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DEC 15 1987

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M-IQ35(I), F-8(13)	FHWA REGION 5 / FEDERAL PROJECT

23

MONTGOMERY COUNTY
MOT-4-18.25

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
MOT-4-18.25
SAFETY UPGRADING, PHASE I
CITY OF DAYTON
MONTGOMERY COUNTY

LIMITED ACCESS

This improvement is especially desiged for through traffic and has been declared a limited access highway or freeway by action of the Director of Transportation in accordance with the provisions of Section 5511.02 of the Revised Code of Ohio

LINE DATA

	M	F
Begin Project	8+60	39+30
End Project	39+30	112+65.3
Net Length of Project	3070 L.F. or 0.581 miles	7335.3 L.F. or 1.389 miles
Begin Work	8+60	39+30
End Work	39+30	112+65.3
Net Length of Work	3070 L.F. or 0.581 miles	7335.3 L.F. or 1.389 miles

Total Length of Work and Project = 10,405.3 L.F. or 1.970 miles

DESIGN DESIGNATION

Current A.D.T. (1979) = 40,950 V.P.D.
DHV = 4,100
D = 50%
T = 8%

INDEX OF SHEETS

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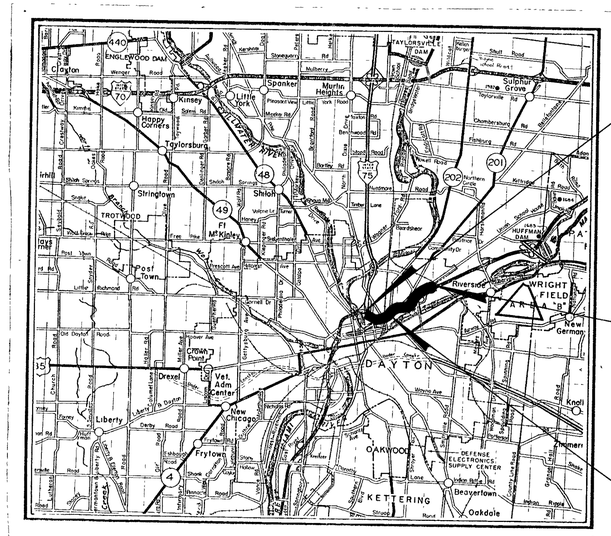
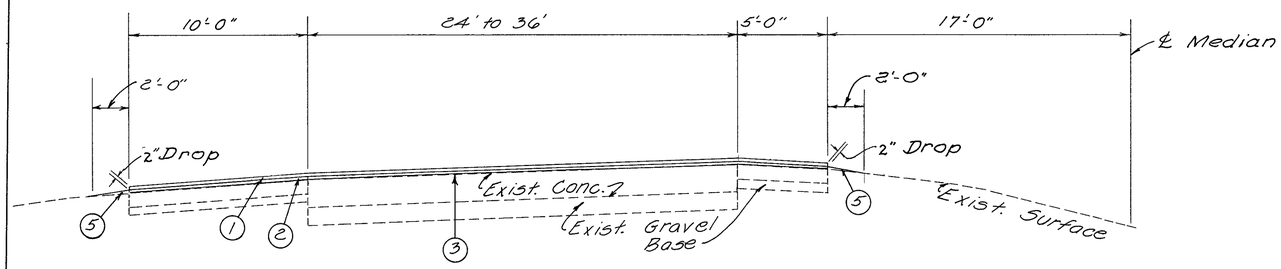

M-IQ35(I)
Begin Project
8+60
F-8(13)
End Project
112+65.3
M-IQ35(I)
End Project
39+30
F-8(13)
Begin Project
39+30
DAYTON
WRIGHT FIELD
OAKWOOD
KETTERING
Riverside
Beavercreek
Fairborn
Xenia
Clayton
Englewood
Trotwood
Vandalia
Huber Heights
Tipp City
Miamisburg
Centerville
Kettering
Oakdale
Beaverton
Frytown
Liberty
Drexel
Shiloh
Taylorsburg
Shringhouse
Post Town
Crown Point
Vet. Adm. Center
New Chicago
Sulphur Grove
Knoll Ch.
Germany
New Germany
Defense Electronics Supply Center
Huffman Dam
Hawthorne
Kinsey
Happy Corners
Little York
Spaker
Mutia Heights
Hayesville
Shull Road
Chambersburg
Tonoco
Kitridge
Bellbrook
Sugar Grove
Stillwater
Dayton-Springfield Pike
Dayton-Xenia Pike
Dayton-Liberty Pike
Dayton-Germantown Pike
Dayton-Cincinnati Pike
Dayton-Lebanon Pike
Dayton-Yellow Springs Pike
Dayton-Eaton Pike
Dayton-Greenville Pike
Dayton-Troy Pike
Dayton-Piqua Pike

CALCULATED BY	D Bergfeld
CHECKED BY	John Wendling

TYPICAL SECTION
TYPE 404

F.H.W.A. REGION	STATE	PROJECT
5	OHIO	

MONTGOMERY COUNTY
MOT - 4 - 18.25



TYPICAL HALF SECTION

Note:
There is 0" to 6" of 404 on the existing concrete pavement between Sta. 87± and Sta. 92±.

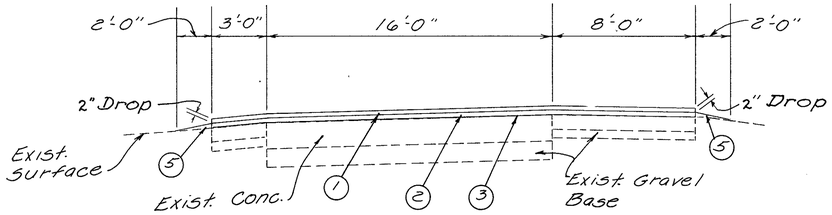
LEGEND FOR TYPICAL SECTIONS

1 — 404, 1½" Asphalt Concrete, AC-20

2 — 402, 1½" Asphalt Concrete, AC-20

3 — 407, Tack Coat, SS-1, SS-1h, MS-2, RS-1, or RC-250 applied at the Rate of 0.1 Gal. Per Sq Yd. and Cover Aggregate.

5 — 617 Compacted Aggregate and Shoulder Preparation



TYPICAL RAMP SECTION

GENERAL NOTES

Estimated Quantities
Specific locations and useage of estimated quantities set up on this plan to be used "as directed by the Engineer" shall be made a matter of record by incorporation into the final change order governing completion of this project. Estimated quantities of materials shall not be ordered for delivery to the project unless authorized by the Engineer.

Profile
The profile of the proposed asphalt concrete course shall be approximately 3" above that of the existing pavement.

Placing Feathered Areas
Feathered areas shall be placed using "Butt Joint Type" when abutting pavement is asphalt and "Feather Joint Type" when abutting pavement is concrete. See Standard Drawing BP-5.

Field Office
The Contractor shall provide a suitable field office having a minimum of 300 sq. ft. of floor space.

GENERAL NOTES

Item Special - Repair of "D" Cracks

This item of work shall consist of removing all loose and unsound pavement concrete as directed by the Engineer and replacement with Item 402 Material in the following:
1. At the intersection of transverse and longitudinal joints.
2. At both edges of the concrete pavement.
3. Along longitudinal and transverse joints and cracks.

The estimated average depth of concrete to be removed is 3 inches. It is not intended to remove sound concrete except where necessary to even up irregular areas adjacent to unsound concrete areas.

Unless otherwise permitted by the Engineer, this work shall be accomplished during the same period of time a lane closure is in effect for other contract work, such as full depth joint repairs and bridge deck repairs. Unless a lane must remain closed overnight for other contract work, the "D" crack repairs shall be scheduled so as to avoid overnight lane closures. After the unsound concrete is removed, the exposed areas of concrete shall be thoroughly cleaned using compressed air or water under pressure as directed by the Engineer. With the exposed concrete in a clean and dry condition, a tack coat, using any one of the materials specified elsewhere in the plans for Item 407 Tack Coat, shall be applied at the rate of approximately 0.10 gallon per square yard. Item 402 material shall then be placed in the removed area and thoroughly compacted as directed by the Engineer. The units to be paid for shall be actual number of square feet patched, as measured at the pavement surface. An estimated quantity of this item has been provided in the plans.

Payment for Item Special Repair of "D" Cracks shall include all labor, equipment and materials necessary to complete the work and including the 407 Tack Coat and 402 Asphalt Concrete.

The areas of "D" cracks to be repaired are as follows:

Eastbound	230	S.F.	Ramp K (F)	364	S.F.
Westbound	197	S.F.	Ramp L (F)	21	S.F.
Ramp A (M)	44	S.F.	Ramp H (F)	72	S.F.
Ramp D (M)	32	S.F.	Ramp F (F)	138	S.F.
Ramp E (F)	25	S.F.	Ramp C (M)	23	S.F.
Ramp G (F)	29	S.F.	Ramp B (M)	18	S.F.
Ramp J (F)	31	S.F.	Total	1224	S.F.

(M) denotes M-1Q35(1)
(F) denotes F-8(13)

Sealing Joints in Concrete Base
The joints shall be sealed with material meeting the requirements of 705.01 or 705.02. Payment for this sealing shall be included in the unit price bid for concrete base.

Pavement Marking
Prior to commencing resurfacing operations, the Contractor shall reference all existing pavement markings in accordance with Item 621.051.

CALCULATED BY	D Bongiovi
CHECKED BY	John Windling

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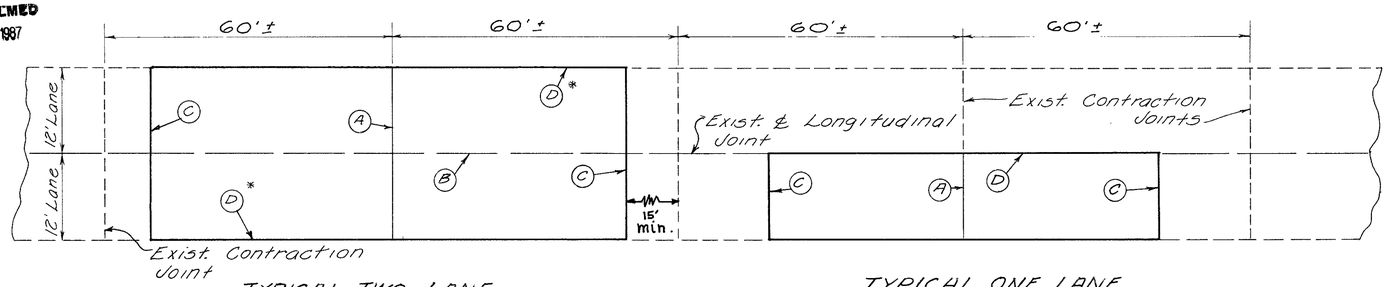
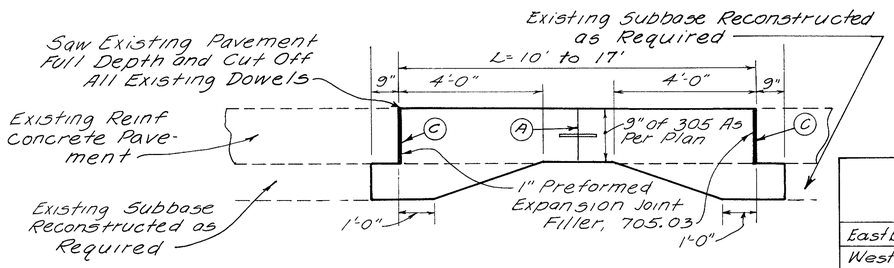


TYPICAL TWO LANE REPLACEMENT

TYPICAL ONE LANE REPLACMENT

*Required if pavement replacement is adjacent to existing pavement



TYPICAL LONGITUDINAL SECTION OF 305 PAVEMENT REPLACEMENT (WITH THICKENED ENDS)

LEGEND

(A) — Standard Contraction Joint as Per Standard Drawing BP-4 - Locate on Straight Line Extension of Existing Joint for Single Lane Pavement.

(B) — Longitudinal Joint - Longitudinal Construction Joint As Per BP-3

(C) — Expansion Joint Using 705.03

(D) — Expansion Bolt Joint As Per BP-3, At 5'-0" Intervals

Note: This work is for the repairing of the larger size deteriorated pavement areas of either single or two lane widths. The locations and sizes of these repairs shall be at the direction of the Engineer.

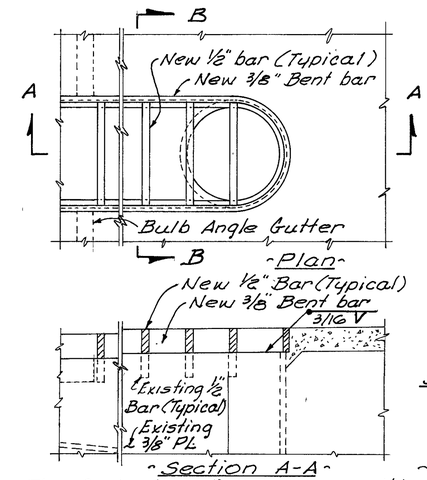
The cost of reshaping, reconstructing and recompacting of the existing subbase as necessary shall be included in the unit price bid for 305, Portland Cement Concrete Base.

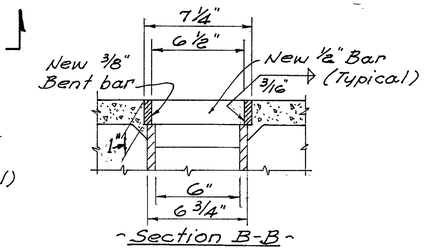
The quantities for this work are as follows:

	202 Pavement Removed SY	305 9" Portland Cement Conc Base S.Y. as per plan	Special-Sawing Reinf. Concrete Pavement (Full Depth) L.F.
Eastbound	753.3	753.3	528.0
Westbound	80.0	80.0	96.0
Ramp A (M)	35.6	35.6	32.0
Ramp J (F)	78.9	78.9	111.0
Ramp K (F)	8.9	8.9	80.0
Ramp L (F)	13.3	13.3	38.0
Ramp H (F)	2.7	2.7	14.0
Total	972.7 SY	972.7 SY	899.0 L.F.

Where the end of the replacement is within 15 feet of the existing transverse joint, replacement shall be lengthened to include the joint and a minimum of 9" beyond.

A quantity of 50 C.Y. of 310 Material has been carried to the general summary for use as directed by the Project Engineer.





SCUPPER MODIFICATION DETAILS

-Notes-

The Contractor shall be responsible for the fit-up of all scupper modifications. Adequate measurements shall be made in the field to determine dimensions of the scuppers and the number and spacing of scupper bars. The cost of field measurement shall be included with the contract unit price bid for Item Special, Scupper Modification.

Sandblasting gutters and removal of existing concrete around scuppers shall be included in the unit price bid for Item 845 for payment.

ITEM - SPECIAL, PAVEMENT SAWING

Where Item Special, Full Depth Rigid Pavement Removal and Flexible Replacement is used, separate payment will be made for sawing the existing pavement at locations designated by the Engineer. The pavement shall be sawed full depth, provide a neat joint with a true vertical face, and have a minimum of spall at the bottom of the cut.

The Contractor may elect to make additional cuts to facilitate the removal of the pavement. However, only the cuts designated by the Engineer will be measured for payment.

Payment for sawing the existing pavement shall be at the unit price bid per lin. ft. of Item Special, Pavement Sawing, which price and payment shall constitute full compensation for furnishing all labor, tools and equipment, and all incidentals necessary to complete this Item.

	Full Depth Rigid Pavement Removal and Flexible Replacement S.Y. (See Proposal Note)	Sawing Reinforced Concrete Pavement (Full Depth) L.F
Eastbound	450.7	1968.0
Westbound	768.0	3120.0
Ramp A (M)	35.6	160.0
Ramp D (M)	94.2	436.0
Ramp E (F)	49.8	224.0
Ramp G (F)	104.4	438.0
Ramp J (F)	67.6	304.0
Ramp K (F)	253.8	1042.0
Ramp L (F)	85.8	386.0
Ramp H (F)	147.1	614.0
Ramp F (F)	542	244.0
Ramp C (M)	16.0	72.0
Ramp B (M)	38.2	172.0
Total	2165.4 S.Y.	9180.0 L.F

CALCULATED BY	D Bourgeot
CHECKED BY	John Wendling

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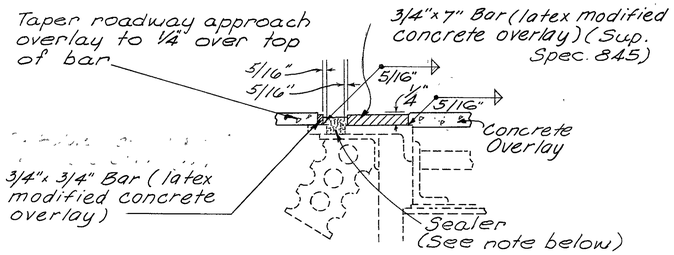
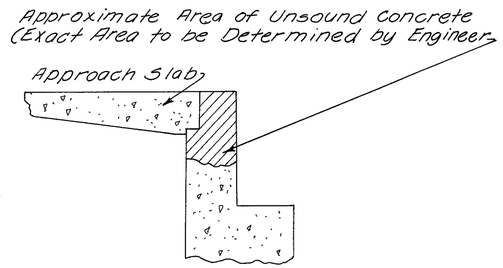
F.H.W.A. REGION	STATE	PROJECT
5	OHIO	

MONTGOMERY COUNTY
MOT-4-18.25



SECTION AT EXPANSION DEVICE

Note: The width of the bar shall conform to the horizontal leg of the angle remaining after any necessary trimming. All labor and materials shall be included in 516.

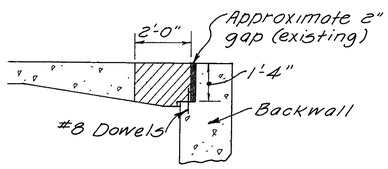


DETAIL OF PARTIAL FOWARD BACKWALL REPLACEMENT BRIDGE MOT-4-1843L (WESTBOUND OVER WEBSTER ST.) Section M-1Q35(1)

- Notes: Reuse existing reinforcing steel. Length of unsound portion is approximately 23 feet at North end of backwall. Existing end dam, backwall portion, is to be reused.
- 202 Portion of Existing Structure Removed

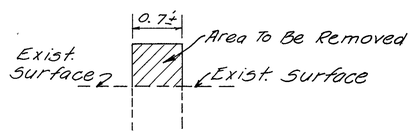
$$\frac{23}{27}\left[(1.75\times 3)-(1.25\times .5)\right]=3.9\ C.Y.$$

- 511 Class C Concrete, Backwall 3.9 C.Y.



REPLACEMENT OF PORTION OF FOWARD APPROACH SLAB AT BRIDGE MOT-4-1867 (OVER KEOWEE ST.) Section M-1Q35(1)

- Notes: Reuse existing reinforcing steel. New slab is to be connected to backwall with 12" #8 dowels on 18" centers. Payment for dowels is included in 611.
- 202 Pavement Removed
  (40+55)2/9 = 21.1 S.Y.
- 611 Reinforced Concrete Approach Slab (40+55)2.2/9 = 23.2 S.Y.



Item 202 curb removed shall consist of the removal of the upper portion of the concrete curbs between the main expressway and various entrance ramps. The remainder of the curb shall be flush with the existing ground.

CURB REMOVAL DETAILS

Sealing Expansion Joints at Abutment End Dams

After all repair work has been completed at and adjacent to a bridge abutment, the end dam at the abutment shall be sealed with a hot poured asphalt joint sealing compound. The sealing material shall be Grace Para-Plastic, Sealtight as manufactured by W.R. Meadows or a hot-applied bridge deck waterproofing material which also meets the requirements of 705.01, and shall be applied to the opening between the end dam angle and edge bar. Application, including the amount of filling, shall be in accordance with the manufacturer's Recommendations.

Cleaning prior to application shall include removing all existing filler and debris from the end dam opening and compressed air blasting and sand blasting to insure a clean dry opening to the satisfaction of the Engineer.

(cont'd.)
A manufacturer's representative shall be present at the site during the initial installation of the sealer in order to advise the Contractor and Engineer regarding surface preparation, application and curing of the sealer. No rust shall have been permitted to form before sealer is installed.

Payment in full for furnishing all material, equipment, labor and incidentals to complete the work shall be included with Item 516 - Vertical Extension of Structural Expansion Joints, as per plan.

GENERAL NOTES

The steel expansion joint plates at the bridge ends shall be trimmed to provide a 2" opening at 60°F. The amount of expansion joint plates to be trimmed is approximately 1365 L.F. Payment shall be made under the price bid per L.F. for Special Item – Steel Expansion Joint Plates Trimmed.

The tops of the backwalls at both abutments of of the following bridges shall be repaired:

MOT-4-1843 R	(Eastbound over Webster St.)	130	S.F. (M)
MOT-4-1867	(Over Keowee St.)	280	S.F. (M)
MOT-4-1899	(Over Valley St.)	310	S.F. 155(M) 155(F)
MOT-4-1982 L	(Westbound over Stanley Ave.)	105	S.F. (F)
MOT-4-1982 R	(Eastbound over Stanley Ave.)	130	S.F. (F)

The approximate area of repair is 955 S.F.
Payment shall be made under Item 519, Patching Concrete Structures.

Item Special - Installation of Steel Shim Plates:

Steel shim plates shall be installed under existing bearings at the following bridge abutments as necessary to provide solid contact at each bearing. Below is a table showing the gap between the existing bearing plates. The new plates shall be of the same dimensions as the existing plates. The thickness needed at the time of placement shall be determined by the Engineer.

Westbound WEBSTER ST. (MOT-4-1843 L):

Forward Abutment

North							South
A	B	C	D	E	F	G	H
0	0	1/8"	3/16"	0	0	0	0

Rear Abutment

North							South
A	B	C	D	E	F	G	H
0	1/8"	1/4"	5/16"	1/16"	0	0	0

Eastbound WEBSTER ST (MOT-4-1843 R):

Forward Abutment

North							South
A	B	C	D	E	F	G	H
0	0	0	0	3/16"	5/16"	5/16"	0

KEOWEE STREET (MOT-4-1867):

Forward Abutment

North																	South
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
0	3/16"	1/16"	0	0	0	0	0	1/8"	3/16"	1/16"	3/16"	1/16"	0	1/8"	1/4"	3/8"	1/4"	0

Rear Abutment

North																South
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
0	3/16"	1/8"	0	0	0	1/8"	0	0	0	0	0	0	0	1/8"	0	0

TROY STREET (MOT-4-1890):

Forward Abutment

North													South
A	B	C	D	E	F	G	H	I	J	K	L	M	N
0	0	0	0	0	0	0	0	1/8"	0	0	0	0	0

Rear Abutment

North													South
A	B	C	D	E	F	G	H	I	J	K	L	M	N
0	0	0	0	0	0	0	1/16"	3/16"	0	0	0	0	0

The cost of all labor and materials for installation shall be included in the Lump Sum bid.

Supplemental Specifications

Reference shall be made to Supplemental Specifications 836 dated 3-12-75, and 845 dated 6-27-77.

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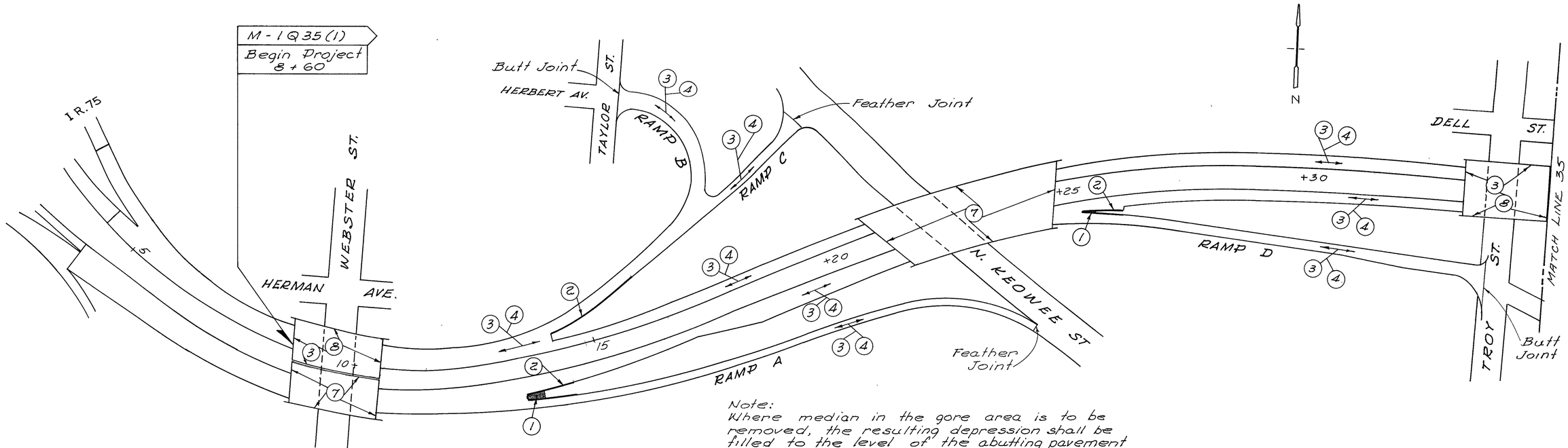
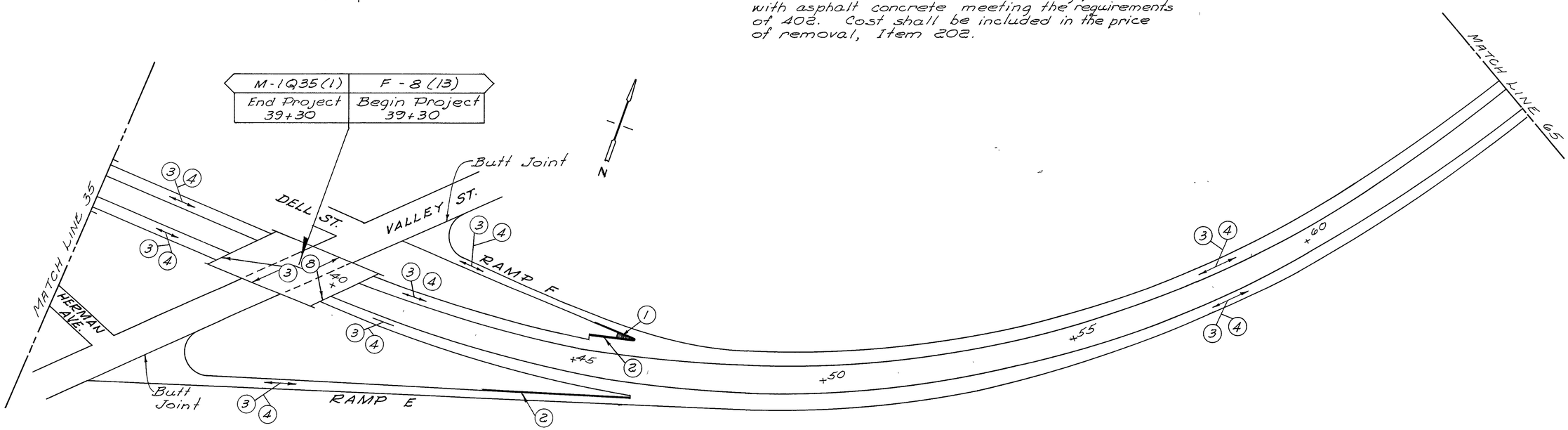
Note:
For description of the Work, balloon numbers refer to General Summary, Sheet 10.

F.H.W.A. REGION	STATE	PROJECT
5	OHIO	

MONTGOMERY COUNTY
MOT-4-18.25



Note:
Where median in the gore area is to be removed, the resulting depression shall be filled to the level of the abutting pavement with asphalt concrete meeting the requirements of 402. Cost shall be included in the price of removal, Item 202.



WEBSTER ST.(8+60) TO ML65
CONSTRUCTION PLAN

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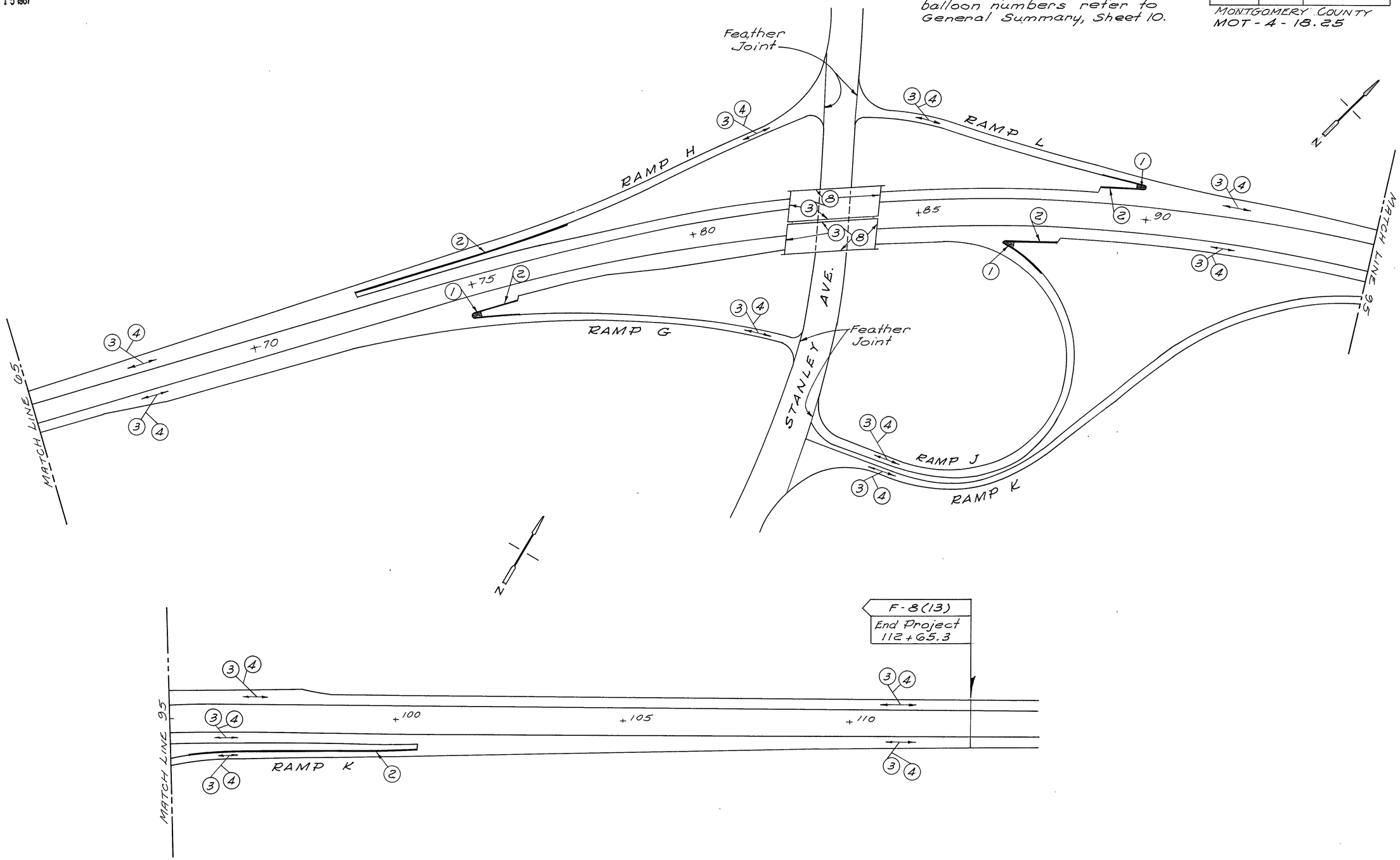
Note:
For description of the Work, balloon numbers refer to General Summary, Sheet 10.

F.H.W.A. REGION	STATE	PROJECT
5	OHIO	

MONTGOMERY COUNTY
MOT - 4 - 18.25



M.L.65 To END(112+65.3)
CONSTRUCTION PLAN

CALCULATED BY	D. Bourgeot
CHECKED BY	J. Wendling

Note: (M) denotes M-1Q 35 (1)
(F) denotes F-8 (13)

F.H.W.A. REGION	STATE	PROJECT
5	OHIO	

MONTGOMERY COUNTY
MOT-4-18.25

202 PAVEMENT REMOVED (MEDIAN)

Ramp A $\frac{3+8}{2} \times 36 \times \frac{1}{9} =$ 22.0 (M)
Ramp D $\frac{3+7}{2} \times 20 \times \frac{1}{9} =$ 11.1 (M)
Ramp F $\frac{3+8}{2} \times 36 \times \frac{1}{9} =$ 22.0 (F)
Ramp G $\frac{3+7}{2} \times 20 \times \frac{1}{9} =$ 11.1 (F)
Ramp L $\frac{3+7.3}{2} \times 20 \times \frac{1}{9} =$ 11.4 (F)
Ramp J $\frac{3+12.6}{2} \times 20 \times \frac{1}{9} =$ 18.4 (F)
96.0 S.Y.

202 CURB REMOVED

Ramps A & F 2@138 = 276.0 138 (M) 138 (F)
Ramps D, G, L & J 4@123 = 492.0 123 (M) 369 (F)
Ramp E = 296.0 (F)
Ramp K = 500.0 (F)
Ramp H = 491.0 (F)
Ramp C = 205.0 (M)
2260.0 L.F.

404 ASPHALT CONCRETE (M)

WESTBOUND WEBSTER ST. BRIDGE (MOT-4-1843 L)
1189 S.Y. $\times \frac{1.5}{36} =$ 49.6 C.Y.

WEBSTER ST BRIDGE to KEOWEE ST. BRIDGE

Westbound 48 × 254 = 12,191
121 × $\frac{48+56}{2}$ = 6,292
429 × 24 = 10,296
260 × 24 = 6,240 35,020

404, WEBSTER ST. BRIDGE to KEOWEE ST. BRIDGE, Cont'd.

Eastbound 275 × $\frac{48+62}{2}$ = 15,125
16 × $\frac{62+64}{2}$ = 1,008
104 × $\frac{40+37}{2}$ = 4,004
434 × 24 = 10,416
12 × $\frac{150+50}{2}$ = 1,200
303 × 36 = 10,908 42,661

Shoulders 5 × 254 = 1,270
10 × 284 = 2,840
5 × 274 = 1,370
10 × 285 = 2,850
10(110+429) = 5,390
2(5 × 550) = 5,500
10 × 434 = 4,340
10(250+315) = 5,650
5(242+261) = 2,515 31,725

Ramp A 16 × 600 = 9,600
16 × 500 = 8,000 17,600
Shoulders 600(3+8) = 6,600
191(3+8) = 2,101 8,701

Ramp B 100 × $\frac{26+28}{2}$ = 2,700
148 × $\frac{26+24}{2}$ = 3,700
115 × $\frac{24+34}{2}$ = 3,335
25 × 17 = 425
72 × $\frac{17+20.3}{2}$ = 1,343
255 × 19 = 4,845 16,348

Shoulders 200 × $\frac{10+8}{2}$ = 1,800
188 × 8 = 1,504
100 × $\frac{2+3}{2}$ = 250
165 × 3 = 495
250 × 8 = 2,000
38 × $\frac{2+3}{2}$ = 95
202 × 3 = 606 6,750

Ramp C 101 × $\frac{14.5+16}{2}$ = 1,540
177 × 16 = 2,832
22 × $\frac{16+18}{2}$ = 347
35 × $\frac{16+18}{2}$ = 595 5,341

Shoulders 278 × 3 = 834
79 × $\frac{2+8}{2}$ = 395
168 × 8 = 1,344 2,573
166,719 S.F. $\times \frac{1}{9} \times \frac{1.5}{36} =$ 771.8 C.Y.

404 Cont'd.

404 KEOWEE ST. BRIDGE to TROY ST. BRIDGE

Westbound 450 × 24 = 10,800
397 × 24 = 9,528 20,328
Eastbound 98 × $\frac{58+45}{2}$ = 5,047
100 × 34 = 3,400
277 × 24 = 6,648
397 × 24 = 9,528 24,623
Shoulders 10(460+260) = 7,200
5(435+442) = 4,385
95 × 10 = 950
10(397+397) = 7,940
5(372+372) = 3,720 24,195
Ramp D 10 × $\frac{16+18}{2}$ = 1,700
92 × 16 = 1,472
620 × 16 = 9,920
8 × $\frac{295+195}{2}$ = 1,960
18 × 30 = 540 15,592
Shoulders 192 × 3 = 576
100 × $\frac{10+8}{2}$ = 900
92 × 8 = 736
8 × 573 = 4,584
3 × 583 = 1,749 8,545
93,283 S.F. $\times \frac{1}{9} \times \frac{1.5}{36} =$ 431.9 C.Y.

TROY ST. BRIDGE (MOT-4-1890)
1711 S.Y. $\times \frac{1.5}{36} =$ 71.4 C.Y.

TROY ST. BRIDGE to VALLEY ST. BRIDGE

Westbound 345 × 24 = 8,280 8,280
Eastbound 273 × 24 = 6,552 6,552
Shoulders 10(360+264) = 6,240
5(285+247) = 2,660 8,900
23,732 S.F. $\times \frac{1}{9} \times \frac{1.5}{36} =$ 109.9 C.Y.

VALLEY ST BRIDGE (MOT-4-1899)
1224 S.Y. $\times \frac{1.5}{36} =$ 51.0 C.Y.

404 ASPHALT CONCRETE (F)

VALLEY ST. BRIDGE (MOT-4-1899) 1224 S.Y. $\times \frac{1.5}{36} =$ 51.0 C.Y.

VALLEY ST. BRIDGE to STANLEY AVE. BRIDGE

Westbound 465 × 24 = 11,160
75 × 34 = 2,550
25 × 34 = 850
525 × 36 = 18,900
½ × 20 × 300 = 3,000
275 × 36 = 9,900
100 × $\frac{36+24}{2}$ = 3,000
175 × 24 = 4,200
550 × 24 = 13,200
550 × $\frac{24.01+37.76}{2}$ = 16,987
450 × $\frac{37.76+49}{2}$ = 19,521
100(14+24) = 3,800
550 × 24 = 13,200
320 × 24 = 7,680 127,948

Continued Sheet No. 8

Note: (M) denotes M-1Q35(1)
(F) denotes F-8(13)

F.H.W.A. REGION	STATE	PROJECT
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MONTGOMERY COUNTY
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404 Continued from Sheet No 7 (F)

VALLEY ST. BRIDGE to STANLEY AVE. BRIDGE

Eastbound
25×24 = 600
550×24 = 13,200
30×24 = 720
185×(43+36)/2 = 7,308
340×36 = 12,240
175×36 = 6,300
350×(36+24)/2 = 10,500
25×24 = 600
550×24 = 13,200
350×24 = 8,400
100×(24+36)/2 = 3,000
100×36 = 3,600
291×36 = 10,476
259×(46+36)/2 = 10,619
136×(46+63)/2 = 7,412
101×(38+34)/2 = 3,636
213×24 = 5,112
100×(24+36)/2 = 3,000
298×36 = 10,728 130,651

Shoulders
10×70 = 700
5×16 = 80
10(446+550) = 9,960
5(528+550) = 5,390
425×3 = 1,275
10(550+550) = 11,000
5(550+550) = 5,500
30×7 = 210
2(10×550) = 11,000
2(5×550) = 5,500
550(10+10+5+5) = 16,500
550(10+10+5+5) = 16,500
550(10+10+5+5) = 16,500
100×(10+12)/2 = 1,100
200×10 = 2,000
150×(10+8)/2 = 1,350
295×(12+20)/2 = 4,720
254×10 = 2,540
2(5×550) = 5,500
313×10 = 3,130
149×10 = 1,490
10(320+298) = 6,180
5(297+280) = 9,065 131,010

Ramp F
515×16 = 8,240 8,240

Shoulders
8×310 = 2,480
100×(8+10)/2 = 900 3,380

Ramp E
550×16 = 8,800
525×16 = 8,400
20×50 = 1,000
17×14 = 238 18,438

Shoulders
550×8 = 4,400
365×3 = 1,095
465×8 = 3,720
370×3 = 1,110
22×3 = 66 10,391

404 Continued (F)

VALLEY ST. BRIDGE to STANLEY AVE. BRIDGE

Ramp H
200×16 = 3,200
89 (16+18)/2 = 1,513
211×16 = 3,376
500×16 = 8,000 16,089

Shoulders
150×8 1,200
100×(2+3)/2 = 250
111×3 = 333 1,783

Ramp G
100×(18+16)/2 = 1,700
206×16 = 3,296
373×16 = 5,968 10,964

Shoulders
310×3 = 930
100×(10+8)/2 = 900
200×8 = 1,600
373(8+3) = 4,103 7,533

466,427 S.F. × 1/9 × 1.5/36 = 2,159.4 C.Y.

EASTBOUND STANLEY AVE. BRIDGE (MOT-4-1982 R)

1401 S.Y. × 1.5/36 = 58.4 C.Y.

WESTBOUND STANLEY AVE. BRIDGE (MOT-4-1982 L)

1137 S.Y. × 1.5/36 = 47.4 C.Y.

STANLEY AVE. BRIDGE to 112+65.3

Westbound
476×24 = 11,424
103×(34+38)/2 = 3,708
8×61 = 488
307×(36+60)/2 = 14,736
243×36 = 8,748
225×36 = 8,100
100×(36+24)/2 = 3,000
225×24 = 5,400
550×24 = 13,200
615×24 = 14,760 83,564

Eastbound
286×(36+38)/2 = 10,582
1/2×100×24 = 1,200
100×(38+34)/2 = 3,600
210×24 = 5,040
550×24 = 13,200
500×24 = 12,000
50×49 2,450
550×(49+33)/2 = 22,550
275×(27.12+33)/2 = 8,266
250×(27.12+24)/2 = 6,390
90×24 = 2,160 87,438

Shoulders
10(476+286+210) = 9,720
5(587+594) = 5,905
550(10+5+5+10) = 16,500
550(10+5+5) = 11,000
445×(20+10)/2 = 6,675
10×55 = 550
550(10+5+5+10) = 16,500
615(10+5+5+10) = 18,450 85,300

404 Continued (F)

STANLEY AVE. BRIDGE to 112+65.3

Ramp L
100×(18+16)/2 = 1,700
80×16 = 1,280
175×16 = 2,800
100×(16+24)/2 = 2,000
165×24 = 3,960 11,740

Shoulders
180×(10+8)/2 = 1,620
180×3 = 540
440(8+3) = 4,840 7,000

Ramp J
50×(18+17)/2 = 875
389×17 = 6,613
40×17 = 680
50×(17+20)/2 = 925
360×17 = 6,120
50×(17+18)/2 = 875
90×18 = 1,620 17,708

Shoulders
439(8+3) = 4,829
540(8+3) = 5,940 10,769

Ramp K
100(17+18)/2 = 1,750
500×16 = 8,000
573×16 = 9,168
226×16 = 3,616
85×(35+16)/2 = 2,168
85×(16+18)/2 = 1,445
115×(16+18)/2 = 1,955
300×(14+17)/2 = 4,650 32,752

Shoulders
150×(10+8)/2 = 1,350
450×8 = 3,600
500×3 = 1,500
573(8+3) = 6,303
376×8 = 3,008
355×2 = 710
10×350 = 3,500 19,971

356,242 S.F. × 1/9 × 1.5/36 = 1,649.3 C.Y.

TOTAL = 5,451.1 C.Y.

Continued Sheet No. 9

402 ASPHALT CONCRETE

Same quantity as 404 except bridges are deducted.
(M) 1486 - 49.6 - 71.4 - 51 = 1314 C.Y.
(F) 3965 - 51 - 58.4 - 47.4 = 3808.2 C.Y.

403 ASPHALT CONCRETE (To be used on bridges)
(M) 49.6 + 71.4 + 51 = 172 C.Y
(F) 51 + 58.4 + 47.4 = 156.8 C.Y.

CALCULATED BY	D. Bergant
CHECKED BY	John Wendling

Rev. 5-27-81

Note: (M) denotes M-1Q35(1)
(F) denotes F-8(13)

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STANLEY AVE. BRIDGE to 112+65.3

407, Tack Coat
1,177,377 S.F. × 1/9 = 130,819.7 S.Y. × 0.1 = 13,082 gal. 3565 (M) & 9517 (F)

407, COVER AGGREGATE
130,819.7 × 4/2000 = 261.6 TONS 71 (M) & 191 (F)

617, Shoulder Preparation
Outside Shoulders

Webster St to Keowee St.,
2,092+2,200+1,430+556 = 6,278 (M)
Keowee St to Troy St,
1,619+1,624 = 3,243 (M)
Troy St. to Valley St. = 624 (M)
Valley St. to Stanley Ave.,
8030+835+1,772+1,656+1,356 = 13,649 (F)
Stanley Ave to Corp. Line,
5,007+1,240+1,958+2,972 = 11,177 (F)

34,971 L.F. × 2 × 1/9 = 7,771.3 S.Y.

INSIDE SHOULDERS

Webster St to Keowee St	2,196	(M)
Keowee St to Troy St.	1,719	(M)
Troy St. to Valley St.	532	(M)
Valley St to Stanley Ave.	8,271	(F)
Stanley Ave. to Corp. Line	5,711	(F)

18,429 L.F. × 2 × 1/9 = 4,095.3 S.Y.
Total 11,866.6 S.Y. 3,242.6 (M) 8,624 (F)

617, Compacted Aggregate
11,866.6 × 2/36 = 659.3 C.Y. 180.2 (M) 479.1 (F)

845, Latex Modified Concrete Overlay (1¼" thick)
Eastbound Webster St. Bridge
(MOT-4-1843R) = 1,189
Keowee St. Bridge (MOT-4-1867) = 4,609
TOTAL 5,798 S.Y. (M)

Special, Patching Concrete Bridge Decks, Type I, II or III

Westbound Webester St. Bridge (MOT-4-1843L)	23	(M)
Troy St Bridge (MOT-4-1890)	110	(M)
Valley St. Bridge (MOT-4-1899)	113	56.5 (M) 56.5 (F)
Eastbound Stanley Ave. Bridge (MOT-4-1982R)	43	(F)
Westbound Stanley Ave. Bridge (MOT-4-1982L)	133	(F)
TOTAL	422	S.Y. 190 (M) & 232 (F)

Special, Membrane Waterproofing

Westbound Webster St Bridge (MOT-4-1843L)	1,189	(M)
Troy St. Bridge (MOT-4-1890)	1,711	(M)
Valley St. Bridge (MOT-4-1899)	2,448	1,224 (M) & 1,224 (F)
Eastbound Stanley Ave. Bridge (MOT-4-1982R)	1,401	(F)
Westbound Stanley Ave. Bridge (MOT-4-1982L)	1,137	(F)
TOTAL	7,886	S.Y. 4,124 (M) & 3,762 (F)

845 Latex Modified Concrete Overlay, Variable Thickness — Full Depth Repair

Eastbound Webster St. Bridge (MOT-4-1843R)	32.5	2
Keowee St. Bridge (MOT-4-1867)	159.5	2
	192.0 C.Y. (M)	4 C.Y. (M)

Item Special Scupper Modification

Webster Street Bridge (MOT-4-1843 R/L)	14
Keowee Street Bridge (MOT-4-1867)	16
	30 (M)

CALCULATED BY	A. Bergant
CHECKED BY	John Wendling

CALCULATED BY	D. Bourquet
CHECKED BY	John Vendling

Revised by DEH 4-1-81

FHWA REGION	STATE	PROJECT
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MONTGOMERY COUNTY
MOT - 4 - 18.25

GENERAL SUMMARY

TYPE CODE - 6706 unless otherwise noted.

ITEM	LEGEND NO.	SHEET NUMBERS 3	4	7	8	9	2	11	12	21				M-1035 (1)	F-8 (13)		PROJECT TOTAL	ITEM	UNIT	DESCRIPTION
202	1	972.7	21.1	96										336	754		1,090	202	S. Y.	Pavement Removed
202			3.9											4			4	202	C. Y.	Portions of Structures Removed
202	2			2260										466	1,794		2,260	202	L. F.	Curb Removed
403					328.8									172	157		329	403	C Y.	Asphalt Concrete, AC-20
305		972.7												282	691		973	305	S. Y.	9" Portland Cement Concrete Base, As per plan.
310		50												14	36		50	310	C. Y.	Subbase, Type I
402	3				5,122.2									1,314	3,808		5,122	402	C Y	Asphalt Concrete, AC-20
404	3					5,451.1								1,486	3,965		5,451	404	C. Y.	Asphalt Concrete, AC-20
407	4					13,082								3,565	9,517		13,082	407	Gallons	Tack Coat, RC-250, MS-2, RS-1, SS-1 or SS-1h
407	4					261.6								71	191		262	407	Tons	Cover Aggregate
451			23.2											23			23	611	S. Y.	Reinforced Concrete Approach Slab, as per plan
511			3.9											3.9			3.9	511	C. Y.	Class C Concrete, Backwall
519			955											565	390		955	519	S. F.	Patching Concrete Structures
617	6					11,866.6								3,243	8,624		11,867	617	S Y.	Shoulder Preparation
617	6					659.3								180	479		659	617	C. Y.	Compacted Aggregate
845	7					5,798								5,798			5,798	845	S. Y.	Latex Modified Concrete Overlay (1 1/4" thick)
Special		2,165.4												543	1,622		2,165	Special	S. Y.	Full Depth Rigid Pavement Removal and Flexible Replacement, See Proposal Note.
Special		10,079												2,557	7,522		10,079	Special	L. F.	Pavement Sawing
Special							1,224							243	981		1,224	Special	S. F.	Repair of "D" Cracks
Special			1,365											975	390		1,365	Special	L. F.	Steel Expansion Joint Plates Trimmed
Special			Lump Sum											Lump			Lump	Special	Lump	Installation of Steel Shim Plates
Special						422								190	232		422	Special	S. Y.	Patching Concrete Bridge Decks, Type I, II or III, See Proposal Note
Special	8					7,886								4,124	3,762		7,886	Special	S. Y.	Membrane Waterproofing, See Proposal Note
845						192								192			192	845	C. Y.	Latex Modified Concrete Overlay (variable thickness)
845						4								4			4	845	C. Y.	Full-depth repair
516			1,365											975	390		1,365	516	L. F.	Vertical Extension of Structural Expansion Joints, as per plan
Special								2,000						590	1,410		2,000	Special	hours	Law Enforcement Officer With Patrol Car
857								100						30	70		100	857	S.F.	Replacement Signs
Special								300						89	211		300	Special	Each	Replacement Drums
621										460				135	325		460	621	L.F.	Removal of Pavement Markings, Lane Lines
Special						30								30			30	Special	Each	Scupper Modification
614														Lump	Lump		Lump	614	Lump	Maintaining Traffic
619							Lump							Lump	Lump		Lump	619	Lump	Field Office
623														Lump	Lump		Lump	623	Lump	Construction Layout Stakes
624														Lump	Lump		Lump	624	Lump	Mobilization
621										11.13				3.32	7.81		11.13	621	Miles	Edge Lines, POLYESTER, AS PER PLAN
621										4.90				1.70	3.20		4.90	621	Miles	Lane Lines, 6 in., POLYESTER, AS PER PLAN
621										4522				1,282	3,240		4522	621	LF	Curb Marking
621										5,052				1,004	4,048		5,052	621	LF	Channelizing Lines, POLYESTER, AS PER PLAN
621										2,552				496	2,056		2,552	621	LF	Broad Transverse Lines, POLYESTER, AS PER PLAN
621										42					42		42	621	LF	Stop Lines, POLYESTER, AS PER PLAN
621										162					162		162	621	LF	Crosswalk Lines, 6 in., POLYESTER, AS PER PLAN

CALCULATED BY	SJF
CHECKED BY	CWD

F.H.W.A. REGION	STATE	PROJECT
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MONTGOMERY COUNTY
MOT-4-18.25

TRAFFIC MAINTENANCE NOTES

MAINTENANCE OF TRAFFIC NOTES

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO, AND THE MAXIMUM SAFETY OF THE TRAVELING PUBLIC AND THE CONTRACTOR, ANY VARIANCES FROM THESE MAINTENANCE OF TRAFFIC NOTES MUST BE APPROVED IN ADVANCE IN WRITING BY THE DIRECTOR, EXCEPT AS MODIFIED BELOW OR AS SHOWN IN THE MAINTENANCE OF TRAFFIC PLANS, THE REQUIREMENTS FOR MAINTAINING TRAFFIC AS INDICATED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AND PERTINENT ITEMS OF SPECIFICATION AND PROPOSAL SHALL APPLY.

EQUIPMENT AND MATERIAL STORAGE

IN ORDER TO PROVIDE FOR THE SAFETY OF THE TRAVELLING PUBLIC, THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FOLLOWING:

1. CONSTRUCTION EQUIPMENT, MATERIALS AND VEHICLES SHALL NOT BE PARKED OR STORED ANY CLOSER THAN THIRTY FEET (30 FT) TO THE EDGE OF ROADWAY PAVEMENT, UNLESS BEHIND PERMANENT GUARDRAIL, WHEN THE EQUIPMENT AND/OR VEHICLES ARE NOT IN OPERATION.
2. PRIVATE VEHICLES SHALL NOT BE PARKED WITHIN THE EXISTING RIGHT OF WAY LIMITS OF THIS PROJECT AT ANY TIME EXCEPT IN SPECIFIED AREAS DESIGNATED BY THE ENGINEER.

GENERAL

BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF AT LEAST TWO PERSONS WHO CAN BE CONTACTED 24 HOURS PER DAY BY THE OHIO DEPARTMENT OF TRANSPORTATION AND ALL INTERESTED POLICE AGENCIES. THESE PERSONS SHALL BE RESPONSIBLE FOR PLACING OR REPLACING NECESSARY TRAFFIC CONTROL DEVICES TO MAINTAIN THE TRAVELED PAVEMENT SAFELY.

TRAFFIC SHALL BE MAINTAINED WITHOUT INTERRUPTION DURING CONSTRUCTION OF THE WORK EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER OR SPECIFIED IN THESE NOTES OR PLANS. THE CONTRACTOR SHALL SET UP AND OPERATE HIS EQUIPMENT IN SUCH A MANNER AS TO NOT ENCROACH UPON THE TRAVELED PAVEMENT.

TRAFFIC IS TO BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND IS NOT TO BE SUBJECTED TO CONSTANT LANE SHIFTS. WORK CAN BE PERFORMED SIMULTANEOUSLY IN THE EASTBOUND AND WESTBOUND LANES PROVIDED THE OPERATIONS DO NOT INTERFERE WITH EACH OTHER.

THE USE OF BERMS TO MAINTAIN TRAFFIC IS PROHIBITED, EXCEPT AS OTHERWISE NOTED IN THESE TRAFFIC NOTES. SHOULD ANY EXISTING OR NEW BERM AREAS BECOME DAMAGED OR DESTROYED DUE TO THE CONTRACTOR'S NEGLIGENCE OR FAILURE TO PROVIDE ADEQUATE SIGNS, BARRICADES, CONES, FLAGMEN, OR OTHER TRAFFIC CONTROL DEVICES, THE RESTORATION OF THE BERMS WILL BE AT THE CONTRACTOR'S EXPENSE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

CHANGES IN THE TRAFFIC PATTERN MAY BE ESTABLISHED WITH 28" TRAFFIC CONES, WITH 4" TYPE G REFLECTIVE SHEETING, FORMING THE TRANSITION LINES FOR LANE CLOSURES INITIALLY. DRUMS SHALL BE USED TO REPLACE THE CONES IN THE TRANSITION IMMEDIATELY AFTER THE PATTERN HAS BEEN ESTABLISHED AND VEHICULAR TRAFFIC HAS STABILIZED.

THE CONTRACTOR SHALL PROVIDE AND PAY ALL COSTS FOR THE SERVICES OF LAW ENFORCEMENT OFFICER(S) WITH PATROL CAR(S) FOR THE EXCLUSIVE PURPOSE OF CONTROLLING TRAFFIC WHENEVER A CHANGE IN THE TRAFFIC PATTERN TAKES PLACE OR WHEN DIRECTED BY THE ENGINEER. THE NUMBER OF OFFICERS AND CARS REQUIRED FOR THIS PURPOSE SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE OFFICERS SHALL MOVE THEIR PATROL CARS AS NECESSARY TO INSURE THEIR CONSTANT PRESENCE AT THE POINT(S) OF SLOWDOWN, STOPPAGE OR BACK-UP. PAYMENT FOR THE ABOVE WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL, LAW ENFORCEMENT OFFICER WITH PATROL CAR.

THE FOLLOWING PAY ITEM AND QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY,

ITEM SPECIAL 2000 HOURS LAW ENFORCEMENT OFFICER WITH PATROL CAR

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE ARRANGEMENTS REGARDING SCHEDULING AND PAYMENT OF LAW ENFORCEMENT OFFICER(S) WITH PATROL CAR(S). INFORMATION REGARDING ARRANGEMENTS FOR THESE SERVICES MAY BE OBTAINED BY CONTACTING:

CITY OF DAYTON - CHIEF OF POLICE 513-449-1000

OHIO HIGHWAY PATROL HEADQUARTERS 614-466-2660

TRAFFIC CONTROL

WHEREVER ANY PART OF THE TRAVELED SURFACE IS CLOSED, THE MOTORIST SHALL BE WARNED AND DIVERTED BY THE CONTRACTOR THROUGH THE USE OF FLASHING ARROW PANELS, TYPE A, AS PER STANDARD CONSTRUCTION DRAWING TC-35.10. THE LIGHTS SHALL FLASH SIMULTANEOUSLY TO INDICATE THE DIRECTION OF VEHICLE MOVEMENT.

ALL TRAFFIC CONTROL DEVICES REQUIRED INSIDE OR OUTSIDE THE WORK LIMITS SHALL BE FURNISHED, ERECTED, AND MAINTAINED BY THE CONTRACTOR, EXCEPT AS OTHERWISE NOTED HEREIN.

TRAFFIC CONTROL DEVICES SHALL BE SET UP PRIOR TO THE START OF CONSTRUCTION AND SHALL BE PROPERLY MAINTAINED DURING THE TIME SUCH SPECIAL CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE ONLY AS LONG AS THEY ARE NEEDED AND SHALL BE IMMEDIATELY REMOVED THEREAFTER. WHERE OPERATIONS ARE PERFORMED IN STAGES, THERE SHALL BE IN PLACE ONLY THOSE DEVICES THAT APPLY TO THE CONDITION PRESENT DURING THE STAGE IN PROGRESS. ALL SIGNS INCLUDING REGULATORY SIGNS, WITH MESSAGES WHICH DO NOT APPLY DURING A CERTAIN PERIOD SHALL BE COVERED OR SET ASIDE OUT OF THE VIEW OF TRAFFIC, OVERHEAD SIGNS SHALL BE THE COLORS AND SIZES AS SPECIFIED ON THE PLAN SHEET. THE PROJECT ENGINEER SHALL RECORD THE DATE EACH REGULATORY SIGN IS COVERED.

FAILURE TO ADEQUATELY MAINTAIN TRAFFIC CONTROL DEVICES, AS DETERMINED BY THE ENGINEER, SHALL BE DEEMED SUFFICIENT CAUSE TO SUSPEND WORK UPON WRITTEN NOTIFICATION BY THE ENGINEER. THIS FAILURE SHALL ALSO INCLUDE LACK OF REASONABLE RESPONSE TIME.

PLACEMENT OF ALL TRAFFIC CONTROL DEVICES SHALL START AND PROCEED IN THE DIRECTION OF THE FLOW OF TRAFFIC, REMOVAL OF TRAFFIC CONTROL DEVICES SHALL START AT THE END OF THE CONSTRUCTION AREA AND PROCEED TOWARD ONCOMING TRAFFIC.

THE CONTRACTOR SHALL INSTALL TWO (2) "WATCH FOR STOPPED TRAFFIC" (SPECIAL) * SIGNS 4,000 FT IN ADVANCE OF THE FIRST TRANSITION OF THE FIRST TRANSITION ZONE FOR EACH STAGE. IN ADDITION HE SHALL INSTALL TWO (2) SIGNS EVERY 2,000 FEET UPSTREAM FROM THE FIRST SIGNS IF TRAFFIC BACKUPS REACH THE "WATCH FOR STOPPED TRAFFIC" SIGNS WHICH ARE FARTHEST UPSTREAM, AS DIRECTED BY THE ENGINEER.

EXISTING SIGNS LOCATED WITHIN THE ROAD WORK AREAS WHICH ARE NECESSARY FOR INTERIM OR PERMANENT TRAFFIC CONTROL SHALL BE REMOVED AND REERECTED IN LOCATIONS AS APPROVED BY THE ENGINEER.

A "ROAD CONSTRUCTION AHEAD" SIGN (OW-128) SHALL BE PLACED ON EACH ENTRANCE RAMP APPROXIMATELY 150 FEET FROM THE BOTTOM OF THE RAMP.

ALL YIELD AND YIELD AHEAD SIGNS SHALL BE MOUNTED ON HIGH BLOCKADES OR BARRELS, ABOVE THE GUARDRAIL, SO AS TO BE CLEARLY VISIBLE TO THE MOTORIST.

857 REPLACEMENT SIGNS

FLAT SHEET 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. PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE BID PRICE PER SQUARE FOOT FOR ITEM 857, REPLACEMENT SIGNS AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED SIGNS, HARDWARE AND SUPPORTS: AND PROVIDING NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC. REPLACEMENT SIGNS SHALL BE NEW BUT OTHER MATERIALS MAY BE USED, SUBJECT TO APPROVAL BY THE ENGINEER.

AN ESTIMATED QUANTITY OF ITEM 857, REPLACEMENT SIGNS HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 857 REPLACEMENT SIGNS 100 SQ. FT.

REPLACEMENT DRUMS

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 AND PAID FOR UNDER ITEM SPECIAL, REPLACEMENT DRUMS, PAYMENT FOR EACH NEW DRUM SHALL INCLUDE (1) THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM AND (2) PROVIDING, MAINTAINING AND REMOVING NEW DRUMS IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUMS.

AN ESTIMATED QUANTITY OF ITEM SPECIAL, REPLACEMENT DRUMS HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL REPLACEMENT DRUMS 300 EACH

*

Black on orange
48" size

Rev. 5-27-81

CALCULATED BY	SJF
CHECKED BY	CWD

FHWA REGION	STATE	PROJECT
5	OHIO	

MONTGOMERY COUNTY
MOT-4-18.25

TRAFFIC MAINTENANCE NOTES

614 TEMPORARY PAVEMENT MARKINGS

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND, WHEN NECESSARY, REMOVE TEMPORARY RETROREFLECTIVE PAVEMENT MARKINGS ON RECONSTRUCTED, RESURFACED OR TEMPORARY ROADS WITHIN THE WORK LIMITS, IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS.

THE TEMPORARY MARKINGS SHALL BE COMPLETE ON ALL PAVEMENT COURSES EXPOSED TO TRAFFIC AT THE END OF EACH DAY'S OPERATION. WHERE PERMANENT MARKINGS ARE CALLED FOR IN THESE PLANS, THE CONTRACTOR SHALL FURNISH AND PLACE THE PERMANENT MARKINGS WITHIN 30 CALENDAR DAYS, FOLLOWING COMPLETION OF ALL SURFACE COURSES IN A SINGLE ROADWAY OR PRIOR TO THE END OF THE CONSTRUCTION SEASON, WHICHEVER COMES FIRST.

TEMPORARY MARKINGS SHALL BE PLACED IN ACCORDANCE WITH (LAYOUTS ON SHEET #13 AND) THE FOLLOWING REQUIREMENTS, UNLESS OTHERWISE SPECIFIED IN THE PLANS:

LANE LINES SHALL CONSIST OF 12"X4" SEGMENTS SPACED AT A MAXIMUM 40' CENTER TO CENTER.

THE MATERIAL FURNISHED SHALL BE FLEXIBLE RETROREFLECTIVE PREFORMED PRESSURE SENSITIVE TAPE FOR PAVEMENT LINES. IT SHALL BE FREE OF CRACKS WITH STRAIGHT EDGES AND CONSIST OF PIGMENT AND FILLERS, BUT HAVE SUFFICIENT BINDER AND PLASTICIZER TO RETAIN GLASS BEADS HAVING AN APPROPRIATE REFRACTIVE INDEX TO MEET MINIMUM REFLECTIVE INTENSITY STANDARDS OUTLINED IN THE MANUFACTURERS INFORMATION. MATERIAL SHALL BE FLEXOLITE "WET REFLECTIVE", 3M "SCOTCHLANE," OR APPROVED EQUAL.

GLASS BEADS SHALL BE MIXED UNIFORMLY THROUGHOUT THE MARKING MATERIAL WITH SUFFICIENT SURFACE BEADS TO PROVIDE OPTIMUM REFLECTORIZATION AT ALL TIMES.

THE MATERIAL SHALL HAVE A PRECOATED ADHESIVE LAYER FOR PAVEMENT APPLICATION WITHOUT THE USE OF HEAT, SOLVENTS OR ADDITIONAL ADHESIVES. THE ADHESIVE SHALL BE SUFFICIENT TO RETAIN COMPLETE MARKINGS ON THE PAVEMENT SURFACE THROUGHOUT THE USEFUL LIFE OF THE MARKINGS.

WHITE MARKING MATERIAL SHALL BE FREE OF TINT.

IN ADDITION, ALL APPLICABLE MANUFACTURERS MATERIAL AND APPLICATION INSTRUCTIONS, IN FORCE AT THE TIME OF PLACEMENT, SHALL BE ADHERED TO. THE CONTRACTOR SHALL FURNISH TO THE ENGINEER CERTIFICATION THAT THE MATERIAL SUPPLIED MEETS THE PROPERTIES SPECIFIED HEREIN.

MARKINGS SHALL BE ACCURATELY LAID OUT IN CONFORMANCE WITH 621.051 AND SHALL BE LOCATED IN A TRUE LINE ON THE LANE LINE WHERE NORMAL PERMANENT MARKING WOULD LIE, UNLESS OTHERWISE SPECIFIED IN THE PLANS. THE TEMPORARY TAPE SHALL BE PLACED BY ROLLING THE MATERIAL INTO THE SURFACE.

"AS AN ALTERNATE MATERIAL TO PAVEMENT MARKING TAPE, THE CONTRACTOR MAY FURNISH AND APPLY PAINTED RETROREFLECTIVE PAVEMENT MARKINGS CONFORMING TO 621. THE WIDTH AND LENGTH OF PAINTED SEGMENT SHALL BE THE SAME AS REQUIRED FOR TEMPORARY TAPE MATERIAL. THE PAINT APPLICATION RATE SHALL BE NOT LESS THAN 16 GALLONS PER MILE FOR A SOLID LINE NOR LESS THAN 0.4 GALLONS PER MILE FOR THE 12"X4" DASHED LINE."

THE CONTRACTOR SHALL PROVIDE COMPLETE PAVEMENT MARKINGS FOR ALL TEMPORARY ROADS CONSTRUCTED FOR THIS PROJECT, IN ACCORDANCE WITH MATERIAL AND PERFORMANCE REQUIREMENTS DESCRIBED HEREIN AND IN THE OHIO MANUAL AS DEFINED IN 614.03.

IN ADDITION TO THE REQUIREMENT OF 614.03, THE CONTRACTOR SHALL, PRIOR TO PLACING TEMPORARY MARKINGS, REMOVE ALL EXISTING CONFLICTING MARKINGS THAT ARE VISIBLE TO THE TRAVELING PUBLIC DURING DAYLIGHT OR NIGHTTIME HOURS. WHEN TEMPORARY MARKINGS ARE NO LONGER NEEDED, ANY CONFLICTING MARKINGS VISIBLE TO THE TRAVELING PUBLIC SHALL BE REMOVED BY THE CONTRACTOR BEFORE THE FLOW OF TRAFFIC IS DIVERTED TO THE NEXT PHASES. REMOVAL OF EXISTING OR TEMPORARY MARKINGS SHALL BE PERFORMED IN ACCORDANCE WITH 621.134. THE COST FOR REMOVAL OF CONFLICTING MARKINGS SHALL BE INCIDENTAL TO THE VARIOUS PAY ITEMS UNLESS SPECIFICALLY PAID FOR AS A SEPARATE ITEM.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT SHALL BE IN CONFORMANCE WITH 621.15 AND 621.16 RESPECTIVELY FOR:

ITEM	UNIT	DESCRIPTION
614	MILES 0.09	TEMPORARY LANE LINES
614	LIN. FT. 460	REMOVAL OF TEMPORARY MARKING

CONSTRUCTION EQUIPMENT ACCESS

PRIOR TO THE START OF ANY OPERATIONS REQUIRING THE ENTRY AND EXITING OF THE FREEWAY AT LOCATIONS OTHER THAN INTERCHANGES, THE CONTRACTOR SHALL SUBMIT AND HAVE APPROVED IN WRITING HIS PLAN FOR TRAFFIC CONTROL AT ALL ENTRY OR EXIT POINTS. ALL CONSTRUCTION VEHICLES MUST USE ONLY THESE DESIGNATED ENTRY OR EXIT POINTS.

PAYMENT

PAYMENT OF ALL OF THE ABOVE EXCEPT ITEM SPECIAL - LAW ENFORCEMENT OFFICER WITH PATROL CAR, ITEM 857 - REPLACEMENT SIGNS, ITEM SPECIAL - TEMPORARY PAVEMENT MARKINGS, AND ITEM SPECIAL - REPLACEMENT DRUMS, SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

PHASING OF CONSTRUCTION

THE PHASING OF CONSTRUCTION AS APPEARS IN THESE MAINTENANCE OF TRAFFIC PLANS IS INTENDED TO PROVIDE FOR THE COMPLETION OF ALL UPGRADING WORK IN FOUR PHASES.

PHASE 1 PROVIDES FOR THE COMPLETION OF ALL WORK WITHIN THE INSIDE 12' LANE, INCLUDING ALL BRIDGE REPAIR, PAVEMENT REPAIR, AND ASPHALT OVERLAY.

PHASE 2 INTENDED TO BE A PHASE FOR THE COMPLETION OF ALL WORK WITHIN THE INSIDE HALF OF THE BEGINNING OF THE ENTRANCE RAMPS AND THE END OF THE EXIT RAMPS, INCLUDING ALL PAVEMENT REPAIRS AND ASPHALT OVERLAY. PHASE 4 SHOULD BE COMPLETED BEFORE ANY WORK IS BEGUN ON PHASE 2 OR 3.

PHASE 3 PROVIDES FOR THE COMPLETION OF ALL WORK WITHIN THE OUTSIDE 12' LANE INCLUDING ALL BRIDGE REPAIR, PAVEMENT REPAIR, AND ASPHALT OVERLAY. IT IS ALSO INTENDED AS A PHASE FOR THE COMPLETION OF ALL PAVEMENT REPAIRS AND THE ASPHALT OVERLAY ON THE OUTSIDE HALF OF THE ENTRANCE AND EXIT RAMPS.

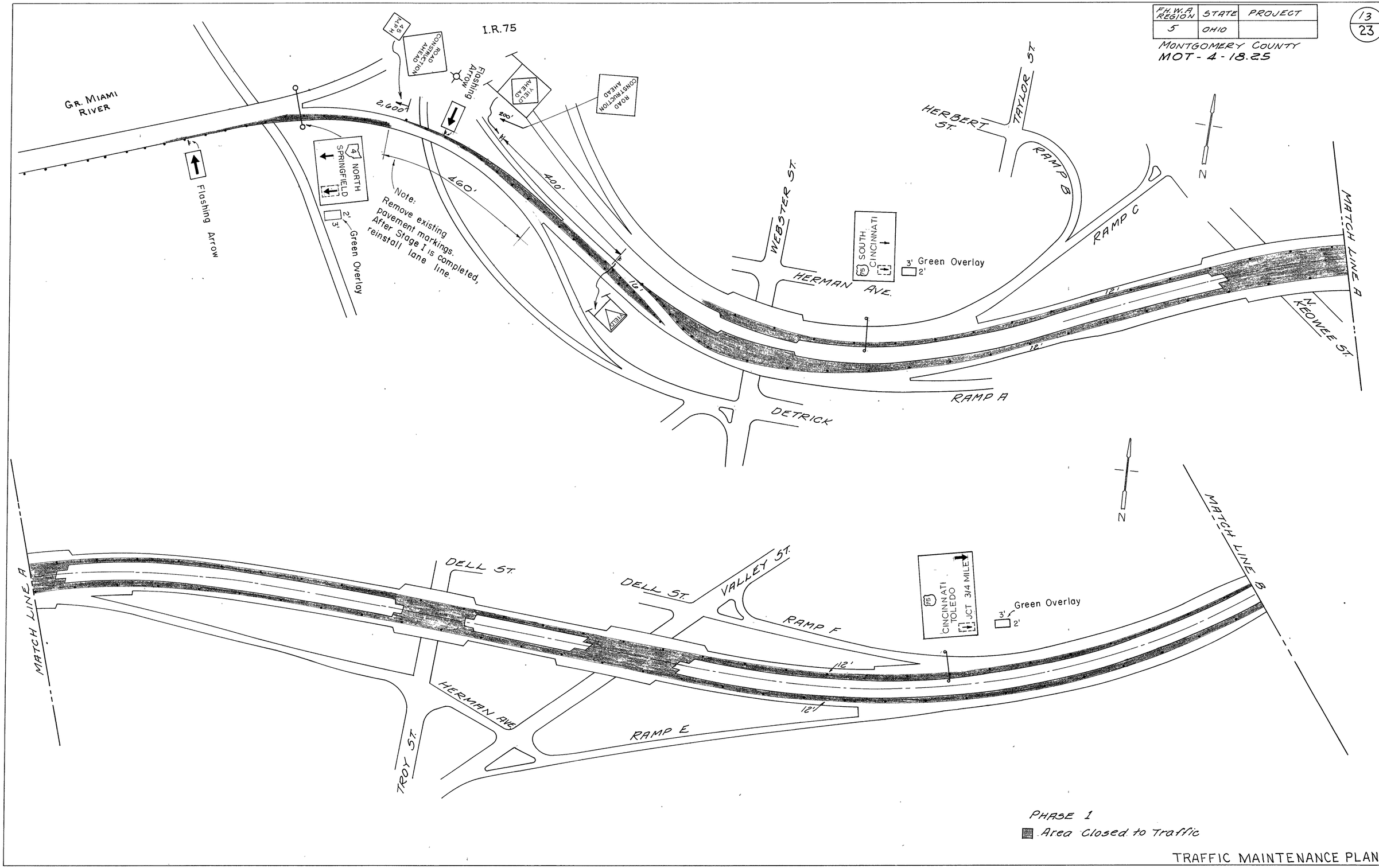
PHASE 4 PROVIDES FOR THE COMPLETION OF ALL WORK WITHIN THE INSIDE HALF OF ALL THE ENTRANCE AND EXIT RAMPS, INCLUDING WORK WITHIN THE GORE AREA, PAVEMENT REPAIRS, AND ASPHALT OVERLAY.

IF THE CONTRACTOR SO ELECTS, HE MAY SUBMIT AN ALTERNATE CONSTRUCTION, SEQUENCE PROVIDED THE INTENT OF THE CONTRACT (SUBSECTION 104.01) IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED, IN WRITING, BY THE DISTRICT CONSTRUCTION ENGINEER.

THE REQUIREMENTS SET FORTH IN SECTION 108.03 OF THE SPECIFICATIONS ARE NOT TO BE CONSIDERED WAIVED BY THE FOREGOING SUGGESTED PHASING OF CONSTRUCTION.

FH.W.A. REGION	STATE	PROJECT
5	OHIO	

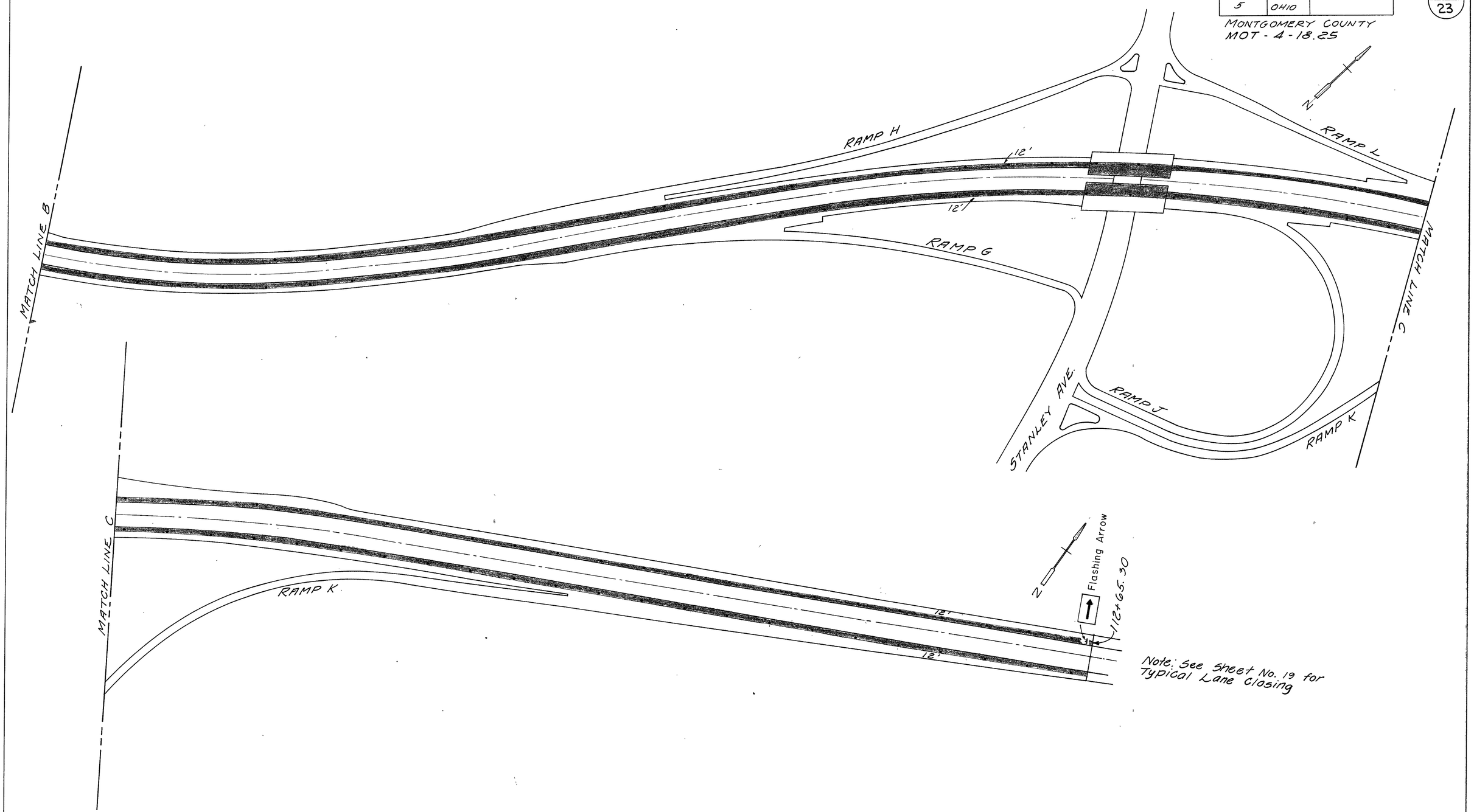
MONTGOMERY COUNTY
MOT-4-18.25



TRAFFIC MAINTENANCE PLAN
PHASE 1 - I.R.75 To VALLEY ST.

FHWA REGION	STATE	PROJECT
5	OHIO	

MONTGOMERY COUNTY
MOT - 4 - 18.25

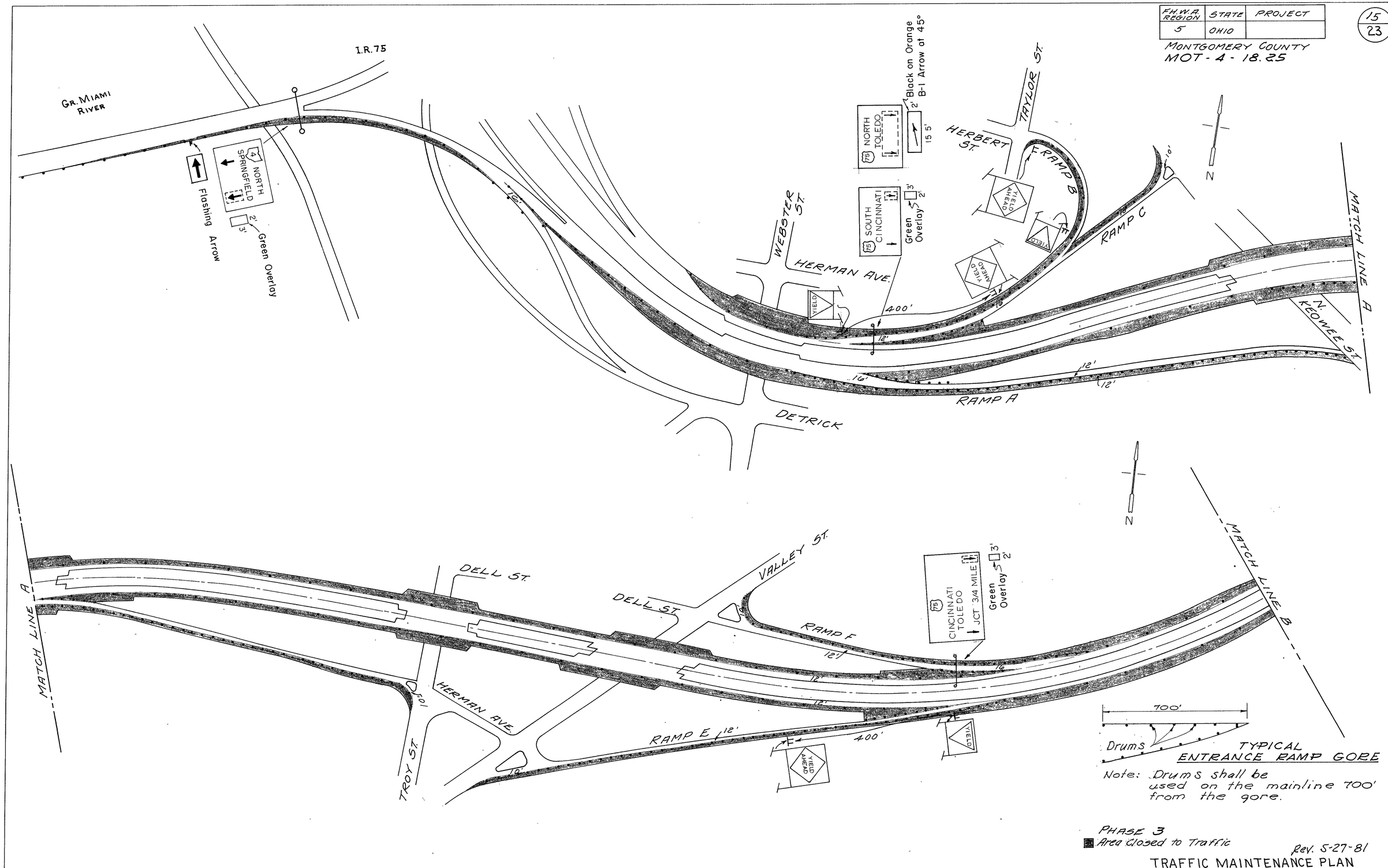


PHASE 1
Area Closed to Traffic

TRAFFIC MAINTENANCE PLAN
PHASE 1-VALLEY ST. To STA. 112+65.30

F.H.W.A. REGION	STATE	PROJECT
5	OHIO	

MONTGOMERY COUNTY
MOT - 4 - 18.25



Note: Drums shall be used on the mainline 700' from the gore.

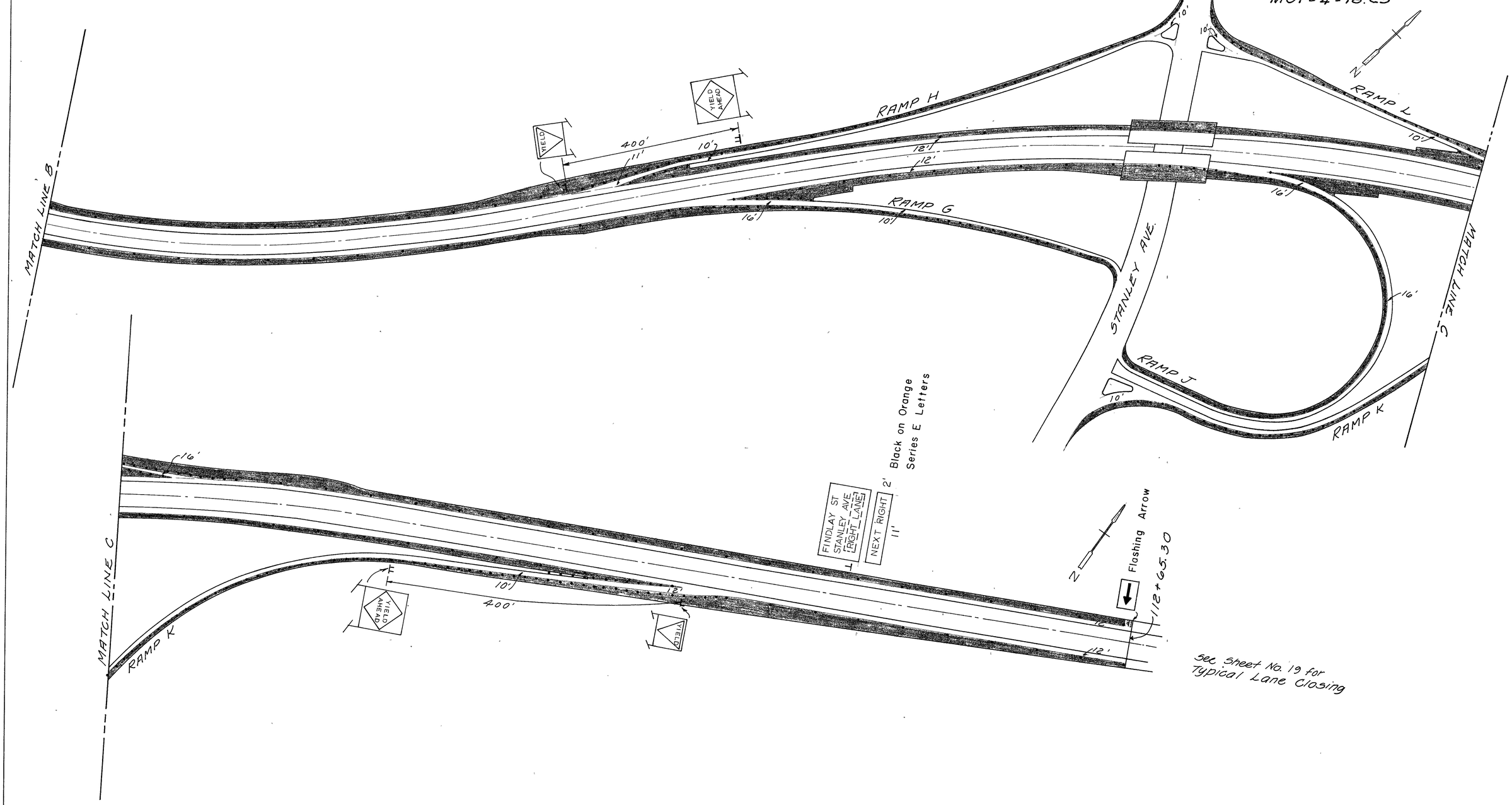
PHASE 3
Area Closed to Traffic

Rev. 5-27-81

TRAFFIC MAINTENANCE PLAN
PHASE 3-I.R.75 TO VALLEY ST.

FHWA REGION	STATE	PROJECT
5	OHIO	

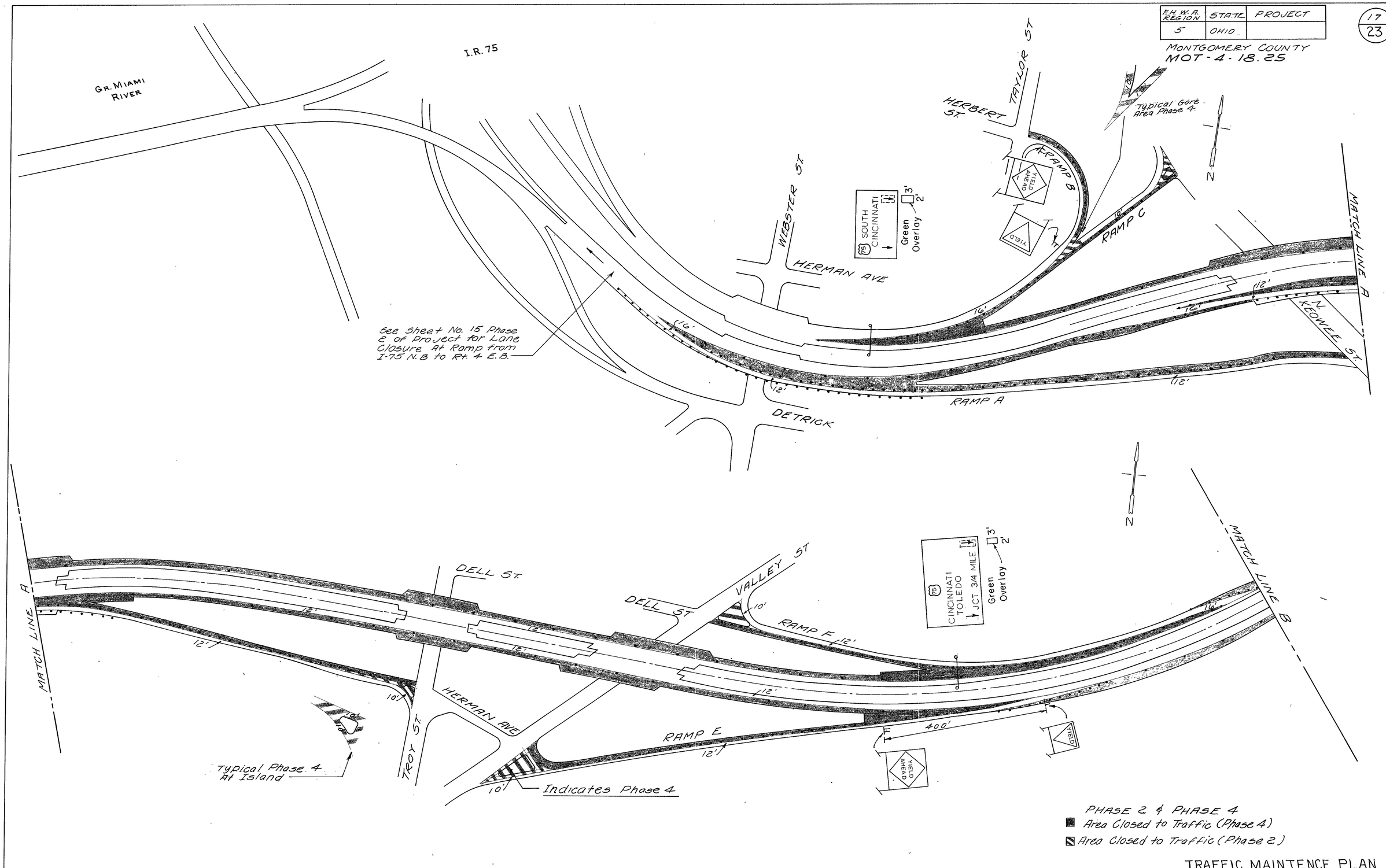
MONTGOMERY COUNTY
MOT-4-18.25



TRAFFIC MAINTENANCE PLAN
PHASE 3 VALLEY ST. TO STA.112+65.30

F.H.W.A. REGION	STATE	PROJECT
5	OHIO	

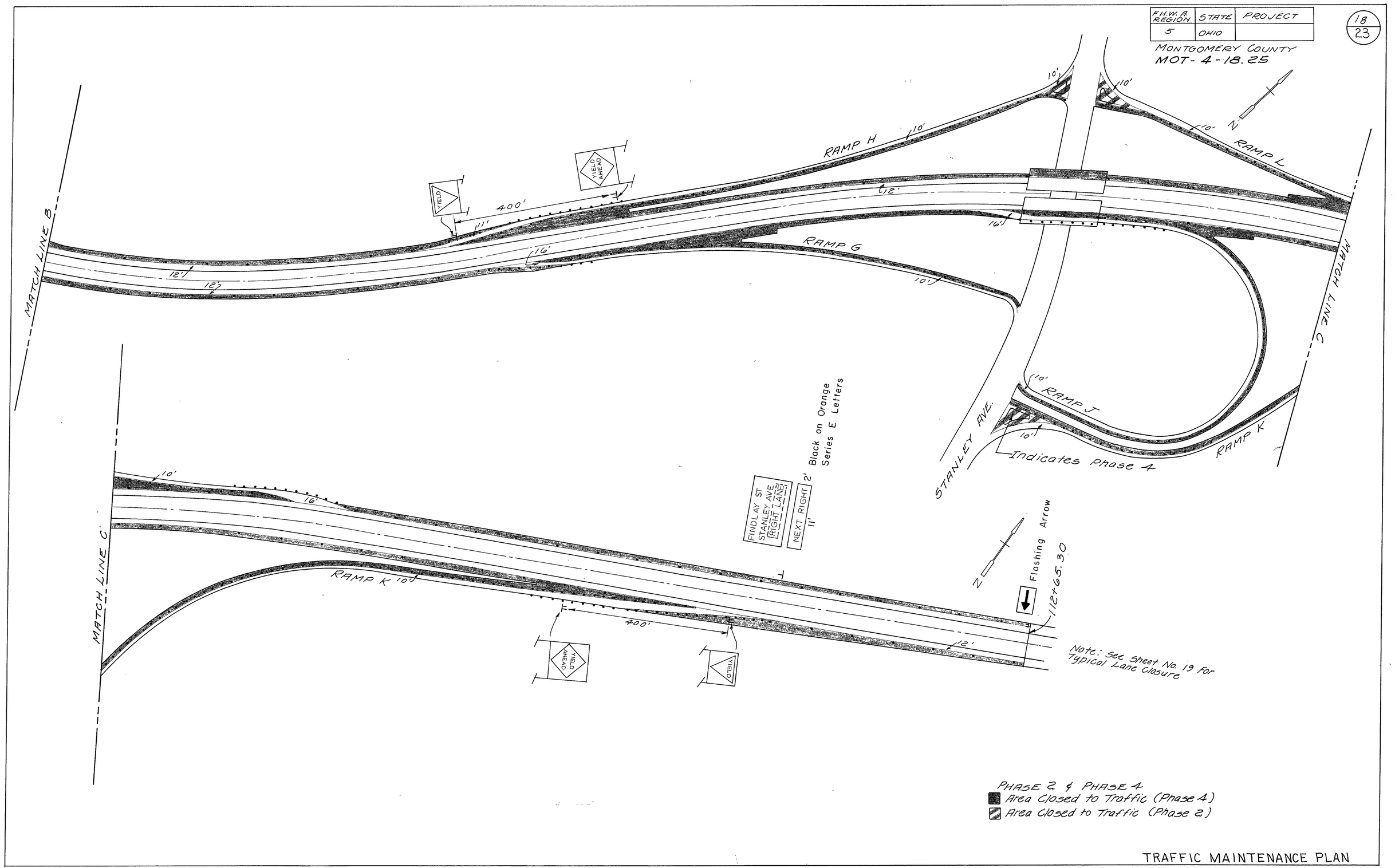
MONTGOMERY COUNTY
MOT-4-18.25



TRAFFIC MAINTENCE PLAN
PHASE 2 & PHASE 4 I.R 75 To VALLEY ST

F.H.W.A. REGION	STATE	PROJECT
5	OHIO	

MONTGOMERY COUNTY
MOT-4-18.25



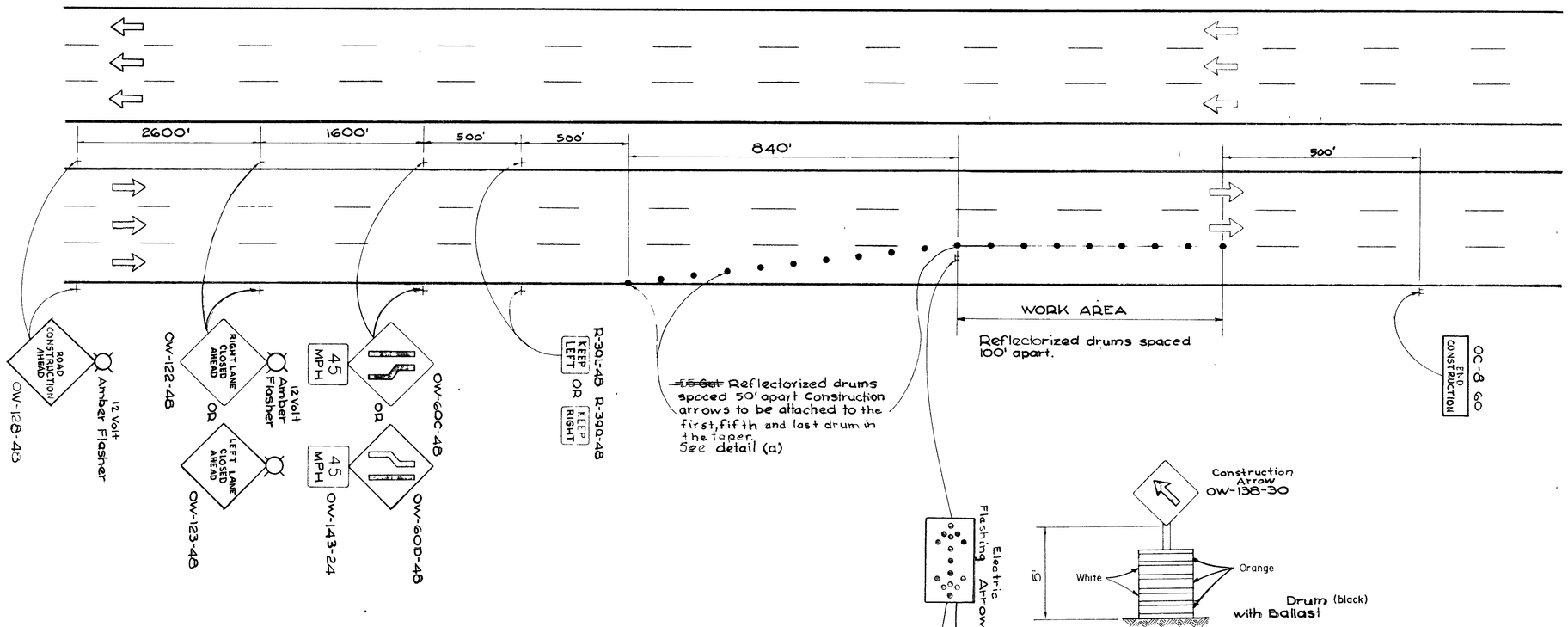
TRAFFIC MAINTENANCE PLAN
PHASE 2 & PHASE 4 VALLEY TO STA 112+65.30

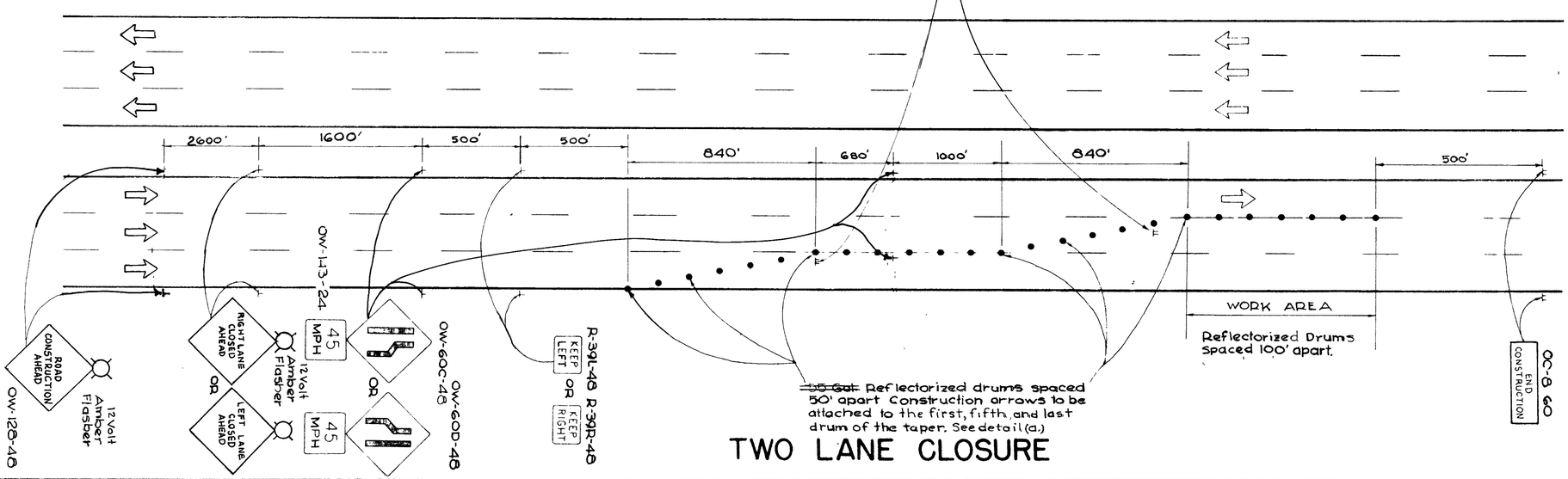
FHWA REGION	STATE	PROJECT	
5	OHIO		

19/23

MONTGOMERY COUNTY
MOT-4-18.25

ONE LANE CLOSURE





TWO LANE CLOSURE

ONE LANE AND TWO LANE CLOSURE Rev. 5-27-8

TRAFFIC MAINTENANCE

621 PAVEMENT MARKING, POLYESTER, AS PER PLAN

POLYESTER PAVEMENT MARKINGS SHALL CONFORM TO 621 EXCEPT AS FOLLOWS:

ALL REFERENCES TO PAINT SHALL BE CONSIDERED TO READ POLYESTER MATERIAL.

ITEM 621.02 MATERIALS IS HEREBY DELETED-EXCEPT FOR GLASS BEAD REQUIREMENTS. IN ADDITION, PAVEMENT MARKING MATERIAL SHALL BE RETROREFLECTORIZED POLYESTER COMPOUND AS MANUFACTURED BY THE GLIDDEN-DURKEE CO., MOBIL CHEMICAL CO., DESANTIS COATING, INC., OR APPROVED EQUAL.

ITEM 621.05 APPLICATION IS HEREBY MODIFIED AS FOLLOWS:

PARAGRAPH 1: THE FIFTH SENTENCE IS DELETED AND THE FOLLOWING SUBSTITUTED:

PAVEMENT MARKINGS SHALL BE APPLIED ONLY WHEN THE SURFACE IS CLEAN AND DRY AND WHEN THE AIR TEMPERATURE IS ABOVE 50 F.

PARAGRAPH 4 IS HEREBY DELETED.

THE APPLICATION RATE TABLE IS HEREBY DELETED AND THE FOLLOWING SUBSTITUTED:

THE MATERIAL SHALL BE APPLIED AT THE RATE OF 16 GALLONS PER MILE FOR A SOLID LINE OF 4 INCHES IN WIDTH TO PROVIDE A UNIFORM WET FILM THICKNESS OF 15 MILS. APPLICATION RATES FOR DASHED OR DOTTED LINES AND FOR LINES WIDER THAN 4 INCHES SHALL BE PROPORTIONAL TO THE SOLID LINE RATES.

PARAGRAPH 5 IS HEREBY MODIFIED AS FOLLOWS:

GLASS BEADS SHALL BE APPLIED TO THE WET POLYESTER SO THAT THE BEADS ARE EMBEDDED AND RETAINED IN THE POLYESTER AND UNIFORMLY COVER THE POLYESTER SURFACE. THE RATE OF APPLICATION SHALL BE 15 POUNDS OF GLASS BEADS PER GALLON OF POLYESTER MATERIAL APPLIED.

PARAGRAPH 6 IS HEREBY DELETED AND THE FOLLOWING SUBSTITUTED:

THE MARKING MATERIAL SHALL DRY TO A "NO-TRACKING" CONDITION IN NOT MORE THAN FORTY-FIVE (45) MINUTES.

ITEM 621.051 LAYOUT AND PREMARKING IS MODIFIED BY THE FOLLOWING ADDITIONAL REQUIREMENTS.

(A) THE GAPS NOT MARKED AS A RESULT OF TEMPLATE USE SHALL BE FILLED WITH MARKING MATERIAL AFTER TEMPLATE REMOVAL.

(B) "T" MARKING OF CENTERLINE NO PASSING ZONES SHALL BE CONSIDERED INCIDENTAL TO APPLYING THE LINE.

ITEM 621.08 CENTER LINES IS MODIFIED BY THE FOLLOWING ADDITIONAL REQUIREMENTS: CENTER LINE MARKING SHALL ALSO INCLUDE TWO-WAY LEFT-TURN STRIPING AND THE OUTLINE OF YELLOW MARKED ISLANDS.

ITEM 621.128, 621.131 AND 621.132 RATES OF APPLICATION ARE HEREBY MODIFIED AS FOLLOWS:

POLYESTER MATERIAL SHALL BE APPLIED AT A RATE OF 1 GALLON PER 100 SQUARE FEET OF MARKING SURFACE.

ITEM 621.14 DEDUCTION FOR DEFICIENCY SHALL BE MODIFIED BY THE FOLLOWING ADDITIONAL REQUIREMENTS:

THE QUANTITY OF POLYESTER MARKING MATERIAL OR GLASS BEADS APPLIED PER UNIT OF MEASUREMENT WILL BE COMPUTED BY THE ENGINEER AT THE END OF EACH DAY'S WORK.

A DAY'S APPLIED QUANTITY OF LESS THAN 5 GALLONS OF MARKING MATERIAL MAY BE INCLUDED IN THE NEXT DAY'S APPLIED MARKINGS FOR THE PURPOSE OF COMPUTING MARKING MATERIAL AND BEAD APPLICATION RATES.

THE CONTRACTOR SHALL PROVIDE A CALIBRATED MEASURING DEVICE TO MEASURE THE POLYESTER RESIN IN THE TANKS.

THE QUANTITY OF POLYESTER MARKING MATERIAL USED SHALL BE DETERMINED BY MEASURING THE POLYESTER RESIN IN THE TANKS BEFORE AND AFTER MARKING MATERIAL IS APPLIED. THE CONTRACTOR SHALL PERMIT THE ENGINEER TO TAKE MEASUREMENTS WHENEVER REQUESTED. THE MARKING MATERIAL APPLICATION RATE SHALL BE DETERMINED BY DIVIDING THE TOTAL GALLONS USED BY THE APPROPRIATE MARKING UNIT OF MEASURE. ANY DETERMINATION OF PAY DEDUCTION RESULTING FROM SHORTAGES IN MARKING MATERIALS SHALL BE BASED ON THE MEASUREMENTS OBTAINED BY THIS METHOD. THE AMOUNT OF GLASS BEADS APPLIED SHALL BE ASCERTAINED BY THE ENGINEER BY OBSERVATION AND FROM INFORMATION SUPPLIED BY THE CONTRACTOR AS TO QUANTITY USED.

ITEM 621.16 BASIS OF PAYMENT SHALL BE MODIFIED BY ADDING THE WORDS "POLYESTER, AS PER PLAN" TO EACH ITEM DESCRIPTION.

EQUIPMENT

THE CONTRACTOR'S STRIPER SHALL BE EQUIPPED WITH AN ODOMETER GRADUATED TO 1/100 OF A MILE. THE ENGINEER SHALL DETERMINE THE DEGREE OF ACCURACY OF THE CONTRACTOR'S ODOMETER AND ESTABLISH AN ADJUSTMENT FACTOR AS MAY BE REQUIRED TO ACCURATELY DETERMINE THE PAY ITEM QUANTITIES. THE ENGINEER SHALL PERIODICALLY CHECK THE ODOMETER OPERATION TO ASSURE MAINTENANCE OF ACCURATE MEASUREMENTS.

FAILURE OF THE ODOMETER TO FUNCTION PROPERLY SHALL BE CAUSE TO STOP THE WORK UNTIL THE ODOMETER IS MADE TO FUNCTION PROPERLY. IF MEASUREMENT OF THE WORK HAS TO BE PERFORMED BY THE DEPARTMENT, THE COST OF THE DEPARTMENT LABOR AND EQUIPMENT PLUS 10 PERCENT SHALL BE DEDUCTED FROM PAYMENT DUE THE CONTRACTOR FOR THE WORK.

THE PAVEMENT MARKING EQUIPMENT SHALL BE EQUIPPED WITH A PRESSURE REGULATED AIR JET WHICH SHALL REMOVE ALL DEBRIS FROM THE PAVEMENT IN ADVANCE OF THE APPLICATOR GUN. THE AIR JET SHALL OPERATE WHEN MARKING MATERIAL IS BEING APPLIED AND SHALL BE SYNCHRONIZED WITH MARKING MATERIAL APPLICATION OR REMAIN "ON" AT ALL TIMES.

THE CONTRACTOR SHALL USE AN ACCURATE DASHING MECHANISM, CAPABLE OF BEING EASILY ADJUSTED, TO RETRACE EXISTING LANE OR CENTERLINE MARKINGS AS SPECIFIED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

PROVISIONS FOR THE DESCRIBED SPECIAL EQUIPMENT BY THE CONTRACTOR SHALL BE INCIDENTAL TO THE APPLICATION.

AUGUST 13, 1979
NOVEMBER 18, 1980

CALCULATED BY	SJF
CHECKED BY	CWD

Revised by DEH 4-1-81

F.H.W.A. REGION	STATE	PROJECT
5	OHIO	

MONTGOMERY COUNTY
MOT-4-18.25

621-PAVEMENT MARKING, POLYESTER, AS PER PLAN

LOCATION			4" EDGE LINES		6" LANE LINE	CURB * MARKING		8" CHANNELIZING LINE	BROAD 24" TRANSVERSE LINES	24" STOP LINE	6" CROSS-WALK LINE	REMOVAL OF LANE LINE
ROADWAY	SIDE	STATION TO STATION	WHITE FEET	YELLOW FEET	FEET	WHITE FEET	YELLOW FEET	WHITE FEET	WHITE FEET	WHITE FEET	WHITE FEET	FEET
EXPRESSWAY	EBL	8+60 To 9+80	120	120	240							
EXPRESSWAY	EBL	9+80 To 12+60	280	280	280			560	270			
EXPRESSWAY	EBL	12+60 To 22+71	1011	1011	1538							
EXPRESSWAY	EBL	22+71 To 24+93	222	222	222			444	226			
EXPRESSWAY	EBL	24+93 To 43+85	1892	1892	1892							
EXPRESSWAY	EBL	43+85 To 46+50	265	265	265			530	318			
EXPRESSWAY	EBL	46+50 To 69+05	2255	2255	2961							
EXPRESSWAY	EBL	69+05 To 71+13	208	208	208			416	250			
EXPRESSWAY	EBL	71+13 To 81+18	1005	1005	1413							
EXPRESSWAY	EBL	81+18 To 82+83	161	161	161			322	193			
EXPRESSWAY	EBL	82+83 To 96+38	1355	1355	1355							
EXPRESSWAY	EBL	96+38 To 100+00	362	362	362			724	435			
EXPRESSWAY	EBL	100+00 To 112+65	1265	1265	1490							
EXPRESSWAY	EBL	-3+60 TO 8+60			1220							460**
EXPRESSWAY	WBL	112+65 To 87+60	2505	2505	2779							
EXPRESSWAY	WBL	87+60 To 85+32	228	228	228			456	274			
EXPRESSWAY	WBL	85+32 To 68+26	1706	1706	1706							
EXPRESSWAY	WBL	68+26 To 64+45	381	381	381			762	254			
EXPRESSWAY	WBL	64+45 To 48+89	1556	1556	2147							
EXPRESSWAY	WBL	48+89 To 46+08	281	281	281			562	274			
EXPRESSWAY	WBL	46+08 To 14+29	3179	3179	3179							
EXPRESSWAY	WBL	14+29 To 12+91	138	138	276			276	58			
EXPRESSWAY	WBL	12+91 To 8+60	431	431	1293							
RAMP A	LT.	0+00 To 6+07		607								
RAMP A	RT.	0+00 To 7+77	777									
RAMP A	LT.	6+07 To 10+84		477								
RAMP A	RT.	7+77 To 10+84	307			784						
RAMP B	LT.	0+00 To 3+29		220								
RAMP B	RT.	0+00 To 3+29	289			149						
RAMP C	LT.	0+00 To 5+85		560								
RAMP C	RT.	0+00 To 5+85	508			177						
RAMP D	LT.	0+00 To 8+10		768								
RAMP D	RT.	0+00 To 8+10	762			172						
RAMP E	LT.	0+00 To 9+66		783								
RAMP E	RT.	0+00 To 9+66	926			324						
RAMP F	LT.	0+00 To 5+26		421								
RAMP F	RT.	0+00 To 5+26	409			368						
RAMP G	LT.	0+00 To 7+14		638								
RAMP G	RT.	0+00 To 7+14	674			116						

LOCATION			4" EDGE LINES		6" LANE LINE	CURB * MARKING		8" CHANNELIZING LINE	BROAD 24" TRANSVERSE LINES	24" STOP LINE	6" CROSS-WALK LINE	REMOVAL OF LANE LINE
ROADWAY	SIDE	STATION TO STATION	WHITE FEET	YELLOW FEET	FEET	WHITE FEET	YELLOW FEET	WHITE FEET	WHITE FEET	WHITE FEET	WHITE FEET	FEET
RAMP H	LT.	0+00 To 11+58		1059							40	
RAMP H	RT.	0+00 To 11+58	1008			348					38	
RAMP J	LT.	0+00 To 10+16		1016			595					
RAMP J	RT.	0+00 To 10+16				40						
RAMP K	LT.	0+00 To 19+64		1964			726					
RAMP K	RT.	0+00 To 19+64	1836			417						
RAMP L	LT.	0+00 To 6+40		602						17	34	
RAMP L	RT.	0+00 To 6+40	540			306				25	50	
*	GRAND TOTAL (FEET)		28,842	29921	25,877	3201	1321	5052	2552	42	162	460
*	GRAND TOTAL (MILES)		5.46	5.67	4.90							

* CURB MARKING TO BE 621 PAINT

** SEE SHEET 13

QUANTITIES-
PAVEMENT MARKING

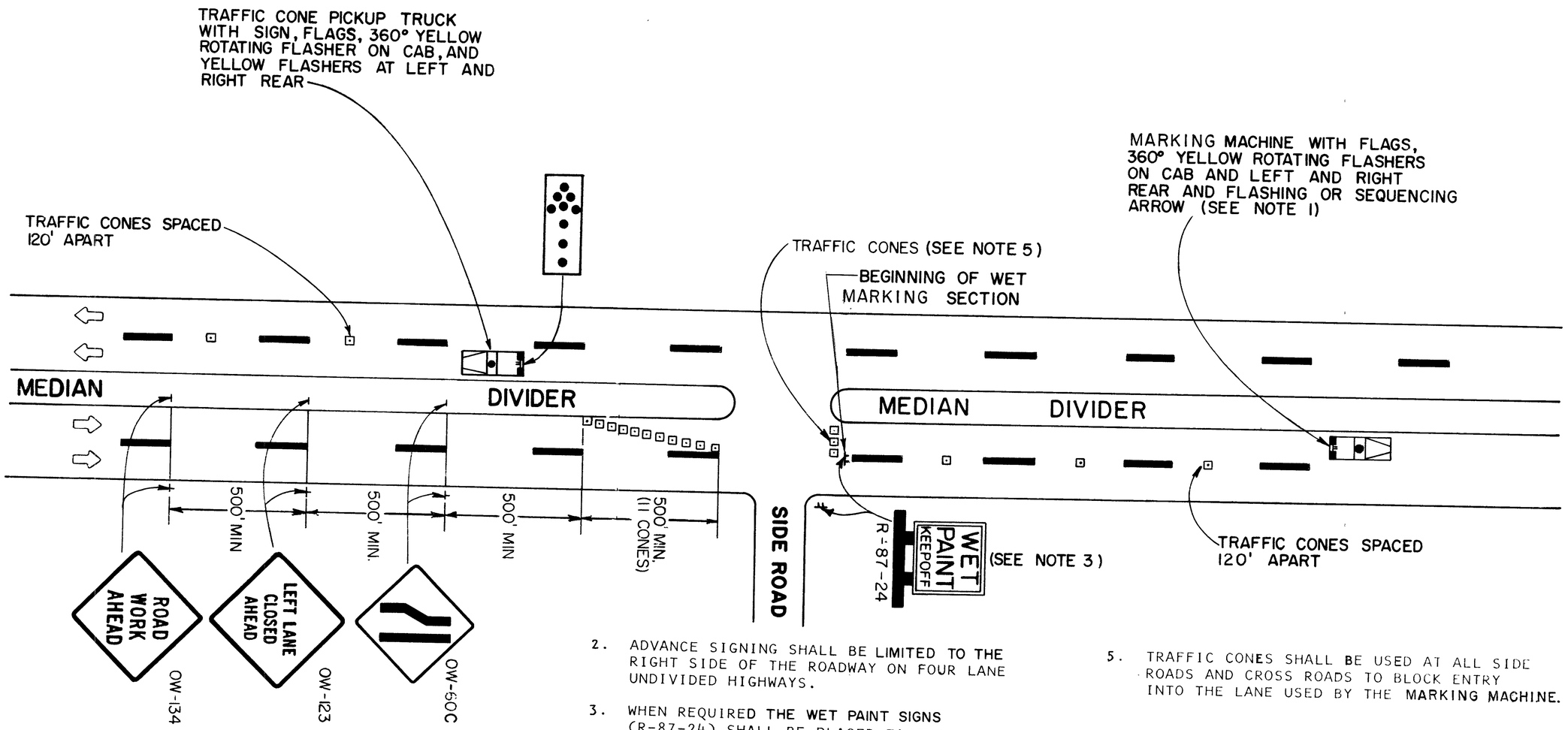
FED. RD. DIVISION	STATE	PROJECT	
5	OHIO		

22/23

MONTGOMERY COUNTY
MOT-4-18.25

TYPICAL APPLICATION

OF TRAFFIC CONTROL DEVICES FOR LANE LINE OPERATIONS
FOR PAVEMENT MARKING MATERIAL WITH DRYING TIME MORE THAN TWO MINUTES



NOTES:

1. A FLASHING ~~OR SEQUENCING~~ ARROW PANEL (MINIMUM SIZE 4 1/2' X 2 1/2') SHALL BE USED TO DIRECT TRAFFIC RIGHT OR LEFT AS INDICATED. WHEN THIS ARROW PANEL IS USED, THE REAR FLASHERS ARE NOT REQUIRED ON THIS TRUCK.

2. ADVANCE SIGNING SHALL BE LIMITED TO THE RIGHT SIDE OF THE ROADWAY ON FOUR LANE UNDIVIDED HIGHWAYS.

3. WHEN REQUIRED THE WET PAINT SIGNS (R-87-24) SHALL BE PLACED FACING TRAFFIC AT:
   (A) THE BEGINNING OF LINE APPLICATION
   (B) ALL SIDE ROADS AND CROSS ROADS
   (C) MAXIMUM INTERVALS OF ONE MILE

4. WHEN A RIGHT LANE CLOSURE IS REQUIRED, THE OW-122, OC-32L, AND OW-60D SIGNS SHALL BE USED IN PLACE OF THE OW-123, OC-32R, AND OW-60C SIGNS SHOWN.

5. TRAFFIC CONES SHALL BE USED AT ALL SIDE ROADS AND CROSS ROADS TO BLOCK ENTRY INTO THE LANE USED BY THE MARKING MACHINE.

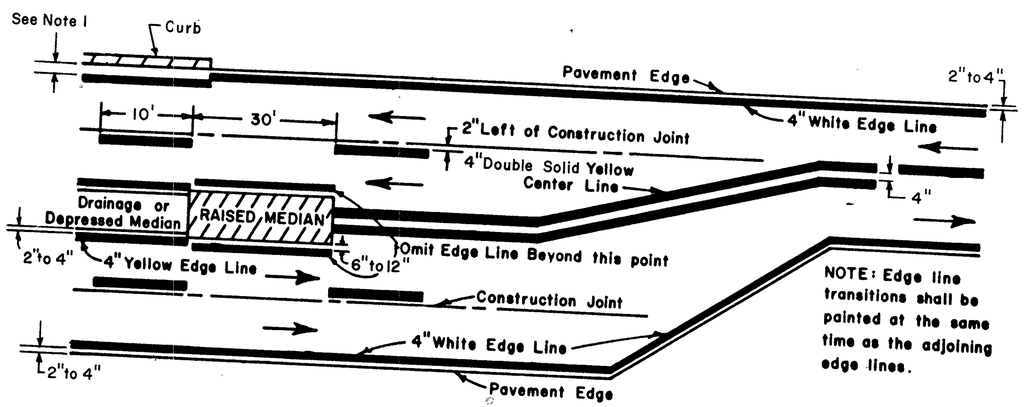
LANE LINE OPERATION FOR PAVEMENT MARKING

PAVEMENT MARKING TYPICAL DETAILS

FED.RD. DIVISION	STATE	PROJECT	
5	OHIO		

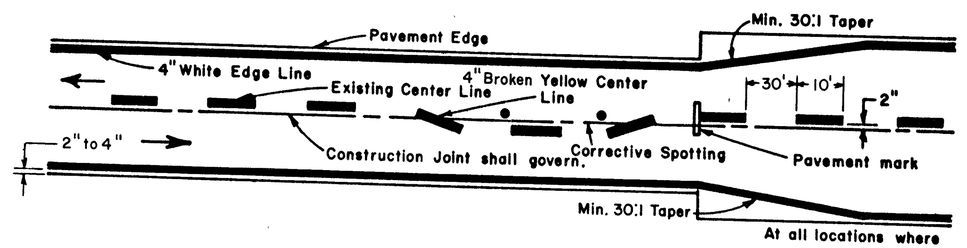
MONTGOMERY COUNTY
MOT-4-18.25

MULTILANE DIVIDED & UNDIVIDED HIGHWAY MARKINGS



NOTE: Edge line transitions shall be painted at the same time as the adjoining edge lines.

TWO LANE MARKINGS



At all locations where pavement widths change by construction plans.

NOTES:

1. WHEN THE CURB ABUTS THE EDGE OF THE TRAVELLED ROADWAY, EDGELINES SHALL BE PLACED SO THAT THERE IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 12 INCHES BETWEEN THE FACE OF THE CURB AND THE EDGE OF THE EDGELINE. WHEN THE CURB IS OFFSET FROM THE EDGE OF THE PAVEMENT, THE EDGELINE SHALL BE PLACED SO THAT THERE IS A MINIMUM OF 2 INCHES AND A MAXIMUM OF 4 INCHES BETWEEN THE EDGE OF THE EDGELINE AND EDGE OF THE PAVEMENT.