

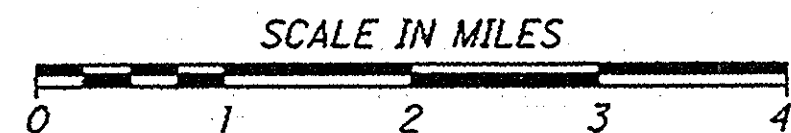
D08 - BS-FY2016
150490 PID - 84513
Dist 8 8/27/2015

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

SEE SHEET 2 FOR
LOCATION MAP

LOCATION MAP

LATITUDE: 39°26'40" LONGITUDE: 84°16'43"



PORTION TO BE IMPROVED.....
INTERSTATE HIGHWAY.....
FEDERAL ROUTES.....
STATE ROUTES.....
COUNTY & TOWNSHIP ROADS.....
OTHER ROADS.....
NHS PROJECT..... YES

UNDERGROUND UTILITIES	
CONTACT BOTH SERVICES CALL TWO WORKING DAYS BEFORE YOU DIG	
	CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE NON-MEMBERS MUST BE CALLED DIRECTLY	
OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE CALL: 1-800-925-0988	

PLAN PREPARED BY:
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT 8 BRIDGE DEPARTMENT

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

D08-BS-FY2016

DISTRICT WIDE BRIDGE SEALING

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PROJECT DESCRIPTION

SEALING OF VARIOUS BRIDGE DECKS LOCATED IN GREENE, PREBLE,
HAMILTON, CLINTON, WARREN AND BUTLER COUNTIES. DECKS
ARE TO BE SEALED WITH GRAVITY FED RESIN OR SOLUBLE
REACTIVE SILICATE, AS INDICATED IN THE PLANS.

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.

2013 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT
THE MAKING OF THIS IMPROVEMENT WILL NOT
REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY
EXCEPT AS NOTED ON SHEET 4, AND THAT
PROVISIONS FOR THE MAINTENANCE AND SAFETY
OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS
AND ESTIMATES.

ENGINEERS SEAL		STANDARD CONSTRUCTION DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
	SIGNED: <i>Christopher A. Howard</i>	TC-41.20	10-18-13 MT-95.30	07-18-14	800 07-17-15
	DATE: 5-29-15	TC-42.10	10-18-13 MT-95.31	07-18-14	821 04-20-12
		TC-42.20	10-18-13 MT-95.32	07-18-14	832 05-05-09
		TC-61.10	01-17-14 MT-95.60	07-19-13	921 04-20-12
		TC-65.10	01-17-14 MT-95.61	07-19-13	
		TC-65.11	07-18-14 MT-97.10	07-18-14	
		TC-72.20	07-18-14 MT-97.20	01-16-15	
			MT-98.10	07-18-14	
			MT-98.20	07-18-14	
			MT-98.29	07-19-13	
			MT-98.30	07-18-14	
			MT-101.60	07-19-13	
		MT-105.10	07-19-13		

APPROVED *[Signature]*
DATE 6-1-15 DISTRICT DEPUTY DIRECTOR

APPROVED *[Signature]*
DATE 6-8-15 DIRECTOR DEPARTMENT OF TRANSPORTATION

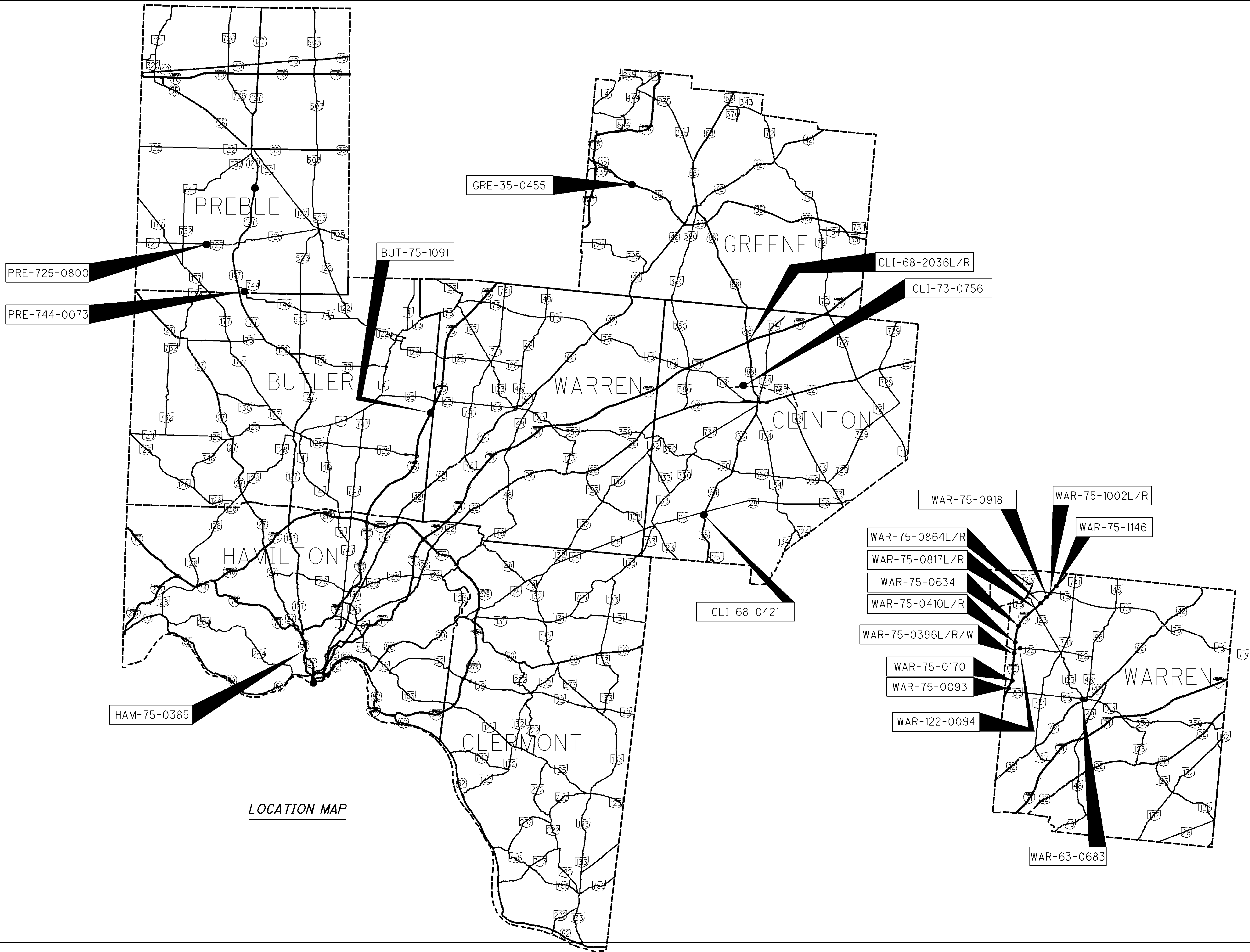
FEDERAL PROJECT NO.
NON-FEDERAL

PID NO.
84513

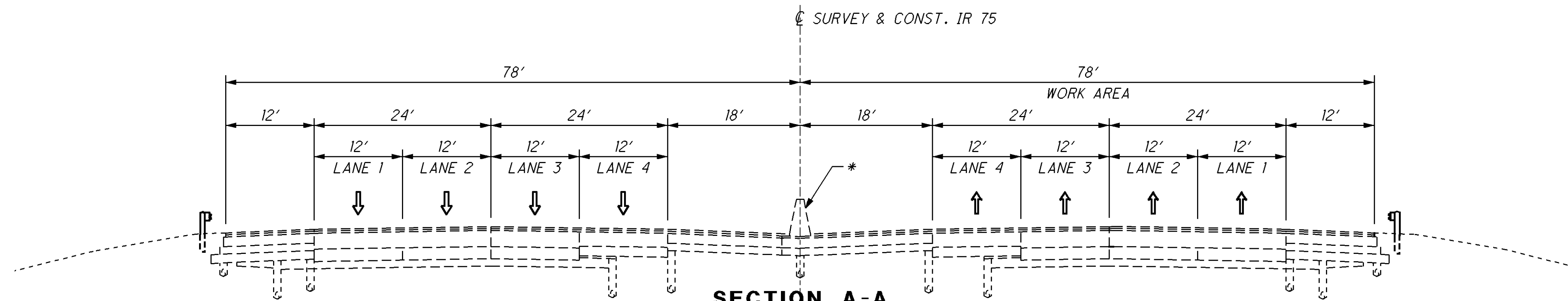
CONSTRUCTION PROJECT NO.

D08-BS-FY2016

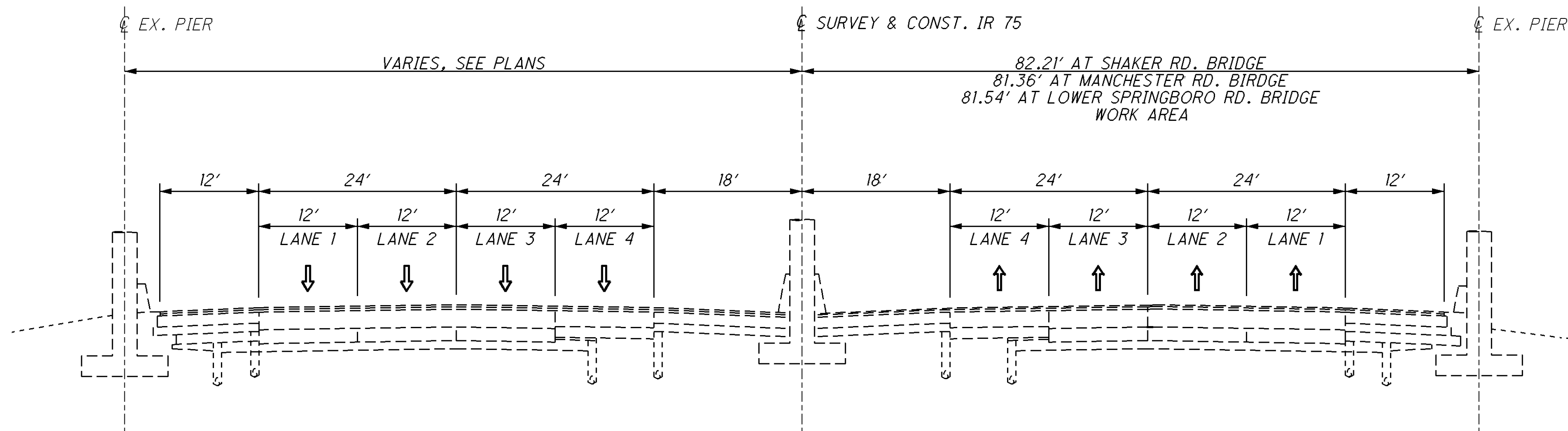
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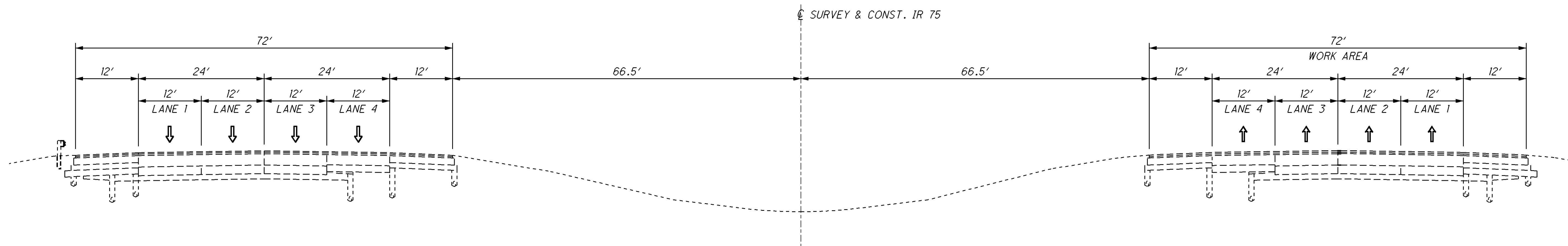
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SECTION A-A
BUTLER COUNTY STA. 3200+00.00 TO STA. 3317+83.50
EQN. BUTLER COUNTY STA. 3317+83.50 = WARREN COUNTY STA. 0.55.50
WARREN COUNTY STA. 0.55.50 TO STA. 448+20.98
EQN. WARREN COUNTY STA. 448+20.98 = WARREN COUNTY STA. 11+00.00
WARREN COUNTY STA. 11+00.00 TO STA. 73+20.00



SECTION A-A
(AT OVERHEAD BRIDGE)



SECTION B-B
WARREN COUNTY STA. 73+20.00 TO STA. 200+00.00

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CONSTRUCTION NOTIFICATION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER AS WELL AS THE FOLLOWING:

- THE CITY OF BEAVERCREEK, OHIO
MOORMAN@BEAVERCREEKOHIO.GOV
- THE CITY OF LEBANON, OHIO
DOWENS@LEBANONOHIO.GOV
- THE VILLAGE OF MIDLAND, OHIO
VMIDLAND@YAHOO.COM

A MINIMUM OF:

- FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES, AND/OR ROAD CLOSURES.
- SEVEN (7) DAYS PRIOR TO LANE CLOSURES AND/OR SHIFTS IN TRAFFIC PATTERNS.

THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY FAX AT (513) 933-9472 OR EMAIL AT D08.PIO.FORM@DOT.STATE.OH.US

DISTRICT PERMIT SECTION BY FAX AT (513) 933-9472 OR EMAIL AT TOM.MAKRIS@DOT.STATE.OH.US

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY FAX AT (614) 728-4099 OR EMAIL AT HAULING.PERMITS@DOT.STATE.OH.US

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

ITEM 512 TREATING CONCRETE BRIDGE DECKS WITH GRAVITY-FED RESIN, AS PER PLAN

IN ADDITION TO THE SPECIFICATION REQUIREMENTS, PROTECT BY MASKING OR OTHER MEANS THE EXISTING RAISED PAVEMENT MARKERS EXPANSION JOINTS AND PARAPETS LOCATED WITHIN THE PROPOSED SEALING LIMITS SO THAT NO RESIN IS DEPOSITED ON THEIR SURFACES DURING APPLICATION AND CURING TIMES. REMOVE THE PROTECTION PRIOR TO ALLOWING TRAFFIC ON THE TREATED SURFACE.

ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED IN THE PROJECT AREA PRIOR TO PLACEMENT OF RESIN. THE CONTRACTOR SHALL ONLY USE SAND, SHOT, OR WATER BLASTING TO REMOVE MARKINGS ON CONCRETE PAVEMENT SURFACES.

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.

ITEM 642 PAVEMENT MARKINGS

THE CONTRACTOR SHALL REFERENCE ALL EXISTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS BEFORE THE START OF ANY DECK SEALING. THIS WILL BE NECESSARY TO ASSURE PROPER SHIELDING OF RPMS AND/OR CORRECT REPLACEMENT IN THEIR ORIGINAL AND/OR RECONFIGURED LOCATIONS. PAYMENT FOR THIS WORK SHALL BE INCIDENTAL TO THE RESPECTIVE PROPOSED PAVEMENT MARKING PAY ITEMS.

PLACE ITEM 642 PAVEMENT MARKINGS WITHIN 36 HOURS OF COMPLETION OF THE SEALING OPERATION AT LOCATIONS RECEIVING GRAVITY FED RESIN TREATMENT. THE PROPOSED MARKINGS SHALL BE PLACED TO MATCH PRECONSTRUCTION CONDITIONS. FOR QUANTITIES AND LOCATIONS SEE THE PAVEMENT MARKING SUBSUMMARY ON SHEET NUMBER XX.

BRIDGE DECK AND APPROACH SLAB SEALING

SEAL ALL BRIDGE DECK SURFACES WITH GRAVITY-FED RESIN, AS PER PLAN, OR SOLUBLE REACTIVE SILICATE, AS DESIGNATED IN THE PLANS, PER ITEM 512. ALSO SEAL THE BRIDGE APPROACH SLABS AT ALL STRUCTURES AS PER PLAN.

FOR DECK AND APPROACH SLAB SEALING QUANTITIES AND STRUCTURE LOCATIONS REFER TO SHEET NUMBER 65.

ITEM 201 CLEARING AND GRUBBING, AS PER PLAN

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING, AS PER PLAN. SEE BELOW FOR PROJECT SPECIFIC REQUIREMENTS.

WHILE PERFORMING CONCRETE SEALING WORK, IF ACCESS IS RESTRICTED DUE TO THE PRESENCE OF VEGETATION, REMOVE SAID VEGETATION A MAXIMUM OF 2' AWAY FROM THE SURFACE TO BE SEALED TO ALLOW ACCESS. THIS WORK, INCLUDING ALL LABOR, EQUIPMENT, AND INCIDENTALS SHALL BE PAID FOR UNDER ITEM 201, CLEARING AND GRUBBING, AS PER PLAN, LUMP SUM.

ITEM 623- CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN

PRIOR TO THE START OF ROADWAY OPERATION, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER. THE PAVEMENT SHALL BE REFERENCED IN 100 FEET INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMIPERMANENT CONDITION.

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, 105.02 AND 513.04.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

DECK PROTECTION METHOD:

SEALING OF CONCRETE SURFACES

WORK LIMITS

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

NON-USE OF ASBESTOS-CONTAINING MATERIALS

THE CONTRACTOR SHALL AT NO TIME INCORPORATE ANY MATERIALS WHICH ARE COMPOSED OF OR CONTAIN ANY AMOUNT OF ASBESTOS. THE SUBSTITUTION OF MATERIALS WHICH CONTAIN ANY AMOUNTS OF ASBESTOS WILL IN NO CIRCUMSTANCES BE ACCEPTABLE. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT A WRITTEN STATEMENT OF CERTIFICATION ASSERTING THAT NO ASBESTOS CONTAINING MATERIALS WERE USED IN ANY PORTION OF THE CONSTRUCTION.

PROTECTION OF LANDSCAPING

PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE MAINTAINING AGENCY WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT OF WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS) A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER'S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE.

CONSTRICT ALL ACTIVITIES, EQUIPMENT STORAGE, AND STAGING TO WITHIN THE CONSTRUCTION LIMITS. UNLESS OTHERWISE IDENTIFIED IN THE PLANS OR PROPOSAL, THE CONSTRUCTION LIMITS ARE IDENTIFIED AS THE EXISTING RIGHT-OF-WAY LIMITS.

SUBMIT A WRITTEN REQUEST TO THE PROJECT ENGINEER TO USE ANY AREA OUTSIDE THESE LIMITS. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. USE OF THESE AREAS FOR DISPOSAL OF WASTE MATERIAL AND CONSTRUCTION DEBRIS, EXCAVATION OF BORROW MATERIAL AND PLACEMENT OF PORTABLE PLANTS IS PROHIBITED. THE REQUEST MUST BE APPROVED, IN WRITING, BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA.

ANY ITEMS DAMAGED BEYOND THE CONSTRUCTION LIMITS AS DEFINED ABOVE WILL BE REPLACED IN KIND OR AS APPROVED BY THE PROJECT ENGINEER.

ENVIRONMENTAL NOTES

IF PAINTING, WELDING, SAND AND/OR WATER BLASTING (CLEANING), HYDRO-DEMOLITION OR SEALING ANY PORTION OF THE BRIDGE STRUCTURES IS INCORPORATED AS PART OF THE PROJECT AT OR OVER A ROAD OR WATERWAY, THEN APPROPRIATE APRONS SHALL BE UTILIZED TO PROVIDE FOR COMPLETE CONTAINMENT OF ALL PAINT, WELDING SLAG AND/OR SEALANT OVER SPRAY AND OTHER DEBRIS. APRONS SHALL PREVENT DEBRIS, PAINT OVER SPRAY, AND SEALANTS FROM AFFECTING VEHICULAR/PEDESTRIAN TRAFFIC AND/OR PROTECTED AREAS.

NO TOXIC OR HAZARDOUS MATERIAL SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO A SCENIC RIVER OR ANY TRIBUTARY WATER COURSES. ALL ASPHALT OR CONCRETE GRINDINGS, EXCESS ASPHALTIC OR CONCRETE MATERIALS OR ANY OTHER DEBRIS GENERATED DURING SEALING, RESURFACING OR OTHER BRIDGE/PAVEMENT ACTIVITIES SHALL BE REMOVED IMMEDIATELY AND DISPOSED OF AT AN APPROPRIATE FACILITY ABOVE THE FEMA 100 YEAR FLOOD ELEVATION AND NOT WITHIN 1000 FEET OF THE SCENIC RIVER OR TRIBUTARY.

THE FOLLOWING BRIDGES SPAN JURISDICTIONAL WATERS:

CLI-68-0421 (SFN 1400908) OVER TRIBUTARY OF WEST FORK
GRE-35-0455 (SFN 2900211) OVER BEAVER CREEK
WAR-63-0683 (SFN 8301662) OVER N. FORK OF TURTLE CREEK
WAR-75-0170 (SFN 8303223) OVER SHAKER CREEK
WAR-75-0396 L (SFN 8303398) OVER DICK CREEK
WAR-75-0396 R (SFN 8303428) OVER DICK CREEK
WAR-75-0396 W (SFN 8303363) OVER DICK CREEK
WAR-75-0864 L (SFN 8303665) OVER CLEAR CREEK
WAR-75-0864 R (SFN 8303754) OVER CLEAR CREEK
WAR-122-0094 (SFN 8303959) OVER DICK CREEK
PRE-725-0800 (SFN 6804209) OVER PAINT CREEK
PRE-744-0073 (SFN 6805051) OVER SEVEN MILE CREEK

EXISTING PLANS

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 8 OFFICE IN LEBANON, OHIO.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

DESCRIPTION: THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE DECKS INCLUDING SIDEWALKS, PARAPETS, RAILINGS, DECK JOINTS AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (BEAMS, GIRDERS, CROSS FRAMES, ETC.). THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

REMOVAL METHODS: THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS OVER STRUCTURAL MEMBERS (PRESTRESSED BOX BEAM, I-BEAM, STEEL BEAM STEEL GIRDER, ETC), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT TO EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY STRUCTURAL MEMBERS.

THE CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE ANY PORTION OF THE STRUCTURE THAT WILL REMAIN IN SERVICE. ANY PORTION OF THE REMAINING STRUCTURE DAMAGED AS A RESULT OF CONTRACTOR ACTIONS SHALL BE REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

THE CONTRACTOR MUST REVIEW THE STRUCTURE WHEN PREPARING HIS BID. THE CONTRACTOR WILL REVIEW THE CONDITION OF THE STRUCTURE TO DETERMINE WHAT DEBRIS WILL FALL FROM THE STRUCTURE DURING REMOVAL. THE CONTRACTOR WILL DETERMINE THE CORRESPONDING COST TO CLEAN UP ANY AND ALL DEBRIS WHICH FALLS FROM THE STRUCTURE DURING ANY ALL REMOVAL OPERATION. THE COST TO CLEAR AND CLEAN UP ALL DEBRIS DURING REMOVAL SHALL BE INCLUDED WITH THE BID FOR THIS ITEM OF WORK. NO ADDITIONAL COST WILL BE RECOGNIZED TO CLEAN DEBRIS RESULTING FROM THE STRUCTURE REMOVAL OPERATION.

MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILLPAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

DESIGN SPECIFICATIONS

THESE STRUCTURES CONFORM TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH ED. , AND THE 2004 ODOT BRIDGE DESIGN MANUAL .

CALCULATED
CHECKED

GENERAL NOTES

D08 - BS - FY 2016

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ITEM 614 MAINTAINING TRAFFIC

ALL LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT LANE CLOSURES AND RAMP RESTRICTIONS ARE PERMITTED IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE, BY USE OF THE EXISTING PAVEMENT.

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

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.

TRAFFIC LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

THIS HOLIDAY NOTE IS RESERVED EXCLUSIVELY FOR THE WORK ON THE BRIDGES ON IR-75, US 35, SR 63 AND SR 122.

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

CHRISTMAS DAY	FOURTH OF JULY	NEW YEARS
LABOR DAY	MEMORIAL DAY	THANKSGIVING
EASTER		

OCT. 16th - 18th FOR THE HAUNTED CLASSIC SOCCER TOURNAMENT IN BEAVERCREEK, OHIO

DEC. 5th FOR THEW LEBANON, OHIO CARRIAGE PARADE AND CHRISTMAS FESTIVAL

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVEN 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)	12:00N WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$125 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

WORK ZONE MARKINGS

THE CONTRACTOR SHALL PLACE ALL WORK ZONE PAVEMENT MARKINGS OR PERMANENT MARKINGS UPON COMPLETION OF THE BRIDGE SEALING PRIOR TO OPENING THE ROADWAY TO TRAFFIC. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NO 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.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT PERFORM ANY OF THE FOLLOWING ACTIVITIES BETWEEN THE HOURS OF 9:00 PM AND 7:00 AM IF WITHIN 300 FEET OF RESIDENTIAL ZONING DISTRICTS INSIDE THE CITY OF LEBANON, OHIO WITHOUT WRITTEN CONSENT OF THE CITY ENGINEER.

- LOADING/UNLOADING OF MATERIALS
- CONSTRUCTION EQUIPMENT ACTIVITY SUCH AS PILE DRIVING, PNEUMATIC HAMMER, DERRICK, HOIST ETC.
- OPERATION OF VEHICLES WEIGHING MORE THAN 10,000 POUNDS AND AUXILIARY EQUIPMENT ATTACHED TO THOSE VEHICLES
- VEHICLE, MACHINERY OR OTHER SIMILAR EQUIPMENT REPAIR OUTSIDE A COMPLETELY ENCLOSED STRUCTURE
- OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES

IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

WRITTEN CONSENT TO VIOLATE LEBANON NOISE ORDINANCE 337.20(D) SHALL ONLY BE GRANTED TO ACCOMMODATE EXTENUATING CIRCUMSTANCES SUCH AS TRAFFIC CONTROL AND/OR EMERGENCY REPAIR SITUATIONS.

ITEM 626 - BARRIER REFLECTOR, TYPE B

INSTALL, AT THE DIRECTION OF THE ENGINEER, BARRIER REFLECTORS,TYPE B, ON EACH STRUCTURE'S PARAPET WALLS IF NOT ALREADY IN PLACE PER CMS 626.03. THE QUANTITY BELOW HAS BEEN CARRIED TO THE GENERAL SUMMARY TO ACCOUNT FOR THIS WORK.

ITEM 626 BARRIER REFLECTOR, TYPE B 100 EACH

LANE VALUE CONTRACT TABLE			
DESCRPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE DOLLAR PER TIME UNIT
WAR-75-0634 WAR-75-0918 WAR-75-1146 CLI-68-0421 CLI-73-0756 PRE-725-0800 PRE-744-0073	A MINIMUM OF ONE LANE TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES WITH A FLAGGING OPERATION PER STD. DWG. MT-97.10.	15 MIN. PERIOD	\$500
RAMPS: REDUCED LANE WIDTH OR LANE CLOSURE	ALL RAMP LANES SHALL BE UNRESTRICTED AT ALL TIMES, EXCEPT A MINIMUM OF ONE 11' LANE MAY BE MAINTAINED OR SHOWN IN THE PLANS FROM 9PM TO 6AM.	15 MIN. PERIOD	\$1000
RAMPS: COMPLETE CLOSURE	ALL RAMPS SHALL REMAIN OPEN AT ALL TIMES, EXCEPT THE RAMP FROM EB SR-73 TO NB I-75 (WAR-75-1002R) MAY BE CLOSED ONE TIME FROM 10PM TO 6AM.	15 MIN. PERIOD	\$1,800
BUT-75-1091 WAR-75-0093 WAR-75-0170 WAR-75-0396 L/R WAR-75-0817 L/R WAR-75-0864 L/R WAR-75-1002 L/R	ALL EXISTING LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS FOLLOWS: - ONE LANE OR TWO LANES MAY BE CLOSED MONDAY THRU FRIDAY FROM 7 PM TO 6AM AND SATURDAY AND SUNDAY FROM 7PM TO 7AM. - THREE LANES MAY BE CLOSED FROM 10 PM TO 5AM.	15 MIN. PERIOD	\$1,000
WAR-122-0094 GRE-35-0455	ALL EXISTING LANES OF TRAFFIC INCLUDING TURN LANES SHALL BE MAINTAINED IN EACH DIRECTION AT ALL TIMES, EXCEPT A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION MAY BE MAINTAINED BETWEEN THE HOURS OF 9 PM TO 6 AM.	15 MIN. PERIOD	\$1,800
CLI-68-2036 L/R WAR-63-0683	MAINTAIN ONE LANE IN EACH DIRECTION AT ALL TIMES.	15 MIN. PERIOD	\$1000
HAM-75-0385	A MINIMUM OF ONE LANE OF TRAFFIC AND ALL TURN LANES SHALL BE MAINTAINED IN EACH DIRECTION AT ALL TIMES, EXCEPT TURN LANES MAY BE CLOSED OR MODIFIED BETWEEN THE HOURS OF 9AM TO 3PM AND 7PM TO 6AM. MAINTAIN TRAFFIC PER STD. DWG. MT-95.60 AND MT-95.61.	15 MIN. PERIOD	\$1000
WAR-75-0396W	ALL EXISTING LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT A LANE CLOSURE IS PERMITTED BETWEEN THE HOURS OF 9AM TO 3 PM AND 7PM TO 6AM.	15 MIN. PERIOD	\$1000

* NO CLOSURES 2 HOURS BEFORE (SOUTHBOUND) TO 2 HOURS AFTER (NORTHBOUND) EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR US BANK AREA.

* NO SHOULDER CLOSURE BETWEEN THE HOURS OF 6AM TO 9AM AND 3PM TO 7PM MONDAY THROUGH FRIDAY

TRUCK MOUNTED ATTENUATOR

WHEN THE CONTRACTOR IS SETTING SHORT TERM WORK ZONES, A TRUCK MOUNTED ATTENUATOR (TMA) MUST TRAIL THE OPERATION OF SETTING THE ADVANCE WARNING SIGNS UP OR TAKING THEM DOWN. THIS SAME TRUCK MUST HAVE A TYPE B FLASHING ARROW PANEL MOUNTED ON IT FACING THE REAR OF THE TRUCK.

THE CONTRACTOR SHALL USE A TMA FOR ANY APPLICATION WHERE THE OMUCTD OR STANDARD COSNTRUCTION DRAWING USES THE PHRASE "OPTIONAL" OR "WHEN SPECIFIED IN THE PLAN".

THE T.M.A. MUST BRING A VEHICLE WEIGHING 1800 TO 4500 LBS. AND TRAVELING AT 60 MPH TO A SAFE, CONTROLLED STOP, PER NCHRP 350 CRITERIA. THE MANUFACTURER'S SPECIFICATION MUST BE FOLLOWED CONCERNING THE SIZE OF THE TRUCK AND THE CONNECTIONS TO THE T.M.A.

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED IN THIS NOTE WILL NOT GENERALLY BE PERMITTED AT PROJECT COST UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE ENGINEER. 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.

LEOS SHOULD NOT FORGO THEIR CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF THE 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 CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A LIST OF THE APPROPRIATE LAW ENFORCEMENT AGENCY(S), INCLUDING ADDRESS AND TELEPHONE NUMBER.

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 THE SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF THE SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF THE 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 CARS) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER
WITH PATROL CAR FOR ASSISTANCE 10 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.

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 650 FEET AND 475 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 CMS 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 PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE. THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

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

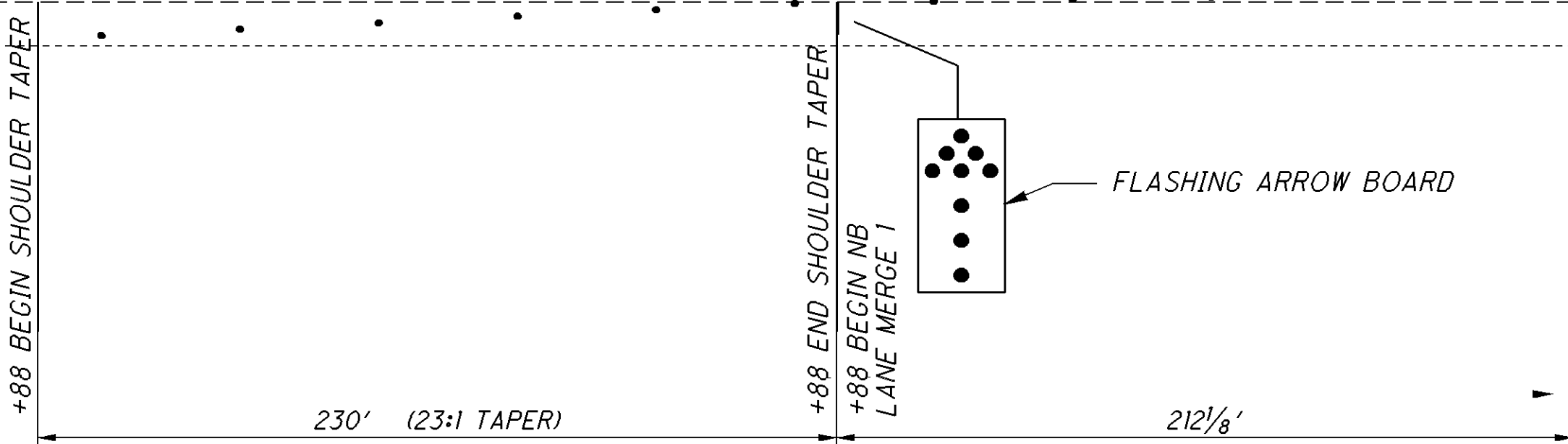
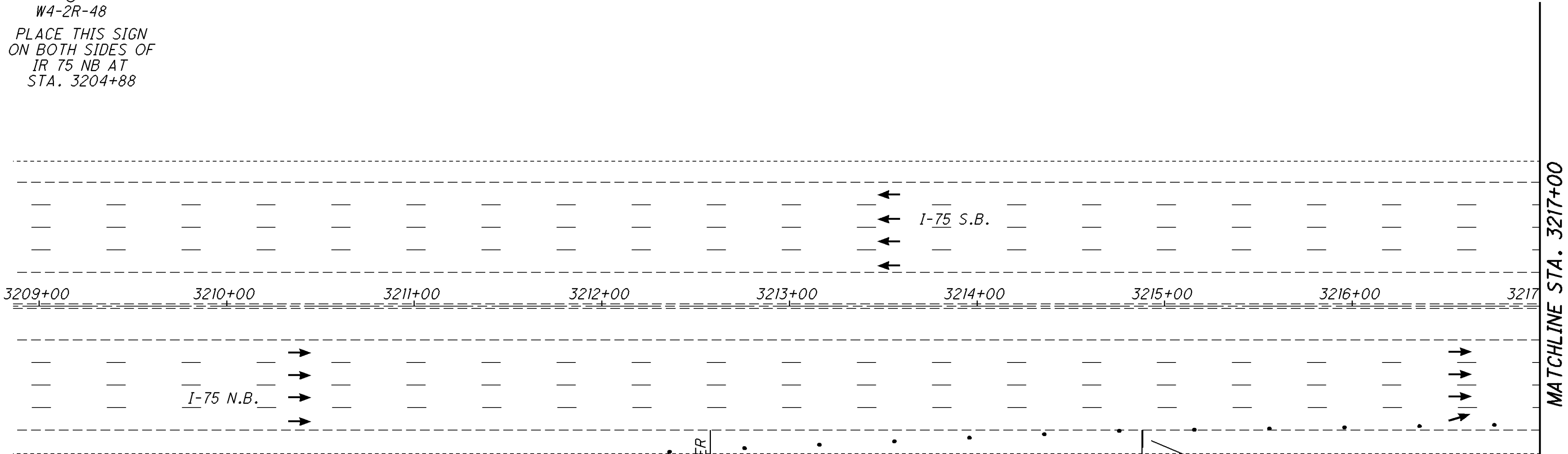
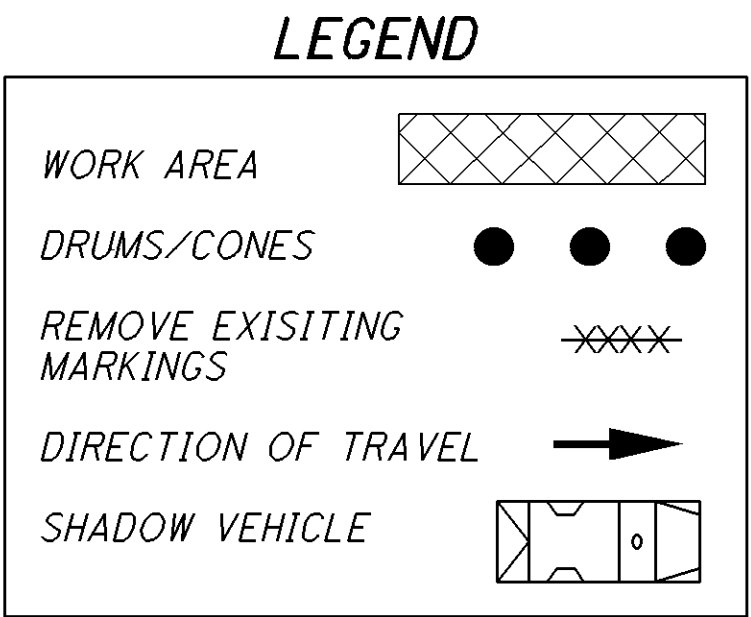
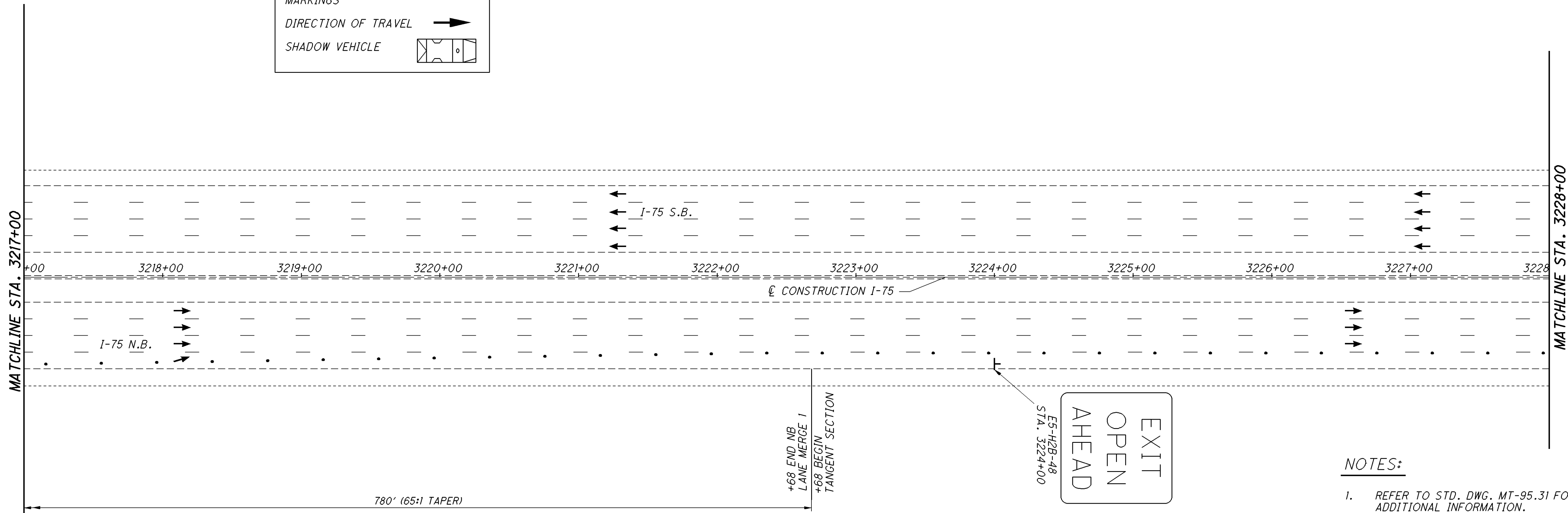
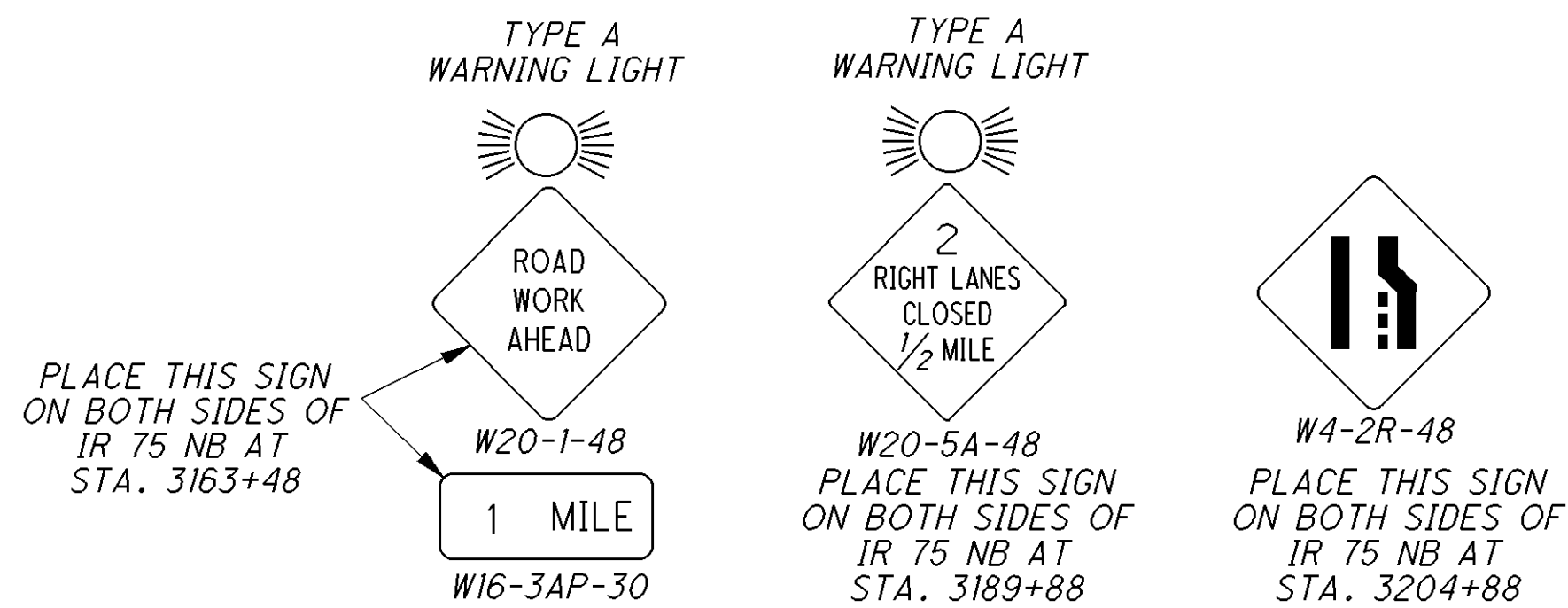
THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE 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, TO 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.

A QUANTITY OF 1 SIGN MONTH HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT THE SR 73 COMPLETE RAMP CLOSURE.

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.

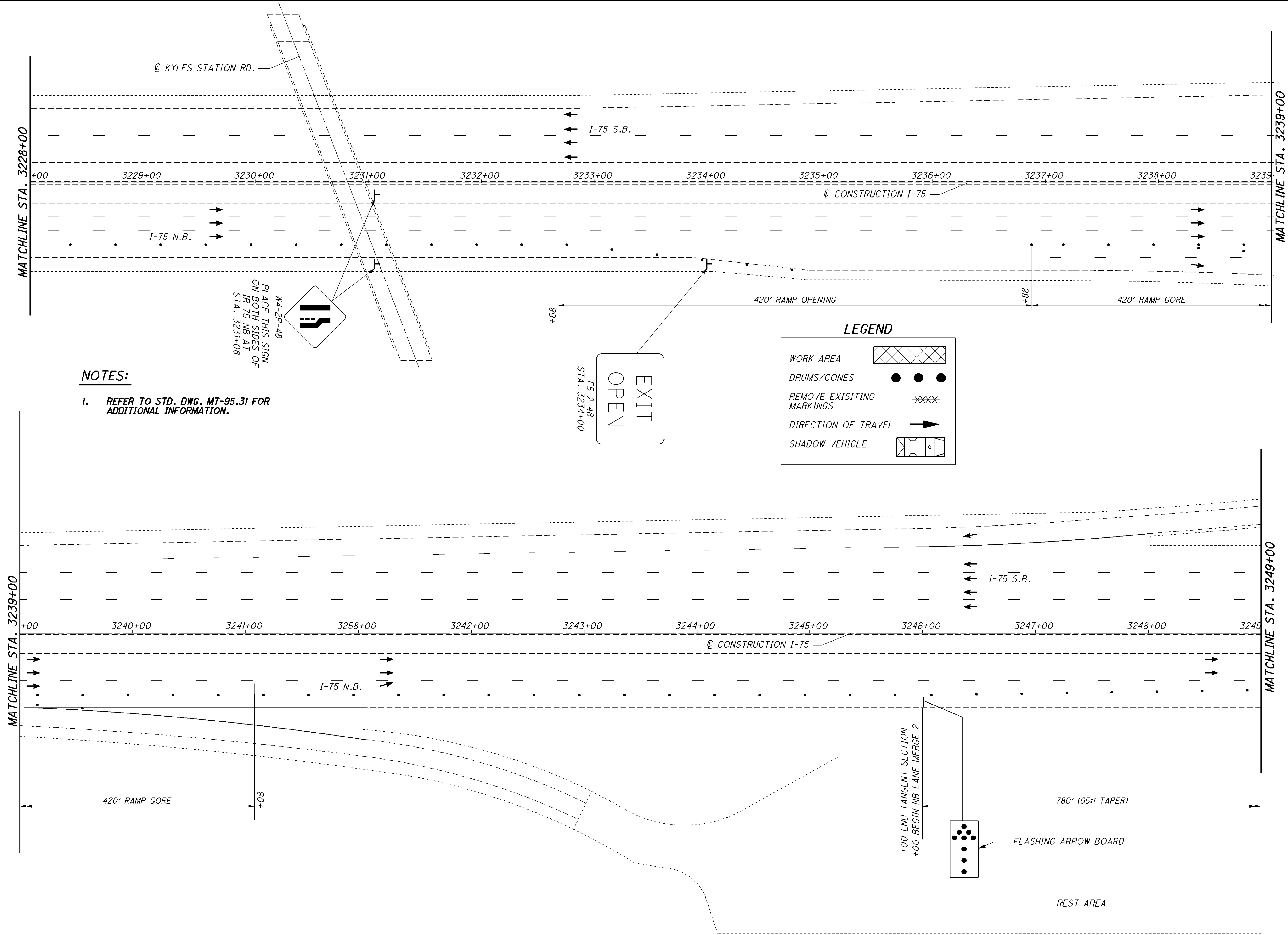
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NOTES:

1. REFER TO STD. DWG. MT-95.31 FOR ADDITIONAL INFORMATION.

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NOTES:

1. REFER TO STD. DWG. MT-95.31 FOR ADDITIONAL INFORMATION.

LEGEND

WORK AREA	
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REMOVE EXISTING MARKINGS	
DIRECTION OF TRAVEL	
SHADOW VEHICLE	

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MATCHLINE STA. 3249+00

+00 3250+00 3251+00 3252+00 3253+00 3254+00 3255+00 3256+00 3257+00 3258+00 3259+00 3260+00

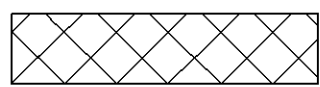

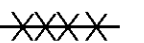

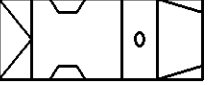
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REST AREA

780' (65:1 TAPER)

+80 END
NB LANE
MERGE 2
+80 BEGIN
TANGENT
SECTION

LEGEND

WORK AREA	
DRUMS/CONES	
REMOVE EXISITING MARKINGS	
DIRECTION OF TRAVEL	
SHADOW VEHICLE	

MATCHLINE STA. 3260+00

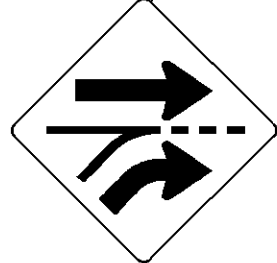
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MATCHLINE STA. 3271+00

REST AREA

+55 BEGIN
RAMP MERGE

W4-3R-4B
STA. 3263+80



NOTES:

1. ESTABLISH MAINTENANCE OF TRAFFIC PER STD. DWG. MT-98.10 AND MT-95.31.
2. FOR STAGED CONSTRUCTION PLANS, SEE SHEET XX.

MAINTENANCE OF TRAFFIC PLAN - PHASE ONE
BRIDGE No.: BUT-75-10.91 L/R

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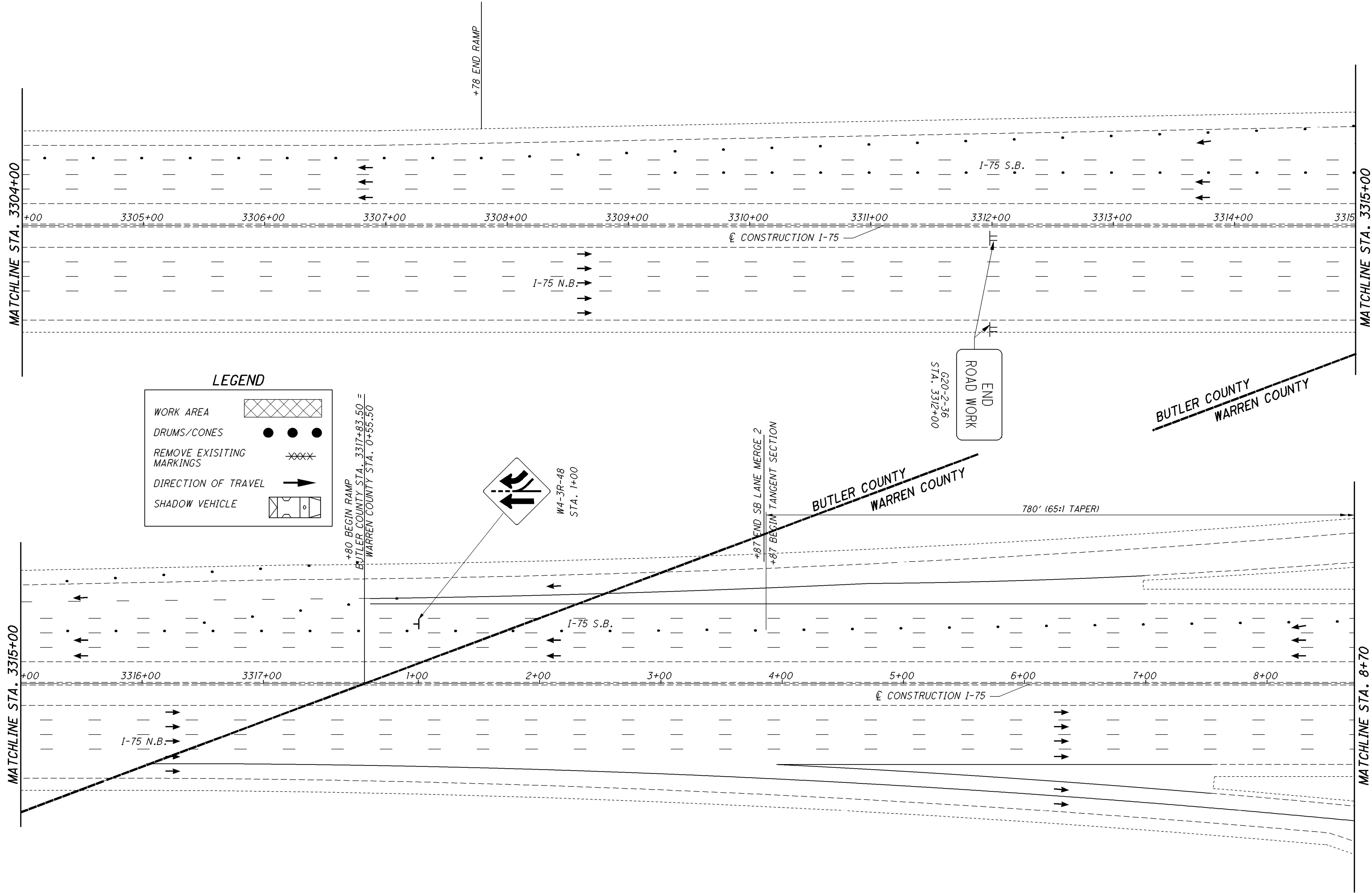
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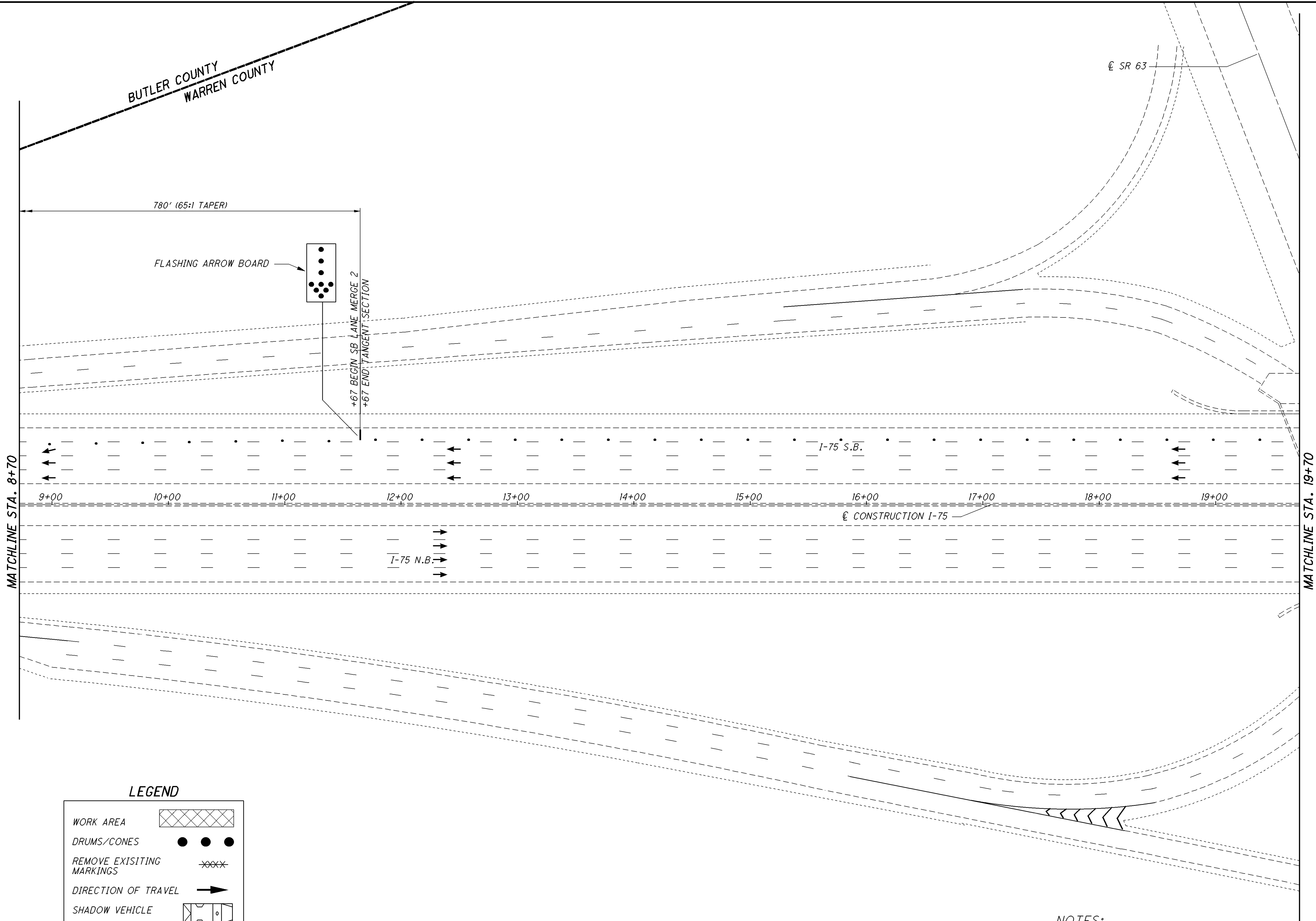
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NOTES:
1. ESTABLISH MAINTENANCE OF TRAFFIC PER STD. DWG. MT-98.10 AND MT-95.31.
2. FOR STAGED CONSTRUCTION PLANS, SEE SHEET XX.

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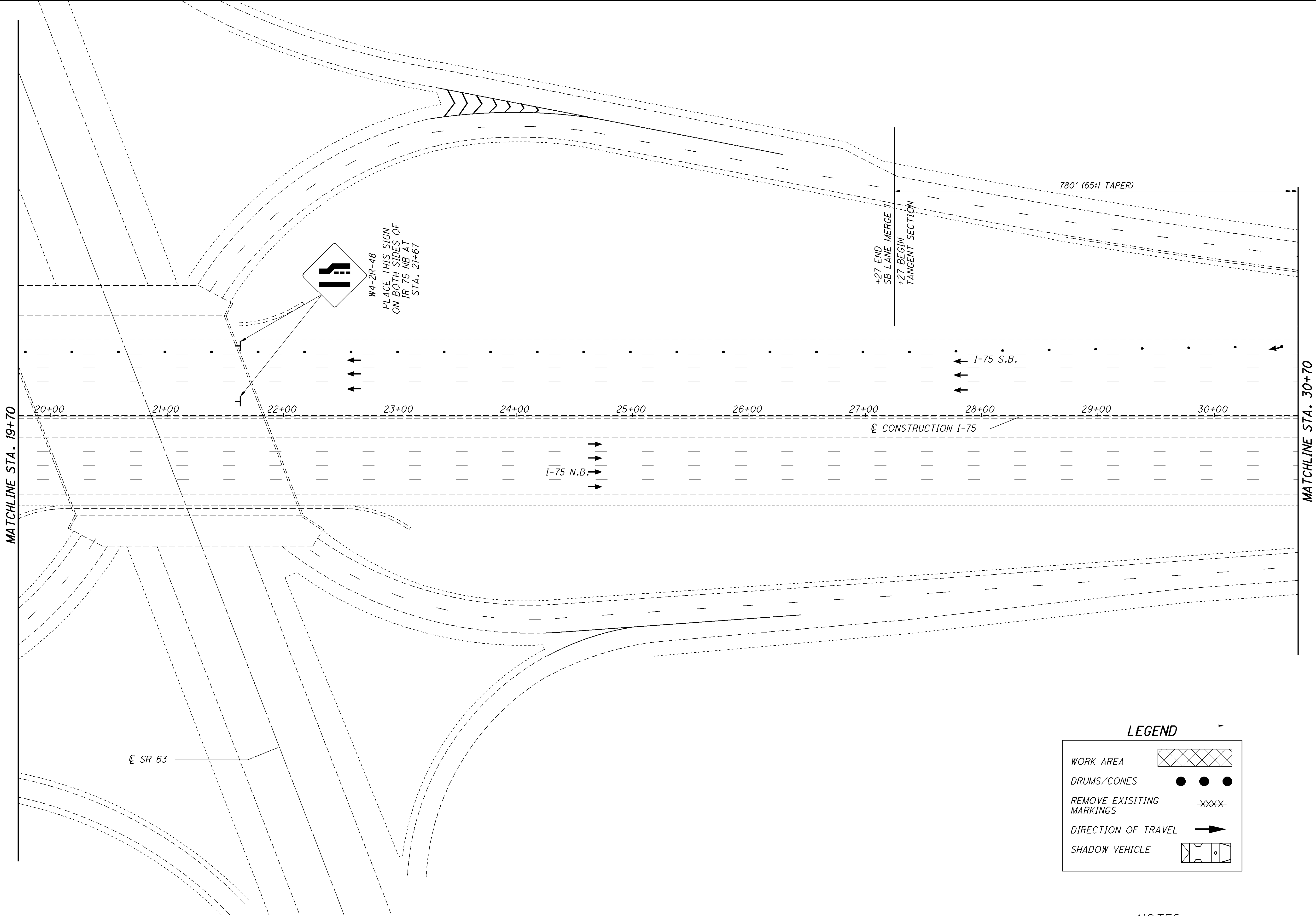
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REMOVE EXISTING MARKINGS	
DIRECTION OF TRAVEL	
SHADOW VEHICLE	

NOTES:

1. REFER TO STD. DWG. MT-95.31 FOR ADDITIONAL INFORMATION.

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BRIDGE No.: BUT-75-10.91 L/R		
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SHADOW VEHICLE	

NOTES:

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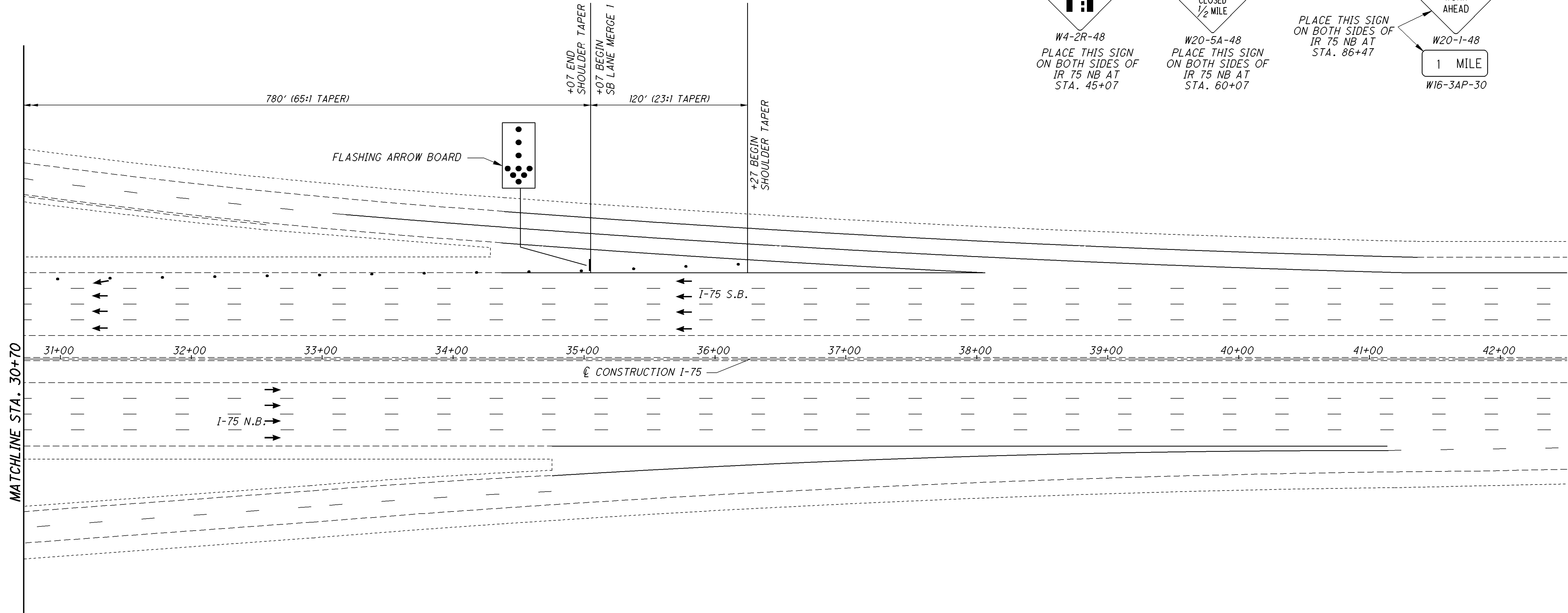
MAINTENANCE OF TRAFFIC PLAN - PHASE ONE
BRIDGE No.: BUT-75-10.91 L/R

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W4-2R-48
PLACE THIS SIGN
ON BOTH SIDES OF
IR 75 NB AT
STA. 45+07

TYPE A
WARNING LIGHT
2
RIGHT LANES
CLOSED
1/2 MILE
W20-5A-48
PLACE THIS SIGN
ON BOTH SIDES OF
IR 75 NB AT
STA. 60+07

TYPE A
WARNING LIGHT
ROAD
WORK
AHEAD
1 MILE
W20-1-48
W16-3AP-30
PLACE THIS SIGN
ON BOTH SIDES OF
IR 75 NB AT
STA. 86+47

LEGEND

WORK AREA	
DRUMS/CONES	
REMOVE EXISTING MARKINGS	
DIRECTION OF TRAVEL	
SHADOW VEHICLE	

NOTES:

1. REFER TO STD. DWG. MT-95.31 FOR ADDITIONAL INFORMATION.

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MAINTENANCE OF TRAFFIC PLAN - PHASE ONE

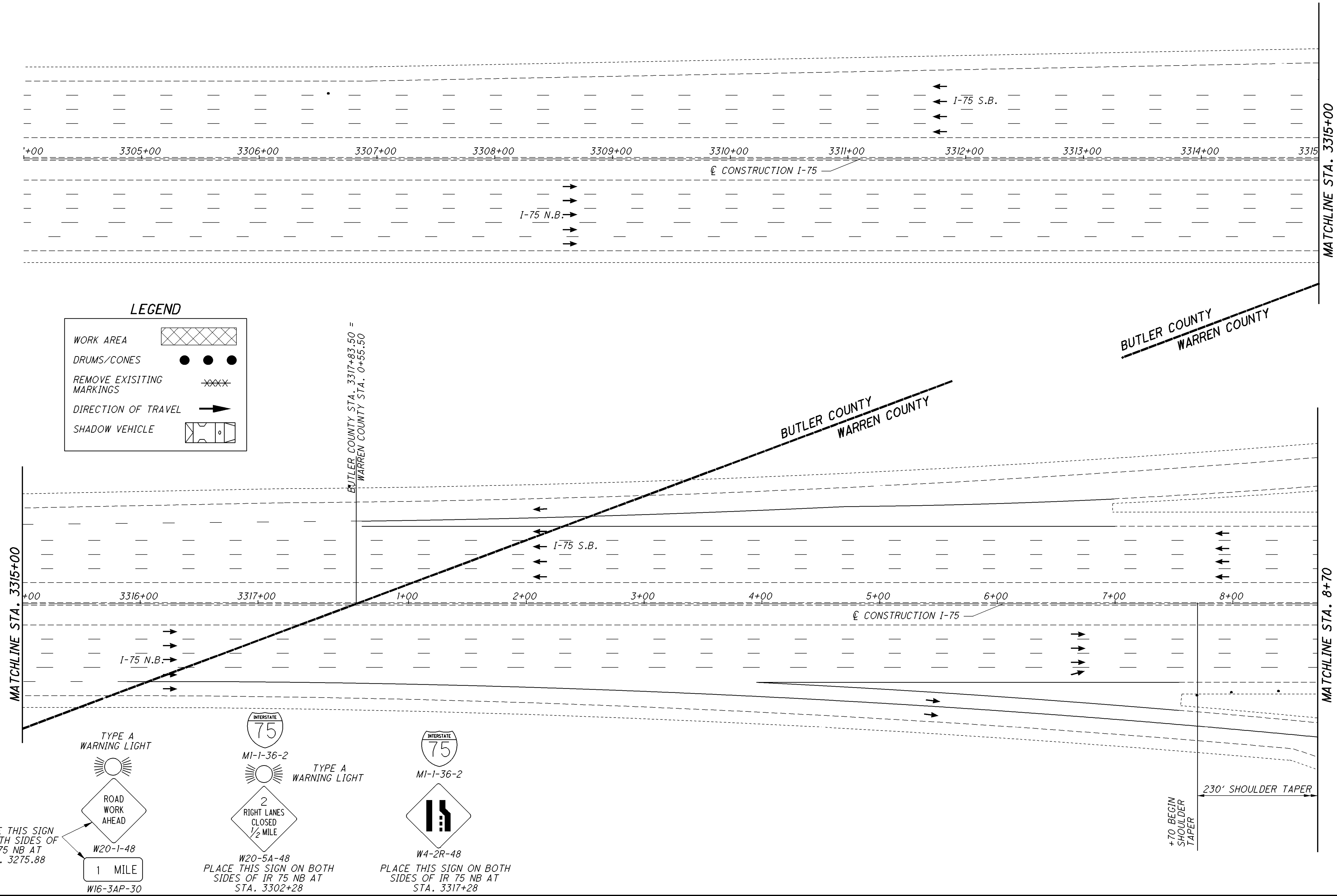
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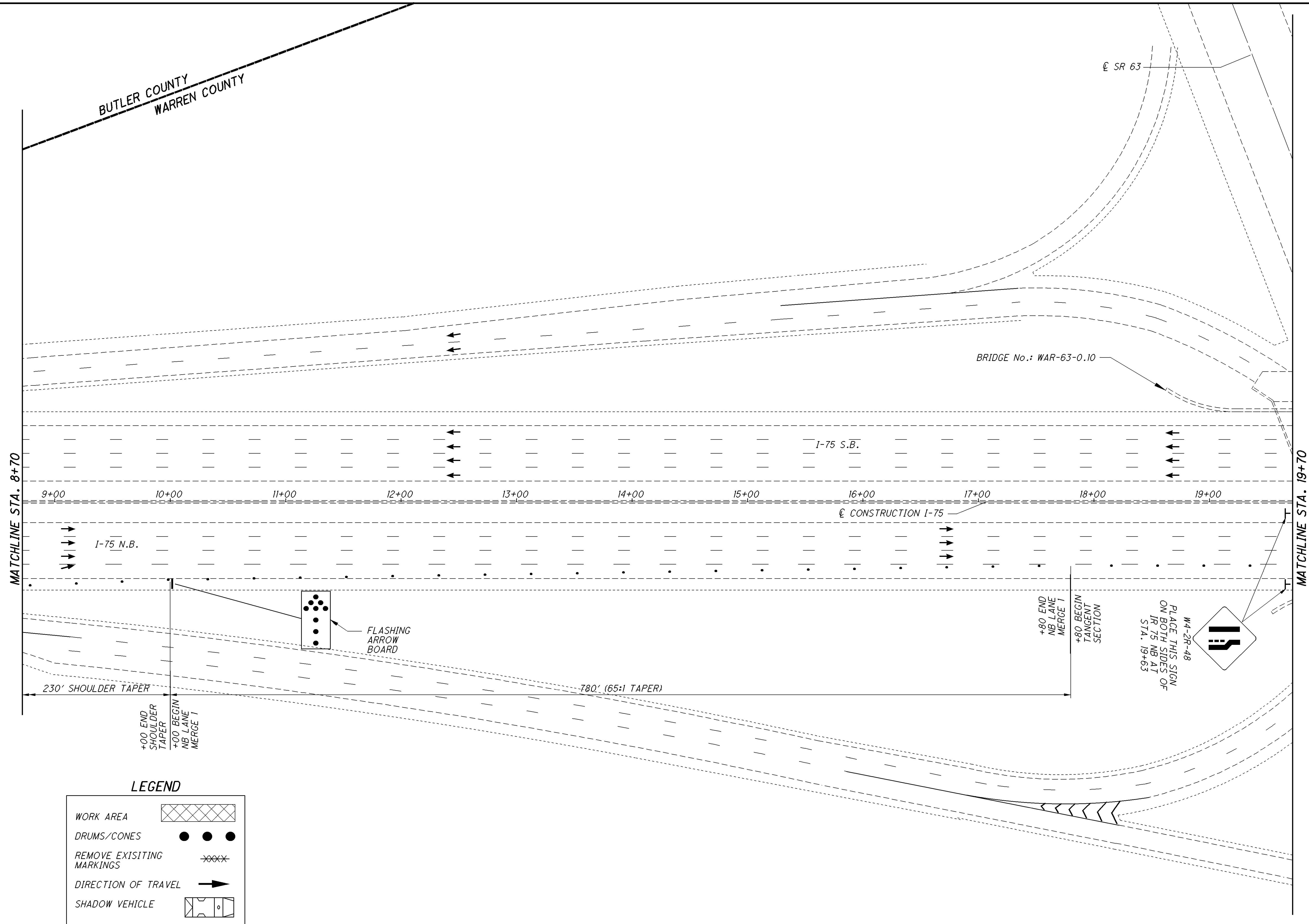
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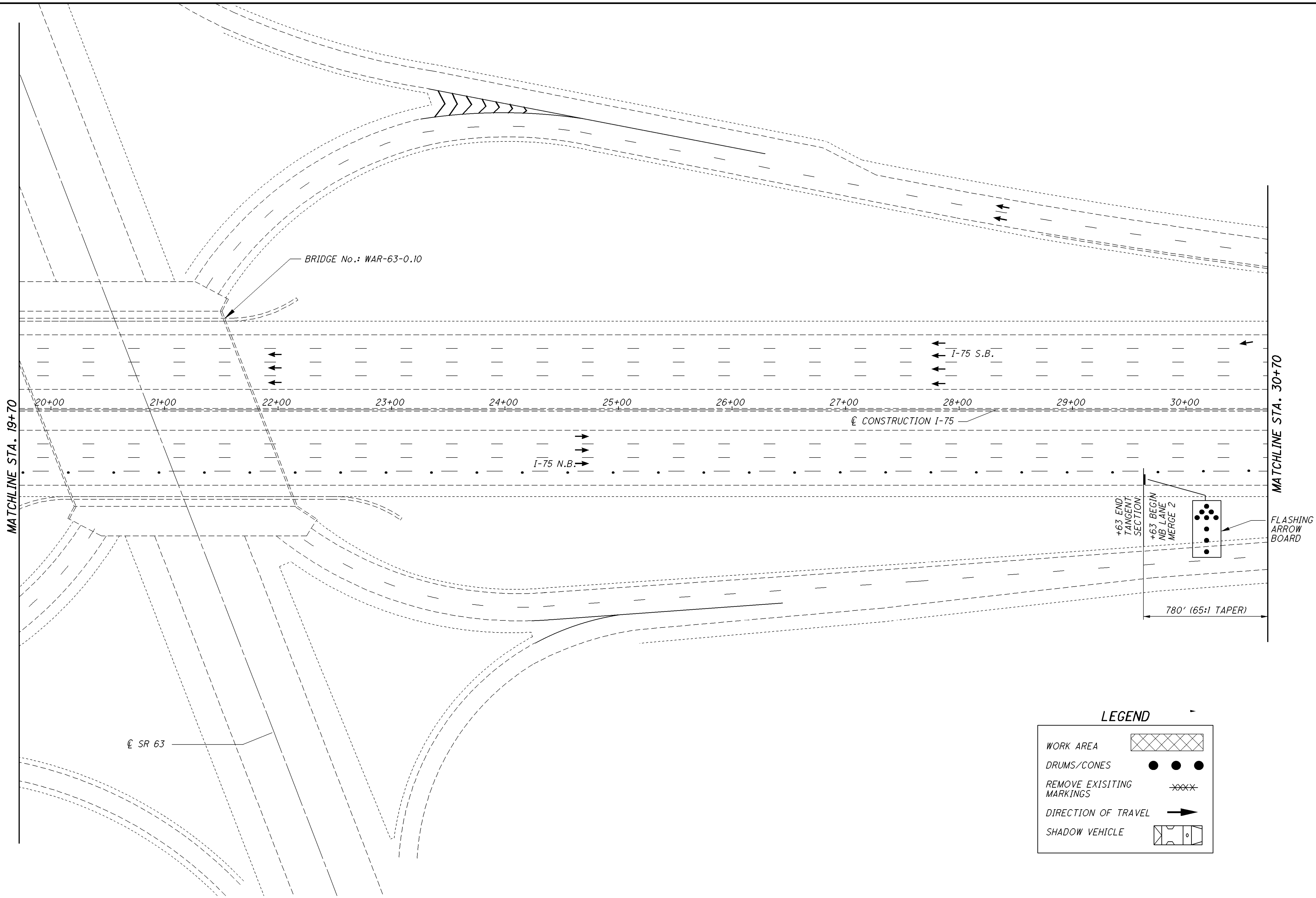
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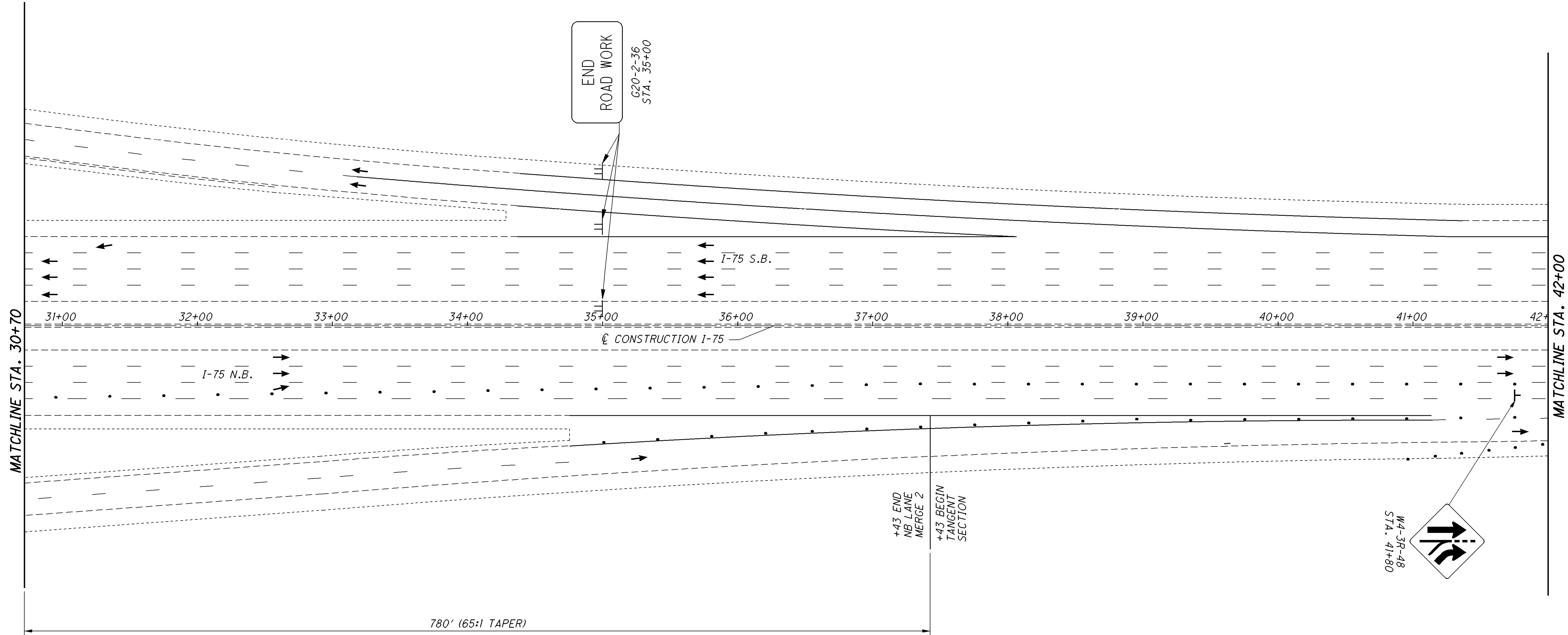






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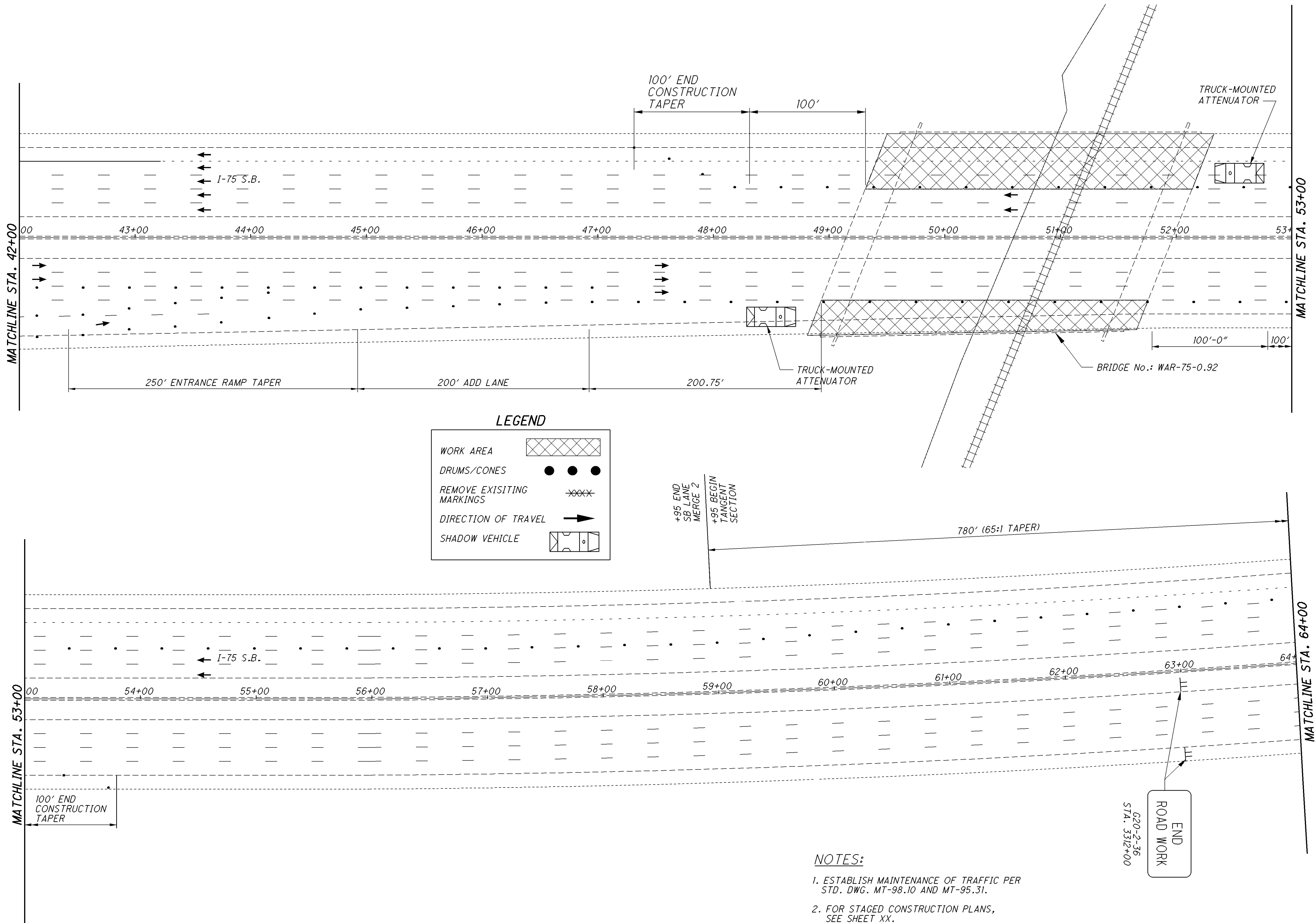
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DIRECTION OF TRAVEL	
SHADOW VEHICLE	

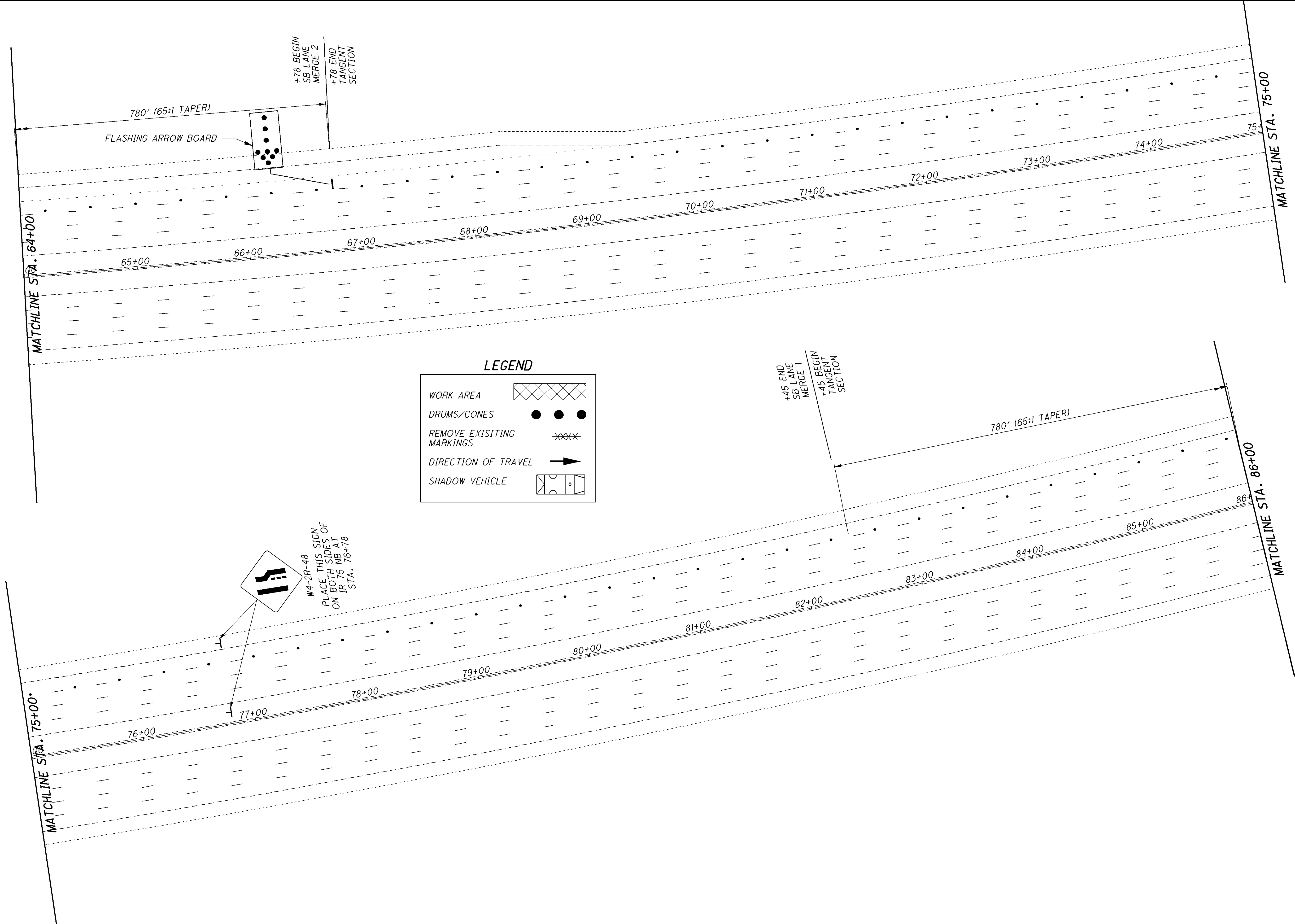


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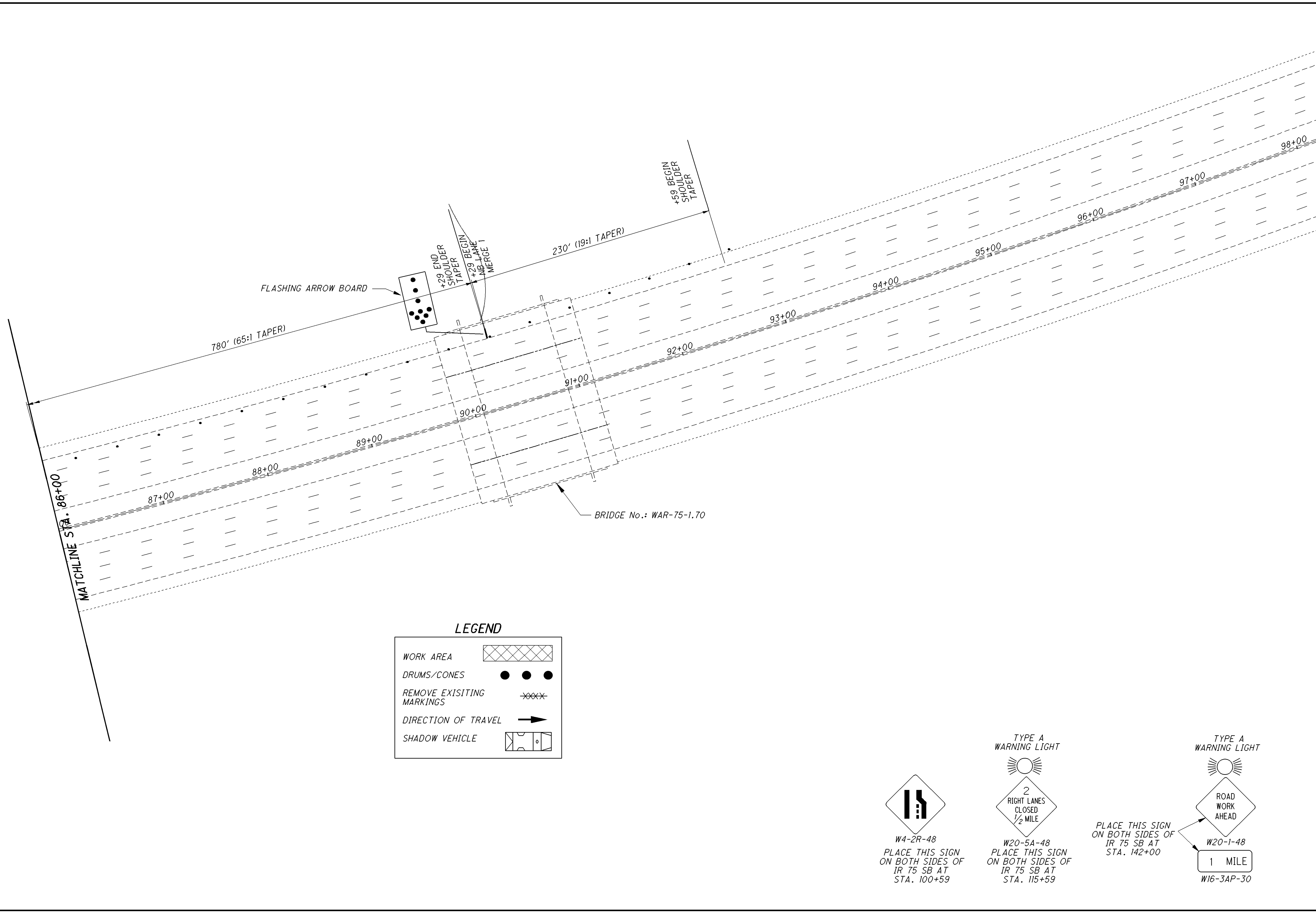
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DRUMS/CONES	
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DIRECTION OF TRAVEL	
SHADOW VEHICLE	

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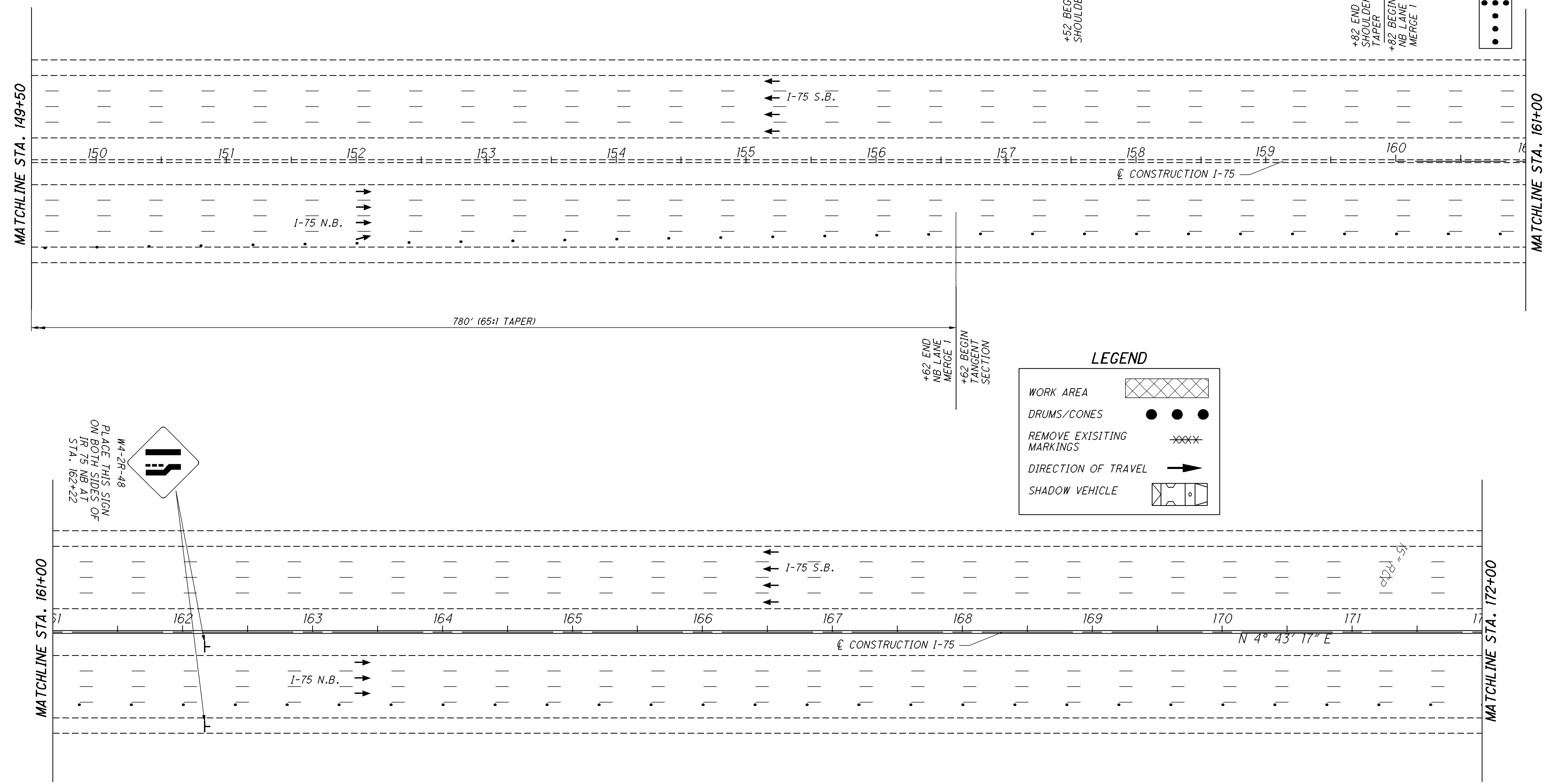
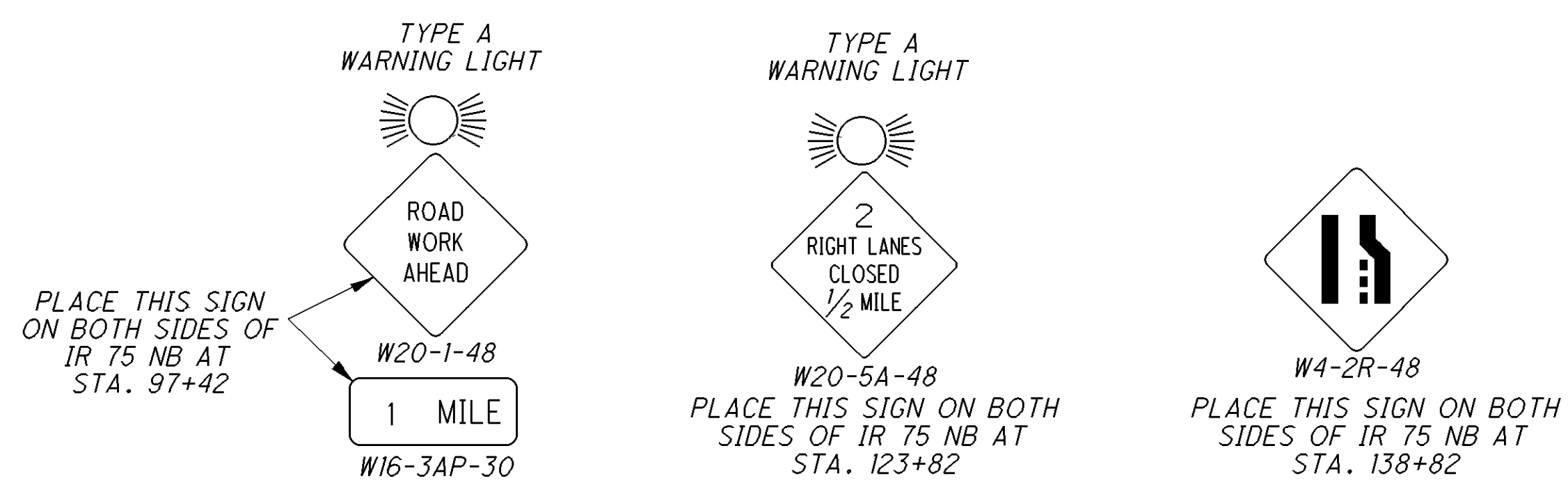
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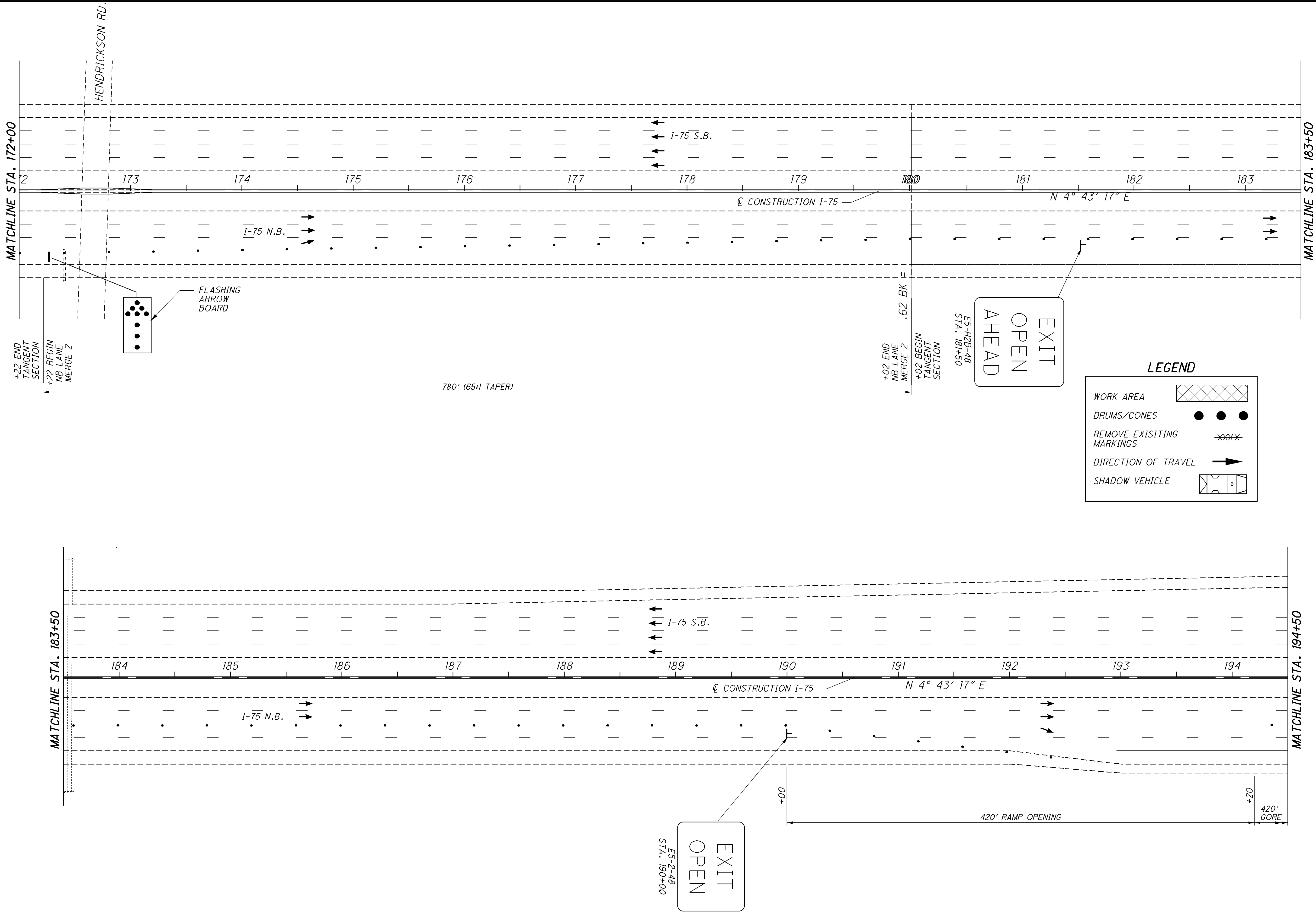
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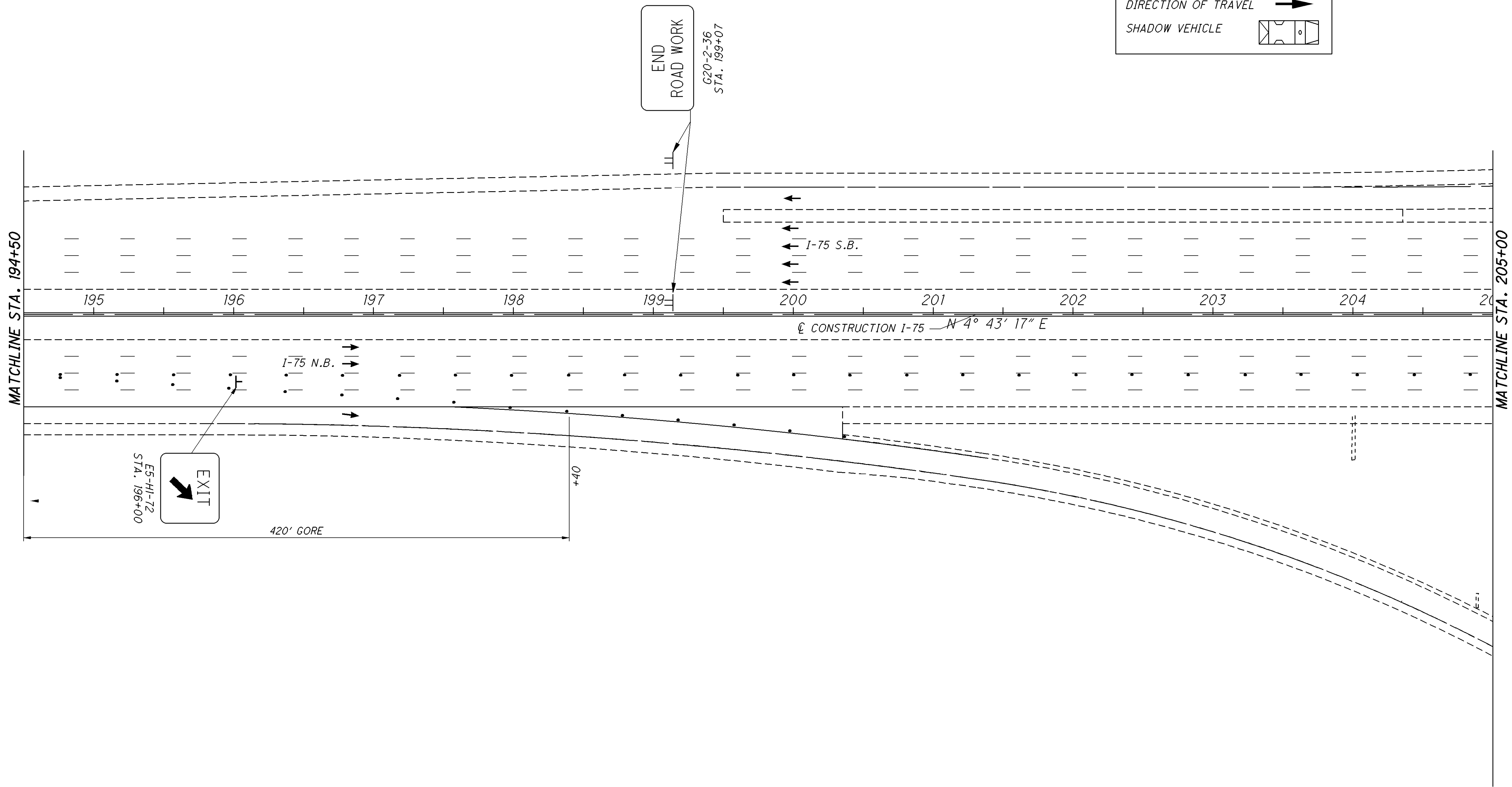
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REMOVE EXISTING MARKINGS

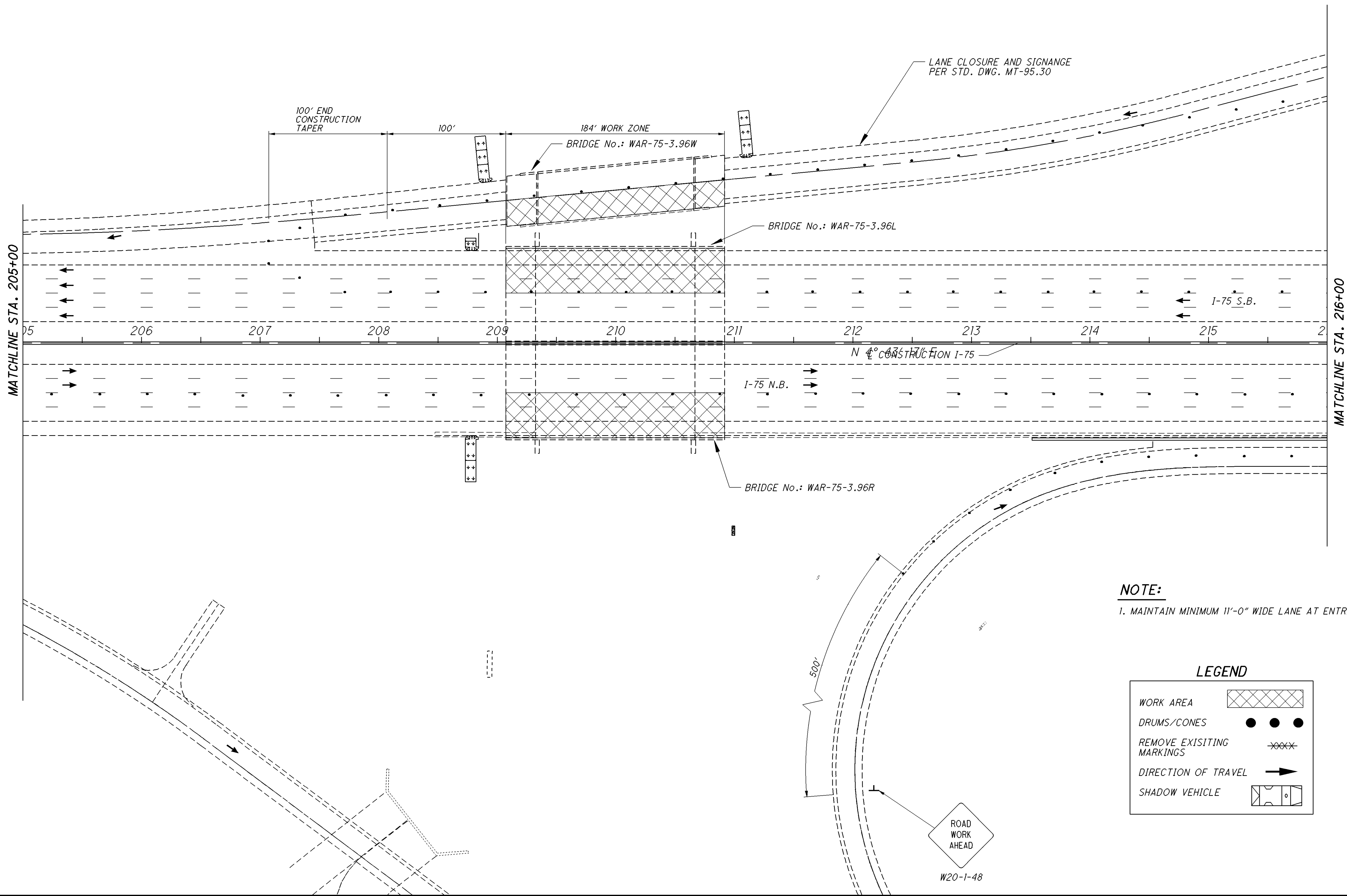
DIRECTION OF TRAVEL

SHADOW VEHICLE





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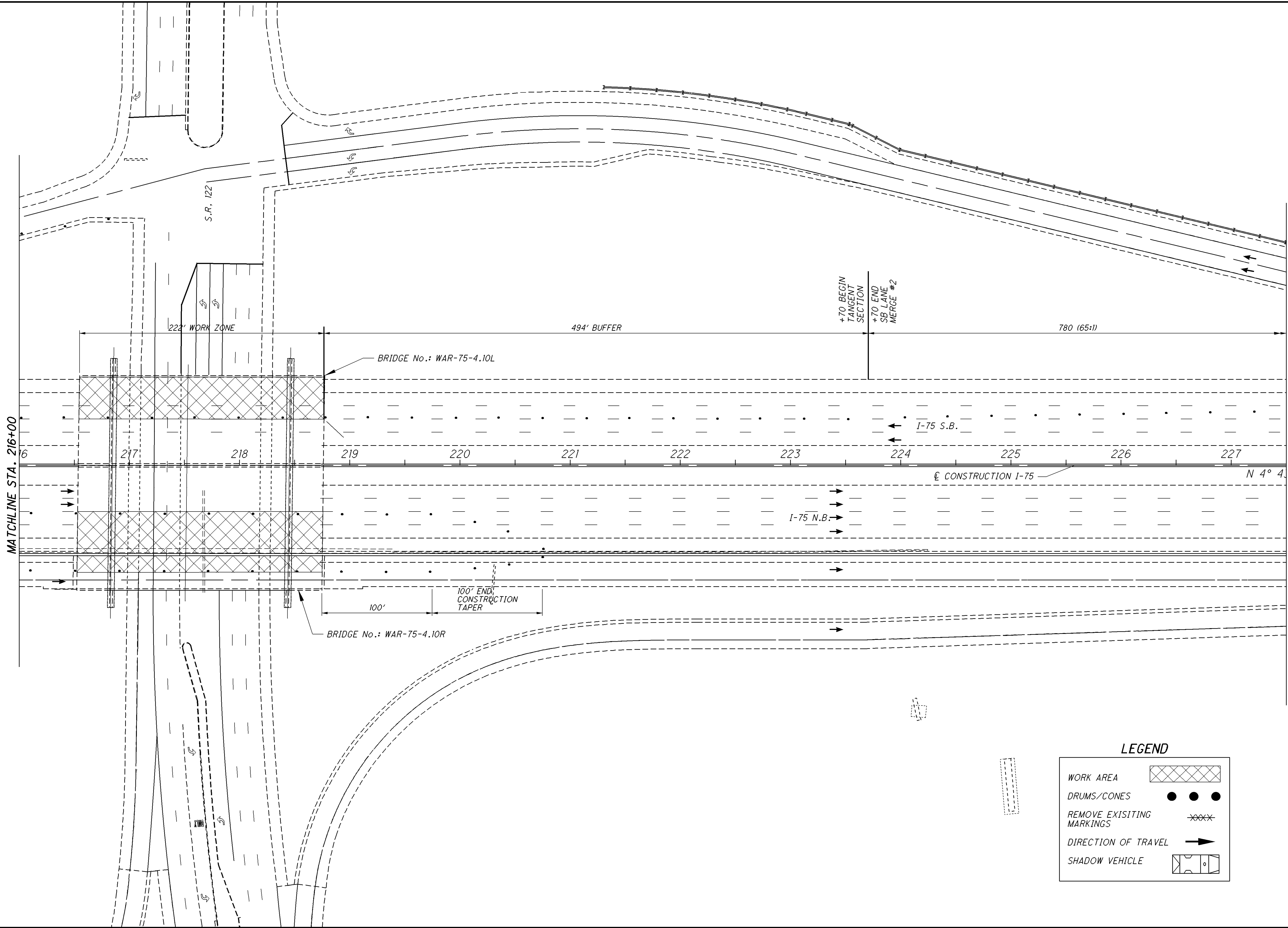
NOTE:
1. MAINTAIN MINIMUM 11'-0" WIDE LANE AT ENTRANCE RAMPS.

LEGEND

WORK AREA	
DRUMS/CONES	
REMOVE EXISTING MARKINGS	
DIRECTION OF TRAVEL	
SHADOW VEHICLE	

 HORIZONTAL SCALE IN FEET	CALCULATED	CHECKED
MAINTENANCE OF TRAFFIC PLAN - PHASE ONE		
BRIDGE No.: WAR-75-3.96 L/R & WAR-75-4.10L/R		
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SCALE IN FEET

CALCULATED
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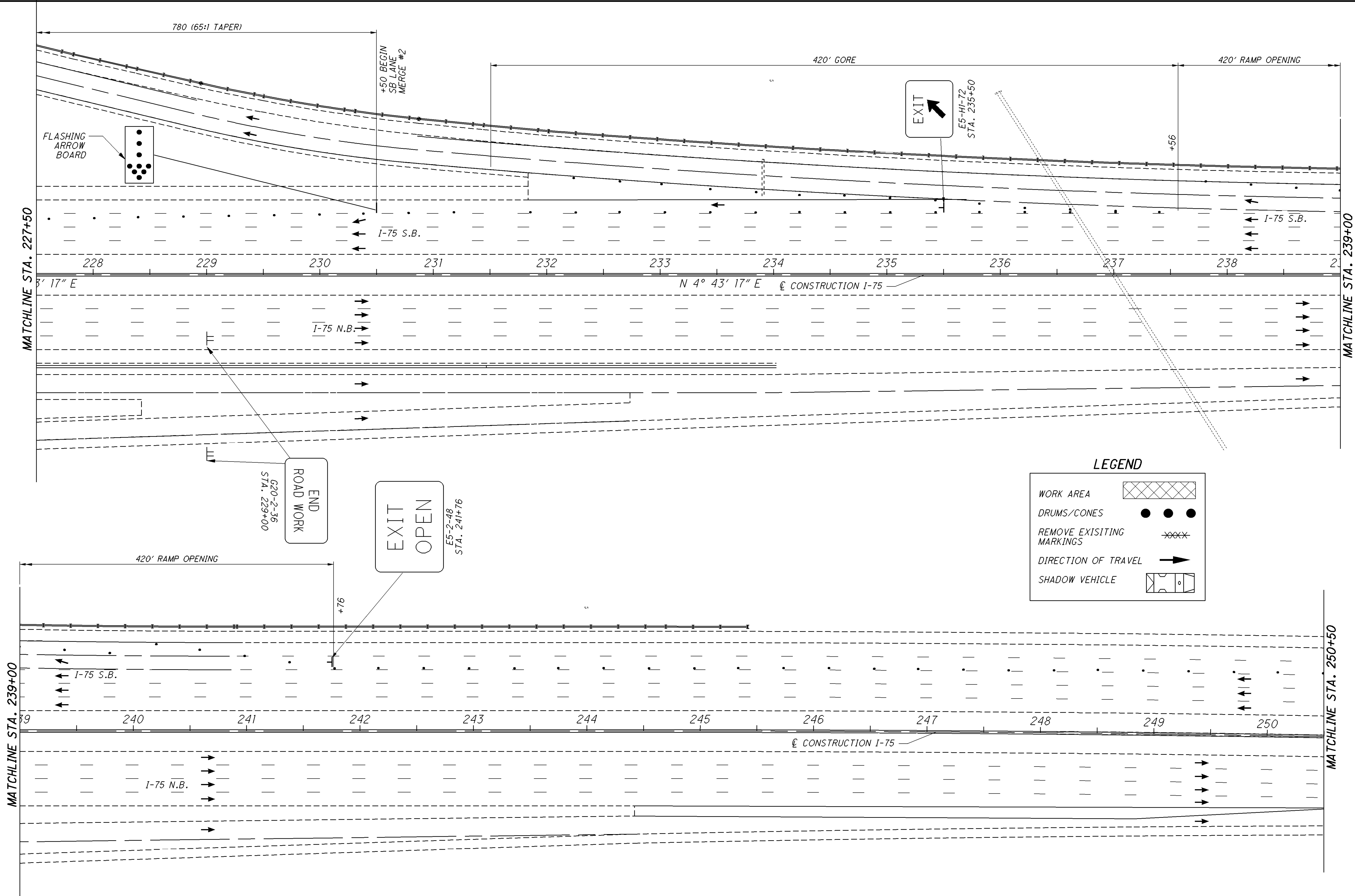
MAINTENANCE OF TRAFFIC PLAN - PHASE ONE
BRIDGE No.: WAR-75-3.96 L/R & WAR-75-4.10L / R

D08-BS-FY2016

5 / 7

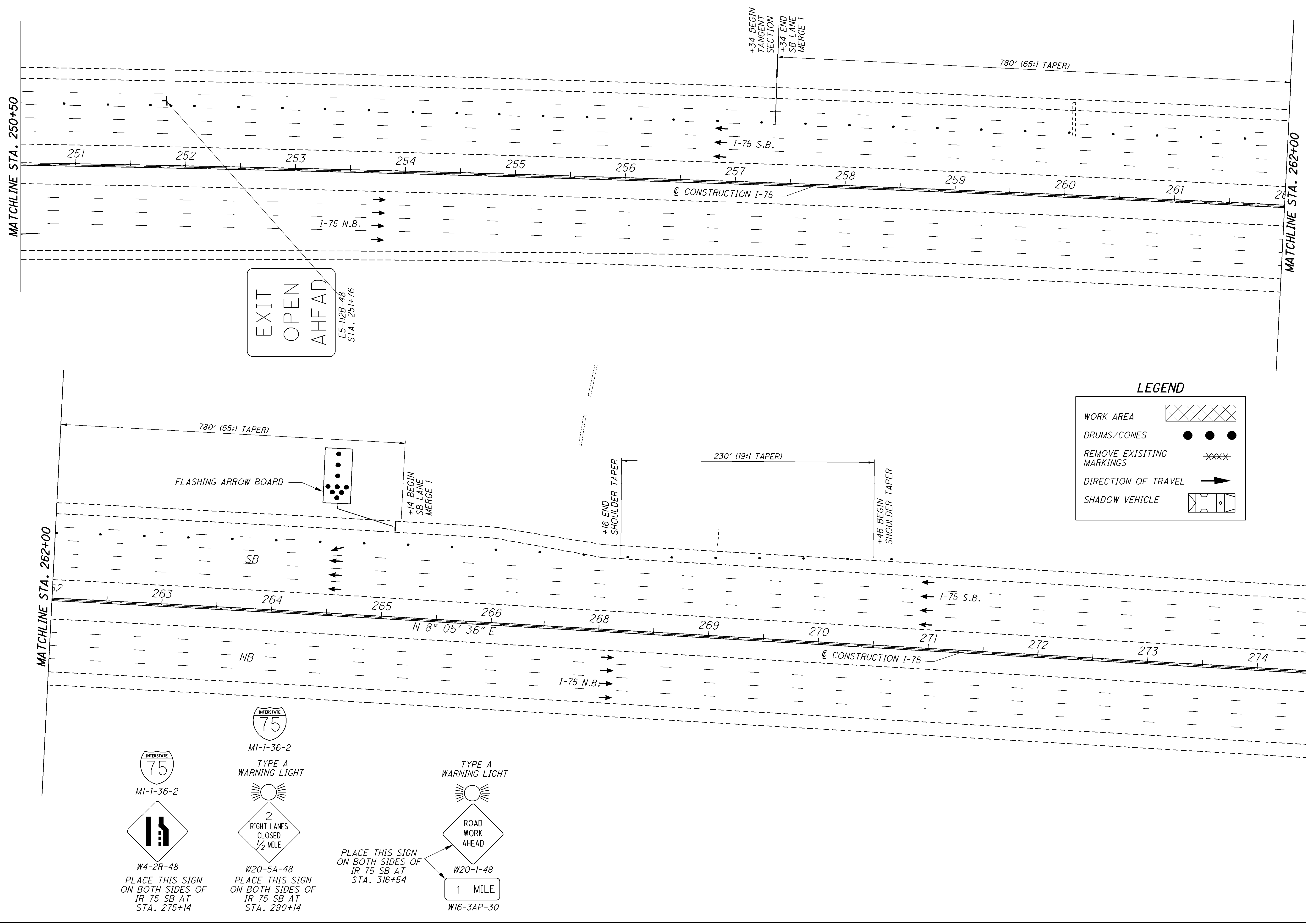
26
60

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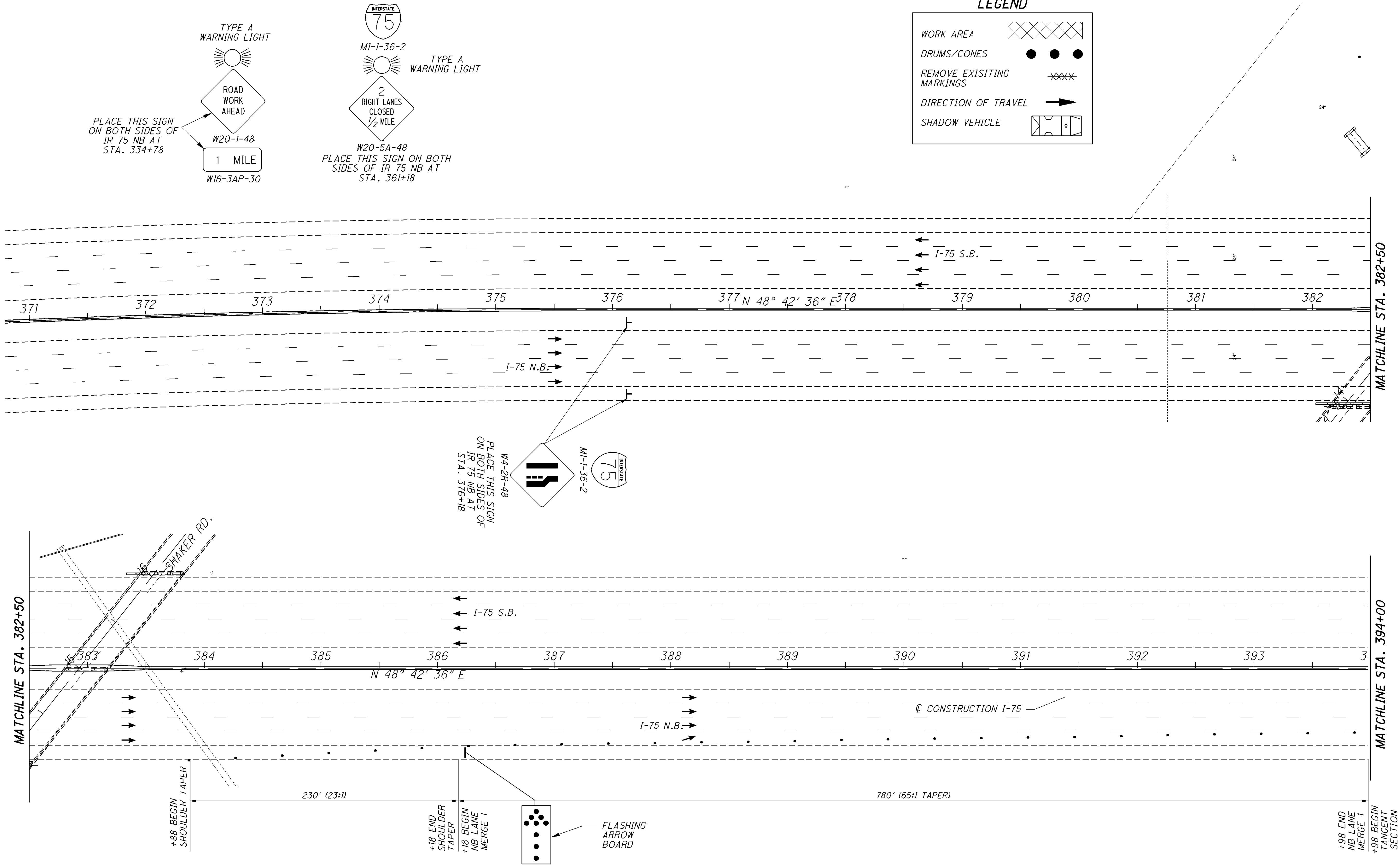


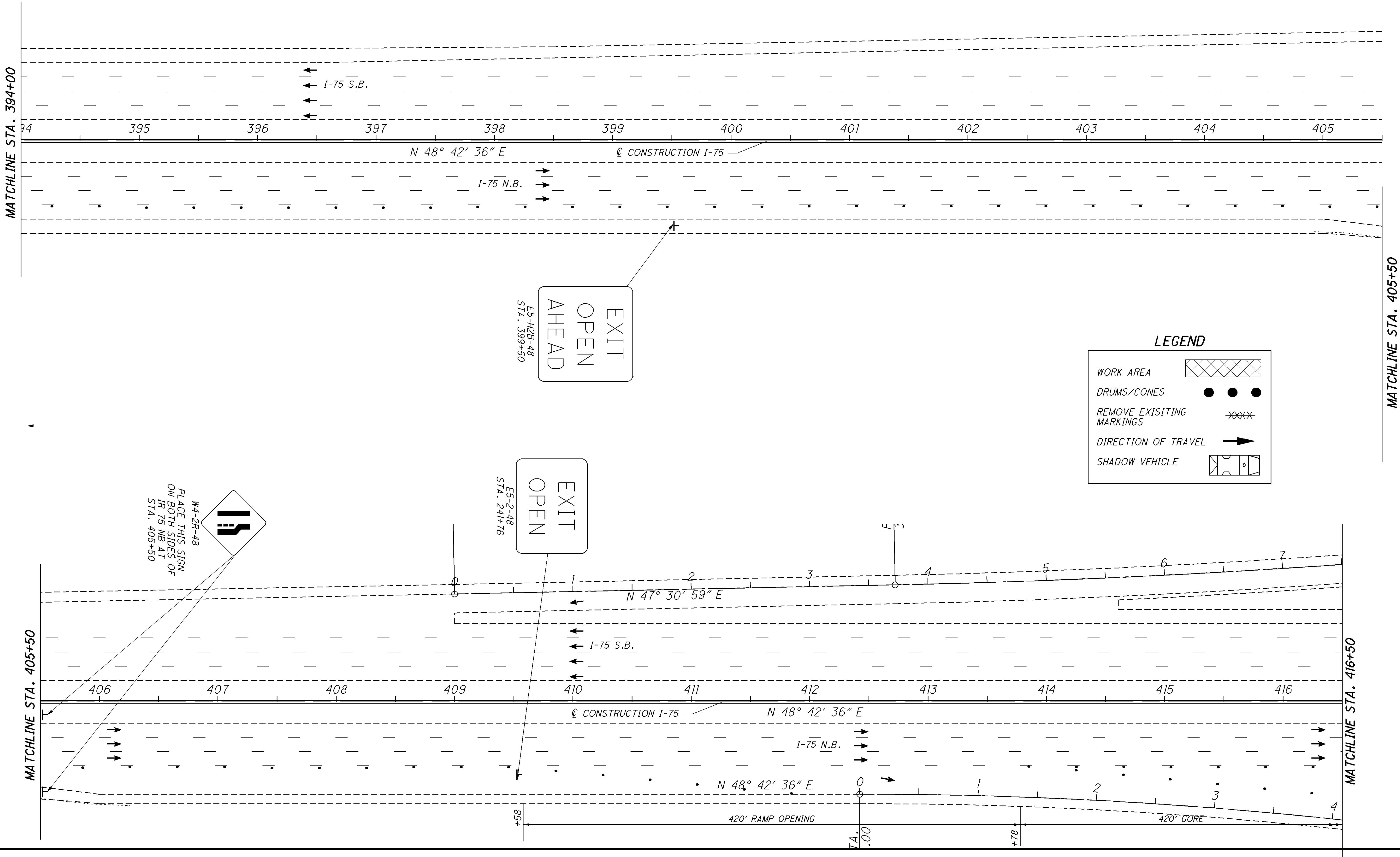
LEGEND

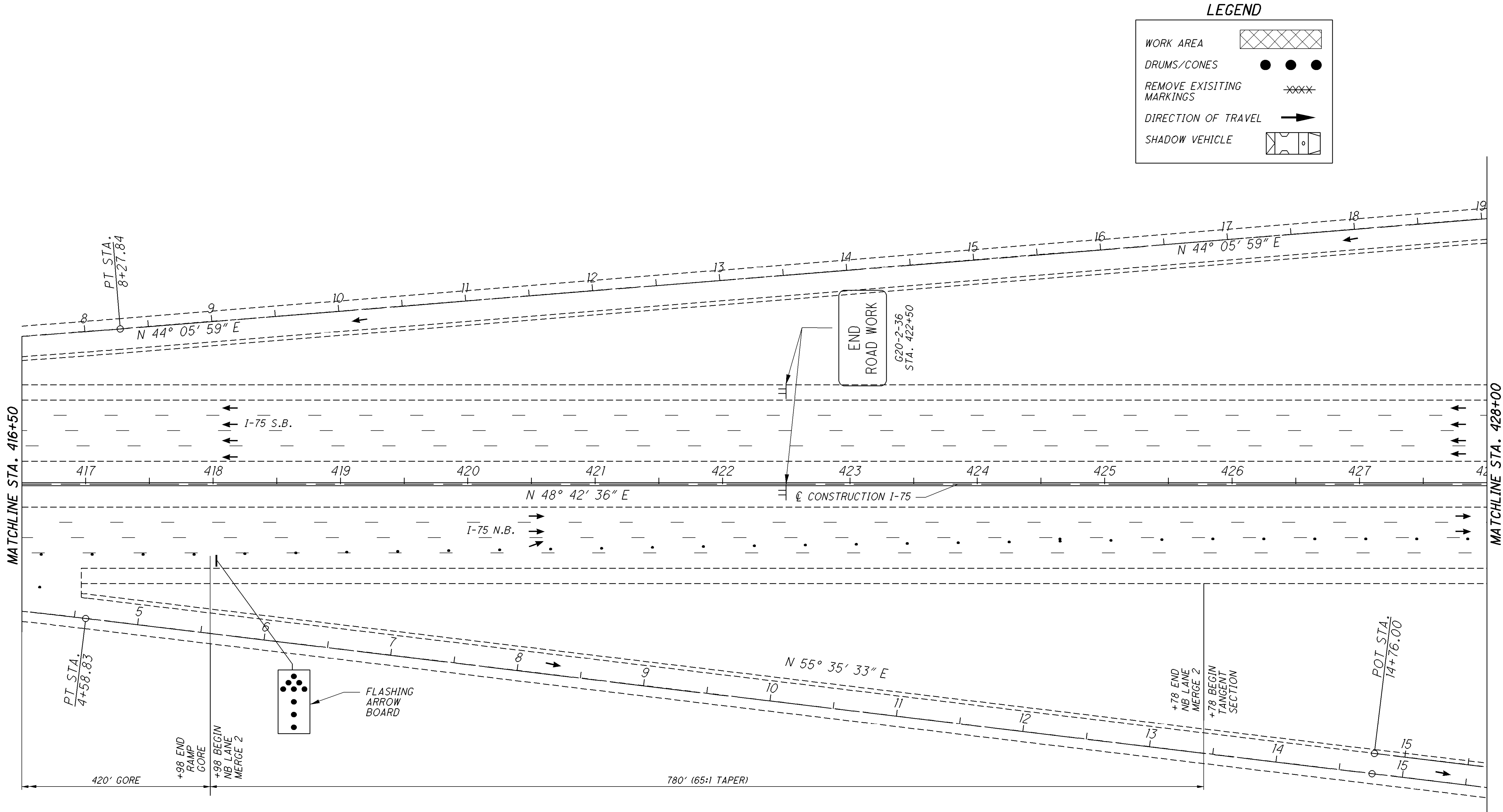
WORK AREA	
DRUMS/CONES	
REMOVE EXISTING MARKINGS	
DIRECTION OF TRAVEL	
SHADOW VEHICLE	



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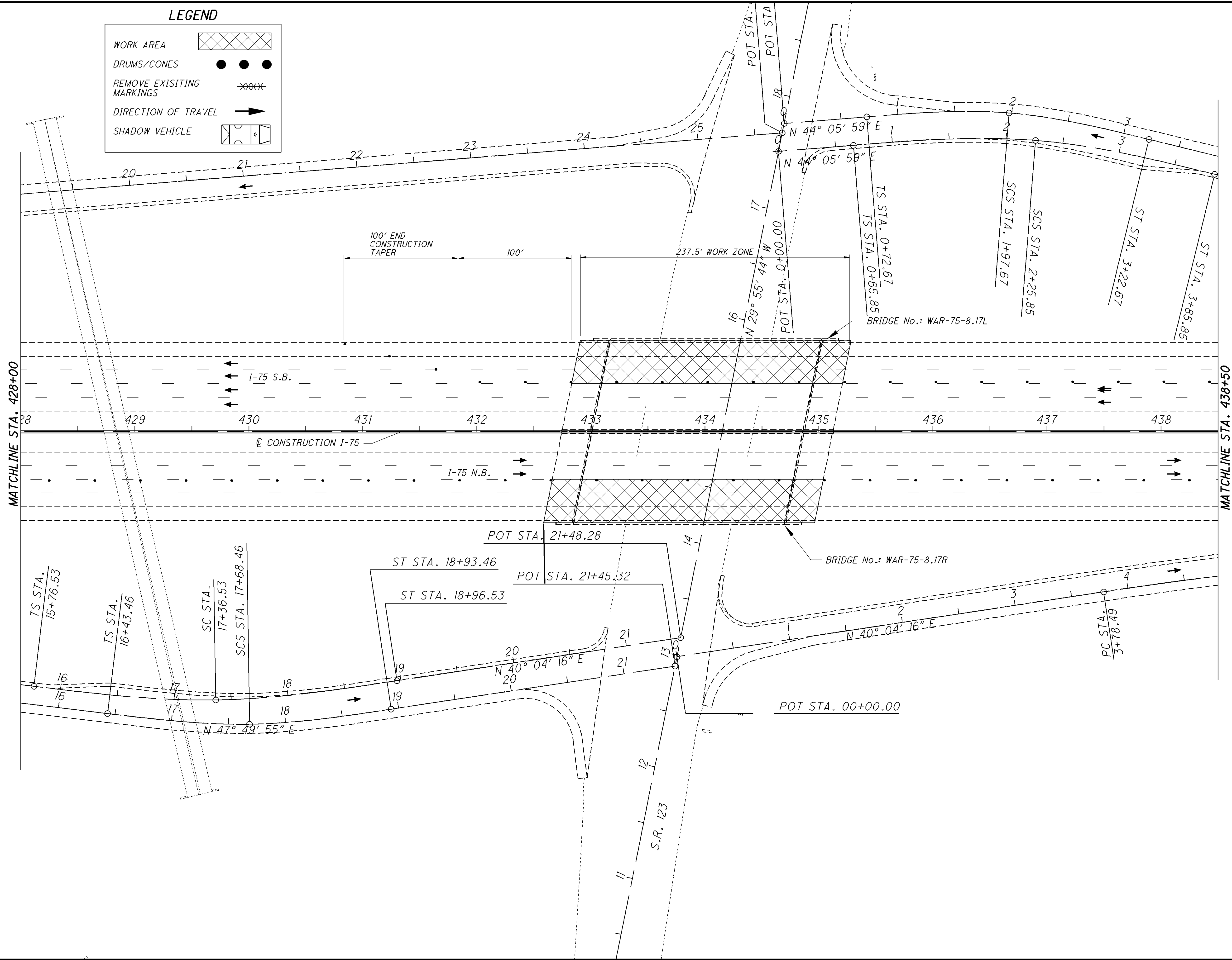




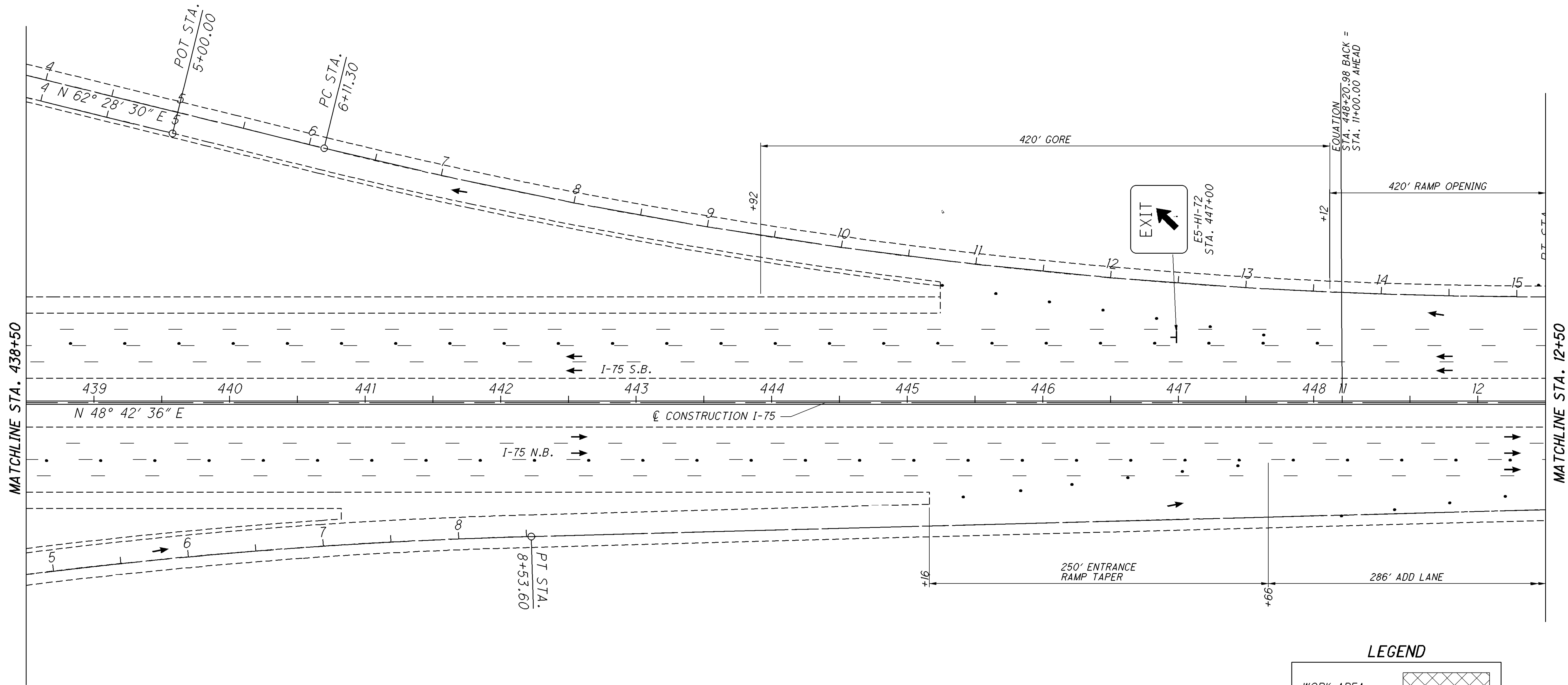
RAMP M RIGHT EDGE
P.I. STA. 2+29.69
 $\Delta = 6^\circ 52' 57''$ (RT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 229.69'$
 $L = 458.83'$
 $E = 6.90'$

RAMP M LEFT EDGE
P.I. STA. 16+83.30
 $Ls = 160.00'$
 $\theta s = 7^\circ 45' 38''$
 $LT = 106.77'$
 $ST = 53.43'$
 $x = 159.71'$
 $y = 7.21'$
 $k = 79.95'$

RAMP M LEFT EDGE
P.I. STA. 17+37.22
 $\Delta = 15^\circ 31' 17''$ (LT)
 $Dc = 9^\circ 42' 03''$
 $R = 590.63'$
 $Ls = 160.00'$
 $\theta s = 7^\circ 45' 38''$
 $LT = 106.77'$
 $x = 159.71'$
 $y = 7.21'$
 $k = 79.95'$
 $p = 1.80'$
 $\Delta c = 0^\circ 00' 00''$ (LT)
 $Lc = 0.00'$
 $Ts = 160.69'$

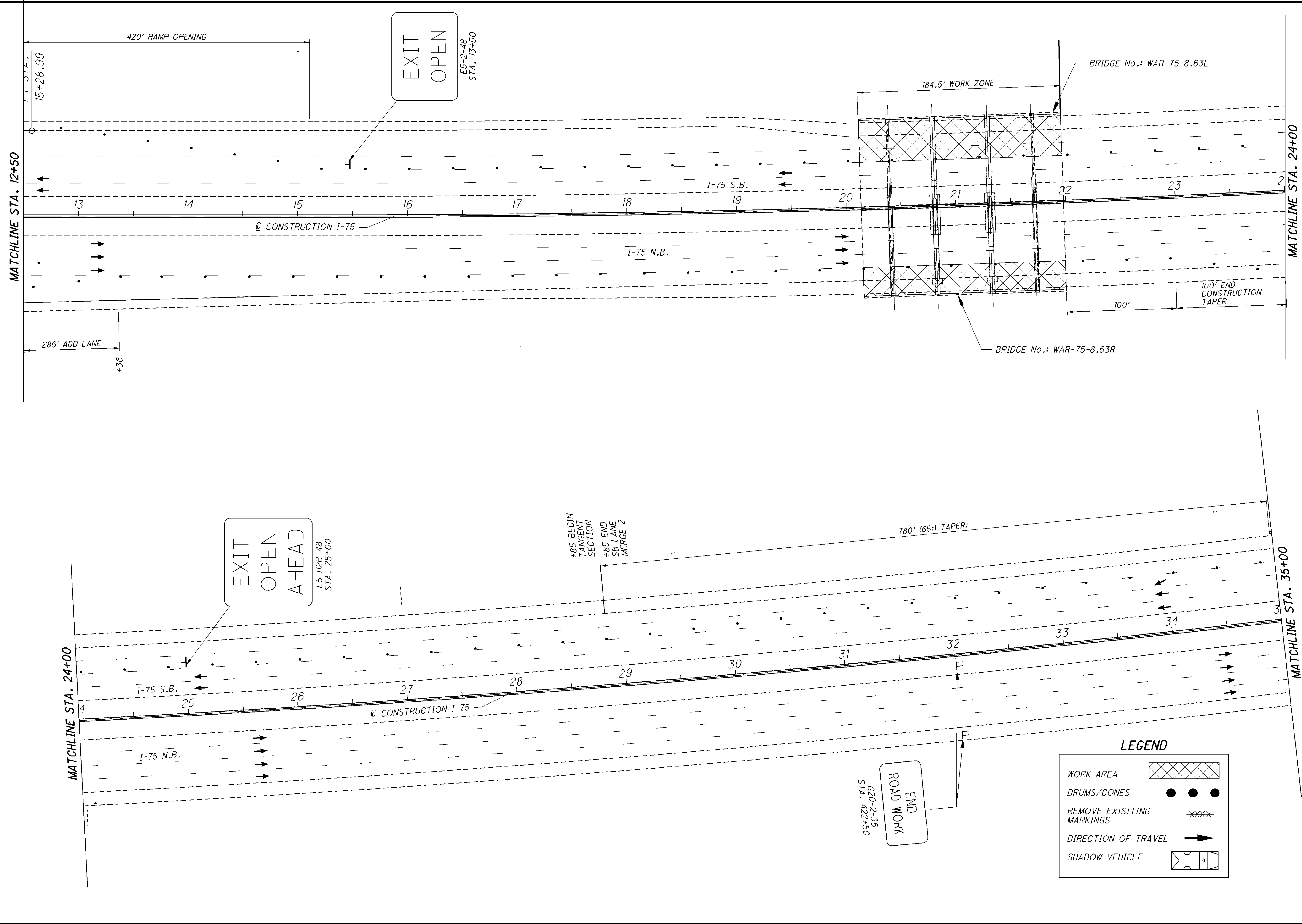


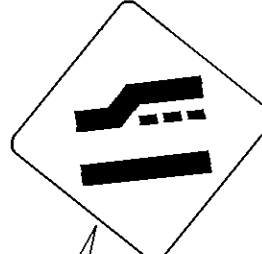
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LEGEND

WORK AREA	
DRUMS/CONES	
REMOVE EXISTING MARKINGS	
DIRECTION OF TRAVEL	
SHADOW VEHICLE	





W4-2R-48
PLACE THIS SIGN
ON BOTH SIDES OF
IR 75 NB AT
STA. 46+67

+67 BEGIN
SB LANE
MERGE 2

+67 END
TANGENT
SECTION

+27 BEGIN
TANGENT
SECTION

+27 END
SB LANE
MERGE I

780' (65:1 TAPER)

WORK AREA

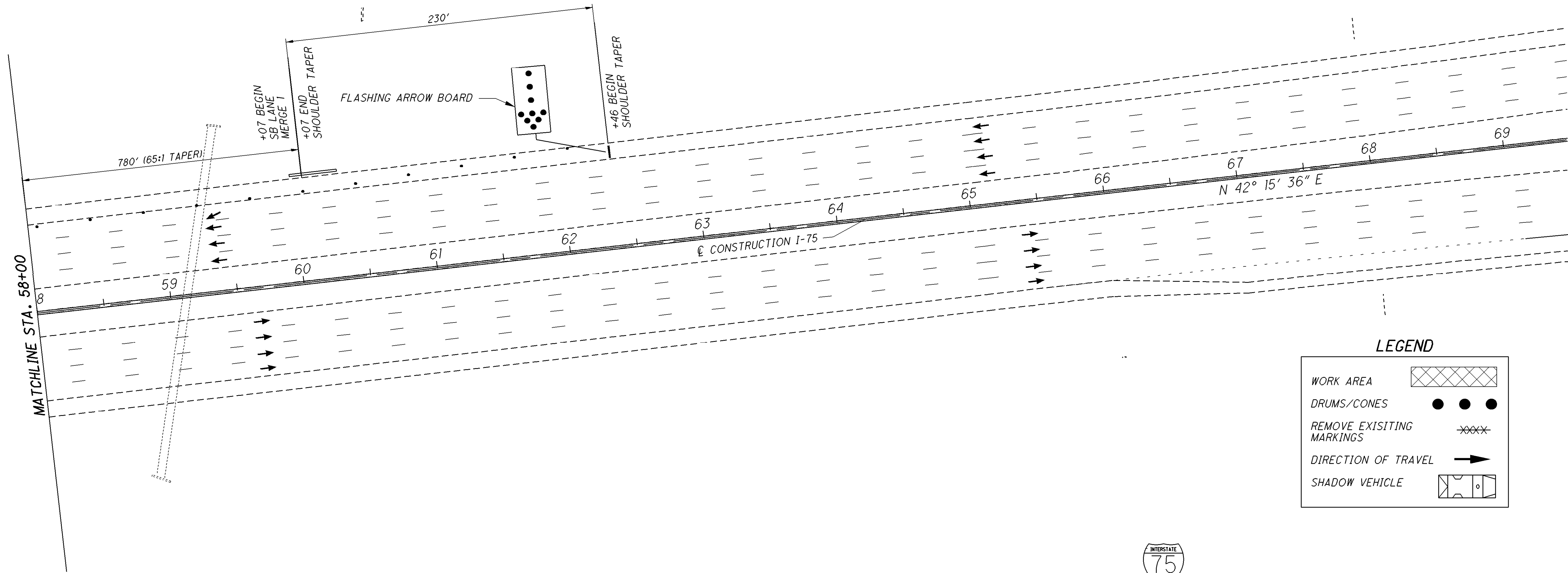
DRUMS/CONES

REMOVE EXISTING MARKINGS

DIRECTION OF TRAVEL

SHADOW VEHICLE

$$\frac{35}{60}$$

LEGEND

WORK AREA	
DRUMS/CONES	
REMOVE EXISITING MARKINGS	
DIRECTION OF TRAVEL	
SHADOW VEHICLE	

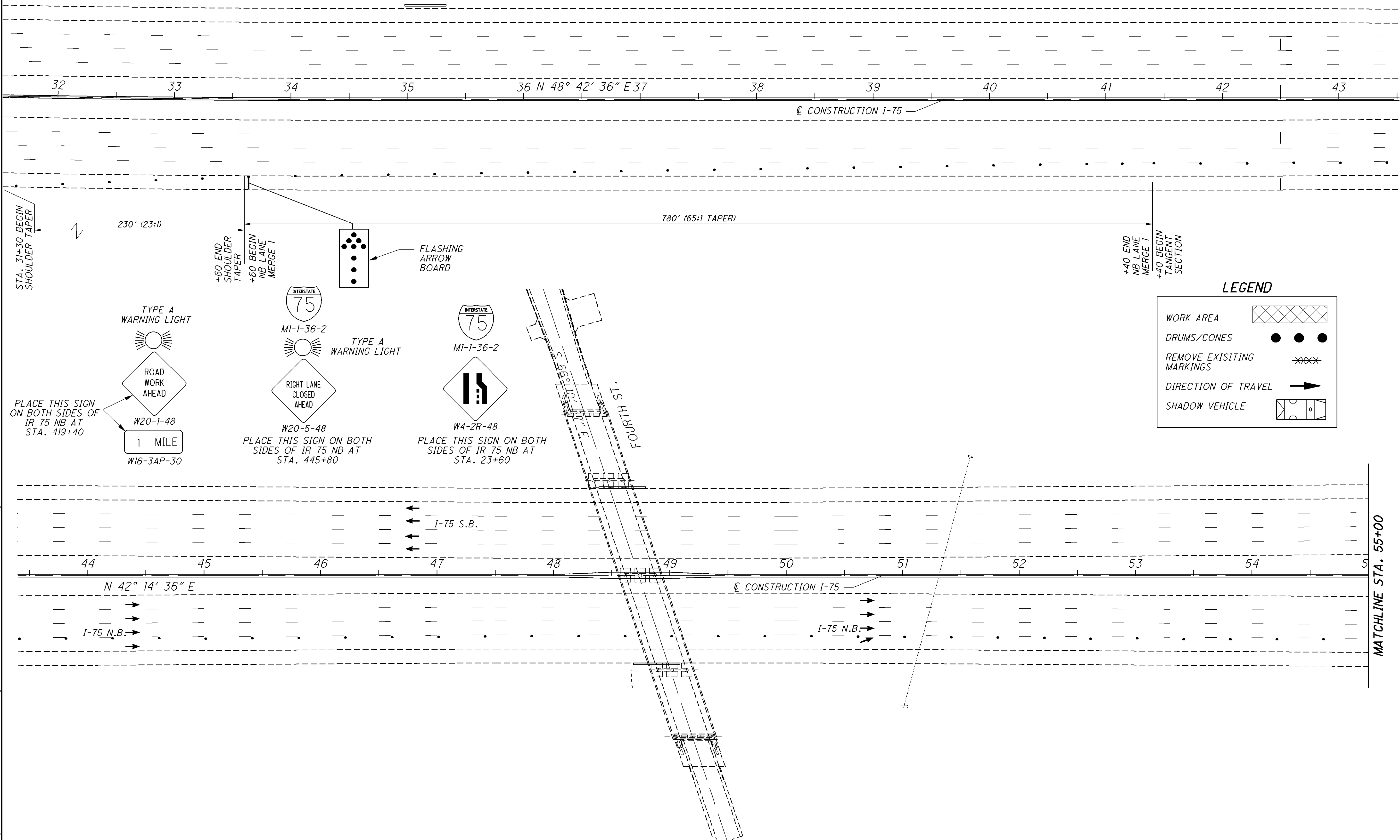
MI-1-36-2
W4-2R-48
PLACE THIS SIGN ON BOTH SIDES OF IR 75 SB AT STA. 70+07

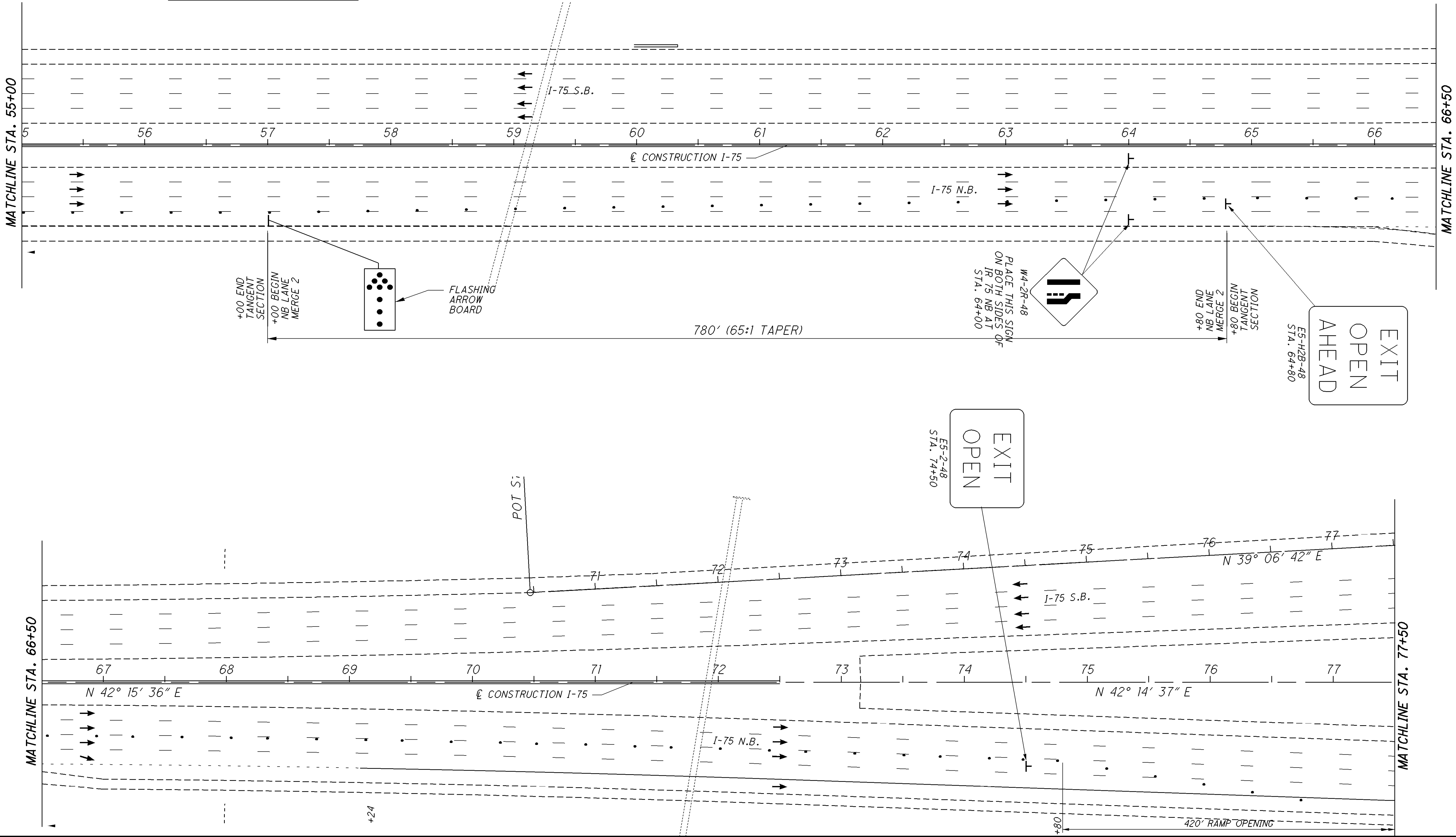
MI-1-36-2
TYPE A WARNING LIGHT
W20-5A-48
PLACE THIS SIGN ON BOTH SIDES OF IR 75 SB AT STA. 85+07

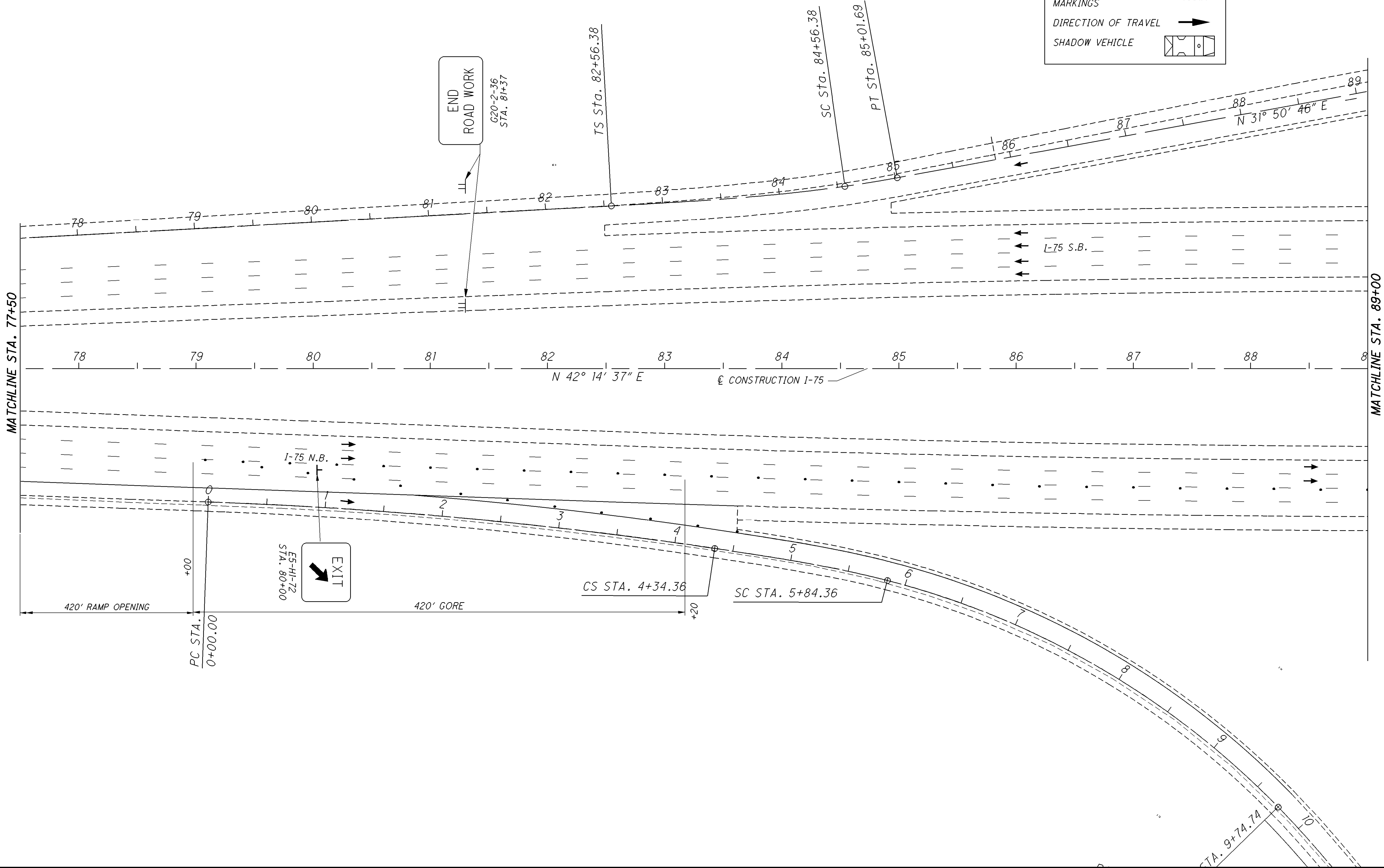
TYPE A WARNING LIGHT
W20-1-48
1 MILE
W16-3AP-30
PLACE THIS SIGN ON BOTH SIDES OF IR 75 SB AT STA. 111+47

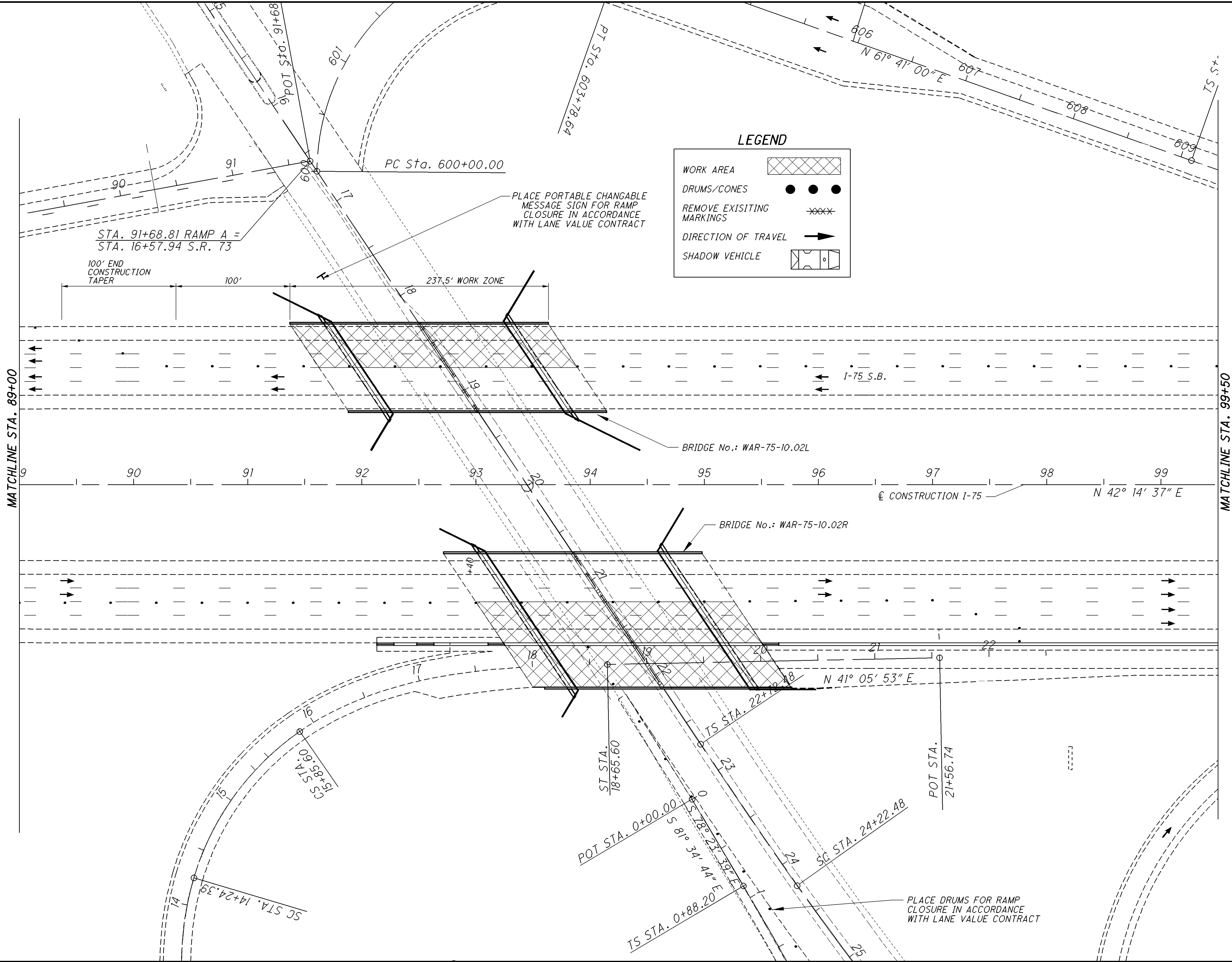
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IR 75 STATION EQUATION
STA. 448+20.98 = STA. 11+00









40

60

4

7

D08-BS-FY2016

MAINTENANCE OF TRAFFIC PLAN - PHASE ONE

BRIDGE No.: WAR-75-10.02 L/R



END
ROAD WORK

WORK AREA

DRUMS/CONES

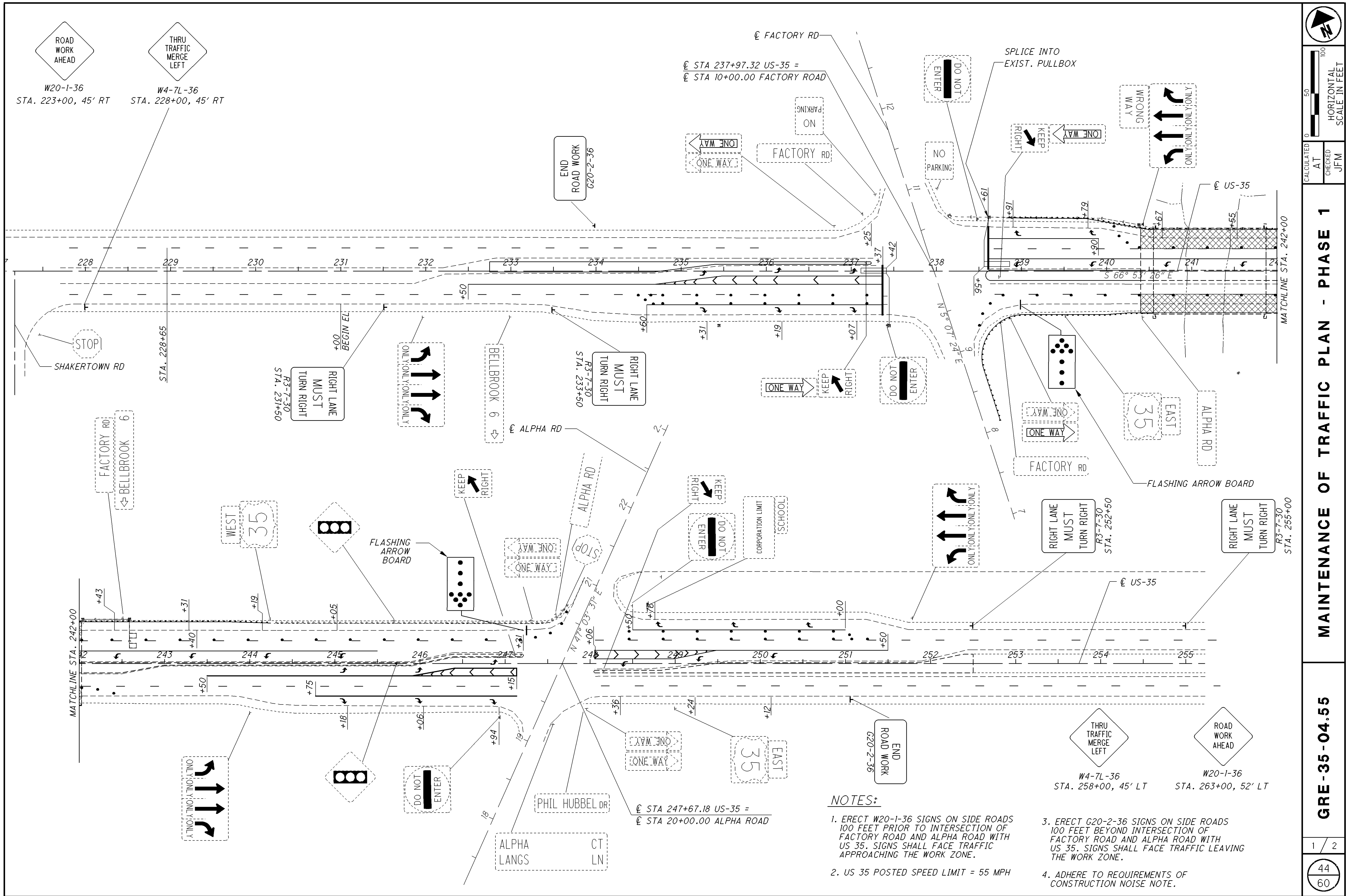
REMOVE EXISTING MARKINGS

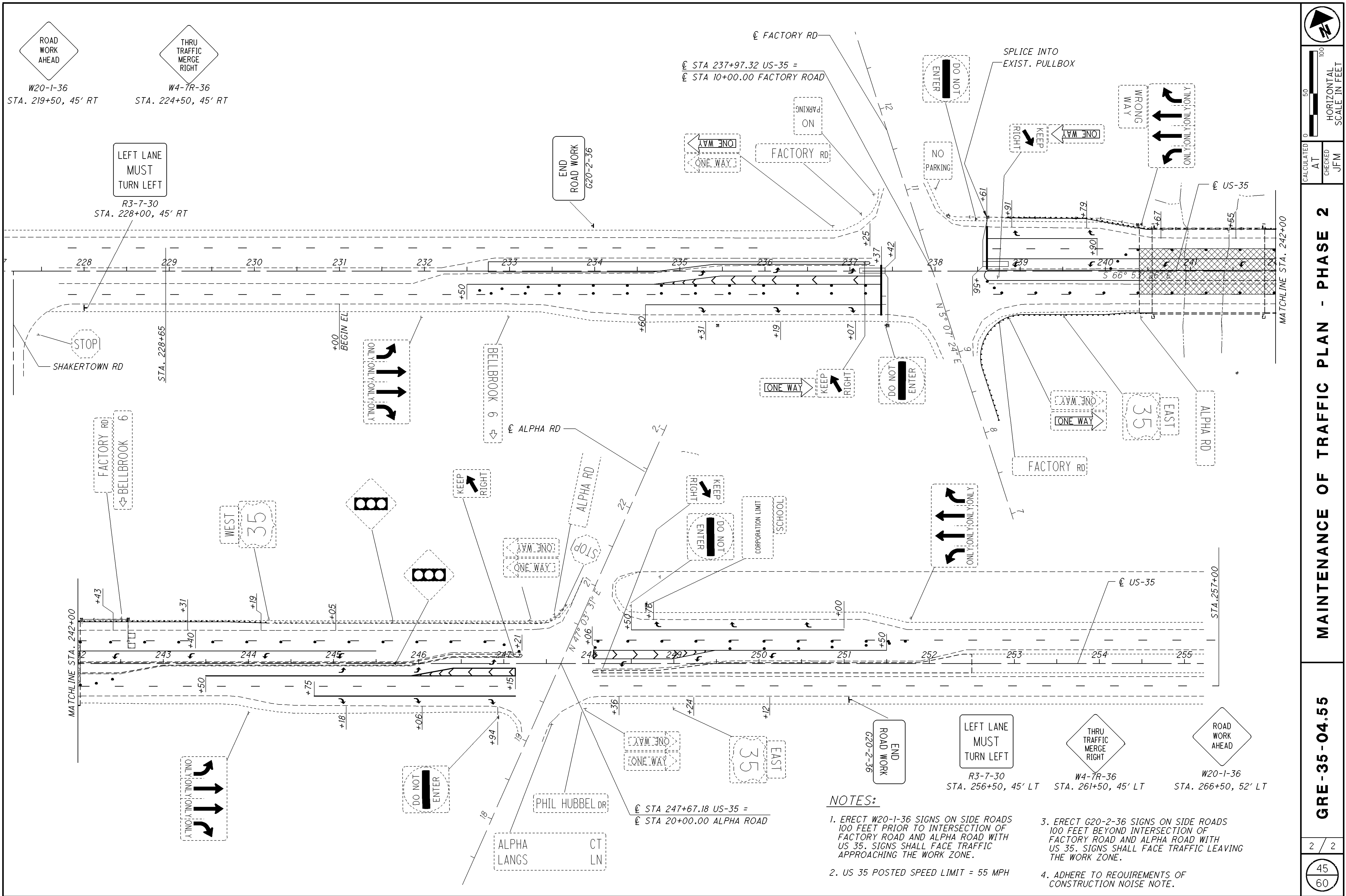
DIRECTION OF TRAVEL

SHADOW VEHICLE

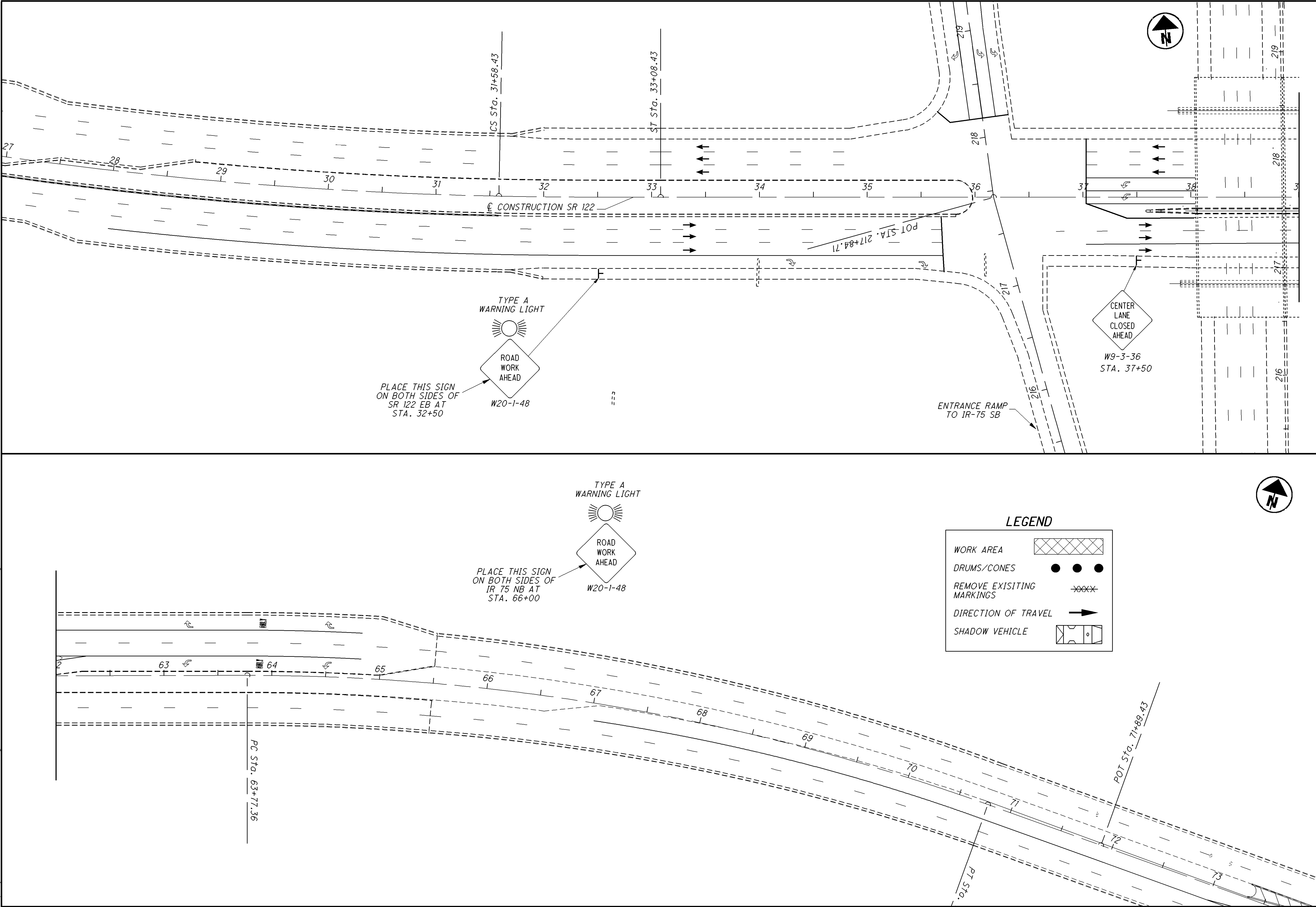

$$\frac{42}{60}$$



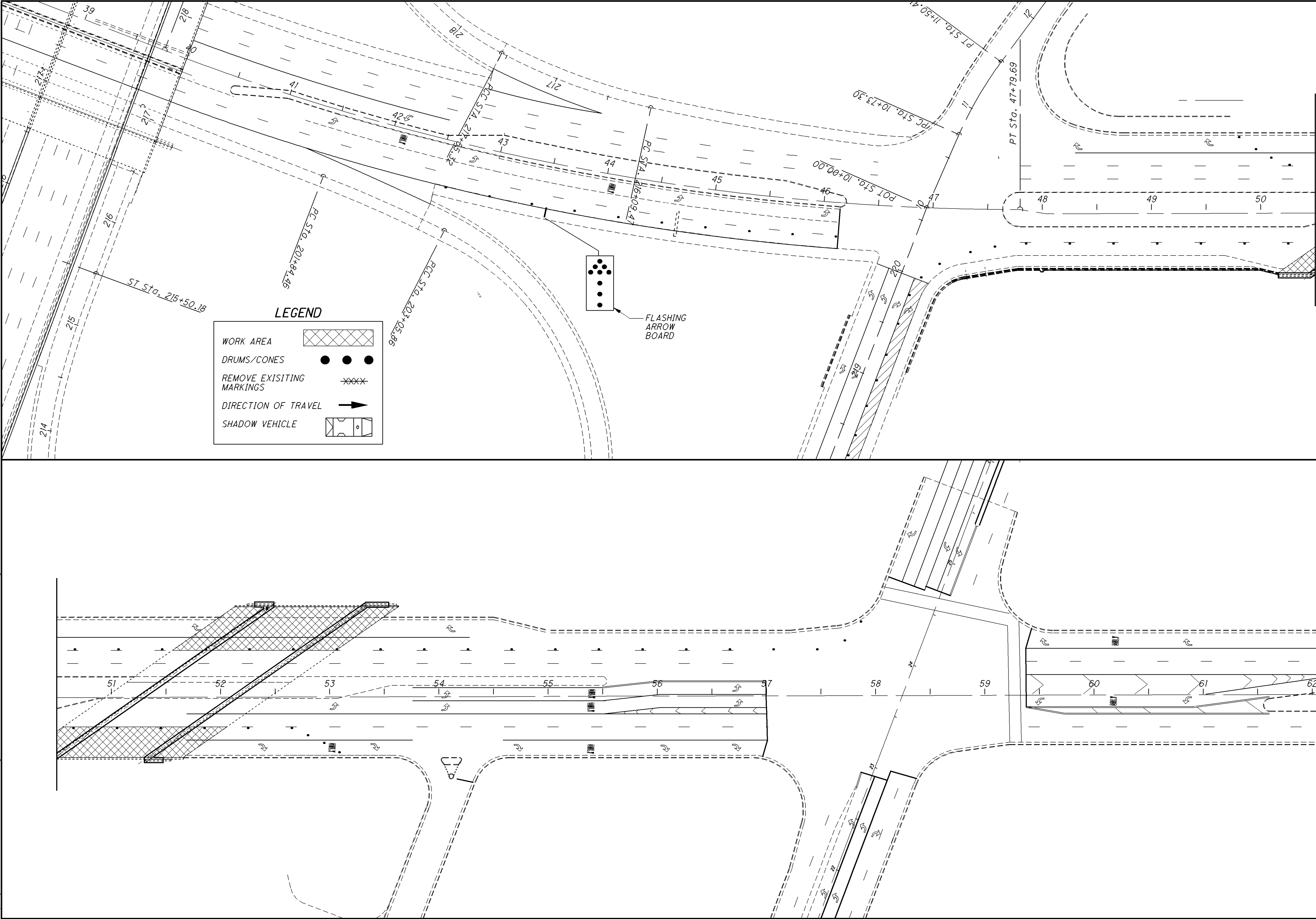




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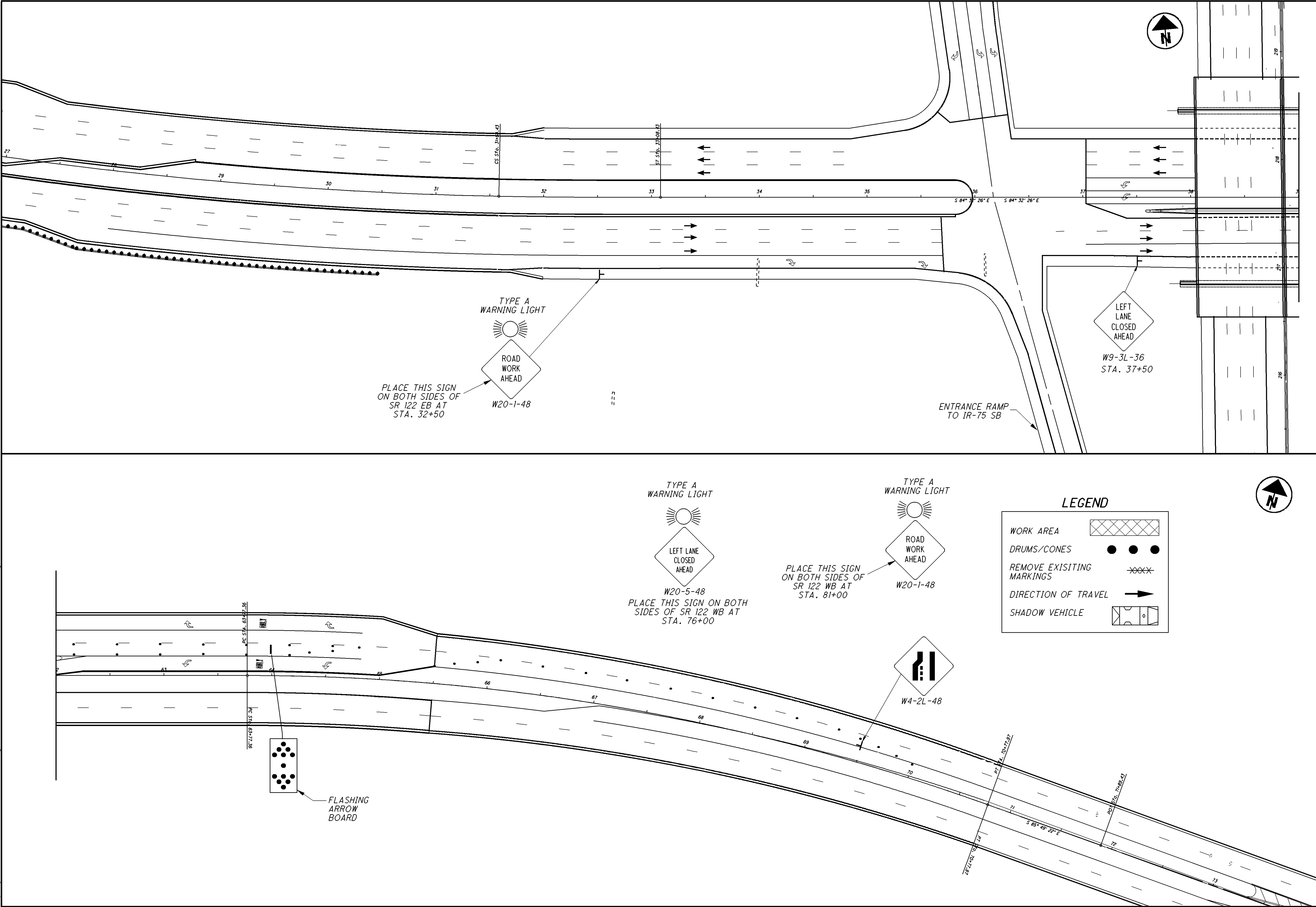


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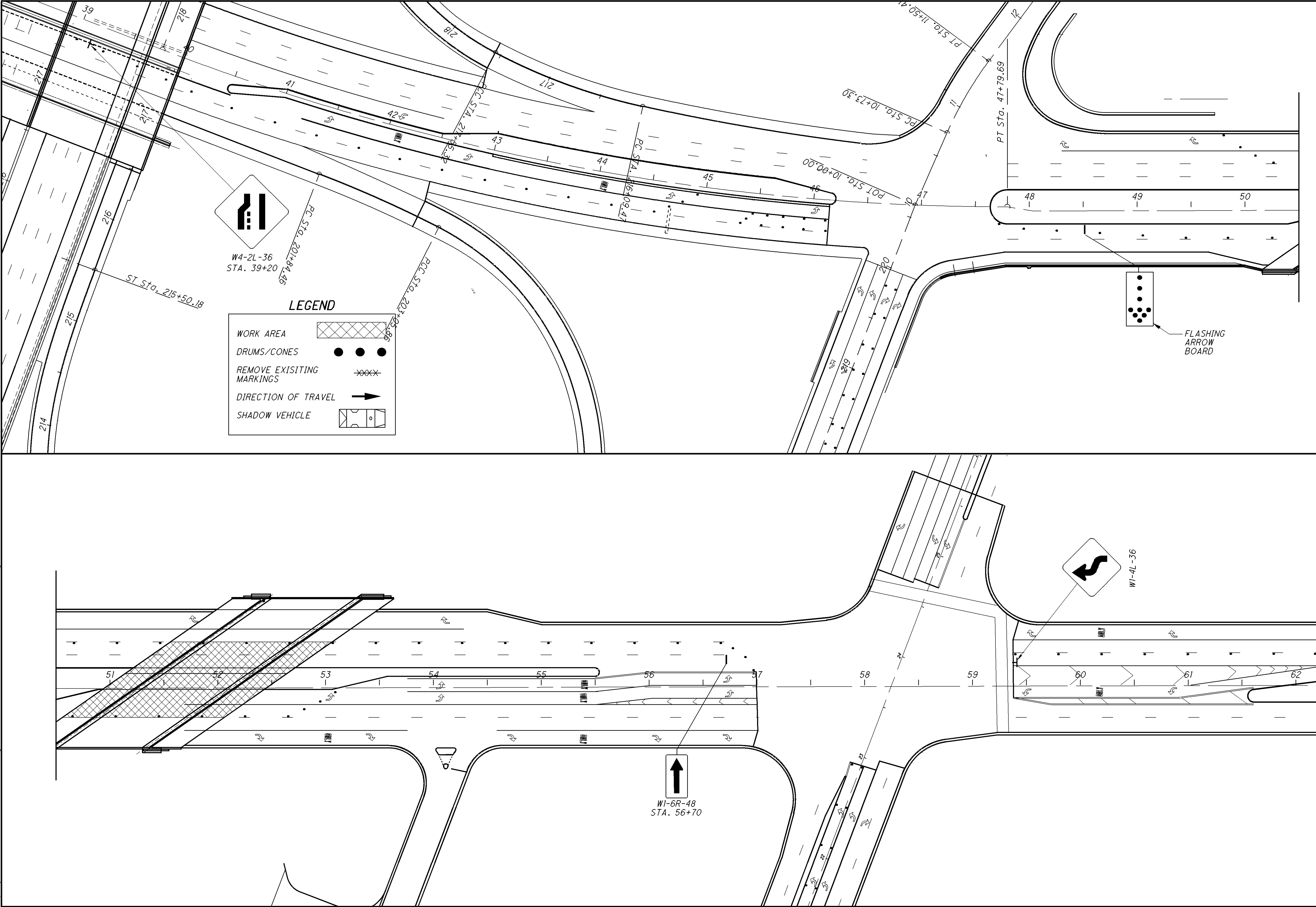


D08-BS-FY2016	MAINTENANCE OF TRAFFIC PLAN - PHASE ONE		CALCULATED CHECKED	HORIZONTAL SCALE IN FEET
	BRIDGE No.: WAR-122-0.94			
2 / 5				
47 60				

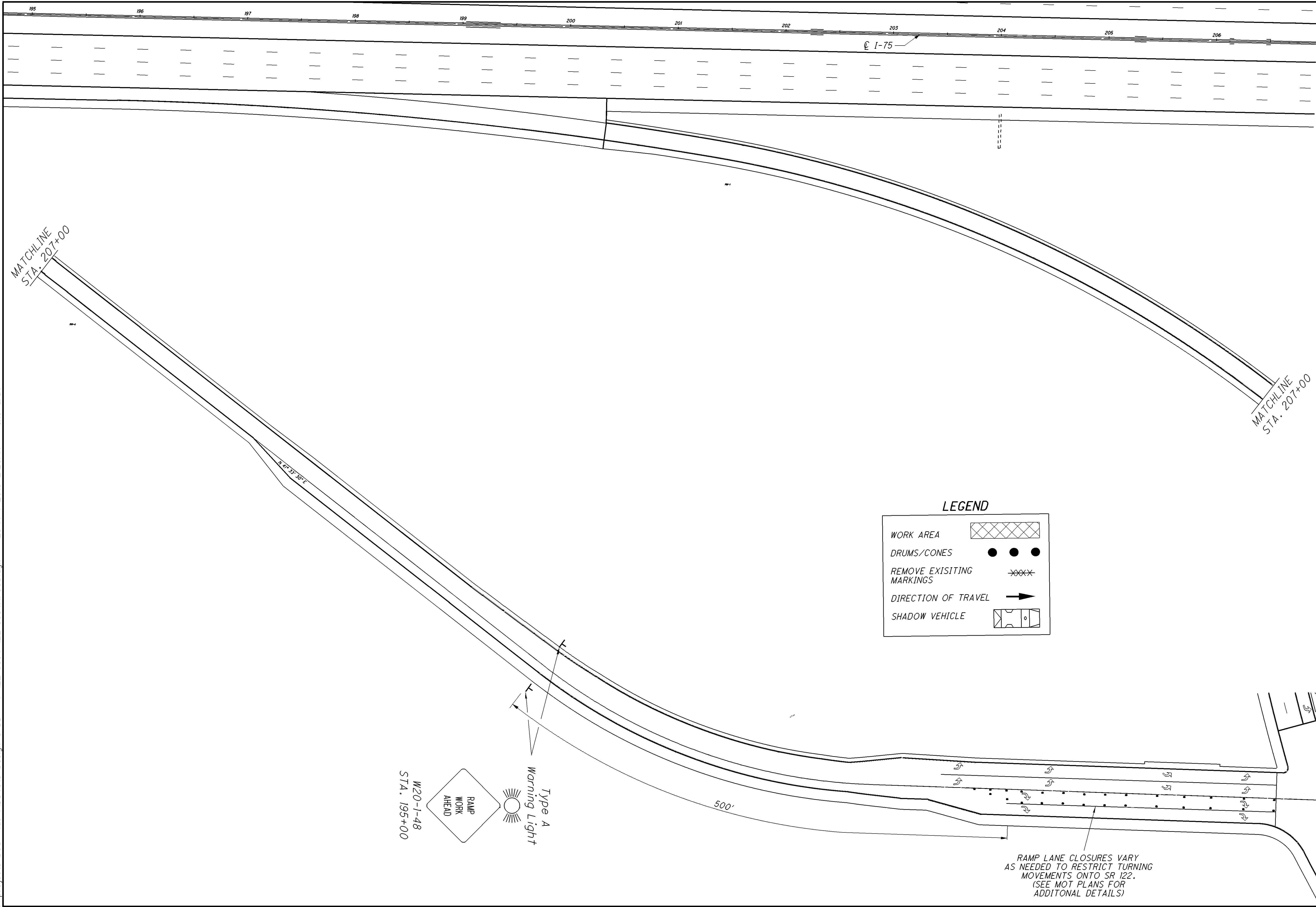
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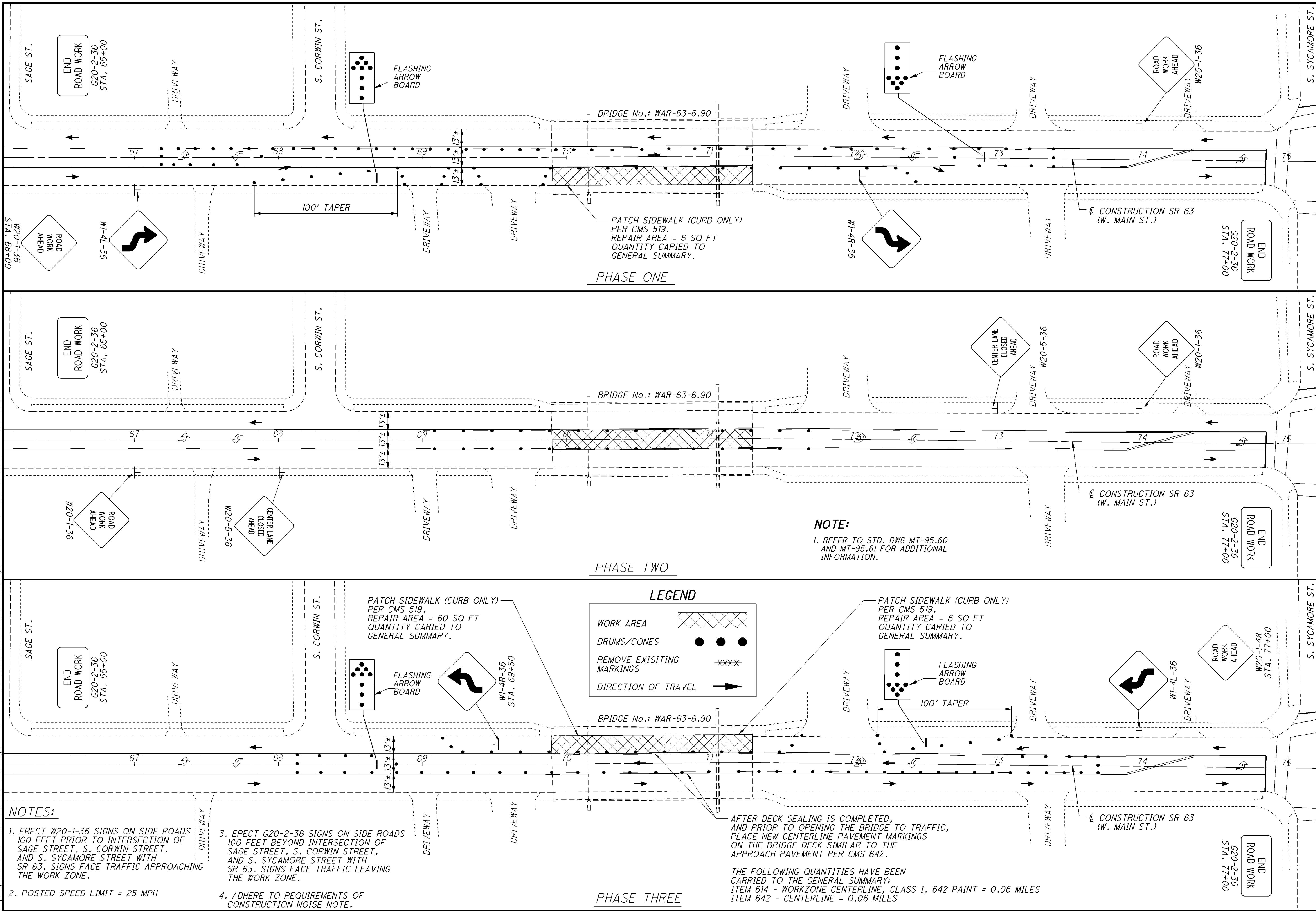
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D08-BS-FY2016		MAINTENANCE OF TRAFFIC PLAN - PHASE TWO	
49 60		BRIDGE No.: WAR-122-0.94	
4 / 5		CALCULATED CHECKED	
		HORIZONTAL SCALE IN FEET	



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NB I-75 AT BRIDGE No.: BUT-75-10.91 PHASE 2 - DOUBLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.	LENGTH (FT)	TAPER RATE (X:I)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	3209+56	-		-
2 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	3235+96	-		-
LEFT LANE CLOSED (W4-2L-48)	3250+96	-		-
FLASHING ARROW 1	3260+96	-		
LEFT LANE CLOSED (W4-2L-48)	3274+36	-		-
FLASHING ARROW 2	3284+46	-		-
SHOULDER TAPER	3258+68	3260+96	228	19
MERGING TAPER 1	3260+96	3268+76	780	65
TANGENT SECTION	3268+76	3284+36	-	-
MERGING TAPER 2	3284+36	3292+16	-	65
LONGITUDINAL BUFFER TO THE WORK AREA	3292+16	3298+96	680	-
WORK AREA	3298+96	3301+12	216	-
END ROAD WORK (G20-2-48)	3311+12	-	1000	-

SB I-75 AT BRIDGE No.: BUT-75-10.91 PHASE 2B - DOUBLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.	LENGTH (FT)	TAPER RATE (X:I)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	73+08	-		-
2 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	46+68	-		-
LEFT LANE CLOSED (W4-2L-48)	31+68	-		-
FLASHING ARROW 1	21+68	-		
LEFT LANE CLOSED (W4-2L-48)	8+28	-		-
FLASHING ARROW 2	3315+46	-		-
SHOULDER TAPER	21+68	23+96	228	19
MERGING TAPER 1	13+88	21+68	780	65
TANGENT SECTION	3315+56	13+88	1560	-
MERGING TAPER 2	3307+76	3315+56	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	3300+96	3307+76	680	-
WORK AREA	3298+80	3300+96	216	-
END ROAD WORK (G20-2-48)	3288+80	-	1000	-

AT COUNTY LINE BUTLER STA. 3317+83.50 = WARREN STA. 0+55.50

SB I-75 AT BRIDGE No.: BUT-75-10.91 PHASE 2C - TRIPLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.	LENGTH (FT)	TAPER RATE (X:I)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	96+48	-		-
3 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	70+08	-		-
LEFT LANE CLOSED	55+08	-		-
FLASHING ARROW 1	45+08	-		
LEFT LANE CLOSED (W4-2L-48)	31+68	-		-
FLASHING ARROW 2	21+68	-		-
LEFT LANE CLOSED (W4-2L-48)	8+28	-		-
FLASHING ARROW 3	3315+56	-		-
SHOULDER TAPER	45+08	47+36	228	19
MERGING TAPER 1	37+28	45+08	780	65
TANGENT SECTION 1	21+68	37+28	1560	-
MERGING TAPER 2	13+88	21+68	780	65
TANGENT SECTION 2	3315+56	13+88	1560	-
MERGING TAPER 3	3307+76	3315+56	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	3300+96	3307+76	680	-
WORK AREA	3298+80	3300+96	216	-
END ROAD WORK (G20-2-48)	3288+80	-	1000	-

AT COUNTY LINE BUTLER STA. 3317+83.50 = WARREN STA. 0+55.50

THIS PHASE OF MOT SHALL ONLY BE ALLOWED BETWEEN THE HOURS OF 10:00 PM AND 5:00AM

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NB I-75 AT BRIDGE No.: WAR-75-0093 PHASE 2A - DOUBLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.	LENGTH (FT)	TAPER RATE (X:1)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	3276+86	-		-
2 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	3303+26	-		-
LEFT LANE CLOSED (W4-2L-48)	0+98	-		-
FLASHING ARROW 1	10+98	-		
LEFT LANE CLOSED (W4-2L-48)	24+38	-		-
FLASHING ARROW 2	34+48	-		-
SHOULDER TAPER	8+70	10+98	228	19
MERGING TAPER 1	10+98	18+78	780	65
TANGENT SECTION	18+78	34+38	1560	-
MERGING TAPER 2	34+38	42+18	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	42+18	48+98	680	-
WORK AREA	48+98	51+81	283	-
END ROAD WORK (G20-2-48)	61+81	-	1000	-

AT COUNTY LINE BUTLER STA. 3317+83.50 = WARREN STA. 0+55.50

NB I-75 AT BRIDGE No.: WAR-75-0093 PHASE 2B - TRIPLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.		TAPER RATE (X:1)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	3253+46	-		-
3 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	3279+86	-		-
LEFT LANE CLOSED (W4-2L-48)	3294+86	-		-
FLASHING ARROW 1	3304+86	-		
LEFT LANE CLOSED (W4-2L-48)	0+98	-		-
FLASHING ARROW 2	10+98	-		-
LEFT LANE CLOSED (W4-2L-48)	24+38	-		-
FLASHING ARROW 3	34+38	-		-
SHOULDER TAPER	3302+58	3304+86	228	19
MERGING TAPER 1	3304+86	3312+66	780	65
TANGENT SECTION 1	3312+66	10+98	1560	-
MERGING TAPER 2	10+98	18+78	780	65
TANGENT SECTION 2	18+78	34+38	1560	-
MERGING TAPER 3	34+38	42+18	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	42+18	48+98	680	-
WORK AREA	48+98	51+76	278	-
END ROAD WORK (G20-2-48)	61+76	-	1000	-

AT COUNTY LINE BUTLER STA. 3317+83.50 = WARREN STA. 0+55.50
THIS PHASE OF MOT SHALL ONLY BE ALLOWED BETWEEN THE HOURS OF 10:00 PM AND 5:00AM

SB I-75 AT BRIDGE No.: WAR-75-0093 PHASE 2 - DOUBLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.		TAPER RATE (X:1)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	141+54	-		-
2 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	115+14	-		-
LEFT LANE CLOSED (W4-2L-48)	100+14	-		-
FLASHING ARROW 1	90+14	-		
LEFT LANE CLOSED (W4-2L-48)	76+74	-		-
FLASHING ARROW 2	66+64	-		-
SHOULDER TAPER	90+14	92+42	228	19
MERGING TAPER 1	82+34	90+14	780	65
TANGENT SECTION	66+74	82+34	1560	-
MERGING TAPER 2	58+94	66+74	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	52+14	58+94	680	-
WORK AREA	49+31	52+14	283	-
END ROAD WORK (G20-2-48)	39+31	-	1000	-

AT COUNTY LINE BUTLER STA. 3317+83.50 = WARREN STA. 0+55.50

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NB I-75 AT BRIDGE No.: WAR-75-0170 PHASE 1 - DOUBLE RIGHT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.	LENGTH (FT)	TAPER RATE (X:1)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	3317+71	-		-
2 RIGHT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	26+83	-		-
RIGHT LANE CLOSED (W4-2L-48)	41+83	-		-
FLASHING ARROW 1	51+83	-		
RIGHT LANE CLOSED (W4-2L-48)	65+23	-		-
FLASHING ARROW 2	75+23	-		-
SHOULDER TAPER	49+55	51+83	228	19
MERGING TAPER 1	51+83	59+63	780	65
TANGENT SECTION	59+63	75+23	1560	-
MERGING TAPER 2	75+23	83+03	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	83+03	89+83	680	-
WORK AREA	89+83	91+15	132	-
END ROAD WORK (G20-2-48)	101+15	-	1000	-

AT COUNTY LINE BUTLER STA. 3317+83.50 = WARREN STA. 0+55.50

NB I-75 AT BRIDGE No.: WAR-75-0170 PHASE 2 - DOUBLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.	LENGTH (FT)	TAPER RATE (X:1)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	3317+71	-		-
2 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	26+83	-		-
LEFT LANE CLOSED (W4-2L-48)	41+83	-		-
FLASHING ARROW 1	51+83	-		
LEFT LANE CLOSED (W4-2L-48)	65+23	-		-
FLASHING ARROW 2	75+23	-		-
SHOULDER TAPER	49+55	51+83	228	19
MERGING TAPER 1	51+83	59+63	780	65
TANGENT SECTION	59+63	75+23	1560	-
MERGING TAPER 2	75+23	83+03	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	83+03	89+83	680	-
WORK AREA	89+83	91+15	132	-
END ROAD WORK (G20-2-48)	101+15	-	1000	-

AT COUNTY LINE BUTLER STA. 3317+83.50 = WARREN STA. 0+55.50

SB I-75 AT BRIDGE No.: WAR-75-0170 PHASE 1 - DOUBLE RIGHT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.		TAPER RATE (X:1)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	180+55	-		-
2 RIGHT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	154+15	-		-
RIGHT LANE CLOSED (W4-2L-48)	139+15	-		-
FLASHING ARROW 1	129+15	-		
RIGHT LANE CLOSED (W4-2L-48)	115+75	-		-
FLASHING ARROW 2	105+75	-		-
SHOULDER TAPER	129+15	131+43	228	19
MERGING TAPER 1	121+35	129+15	780	65
TANGENT SECTION	105+75	121+35	1560	-
MERGING TAPER 2	97+95	105+75	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	91+15	97+95	680	-
WORK AREA	89+83	91+15	132	-
END ROAD WORK (G20-2-48)	79+83	-	1000	-

AT COUNTY LINE BUTLER STA. 3317+83.50 = WARREN STA. 0+55.50

SB I-75 AT BRIDGE No.: WAR-75-0170 PHASE 2 - DOUBLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.		TAPER RATE (X:1)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	180+55	-		-
2 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	154+15	-		-
LEFT LANE CLOSED (W4-2L-48)	139+15	-		-
FLASHING ARROW 1	129+15	-		
LEFT LANE CLOSED (W4-2L-48)	115+75	-		-
FLASHING ARROW 2	105+75	-		-
SHOULDER TAPER	129+15	131+43	228	19
MERGING TAPER 1	121+35	129+15	780	65
TANGENT SECTION	105+75	121+35	1560	-
MERGING TAPER 2	97+95	105+75	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	91+15	97+95	680	-
WORK AREA	89+83	91+15	132	-
END ROAD WORK (G20-2-48)	79+83	-	1000	-

AT COUNTY LINE BUTLER STA. 3317+83.50 = WARREN STA. 0+55.50

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NB I-75 AT BRIDGE No.: WAR-75-0396 & WAR-75-0410 PHASE 2 - DOUBLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.	LENGTH (FT)	TAPER RATE (X:1)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	119+67	-		-
2 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	146+07	-		-
LEFT LANE CLOSED (W4-2L-48)	161+07	-		-
FLASHING ARROW 1	171+07	-		
LEFT LANE CLOSED (W4-2L-48)	184+47	-		-
FLASHING ARROW 2	194+47	-		-
SHOULDER TAPER	168+79	171+07	228	19
MERGING TAPER 1	171+07	178+87	780	65
TANGENT SECTION	178+87	194+47	1560	-
MERGING TAPER 2	194+47	202+27	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	202+27	209+07	680	-
WORK AREA	209+07	218+75	968	-
END ROAD WORK (G20-2-48)	228+75	-	1000	-

AT COUNTY LINE BUTLER STA. 3317+83.50 = WARREN STA. 0+55.50

NB I-75 AT BRIDGE No.: WAR-75-0817 & WAR-75-0863 PHASE 2 - DOUBLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.	LENGTH (FT)	TAPER RATE (X:1)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	343+26	-		-
2 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	369+66	-		-
LEFT LANE CLOSED (W4-2L-48)	384+66	-		-
FLASHING ARROW 1	394+66	-		
LEFT LANE CLOSED (W4-2L-48)	408+06	-		-
FLASHING ARROW 2	418+06	-		-
SHOULDER TAPER	392+38	394+66	228	19
MERGING TAPER 1	394+66	402+46	780	65
TANGENT SECTION	402+46	418+06	1560	-
MERGING TAPER 2	418+06	425+86	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	425+86	432+66	680	-
WORK AREA	432+66	21+98	2653	-
END ROAD WORK (G20-2-48)	31+98	-	1000	-

EQUATION STA. 448+20.98 = WARREN STA. 11+00.00

SB I-75 AT BRIDGE No.: WAR-75-0396 & WAR-75-0410 PHASE 2 - DOUBLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.		TAPER RATE (X:1)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	308+15	-		-
2 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	281+75	-		-
LEFT LANE CLOSED (W4-2L-48)	266+75	-		-
FLASHING ARROW 1	256+75	-		
LEFT LANE CLOSED (W4-2L-48)	243+35	-		-
FLASHING ARROW 2	233+35	-		-
SHOULDER TAPER	256+75	259+03	228	19
MERGING TAPER 1	248+95	256+75	780	65
TANGENT SECTION	233+35	248+95	1560	-
MERGING TAPER 2	225+55	233+35	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	218+75	225+55	680	-
WORK AREA	209+07	218+75	968	-
END ROAD WORK (G20-2-48)	199+07	-	1000	-

AT COUNTY LINE BUTLER STA. 3317+83.50 = WARREN STA. 0+55.50

SB I-75 AT BRIDGE No.: WAR-75-0817 & WAR-75-0863 PHASE 2 - DOUBLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.		TAPER RATE (X:1)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	111+38	-		-
2 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	84+98	-		-
LEFT LANE CLOSED (W4-2L-48)	69+98	-		-
FLASHING ARROW 1	59+98	-		
LEFT LANE CLOSED (W4-2L-48)	46+58	-		-
FLASHING ARROW 2	36+58	-		-
SHOULDER TAPER	59+98	62+26	228	19
MERGING TAPER 1	52+18	59+98	780	65
TANGENT SECTION	36+58	52+18	1560	-
MERGING TAPER 2	28+78	36+58	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	21+98	28+78	680	-
WORK AREA	432+66	21+98	2653	-
END ROAD WORK (G20-2-48)	422+66	-	1000	-

EQUATION STA. 448+20.98 = WARREN STA. 11+00.00

NB I-75 AT BRIDGE No.: WAR-75-1002 PHASE 2 - DOUBLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.	LENGTH (FT)	TAPER RATE (X:1)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	440+81	-		-
2 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	30+00	-		-
LEFT LANE CLOSED (W4-2L-48)	45+00	-		-
FLASHING ARROW 1	55+00	-		
LEFT LANE CLOSED (W4-2L-48)	68+40	-		-
FLASHING ARROW 2	78+40	-		-
SHOULDER TAPER	52+72	55+00	228	19
MERGING TAPER 1	55+00	62+80	780	65
TANGENT SECTION	62+80	78+40	1560	-
MERGING TAPER 2	78+40	86+20	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	86+20	93+00	680	-
WORK AREA	93+00	95+27	227	-
END ROAD WORK (G20-2-48)	105+27	-	1000	-

EQUATION STA. 448+20.98 = WARREN STA. 11+00.00

SB I-75 AT BRIDGE No.: WAR-75-1002 PHASE 2 - DOUBLE LEFT LANE CLOSURE POSTED SPEED LIMIT = 65 MPH				
	BEGIN STA.	END STA.		TAPER RATE (X:1)
ROAD WORK AHEAD 1 MILE w/ TYPE A WARNING LIGHT (W20-1-48, W16-3aP-30)	183+29	-		-
2 LEFT LANES CLOSED 1/2 MILE w/ TYPE A WARNING LIGHT (W20-5a-48) *	156+89	-		-
LEFT LANE CLOSED (W4-2L-48)	141+89	-		-
FLASHING ARROW 1	131+89	-		
LEFT LANE CLOSED (W4-2L-48)	118+49	-		-
FLASHING ARROW 2	108+49	-		-
SHOULDER TAPER	131+89	134+17	228	19
MERGING TAPER 1	124+09	131+89	780	65
TANGENT SECTION	108+49	124+09	1560	-
MERGING TAPER 2	100+69	108+49	780	65
LONGITUDINAL BUFFER TO THE WORK AREA	93+89	100+69	680	-
WORK AREA	91+62	93+89	227	-
END ROAD WORK (G20-2-48)	81+62	-	1000	-

EQUATION STA. 448+20.98 = WARREN STA. 11+00.00

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BRIDGE SEALING QUANTITIES																		
COUNY	ROUTE	SECTION	SFN	INTERSECTED FEATURE	DECK				APPR. SLAB 1		TOTALS		FUNDING CATEGORY					
					LENGTH FT	WIDTH FT	AREA SQ. FT.	AREA SQ. YD.	AREA SQ. FT.	AREA SQ. YD.	SRS SQ. YD.	GFR SQ. YD.	INTERSTATE 01/IMS/BR	NATIONAL HIGHWAY SYSTEM 02/NHS/BR	STP			
															URBAN 03/S<2/BR	RURAL 04/STR/BR		
CLI	68	0421	1400908	TRIB WEST FORK	18	44.28	797	89	2214	246	335	0				335		
CLI	68	2036L	1401297	IR 71	296	36.47	10796	1200	1824	203	1403	0	1403					
CLI	68	2036R	1401327	IR 71	296	36.47	10796	1200	1824	203	1403	0	1403					
GRE	35	0455	2900211	BEAVER CREEK	132	101.04	13337	1482	5052	561	2043	0		2043				
PRE	725	0800	6804209	PAINT CREEK	197	38.90	7664	852	1945	216	1068	0				1068		
WAR	75	0396L	8303398	DICK CREEK	135	81.17	10958	1218	4059	451	1669	0	1669					
WAR	75	0396R	8303428	DICK CREEK	135	81.09	10947	1216	4054	450	1666	0	1666					
WAR	75	0396W	8303363	DICK CREEK	133	45.00	5985	665	2250	250	915	0	915					
WAR	75	0634	8303517	MANCHESTER ROAD	311	33.95	10559	1173	1698	189	1362	0	1362					
BUT	75	1091	0902020	MASON ROAD	166	173.00	28718	3191	8650	961	4152	0	4152					
CLI	73	0756	1402110	NELSON AVE.	181	35.03	6340	704	1751	195	899	0			899			
HAM	75	0385	3109704	MONMOUTH STREET	422	59.10	24940	2771	2955	328	3099	0	3099					
PRE	744	0073	6805051	SEVEN MILE CREEK	391	36.01	14079	1564	1800	200	1764	0				1764		
WAR	75	0093	8303169	MILLER CREEK/ I&O RR	232	152.13	35295	3922	7607	845	4767	0	4767					
WAR	75	0170	8303223	SHAKER CREEK	79	163.51	12917	1435	8175	908	2343	0	2343					
WAR	75	0410L	8303452	SR 122	213	56.35	12002	1334	2817	313	1647	0	1647					
WAR	75	0410R	8303495	SR 122	163	113.12	18439	2049	5656	628	2677	0	2677					
WAR	75	1146	8303886	PENNYROYAL ROAD	356	42.99	15306	1701	2150	239	1940	0	1940					
WAR	75	0817L	8303606	SR 123	188	81.30	15285	1698	4065	452	2150	0	2150					
WAR	75	0817R	8303630	SR 123	188	81.30	15285	1698	4065	452	2150	0	2150					
WAR	75	0864L	8303665	CLEAR CREEK	135	81.41	10990	1221	4070	452	1673	0	1673					
WAR	75	0864R	8303754	CLEAR CREEK	135	81.17	10958	1218	4059	451	1669	0	1669					
WAR	75	0918	8303789	FOURTH STREET	297	35.95	10678	1186	1798	200	1386	0	1386					
WAR	75	1002L	8303827	SR 73	166	79.17	13143	1460	3959	440	1900	0	1900					
WAR	75	1002R	8303851	SR 73	166	120.28	19967	2219	6014	668	2887	0	2887					
WAR	122	0094	8303959	DICK CREEK	90	140.17	12615	1402	7008	779	2181	0		2181				
WAR	63	0683	8301662	N. FORK TURTLE CREEK	89	53.70	4779	531	2685	298	0	829			829			
											TOTAL	51148	829	42858	4224	899	3167	SRS TOTALS BY FUNDING SPLIT
1. SEAL APPROACH SLABS WITH SAME SEALER AS DECK														0	0	829	0	GFR TOTALS BY FUNDING SPLIT

LEGEND

SRS = SOLUBLE REACTIVE SILICATE

GFR = GRAVITY FED RESIN

NOTES:

1. QUANTITIES CARRIED TO GENERAL SUMMARY

DESIGN AGENCY
STATE OF OHIO
DEPT. OF TRANSPORTATION
DISTRICT 8 BRIDGE DEPT.

DATE
05-05-15

REVIEWED
SCS

DRAWN
CAH

DESIGNED
CAH

STRUCTURE FILE NUMBER
VARIES

REVISED

ESTIMATED QUANTITIES

D08-BS-FY2016

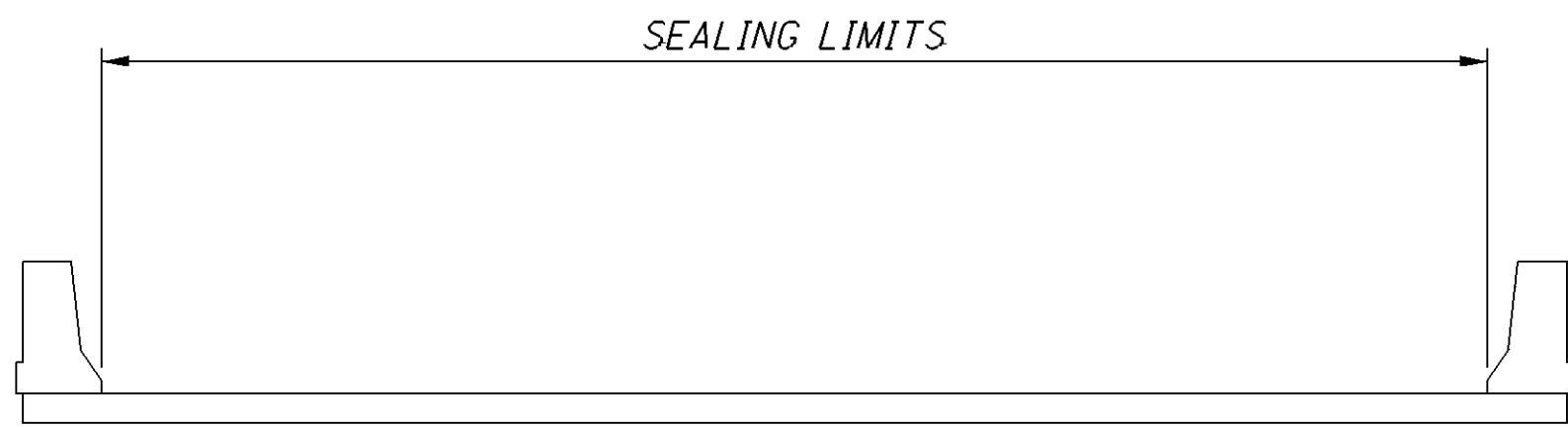
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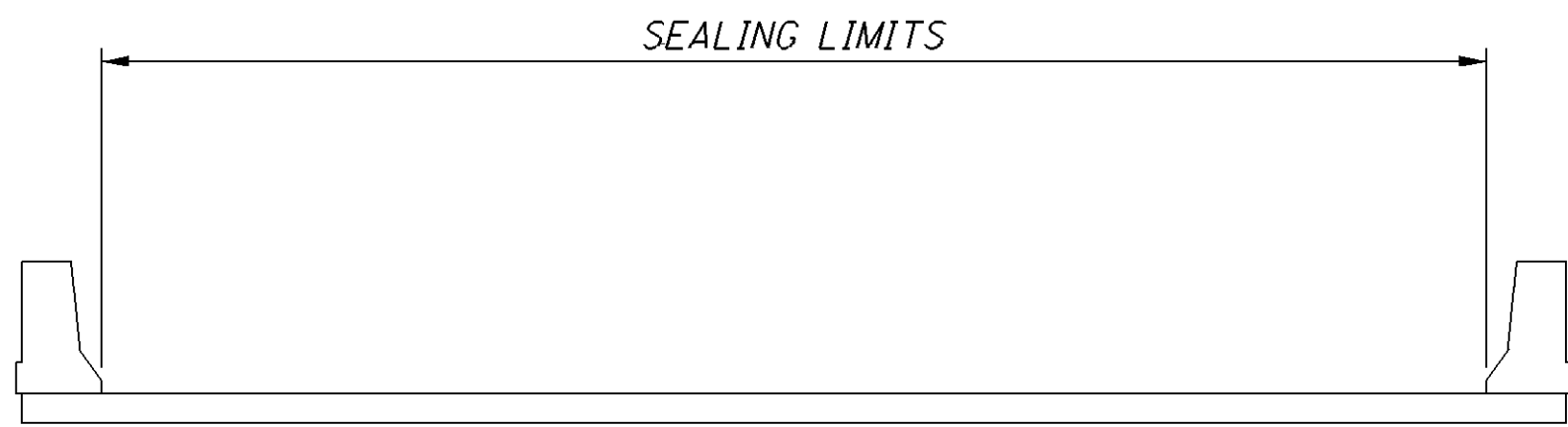
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TOE/TOE OF PARAPET

WAR-75-0396 W
WAR-75-0918
WAR-75-0817 L
CLI-73-0756

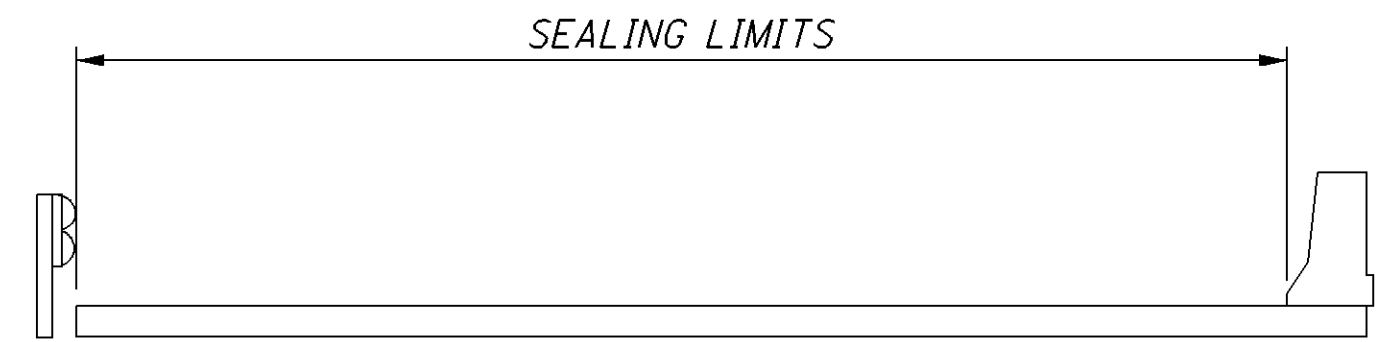
WAR-75-0634
WAR-75-1002 L
PRE-725-0800



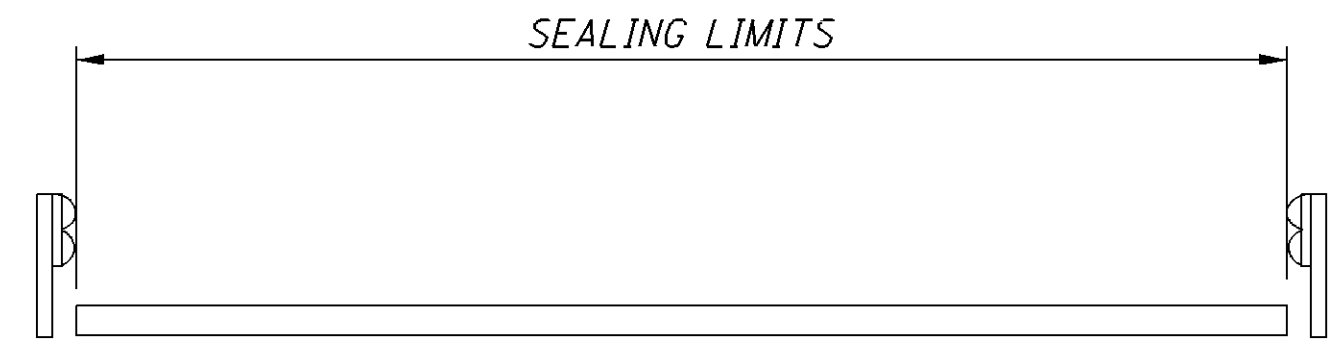
TOE/TOE OF PARAPET

WAR-75-0396W
WAR-75-0918
WAR-75-0817L
CLI-73-0756

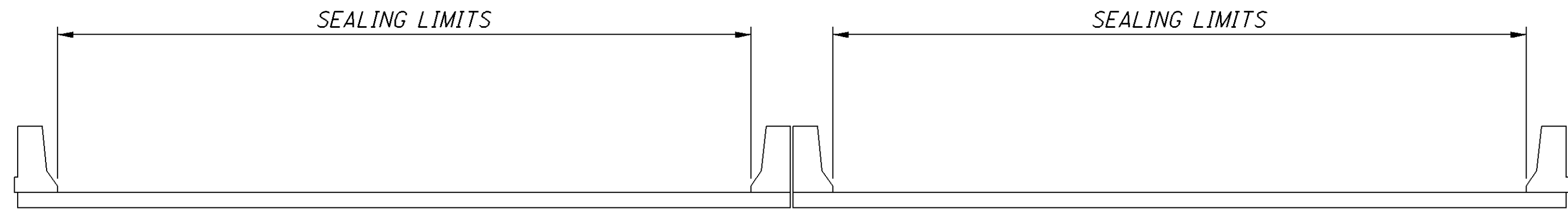
WAR-75-0634
WAR-75-1002L
PRE-725-0800



FACE OF RAIL/TOE OF PARAPET
CLI-68-0421



FACE OF RAIL/TOE OF PARAPET
PRE-744-0073



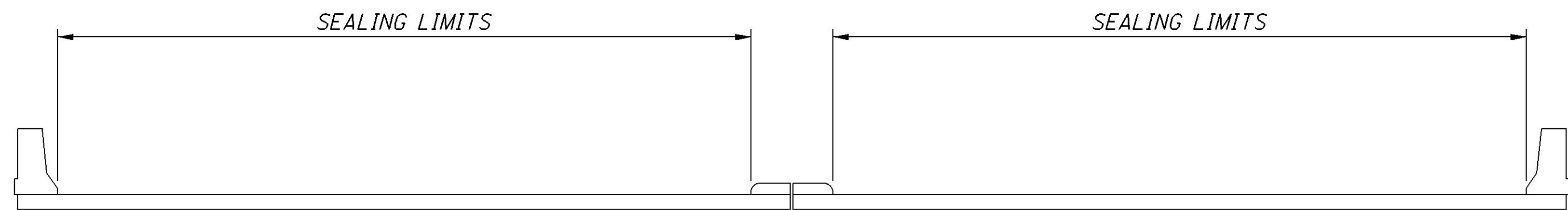
TOE/TOE OF PARAPET WITH MEDIAN BARRIER

CLI-68-2036 L/R
WAR-75-0396 L/R

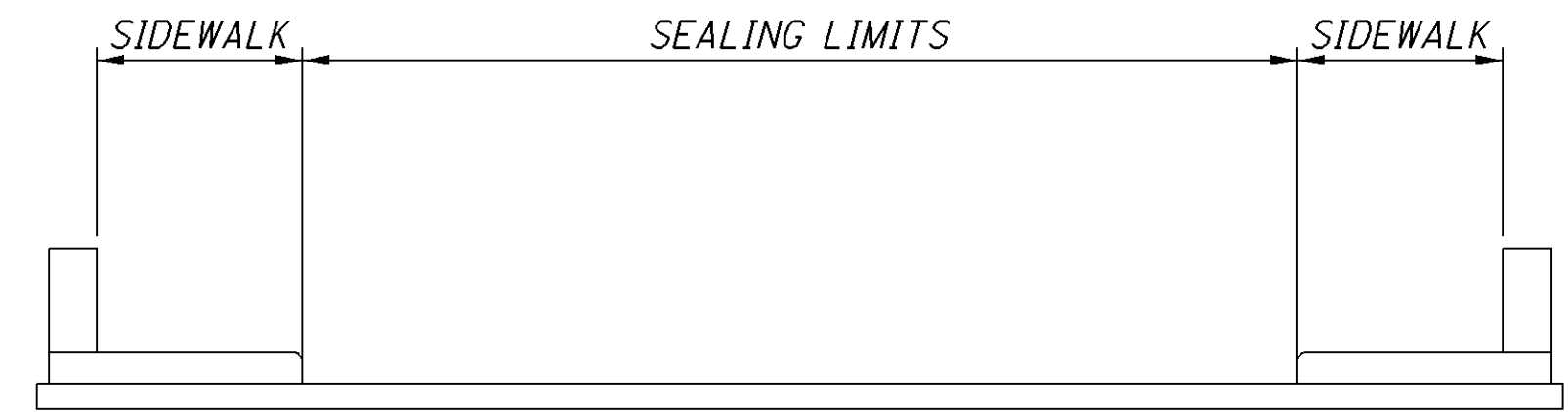
BUT-75-1091
WAR-75-0410 L/R

WAR-75-0093
WAR-75-0864 L/R

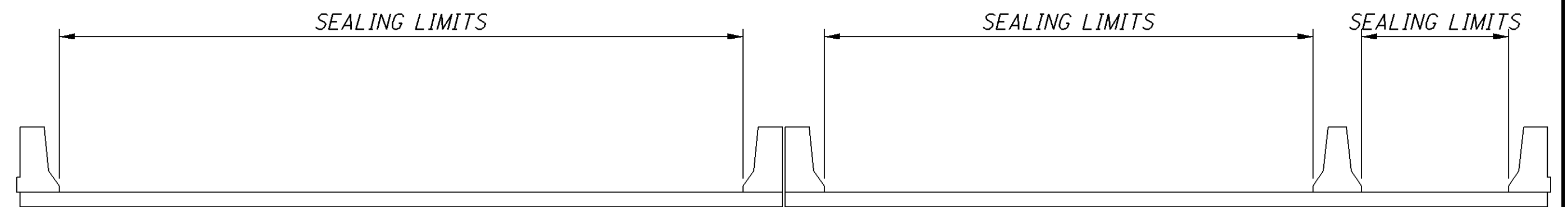
WAR-75-0170



TOE/TOE OF PARAPET WITH MEDIAN ISLAND
GRE-35-0455



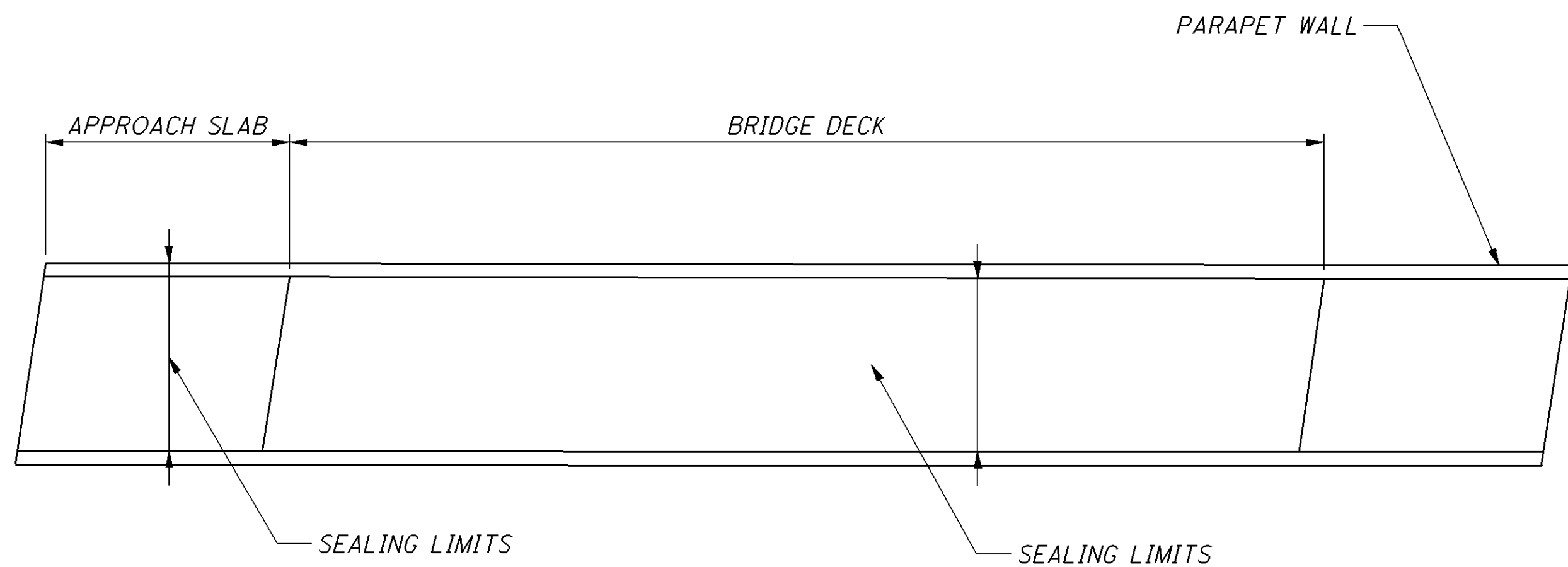
F/F OF CURB
HAM-75-0385
WAR-63-0683



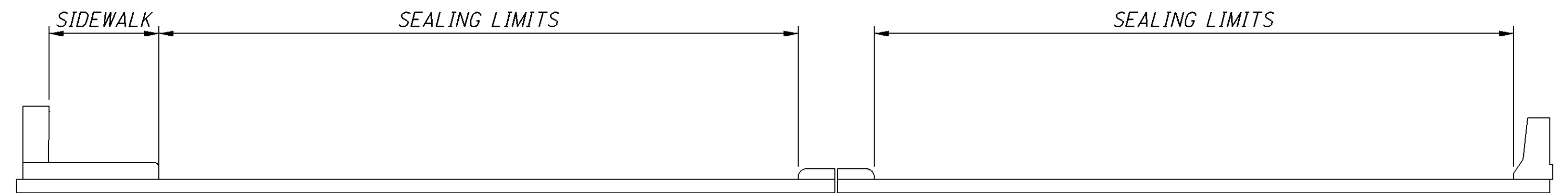
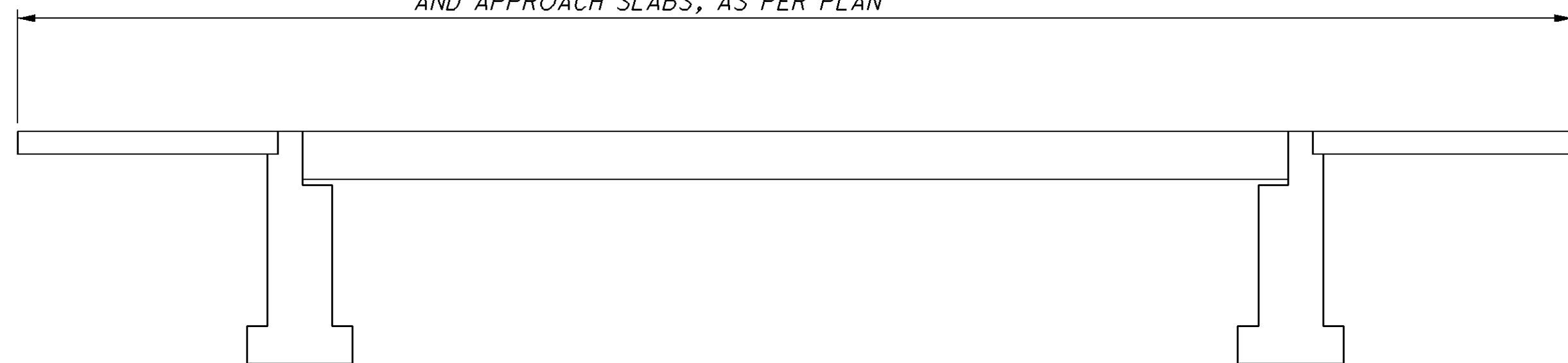
TOE/TOE OF PARAPET WITH MEDIAN BARRIER

WAR-75-1002R

WAR-75-0817R



SEAL ALL BRIDGE DECK SURFACES
AND APPROACH SLABS, AS PER PLAN



TOE/TOE OF PARAPET WITH MEDIAN ISLAND
WAR-122-0094

BRIDGE SEALING DETAILS

D08-BS-FY2016
PID No. 84513

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DESIGN AGENCY
STATE OF OHIO
DEPT. OF TRANSPORTATION
DISTRICT 9 BRIDGE DEPT.

DATE
05-05-15
REVIEWED
SCS
STRUCTURE FILE NUMBER
VARIES

DRAWN
CAH
REVISED

DESIGNED
CAH
CHECKED

