

D07 - BS FY20 (A)
200254 PID - 106372
Dist 7 4/23/2020

Contract Proposal Available @
www.contracts.dot.state.oh.us/home

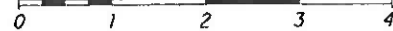
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FOR BRIDGE MAPS AND
LOCATIONS SEE SHEETS 2-3

LOCATION MAP

LATITUDE: 40°17'49" LONGITUDE: 84°09'40"

SCALE IN MILES



STATE OF OHIO DEPARTMENT OF TRANSPORTATION

D07-BS-FY20(A)

MONTGOMERY COUNTY CITY OF DAYTON CITY OF CENTERVILLE CITY OF WEST CARROLLTON CITY OF MORaine

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PROJECT DESCRIPTION

IMPROVEMENT OF 30 STRUCTURES BY SEALING
THE CONCRETE BRIDGE DECKS WITH SOLUBLE REACTIVE
SILICATE (SRS).

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: *
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: *
NOTICE OF INTENT EARTH DISTURBED AREA: *

* N/A (MAINTENANCE PROJECT)

LIMITED ACCESS

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

2019 SPECIFICATIONS

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

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 SHEET... DURING WHICH TIME DETOURS
WILL BE PROVIDED AS SHOWN HEREIN. PROVISIONS
FOR THE MAINTENANCE AND SAFETY OF THE TRAFFIC WILL
BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED *[Signature]* P.E., P.S.
DATE 1-27-2020 DISTRICT DEPUTY DIRECTOR

APPROVED *[Signature]*
DATE 2/1/20 DIRECTOR, DEPARTMENT OF
TRANSPORTATION

DESIGN DESIGNATION

NONE REQUIRED

DESIGN EXCEPTIONS

NONE REQUIRED

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig



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

PLAN PREPARED BY:
ODOT DISTRICT 7 - ENGINEERING
1001 ST MARYS AVENUE
SIDNEY, OHIO

ENGINEERS SEAL:



SIGNED: *[Signature]*
DATE: 1/27/2020

STANDARD CONSTRUCTION DRAWINGS

MT-95.30	7/19/19	TC-41.20	10/18/13
MT-95.31	7/19/19	TC-42.20	10/18/13
MT-95.32	4/19/19	TC-52.10	10/18/13
MT-98.10	1/20/17	TC-52.20	7/20/18
MT-98.20	4/19/19		
MT-98.22	1/20/17		
MT-98.29	7/19/19		
MT-101.60	1/20/17		
MT-105.10	7/19/13		

SUPPLEMENTAL SPECIFICATIONS

800	1/17/20
821	4/20/18
921	4/20/18

SPECIAL PROVISIONS

FEDERAL PROJECT NO.
NON-FEDERAL

PID NO.
106372

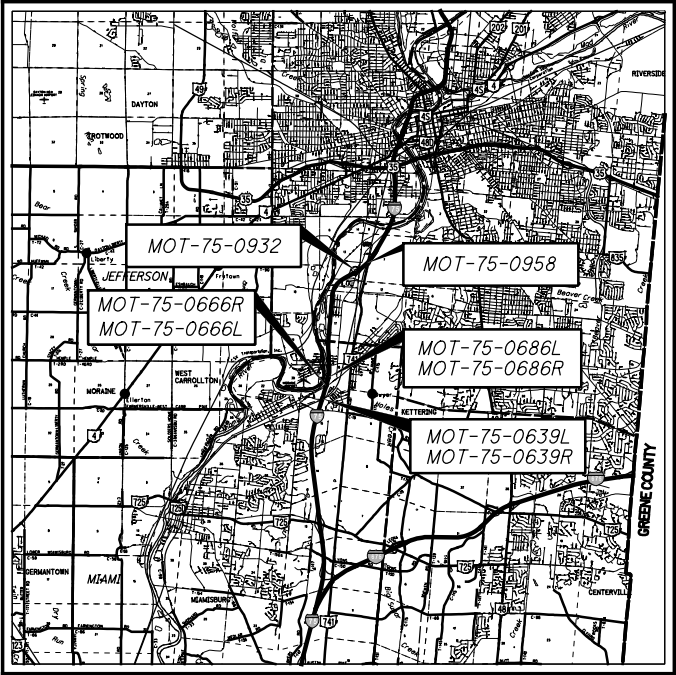
CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

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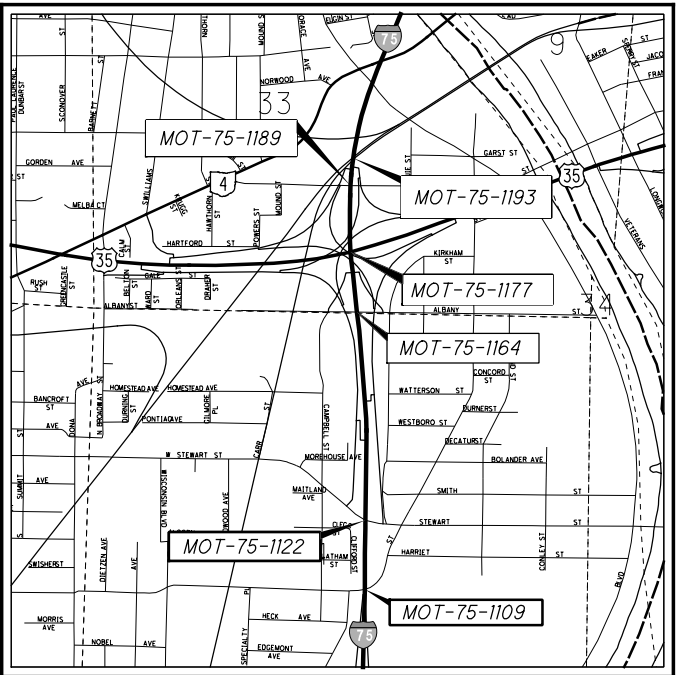
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LOCATION MAP

MOT-75-0639R (SFN: 5706661)
LATITUDE: N 39°40'36.21" LONGITUDE: W 84°13'56.56"
MOT-75-0639L (SFN: 5706637)
LATITUDE: N 39°40'37.62" LONGITUDE: W 84°13'53.09"
MOT-75-0666R (SFN: 5706742)
LATITUDE: N 39°40'49.43" LONGITUDE: W 84°13'51.59"
MOT-75-0666L (SFN: 5706726)
LATITUDE: N 39°40'51.37" LONGITUDE: W 84°13'47.95"
MOT-75-0686L (SFN: 5706785)
LATITUDE: N 39°41'01.69" LONGITUDE: W 84°13'47.27"
MOT-75-0686R (SFN: 5706815)
LATITUDE: N 39°41'01.36" LONGITUDE: W 84°13'44.69"
MOT-75-0932 (SFN: 5706998)
LATITUDE: N 39°42'56.78" LONGITUDE: W 84°13'10.88"
MOT-75-0958 (SFN: 5707021)
LATITUDE: N 39°43'04.69" LONGITUDE: W 84°12'56.72"



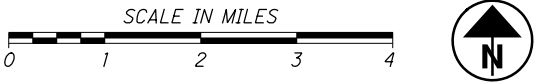
LOCATION MAP

MOT-75-1107 (SFN: 5707110)
LATITUDE: N 39°44'16.39" LONGITUDE: W 84°12'17.66"
MOT-75-1122 (SFN: 5707153)
LATITUDE: N 39°44'24.00" LONGITUDE: W 84°12'18.00"
MOT-75-1163 (SFN: 5707390)
LATITUDE: N 39°44'45.74" LONGITUDE: W 84°12'19.00"
MOT-75-1176 (SFN: 5707536)
LATITUDE: N 39°44'51.86" LONGITUDE: W 84°12'19.28"
MOT-75-1189 (SFN: 5707633)
LATITUDE: N 39°44'59.00" LONGITUDE: W 84°12'20.00"
MOT-75-1194 (SFN: 5707706)
LATITUDE: N 39°44'59.00" LONGITUDE: W 84°12'19.00"



LOCATION MAP

MOT-75-1208 (SFN: 5707692)
LATITUDE: N 39°45'07.94" LONGITUDE: W 84°12'18.54"
MOT-75-1227 (SFN: 5707803)
LATITUDE: N 39°45'19" LONGITUDE: W 84°12'11"
MOT-75-1248 (SFN: 5707838)
LATITUDE: N 39°45'28" LONGITUDE: W 84°12'07"
MOT-75-1267 (SFN: 5707935)
LATITUDE: N 39°45'39" LONGITUDE: W 84°12'05"



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UTILITIES

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

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 REFERRED TO CMS SECTIONS 102.05 AND 105.02.

EXISTING BRIDGE PLANS

EXISTING BRIDGE PLANS MAY BE INSPECTED IN THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO OR IN THE DISTRICT 7 OFFICE IN SIDNEY, OHIO. DURING NORMAL BUSINESS HOURS.

ITEM 512 TREATING CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN

ALL BRIDGE DECKS LISTED IN THESE PLANS SHALL BE TREATED WITH SOLUBLE REACTIVE SILICATE (SRS) CONCRETE TREATMENT, AS PER CMS 512.05. THE ONLY METHOD OF APPLICATION SHALL BE BY FLOODING THE DECK. ALL SCUPPERS ON BRIDGE DECKS SHALL BE PLUGGED PRIOR TO SRS APPLICATION.

NO STREAM WORK PERMITTED:

FOR BRIDGES OVER WATERWAYS, THE CONTRACTOR SHALL MARK THE ORDINARY HIGH WATER MARK PRIOR TO THE START OF CONSTRUCTION THROUGH CONSTRUCTION FENCING OR STAKING AND ALRET ON-SITE STAFF TO THE LOCATION OF THE ORDINARY HIGH WATER MARK. THE CONTRACTOR SHALL NOT PLACE TEMPORARY FILL OR PERMANENT FILL WITHIN ANY WETLAND OR BELOW THE ORDINARY HIGH WATER MARK OF ANY WATERWAY, INCLUDING SCAFFOLDING OR BRACING. THE CONTRACTOR SHALL NOT PLACE EQUIPMENT BELOW THE ORDINARY HIGH WATER MARK. IF DEBRIS ENTERS THE WATERWAY DURING CONSTRUCTION, THE CONTRACTOR SHALL REMOVE THE DEBRIS IMMEDIATELY, UTILIZING EQUIPMENT STAGED ABOVE THE ORDINARY HIGH WATER MARK.

PROTECTION OF THE GREAT MIAMI RIVER WATER TRAIL AT MOT-75-1227:

THE CONTRACTOR SHALL NOT RESTRICT BOAT ACCESS ON THE GREAT MIAMI RIVER WATER TRAIL DURING CONSTRUCTION.

PROTECTION OF MULTI-USE TRAILS:

THE CONTRACTOR SHALL NOT STAGE EQUIPMENT OR MATERIALS ON MULTI-USE TRAILS THAT EXTEND UNDER PROJECT BRIDGES. ACCESS TO MULTI-USE TRAILS MUST BE MAINTAINED AT ALL TIMES.

COORDINATION OF WORK:

PID 91606. MOT-75-10.44: BRIDGE DECK REPLACEMENT
SALE DATE: 7/2/20
EST. END CONSTRUCTION: 10/15/2022

PID 93776 MOT-75-11.64W/11.78 MW: BRIDGE REPLACEMENT AND DECK REPLACEMENT.
SALE DATE: 9/12/19
EST. END CONSTRUCTION: 9/30/21

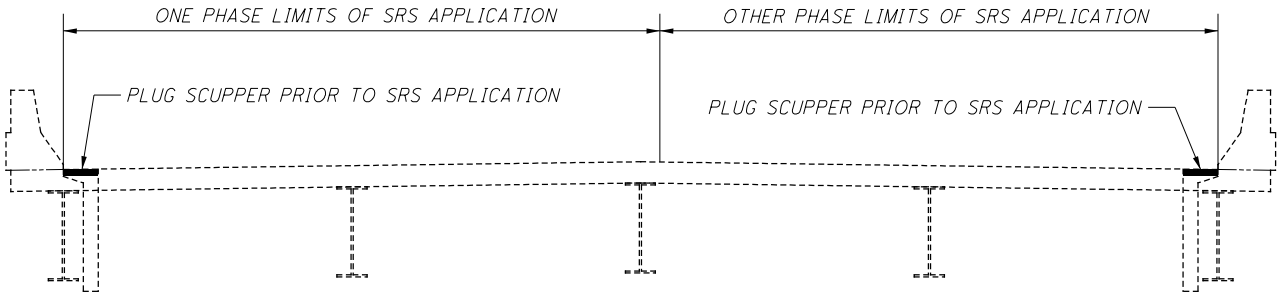
PID 105419 D07-BH-FY20(C): DISTRICT WIDE CONCRETE PATCHING
SALE DATE: 10/24/19
EST. END CONSTRUCTION: 9/30/20

PID 103830 MOT-BH-FY20(A): BRIDGE REPAIR
SALE DATE: 11/21/19
EST. END CONSTRUCTION: 7/30/20

PID 108102 MOT-BH-FY20(B): PATCHING BRIDGE DECKS AND SEALING WITH SRS OR GFR
SALE DATE: 3/12/20
EST. END CONSTRUCTION: 9/30/20

PID 106371 D07-BS-FY20(B): DISTRICT WIDE BRIDGE DECK SEALING WITH SRS.
SALE DATE: 5/7/20
EST. END CONSTRUCTION: 9/30/20

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.



SRS APPLICATION LIMITS ON STRUCTURES USING SCUPPERS

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#	STRUCTURE FILE NUMBER	STRUCTURE	PROJECT LOCATION	SEE NOTE # ON SHEET 7	SPEED LIMIT	WORK TIMES	PCMS
1	5710782	MOT-75-0262	SR-741	1	60	PLCS	YES
2	5706661	MOT-75-0639R	CROSSOVER ST/S. DIXIE DR	2	65	PLCS	YES
3	5706637	MOT-75-0639L	CROSSOVER ST/S. DIXIE DR	2	65	PLCS	YES
4	5706742	MOT-75-0666R	CENTRAL AVE.	3	65	PLCS	YES
5	5706726	MOT-75-0666L	CENTRAL AVE.	3	65	PLCS	YES
6	5706785	MOT-75-0686L	HOLES CREEK	4	65	PLCS	YES
7	5706815	MOT-75-0686R	HOLES CREEK	4	65	PLCS	YES
8	5706998	MOT-75-0932	DRYDEN RD.	5	55	PLCS	YES
9	5707021	MOT-75-0958	SR 741/N.S. RR	6	55	PLCS	YES
10	5707110	MOT-75-1109	CINCINNATI ST.	7	55	PLCS	YES
11	5705153	MOT-75-1122	STEWART ST.	8	55	PLCS	YES
12	5705390	MOT-75-1164	ALBANY ST.	9	55	PLCS	YES
13	5707536	MOT-75-1177	U.S.35	10	55	PLCS	YES
14	5705633	MOT-75-1189	WASHINGTON ST.	11	55	PLCS	YES
15	5707706	MOT-75-1193	NFS RR / CSXT RR	12	55	PLCS	YES
16	5707692	MOT-75-1208	EDWIN C. MOSES/5TH ST.	13	55	PLCS	YES
17	5707803	MOT-75-1227	GMR/S. ROBERTS DR.	14	55	PLCS	YES
18	5707838	MOT-75-1247	THIRD ST.	15	55	PLCS	YES
19	5707935	MOT-75-1267	SALEM AVE., FIRST ST., SECOND ST.	16	55	PLCS	YES

#	STRUCTURE FILE NUMBER	STRUCTURE	PROJECT LOCATION	SEE NOTE # ON SHEET 7	SPEED LIMIT	WORK TIMES	PCMS
20	5710707	MOT-675-0055L	IR75MAINLINE & IR75 RAMP "U"	17	60	PLCS	YES
21	5710804	MOT-675-0063R	RAMP "V" OVER SR741/TRIB. OF HOLES CREEK	18	65	PLCS	YES
22	5710766	MOT-675-0063L	OVER SR741	19	60	PLCS	YES
23	5710731	MOT-675-0063Y	OVER SR741	20	40	PLCS	YES
24	5711185	MOT-675-0299L	OVER HOLES CREEK	21	65	PLCS	YES
25	5711193	MOT-675-0299R	OVER HOLES CREEK	21	65	PLCS	YES
26	5711266	MOT-675-0411L	OVER NMDY. LN. AND TRIB. OF HOLES CR.	22	65	PLCS	YES
27	5711274	MOT-675-0411R	OVER NMDY. LN. AND TRIB. OF HOLES CR.	22	65	PLCS	YES
28	5711460	MOT-675-0742L	OVER WILMINGTON PK.	23	65	PLCS	YES
29	5711479	MOT-675-0742R	OVER WILMINGTON PK.	23	65	PLCS	YES
30	5710251	MOT-725-1606	OVER I-675	24	65	Mon-Thur 8pm to 5am	YES

NOTE: RAMP CLOSURES FOR THIS PROJECT SHALL BE BETWEEN THE TIMES OF 8PM TO 5AM.

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LANE VALUE CONTRACT TABLE			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT/ PER LANE
MOT-75-0262: 1 SB LANE TO NB I-675	8:PM TO 5:AM	hour	\$2100
MOT-75-0639 NB & SB THROUGH LANES	PER PLCS	EACH MINUTE	\$200
MOT-75-0639 NB & SB RAMPS & ADDED RAMP LANES	8:PM TO 5:AM	hour	\$700
MOT-75-0666 L&R NB & SB MAINLINE THROUGH LANES	PER PLCS	EACH MINUTE	\$200
MOT-75-0686 L&R NB & SB MAINLINE THROUGH LANES	PER PLCS	EACH MINUTE	\$200
MOT-75-0686 NB ENT. & SB EXIT RAMPS & ADDED RAMP LANES	8:PM TO 5:AM	hour	\$350
MOT-75-0932 NB & SB THROUGH LANES	PER PLCS	EACH MINUTE	\$200
MOT-75-0932 SB EXIT RAMP TO DRYDEN RD.	8:PM TO 5:AM	hour	\$1000
MOT-75-0958 NB & SB THROUGH LANES	PER PLCS	EACH MINUTE	\$200
MOT-75-0958 NB ENTRANCE RAMP FROM DRYDEN RD.	8:PM TO 5:AM	hour	\$200
MOT-75-1109 NB & SB THROUGH LANES OVER CINCINNATI ST.	PER PLCS	EACH MINUTE	\$250
MOT-75-1109 RAMPS EB & WB US-35 TO SB I-75	8:PM TO 5:AM	hour	\$400
MOT-75-1109 NB ENTRANCE RAMP FROM EDWIN C MOSES.	8:PM TO 5:AM	hour	\$200
MOT-75-1164 NB & SB THROUGH LANE OVER ALBANY ST	PER PLCS	EACH MINUTE	\$150
MOT-75-1177 NB & SB THROUGH LANES OVER US-35	PER PLCS	EACH MINUTE	&150
MOT-75-1189 NB & SB THROUGH LANES OVER WASHINGTON ST.	PER PLCS	EACH MINUTE	\$150
MOT-75-1193 NB & SB THROUGH LANES OVER NOR-SO RR AND CSXT RR	PER PLCS	EACH MINUTE	\$150
MOT-75-1193 EB & WB US-35 ENTRANCE RAMPS TO NB I-75	8:PM TO 5:AM	hour	\$1200
MOT-75-1208 NB & SB THROUGH LANES OVER EDWIN C MOSES	PER PLCS	EACH MINUTE	\$200
MOT-75-1208 EB & WB US-35 ENTRANCE RAMPS TO NB I-75	8:PM TO 5:AM	hour	\$1200
MOT-75-1208 EB & WB US-35 ENTRANCE RAMPS TO SB I-75	8:PM TO 5:AM	hour	\$1200
MOT-75-1227 NB & SB THROUGH LANES OVER GMR AND ROBERTS DR.	PER PLCS	EACH MINUTE	\$200
MOT-75-1227 EB & WB US-35 ENTRANCE RAMPS TO NB I-75	8:PM TO 5:AM	hour	\$1200
MOT-75-1227 ENTRANCE RAMPS FROM 2ND ST TO SB I-75	8:PM TO 5:AM	hour	\$350
MOT-75-1248 NB & SB THROUGH LANES OVER THIRD ST.	PER PLCS	EACH MINUTE	\$200
MOT-75-1248 ENTRANCE RAMPS FROM 2ND ST TO SB I-75	8:PM TO 5:AM	hour	\$350

LANE VALUE CONTRACT TABLE			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT/ PER LANE
MOT-675-0055L: SB THROUGH LANES OVER I-75	PER PLCS	EACH MINUTE	\$50
MOT-675-0063L: SB THROUGH LANES OVER SR-741	PER PLCS	EACH MINUTE	\$50
MOT-675-0063R: NB I-75 THROUGH LANES TO SB I-675	PER PLCS	EACH MINUTE	\$50
MOT-675-0063Y: SB I-675 RAMP TO NB I-75	8:PM TO 5:AM	hour	\$700
MOT-675-0299: NB & SB THROUGH LANES OVER HOLES CREEK.	PER PLCS	EACH MINUTE	\$100
MOT-675-0411: NB & SB THROUGH LANES OVER HOLES CREEK.	PER PLCS	EACH MINUTE	\$100
MOT-675-0742: NB & SB THROUGH LANES OVER WILMINGTON PIKE	PER PLCS	EACH MINUTE	\$100
MOT-725-1606: EB & WB THROUGH LANES OVER I-675	PER PLCS	EACH MINUTE	\$50
MOT-725-1606: EB RAMP TO NB I-675	8:PM TO 5:AM	hour	\$25
MOT-725-1606: WB LEFT TURN LANE SB I-675	8:PM TO 5:AM	hour	\$25

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MOT SCHEME:

- 11). MOT-75-0262, SB I-75 FLY OVER RAMP TO NB I-675 OVER SR-741:
PHASE 1: CLOSE THE SB I-75 EXIT RAMP TO NB I-675 USING MT-98.29. SEE SHEET 10 FOR DETOUR. BEGIN SHOULDER TAPER 200' NORTH OF BEGIN DECEL LANE.
- 2). MOT-75-0639 L&R, IR-75 OVER SOUTH DIXIE DR.:
PHASE 1: CLOSE THE OUTSIDE NB THROUGH LANE & RAMP LANE ON BRIDGE USING MT-95.30 & MT-98.29. CLOSE THE NB EXIT RAMP TO CENTRAL AVE. SEE SHEET 11 FOR DETOUR. BEGIN MERGE TAPER 780' SOUTH OF BEGIN DECEL LANE.
PHASE 2: CLOSE THE INSIDE 2 NB I-75 LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-75 LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB THROUGH LANE & RAMP LANE ON BRIDGE USING MT-95.30. SEE SHEET 12 FOR DETOUR. BEGIN MERGER TAPER 780' FROM ENTRANCE RAMP GORE.
- 3). MOT-75-0666 L&R, IR-75 OVER CENTRAL AVE.:
PHASE 1: CLOSE THE OUTSIDE NB THROUGH LANE USING MT-95.30.
PHASE 2: CLOSE THE INSIDE 2 NB I-75 LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-75 LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB THROUGH LANE USING MT-95.30.
MOT FOR THESE STRUCTURES SHALL BE CONJOIN WITH THE MOT SCHEME FOR MOT-75-0639 L&R ABOVE.
- 4). MOT-75-0686 L&R, IR-75 OVER HOLES CREEK:
PHASE 1: CLOSE THE OUTSIDE NB THROUGH LANE & RAMP LANE ON BRIDGE USING MT-95.30. CLOSE THE NB ENTRANCE RAMP FROM CENTRAL AVE TO NB I-75 USING MT-98.30. SEE SHEET 13 FOR DETOUR. BEGIN MERGE FOR SINGLE CLOSURE AT THE SOUTH END OF BRIDGE OVER CENTRAL AVE.
PHASE 2: CLOSE THE INSIDE 2 NB I-75 LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-75 LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB THROUGH LANE & RAMP LANE ON BRIDGE USING MT-95.30. SEE SHEET 14 FOR DETOUR. BEGIN MERGE FOR SINGLE LANE CLOSURE 780' FROM BEGIN DECEL LANE.
- 5). MOT-75-0932, IR-75 OVER DRYDEN RD.:
PHASE 1: CLOSE THE OUTSIDE NB THROUGH LANE USING MT-95.30. BEGIN MERGE FOR SINGLE 660' SOUTH OF BEGIN DECEL LANE FOR EXIT RAMP TO DRYDEN RD. EXIT RAMP TO REMAIN OPEN.
PHASE 2: CLOSE THE INSIDE 2 NB I-75 LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-75 LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB THROUGH LANE & RAMP LANE ON BRIDGE USING MT-95.30. SEE SHEET 15 FOR DETOUR. BEGIN MERGE FOR SINGLE LANE CLOSURE 660' FROM BEGIN DECEL LANE OF EXIT RAMP FROM SB I-75 TO DRYDEN RD.
- 6). MOT-75-0958, IR-75 OVER R/R AND SR-741:
PHASE 1: CLOSE THE OUTSIDE NB THROUGH LANE & RAMP LANE ON BRIDGE USING MT-95.30. CLOSE NB ENTRANCE RAMP FROM DRYDEN RD SEE SHEET 16 FOR DETOUR. BEGIN MERGE FOR SINGLE LANE CLOSURE 660' SOUTH OF GORE FROM NB ENTRANCE RAMP FROM DRYDEN RD.

- 6). MOT-75-0958, IR-75 OVER R/R AND SR-741: (CON'T.)
PHASE 2: CLOSE THE INSIDE 2 NB I-75 LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-75 LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB THROUGH LANE USING MT-95.30. BEGIN MERGE FOR SINGLE LANE CLOSURE 900' FROM GORE OF SB EXIT RAMP TO SR-741.
- 7). MOT-75-1109, IR-75 OVER CINCINNATI ST.:
PHASE 1: CLOSE THE OUTSIDE NB THROUGH LANE & RAMP LANE ON BRIDGE USING MT-95.30. CLOSE NB ENTRANCE RAMP FROM EDWIN C. MOSES BLVD. SEE SHEET 17 FOR DETOUR. BEGIN MERGE FOR SINGLE LANE CLOSURE 660' SOUTH OF GORE FROM NB ENTRANCE RAMP FROM EDWIN C. MOSES BLVD..
PHASE 2: CLOSE THE INSIDE 2 NB I-75 LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-75 LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB THROUGH LANE & RAMP LAND ON BRIDGE USING MT-95.30. BEGIN MERGE FOR SINGLE LANE CLOSURE 1000' NORTH OF BRIDGE OVER STEWART ST. NEAR BARRIER BETWEEN MAINLINE AND RAMP FROM US-35 TO SB I-75 AND STEWART ST. CLOSE RAMP FROM EB US-35 TO SB I-75, SEE SHEET 18 FOR DETOUR. CLOSE SB I-75 ENTRANCE RAMP FROM WB US-35 TO SB I-75, SHEET 18 FOR DETOUR.
- 8). MOT-75-1122, IR-75 OVER STEWART ST.:
MOT AND WORK FOR THIS STRUCTURE SHALL BE CONJOINED WITH THE PHASING FOR MOT-75-1109 ABOVE.
- 9). MOT-75-1164, IR-75 OVER ALBANY ST.:
PHASE 1: CLOSE THE OUTSIDE NB THROUGH LANE USING MT-95.30.
PHASE 2: CLOSE THE INSIDE 2 NB I-75 LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-75 LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB THROUGH LANE USING MT-95.30.
MOT FOR THIS STRUCTURE SHALL BE EXTENDED TO CONJOIN WITH THE MOT-75-1177 BELOW.
- 10). MOT-75-1177, IR-75 OVER US-35:
MOT AND WORK FOR THIS STRUCTURE SHALL BE CONJOINED WITH THE PHASING FOR MOT-75-1164 ABOVE.
- 11). MOT-75-1189, IR-75 OVER WASHINGTON ST.:
PHASE 1: CLOSE THE OUTSIDE NB THROUGH LANE USING MT-95.30. BEGIN SINGLE LANE CLOSURE 200' SOUTH OF US-35 BRIDGE.
PHASE 2: CLOSE THE INSIDE 2 NB I-75 LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-75 LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB THROUGH LANE USING MT-95.30. BEGIN SINGLE LANE CLOSURE 860' NORTH OF RAILROAD BRIDGE STRUCTURE MOT-75-1193.
MOT SCHEME FOR THIS STRUCTURE SHALL BE EXTENDED TO CONJOIN WITH THE MOT-75-1193 BELOW.
- 12). MOT-75-1193, IR-75 OVER NOR.SO. RR CSXT RR:
PHASE 1: CLOSE THE OUTSIDE NB THROUGH LANE & 2 RAMP LANES ON BRIDGE USING MT-95.30 & MT-98.30. CLOSE RAMPS FROM EB & WB US-35 TO NB I-75. SEE SHEET 18 FOR DETOUR. SEE PHASE 1 FROM MOT-75-1189 FOR BEGIN OF SINGLE LANE CLOSURE.
PHASE 2: SEE MOT-75-1189
PHASE 3: SEE MOT-75-1189
PHASE 4: SEE MOT-75-1189

- 12). MOT-75-1193, IR-75 OVER NOR.SO. RR CSXT RR: (CON'T.)
MOT SCHEME FOR THIS STRUCTURE SHALL EXTEND TO CONJOIN WITH THE PHASING FOR MOT-75-1189 ABOVE.
- 13). MOT-75-1208, IR-75 OVER EDWIN C. MOSES BLVD. & 5TH ST.:
PHASE 1: CLOSE THE OUTSIDE NB THROUGH LANE & 2 RAMP ADD LANES ON THE BRIDGE, USING MT-95.30 & MT-98.30. BEGIN SINGLE LANE CLOSURE AT NORTH END OF STRUCTURE OVER WASHINGTON ST. CLOSE BOTH EB & WB US-35 RAMPS TO NB I-75. SEE SHEET 19 FOR DETOUR.
PHASE 2: CLOSE THE INSIDE 2 NB I-75 LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-75 LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB THROUGH LANE & 2 RAMP ADD LANES ON BRIDGE USING MT-95.30. BEGIN 660' SINGLE LANE CLOSURE ON MAINLINE FROM GORE OF ENTRANCE RAMP FROM FIRST ST. CLOSE RAMPS TO EB & WB US-35. SEE SHEET 20 FOR DETOUR. BEGIN SINGLE LANE CLOSURE ON RAMP FROM FIRST ST., MERGE TRAFFIC WITHIN THE FIRST 400' TO LEFT LANE. BEGIN 660' MERGE LEFT AT BRIDGE ABUTMENT JOINT, ENDING AT OVERHEAD SIGN. RUN TANGENT IN RIGHT THROUGH LANE FOR 200', THEN BEGIN 660' MERGE LEFT INTO THE MIDDLE THOUGH LANE, COMPLETE MERGE 225' FROM MOT-75-1208 STRUCTURE. RUN TANGENT THROUGH THE BRIDGE ENDING AT END OF GORE FOR RAMPS TO US-35.
- 14). MOT-75-1227, IR-75 OVER GMR & ROBERTS DR.:
PHASE 1: CLOSE THE OUTSIDE NB THROUGH LANE & 2 RAMP ADD LANES ON THE BRIDGE, USING MT-95.30. BEGIN SINGLE LANE CLOSURE AT NORTH END OF STRUCTURE OVER WASHINGTON ST. CLOSE BOTH EB & WB US-35 RAMPS TO NB I-75. SEE SHEET 20 FOR DETOUR. CLOSE RAMP TO 2ND ST. SEE SHEET 21 FOR DETOUR.
PHASE 2: CLOSE THE INSIDE 2 NB I-75 LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-75 LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB THROUGH LANE & 2 RAMP ADD LANES ON BRIDGE USING MT-95.30. BEGIN 660' SINGLE LANE CLOSURE ON MAINLINE FROM NORTH END OF STRUCTURE OVER 2ND ST. CLOSE RAMP FROM 2ND ST. SEE SHEET 22 FOR DETOUR. BEGIN SINGLE LANE CLOSURE 100' ON STRUCTURE OVER MONUMENT AVE.
- 15). MOT-75-1248, IR-75 OVER THIRD ST.:
PHASE 1: CLOSE THE OUTSIDE NB THROUGH LANE USING MT-95.30.
PHASE 2: CLOSE THE INSIDE 2 NB I-75 LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-75 LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB THROUGH LANE & 2 RAMP ADD LANES USING MT-95.30. CLOSE RAMP FROM 2ND ST. SEE SHEET 22 FOR DETOUR.
MOT FOR THIS STRUCTURE SHALL BE EXTENDED TO CONJOIN WITH THE MOT-75-1227 ABOVE.
- 16). MOT-75-1267, IR-75 OVER SALEM AVE./FIRST ST./2ND ST.:
PHASE 1: CLOSE THE OUTSIDE NB THROUGH LANE USING MT-95.30. BEGIN SINGLE LANE CLOSURE AT SOUTH END OF STRUCTURE OVER THIRD ST.
PHASE 2: CLOSE THE INSIDE 2 NB I-75 LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-75 LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB THROUGH LANE USING MT-95.30. BEGIN SINGLE LANE CLOSURE NORTH OF STRUCTURE AT OVERHEAD SIGN.

- 17). MOT-675-0055L, SB IR-675 OVER IR-75:
PHASE 1: CLOSE THE RIGHT SB I-675 THROUGH LANE USING MT-95.30. BEGIN SINGLE LANE CLOSURE AT LYONS RD., RAMP TO NB I-75 SHALL REMAIN OPEN.
PHASE 2: CLOSE THE LEFT SB I-675 THROUGH LANE USING MT-95.30. BEGIN SINGLE LANE CLOSURE 900' NORTH OF STRUCTURE OVER SR-741.
- 18). MOT-675-0063R, NB IR-675 OVER SR-741:
PHASE 1: CLOSE THE RIGHT NB I-675 THROUGH LANE USING MT-95.30. BEGIN SINGLE LANE CLOSURE 1000' BEFORE STRUCTURE.
PHASE 2: CLOSE THE RIGHT NB I-675 THROUGH LANE USING MT-95.30. BEGIN SINGLE LANE CLOSURE 1000' BEFORE STRUCTURE.
- 19). MOT-675-0063L, SB IR-675 OVER SR-741:
MOT WORK AND PHASING ARE CONJOINED WITH MOT-675-0055L, USING MT-95.30. SEE MOT-675-0055L ABOVE.
- 20). MOT-675-0063Y, SB IR-675 RAMP TO NB I75 OVER SR-741:
PHASE 1: CLOSE THE RAMP FROM SB I-675 TO NB I-75, USING MT-98.30. SEE SHEET 23 FOR DETOUR.
- 21). MOT-675-0299 L&R, IR-675 OVER HOLES CREEK:
PHASE 1: CLOSE THE OUTSIDE NB I-675 THROUGH LANE USING MT-95.30.
PHASE 2: CLOSE THE INSIDE 2 NB I-675 THROUGH LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-675 THROUGH LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB I-675 THROUGH LANE USING MT-95.30.
- 22). MOT-675-0411 L&R, IR-675 OVER PARAGON RD.:
PHASE 1: CLOSE THE OUTSIDE NB I-675 THROUGH LANE USING MT-95.30.
PHASE 2: CLOSE THE INSIDE 2 NB I-675 THROUGH LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-675 THROUGH LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB I-675 THROUGH LANE USING MT-95.30. CLOSE RAMP FROM ALEX-BELL TO SB I-675. SEE SHEET 24 FOR DETOUR.
- 23). MOT-675-0742 L&R, IR-675 OVER WILMINGTON PK.:
PHASE 1: CLOSE THE OUTSIDE NB I-675 THROUGH LANE USING MT-95.30. BEGIN SINGLE LANE CLOSURE AT GORE OF NB EXIT RAMP TO WILMINGTON PK.
PHASE 2: CLOSE THE INSIDE 2 NB I-675 THROUGH LANES USING MT-95.30.
PHASE 3: CLOSE THE INSIDE 2 SB I-675 THROUGH LANES USING MT-95.30.
PHASE 4: CLOSE THE OUTSIDE SB I-675 THROUGH LANE USING MT-95.30. BEGIN SINGLE LANE CLOSURE AT GORE OF SB EXIT RAMP TO WILMINGTON PK.
- 24). MOT-725-1606, SR-725 OVER IR-675:
PHASE 1: CLOSE THE OUTSIDE EB SR-725 THROUGH LANE USING MT-95.30. CLOSE THE EB EXIT RAMP TO NB I-675. SEE SHEET 25 FOR DETOUR. BEGIN SINGLE LANE CLOSURE AT WASHINGTON CHURCH RD. EB EXIT RAMP TO SB I-675 TO REMAIN OPEN.
PHASE 2: CLOSE THE INSIDE EB SR-725 THROUGH LANE, CLOSE THE WB I-725 LEFT TURN LANE, AND CLOSE THE WB INSIDE THROUGH LANE USING MT-95.30. FOR LEFT TURN DETOUR SEE SHEET 25. BEGIN SINGLE LANE CLOSURE 250' WEST OF STOP BAR AT YANKEE ST.
PHASE 3: CLOSE THE WB OUTSIDE SR-725 THROUGH LANE USING MT-95.30. BEGIN SINGLE LANE CLOSURE 250' WEST OF STOP BAR AT YANKEE ST.

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ITEM 614, MAINTAINING TRAFFIC

THE CONTRACTOR SHALL PROVIDE, ERECT, AND MAINTAIN SIGNS IN PROPER POSITION, CLEAN AND LEGIBLE, AND IN GOOD WORKING CONDITION, AND REMOVE ALL LIGHTS, SIGNS, CONES, DRUMS, AND ANY OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR MAINTENANCE OF TRAFFIC ACCORDING TO THESE PLAN NOTES AND DETAILS.

PROPOSED STRUCTURE WORK SHALL BE PERFORMED IN: MONTGOMERY COUNTY ON IR 75, AND IR 675.

SEE SHEET 5 FOR LIST OF INDIVIDUAL STRUCTURES.

ALL WORK REQUIRING LANE CLOSURES SHALL BE PERFORMED DURING THE WORK TIMES LISTED ON THE PERMITTED LANE CLOSURE SCHEDULE (PLCS).

NO WORK WITHIN ACTIVE TRAVEL LANES OR WHICH WILL SLOW TRAFFIC IS PERMITTED AT ANY OTHER TIMES.

VEHICLES AND OTHER EQUIPMENT SHALL NOT BE PERMITTED TO STOP OR TO BE PARKED ALONG THE ROADWAY EXCEPT WITHIN DESIGNATED WORK AREAS AND SHALL NOT ENTER OR LEAVE WORK AREAS IN A MANNER WHICH WILL BE HAZARDOUS TO, OR INTERFERE WITH THE NORMAL FLOW OF TRAFFIC. PERSONAL VEHICLES WILL NOT BE PERMITTED TO PARK WITHIN THE RIGHT-OF-WAY EXCEPT WITHIN SPECIFIC AREAS DESIGNATED BY THE ENGINEER. NO EQUIPMENT OR MATERIALS SHALL BE STORED WITHIN THE RIGHT-OF-WAY OF ANY INTERSECTING STREET WITHOUT PRIOR WRITTEN PERMISSION.

A MINIMUM LANE WIDTH OF 12 FEET, SHALL BE PROVIDED FOR MAINTENANCE OF TRAFFIC PURPOSES AT ALL TIMES UNLESS OTHERWISE SHOWN IN THESE PLANS OR AS DIRECTED BY THE ENGINEER.

BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF PERSONS WHO CAN BE CONTACTED 24 HOURS A DAY BY THE OHIO DEPARTMENT OF TRANSPORTATION, THE HIGHWAY PATROL, AND ALL OTHER INTERESTED POLICE AGENCIES.

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 FOURTH OF JULY
NEW YEARS LABOR DAY
MEMORIAL DAY THANKSGIVING
(OTHER HOLIDAY OR EVENT)

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 TIME ALL LANES
OR EVENT MUST BE OPEN TO TRAFFIC

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127). SEE SHEET 4 FOR DISINCENTIVES COST.

PERMITTED LANE CLOSURE TIMES:

THE LANE AND RAMP CLOSURE TIMES SHALL BE IN ACCORDANCE WITH TABLE ON SHEET 4. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THE LANE CLOSURE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE PN-127 TABLE FOR VIOLATION OF THE LANE AND RAMP CLOSURE TIMES.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME 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 OF TRAFFIC RESTRICTIONS (cont.)

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.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13),SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGABLE 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 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	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.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN) (continued)

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

W20-H13-60

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.

DETOURS

DETOURS SHOWN IN THESE PLANS SHALL BE SET AS SHOWN. THE CONTRACTOR SHALL BE RESTRICTED TO ONLY SETTING ONE DETOUR AT A TIME. ONCE THE WORK IS COMPLETED AT ONE LOCATION AND THE ROADWAY HAS BEEN REOPENED TO TRAFFIC, THE CONTRACTOR CAN PROCEED TO THE NEXT STRUCTURE. THIS PROCESS SHALL BE FOLLOWED UNTIL ALL LOCATIONS ARE COMPLETED AND REOPENED TO TRAFFIC.

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, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 30 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 15 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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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 A 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.

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 THE 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. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE

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

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 1200 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.

ITEM 614, PORTABLE CHANGABLE 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 PCMS LOCATIONS 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 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.

(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.)

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

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.

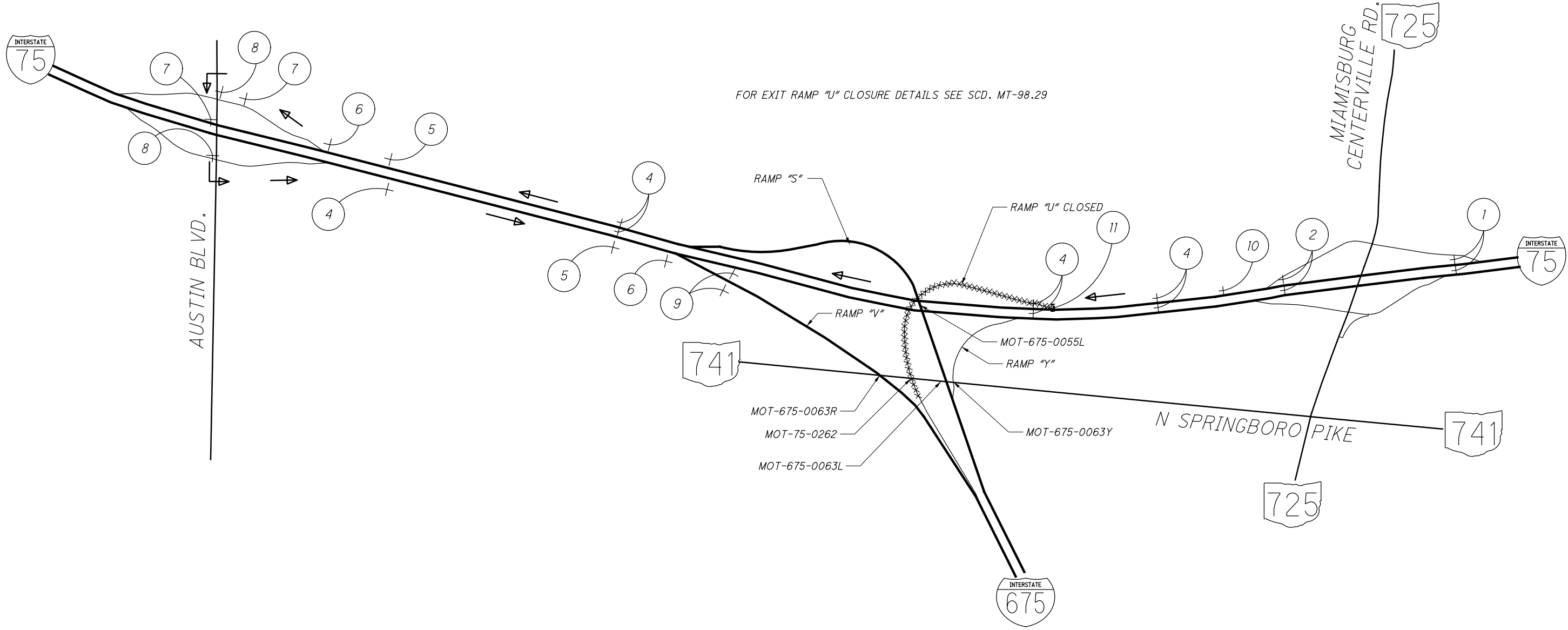
THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

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.

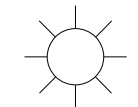
SEE SHEET 5 FOR PROJECT WORK LOCATIONS.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 10 SIGN MONTH
ASSUMING 2 PCMS SIGN(S) FOR 5 MONTH(S)

I:\Project\B07\06372-BS-FY22\Design\Roadway\Sheets\06372_MD004.dgn Sheet 1/27/2020 1:31:27 PM cweiss



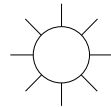
TYPE A WARNING LIGHT



W20-1-48

1

TYPE A WARNING LIGHT



W20-2-48

2



M4-8-30



M3-1-36



M1-1-48-3

3



M4-8-30



M3-1-36



M1-1-48-3



M6-3-30

4



M4-8-30



M3-1-36



M1-1-48-3



M5-2-30

5



M4-8-30



M3-1-36



M1-1-48-3



M6-2-30

6



M4-8-30



M3-1-36



M1-1-48-3



M5-1-30

7



M4-8-30



M3-1-36



M1-1-48-3



M6-1-30

8



M4-8a-24

9



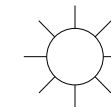
E5-H2f-48



W16-2P-30

10

FLASHING TYPE B WARNING LIGHT



R11-2-48

11

ON TYPE III BARRICADE



CALCULATED
REB
CHECKED
BAB

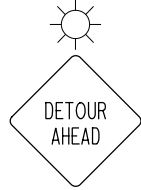
DETOUR MAP - MOT-75-0262 PHASE 1 (1 OF 1)
CLOSURE OF SB I-75 RAMP TO NB I-675

D07-BS-FY20(A)

10
28

I:\ProjectData\07\106372_BS_FY22\Design\Roadway\Sheets\106372_MD008.dgn Sheet 1/27/2020 1:31:28 PM cweiss

TYPE A WARNING LIGHTS



W20-2-48

8

DETOUR

M4-8-30

CENTRAL AVE.

W16-H8P-48

1

DETOUR

M4-8-30

CENTRAL AVE.

W16-H8P-48



M6-3-30

2

DETOUR

M4-8-30

CENTRAL AVE.

W16-H8P-48



M5-2-30

3

DETOUR

M4-8-30

CENTRAL AVE.

W16-H8P-48



M6-2-30

4

DETOUR

M4-8-30

CENTRAL AVE.

W16-H8P-48



M5-1-30

5

DETOUR

M4-8-30

CENTRAL AVE.

W16-H8P-48



M6-1-30

6

END
DETOUR

M4-8a-24

7



DETOUR
AHEAD

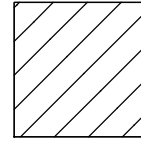
W20-2-48

8

TYPE A WARNING LIGHTS

NOTES

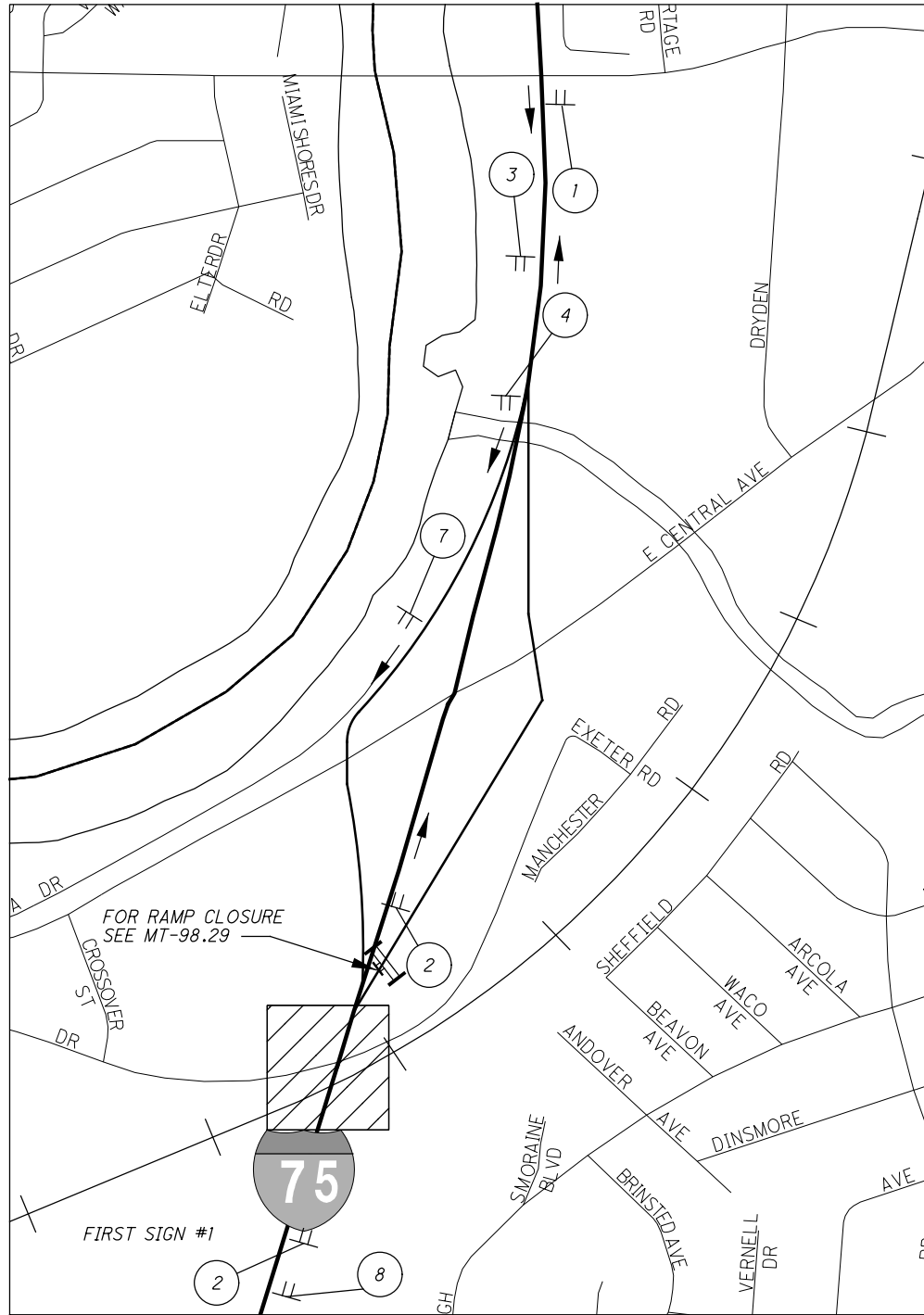
1). THE FIRST #1 SIGN PLACED 1750' BEFORE MERGE TAPER OF MT-95.30.



= WORK AREA



= DIRECTION OF DETOUR



DETOUR MAP - MOT-75-0939 PHASE 1 (1 OF 1)
DETOUR FOR NB I-75 EXIT RAMP TO CENTRAL AVE.

D07-BS FY20(A)

11
28



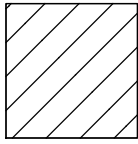
I:\ProjectData\07\06372-BS-FY22\Design\Roadway\Sheets\06372-MD009.dgn Sheet 1/27/2020 1:31:29 PM cweiss

DETOUR M4-8-30 SOUTH M3-3-36 INTERSTATE 75 MI-1-48-2 1	DETOUR M4-8-30 SOUTH M3-3-36 INTERSTATE 75 MI-1-48-2 2	DETOUR M4-8-30 SOUTH M3-3-36 INTERSTATE 75 MI-1-48-2 3	DETOUR M4-8-30 SOUTH M3-3-36 INTERSTATE 75 MI-1-48-2 4	DETOUR M4-8-30 SOUTH M3-3-36 INTERSTATE 75 MI-1-48-2 5	DETOUR M4-8-30 SOUTH M3-3-36 INTERSTATE 75 MI-1-48-2 6
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TYPE A WARNING LIGHTS

END DETOUR M4-8a-24 7	DETOUR AHEAD W20-2-48 8	DETOUR M4-8-30 SOUTH M3-3-36 INTERSTATE 75 MI-1-36-2 M5-1-30 9	DETOUR M4-8-30 SOUTH M3-3-36 INTERSTATE 75 MI-1-36-2 M6-1-30 10
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NOTES

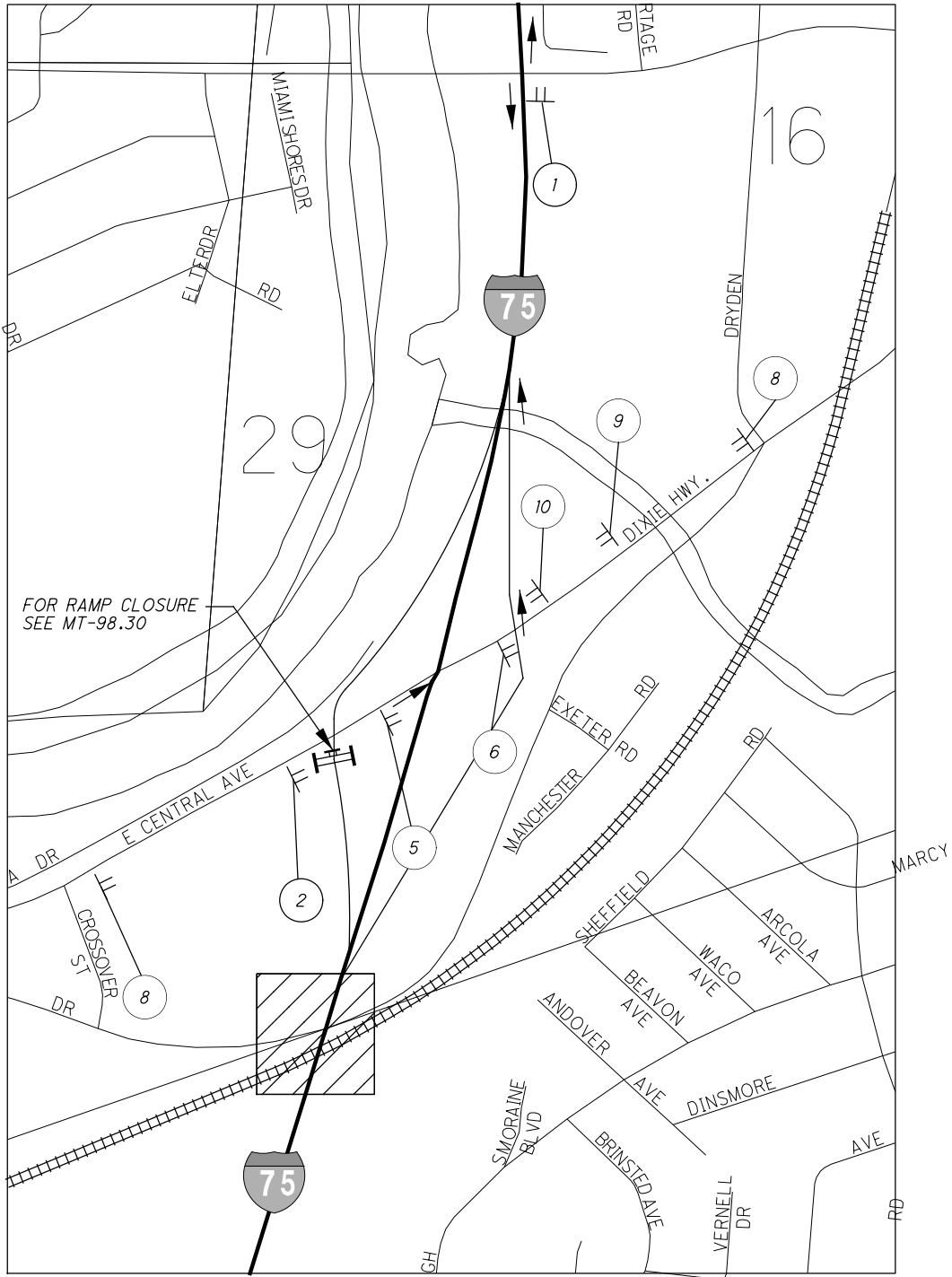


= WORK AREA



= DIRECTION OF DETOUR

1). FOR MORE DETAILS SEE MT-95.30 AND MT-98.30.

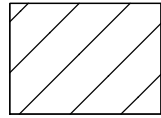


I:\ProjectData\07\06372-BS-FY22\Design\Roadway\Sheets\06372-MD001.dgn Sheet 1/27/2020 1:31:30 PM cweiss

DETOUR M4-8-30	DETOUR M4-8-30	DETOUR M4-8-30	END DETOUR M4-8a-24
NORTH M3-1-30	NORTH M3-1-30	NORTH M3-1-30	4
INTERSTATE 75	INTERSTATE 75	INTERSTATE 75	
MI-1-36-2 1	MI-1-36-2 2	MI-1-36-2 3	

NOTES

1). FOR MORE DETAILS SEE MT-95.30 AND MT-98.30.

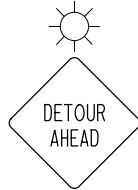


= WORK AREA



= DIRECTION OF DETOUR

TYPE A WARNING LIGHTS



W20-2-48

5

DETOUR M4-8-30	DETOUR M4-8-30	DETOUR M4-8-30
NORTH M3-1-30	NORTH M3-1-30	NORTH M3-1-30
INTERSTATE 75	INTERSTATE 75	INTERSTATE 75
MI-1-36-2 6	MI-1-36-2 7	MI-1-36-2 8



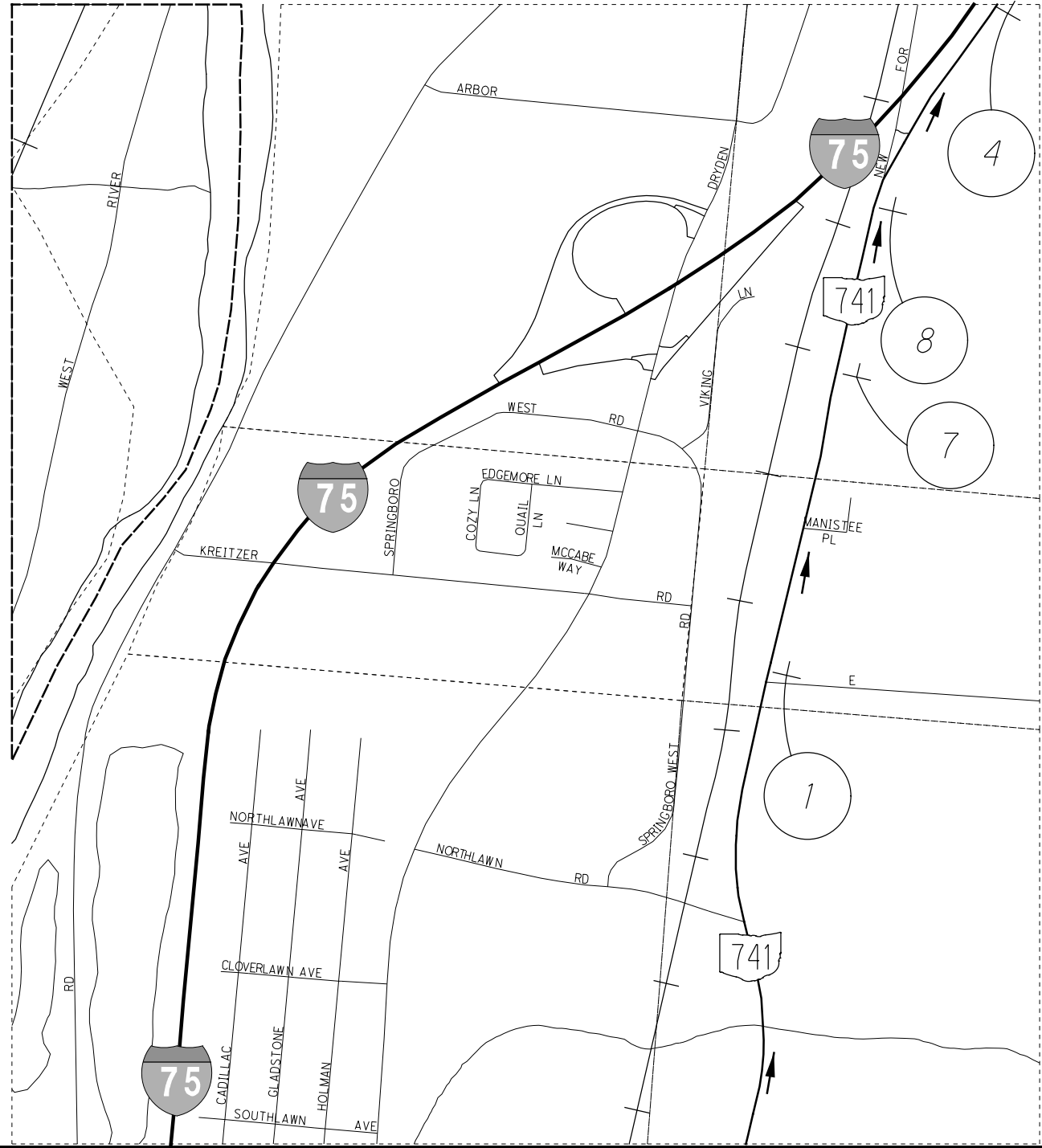
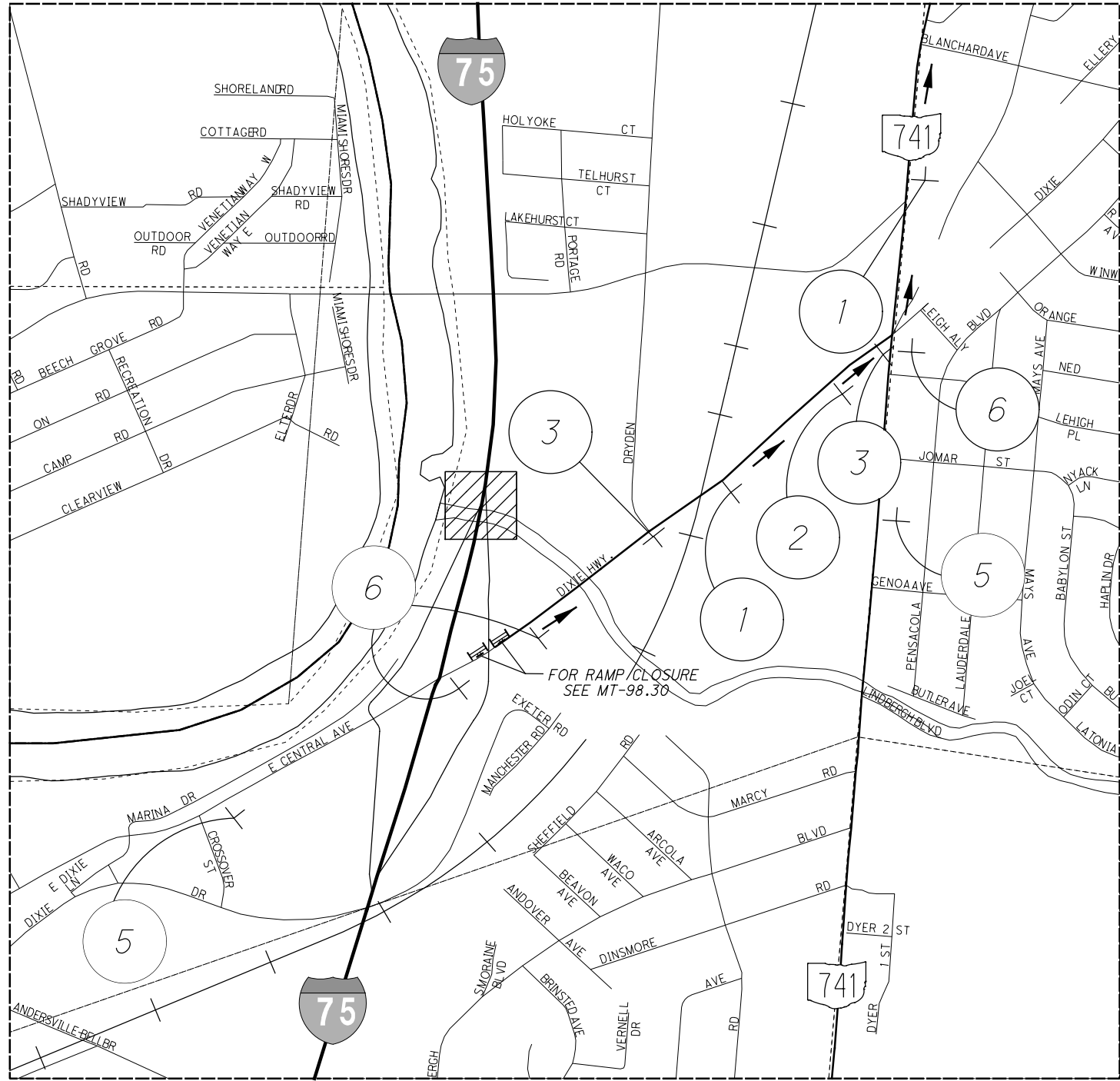
0 500 1000 2000
HORIZONTAL
SCALE IN FEET

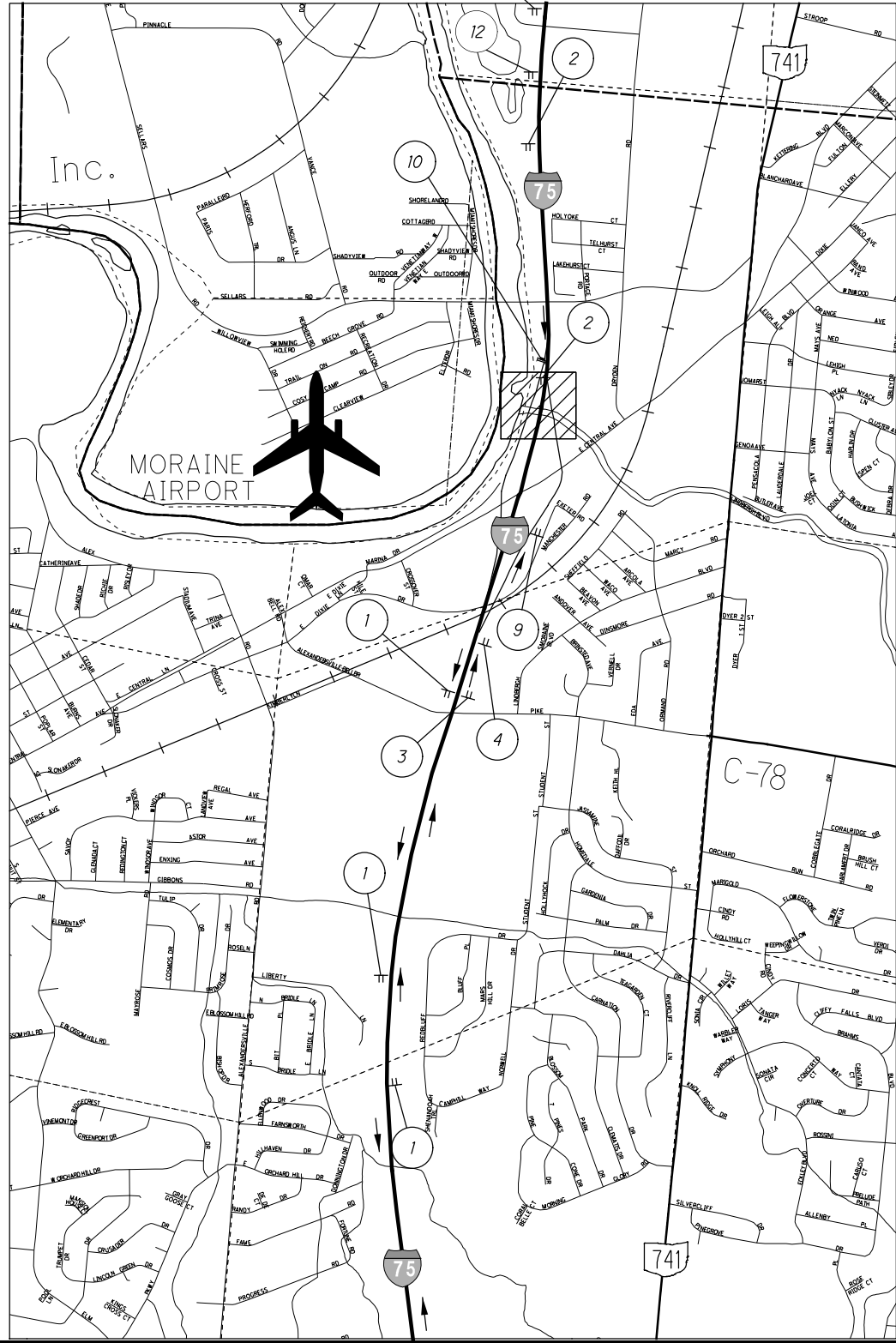
CALCULATED
REB
CHECKED
BAB

DETOUR MAP - MOT-75-0686 PHASE 1 (1 OF 1)
CLOSURE OF NB I-75 ENTRANCE RAMP FROM DIXIE HWY.

D07-BS-FY20(A)

13
28





DETOUR
M4-8-30
CENTRAL AVE.
W16-H8P-48
1

DETOUR
M4-8-30
CENTRAL AVE.
W16-H8P-48
2
↑
M6-3-30

DETOUR
M4-8-30
CENTRAL AVE.
W16-H8P-48
3
↗
M5-2-30

DETOUR
M4-8-30
CENTRAL AVE.
W16-H8P-48
4
↗
M6-2-30

DETOUR
M4-8-30
CENTRAL AVE.
W16-H8P-48
5
←
M5-1-30
LEFT LANE
M5-4-30

DETOUR
M4-8-30
CENTRAL AVE.
W16-H8P-48
6
←
M6-1-30
LEFT LANE
M5-4-30

DETOUR
M4-8-30
CENTRAL AVE.
W16-H8P-48
7
↖
M5-1-30

DETOUR
M4-8-30
CENTRAL AVE.
W16-H8P-48
8
←
M6-1-30

END
DETOUR
M4-8a-24
9

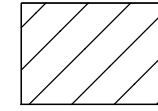
TYPE B FLASHING
WARNING LIGHT
ROAD
CLOSED
R11-2-48
ON TYPE III BARRICADE
10

TYPE A WARNING LIGHT
ROAD
WORK
AHEAD
W20-1-36
11

DETOUR
AHEAD
W20-2-36
12

NOTES

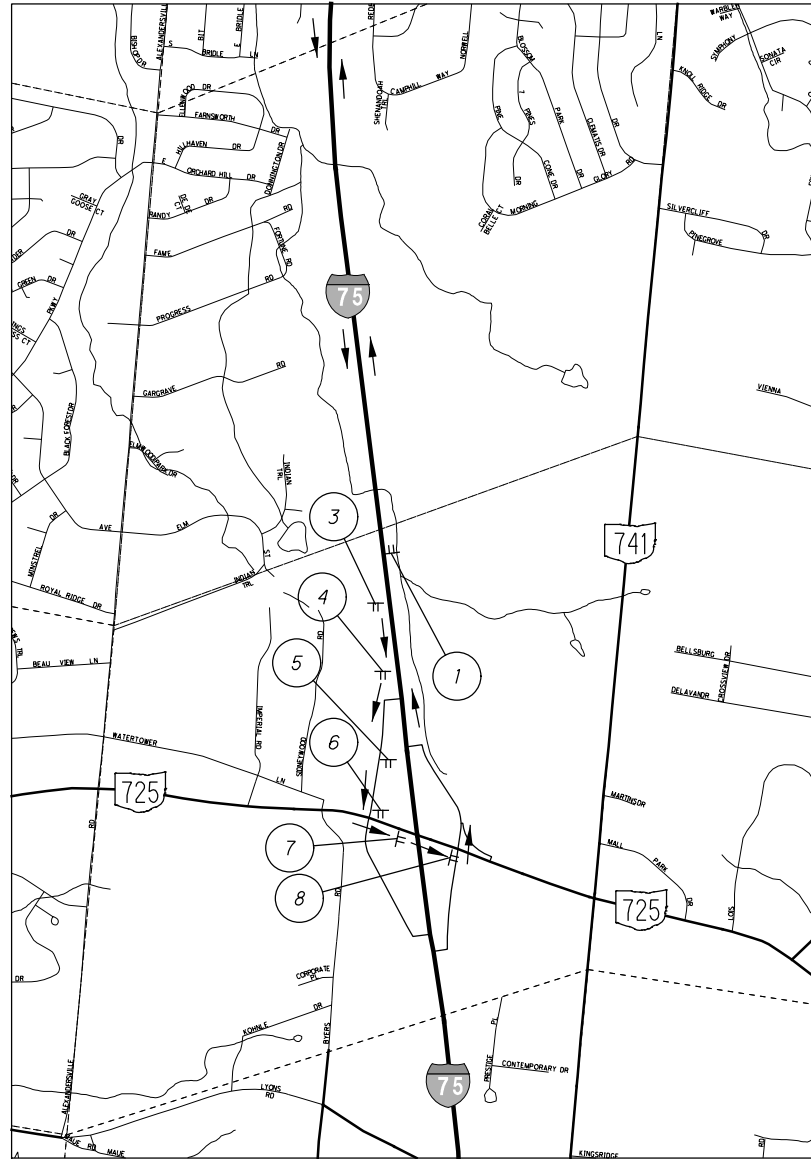
1). THE FIRST #1 SIGN PLACED 1750' BEFORE MERGE TAPER OF MT-95.30.

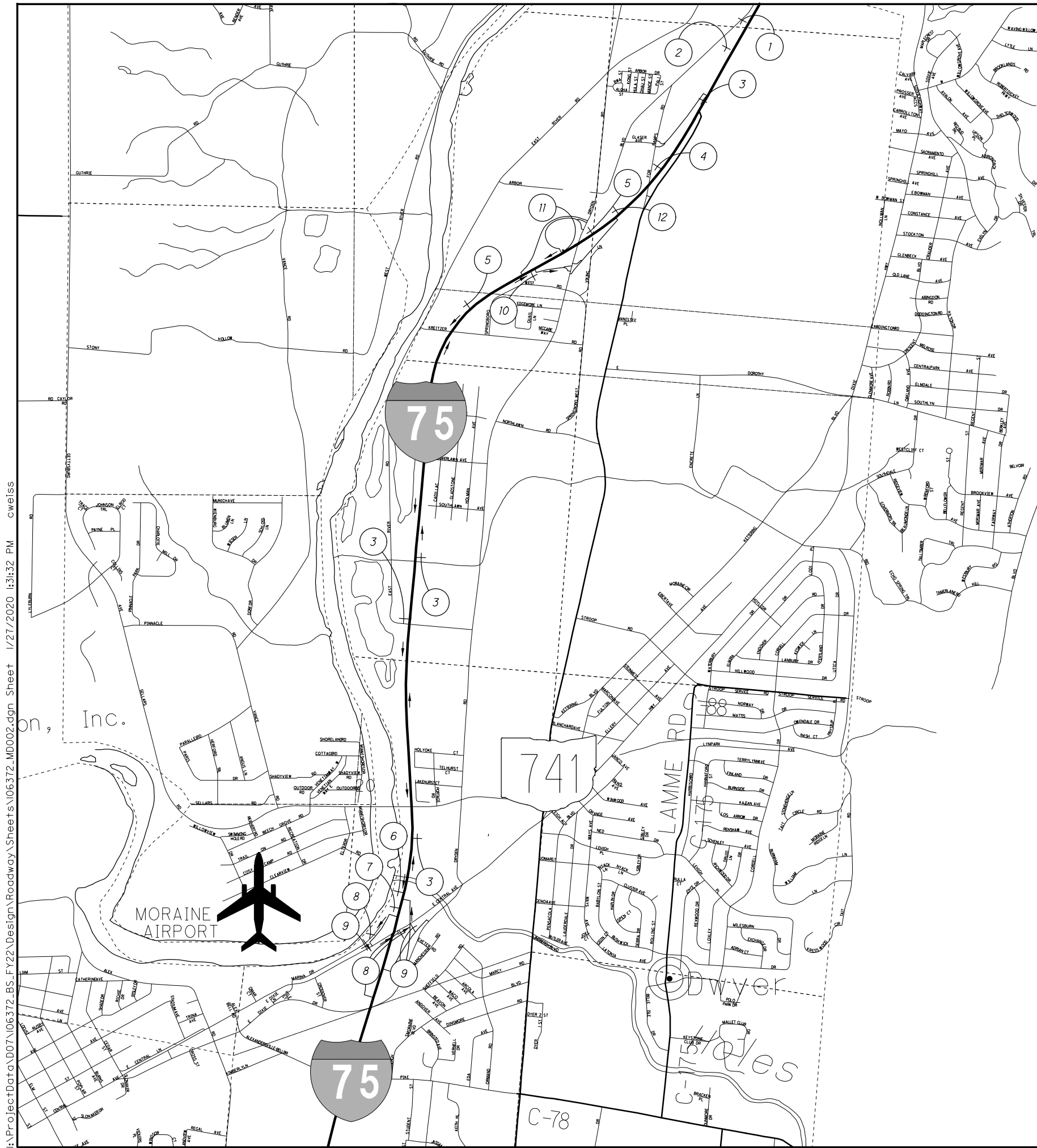


= WORK AREA



= DIRECTION OF DETOUR





TYPE A WARNING LIGHTS

ROAD WORK AHEAD

W20-1-48

1

DETOUR AHEAD

W20-2-48

2

DETOUR

M4-8-30

DRYDEN RD.

D3-H3-30

3

EXIT CLOSED AHEAD

E5-H2c-48

4

DETOUR

M4-8-30

DRYDEN RD.

D3-H3-30

5

DETOUR

M4-8-30

DRYDEN RD.

D3-H3-30

6

DETOUR

M4-8-30

DRYDEN RD.

D3-H3-30

7

DETOUR

M4-8-30

DRYDEN RD.

D3-H3-30

8

DETOUR

M4-8-30

DRYDEN RD.

D3-H3-30

9

END DETOUR

M4-8a-24

10

TYPE B FLASHING (YELLOW) WARNING LIGHT

ROAD CLOSED

R11-2-48

ON TYPE III BARRICADE

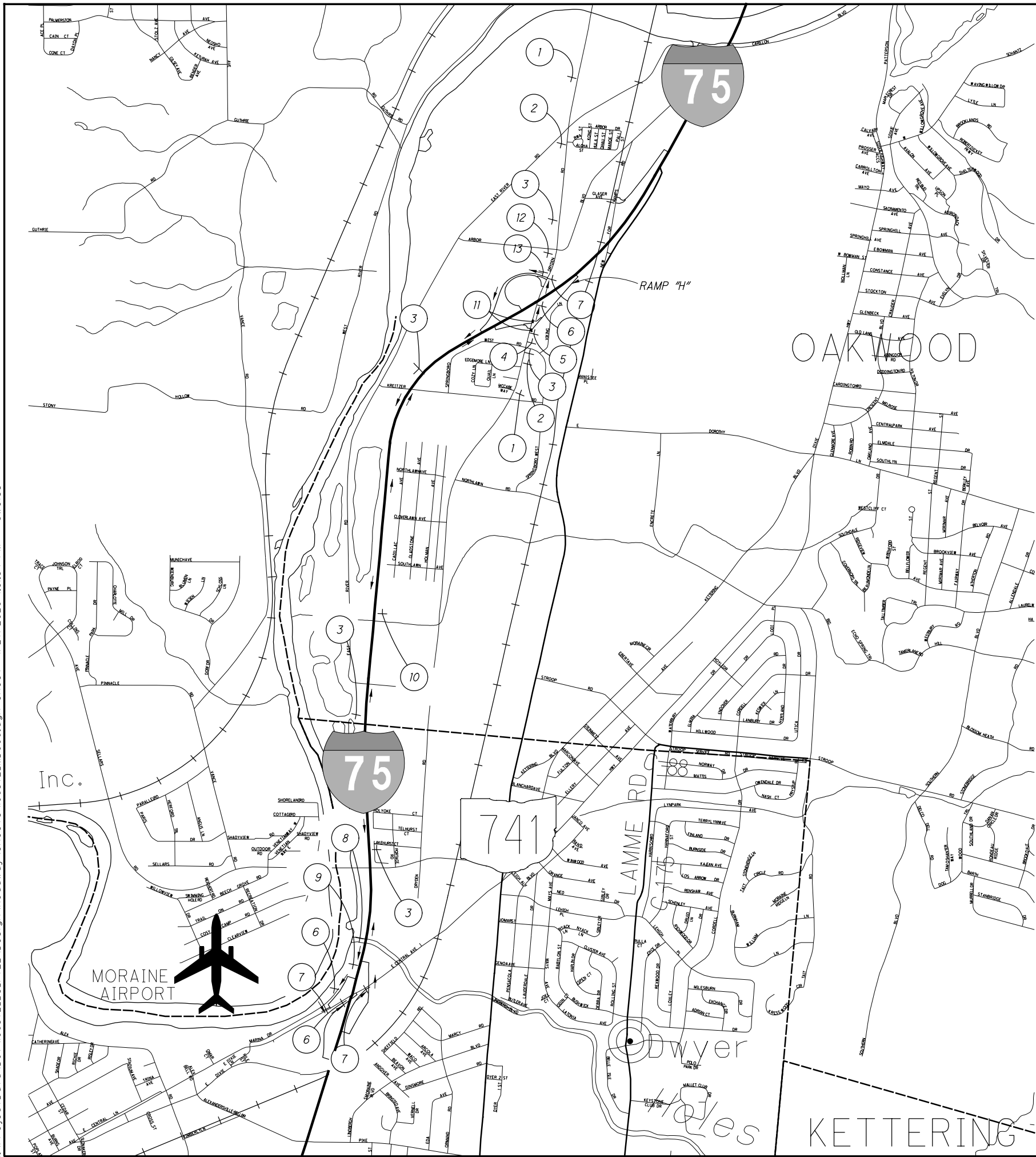
11

EXIT CLOSED

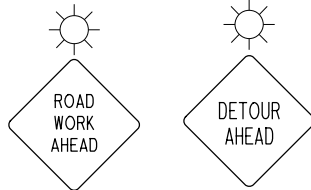
E5-2a-48

12

FOR ADDITIONAL MOT INFORMATION
SEE MT-95.30 AND MT-98.29.



TYPE A WARNING LIGHTS



W20-1-48

W20-2-48

1

2

DETOUR

M4-8-30

NORTH

M3-1-30



M1-1-36-2



M6-3-30

5

DETOUR

M4-8-30

NORTH

M3-1-30



M1-1-36-2



M5-1-30

6

DETOUR

M4-8-30

NORTH

M3-1-30



M1-1-36-2



M6-1-30

7

DETOUR

M4-8-30

NORTH

M3-1-30



M1-1-36-2



M5-2-30

8

DETOUR

M4-8-30

NORTH

M3-1-30



M1-1-36-2



M6-2-30

9

END
DETOUR

M4-8a-24

10

TYPE B FLASHING (YELLOW)
WARNING LIGHT



R11-2-48



M4-10L-48

ON TYPE III BARRICADE

11

DETOUR

M4-8-30

NORTH

M3-1-30



M1-1-36-2



M5-1-30

12

DETOUR

M4-8-30

NORTH

M3-1-30



M1-1-36-2



M6-1-30

13

DETOUR

M4-8-30

NORTH

M3-1-30



M1-1-36-2

3

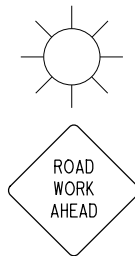
RAMP
CLOSED

E5-H2e-48

4

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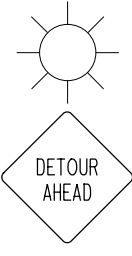
TYPE A WARNING LIGHT TYPE A WARNING LIGHT



ROAD WORK AHEAD

W20-1-36

1



DETOUR AHEAD

W20-2-36

2

DETOUR

M4-8-30

SOUTH

M3-3-30



M1-1-36-2

3

DETOUR

M4-8-30

SOUTH

M3-3-30



M1-1-36-2



M6-2-30

4

DETOUR

M4-8-30

SOUTH

M3-3-30



M1-1-36-2



M5-6-36

5

DETOUR

M4-8-30

SOUTH

M3-3-30



M1-1-36-2



M5-1-30

6

DETOUR

M4-8-30

SOUTH

M3-3-30



M1-1-36-2



M6-1-30

7

DETOUR

M4-8-30

SOUTH

M3-3-30



M1-1-36-2



M6-2-30

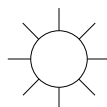
8

END
DETOUR

M4-8a-24

9

TYPE B FLASHING WARNING LIGHT



ROAD
CLOSED

R11-2-48
ON TYPE III BARRICADE

10

GERMANTOWN ST.

WASHINGTON ST.

WASHINGTON ST.

CINCINNATI ST.

GREAT MIAMI
RIVER

EDWIN C. MOSES BLVD.

RAMP CLOSED
SEE MT-98.29

ALBANY ST. MATCH LINE

RAMP CLOSED
SEE MT-98.29

CAMPBELL ST.

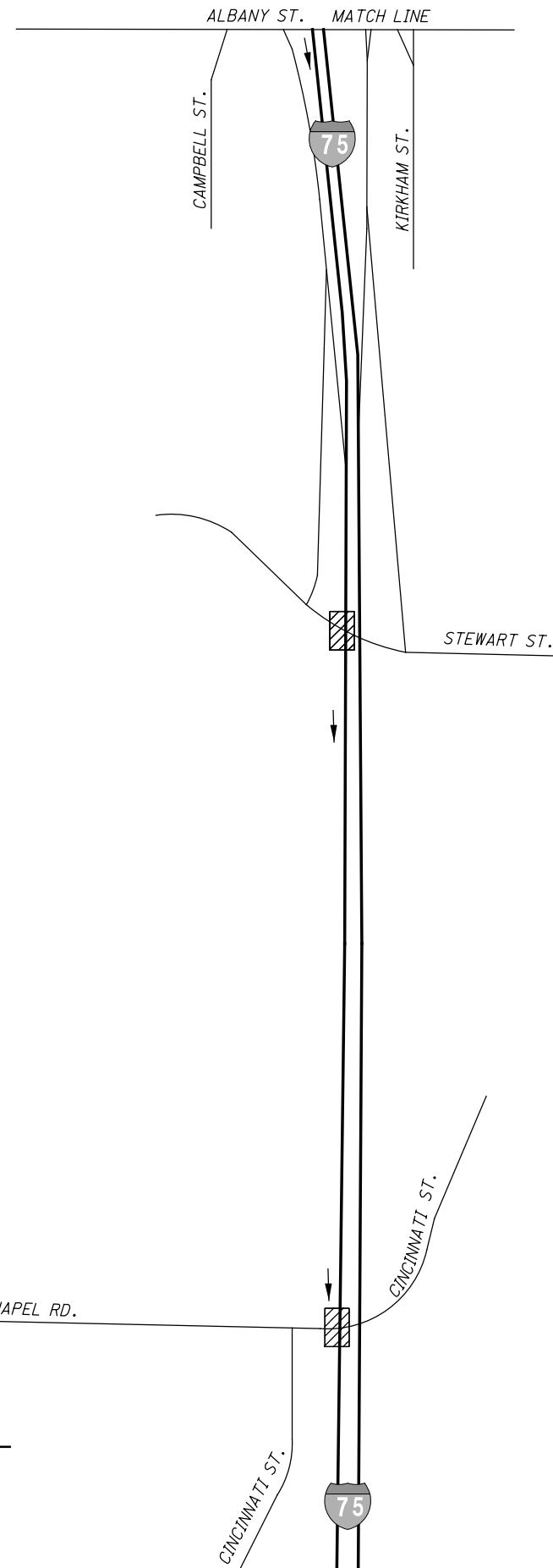
KIRKHAM ST.

NOTES AND LEGEND

1). FOR MORE DETAILS ON MOT SEE SCD, MT-95.30 AND MT-98.29

= WORK AREA

= DIRECTION OF DETOUR




DETOUR MAP - MOT-75-1109 PHASE 4 (1 OF 1)
CLOSING EB AND WB US-35 RAMP TO SB I-75


D07-BS-FY20(A)

18
28

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TYPE A WARNING LIGHT


ROAD WORK AHEAD
W20-1-36
1


DETOUR AHEAD
W20-2-36
2

DETOUR

M4-8-30

NORTH

M3-1-30

INTERSTATE 75

M1-1-36-2

3

DETOUR

M4-8-30

NORTH

M3-1-30

INTERSTATE 75

M1-1-36-2

4

DETOUR

M4-8-30

NORTH

M3-1-30

INTERSTATE 75

M1-1-36-2

5

DETOUR

M4-8-30

NORTH

M3-1-30

INTERSTATE 75


M1-1-36-2

6

LEFT LANE


M5-4-30

4



M6-2-30

5



M5-2-30

6

DETOUR

M4-8-30

NORTH

M3-1-30

INTERSTATE 75

M1-1-36-2

M6-2-30

7

DETOUR

M4-8-30

NORTH

M3-1-30

INTERSTATE 75

M1-1-36-2

M5-1-30

8

DETOUR

M4-8-30

NORTH

M3-1-30

INTERSTATE 75

M1-1-36-2

M6-1-30

9


END DETOUR


M4-8a-24

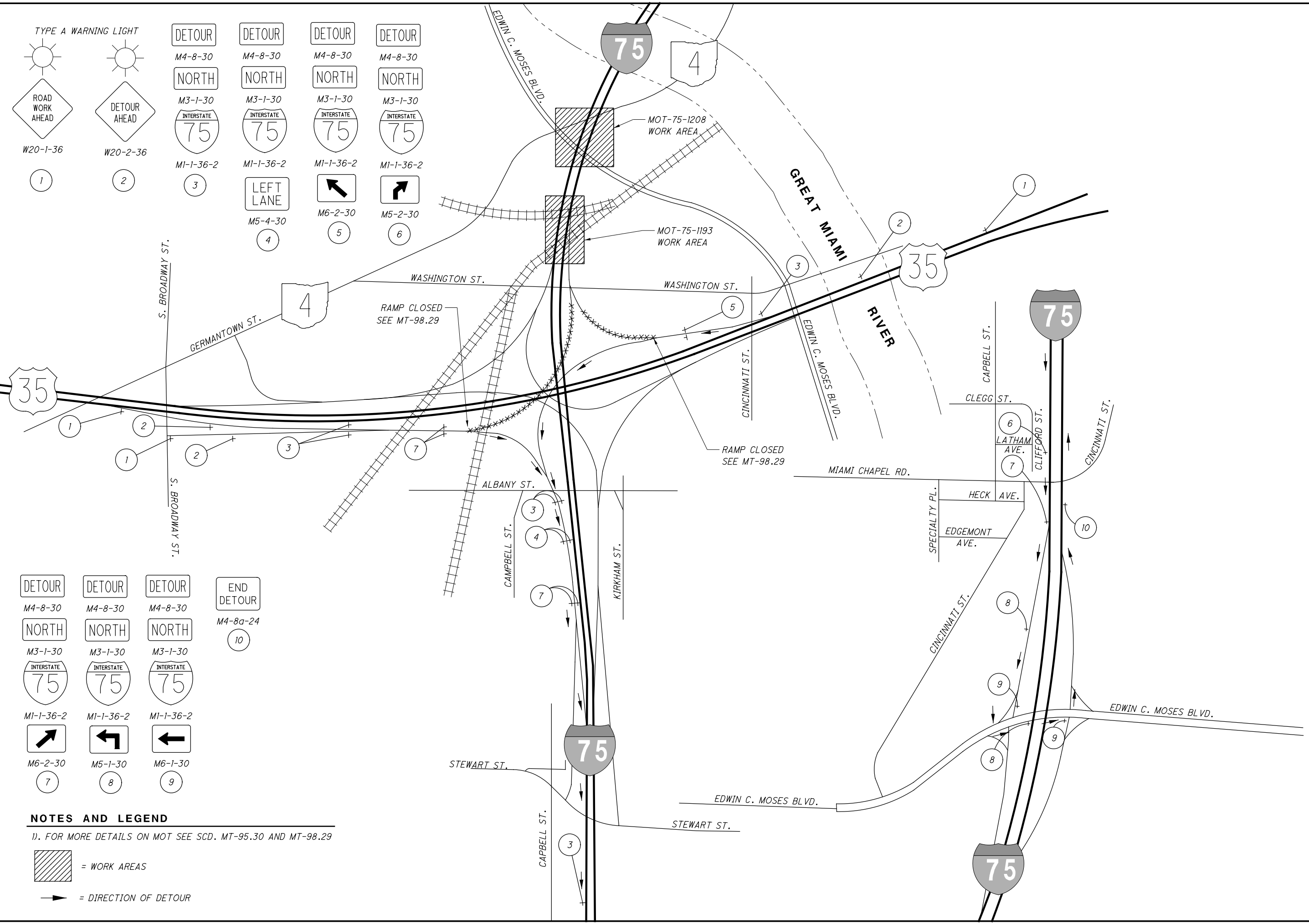
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NOTES AND LEGEND

1). FOR MORE DETAILS ON MOT SEE SCD. MT-95.30 AND MT-98.29

 = WORK AREAS

 = DIRECTION OF DETOUR





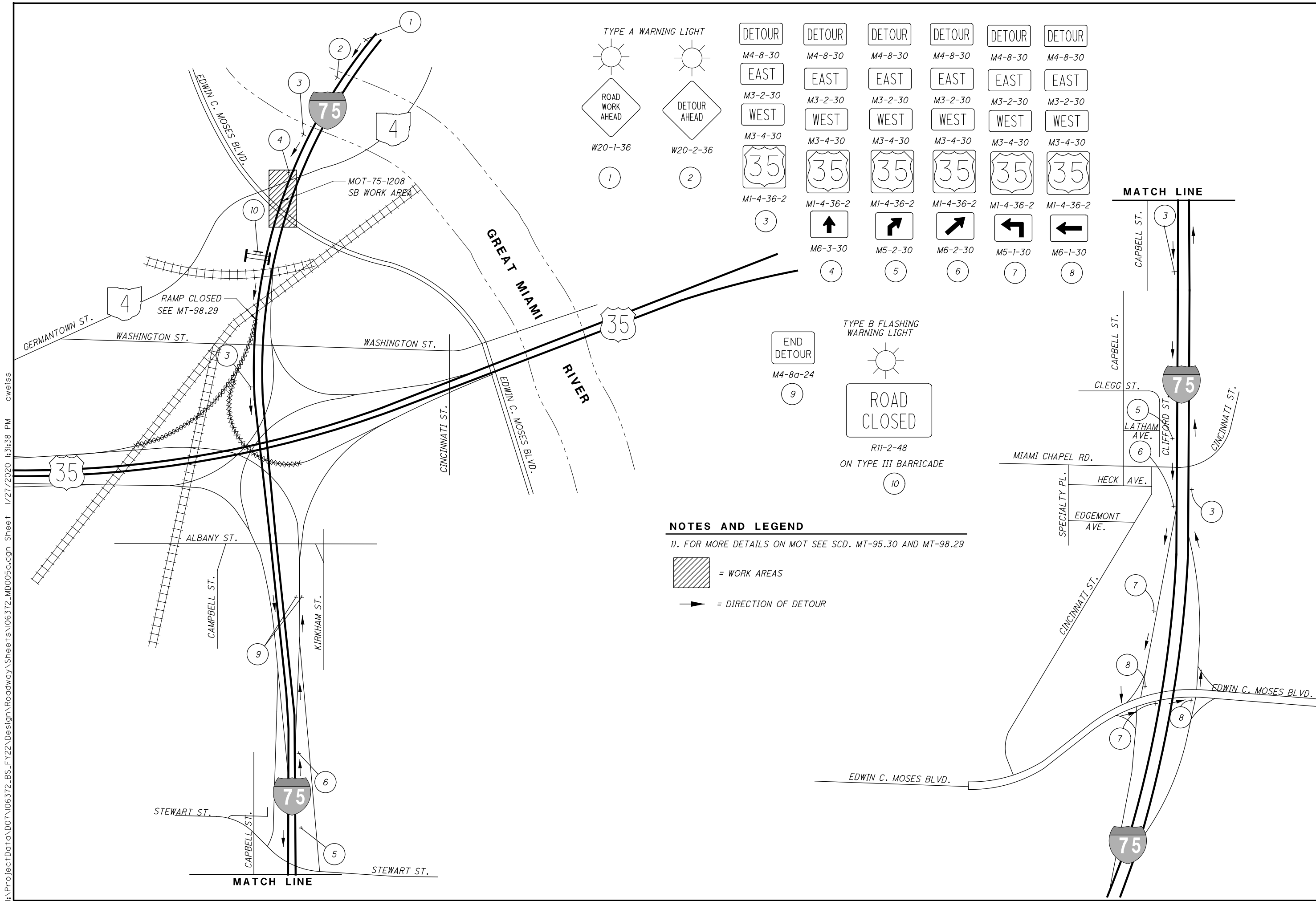

HORIZONTAL SCALE IN FEET

CALCULATED	REB	CHECKED	BAB
DETOUR MAP - MOT-75-1193 & 1208 PHASE 1(1 OF 1)			
CLOSURE OF US35 EB & WB RAMPS TO IR-75 NB			


D07-BS-FY20(A)

19
28


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TYPE A WARNING LIGHT




ROAD WORK AHEAD
W20-1-36
1




DETOUR AHEAD
W20-2-36
2

DETOUR	DETOUR	DETOUR	DETOUR	DETOUR	DETOUR
M4-8-30	M4-8-30	M4-8-30	M4-8-30	M4-8-30	M4-8-30
EAST	EAST	EAST	EAST	EAST	EAST
M3-2-30	M3-2-30	M3-2-30	M3-2-30	M3-2-30	M3-2-30
WEST	WEST	WEST	WEST	WEST	WEST
M3-4-30	M3-4-30	M3-4-30	M3-4-30	M3-4-30	M3-4-30
					
M1-4-36-2	M1-4-36-2	M1-4-36-2	M1-4-36-2	M1-4-36-2	M1-4-36-2
3					
M6-3-30	M5-2-30	M6-2-30	M5-1-30	M6-1-30	
4	5	6	7	8	



END
DETOUR
M4-8a-24
9


TYPE B FLASHING
WARNING LIGHT




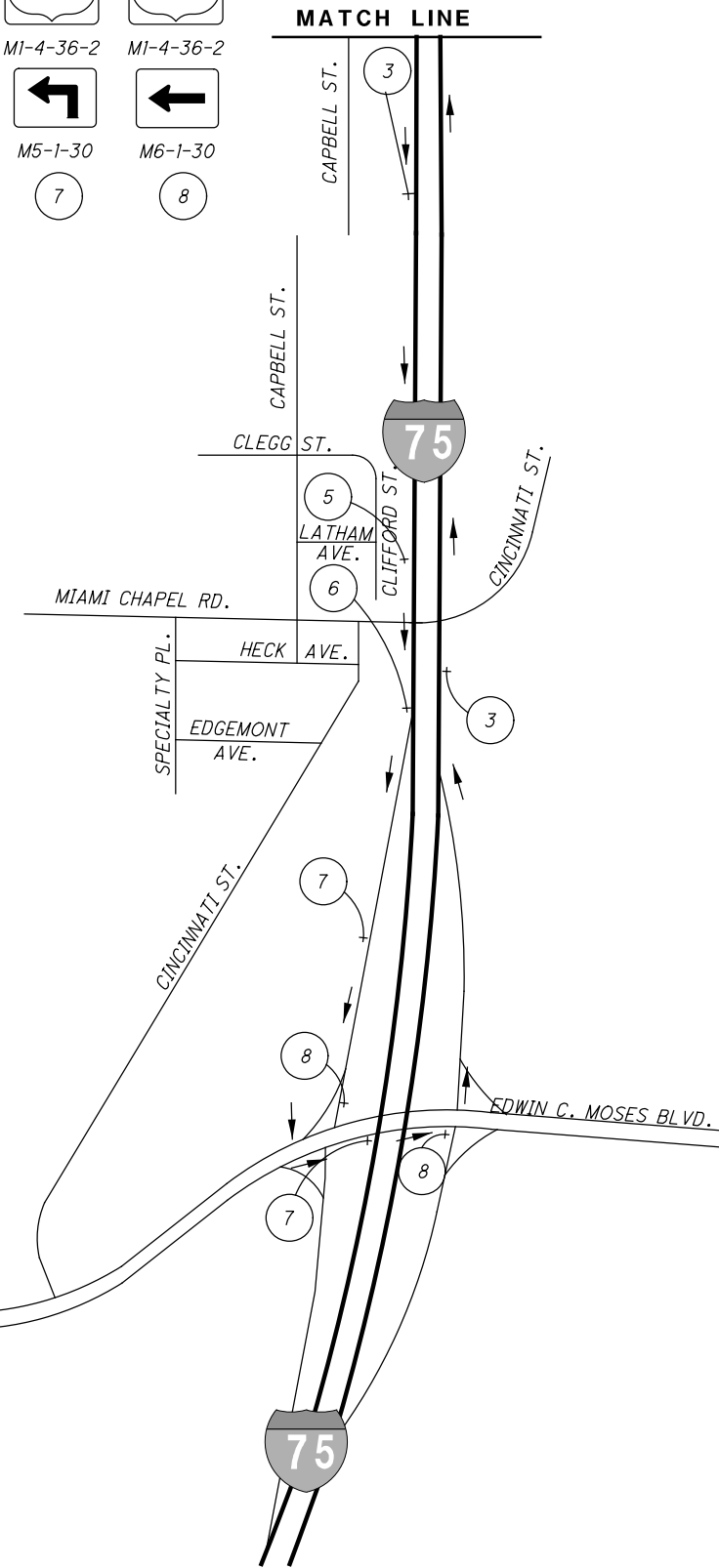
ROAD
CLOSED
R11-2-48
ON TYPE III BARRICADE
10

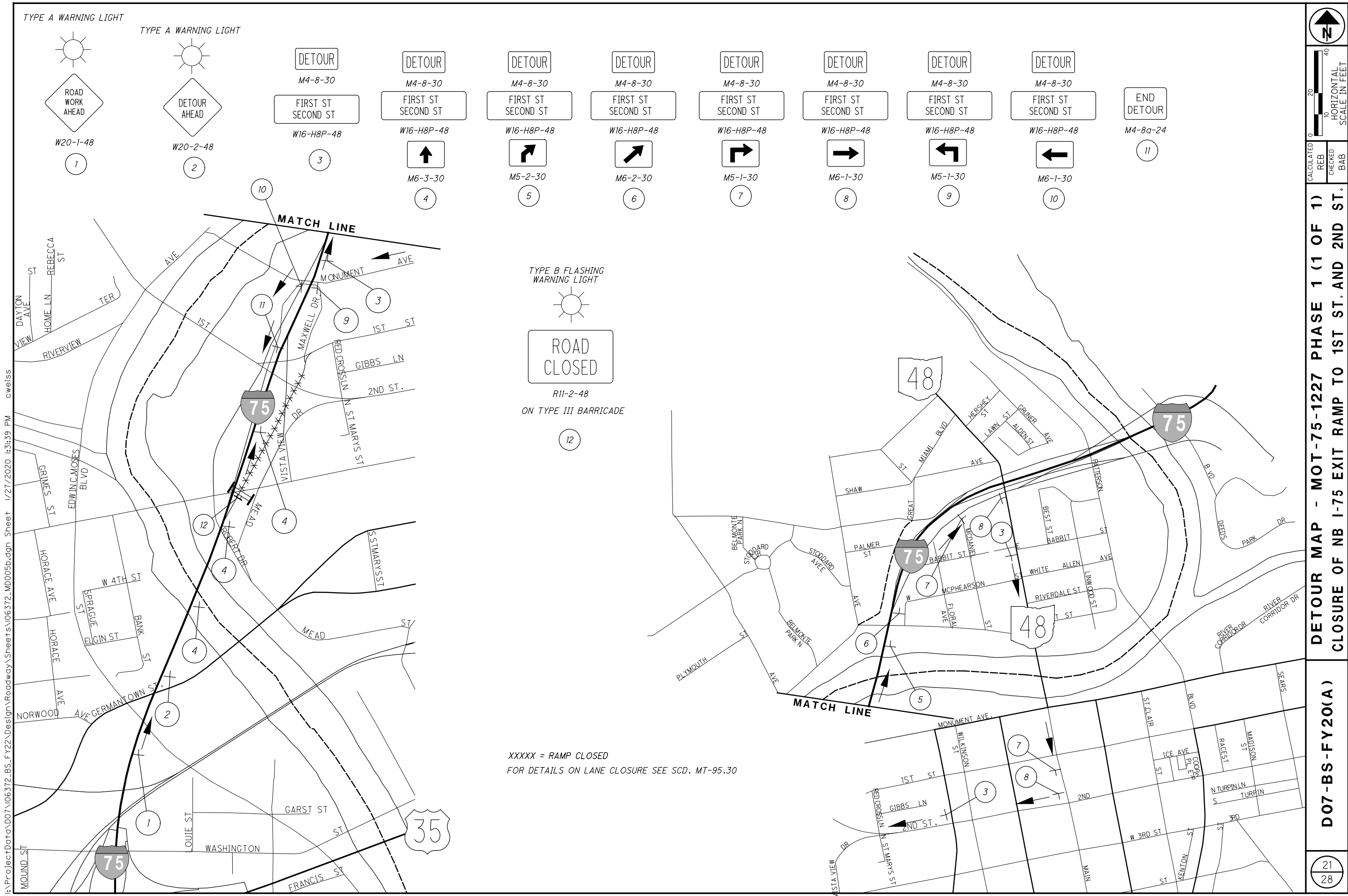
NOTES AND LEGEND

1). FOR MORE DETAILS ON MOT SEE SCD. MT-95.30 AND MT-98.29

 = WORK AREAS

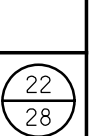
 = DIRECTION OF DETOUR



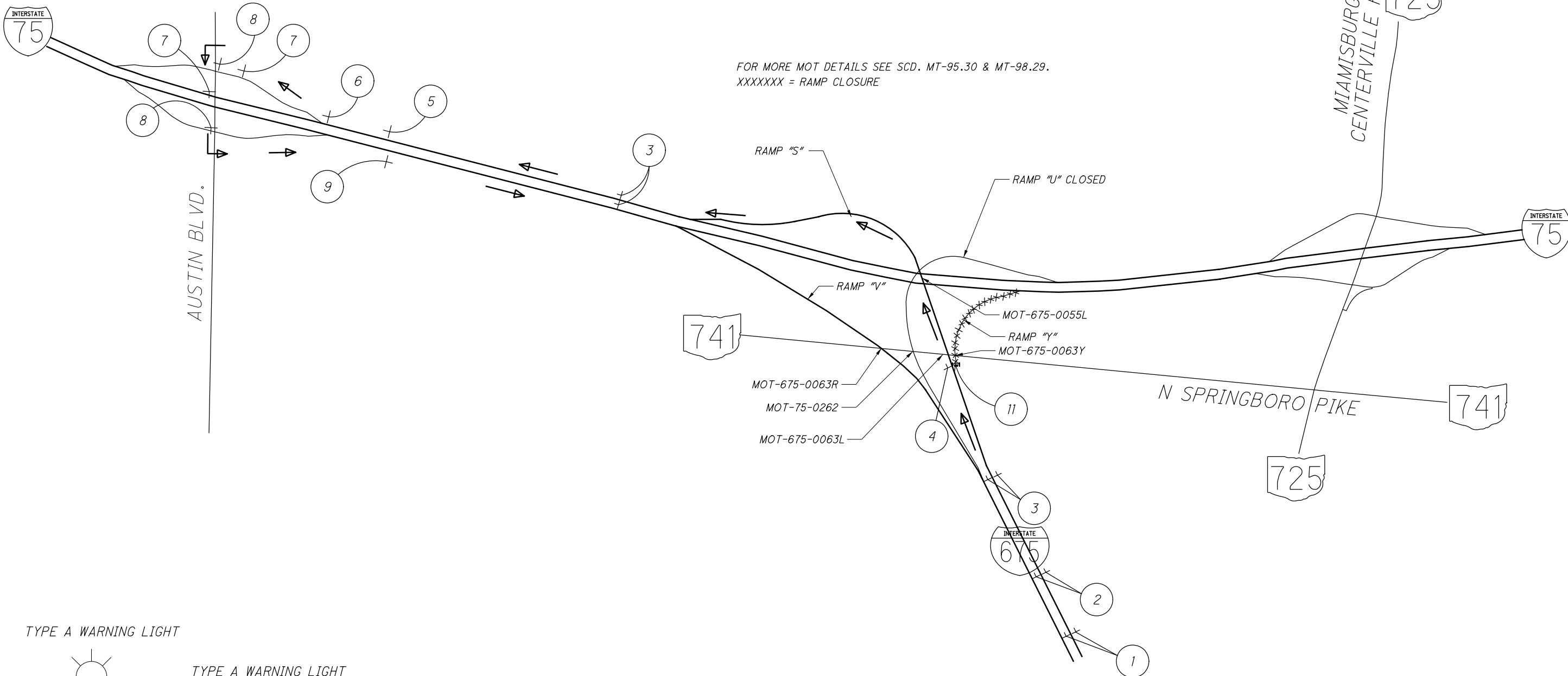




XXXXX = RAMP CLOSED
FOR MORE MOT DETAILS SEE SCD. MT-95.30 & MT-98.30



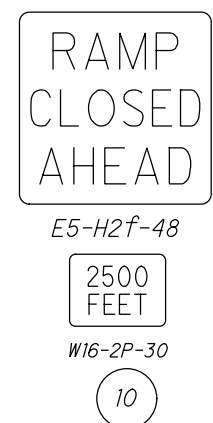
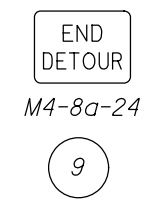
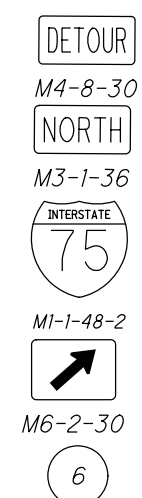
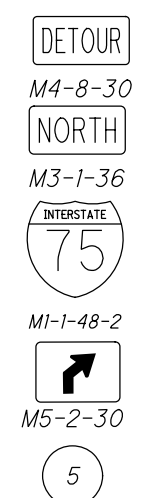
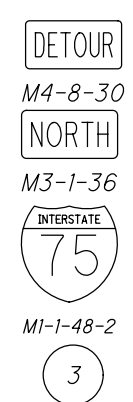
I:\ProjectData\07\06372_BS_FY22\Design\Roadway\Sheets\06372_MD007.dgn Sheet 1/27/2020 1:31:42 PM cweiss



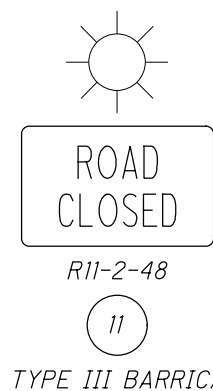
TYPE A WARNING LIGHT



TYPE A WARNING LIGHT



FLASHING TYPE B WARNING LIGHT



ON TYPE III BARRICADE

23
28

DETOUR MAP - MOT-675-0063Y PHASE 1 (1 OF 1)

CLOSURE OF SB I-675 RAMP TO NB I-75

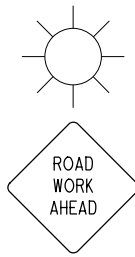
CALCULATED
REB
CHECKED
BAB

0
10
20
40

HORIZONTAL
SCALE IN FEET

I:\ProjectData\07\06372_BS_FY22\Design\Roadway\Sheets\06372_MD013.dgn Sheet 1/21/2020 1:31:42 PM cweiss

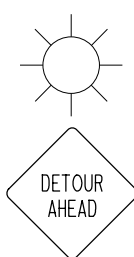
TYPE A WARNING LIGHT



ROAD WORK AHEAD

W20-1-48

1



DETOUR AHEAD

W20-2-48

2

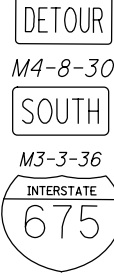


M4-8-30

M3-3-36

MI-1-48-3

3

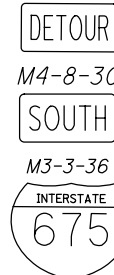


M4-8-30

M3-3-36

MI-1-48-3

4

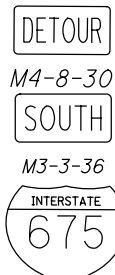


M4-8-30

M3-3-36

MI-1-48-3

5



M4-8-30

M3-3-36

MI-1-48-3

6

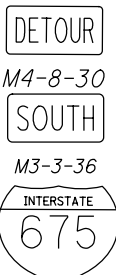


M4-8-30

M3-3-36

MI-1-48-3

7



M4-8-30

M3-3-36

MI-1-48-3

8

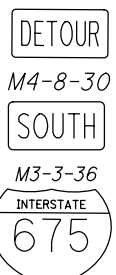


M4-8-30

M3-3-36

MI-1-48-3

9



M4-8-30

M3-3-36

MI-1-48-3

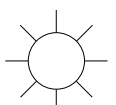
10

END
DETOUR

M4-8a-24

11

FLASHING TYPE B WARNING LIGHT



ROAD
CLOSED

R11-2-48

ON TYPE III BARRICADE

12

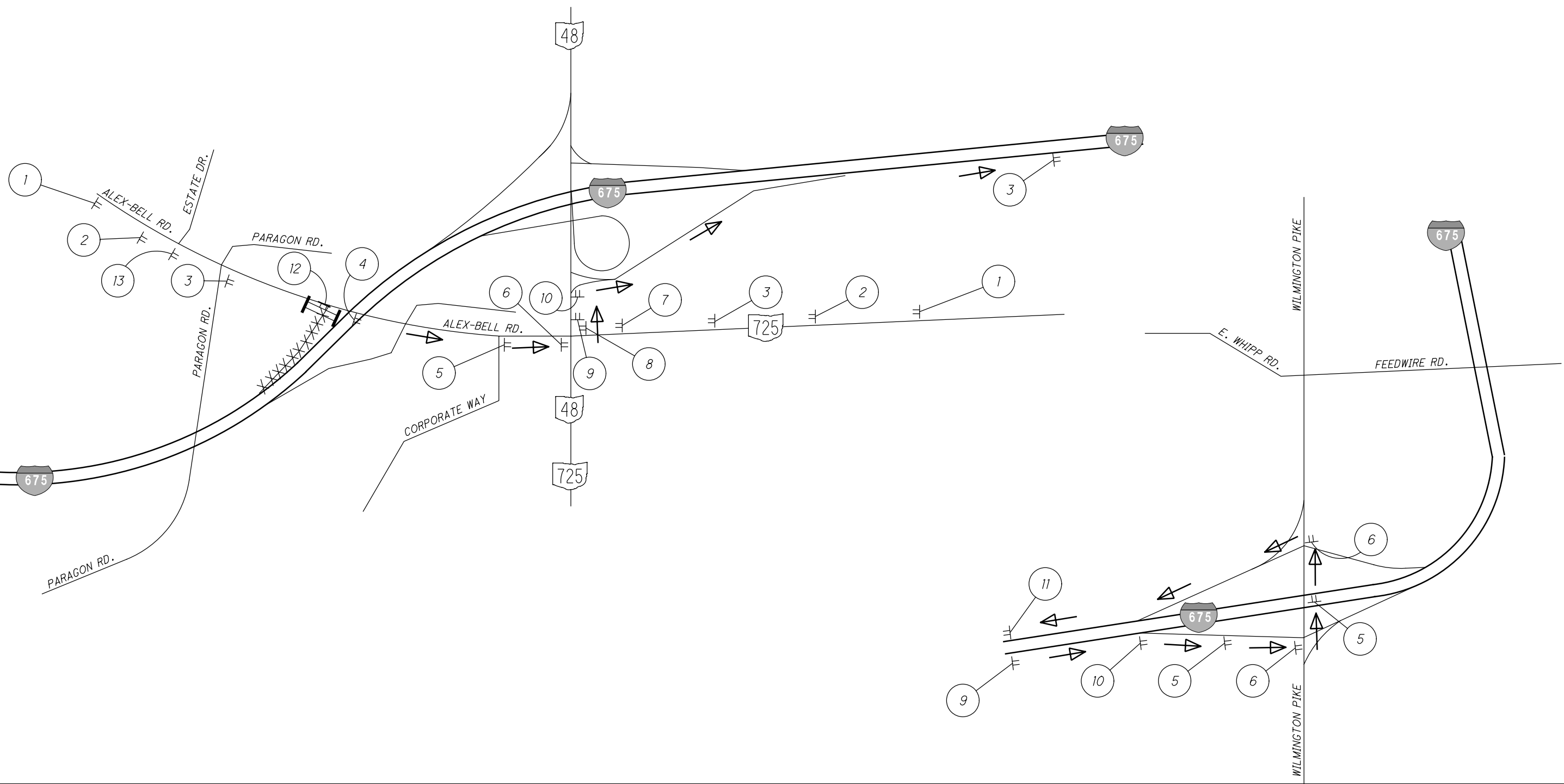
RAMP
CLOSED
AHEAD

E5-H2f-48

1000
FEET

W16-2P-30

13



DETOUR MAP - MOT-675-0411 PHASE 4 (1 OF 1)
CLOSURE OF SB I-675 ENTRANCE RAMP FROM ALEX-BELL RD.

D07-BS-FY20(A)

24
28

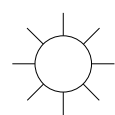
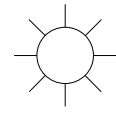
CALCULATED
REB
CHECKED
BAB

0 20 40
HORIZONTAL
SCALE IN FEET

24
28

I:\ProjectData\06372_BS_FY22\Design\Roadway\Sheets\06372_MD014.dgn Sheet 1/21/2020 1:31:44 PM cweiss

TYPE A WARNING LIGHT



W20-1-48

W20-2-48

1

2



M4-8-30

NORTH



M3-1-36

M1-1-48-3

3



M4-8-30

NORTH



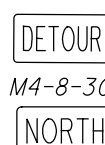
M3-1-36

M1-1-48-3



M6-3-30

4



M4-8-30

NORTH



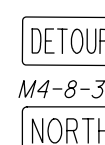
M3-1-36

M1-1-48-3



M5-1-30

5



M4-8-30

NORTH



M3-1-36

M1-1-48-3



M6-1-30

6



M4-8-30

NORTH



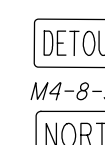
M3-1-36

M1-1-48-3



M5-1-30

7



M4-8-30

NORTH



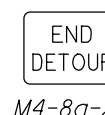
M3-1-36

M1-1-48-3



M6-1-30

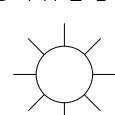
8



M4-8a-24

9

FLASHING TYPE B WARNING LIGHT



R11-2-48

ON TYPE III BARRICADE

17

9

725

XXXX = CLOSING OF WB SR-725
LEFT TURN LANE TO SB I-675

MIAMISBURG-CENTERVILLE RD.

YANKEE ST.

YANKEE ST.

WASHINGTON VILLAGE DR.

LYONS RD.

NOTES AND LEGEND

1). FOR MORE MOT DETAILS SEE SCD MT-95.30 AND MT-98.30.

XXXXX = RAMP OR LANE CLOSURE

→ = DIRECTION OF DETOUR



M4-8-30

SOUTH



M3-3-36

M1-1-48-3

10



M4-8-30

SOUTH



M3-3-36

M1-1-48-3



M5-6-36

11



M4-8-30

SOUTH



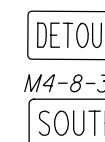
M3-3-36

M1-1-48-3



M5-1-30

12



M4-8-30

SOUTH



M3-3-36

M1-1-48-3



M6-1-30

13



M4-8-30

SOUTH



M3-3-36

M1-1-48-3



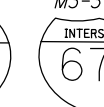
M6-3-30

14



M4-8-30

SOUTH



M3-3-36

M1-1-48-3



M5-1-30

15



M4-8-30

SOUTH



M3-3-36

M1-1-48-3



M6-1-30

16



E5-H2f-48

1600
FEET

W16-2P-30

18

DETOUR MAPS - MOT-725-1606 PHASES 1&2 (1 OF 1)
CLOSURE OF EB SR-725 TO NB I-675 / WB SR-725 TO SB I-675

D07-BS-FY20(A)

25
28



ESTIMATED QUANTITIES

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SHEET NUM.										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED REB	CHECKED MRB
		8	9			26					01/IMS/BR									
																	STRUCTURE REPAIR (MOT-075-0262)		GENERAL SUMMARY (1 OF 2)	
						698					698		512	10401	698	SY	TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						2,756					2,756		512	10401	2,756	SY	STRUCTURE REPAIR (MOT-075-0639L) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						2,082					2,082		512	10401	2,082	SY	STRUCTURE REPAIR (MOT-075-0639R) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						1,106					1,106		512	10401	1,106	SY	STRUCTURE REPAIR (MOT-075-0666L) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						2,454					2,454		512	10401	2,454	SY	STRUCTURE REPAIR (MOT-075-0666R) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						1,099					1,099		512	10401	1,099	SY	STRUCTURE REPAIR (MOT-075-0686L) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						1,603					1,603		512	10401	1,603	SY	STRUCTURE REPAIR (MOT-075-0686R) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						3,749					3,749		512	10401	3,749	SY	STRUCTURE REPAIR (MOT-075-0932) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						6,359					6,359		512	10401	6,359	SY	STRUCTURE REPAIR (MOT-075-0958) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						2,414					2,414		512	10401	2,414	SY	STRUCTURE REPAIR (MOT-075-1109) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						1,901					1,901		512	10401	1,901	SY	STRUCTURE REPAIR (MOT-075-1122) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						971					971		512	10401	971	SY	STRUCTURE REPAIR (MOT-075-1164) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						1,140					1,140		512	10401	1,140	SY	STRUCTURE REPAIR (MOT-075-1177) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						1,038					1,038		512	10401	1,038	SY	STRUCTURE REPAIR (MOT-075-1189) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						2,456					2,456		512	10401	2,456	SY	STRUCTURE REPAIR (MOT-075-1193) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						7,276					7,276		512	10401	7,276	SY	STRUCTURE REPAIR (MOT-075-1208) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						17,808					17,808		512	10401	17,808	SY	STRUCTURE REPAIR (MOT-075-1227) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						2,292					2,292		512	10401	2,292	SY	STRUCTURE REPAIR (MOT-075-1248) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						3,772					3,772		512	10401	3,772	SY	STRUCTURE REPAIR (MOT-075-1267) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						1,851					1,851		512	10401	1,851	SY	STRUCTURE REPAIR (MOT-675-0055L) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						975					975		512	10401	975	SY	STRUCTURE REPAIR (MOT-675-0063L) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						1,506					1,506		512	10401	1,506	SY	STRUCTURE REPAIR (MOT-675-0063R) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		
						524					524		512	10401	524	SY	STRUCTURE REPAIR (MOT-675-0063Y) TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN	4		

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[illegible]