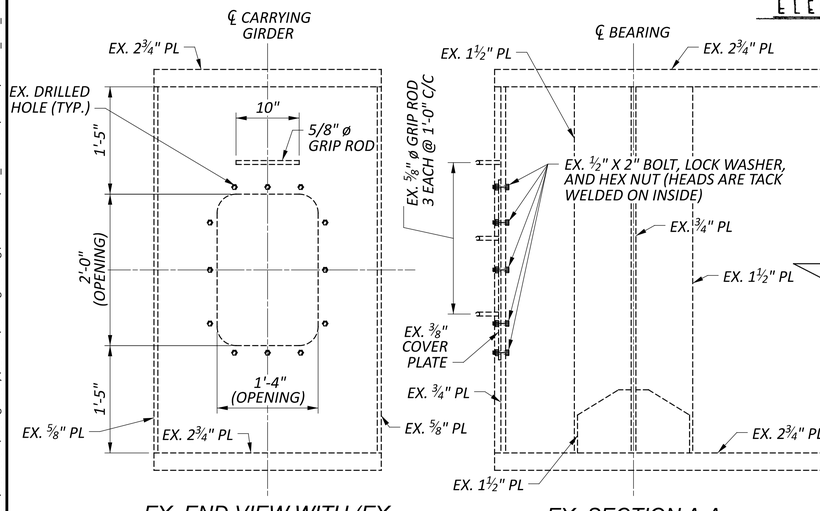
SFN 5701988
DESIGN AGENCY
DISTRICT 7 ENGINEERING
DESIGNER DHG | CHECKER LCG
REVIEWER MRB 01/06/25
PROJECT ID 110151
SUBSET 1 | TOTAL 2
SHEET P.10 | TOTAL 21

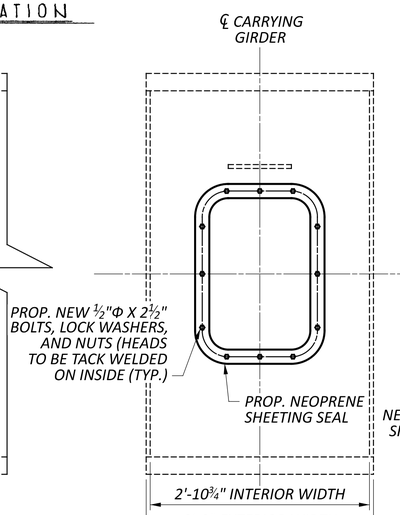
MOT-BP-FY26

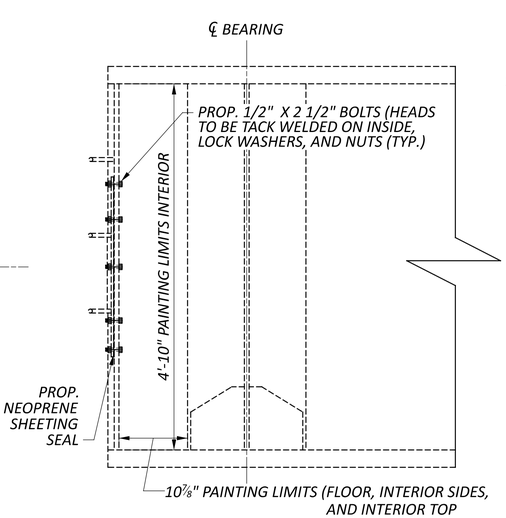


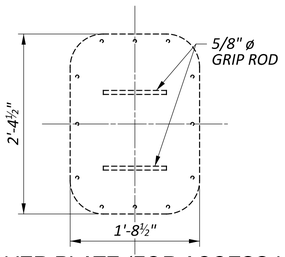


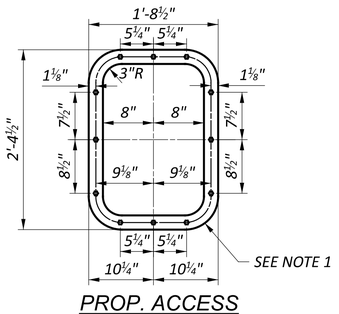












NOTES

1. DIMENSIONS OF LOCATION OF BOLTS ARE BASED OFF EXISTING PLANS. FIELD VERIFICATION OF DIMENSIONS ARE NECESSARY PRIOR TO MANUFACTURING OF NEOPRENE SHEETING SEAL.

SUGGESTED SEQUENCE OF CONSTRUCTION AT BOTH ENDS OF STEEL PIER CAP #3

1. REMOVE EXISTING COVER PLATES FOR REUSE. DISPOSE OF EXISTING BOLTS, LOCK WASHERS, AND NUTS.
2. CLEAN/PREPARE STEEL SURFACE PRIOR TO INSTALLING NEW HARDWARE, PAINTING, AND COVER PLATE REINSTALLATION PER ITEM 514.
3. INSTALL NEW STAINLESS STEEL BOLTS FROM THE INSIDE AND TACK WELD HEADS ON THE INSIDE.
4. COVER THE BOLT/BOLT THREADS ON THE OUTSIDE FACE OF THE PIER CAP END TO PREVENT ANY TOUCHUP PAINT FROM GETTING ON THEM.
5. FIELD PAINT THE LIMITS SHOWN PER ITEM 514.
6. INSTALL THE NEW NEOPRENE SHEETING SEAL. THE NEOPRENE SHEETING SHALL BE A SINGLE PIECE, 3/32 INCH THICK GENERAL PURPOSE, HEAVY DUTY NEOPRENE SHEET WITH NYLON FABRIC REINFORCEMENT. PROVIDE NEOPRENE SHEETING CONFORMING TO CMS 705.13. REINSTALL THE COVER PLATE. INSTALL THE NEW LOCK WASHERS AND NUTS.
7. TOUCH UP PAINT THE EXTERIOR OF THE STEEL PIER CAP AFTER THE COVER PLATE FOR THE ACCESS DOOR IS FULLY REINSTALLED.

ALL WORK DESCRIBED TO BE PAID UNDER ITEM 513 STRUCTURAL STEEL, MISC.: ACCESS DOOR REPAIR
WITH THE EXCEPTION OF THE PAINTING WHICH WILL BE PAID UNDER:
ITEM 514 - SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL, AS PER PLAN
ITEM 514 - FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT, AS PER PLAN
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN

HARDWARE QUANTITIES TO BE INCLUDED IN ITEM 513:

STAINLESS STEEL BOLTS	12 EACH/PIER CAP END X 2 PIER CAP ENDS = 24 EACH
LOCK WASHERS	12 EACH/PIER CAP END X 2 PIER CAP ENDS = 24 EACH
NUTS	12 EACH/PIER CAP END X 2 PIER CAP ENDS = 24 EACH

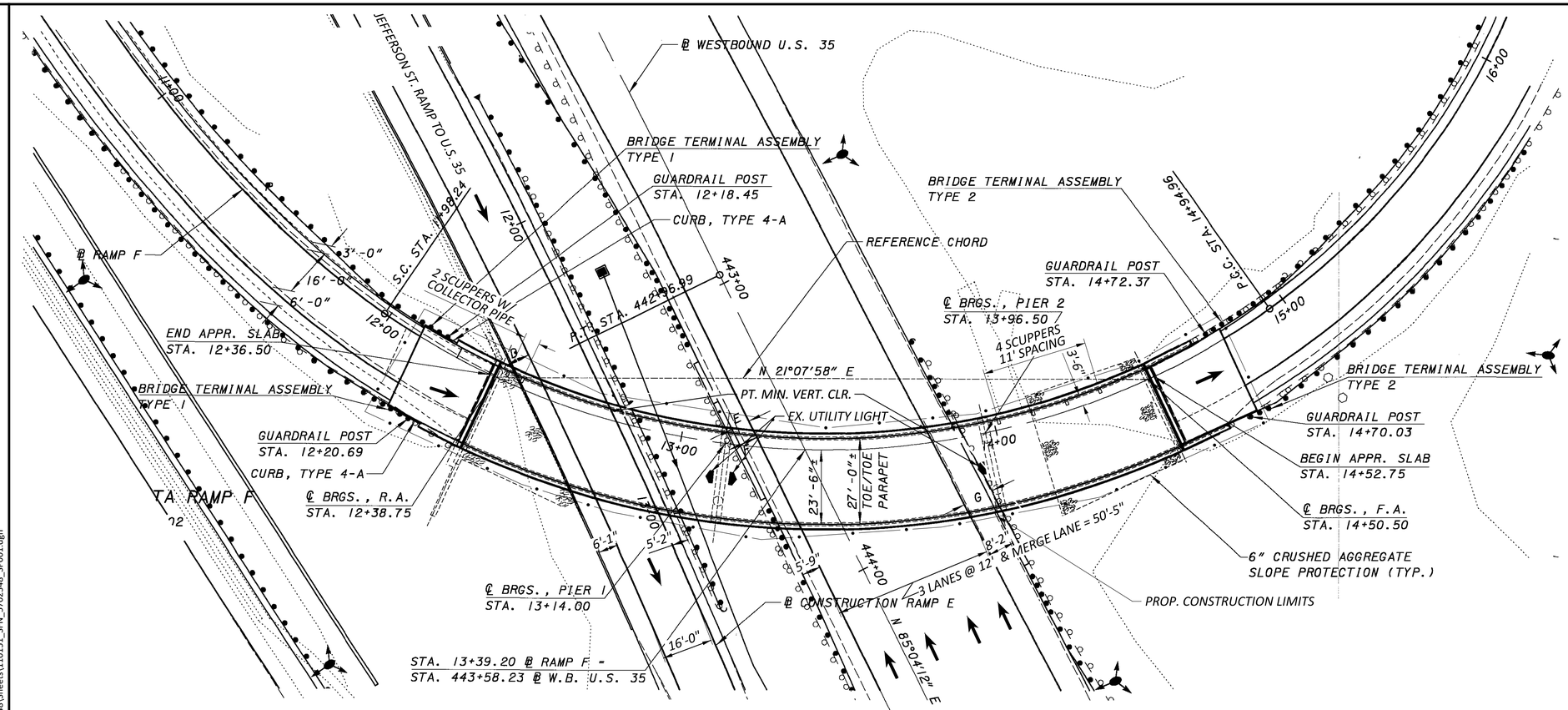
FRAMING PLAN & TRANSVERSE SECTION
BRIDGE NO.: MOT-35-1607R
EASTBOUND U.S. 35 OVER PERRY ST. AND RAMP C

SFN 5701988
DESIGN AGENCY
DISTRICT 7 ENGINEERING

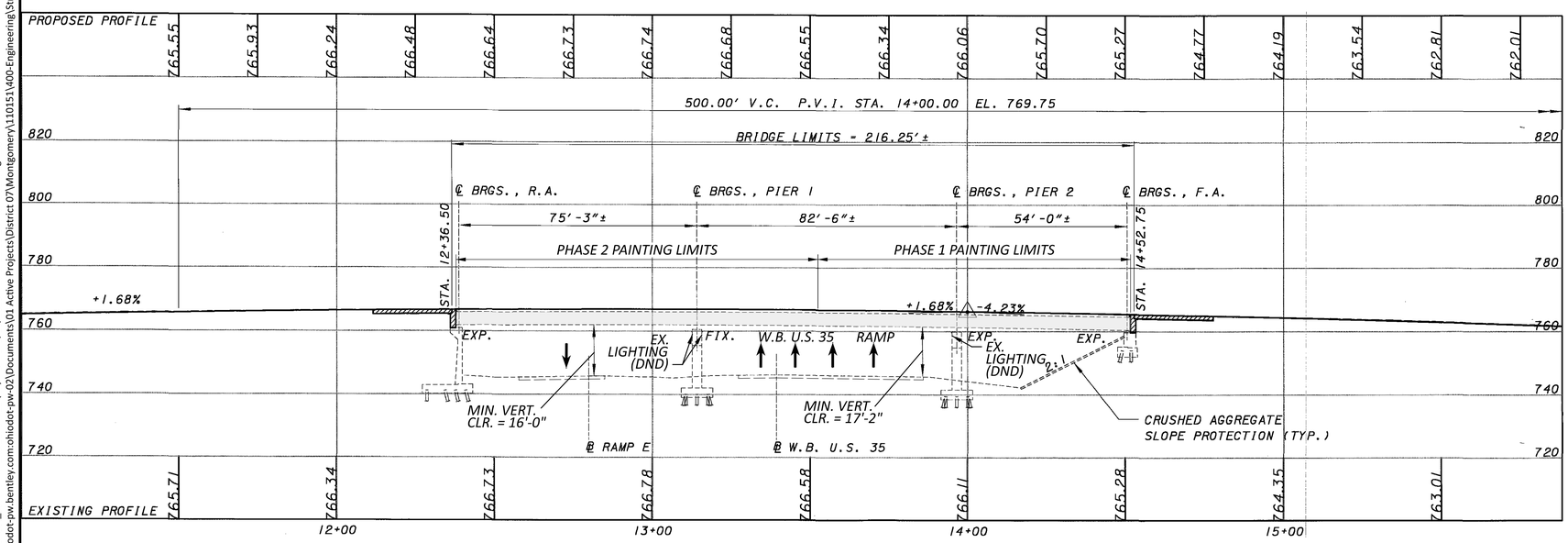
DESIGNER	CHECKER
DHG	LCG

REVIEWER: MRB 01/06/25
PROJECT ID: 110151
SUBSET: 2 TOTAL: 2
SHEET: P.11 TOTAL: 21

MOT-BP-FY26



PLAN



PROFILE

NOTES & LEGEND

1. DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENT. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED +/- AND FOR REFERENCE ONLY.
2. THE EXISTING R/W IS BEYOND THE SHOWN LIMITS OF THE PLAN VIEW.

DND = DO NOT DISTURB

EXISTING STRUCTURE

TYPE: 3 SPAN CONTINUOUS CURVED WELDED STEEL PLATE GIRDER WITH REINFORCED CONCRETE DECK ANDSUBSTRUCTURE

SPANS: 75'-3"±, 82'-6"±, 54'-0"± C/C BEARINGS

ROADWAY: 27'-0"± TOE/TOE PARAPET

LOADING: C.F. = 2000(57)

SKEW: NONE

WEARING SURFACE: 2¼" MICRO SILICA OVERLAY

APPROACH SLABS: AS-1-81 (25' LONG)

ALIGNMENT: 23° 30' 00" CURVE LEFT

SUPER ELEVATION: 0.083 FT/FT

STRUCTURE FILE NUMBER: 5702348

DATE BUILT: 1971

DISPOSITION: TO BE PAINTED

PROPOSED WORK

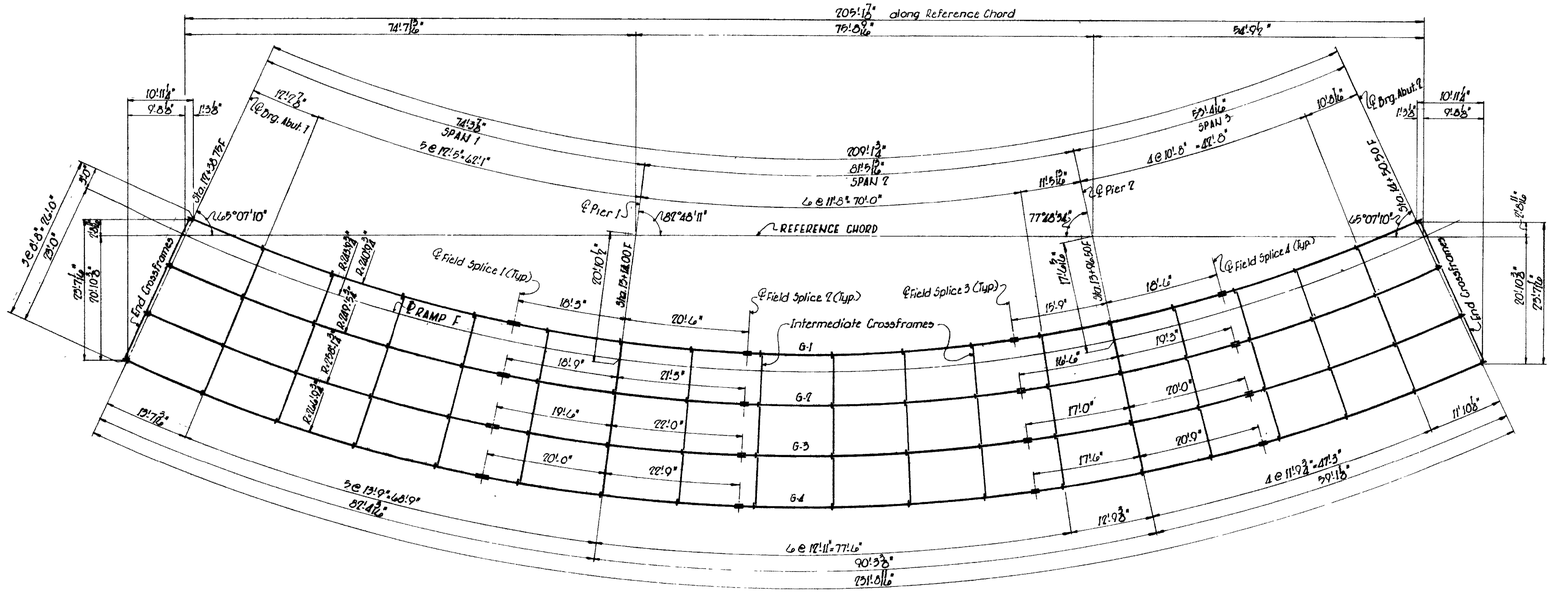
1. PAINT STRUCTURAL STEEL: BEAMS, INTERMEDIATE AND END CROSSFRAMES, SCUPPERS, SCUPPER COLLECTION SYSTEM, AND BEARINGS

HORIZONTAL SCALE IN FEET
0 10 20 40

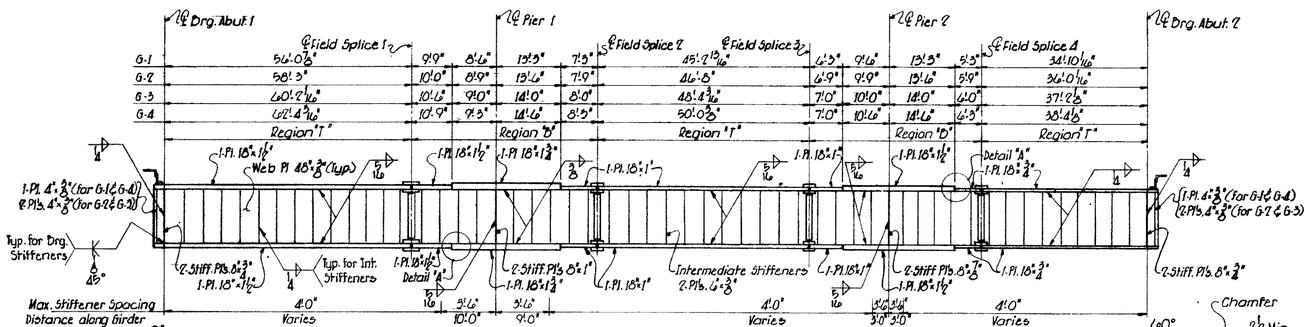
SITE PLAN
BRIDGE NO. MOT-35-1654L
RAMP F OVER RAMP E AND WESTBOUND U.S. 35

SFN 5702348
DESIGN AGENCY
DISTRICT 7 ENGINEERING
DESIGNER DHG | CHECKER LCG
REVIEWER MRB 01/06/25
PROJECT ID 110151
SUBSET 1 | TOTAL 2
SHEET P.12 | TOTAL 21

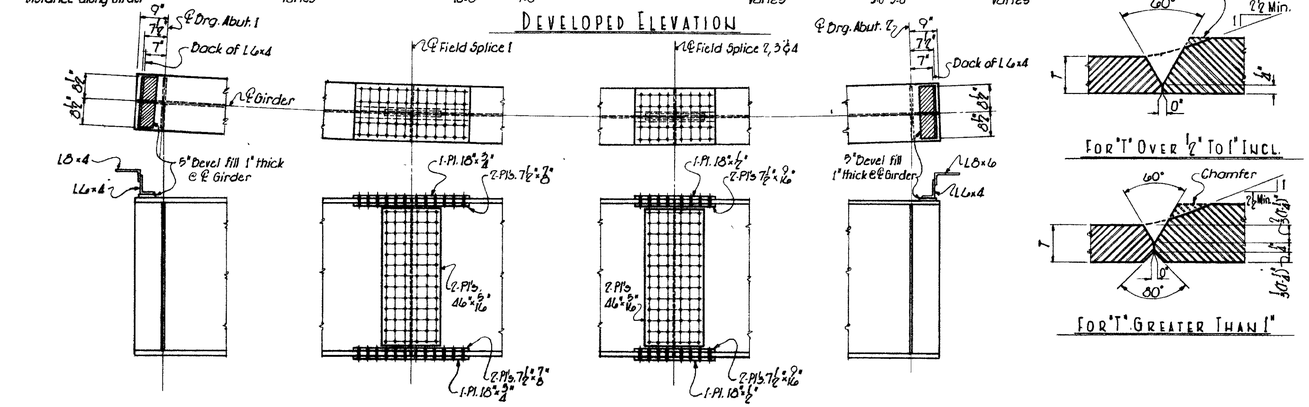
MOT-BP-FY26

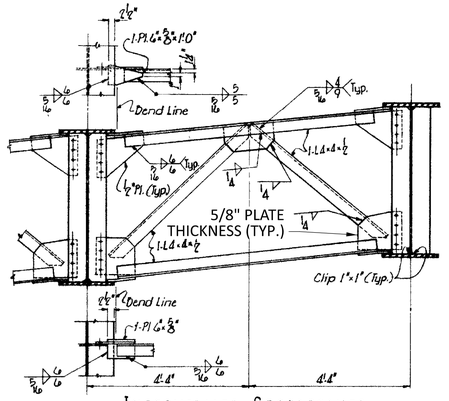


FRAMING PLAN



DEVELOPED ELEVATION



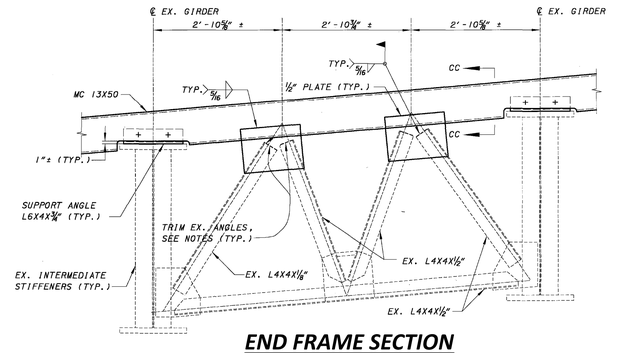


INTERMEDIATE CROSSFRAMES

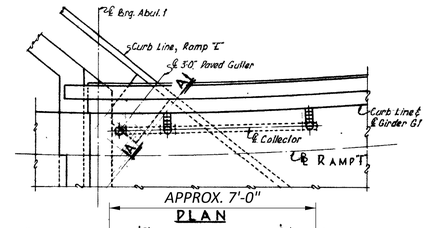
NOTES

DETAILS SHOWN ARE TAKEN FROM EXISTING PLANS AND ARE FOR REFERENCE ONLY

ALL DIMENSIONS CONSIDERED APPROXIMATE.

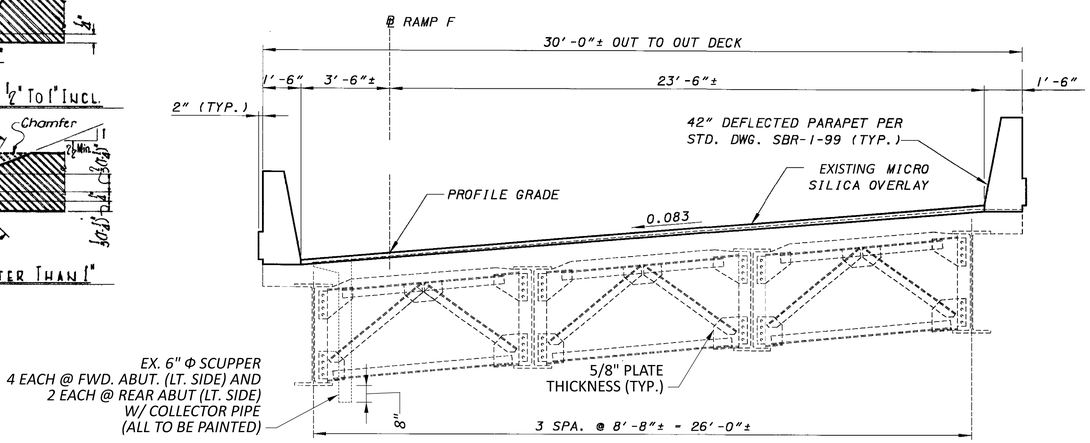


END FRAME SECTION



ELEVATION

SCUPPER COLLECTION SYSTEM AT REAR ABUTMENT (LT. SIDE)

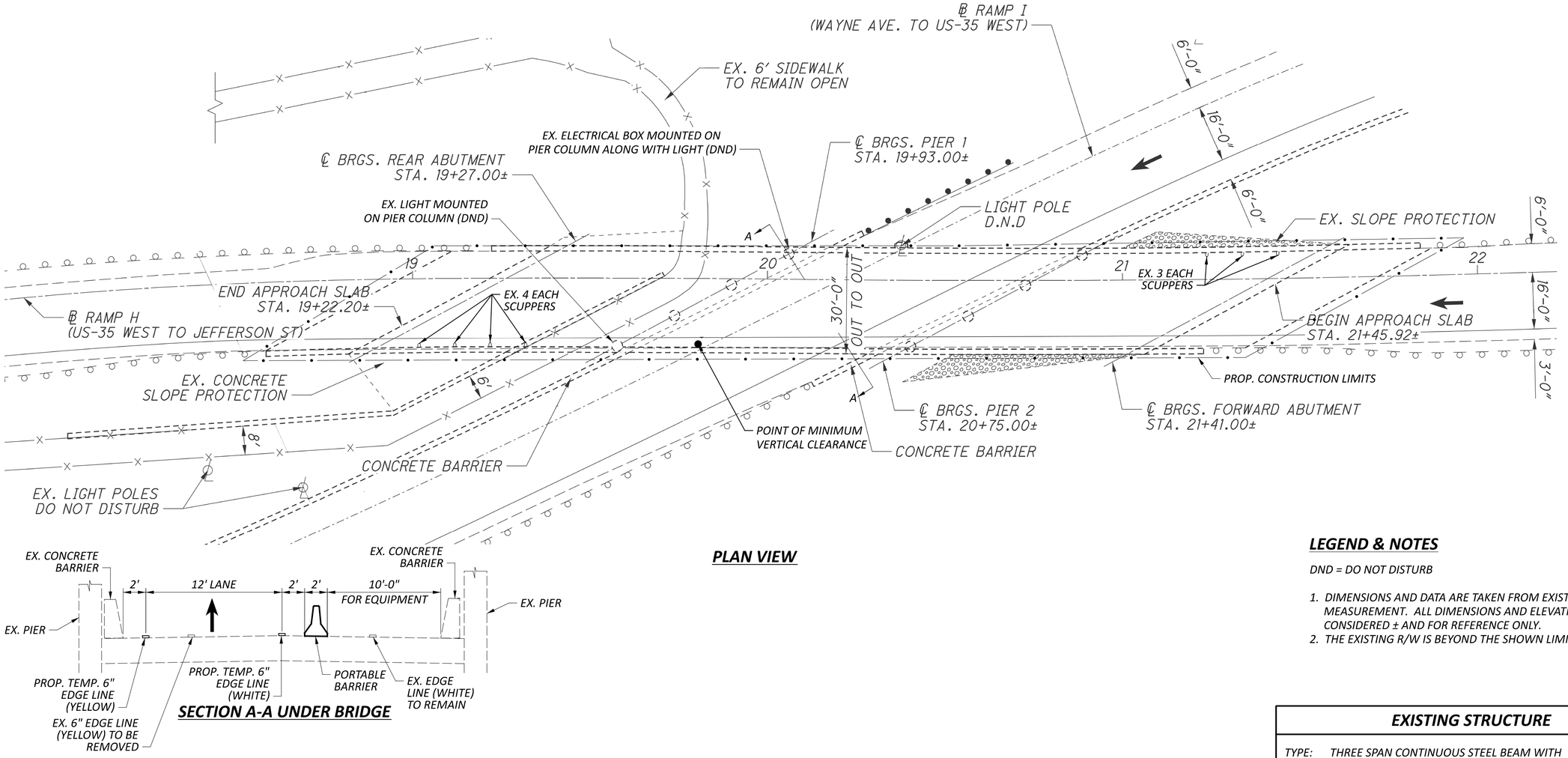


TRANSVERSE SECTION

FRAMING PLAN & TRANSVERSE SECTION
BRIDGE NO. MOT-35-1654L
RAMP F OVER RAMP E AND WESTBOUND U.S. 35

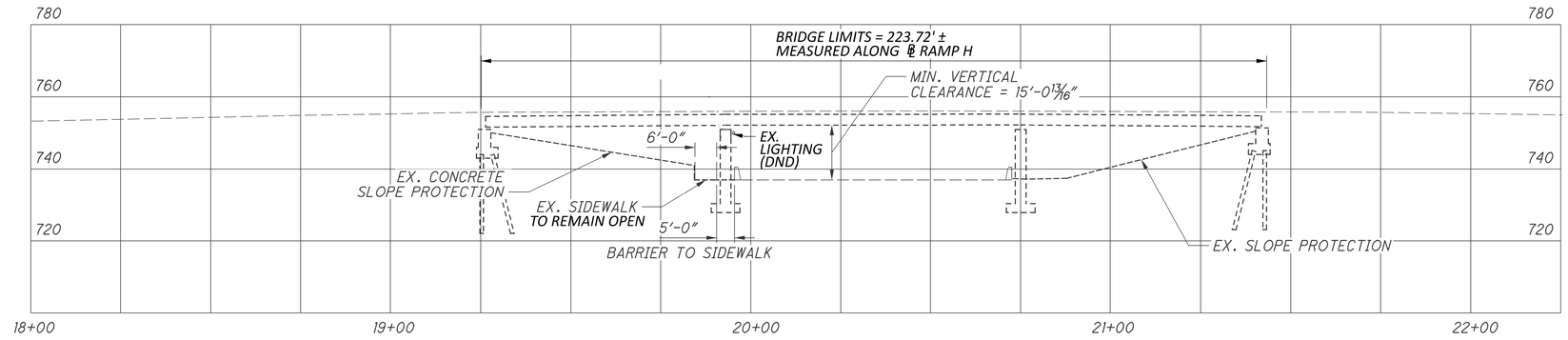
SFN	5702348
DESIGN AGENCY	DISTRICT 7 ENGINEERING
DESIGNER	DHG
CHECKER	LCG
REVIEWER	MRB 12/31/24
PROJECT ID	110151
SUBSET	2
TOTAL	2
SHEET	P.13
TOTAL	21

MOT-BP-FY26



PLAN VIEW

SECTION A-A UNDER BRIDGE



PROFILE

LEGEND & NOTES

DND = DO NOT DISTURB

1. DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENT. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.
2. THE EXISTING R/W IS BEYOND THE SHOWN LIMITS OF THE PLAN VIEW.

EXISTING STRUCTURE

TYPE: THREE SPAN CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 66'-0", 82'-0", 66'-0" C/C BEARINGS ALONG ℄ RAMP H

ROADWAY: 27'-0" T/T PARAPETS

LOADING: CF=400(57)

SKEW: 61°46'35" ±L.F.

WEARING SURFACE: 1¼" MICROSILICA CONCRETE OVERLAY

APPROACH SLABS: AS-1-81 (25' LONG)

ALIGNMENT: SPIRAL RT, TANGENT

SUPERELEVATION: VARIES

STRUCTURE FILE NUMBER: 5702402

DATE BUILT: 1970

DISPOSITION: TO BE PAINTED

PROPOSED WORK

1. PAINT STRUCTURAL STEEL: BEAMS, INTERMEDIATE AND END CROSSFRAMES, SCUPPERS, AND BEARINGS.

SITE PLAN
BRIDGE NO. MOT-35-1672N
RAMP H OVER RAMP I

SFN 5702402

DESIGN AGENCY

DISTRICT 7 ENGINEERING

DESIGNER	CHECKER
DHG	LCG

REVIEWER: MRB 01/06/25

PROJECT ID: 110151

SUBSET	TOTAL
1	2

SHEET	TOTAL
P.14	21

MOT-BP-FY26

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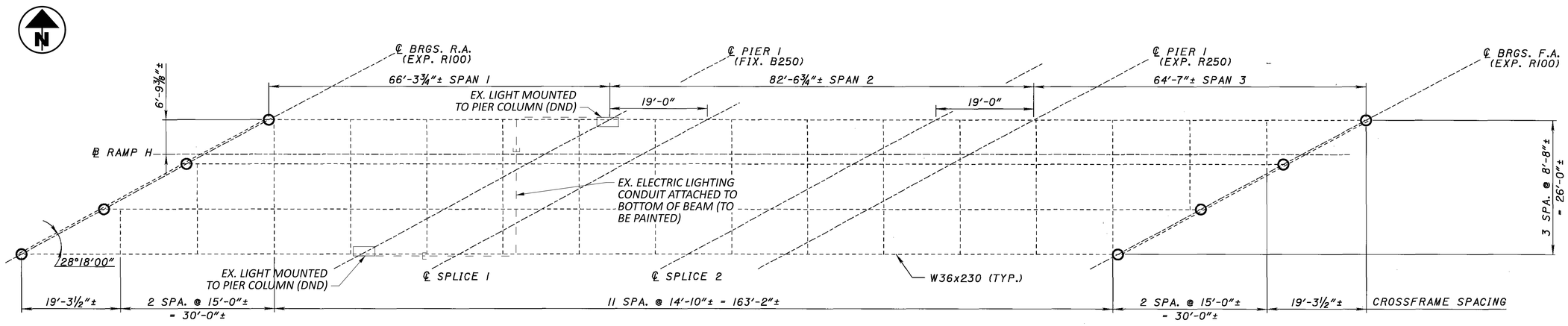
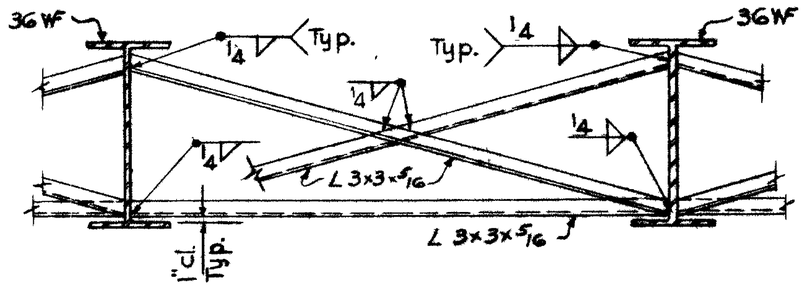
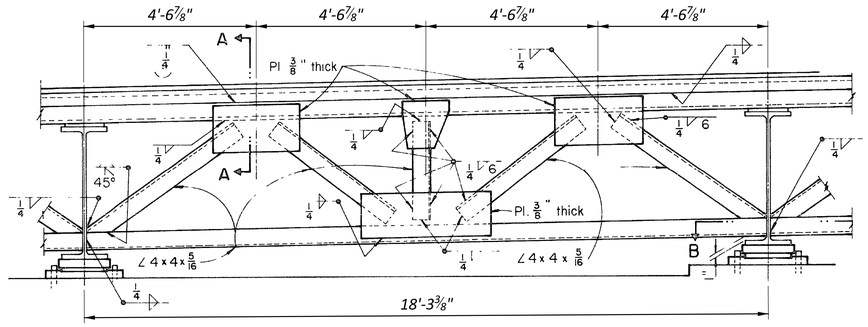


FRAMING PLAN



INTERMEDIATE CROSSFRAME



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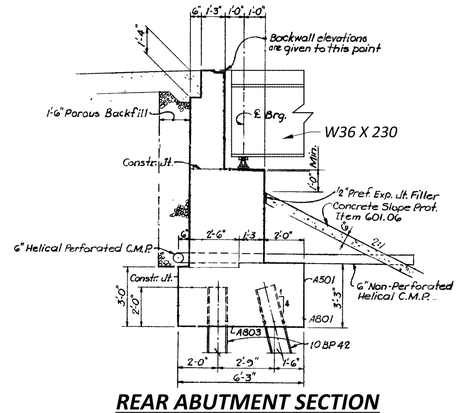
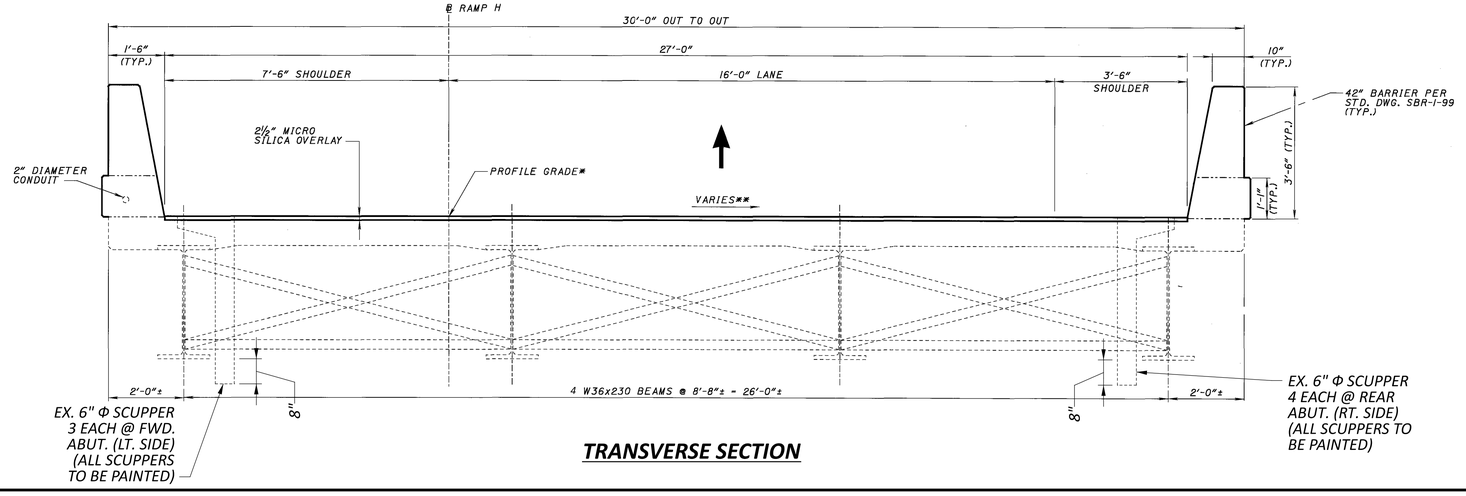


REAR ABUTMENT SECTION

(FWD. ABUT. SIMILAR)
ABUTMENT REINFORCING NOT SHOWN



TRANSVERSE SECTION

NOTES

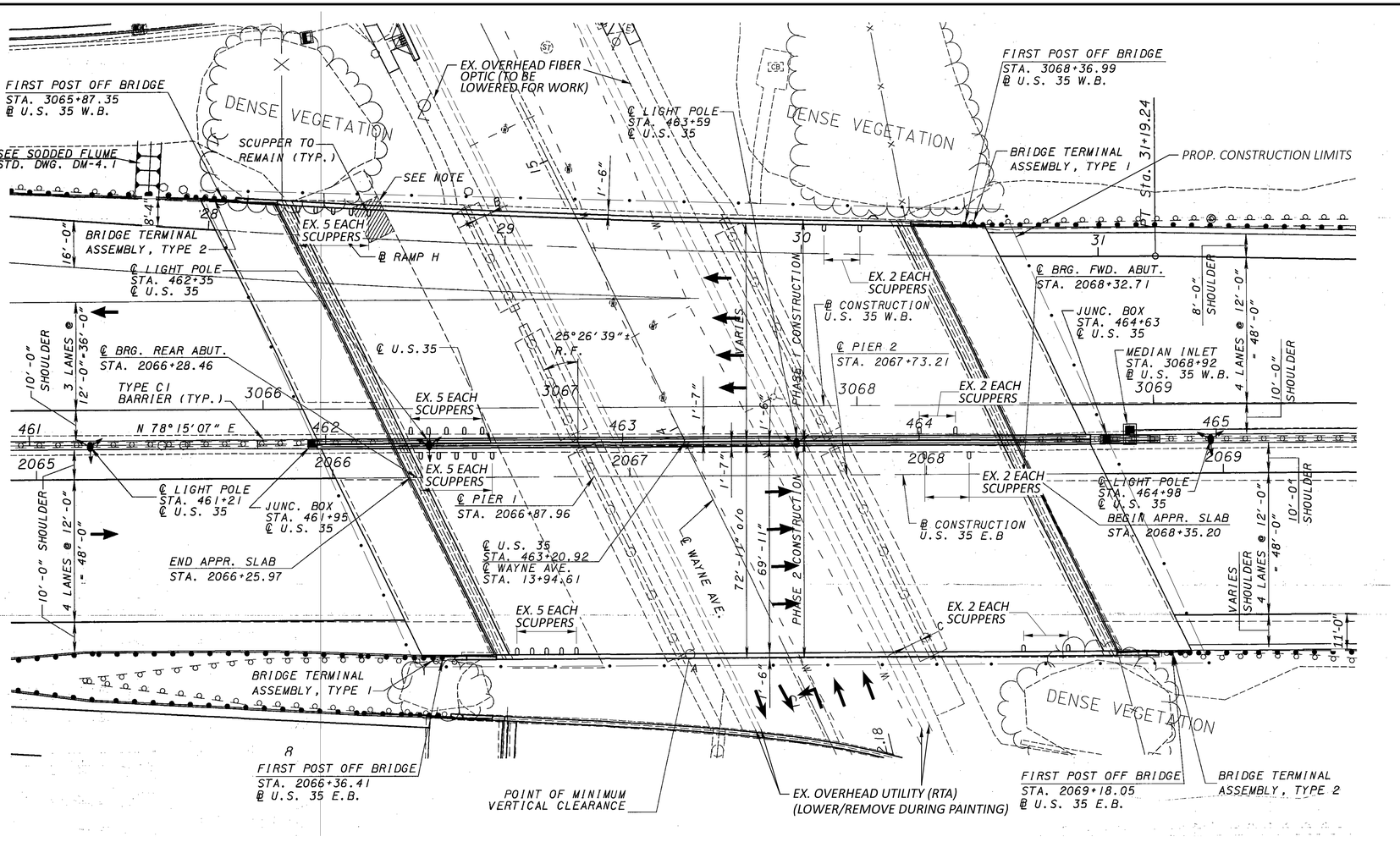
DETAILS SHOWN ARE TAKEN FROM EXISTING PLANS AND ARE FOR REFERENCE ONLY

ALL DIMENSIONS CONSIDERED APPROXIMATE.

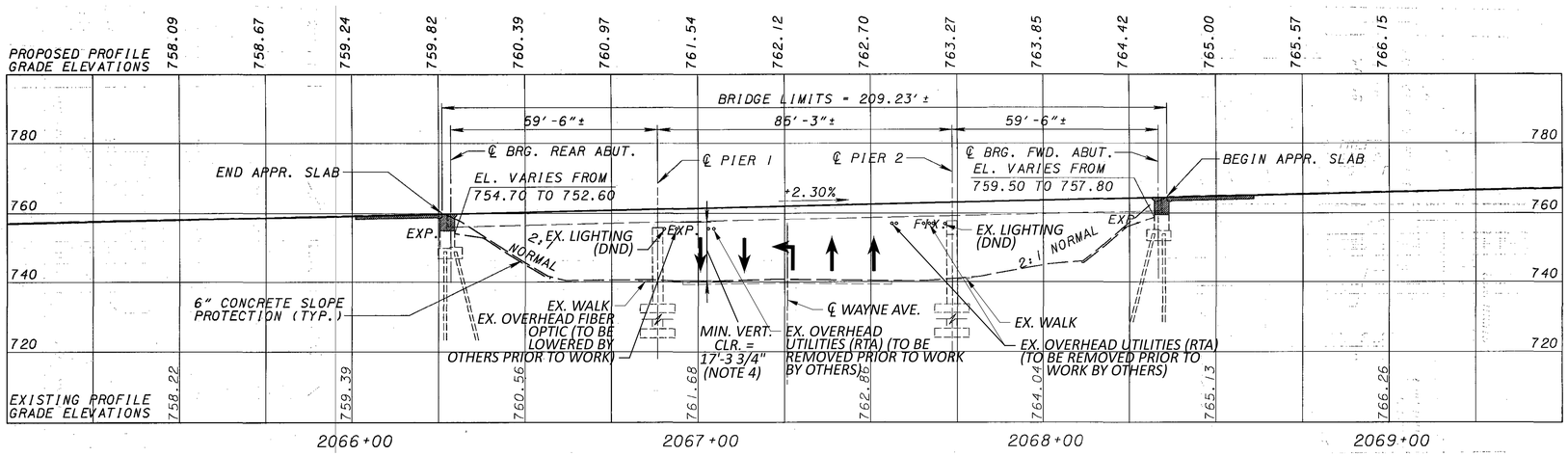
FRAMING PLAN & TRANSVERSE SECTION
BRIDGE NO. MOT-35-1672N
RAMP H OVER RAMP I

SFN	5702402
DESIGN AGENCY	DISTRICT 7 ENGINEERING
DESIGNER	DHG
CHECKER	LCG
REVIEWER	MRB 12/31/24
PROJECT ID	110151
SUBSET	2
TOTAL	2
SHEET	P.15
TOTAL	21

MOT-BP-FY26



PLAN



PROFILE AT ℄ CONSTRUCTION EASTBOUND U.S. 35

NOTES

1. DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENT. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED +/- AND FOR REFERENCE ONLY.
2. THE EXISTING R/W IS BEYOND THE SHOWN LIMITS OF THE PLAN VIEW.
3. TEMPORARY UTILITY RELOCATION INDICATED TO BE PERFORMED BY OTHERS.
4. SEE P.06 FOR TEMPORARY VERTICAL CLEARANCE.

EXISTING STRUCTURE

TYPE: THREE CONTINUOUS ROLLED STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 59'-6"±, 85'-3"±, 59'-6"± C/C BEARINGS
ROADWAY: VARIES
LOADING: C.F. 2000(57)
SKEW: 25° 26' 39"± RF
WEARING SURFACE: 2½" MICRO-SILICA OVERLAY
APPROACH SLABS: AS-1-81 (25' LONG) MODIFIED
ALIGNMENT: TANGENT
CROWN: 0.0156
STRUCTURE FILE NUMBER: 5702437
DATE BUILT: 1970 REHABILITATED: 2006
DISPOSITION: TO BE PAINTED

PROPOSED WORK

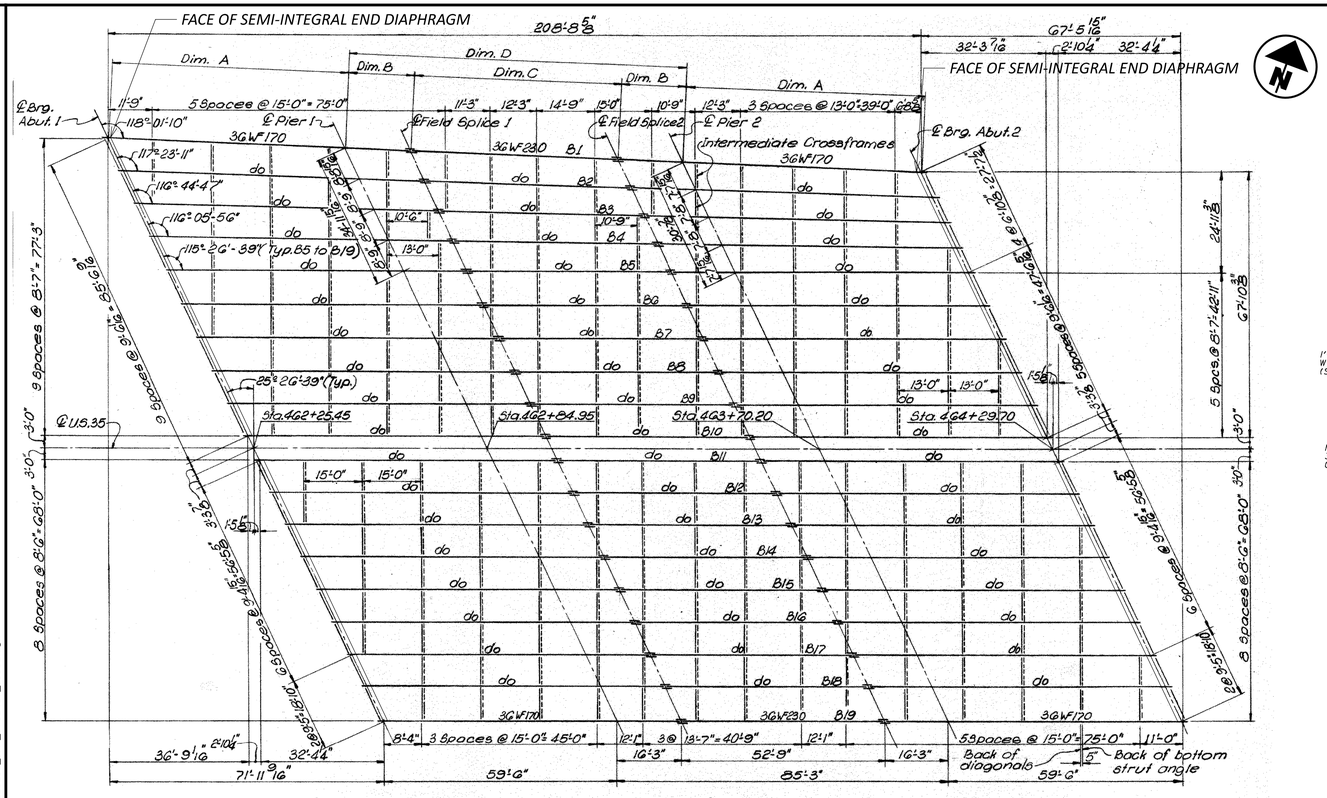
1. PAINT STRUCTURAL STEEL: BEAMS, INTERMEDIATE CROSS FRAMES, SCUPPERS, AND BEARINGS.

HORIZONTAL SCALE IN FEET
0 10 20 40

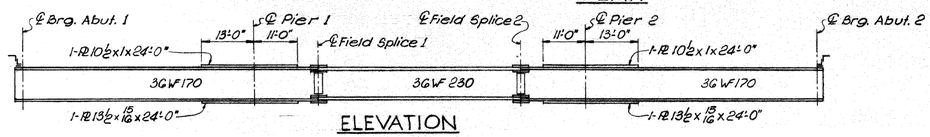
SITE PLAN
BRIDGE NO. MOT-35-1690
U.S. 35 OVER WAYNE AVENUE

SFN 5702437
DESIGN AGENCY
DISTRICT 7 ENGINEERING
DESIGNER DHG | CHECKER LCG
REVIEWER MRB 01/06/25
PROJECT ID 110151
SUBSET 1 | TOTAL 2
SHEET P.16 | TOTAL 21

MOT-BP-FY26

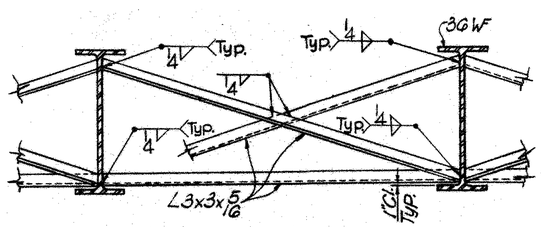


PLAN



ELEVATION

BEAMS	B1	B2	B3	B4	B5 to B19
DIM. I	4'-11 11/16"	4'-10 5/16"	4'-10 3/16"	4'-9 7/16"	4'-8 11/16"
DIM. A	60'-10 3/8"	60'-6 1/8"	60'-2"	59'-9 15/16"	59'-6"
DIM. B	16'-7 7/16"	16'-6 5/16"	16'-5 3/16"	16'-4 1/16"	16'-3"
DIM. C	53'-11 9/16"	53'-7 3/4"	53'-4 1/16"	53'-0 9/16"	52'-9"
DIM. D	87'-2 7/16"	86'-8 3/8"	86'-2 7/16"	85'-8 11/16"	85'-3"

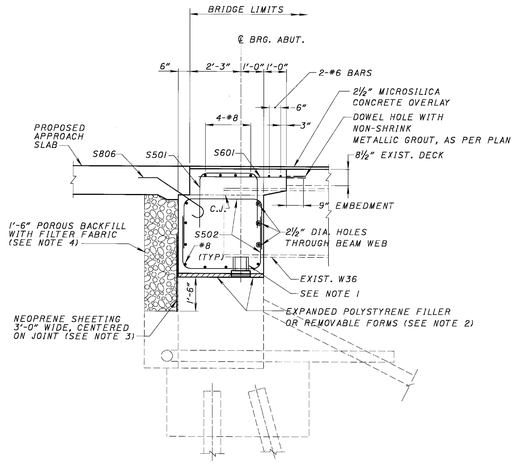


TYPICAL INTERMEDIATE CROSSFRAME

NOTES

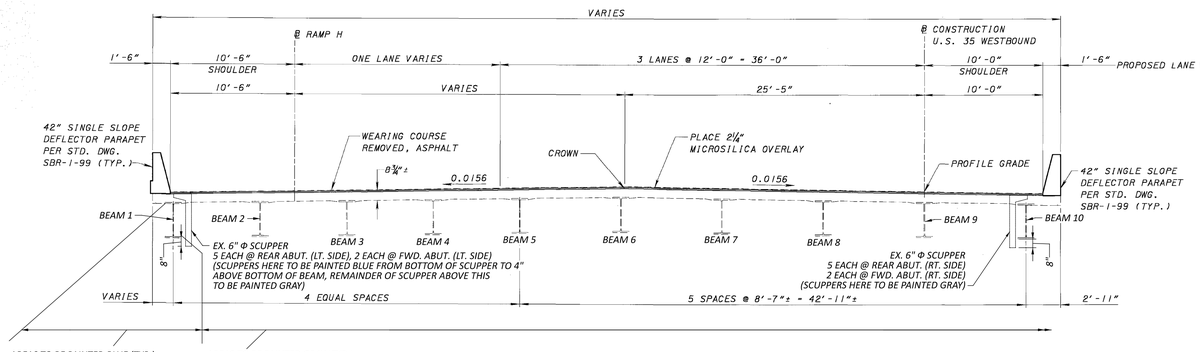
DETAILS SHOWN ARE TAKEN FROM EXISTING PLANS AND ARE FOR REFERENCE ONLY

ALL DIMENSIONS CONSIDERED APPROXIMATE

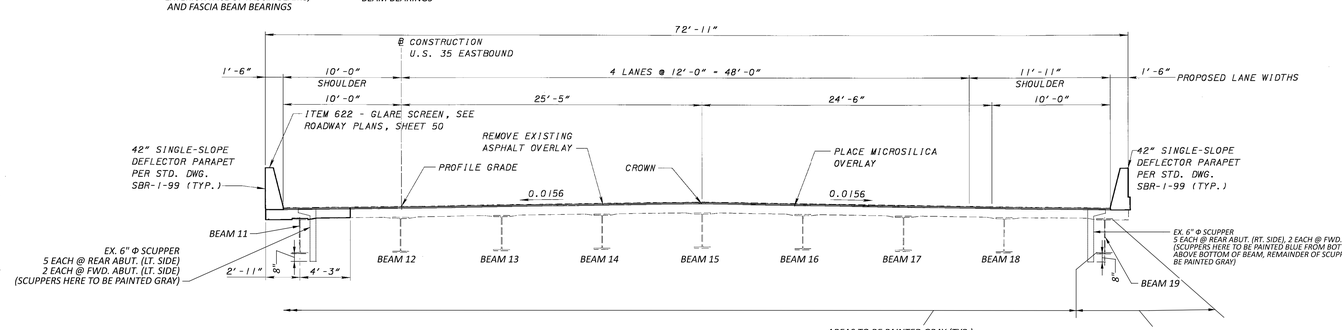


SECTION F-F

END DIAPHRAGM



WESTBOUND TRANSVERSE SECTION



EASTBOUND TRANSVERSE SECTION

FRAMING PLAN & TRANSVERSE SECTION
BRIDGE NO. MOT-35-1690
U.S. 35 OVER WAYNE AVENUE

SFN 5702437

DESIGN AGENCY

DISTRICT 7 ENGINEERING

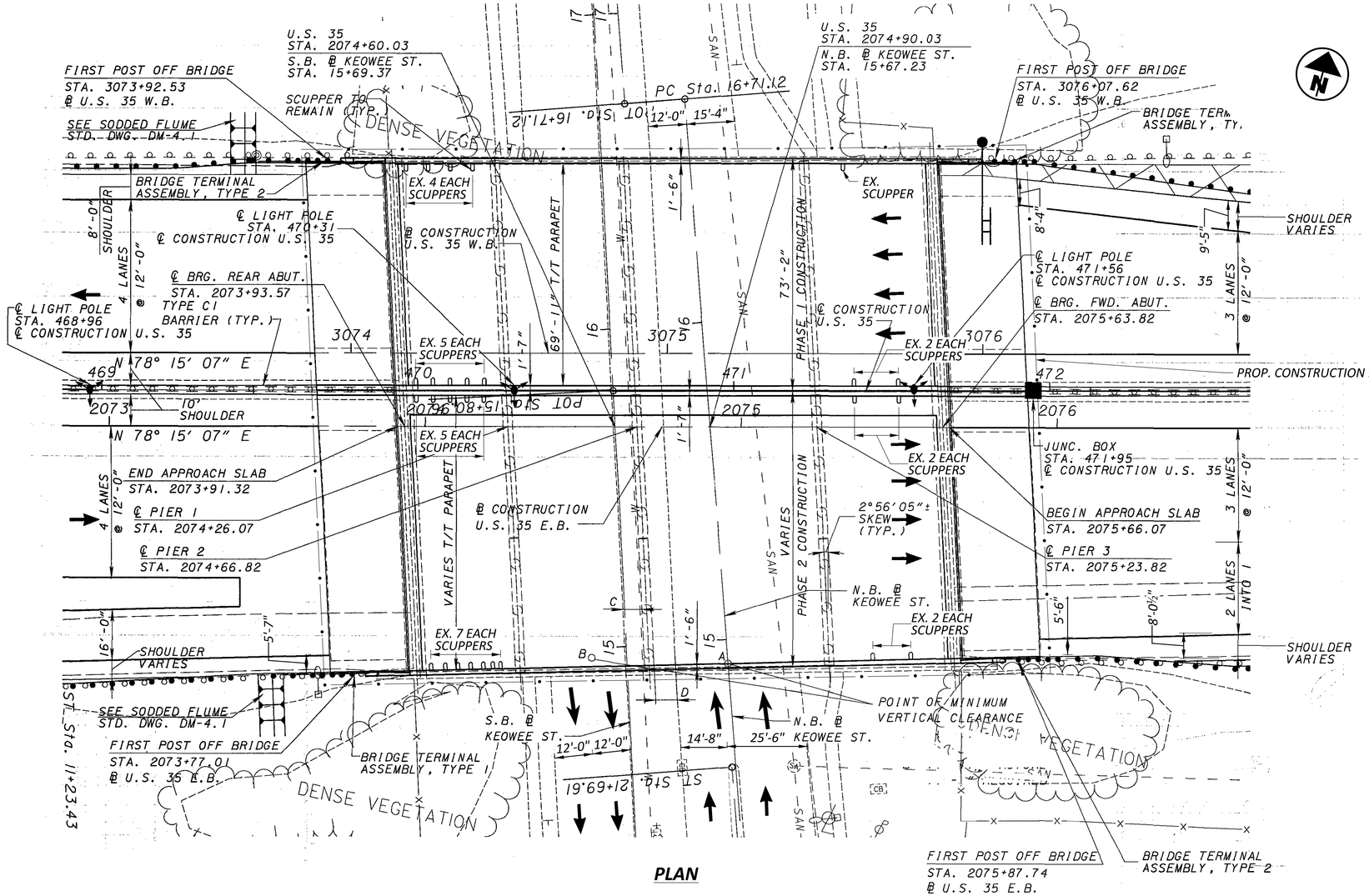
DESIGNER	CHECKER
DHG	LCG

REVIEWER: MRB 12/31/24

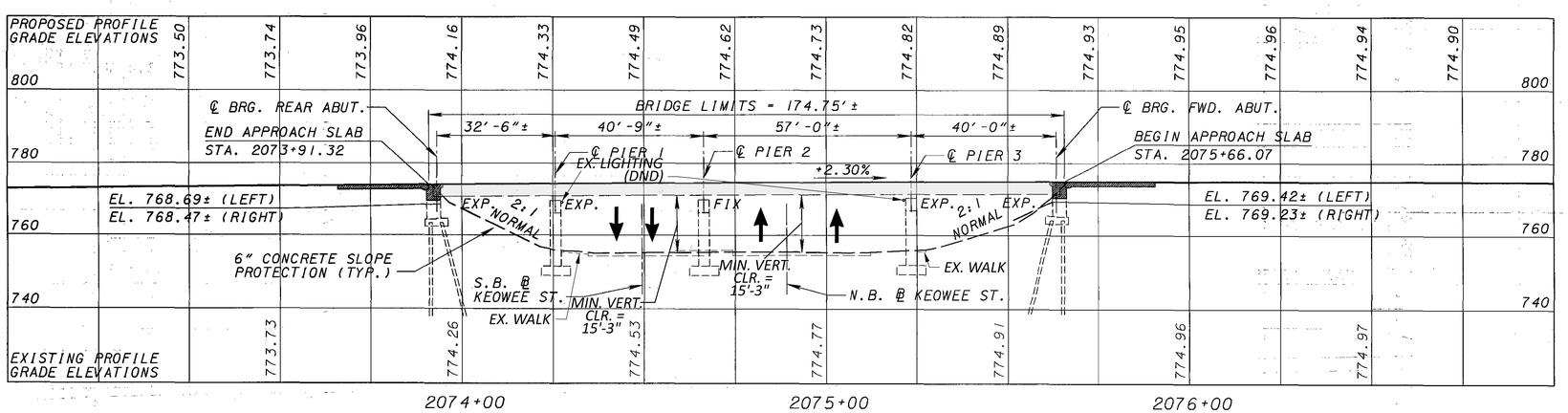
PROJECT ID: 110151

SUBSET	TOTAL
2	2

SHEET	TOTAL
P.17	21



PLAN



PROFILE

NOTES

1. *DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENT. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED +/- AND FOR REFERENCE ONLY.*
2. *THE EXISTING R/W IS BEYOND THE SHOWN LIMITS OF THE PLAN VIEW.*

EXISTING STRUCTURE

TYPE: 4-SPAN CONTINUOUS ROLLED STEEL BEAM BRIDGE WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 32'-6" ±, 40'-9"±, 57'-0" ±, 40'-0"± C/C BEARING

ROADWAY: VARIES, INCLUDES MEDIAN BARRIER

LOADING: C.F. =2000(57)

SKEW: 2° 56' 05" RF

WEARING SURFACE: 2½" MICRO-SILICA OVERLAY

APPROACH SLABS: AS-1- 81 (25' LONG) MODIFIED

ALIGNMENT: TANGENT

CROWN: 0.0156

STRUCTURE FILE NUMBER: 5702526

DATE BUILT: 1971

DISPOSITION: TO BE PAINTED

PROPOSED WORK

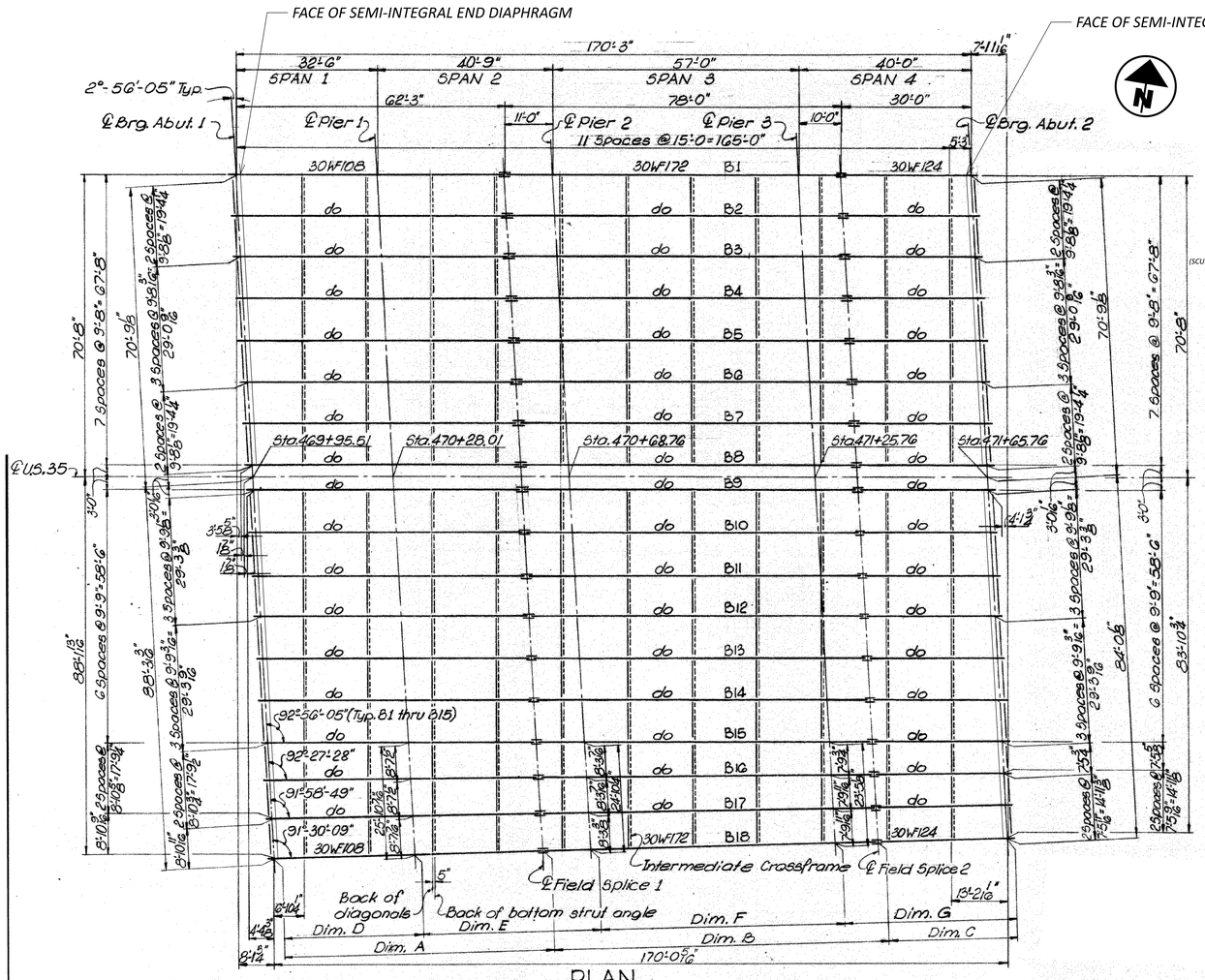
1. *PAINT STRUCTURAL STEEL: BEAMS, INTERMEDIATE CROSSFRAMES, SCUPPERS, AND BEARINGS*

HORIZONTAL SCALE IN FEET
0 10 20 40

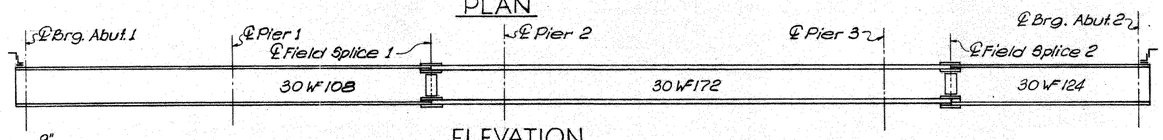
SITE PLAN
BRIDGE NO. MOT-35-1704
U.S. 35 OVER KEOWEE STREET

SFN	5702526
DESIGN AGENCY	DISTRICT 7 ENGINEERING
DESIGNER	DHG
CHECKER	LCG
REVIEWER	MRB 01/06/25
PROJECT ID	110151
SUBSET	1
TOTAL	2
SHEET	P.18
TOTAL	21

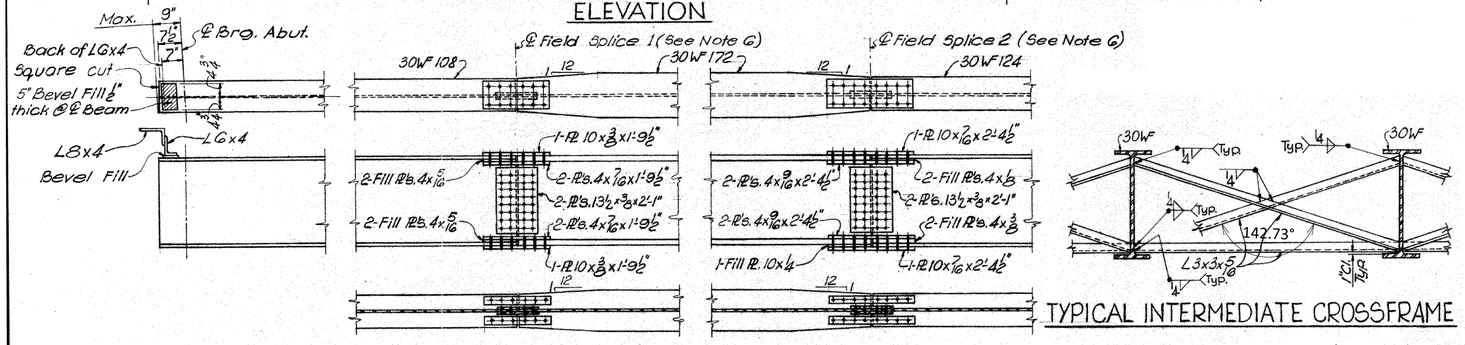
MOT-BP-FY26



PLAN



ELEVATION

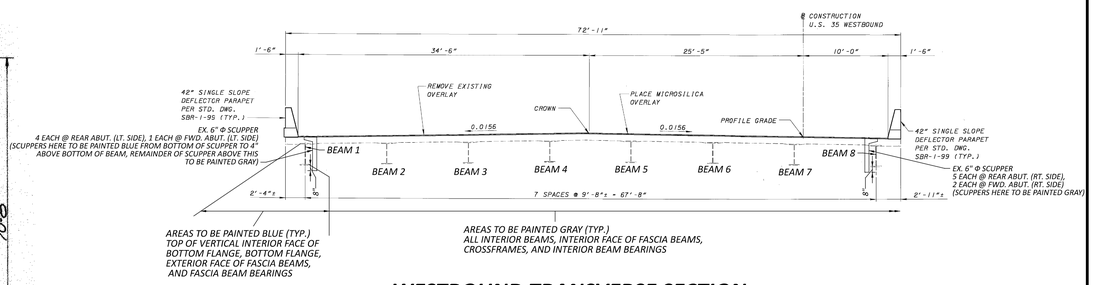


TYPICAL INTERMEDIATE CROSSFRAME

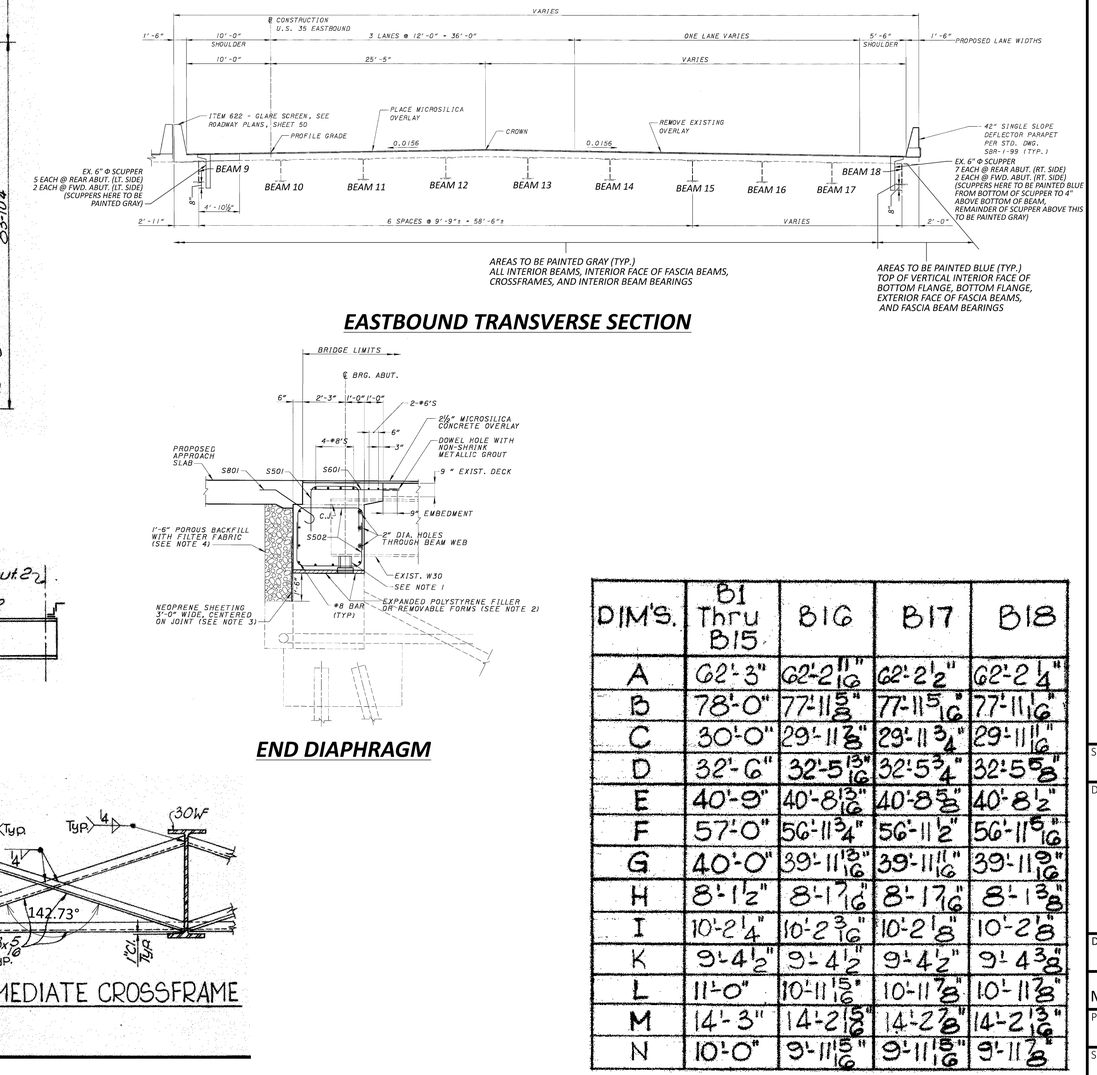
NOTES

DETAILS SHOWN ARE TAKEN FROM EXISTING PLANS AND ARE FOR REFERENCE ONLY

ALL DIMENSIONS CONSIDERED APPROXIMATE



WESTBOUND TRANSVERSE SECTION



EASTBOUND TRANSVERSE SECTION

END DIAPHRAGM

DIM'S.	B1 Thru B15.	B16	B17	B18
A	62'-3"	62'-2 11/16"	62'-2 1/2"	62'-2 1/4"
B	78'-0"	77'-11 5/8"	77'-11 5/16"	77'-11 1/16"
C	30'-0"	29'-11 3/8"	29'-11 3/4"	29'-11 11/16"
D	32'-6"	32'-5 13/16"	32'-5 3/4"	32'-5 5/8"
E	40'-9"	40'-8 13/16"	40'-8 5/8"	40'-8 1/2"
F	57'-0"	56'-11 3/4"	56'-11 1/2"	56'-11 5/16"
G	40'-0"	39'-11 13/16"	39'-11 11/16"	39'-11 9/16"
H	8'-1 1/2"	8'-1 7/16"	8'-1 7/16"	8'-1 3/8"
I	10'-2 1/4"	10'-2 3/16"	10'-2 1/8"	10'-2 1/8"
K	9'-4 1/2"	9'-4 1/2"	9'-4 1/2"	9'-4 3/8"
L	11'-0"	10'-11 15/16"	10'-11 7/8"	10'-11 7/8"
M	14'-3"	14'-2 15/16"	14'-2 7/8"	14'-2 13/16"
N	10'-0"	9'-11 15/16"	9'-11 15/16"	9'-11 7/8"

FRAMING PLAN & TRANSVERSE SECTION
BRIDGE NO. MOT-35-1704
U.S. 35 OVER KEOWEE STREET

SFN 5702526
DESIGN AGENCY
DISTRICT 7 ENGINEERING
DESIGNER DHG | CHECKER LCG
REVIEWER MRB 12/31/24
PROJECT ID 110151
SUBSET 2 | TOTAL 2
SHEET P.19 | TOTAL 21

MOT-BP-FY26

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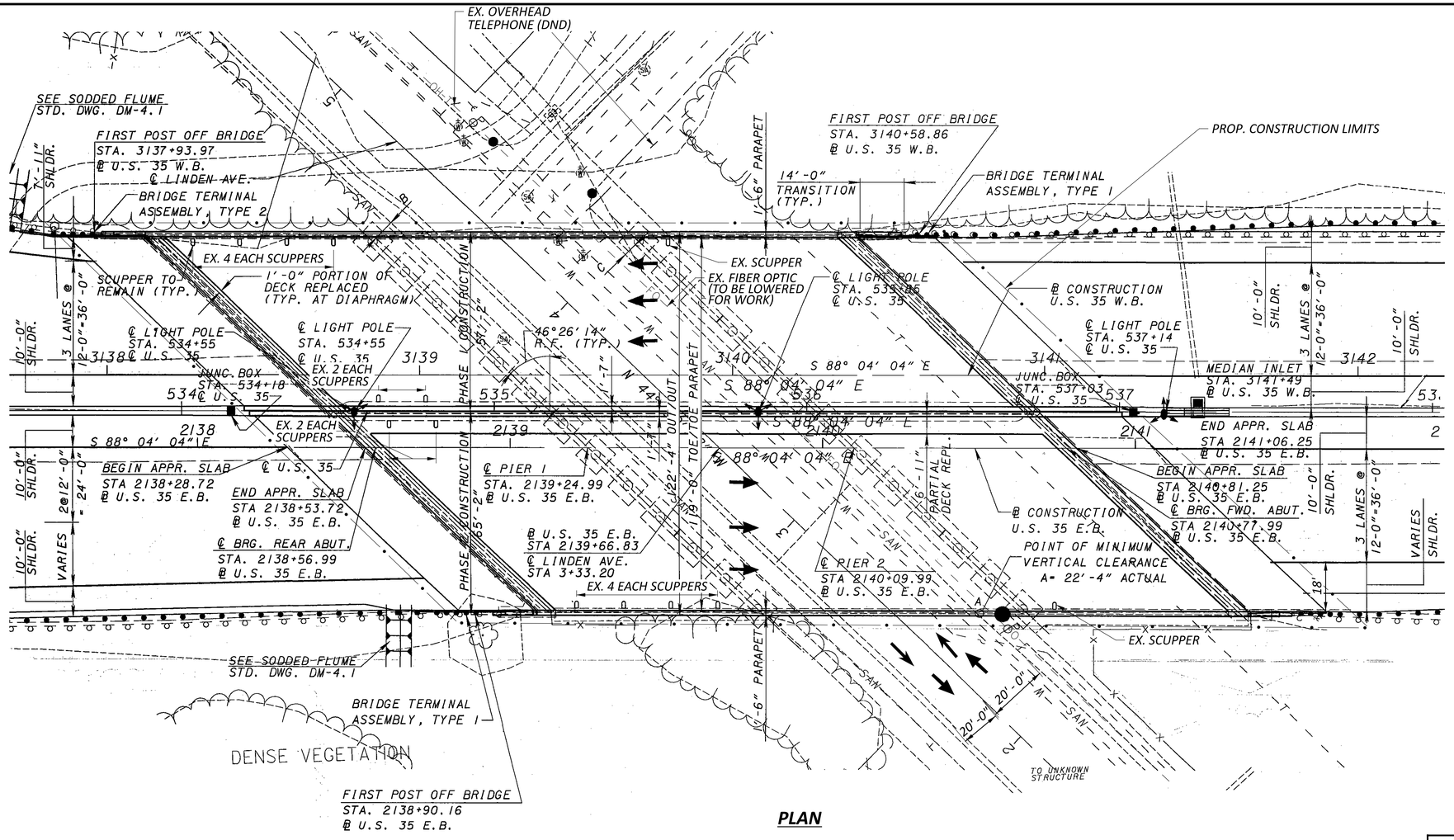
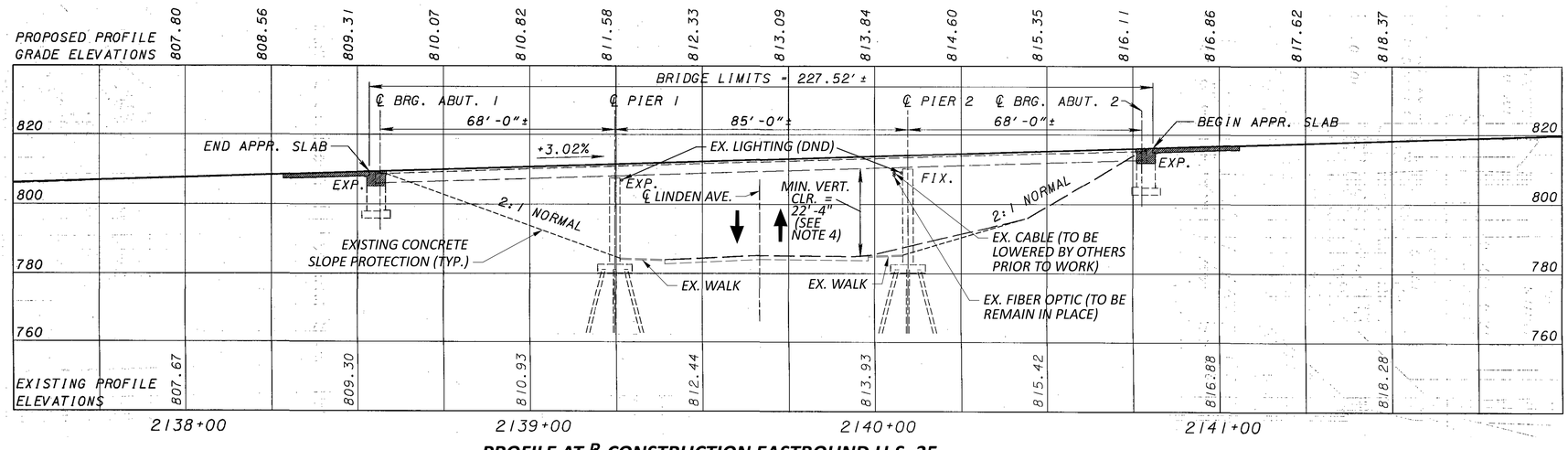


PLAN



PROFILE AT ℄ CONSTRUCTION EASTBOUND U.S. 35

NOTES

1. DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENT. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED +/- AND FOR REFERENCE ONLY.
2. THE EXISTING R/W IS BEYOND THE SHOWN LIMITS OF THE PLAN VIEW.
3. TEMPORARY UTILITY RELOCATION INDICATED TO BE PERFORMED BY OTHERS.
4. SEE P.06 FOR TEMPORARY VERTICAL CLEARANCE.

EXISTING STRUCTURE

TYPE: THREE SPAN CONTINUOUS ROLLED STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 68'-0"±, 85'-0"±, 68'-0"± C/C BEARING
ROADWAY: 119'-0" T/T PARAPET
LOADING: C.F. = 2000(57) HS/20
SKEW: 46° 26' 14" RF
WEARING SURFACE: 2½" MICRO-SILICA OVERLAY
APPROACH SLABS: AS- I -81 (25' LONG) MODIFIED
ALIGNMENT: TANGENT
CROWN: 0.0156
STRUCTURE FILE NUMBER: 5702798
DATE BUILT: 1971
DISPOSITION: TO BE PAINTED

PROPOSED WORK

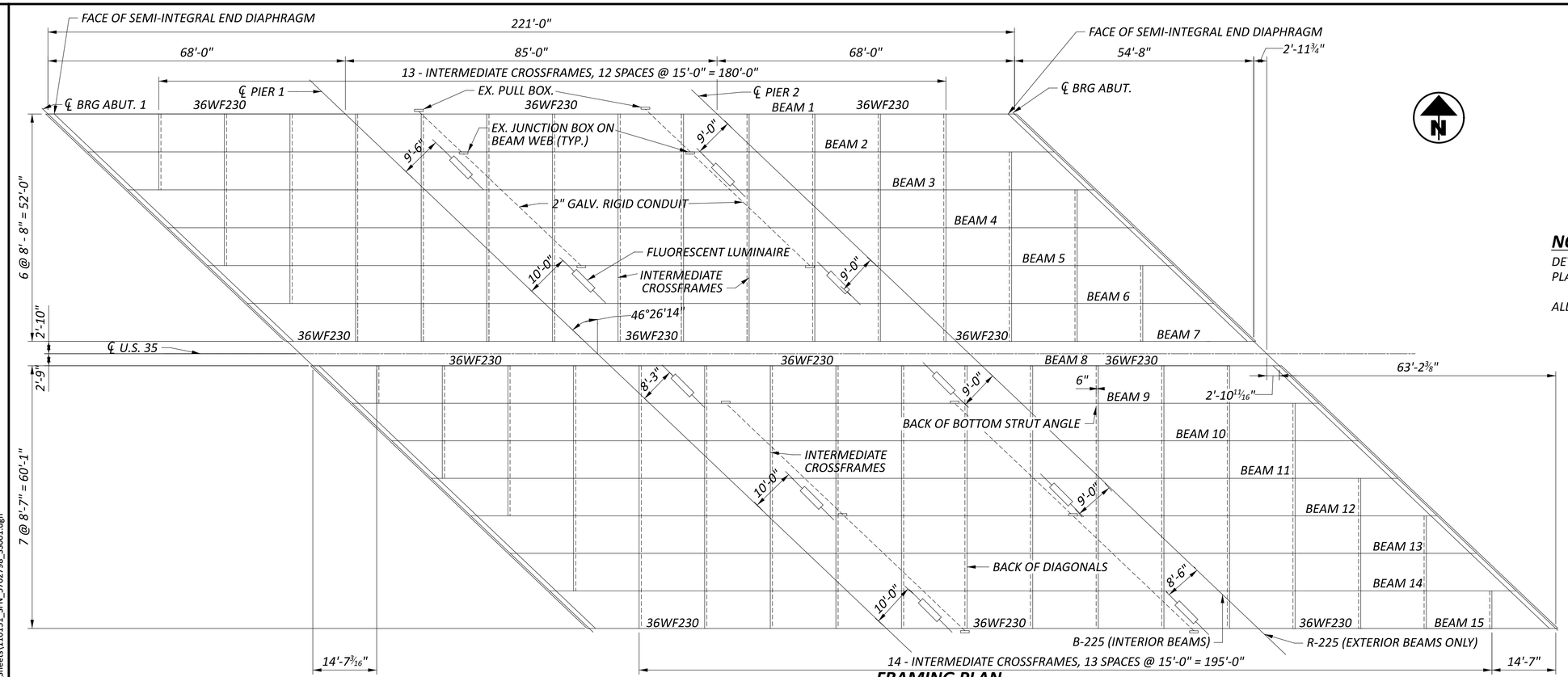
1. PAINT STRUCTURAL STEEL: BEAMS, INTERMEDIATE CROSSFRAMES, SCUPPERS, AND BEARINGS

HORIZONTAL SCALE IN FEET
0 10 20 40

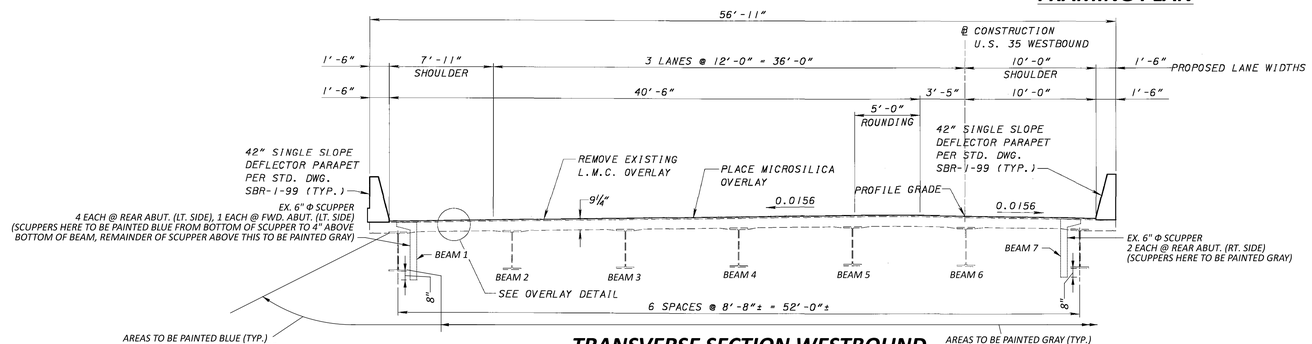
SITE PLAN
BRIDGE NO. MOT-35-1827
U.S. 35 OVER LINDEN AVENUE

SFN 5702798
DESIGN AGENCY
DISTRICT 7 ENGINEERING
DESIGNER DHG | CHECKER LCG
REVIEWER MRB 12/31/24
PROJECT ID 110151
SUBSET 1 | TOTAL 2
SHEET P.20 | TOTAL 21

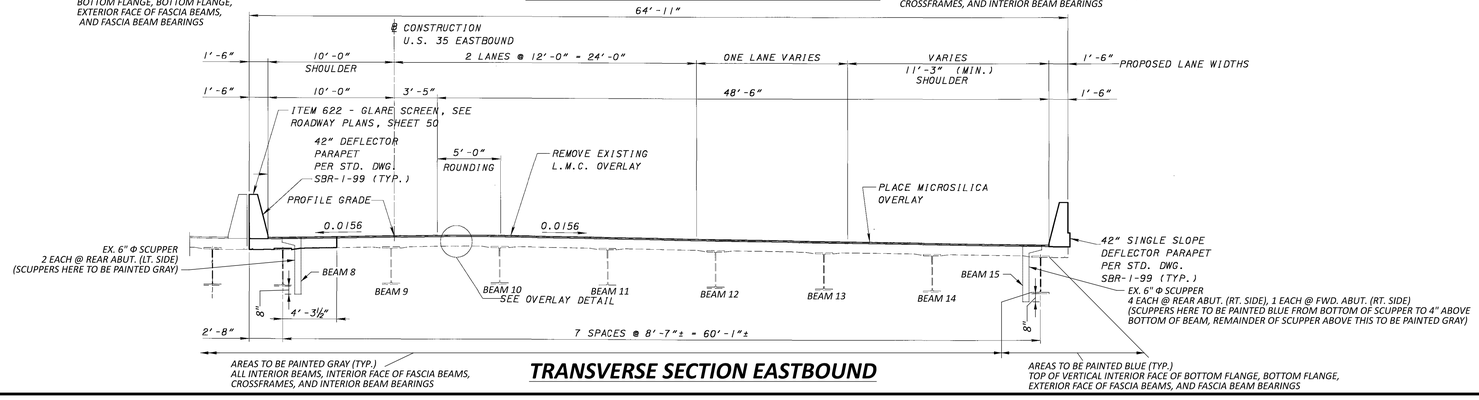
MOT-BP-FY26



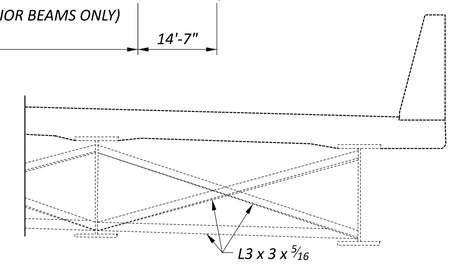
FRAMING PLAN



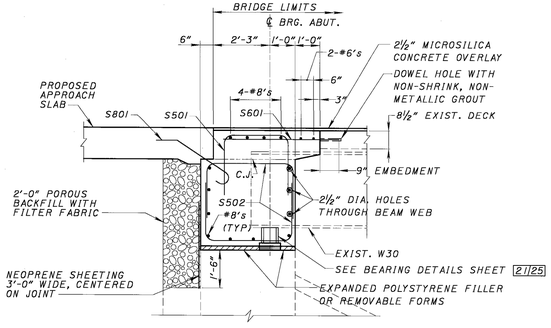
TRANSVERSE SECTION WESTBOUND



TRANSVERSE SECTION EASTBOUND



INTERMEDIATE CROSSFRAME



END DIAPHRAGM

NOTES

DETAILS SHOWN ARE TAKEN FROM EXISTING PLANS AND ARE FOR REFERNCE ONLY

ALL DIMENSIONS CONSIDERED APPROXIMATE

FRAMING PLAN & TRANSVERSE SECTION
BRIDGE NO. MOT-35-1827
U.S. 35 OVER LINDEN AVENUE

SFN	5702798
DESIGN AGENCY	DISTRICT 7 ENGINEERING
DESIGNER	DHG
CHECKER	LCG
REVIEWER	MRB 12/31/24
PROJECT ID	110151
SUBSET	2
TOTAL	2
SHEET	P.21
TOTAL	21

MOT-BP-FY26