

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

MOT-675-0.00

TOWNSHIPS OF MIAMI AND WASHINGTON
MONTGOMERY COUNTY

PROJECT DESCRIPTION
THE PROJECT CONSISTS OF PLANING AND
RESURFACING IR 675 WITH ASPHALT CONCRETE IN
MONTGOMERY COUNTY FROM SLM 0.00 TO SLM 4.11.

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.

2016 SPECIFICATIONS
THE STANDARD SPECIFICATIONS OF THE STATE OF
OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING
CHANGES LISTED IN THE PROPOSAL SHALL GOVERN
THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT
THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE
PART TIME CLOSING OF THE HIGHWAY TO TRAFFIC, AS
NOTED ON SHEETS 6 - 8. DURING WHICH TIME DETOURS
WILL BE PROVIDED AS SHOWN HEREIN. PROVISIONS
FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL
BE AS SET FORTH ON THE PLANS AND ESTIMATES.

FEDERAL PROJECT NO.
E150(995)

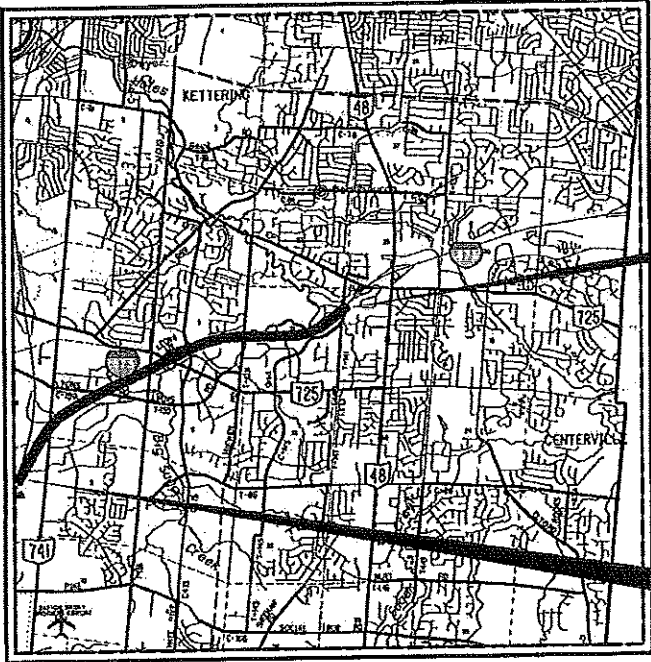
PID NO.
100795

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

MOT-675-0.00

1
23



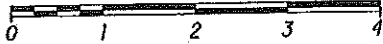
End Project:
Mot-675
S.L.M. 4.11

Begin Project:
Mot-675
S.L.M. 0.00

LOCATION MAP

LATITUDE: N 39°38'26" LONGITUDE: W 84°10'03"

SCALE IN MILES



PORTION TO BE IMPROVED


INDEX OF SHEETS:

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DESIGN DESIGNATION

ROUTE	ADT	TRUCKS
MOT 675	74,885	5110

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES TWO WORKING DAYS
BEFORE YOU DIG.

 **OHIO
Utilities Protection
SERVICE**
(Non-members must be called directly)
Call Before You Dig
1-800-362-2764

**OIL & GAS PRODUCERS
UNDERGROUND PROTECTION SERVICE**
1-800-925-0988

PLAN PREPARED BY:
OHIO DEPT. OF TRANSPORTATION
DISTRICT 7 PLANNING & ENGINEERING
SIDNEY, OH

ENGINEERS SEAL:



SIGNED: Ryan P. Hanke
DATE: 3-2-18

STANDARD CONSTRUCTION DRAWINGS

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	7/18/14	MT-101.30	7/21/17	800	10/19/18
BP-9.1	7/21/17	MT-102.20	7/18/14	806	3/2/15
		MT-105.10	7/19/13	809	1/19/18
DM-4.3	1/15/16			821	4/20/12
DM-4.4	1/15/16	TC-41.20	10/18/13	832	1/17/14
		TC-42.20	10/18/13	921	4/20/12
MT-95.30	7/21/17	TC-52.10	10/18/13		
MT-95.50	7/21/17	TC-52.20	1/19/18		
MT-98.10	1/20/17	TC-65.10	1/17/14		
MT-98.11	1/20/17	TC-65.11	7/21/17		
MT-98.20	7/18/14	TC-71.10	1/19/18		
MT-98.22	1/20/17	TC-72.20	7/15/16		
MT-98.28	1/20/17				
MT-98.30	7/21/17				
MT-99.20	7/21/17				

APPROVED

DATE: 3/2/18

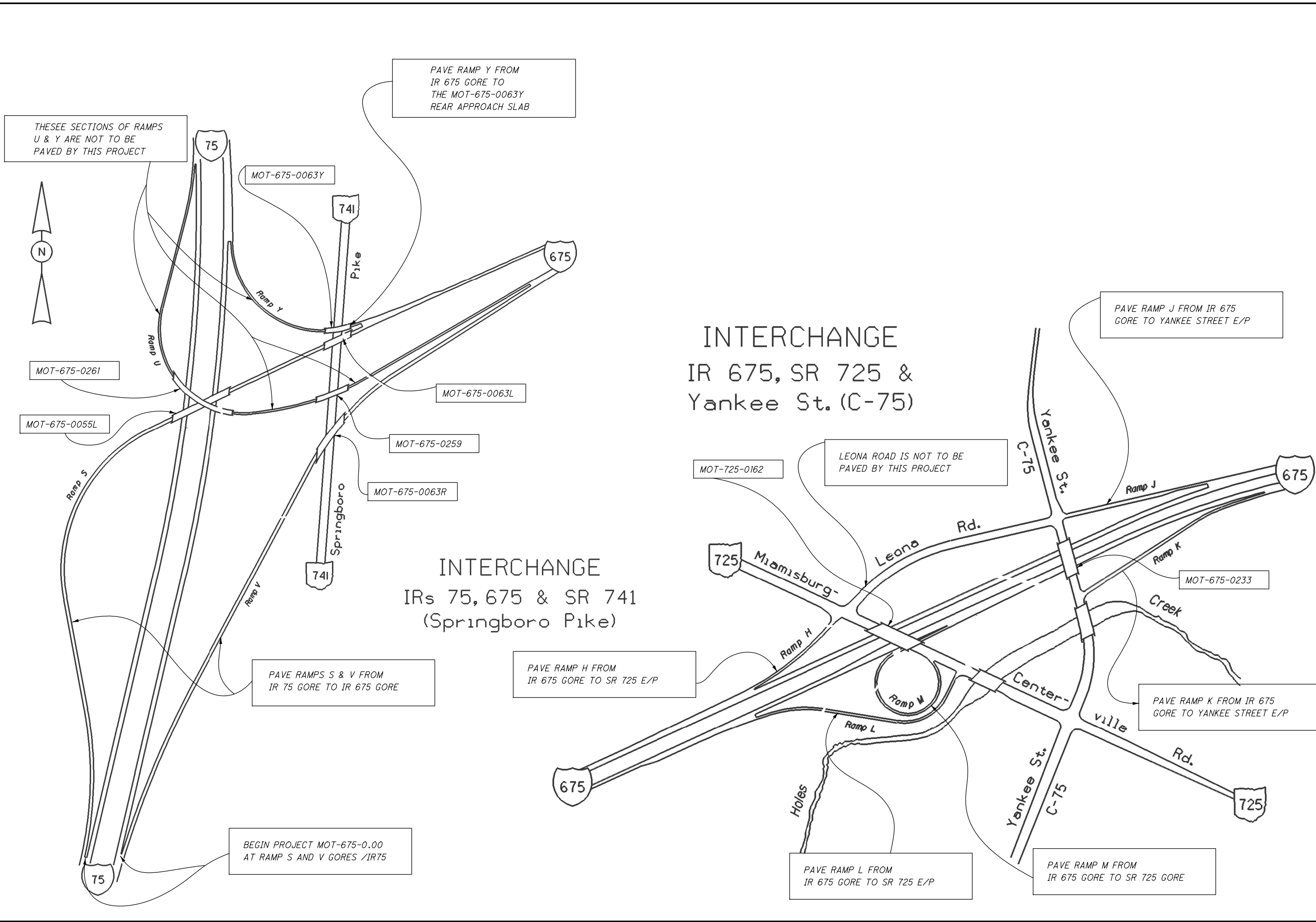
DISTRICT DEPUTY DIRECTOR

APPROVED

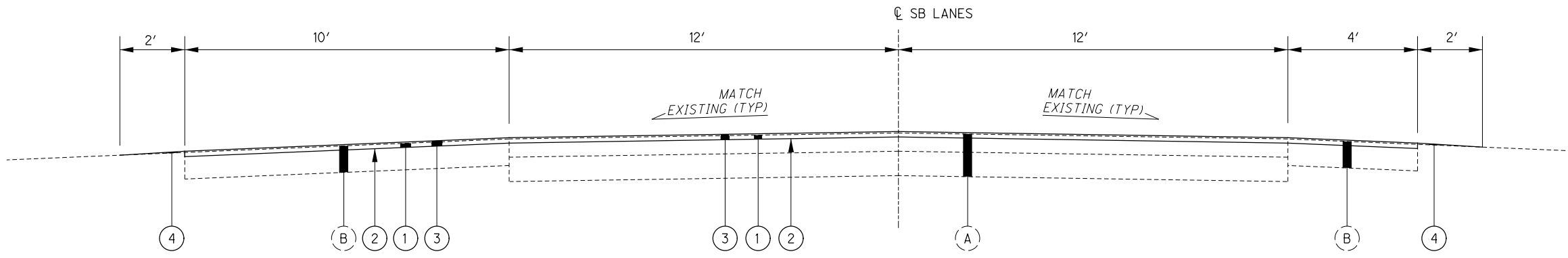
DATE: 7/14/18

DIRECTOR, DEPARTMENT OF
TRANSPORTATION

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SHOULDER AND BERM TREATMENT APPLIES TO BOTH SIDES

TYPICAL No. 1

LIMITING STATIONS

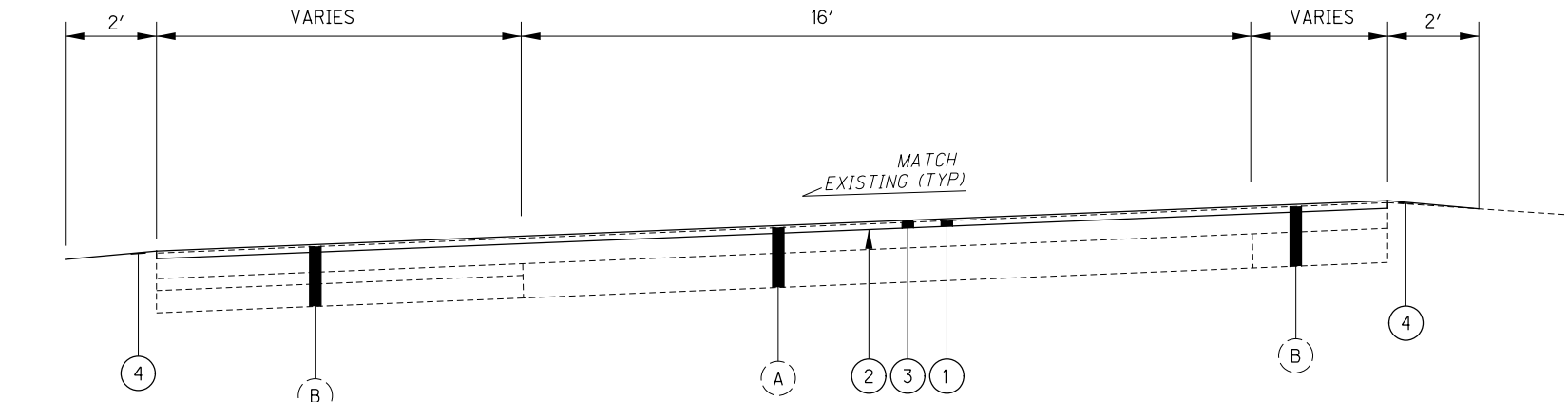
(NORTHBOUND - OPPOSITE HAND)

NORTHBOUND

S.L.M. 0.00 - 0.63
S.L.M. 0.70 - 2.11

SOUTHBOUND

S.L.M. 0.00 - 0.50
S.L.M. 0.59 - 0.61
S.L.M. 0.66 - 2.12



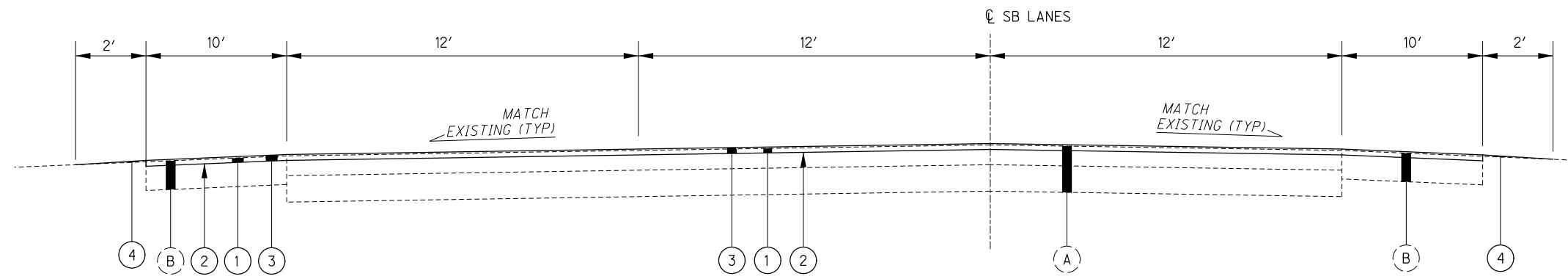
SHOULDER AND BERM TREATMENT APPLIES TO BOTH SIDES

TYPICAL No. 3

RAMPS

FOR LIMITING STATIONS SEE PAVEMENT DATA SHEETS

(NORTHBOUND - OPPOSITE HAND)



NORTHBOUND

S.L.M. 2.11 - 2.99
S.L.M. 3.03 - 4.11

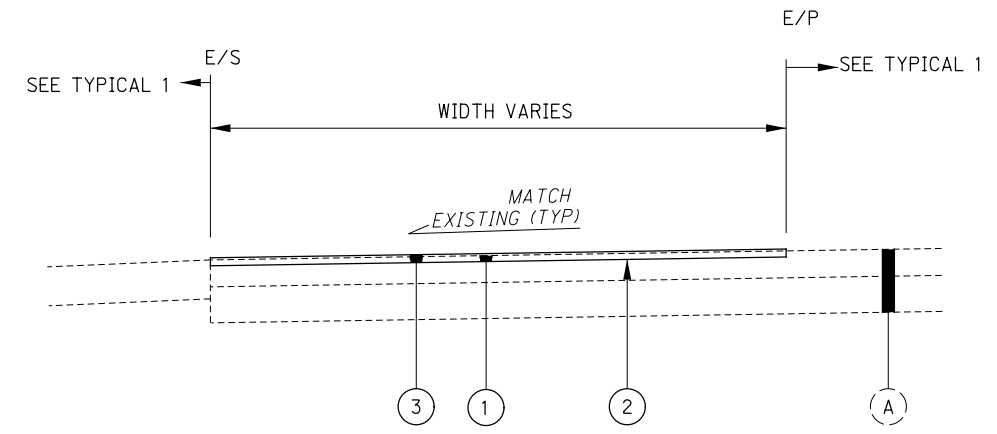
SOUTHBOUND

S.L.M. 2.12 - 2.99
S.L.M. 3.03 - 4.11

TYPICAL No. 4

LIMITING STATIONS

(NORTHBOUND - OPPOSITE HAND)



TYPICAL No. 2

ACCEL / DECEL / GORE

FOR LIMITING STATIONS SEE PAVEMENT DATA SHEETS

PROPOSED LEGEND

- ① ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (2" DEPTH)
- ② ITEM 407 - NONTRACKING TACK COAT, @ 0.085 GAL/SY
- ③ ITEM 806 - 2" ASPHALT CONCRETE, SURFACE COURSE, 12.5mm, TYPE A (446), AS PER PLAN
- ④ ITEM 617 - COMPACTED AGGREGATE (2" Average Thickness)

EXISTING LEGEND

- (A) 6 3/4" ASPHALT CONCRETE ON 9" CONCRETE BASE (TYP.)
- (B) 9 3/4"± ASPHALT CONCRETE ON 9" CONCRETE BASE (TYP.)

* NORTHBOUND SLM 1.01 TO SLM 1.30 IS TRANSITION FROM MERGING IR75 RAMPS INTO TYPICAL 1
** NORTHBOUND SLM 2.04 TO SLM 2.11 AND SOUTHBOUND SLM 2.12 TO SLM 2.27 ARE TRANSITIONS BETWEEN 2 LANE AND 3 LANE TYPICAL SECTIONS.

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NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL AND SHALL LLIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVEABLE PAVEMENT DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO 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.

ALIGNMENT AND PROFILE

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

COORDINATION OF WORK:

MOT-675-0.00 (PID 100795)
AND MOT-725/741-15.26/10.97 (PID 102981)

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

ITEM 253 – PAVEMENT REPAIR, AS PER PLAN

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

THE AREAS OF ITEM 253, PAVEMENT REPAIR, AS PER PLAN ARE LOCATED THROUGHOUT THE PROJECT LIMITS.

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

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 4 FEET IN WIDTH AND 4 INCHES IN DEPTH OR AS DIRECTED BY THE ENGINEER.

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

ITEM 253 – PAVEMENT REPAIR, AS PER PLAN = 3000 SQ YD

ITEM 254 – PAVEMENT PLANING, ASPHALT CONCRETE

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

THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE TWO INCHES (2").

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING SHALL VARY FROM 22’ TO 56’.

NO AREA OF PAVEMENT PLANING SHALL BE OPENED TO THE TRAVELING PUBLIC. PAVEMENT PLANING AND THE PLACEMENT OF ITEM 806 ASPHALT CONCRETE SHALL BE COMPLETED PRIOR TO OPENING THE ROAD TO THE TRAVELING PUBLIC.

ITEM 254 – PATCHING PLANED SURFACE, AS PER PLAN

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED TWO INCHES (2") IN DEPTH AND FILLED WITH ITEM 442 ASPHALT CONCRETE.

AN ESTIMATED QUANTITY OF 300 SQ YDS HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

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

ITEM 806 – ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, AS PER PLAN

THE MATERIAL USED FOR THE RESURFACING SHALL CONSIST OF 2 INCHES (2") OF ITEM 806 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, AS PER PLAN, THE BINDER SHALL BE PG 76-22M.

DURING THE PAVING OPERATION, THE LONGITUDINAL JOINTS SHALL BE PLACED IN THE LOCATION OF THE LANE LINE MARKING.

SEEDING AND MULCHING

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

659, TOPSOIL 20 CU. YD.

659, SEEDING AND MULCHING 150 SQ. YD.

659, COMMERCIAL FERTILIZER .02 TON

659, WATER 1 GAL.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL FOR U-TURN WIDENING. NO PHYSICAL WORK LIMITS ARE SHOWN ON THESE PLANS, ALL WORK SHALL STAY WITHIN 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.

PAVEMENT MARKINGS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS INCLUDING EXISTING LANE AND SHOULDER WIDTHS IN A LOG AND SUBMIT TO THE DEPARTMENT FOR ACCEPTANCE. THE DEPARTMENT WILL NOT ALLOW THE CONTRACTOR TO PERFORM ANY PAVEMENT WORK FUNCTIONS (MILLING, OVERLAY, ETC.) UNTIL ACCEPTANCE OF THE SUBMITTED EXISTING MARKING LOG.

THE CONTRACTOR SHALL COORDINATE AND CORRABORATE THE PROPOSED LAYOUT OF ALL PAVEMENT MARKINGS PER PLAN AND APPLICABLE STANDARD CONSTRUCTION DRAWINGS WITH ODOT.

646 EPOXY PAVEMENT MARKINGS

QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR TRAFFIC CONTROL MARKINGS ON THE CONCRETE BRIDGE DECKS.

ITEM SPECIAL – AIR SPEED ZONE MARKING

IR 675 SLM 3.00 TO 4.00 NB & SB

AIR SPEED ZONE MARKINGS SHALL BE WHITE AND 24 INCHES WIDE MEASURED IN THE DIRECTION OF TRAVEL AND 4 FEET IN LENGTH. ON FOUR-LANE ROADWAY, WHEN PAVED SHOULDERS OF SUFFICIENT WIDTH ARE AVAILABLE, THE AIR SPEED ZONE MARKINGS SHALL BE PLACED ENTIRELY ON THE SHOULDERS.

PLACE THE MARKINGS AT 0.25 MILE INTERVALS OVER A ONE MILE LENGTH OF ROADWAY.

THE MARKINGS WILL BE INSTALLED ON BOTH THE INSIDE (LEFT) AND OUTSIDE (RIGHT) SHOULDER OF IR 675 IN THE NORTHBOUND AND SOUTHBOUND DIRECTIONS. IT IS THE CONTRACTOR’S RESPONSIBILITY TO HAVE THE MARKINGS LAID OUT BY A REGISTERED SURVEYOR. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT CONSTRUCTION ADMINISTRATOR.

MATERIALS, EQUIPMENT AND APPLICATION SHALL BE ACCORDING TO THE TYPE OF PAVEMENT MARKING MATERIAL USED.

PAYMENT SHALL BE ACCORDING TO THE PAVEMENT MARKING MATERIAL USED AND SHALL INCLUDE THE SURVEYING WORK. THE FIVE MARKINGS PLACED IN EACH 1 MILE OF ROADWAY SHALL EQUAL ONE ZONE. THE ZONE SHALL BE MEASURED AS 1 EACH FOR AIR SPEED ZONE MARKING. A QUANTITY OF 4 EACH HAS BEEN INCLUDED ON SHEET 14 FOR MARKINGS ON BOTH THE INSIDE AND OUTSIDE SHOULDERS OF USR 36 NORTHBOUND AND SOUTHBOUND.

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ITEM 809 – STOP-BAR RADAR DETECTION

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR MATRIX DETECTION UNIT. THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
5. THE MANUFACTURER’S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ON-SITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.

PAYMENT FOR ITEM 809 STOP-BAR RADAR DETECTION SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH

UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT AND CONNECTIONS TESTED AND ACCEPTED.

ITEM 809 – STOP BAR RADAR DETECTION		
	LOCATION	QUANTITY
	SR 725 X IR 675 – SB RAMP	3
	SR 725 X IR 675 – NB RAMP	1
	SR 725 X YANKEE STREET	4
	TOTAL	8

ITEM 809 – ADVANCE RADAR DETECTION

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR ADVANCE

DETECTION UNIT (MODEL SS-200E). THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
5. THE MANUFACTURER’S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ON-SITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.

PAYMENT FOR ITEM 809 ADVANCE RADAR DETECTION SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT, CONNECTIONS TESTED AND ACCEPTED, AND ANY OTHER NECESSARY HARDWARE TO ESTABLISH A FULLY FUNCTIONAL DETECTION SYSTEM.

THE ADVANCE RADAR DETECTION SHOULD BE INSTALLED AND OPERATIONAL PRIOR TO ANY PAVEMENT WORK.

ITEM 809 – ADVANCE RADAR DETECTION		
	LOCATION	QUANTITY
	SR 725 X IR 675 – SB RAMP	3
	SR 725 X IR 675 – NB RAMP	2
	SR 725 X YANKEE STREET	4
	TOTAL	9

632 SIGNALIZATION, MISC.: UNLASH AND RELASH MESSENGER WIRE

THE CONTRACTOR SHALL REMOVE EXISTING MESSENGER WIRE LASHING RODS AND REINSTALL THEM AS NECESSARY FOR THE INSTALLATION OF ANY NEW CABLES ON THE EXISTING INTERSECTION SIGNAL SPANS. THE CABLES SHALL ENTER THE EXISTING STRAIN POLE THROUGH THE POLE CABLE ENTRANCE FITTING AND USE THE EXISTING CONDUIT SYSTEM TO GET TO THE CONTROLLER CABINET. THE NEW CABLES SHALL BE SUPPORTED BY A NEW CABLE SUPPORT ASSEMBLY AT THE TOP OF THE STRAIN POLE.

THE NEW SIGNAL CABLES SHALL BE BID BY SEPARATE BID ITEMS.

PAYMENT FOR ITEM 632 “SIGNALIZATION MISC.: UNLASH AND RELASH MESSENGER WIRE” SHALL BE MADE AT THE CONTRACT UNIT PRICE PER PER FOOT AND SHALL INCLUDE ALL LABOR, MATERIALS, CABLE SUPPORT ASSEMBLIES AND EQUIPMENT TO INSTALL NEW CABLES ON EXISTING SIGNAL SPAN WIRE INSTALLATIONS.

REMOVE AND REINSTALL LASHING RODS	
LOCATION	# FT
SR 725 X IR 675 – SB RAMP	315
SR 725 X IR 675 – NB RAMP	215
SR 725 X YANKEE STREET	310
TOTAL	840

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ITEM 614 - MAINTAINING TRAFFIC

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

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

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

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE, ERECT, MAINTAIN (IN PROPER POSITION, CLEAN, LEGIBLE AND GOOD WORKING CONDITION) AND REMOVE ALL LIGHTS, SIGNS BARRICADES, CONES AND ALL OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC, INCLUDING PAVEMENT MARKINGS.

Interchange	Ramp	Permitted Ramp Closure Times		Max. Night Closures
		Begin	End	
SR 725	RAMP M NB ON-RAMP	7:00 PM	6:00 AM	2

THE CONTRACTOR SHALL CONTACT THE MONTGOMERY COUNTY ENGINEER'S OFFICE 14 DAYS IN ADVANCE OF CLOSING THE NORTHBOUND ON-RAMP AT THE IR 675 X SR 725 INTERCHANGE. THE CONTACT IS JO WILSON, OPERATIONS DIRECTOR 937-837-2528.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

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

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

	CHRISTMAS NEW YEARS MEMORIAL DAY	FOURTH OF JULY LABOR DAY THANKSGIVING
THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:		
DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC	
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY	
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY	
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY	
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY	
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY	
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY	
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY	
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY	

PERMITTED LANE CLOSURE TIMES

THE PERMITTED LANE CLOSURE TIMES ON IR 675, FROM SLM 0.00 TO SLM 2.27, SHALL BE AS FOLLOWS: ONE LANE MAY BE CLOSED FROM 7:00 PM TO 6:00 AM EACH NIGHT. TWO LANE CLOSURES ARE NOT PERMITTED.

THE PERMITTED LANE CLOSURE TIMES ON IR 675, FROM SLM 2.27 TO SLM 5.00, SHALL BE AS FOLLOWS: ONE LANE MAY BE CLOSED FROM 7:00 PM TO 6:00 AM EACH NIGHT, BEGINNING MONDAY NIGHT AT 7:00 PM THROUGH FRIDAY MORNING AT 6:00 AM. ONE LANE MAY BE CLOSED FROM 8:00 PM FRIDAY NIGHT THROUGH 6:00 AM MONDAY MORNING. TWO LANES MAY BE CLOSED FROM 9:00 PM TO 6:00 AM EACH NIGHT, BEGINNING MONDAY NIGHT AT 9:00 PM THROUGH SATURDAY MORNING AT 6:00 AM. TWO LANES MAY BE CLOSED FROM 7:00 PM TO 6:00 AM EACH NIGHT, BEGINNING SATURDAY NIGHT AT 7:00 PM THROUGH MONDAY MORNING AT 6:00 AM. THREE LANE CLOSURES ARE NOT PERMITTED.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$75 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

* DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

* DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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

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

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

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

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 400 HOURS.

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

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

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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 PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. 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 _ 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 PRE-CONSTRUCTION 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.

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

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.

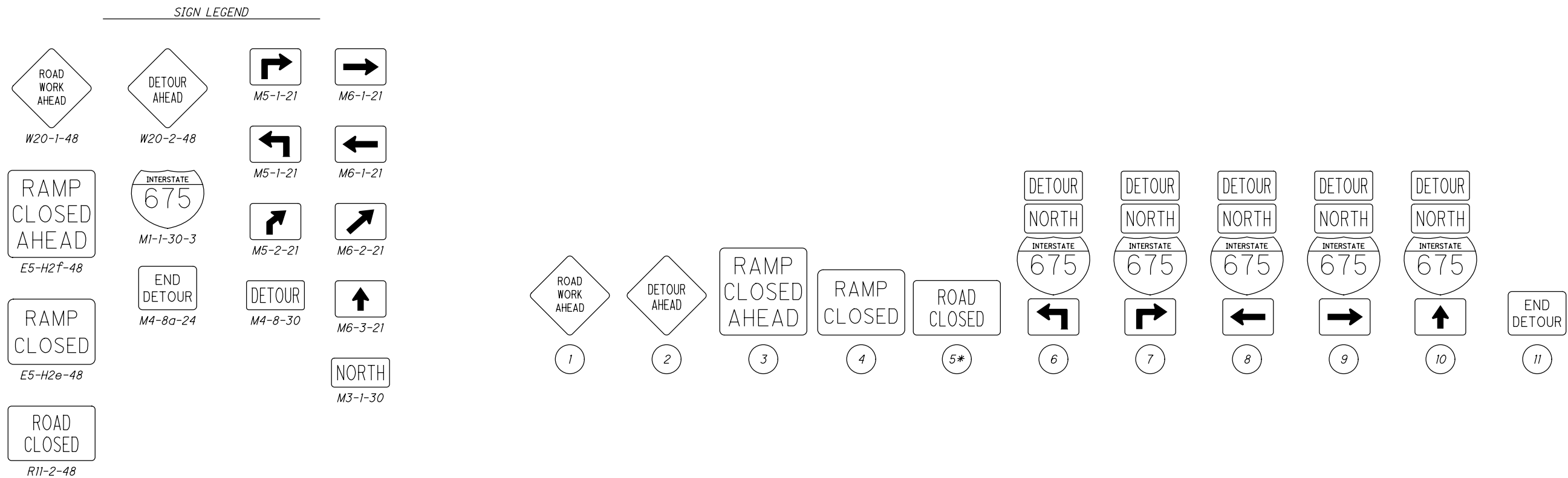
THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 3 SIGN MONTH (ASSUMING ONE PCMS FOR THREE MONTHS)

CALCULATED	TMK	MAINTENANCE OF TRAFFIC GENERAL NOTES	MOT-675-0.00	<div><div>7</div><div>23</div></div>
	CHECKED			
SSS				



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SHEET NUM.													PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
		4	5	6	7	11	12	13	14	15	16	23	01/IMS/PV		EXT	TOTAL			
								18					18	202	23010	18	SY	ROADWAY	
								18					18	203	10000	18	CY	PAVEMENT REMOVED, ASPHALT	
								41					41	203	20000	41	CY	EXCAVATION	
																		EMBANKMENT	
																		EROSION CONTROL	
		20											20	659	00300	20	CY	TOPSOIL	
		150											150	659	10000	150	SY	SEEDING AND MULCHING	
		0.02											0.02	659	20000	0.02	TON	COMMERCIAL FERTILIZER	
		1											1	659	35000	1	MGAL	WATER	
																		PAVEMENT	
		3,000											3,000	253	01001	3,000	SY	PAVEMENT REPAIR, AS PER PLAN	4
						221,936	25,151	951					248,038	254	01000	248,038	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 2" DEPTH	
		300											300	254	01601	300	SY	PATCHING PLANED SURFACE, AS PER PLAN	4
								35					35	301	46000	35	CY	ASPHALT CONCRETE BASE, PG64-22	
								18					18	304	20000	18	CY	AGGREGATE BASE	
						18,867	2,139	97					21,103	407	20000	21,103	GAL	NON-TRACKING TACK COAT	
						12,330	1,399						13,729	442	00100	13,729	CY	ANTI-SEGREGATION EQUIPMENT	
						1,065	141						1,206	617	10100	1,206	CY	COMPACTED AGGREGATE	
						16.32							16.32	618	40600	16.32	MILE	RUMBLE STRIPS, (ASPHALT CONCRETE)	
						12,330	1,399	63					13,792	806	00101	13,792	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, AS PER PLAN	4
											908		908	621	00100	908	EACH	TRAFFIC CONTROL	
											908		908	621	54000	908	EACH	RPM	
													99	630	03100	99	FT	RAISED PAVEMENT MARKER REMOVED	
								6					6	630	85100	6	EACH	GROUND MOUNTED SUPPORT, NO. 3 POST	
								6					6	630	86002	6	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
																		REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
								18.96					18.96	644	00104	18.96	MILE	EDGE LINE, 6"	
								12.1					12.1	644	00204	12.1	MILE	LANE LINE, 6"	
								8,476					8,476	644	00404	8,476	FT	CHANNELIZING LINE, 12"	
								92					92	644	00500	92	FT	STOP LINE	
								850					850	644	00720	850	FT	CHEVRON MARKING	
								10					10	644	01300	10	EACH	EDGE LINE, 6"	
								4					4	644	01350	4	EACH	LANE REDUCTION ARROW	
								4,843					4,843	644	01510	4,843	FT	DOTTED LINE, 6"	
								4					4	SPECIAL	64440000	4	EACH	AIR SPEED ZONE MARKING	14
								1					1	644	50100	1	EACH	PAVEMENT MARKING, MISC.: "MERGE"	14
								0.42					0.42	646	10010	0.42	MILE	EDGE LINE, 6"	
								0.29					0.29	646	10110	0.29	MILE	LANE LINE, 6"	
																		TRAFFIC SIGNALS	
		840											840	632	90500	840	FT	SIGNALIZATION, MISC.: UNLASH AND RELASH MESSENGER WIRE	5
		9											9	809	69000	9	EACH	ADVANCE RADAR DETECTION	
		8											8	809	69100	8	EACH	STOP-BAR RADAR DETECTION	
												97	97	516	31001	97	FT	STRUCTURE REPAIR (MOT-675-0055L)	17
																		STRUCTURE REPAIR (MOT-675-0063L)	
												92	92	516	31001	92	FT	JOINT SEALER, AS PER PLAN	18
												6	6	519	12300	6	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	
												149	149	516	31001	149	FT	STRUCTURE REPAIR (MOT-675-0063R)	19
												6	6	519	12300	6	SY	JOINT SEALER, AS PER PLAN	
																		PATCHING CONCRETE BRIDGE DECK - TYPE B	
												55	55	516	31001	55	FT	STRUCTURE REPAIR (MOT-675-0063Y)	18
																		JOINT SEALER, AS PER PLAN	

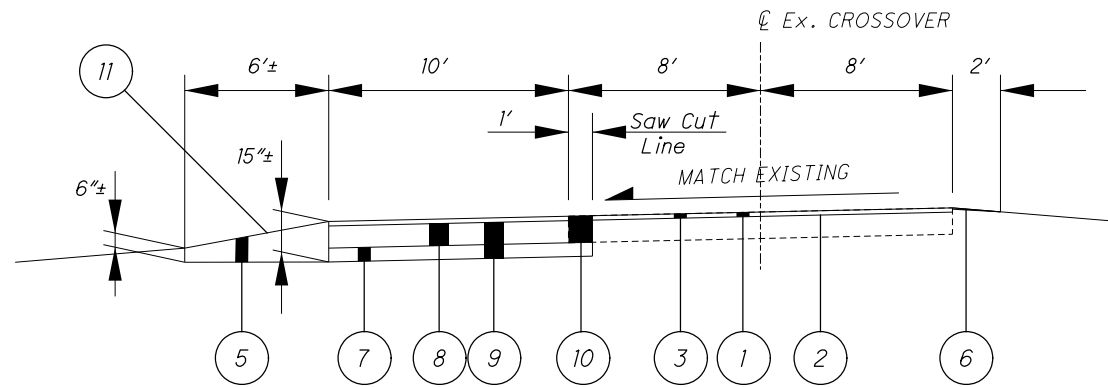
GENERAL SUMMARY

MOT - 675 - 0.00

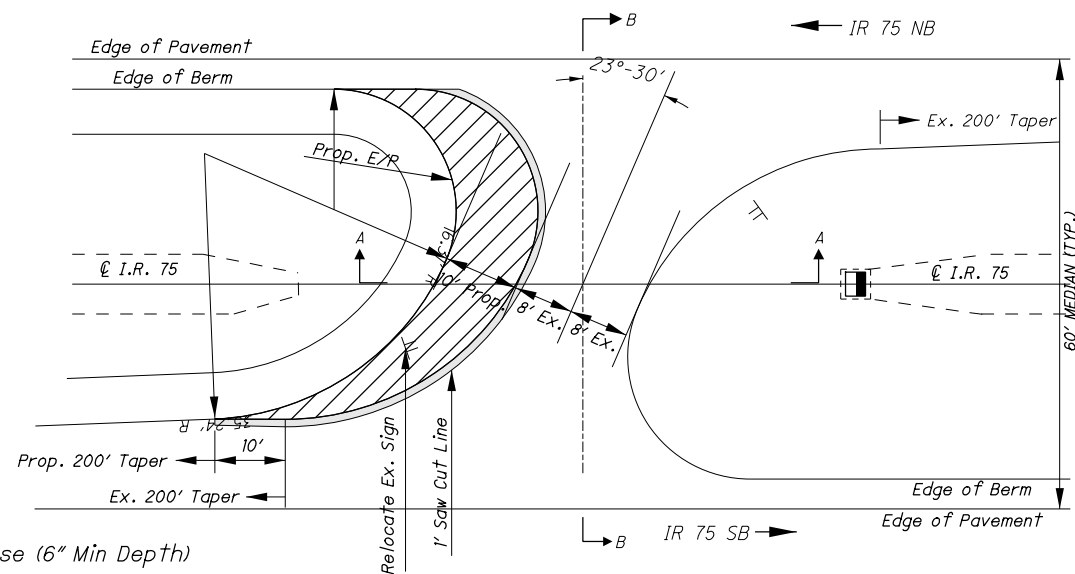
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; flex-direction: column; align-items: center; justify-content: center;"> <div>11</div> <div>23</div> </div> <div style="text-align: center; flex-grow: 1;"> MOT-675-0.00 </div> </div>	PAVEMENT CALCULATIONS		CALCULATED TMR CHECKED SSS



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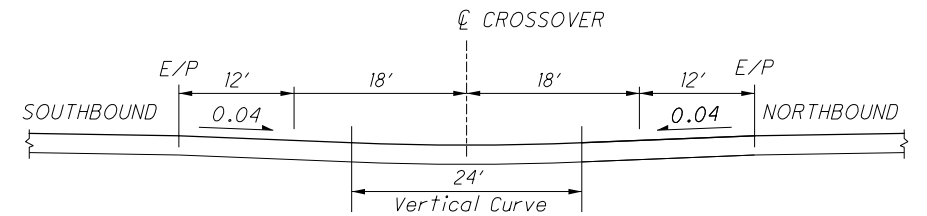
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SECTION A-A



 = PAVEMENT REMOVED
 = PAVEMENT WIDENING



SECTION B-B

- 1

ITEM 254 - Pavement Planing (2" Thickness)
- 2

ITEM 407 - Non Tracking Tack Coat @ 0.085 Gal/SY
- 3

ITEM 806 - 2" Asphalt Concrete, Surface Course, 12.5mm, Type A (446), As Per Plan
- 5

ITEM 203 - Embankment (10.5" Average Depth)
- 6

ITEM 203 - Embankment (Blending 1/4" Average Depth)

7

ITEM 304 - Aggregate Base (6" Min Depth)

8

ITEM 301 - Asphalt Concrete Base (9" Min Depth)

9

ITEM 203 - Excavation (7" Average Depth)

10

ITEM 202 - Pavement Removed, Asphalt (Average Width 1')

11

ITEM 659 - Seeding and Mulching

Note: Build proposed section up to within 2" from the level of existing pavement. Then mill existing 2" and then overlay entire U-turn with 2" surface course.

PAVEMENT DATA - MEDIAN U-TURN WIDENING

	ROUTE	APPROX. S.I.M.	DIRECTION OF BUILD	PROP. WIDENING			Total Pvmt. Area Ex. And Prop. (Cad Meas.)	PROPOSED PAVEMENT						202	203	203	254	304		630	630	630			
				Avg. Pvmt. Width	Avg. Pvmt. Length	Avg. Pvmt. Area		407	ASPHALT CONCRETE						Pvmt. Removed Asphalt	Excavation	Embankment	Pvmt. Planing Avg. Depth (2")	Aggregate Base		Removal Grd. Mounted Sign and Re-Erection	Removal Grd. Mounted Post Support and Disposal	Grd. Mounted Support, #3 Post		
									806				301												
									NON TRACKING TACK COAT @ 0.085 GAL/SQ YD			Avg. Thickness (inch)	Surface Course	Avg. Thickness (inch)											Base Course
FT	FT	SQ YD	SQ YD	GAL				CU YD		CU YD	SQ YD	CU YD	CU YD	SQ YD	CU YD		EACH	EACH	FT						
	WIDENING																								
	MOT-675	1.50	N/S	5.5	52	31.8						9.0	11.7	6	6	13.6		6.00		2	2	16.5/16.5			
	MOT-675	3.20	N/S	5.5	52	31.8						9.0	11.7	6	6	13.6		6.00		2	2	16.5/16.5			
	MOT-675	3.88	N/S	5.5	52	31.8						9.0	11.7	6	6	13.6		6.00		2	2	16.5/16.5			
	RESURFACING																								
	MOT-675	1.50	N/S				380	32.3			2.0	21.0					317								
	MOT-675	3.20	N/S				380	32.3			2.0	21.0					317								
	MOT-675	3.88	N/S				380	32.3			2.0	21.0					317								
TOTALS CARRIED TO GENERAL SUMMARY								97				63		35	18	18	41	951	18		6	6	99		





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ITEM 516 - JOINT SEALER, AS PER PLAN

THIS PAY ITEM INCLUDES REMOVAL OF THE EXISTING JOINT SEALER AND SEALING THE EXPANSION JOINT WITH HOT APPLIED JOINT SEALER, 705.04.

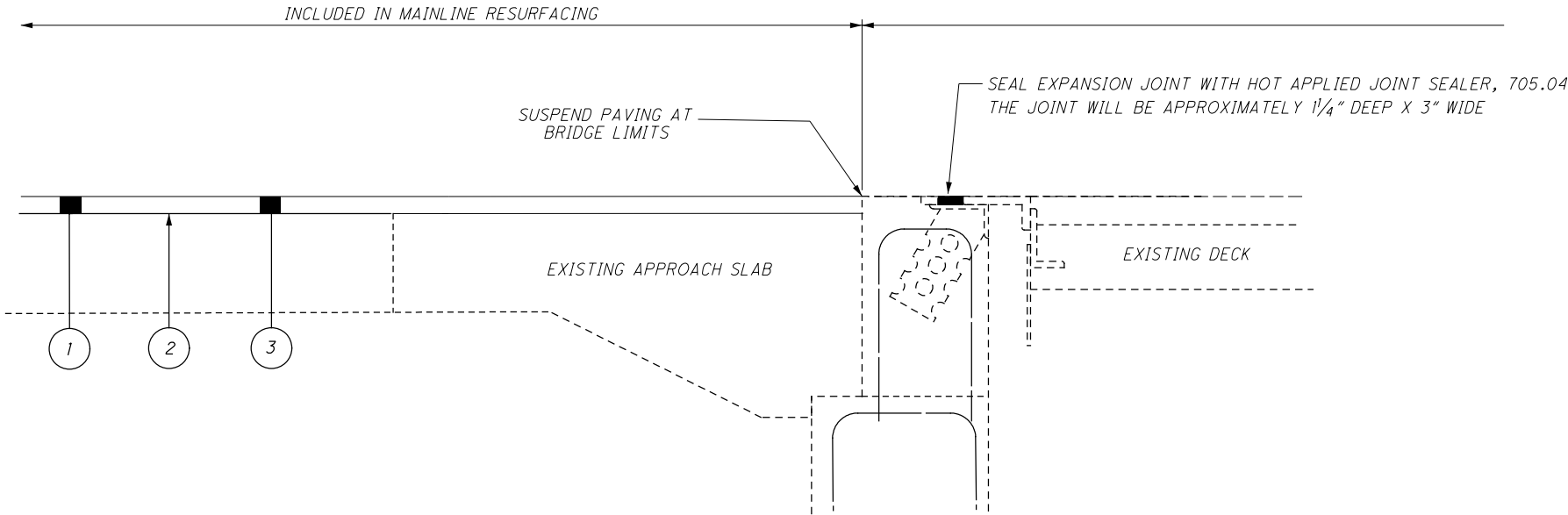
EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN IN THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM THE PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATION AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE STRUCTURE AND PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO THE CMS 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 STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS, WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD. PLANS OF THE EXISTING STRUCTURES MAY BE EXAMINED AT THE DISTRICT SEVEN OFFICE IN SIDNEY, OHIO OR THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO.

BRIDGE DECK PROPOSED WORK

- 1) REMOVE AND REPLACE JOINT SEALER AT EXPANSION JOINTS USING ITEM 516 JOINT SEALER, AS PER PLAN



PROFILE VIEW

MOT-675-0055 L

LEGEND

- 1 - ITEM 806 - 2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A
2 - ITEM 407 - NON TRACKING TACK COAT (0.085 GAL/SY)
3 - ITEM 254 - 2" PAVEMENT PLANING, ASPHALT CONCRETE

■ - ITEM 516 - JOINT SEALER, AS PER PLAN

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ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B

THIS ITEM IS TO BE USED TO REPAIR DETERIORATED AREAS AT THE EXPANSION JOINTS IN ACCORDANCE WITH PROPOSAL NOTE 512 - ITEM SPECIAL PATCHING CONCRETE BRIDGE DECKS. UNSOUND AREAS NEAR THE JOINTS ARE TO BE MARKED OUT BY THE ENGINEER. THE PATCHED AREAS ARE LIMITED TO THE JOINT AREA ONLY.

PAYMENT FOR THIS ITEM OF WORK SHALL INCLUDE ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED FOR ITEM 519 PATCHING CONCRETE BRIDGE DECK, TYPE B PER SQUARE YARD.

ITEM 516 - JOINT SEALER, AS PER PLAN

THIS PAY ITEM INCLUDES REMOVAL OF THE EXISTING RUBBER SEAL AND SEALING THE EXPANSION JOINT WITH HOT APPLIED JOINT SEALER, 705.04. SAWING THROUGH THE PATCH TO RE-ESTABLISH THE BRIDGE LIMIT JOINT PRIOR TO FILLING WITH 705.04 IS ALSO INCLUDED WITH THIS PAY ITEM.

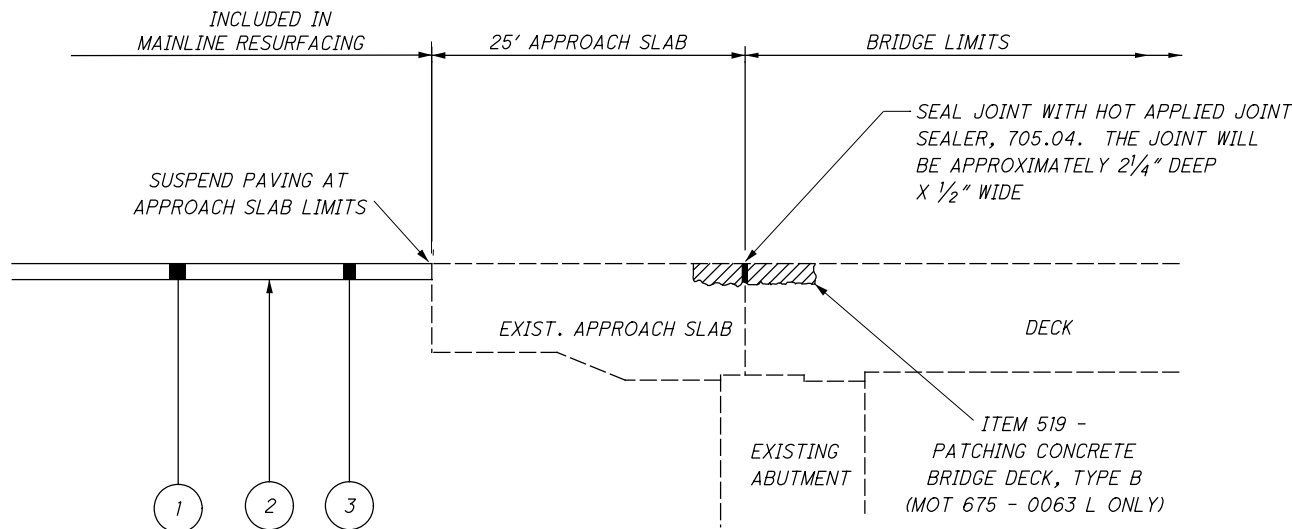
EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN IN THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM THE PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATION AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE STRUCTURE AND PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO THE CMS 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 STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS, WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD. PLANS OF THE EXISTING STRUCTURES MAY BE EXAMINED AT THE DISTRICT SEVEN OFFICE IN SIDNEY, OHIO OR THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO.

PROPOSED WORK

- 1) REPAIR DETERIORATED AREAS AT THE EXPANSION JOINTS USING ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B (MOT-675-0063 L ONLY)
- 2) REMOVE THE EXISTING RUBBER SEALS AND SEAL THE EXPANSION JOINTS USING ITEM 516 JOINT SEALER, AS PER PLAN. (MOT-675-0063 L & MOT-675-0063 Y)



LEGEND

- 1 - ITEM 806 - 2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A
- 2 - ITEM 407 - NON TRACKING TACK COAT (0.085 GAL/SY)
- 3 - ITEM 254 - 2" PAVEMENT PLANING, ASPHALT CONCRETE

- ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B
- ITEM 516 - JOINT SEALER, AS PER PLAN

PROFILE VIEW

MOT-675-0063 L
MOT-675-0063 Y

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ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B

THIS ITEM IS TO BE USED TO REPAIR DETERIORATED AREAS ON THE BRIDGE DECK, BACKWALLS AND APPROACH SLABS IN ACCORDANCE WITH PROPOSAL NOTE 512 - ITEM SPECIAL, PATCHING CONCRETE BRIDGE DECKS. UNSOUND AREAS ARE TO BE MARKED OUT BY THE ENGINEER.

PAYMENT FOR THIS ITEM OF WORK SHALL INCLUDE ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED FOR ITEM 519 PATCHING CONCRETE BRIDGE DECK, TYPE B PER SQUARE YARD.

ITEM 516 - JOINT SEALER, AS PER PLAN

THIS PAY ITEM INCLUDES REMOVAL OF THE EXISTING JOINT SEALER AND SEALING THE EXPANSION JOINT WITH HOT APPLIED JOINT SEALER, 705.04.

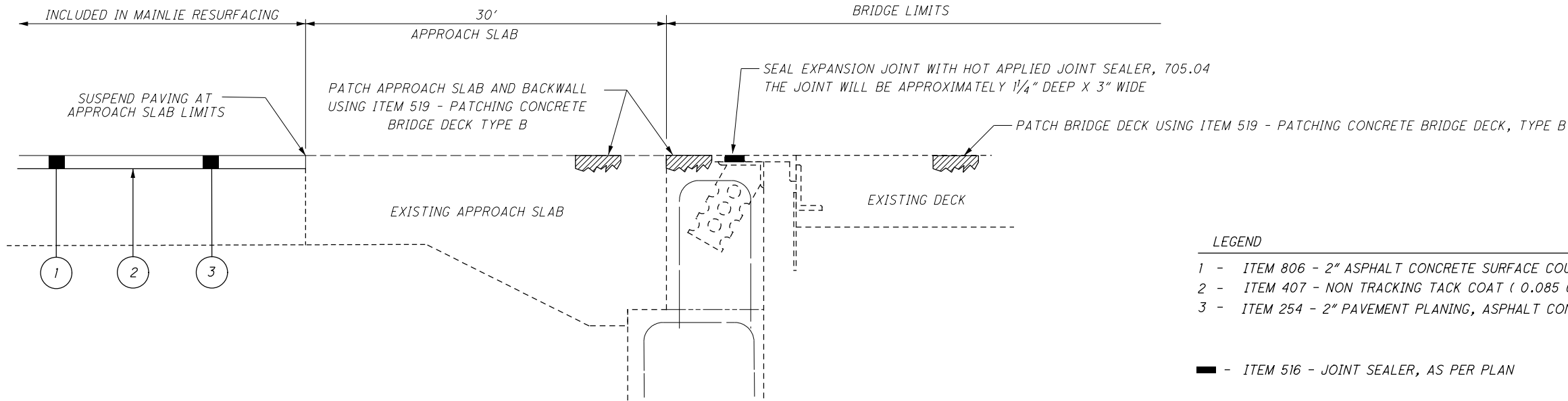
EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN IN THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM THE PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATION AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE STRUCTURE AND PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO THE CMS 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 STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS, WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD. PLANS OF THE EXISTING STRUCTURES MAY BE EXAMINED AT THE DISTRICT SEVEN OFFICE IN SIDNEY, OHIO OR THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO.

BRIDGE DECK PROPOSED WORK

- 1) PATCH BRIDGE DECK AND APPROACH SLABS USING ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B
- 2) REMOVE AND REPLACE JOINT SEALER AT EXPANSION JOINTS USING ITEM 516 JOINT SEALER, AS PER PLAN



PROFILE VIEW MOT-675-0063 R

LEGEND

- 1 - ITEM 806 - 2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A
- 2 - ITEM 407 - NON TRACKING TACK COAT (0.085 GAL/SY)
- 3 - ITEM 254 - 2" PAVEMENT PLANING, ASPHALT CONCRETE

■ - ITEM 516 - JOINT SEALER, AS PER PLAN

▨ - ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B

CALCULATED	TMK
CHECKED	MB

STRUCTURE DETAILS

MOT - 675 - 0.00

19
23

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ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B

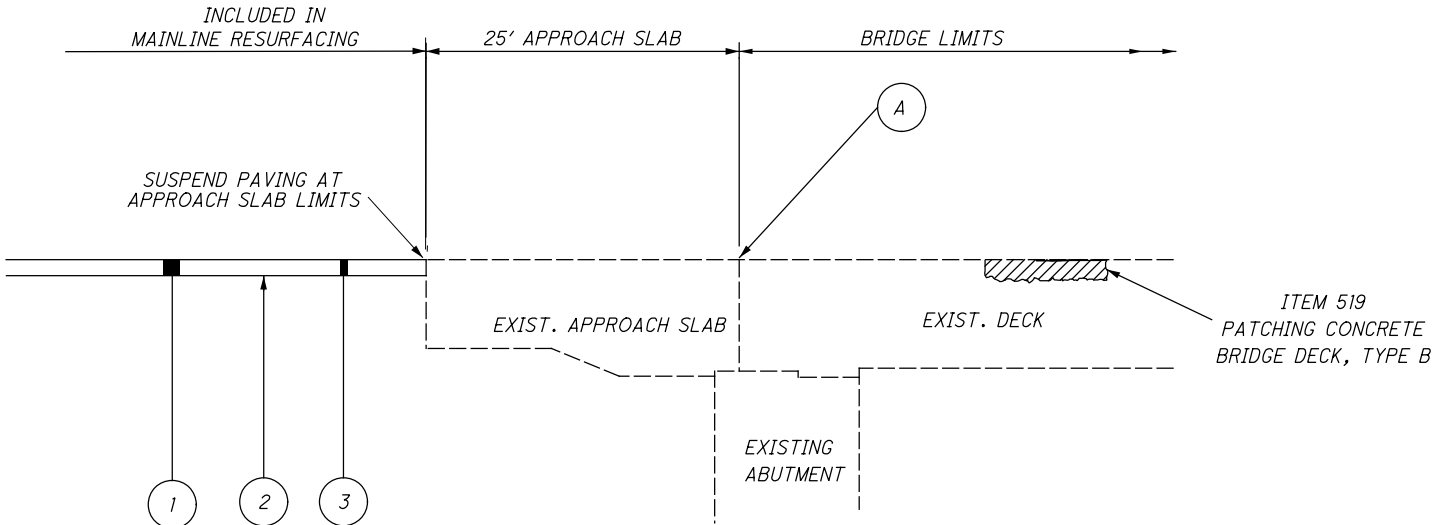
THIS ITEM IS TO BE USED TO REPAIR DETERIORATED AREAS ON THE BRIDGE DECK IN ACCORDANCE WITH PROPOSAL NOTE 512 - ITEM SPECIAL PATCHING CONCRETE BRIDGE DECKS. UNSOUND AREAS ARE TO BE MARKED OUT BY THE ENGINEER.

PAYMENT FOR THIS ITEM OF WORK SHALL INCLUDE ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED FOR ITEM 519 PATCHING CONCRETE BRIDGE DECK, TYPE B PER SQUARE YARD.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN IN THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM THE PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATION AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE STRUCTURE AND PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO THE CMS 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 STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS, WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD. PLANS OF THE EXISTING STRUCTURES MAY BE EXAMINED AT THE DISTRICT SEVEN OFFICE IN SIDNEY, OHIO OR THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO.



PROPOSED WORK

- 1) PATCH BRIDGE DECK USING
ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B

LEGEND

- 1 - ITEM 806 - 2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A
2 - ITEM 407 - NON TRACKING TACK COAT (0.085 GAL/SY)
3 - ITEM 254 - 2" PAVEMENT PLANING, ASPHALT CONCRETE
A - EXISTING POLYMER MODIFIED ASPHALT JOINT
Hatched area - ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B

PROFILE VIEW

MOT-675-0299 L
MOT-675-0299 R

ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B

THIS ITEM IS TO BE USED TO REPAIR DETERIORATED AREAS AT THE EXPANSION JOINTS IN ACCORDANCE WITH PROPOSAL NOTE 512 - ITEM SPECIAL PATCHING CONCRETE BRIDGE DECKS. UNSOUND AREAS NEAR THE JOINTS ARE TO BE MARKED OUT BY THE ENGINEER. THE PATCHED AREAS ARE LIMITED TO THE JOINT AREA ONLY.

PAYMENT FOR THIS ITEM OF WORK SHALL INCLUDE ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED FOR ITEM 519 PATCHING CONCRETE BRIDGE DECK, TYPE B PER SQUARE YARD.

ITEM 516 - JOINT SEALER, AS PER PLAN

THIS PAY ITEM INCLUDES REMOVAL OF THE EXISTING RUBBER SEAL AND SEALING THE EXPANSION JOINT WITH HOT APPLIED JOINT SEALER, 705.04. SAWING THROUGH THE PATCH TO RE-ESTABLISH THE BRIDGE LIMIT JOINT PRIOR TO FILLING WITH 705.04 IS ALSO INCLUDED WITH THIS PAY ITEM.

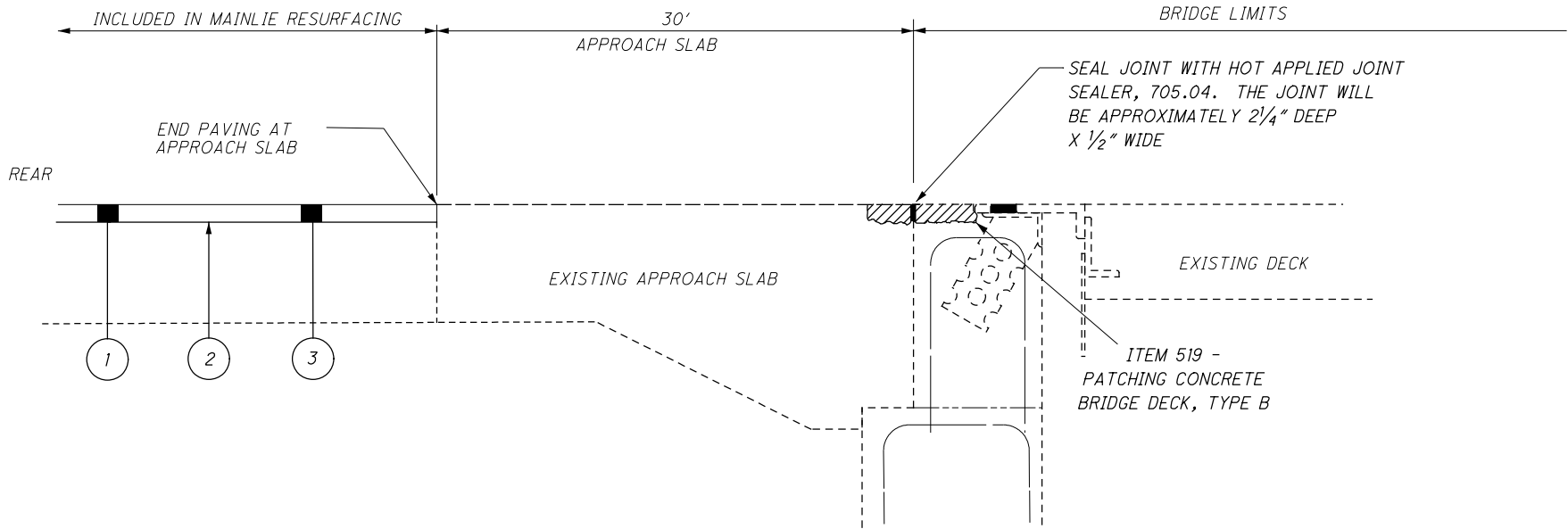
THE JOINTS BETWEEN THE APPROACH SLABS AND WINGWALLS ARE TO BE CLEANED OUT OF DEBRIS, GRIT, AND EXISTING JOINT SEALER. BACKER ROD IS TO BE INSTALLED A MINIMUM OF 3" BELOW THE SURFACE AND THE CAVITY ABOVE FILLED WITH HOT APPLIED JOINT SEALER, 705.04.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN IN THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM THE PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATION AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE STRUCTURE AND PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO THE CMS 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 STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS, WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD. PLANS OF THE EXISTING STRUCTURES MAY BE EXAMINED AT THE DISTRICT SEVEN OFFICE IN SIDNEY, OHIO OR THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO.

PROPOSED WORK
1) REPAIR DETERIORATED AREAS AT THE EXPANSION JOINTS USING ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B
2) REMOVE THE EXISTING RUBBER SEALS AND SEAL THE EXPANSION JOINTS USING ITEM 516 JOINT SEALER, AS PER PLAN
3) CLEAN JOINTS BETWEEN APPROACH SLABS AND WINGWALLS. INSTALL BACKER ROD AND FILL JOINT WITH HOT APPLIED JOINT SEALER, 705.04



LEGEND
1 - ITEM 806 - 2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A
2 - ITEM 407 - NON TRACKING TACK COAT (0.085 GAL/SY)
3 - ITEM 254 - 2" PAVEMENT PLANING, ASPHALT CONCRETE

■ - ITEM 516 - JOINT SEALER, AS PER PLAN

▨ - ITEM 519 - PATCHING CONCRETE BRIDGE DECK, TYPE B

PROFILE VIEW
MOT-675-0411 L
MOT-675-0411 R

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LENGTH (BRIDGE LIMITS)	WIDTH	BRIDGE DECK AREA	SKEW ANGLE	STRUCTURE NAME	STRUCTURE FILE NUMBER	COMMENTS (WEARING COURSE)	APPROACH SLAB LENGTH	APPROACH SLAB AREA	TYPE
FT.	FT.	SQ. YD.	DEGREE, MIN., SEC				FT	SQ. YD.	
411.36	40.50	1851	32-49-45 LF	MOT-675-0055L	5710707	SKIP BRIDGE DECK	25	225	CONTINUOUS PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
-	-	-	13-30 RF	MOT-675-0061L	5710855	2" MILL/FILL OVER AS ROADWAY	-	-	TWIN 102" DIAMETER CORRUGATED STEEL PIPE
-	-	-	29-03-24 RF	MOT-675-0061Y	5710839	2" MILL/FILL OVER AS ROADWAY	-	-	TWIN 68" DIAMETER CORRUGATED STEEL PIPES
216.76	40.50	976	28 LF	MOT-675-0063L	5710766	SKIP BRIDGE DECK AND APPROACH SLABS	25	225	CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
334.57	40.50	1506	56-57-40 LF	MOT-675-0063R	5710804	SKIP BRIDGE DECK AND APPROACH SLABS	30	270	CONTINUOUS PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
178.06	26.50	542	12-21-11 LF	MOT-675-0063Y	5710731	SKIP BRIDGE DECK AND APPROACH SLABS. BEGIN PAVING AT FORWARD APPROACH SLAB	25	147	CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
-	-	-	30 LF	MOT-675-0114	5710944	2" MILL/FILL OVER AS ROADWAY	-	-	TWIN 68" X 106" REINFORCED CONCRETE ELLIPTICAL PIPES
314.58	66.83	2336	58-01-45 LF	MOT-675-0129	5710979	2" MILL/FILL UNDER OVERHEAD STRUCTURE. MAINTAIN MIN. VERTICAL CLEARANCE = 16.25'	30	446	CONTINUOUS PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
-	-	-	0	MOT-675-0161	5711002	2" MILL/FILL OVER AS ROADWAY	-	-	TWIN 48" X 76" REINFORCED CONCRETE ELLIPTICAL PIPES
-	-	-	30 LF	MOT-675-0187	5711037	2" MILL/FILL OVER AS ROADWAY	-	-	TWIN 87" X 136" REINFORCED CONCRETE ELLIPTICAL PIPES
286.52	79.50	2531	39-53 LF	MOT-725-1606	5710251	2" MILL/FILL UNDER OVERHEAD STRUCTURE MAINTAIN MINIMUM VERTICAL CLEARANCE = 15.99'	30	530	CONTINUOUS PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
-	-	-	11-47-46 LF	MOT-675-0231	5711088	2" MILL/FILL OVER AS ROADWAY	-	-	SINGLE 87" X 136" REINFORCED CONCRETE ELLIPTICAL PIPE
281.52	68.83	2153	10-15 RF	MOT-675-0233	5711126	2" MILL/FILL UNDER OVERHEAD STRUCTURE. MAINTAIN MIN. VERTICAL CLEARANCE = 16.42'	25	383	CONTINUOUS STEEL GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
282.52	42.50	1334	4-42 RF	MOT-675-0296	5711150	2" MILL/FILL UNDER OVERHEAD STRUCTURE. MAINTAIN MIN. VERTICAL CLEARANCE = 16.68'	25	236	CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
169.16	52.83	993	20 LF	MOT-675-0299L	5711185	SKIP BRIDGE DECK AND APPROACH SLABS	25	294	CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE
169.16	52.83	993	20 LF	MOT-675-0299R	5711193	SKIP BRIDGE DECK AND APPROACH SLABS	25	294	CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE
-	-	-	30 RF	MOT-675-0341	5711223	2" MILL/FILL OVER AS ROADWAY	-	-	120" DIAMETER CORRUGATED STEEL PIPE
198.66	60.75 65.44	1418	44-28-08 LF	MOT-675-0411L	5711266	SKIP BRIDGE DECK AND APPROACH SLABS. END PAVING AT REAR APPROACH SLAB	30	428	SIMPLE SPAN PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
187.56	52.83	1101	32-56 LF	MOT-675-0411R	5711274	SKIP BRIDGE DECK AND APPROACH SLABS. END PAVING AT REAR APPROACH SLAB	30	352	SIMPLE SPAN PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

MOT-675 0055L	MOT-675 0063L	MOT-675 0063R	MOT-675- 0063Y		MOT-675 0299L	MOT-675 0299R	MOT-675 0411L	MOT-675- 0411R	ITEM	ITEM EXTENSION	TOTAL	UNIT	DESCRIPTION	SEE SHEET
97	92	149	55				182	144	516	31001	719	FT	JOINT SEALER, AS PER PLAN	17 - 19, 21
	6	6			1	1	4	3	519	12300	21	SY	PATCHING CONCRETE BRIDGE DECK, TYPE B	
													QUANTITIES CARRIED TO GENERAL SUMMARY	