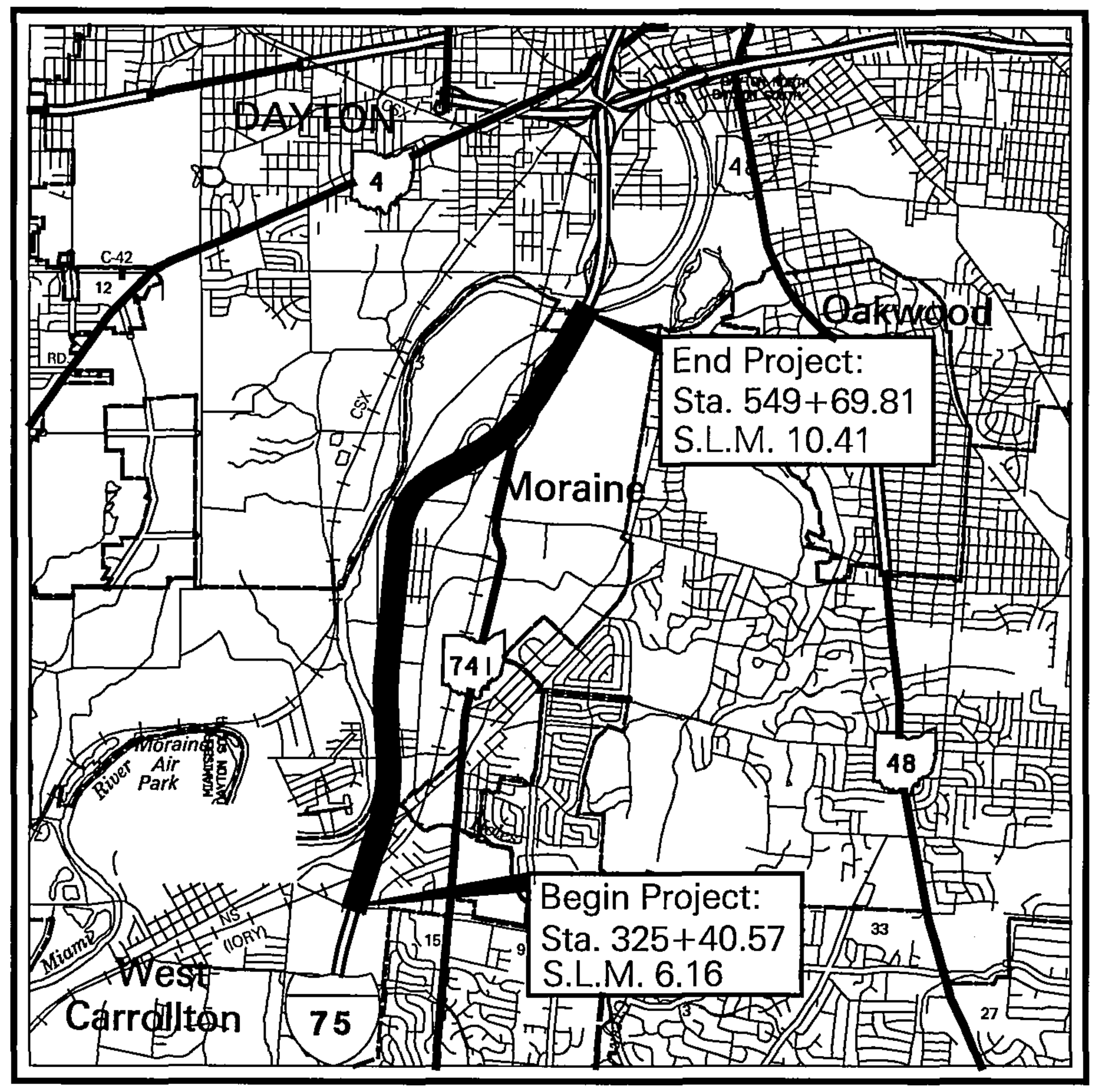


LOCATION MAP

LATITUDE: 84 °13′41″ LONGITUDE: 39 °41′37″

SCALE IN MILES

0 1 2 3 4

N

PORTION TO BE IMPROVED
INTERSTATE & DIVIDED HIGHWAY
UNDIVIDED STATE & FEDERAL ROUTES
OTHER ROADS

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
MOT-75-6.16
CITY OF WEST CARROLLTON
CITY OF MORAINE
CITY OF DAYTON
MONTGOMERY COUNTY

PROJECT DESCRIPTION

IMPROVEMENT OF 4.3 MILES OF I.R.-75 BY RESURFACING THE EXISTING PAVEMENT AND RAMPS, AND MINOR BRIDGE REHABILITATION.

PROJECT EDA - N/A (MAINTENANCE PROJECT)
ESTIMATED CONTRACTOR EDA - N/A (MAINTENANCE PROJECT)
NOTICE OF INTENT EDA - N/A (MAINTENANCE PROJECT)

LIMITED ACCESS

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

2002 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 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

INDEX OF SHEETS:

DESIGN DESIGNATION

FOR LEGEND SEE SHEET 2.

	(A)	(B)	(C)	(D)
CURRENT ADT (2005)	97,990	102,150	102,480	125,470
DESIGN YEAR ADT (2025)	108,410	111,310	111,440	135,180
DESIGN HOURLY VOLUME (2025)	10,841	11,131	10,030	12,166
DIRECTIONAL DISTRIBUTION	60%	60%	60%	59%
TRUCKS (24 HOUR B&C)	18%	18%	18%	16%
DESIGN SPEED	65mph	65mph	65mph	65mph
LEGAL SPEED	65mph	65mph	65mph	65mph

DESIGN FUNCTIONAL CLASSIFICATION - URBAN INTERSTATE

DESIGN EXCEPTIONS

NONE REQUIRED

UNDERGROUND UTILITIES
TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

PLAN PREPARED BY:
OHIO DEPARTMENT
OF TRANSPORTATION
DISTRICT 7
PRODUCTION DEPARTMENT

ENGINEERS SEAL:

SIGNED: Paul Robert Walther
DATE: 7-22-04

STANDARD CONSTRUCTION DRAWINGS

										SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	7-28-00			MT-35.10	4-20-01	MT-105.10	10-18-02				
BP-9.1	10-17-03	TC-65.10	10-19-01	MT-95.30	7-16-04	MT-105.11	10-18-02			832	4-17-04
		TC-65.11	10-19-01	MT-95.40	7-16-04					833	2-12-03
GR-1.1	4-18-03			MT-98.12	4-19-02						
GR-2.1	1-16-04	TC-71.10	4-19-02	MT-98.13	4-19-02					848	2-8-02
GR-3.1	4-18-03	TC-72.20	1-19-01	MT-98.14	4-19-02						
GR-3.2	4-18-03	TC-73.10	1-19-01	MT-98.15	7-16-04					908	4-18-03
				MT-98.16	4-19-02						
GR-4.2	10-17-03			MT-98.19	10-18-02						
GR-5.1	4-18-03			MT-99.20M	1-30-95					SPECIAL PROVISIONS	
GR-6.2	4-18-03										
				MT-101.20	10-18-02						
				MT-101.60	10-18-02						
DM-4.3	7-19-02										
DM-4.4	7-19-02			MT-102.20	10-18-02						

APPROVED William [signature]
DATE 7/23/04 DISTRICT DEPUTY DIRECTOR

APPROVED Gordon Proctor
DATE 8/24/04 DIRECTOR, DEPARTMENT OF TRANSPORTATION

MOT-IR.75-6.16
040562 PID-24441
Dist 7 11/3/2004

FEDERAL PROJECT NO. E040(960)

PID NO. 24441

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

MOT-75-6.16

DESIGN DESIGNATION LEGEND

(A) ALEX BELL RD. TO SOUTH RAMPS AT DIXIE HIGHWAY
(B) NORTH OF SOUTH RAMPS AT DIXIE HIGHWAY TO THE SOUTH RAMPS AT DRYDEN RD.
(C) NORTH OF THE SOUTH RAMPS AT DRYDEN RD. TO THE RAMPS AT S.R. 741
(D) NORTH OF THE RAMPS AT S.R. 741 TO THE DAYTON SOUTH CORPORATION LINE

Curve C-1 (75)
P.I. Sta = 365+92.56
D = 20° 48′ 59″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 1,052.42′
L = 2,081.64′
E = 95.85′

Curve C-SB (75)
P.I. Sta = 367+46.18
D = 20° 48′ 59″ (LT)
Dc = 1° 15′ 00″
R = 4583.66′
T = 841.94′
L = 1665.31′
E = 76.68′

MOT-75-0712 EXISTING VERTICAL CLEARANCE
SOUTHBOUND = 18′-1¼″
NORTHBOUND = 14′-6¾″

MOT-75-0712 PROPOSED VERTICAL CLEARANCE
SOUTHBOUND = 17′-11½″
NORTHBOUND = 14′-6¾″

FOR RAMP CURVE DATA, SEE SHEETS 5&6.
FOR VERTICAL CLEARANCES, SEE SHEET 90-109.

HORIZONTAL SCALE IN FEET
0 100 200 400

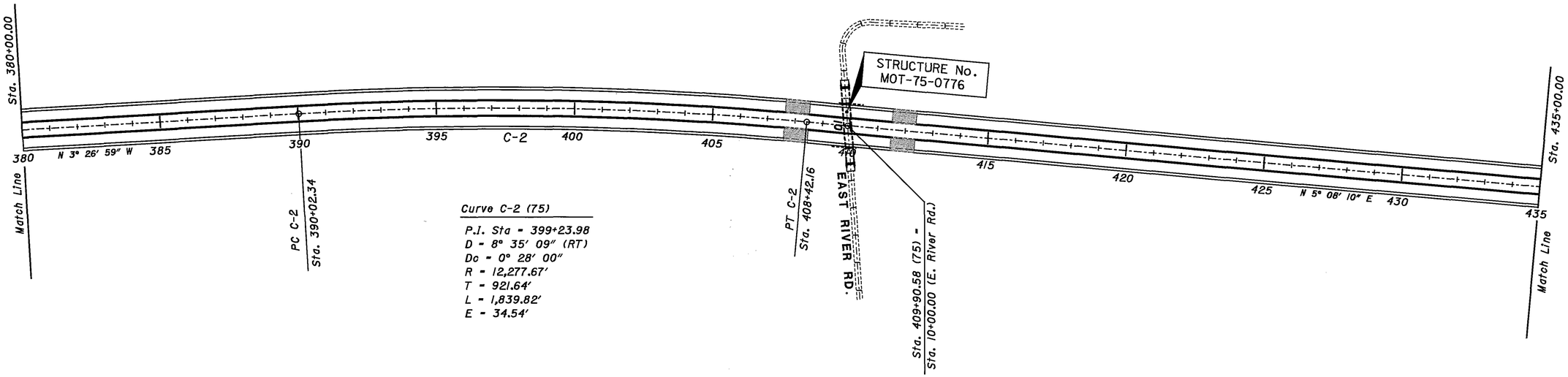
CALCULATED REB
CHECKED TLB

SCHEMATIC PLAN
STA. 320+00 TO STA. 380+00

MOT-75-6.16

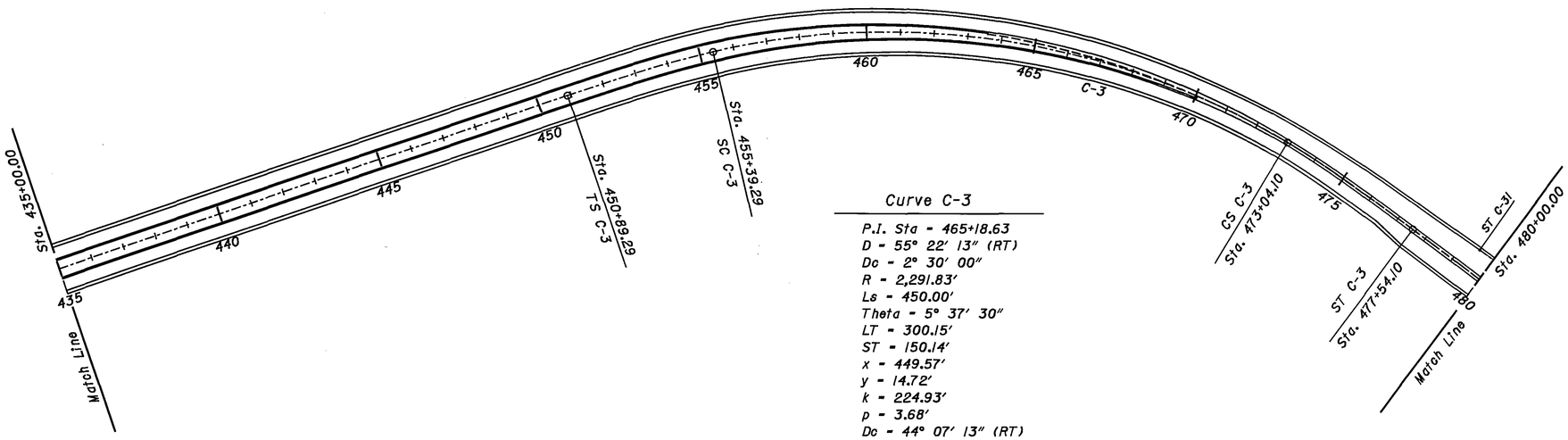
MOT-75-0776 EXISTING VERTICAL CLEARANCE
NORTHBOUND = 14'-8"
SOUTHBOUND = 14'-7"

MOT-75-0776 PROPOSED VERTICAL CLEARANCE
NORTHBOUND = 14'-8"
SOUTHBOUND = 14'-7"



Curve C-2 (75)

P.I. Sta = 399+23.98
D = 8° 35' 09" (RT)
Dc = 0° 28' 00"
R = 12,277.67'
T = 921.64'
L = 1,839.82'
E = 34.54'



Curve C-3

P.I. Sta = 465+18.63
D = 55° 22' 13" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 450.00'
Theta = 5° 37' 30"
LT = 300.15'
ST = 150.14'
x = 449.57'
y = 14.72'
k = 224.93'
p = 3.68'
Dc = 44° 07' 13" (RT)
Lc = 1,764.81'
Ts = 1,429.34'
Es = 300.46'

FOR RAMP CURVE DATA, SEE SHEETS 5&6.
FOR VERTICAL CLEARANCES, SEE SHEETS 90-109

N

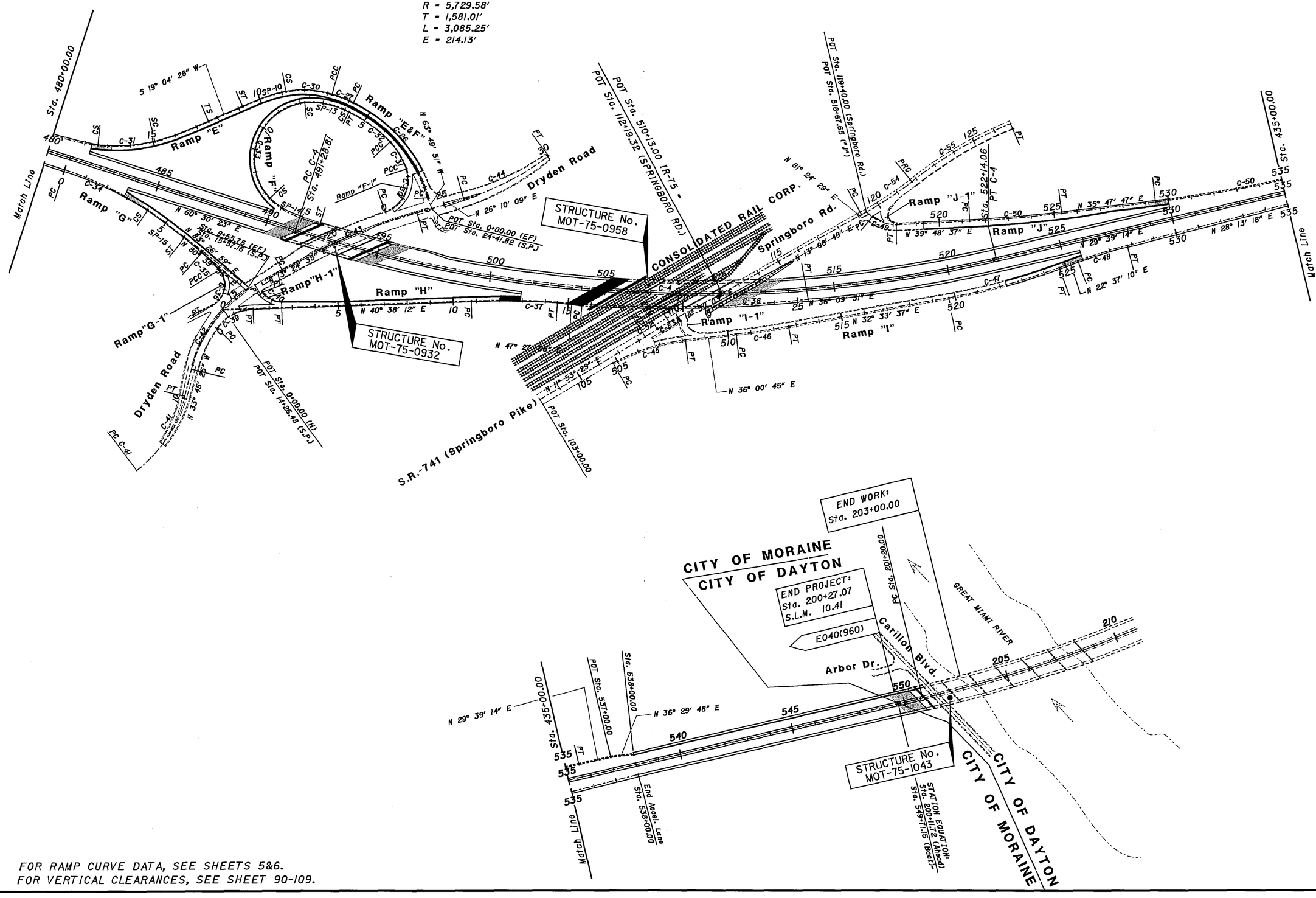
HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED REB
CHECKED TLB

SCHEMATIC PLAN
STA. 380+00 TO STA. 480+00

MOT-75-6.16

Curve C-4 (75)
P.I. Sta = 507+09.82
D = 30° 51′ 09″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 1,581.01′
L = 3,085.25′
E = 214.13′



FOR RAMP CURVE DATA, SEE SHEETS 5&6.
FOR VERTICAL CLEARANCES, SEE SHEET 90-109.

HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED REB
CHECKED TLB

SCHEMATIC PLAN
STA. 480+00 TO STA. 210+00

MOT-75-6.16

NORTHBOUND DIXIE HWY.

Curve C-12	Curve C-13	Curve C-14	Curve C-15	Curve C-16
P.I. Sta = 15+39.95	P.I. Sta = 19+25.42	P.I. Sta = 22+73.36	P.I. Sta = 25+17.55	P.I. Sta = 31+31.77
D = 8° 00′ 00″ (RT)	D = 48° 00′ 12″ (RT)	D = 8° 00′ 00″ (RT)	D = 3° 00′ 00″ (LT)	D = 43° 00′ 00″ (LT)
Dc = 5° 59′ 55″	Dc = 8° 00′ 00″	Dc = 5° 59′ 55″	Dc = 3° 00′ 00″	Dc = 4° 00′ 00″
R = 955.14′	R = 716.20′	R = 955.14′	R = 1,909.86′	R = 1,432.39′
T = 66.79′	T = 318.90′	T = 66.79′	T = 50.01′	T = 564.24′
L = 133.36′	L = 600.04′	L = 133.36′	L = 100.00′	L = 1,075.00′
E = 2.33′	E = 67.79′	E = 2.33′	E = 0.65′	E = 107.12′

Curve C-17	Curve C-18	Curve C-19	Curve C-20	Curve C-21
P.I. Sta = 37+54.05	P.I. Sta = 39+73.74	P.I. Sta = 42+02.41	P.I. Sta = 50+85.95	P.I. Sta = 53+95.18
D = 12° 00′ 00″ (LT)	Dc = 8° 00′ 00″	Dc = 5° 59′ 49″	D = 2° 47′ 57″ (RT)	D = 19° 10′ 08″ (RT)
Dc = 6° 44′ 59″	D = 20° 45′ 00″ (LT)	D = 12° 00′ 00″ (LT)	Dc = 2° 47′ 36″	Dc = 3° 44′ 00″
R = 848.87′	R = 716.20′	R = 955.43′	R = 2,051.06′	R = 1,534.66′
T = 89.22′	T = 131.12′	T = 100.42′	T = 50.11′	T = 259.14′
L = 177.79′	L = 259.38′	L = 200.11′	L = 100.20′	L = 513.44′
E = 4.68′	E = 11.90′	E = 5.26′	E = 0.61′	E = 21.73′

Curve C-22	Curve C-23
P.I. Sta = 57+36.64	P.I. Sta = 58+99.60
D = 5° 13′ 55″ (RT)	D = 1° 07′ 30″ (RT)
Dc = 3° 00′ 25″	Dc = 1° 07′ 30″
R = 1,905.45′	R = 5,092.83′
T = 87.06′	T = 50.00′
L = 174.00′	L = 100.00′
E = 1.99′	E = 0.25′

SB. DIXIE HWY.

Curve C-24	Curve C-25
P.I. Sta = 24+99.91	P.I. Sta = 54+72.97
D = 13° 18′ 02″ (RT)	D = 11° 43′ 20″ (LT)
Dc = 4° 27′ 36″	Dc = 0° 30′ 00″
R = 1,284.66′	R = 11,459.16′
T = 149.78′	T = 1,176.33′
L = 298.22′	L = 2,344.44′
E = 8.70′	E = 60.22′

RAMP "D"

Curves C-10	Curves C-11
P.I. Sta = 5+93.10	P.I. Sta = 16+37.96
D = 38° 06′ 13″ (LT)	D = 14° 47′ 29″ (LT)
Dc = 3° 20′ 10″	Dc = 1° 30′ 00″
R = 1,717.44′	R = 3,819.72′
T = 593.10′	T = 495.80′
L = 1,142.16′	L = 986.09′
E = 99.53′	E = 32.04′

RAMP "B"

Curve C-6	Curve C-7
P.I. Sta = 14+71.68	P.I. Sta = 20+63.62
D = 56° 05′ 44″ (LT)	D = 17° 40′ 54″ (RT)
Dc = 8° 00′ 00″	Dc = 8° 00′ 00″
R = 716.20′	R = 716.20′
Ls1 = 200.00′	Ls = 150.00′
Ls2 = 150.00′	Theta = 6° 00′ 00″
Theta1 = 8° 00′ 00″	LT = 100.06′
Theta2 = 6° 00′ 00″	ST = 50.05′
LT1 = 133.47′	x = 149.84′
LT2 = 100.06′	y = 5.23′
ST1 = 66.79′	k = 74.97′
ST2 = 50.05′	p = 1.31′
x1 = 199.61′	Dc = 5° 40′ 54″ (RT)
x2 = 149.84′	Lc = 71.02′
y1 = 9.30′	Ts = 186.57′
y2 = 5.23′	Es = 9.94′
k1 = 99.94′	
k2 = 74.97′	
p1 = 2.33′	
p2 = 1.31′	
Dc = 42° 05′ 44″ (LT)	
Lc = 526.19′	
Ts1 = 481.52′	
Ts2 = 458.47′	
Es = 97.37′	

RAMP "C"

Curve C-8	Curve C-9
P.I. Sta = 4+35.27	P.I. Sta = 13+07.83
D = 21° 30′ 26″ (LT)	D = 7° 06′ 35″ (RT)
Dc = 2° 30′ 00″	Dc = 3° 30′ 00″
R = 2,291.83′	R = 1,637.02′
T = 435.27′	Ls = 150.00′
L = 860.29′	Theta = 2° 37′ 30″
E = 40.97′	LT = 100.01′
	ST = 50.01′
	x = 149.97′
	y = 2.29′
	k = 74.99′
	p = 0.57′
	Dc = 1° 51′ 35″ (RT)
	Lc = 53.13′
	Ts = 176.73′
	Es = 3.73′

RAMP "A"

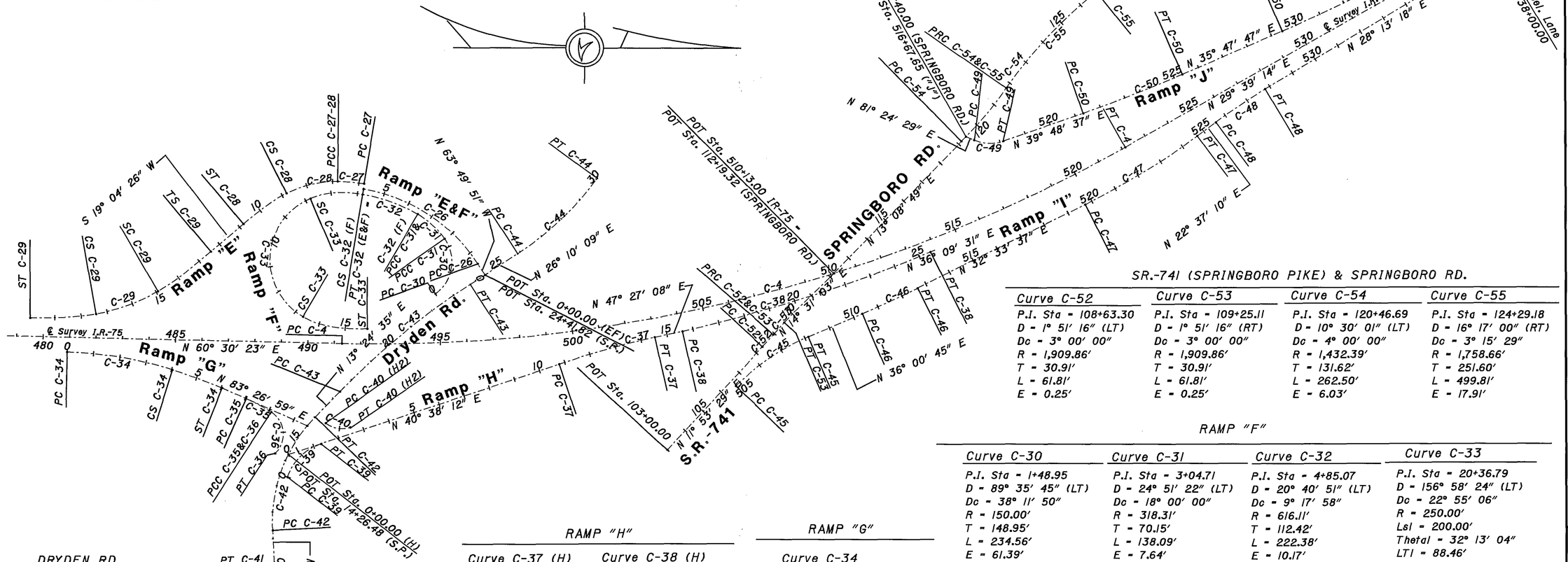
Curve C-5
P.I. Sta = 10+81.13
D = 30° 31′ 04″ (RT)
Dc = 1° 30′ 00″
R = 3,819.71′
Ls2 = 150.00′
Theta2 = 0° 33′ 56″
LT2 = 100.00′
ST2 = 50.00′
x2 = 150.00′
y2 = 0.49′
k2 = 75.00′
p2 = 0.12′
Dc = 31° 05′ 00″ (RT)
Lc = 2,072.21′
Ts1 = 1,081.13′
Ts2 = 1,196.20′
Es = 150.05′

CALCULATED REB
CHECKED TLB

RAMP CURVE DATA
INTERCHANGE AT DIXIE HWY.

IR-75

MOT-75-6.16



RAMP "E"

Curve C-27
P.I. Sta = 6+30.46
D = 8° 43′ 09″ (LT)
Dc = 8° 43′ 07″
R = 657.16′
T = 50.10′
L = 100.01′
E = 1.91′

Curve C-28
P.I. Sta = 8+43.47
D = 40° 37′ 47″ (LT)
Dc = 13° 30′ 12″
R = 424.31′
Ls2 = 200.02′
Theta2 = 13° 30′ 17″
LT2 = 133.74′
ST2 = 67.03′
x2 = 198.91′
y2 = 15.65′
k2 = 99.83′
p2 = 3.92′
Dc = 27° 07′ 31″ (LT)
Lc = 200.88′
Ts1 = 163.10′
Ts2 = 252.34′
Es = 30.27′

Curve C-29
P.I. Sta = 16+29.84
D = 40° 00′ 00″ (RT)
Dc = 8° 00′ 00″
R = 716.20′
Ls = 250.00′
Theta = 10° 00′ 00″
LT = 166.93′
ST = 83.58′
x = 249.24′
y = 14.51′
k = 124.87′
p = 3.63′
Dc = 20° 00′ 00″ (RT)
Lc = 250.00′
Ts = 386.87′
Es = 49.83′

RAMP "E&F"

Curve C-26
P.I. Sta = 3+31.59
D = 47° 44′ 46″ (LT)
Dc = 9° 00′ 00″
R = 636.61′
T = 281.75′
L = 530.51′
E = 59.56′

RAMP "I"

Curve C-46
P.I. Sta = 511+50.82
D = 3° 27′ 08″ (LT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 115.11′
L = 230.15′
E = 1.73′

Curve C-45
P.I. Sta = 506+48.84
D = 21° 43′ 27″ (RT)
Dc = 6° 30′ 00″
R = 881.47′
T = 169.14′
L = 334.22′
E = 16.08′

Curve C-47
P.I. Sta = 522+21.80
D = 9° 56′ 28″ (LT)
Dc = 2° 00′ 00″
R = 2,864.79′
T = 249.15′
L = 497.05′
E = 10.81′

Curve C-48
P.I. Sta = 526+68.44
D = 5° 36′ 07″ (RT)
Dc = 2° 30′ 00″
R = 2,291.83′
T = 112.13′
L = 224.08′
E = 2.74′

RAMP "J"

Curve C-49
P.I. Sta = 517+60.33
D = 42° 51′ 05″ (LT)
Dc = 38° 11′ 50″
R = 150.00′
T = 58.86′
L = 112.18′
E = 11.14′

Curve C-50
P.I. Sta = 523+32.62
D = 4° 00′ 50″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 200.78′
L = 401.40′
E = 3.52′

Curve C-51
P.I. Sta = 532+51.48
D = 6° 08′ 33″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 307.42′
L = 614.25′
E = 8.24′

SR.-741 (SPRINGBORO PIKE) & SPRINGBORO RD.

Curve C-52
P.I. Sta = 108+63.30
D = 1° 51′ 16″ (LT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 30.91′
L = 61.81′
E = 0.25′

Curve C-53
P.I. Sta = 109+25.11
D = 1° 51′ 16″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 30.91′
L = 61.81′
E = 0.25′

Curve C-54
P.I. Sta = 120+46.69
D = 10° 30′ 01″ (LT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 131.62′
L = 262.50′
E = 6.03′

Curve C-55
P.I. Sta = 124+29.18
D = 16° 17′ 00″ (RT)
Dc = 3° 15′ 29″
R = 1,758.66′
T = 251.60′
L = 499.81′
E = 17.91′

DRYDEN RD.

Curve C-41
P.I. Sta = 8+21.47
D = 39° 07′ 10″ (LT)
Dc = 10° 00′ 00″
R = 572.96′
T = 203.57′
L = 391.19′
E = 35.09′

Curve C-42
P.I. Sta = 13+80.93
D = 47° 10′ 00″ (RT)
Dc = 10° 00′ 00″
R = 572.96′
T = 250.12′
L = 471.67′
E = 52.21′

Curve C-43
P.I. Sta = 20+57.66
D = 12° 45′ 34″ (RT)
Dc = 02° 00′ 00″
R = 2,864.79′
T = 320.31′
L = 637.97′
E = 17.65′

Curve C-44
P.I. Sta = 27+99.07
D = 20° 48′ 24″ (LT)
Dc = 05° 00′ 00″
R = 1,145.92′
T = 210.38′
L = 416.13′
E = 19.15′

RAMP "H"

Curve C-37 (H)
P.I. Sta = 12+65.82
D = 5° 37′ 29″ (RT)
Dc = 1° 30′ 00″
R = 3,819.73′
T = 187.64′
L = 374.98′
E = 4.61′

Curve C-38 (H)
P.I. Sta = 20+53.85
D = 9° 51′ 41″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 494.29′
L = 986.14′
E = 21.28′

RAMP "H1"

Curve C-39 (H-1)
P.I. Sta = 1+00.10
D = 53° 10′ 30″ (RT)
Dc = 28° 38′ 52″
R = 200.00′
T = 100.10′
L = 185.62′
E = 23.65′

RAMP "H2"

Curve C-40 (H-2)
P.I. Sta = 0+96.74
D = 56° 04′ 44″ (LT)
Dc = 57° 17′ 45″
R = 100.00′
T = 53.26′
L = 97.88′
E = 13.30′

RAMP "G"

Curve C-34
P.I. Sta = 2+57.94
D = 20° 09′ 12″ (RT)
Dc = 3° 59′ 59″
R = 1,432.48′
Ls2 = 200.07′
Theta2 = 4° 00′ 04″
LT2 = 133.41′
ST2 = 66.72′
x2 = 199.97′
y2 = 4.66′
k2 = 100.02′
p2 = 1.16′
Dc = 16° 09′ 08″ (RT)
Lc = 403.83′
Ts1 = 257.94′
Ts2 = 351.41′
Es = 23.04′

RAMP "F"

Curve C-30
P.I. Sta = 1+48.95
D = 89° 35′ 45″ (LT)
Dc = 38° 11′ 50″
R = 150.00′
T = 148.95′
L = 234.56′
E = 61.39′

Curve C-31
P.I. Sta = 3+04.71
D = 24° 51′ 22″ (LT)
Dc = 18° 00′ 00″
R = 318.31′
T = 70.15′
L = 138.09′
E = 7.64′

Curve C-32
P.I. Sta = 4+85.07
D = 20° 40′ 51″ (LT)
Dc = 9° 17′ 58″
R = 616.11′
T = 112.42′
L = 222.38′
E = 10.17′

Curve C-33
P.I. Sta = 20+36.79
D = 156° 58′ 24″ (LT)
Dc = 22° 55′ 06″
R = 250.00′
Ls1 = 200.00′
Theta1 = 32° 13′ 04″
LT1 = 88.46′
ST1 = 116.78′
x1 = 187.27′
y1 = 62.26′
k1 = 98.96′
p1 = -727.72′
Ls2 = 250.00′
Theta2 = 30° 13′ 32″
LT2 = 164.93′
ST2 = 90.07′
x2 = 242.76′
y2 = 45.34′
k2 = 123.85′
p2 = 9.76′
Dc = 126° 44′ 52″ (LT)
Lc = 553.04′
Ts1 = 1,256.42′
Ts2 = 1,371.01′
Es = 1,031.05′

RAMP "GI"

Curve C-36 (G)
P.I. Sta = 2+35.56
D = 104° 11′ 00″ (RT)
Dc = 57° 17′ 45″
R = 100.00′
T = 128.42′
L = 181.83′
E = 62.76′

Curve C-35 (G)
P.I. Sta = 0+53.67
D = 8° 34′ 16″ (RT)
Dc = 8° 00′ 00″
R = 716.20′
T = 53.67′
L = 107.14′
E = 2.01′

CALCULATED REB
CHECKED TLB

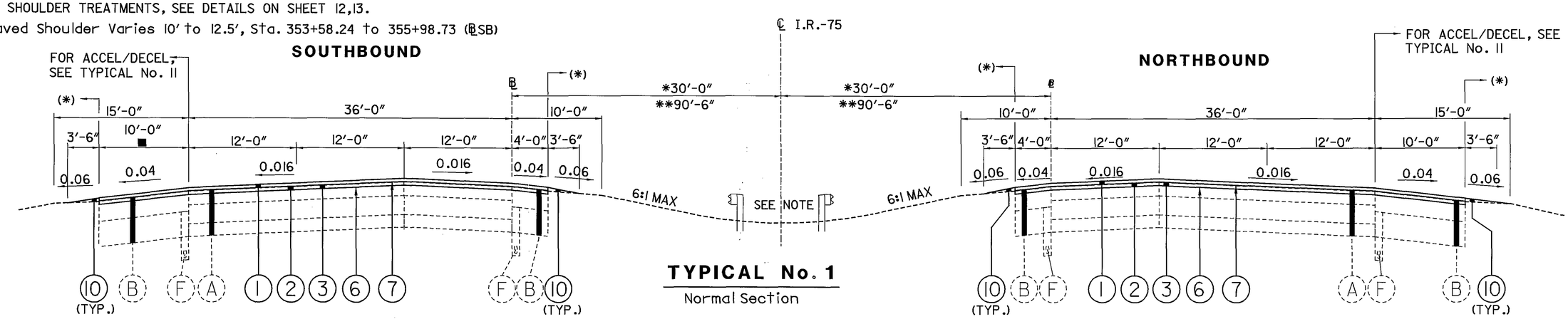
RAMP CURVE DATA
INTERCHANGES AT DRYDEN RD. / S.R. 741
IR-75 INTERCHANGE

MOT-75-6.16

I:\de

(*) FOR SHOULDER TREATMENTS, SEE DETAILS ON SHEET 12,13.

■ = Paved Shoulder Varies 10' to 12.5', Sta. 353+58.24 to 355+98.73 (℄SB)



TYPICAL No. 1

Normal Section

LIMITING STATIONS

** STA. 323+63.03 TO STA. 326+33.82 (℄ Survey) = STR. MOT-75-0614L, APPROACH SLABS AND TRANSITION
** STA. 326+33.82 TO STA. 334+36.12 (℄ Survey) = 802.30'
** STA. 334+36.12 (℄ Survey) TO STA. 339+76.25 (℄ N.B.) = STR. MOT-75-0639L, APPROACH SLABS AND TRANSITIONS
** STA. 339+76.25 TO STA. 348+36.00 (℄ S.B.) = 859.75'
* STA. 377+50.00 TO STA. 378+32.50 (℄ SB) = 82.50'
STATION EQUATION: STA. 378+32.50 (℄ S.B.) BACK = STA. 378+50.00 (℄ I.R. 75) AHEAD
STA. 378+50.00 TO STA. 407+62.50 (℄ Survey) = 2912.50'
STA. 407+62.50 TO STA. 412+37.50 (℄ Survey) = TRANSITION
STA. 412+37.50 TO STA. 449+39.28 (℄ Survey) = 3701.78'

LIMITING STATIONS

** STA. 324+03.78 TO STA. 326+72.55 (℄ Survey) = STR. MOT-75-0614R APPROACH SLABS AND TRANSITION
** STA. 326+72.55 TO STA. 336+03.82 (℄ Survey) = 931.27'
** STA. 336+03.82 TO STA. 341+23.18 (℄Survey) = STR. MOT-75-0639, APPROACH SLABS AND TRANSITIONS
** STA. 341+23.18 (℄ Survey) TO STA. 350+00.00 (℄ N.B) = 876.82'
* STA. 374+12.50 TO STA. 378+69.07 (℄ N.B.) = TRANSITION
* STATION EQUATION: STA. 378+69.07 (℄ N.B.) BACK = STA. 378+50.00 (℄ Survey) AHEAD
* STA. 378+50.00 TO STA. 378+68.43 (℄ N.B.) = TRANSITION
* STA. 378+68.43 TO STA. 407+62.50 (℄ Survey) = 2894.07'
* STA. 407+62.50 TO STA. 412+37.50 (℄ Survey) = TRANSITION
* STA. 412+37.50 TO STA. 449+39.28 (℄ Survey) = 3701.78'
* STA. 449+39.28 TO STA. 450+14.28 (℄ Survey) = 75'

NOTE: FOR PROPOSED GUARDRAIL LOCATION, SEE PLAN SHEETS.

EXISTING LEGEND

(A) EXISTING 6½" ASPHALT CONCRETE ON 9" REINFORCED CONCRETE ON VARIABLE DEPTH SUBBASE
(B) EXISTING 9½" ASPHALT CONCRETE ON 9" TO 12" AGGREGATE BASE
(C) EXISTING CONCRETE MEDIAN BARRIER
(D) NOT USED
(E) EXISTING GUARDRAIL
(F) EXISTING UNDERDRAIN
(G) NOT USED
(H) EXISTING 3" ASPHALT CONCRETE ON VARIABLE DEPTH AGGREGATE BASE UNDER GUARDRAIL

PROPOSED LEGEND

(1) ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5 mm, TYPE A (446), WITH SUPPLEMENT 1059 WARRANTY, AS PER PLAN
(2) ITEM 442 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446), AS PER PLAN
(3) ITEM 254 - 1½" PAVEMENT PLANING, ASPHALT CONCRETE
(4) ITEM 442 - VARIABLE DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm,TYPE A (446), AS PER PLAN
(5) ITEM 304 - 2" AGGREGATE BASE
(6) ITEM 407 - TACK COAT
(7) ITEM 407- TACK COAT FOR INTERMEDIATE COURSE
(8) NOT USED
(9) ITEM 606 - GUARDRAIL, TYPE 5
(10) ITEM 617 - COMPACTED AGGREGATE (0" TO 1¾")
(11) ITEM 407 - TACK COAT, 702.13
(12) ITEM 254 - 3¼" PAVEMENT PLANING, ASPHALT CONCRETE
(13) ITEM 448 - 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22, UNDER GUARDRAIL, AS PER PLAN
(14) ITEM 448 - ASPHALT CONCRETE, MISC., 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22, UNDER EXISTING GUARDRAIL

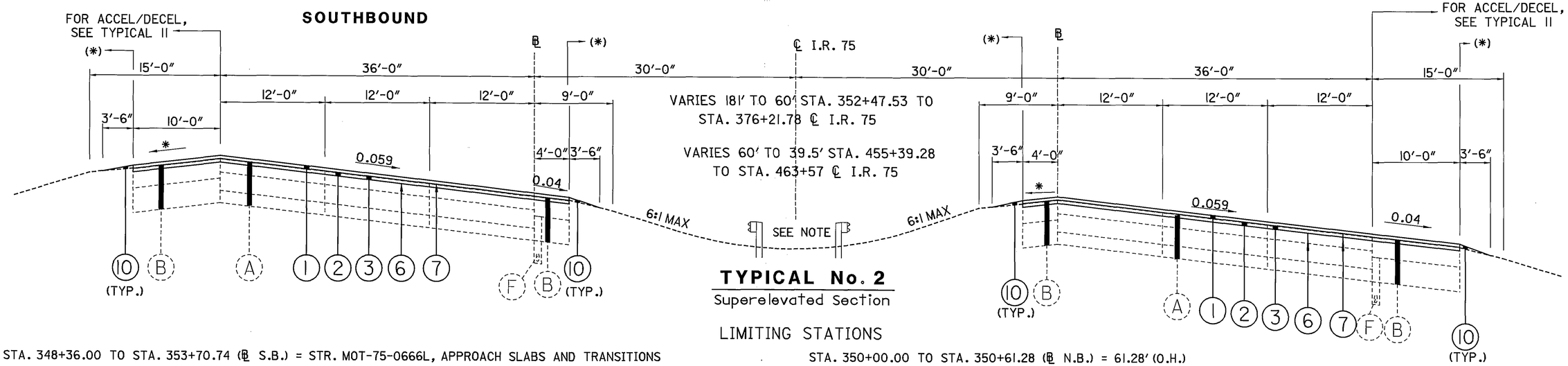
CALCULATED REB CHECKED TLB

TYPICAL SECTIONS

MOT-75-6.16

I:\de

(*) FOR SHOULDER TREATMENTS, SEE DETAILS ON SHEET 12,13.



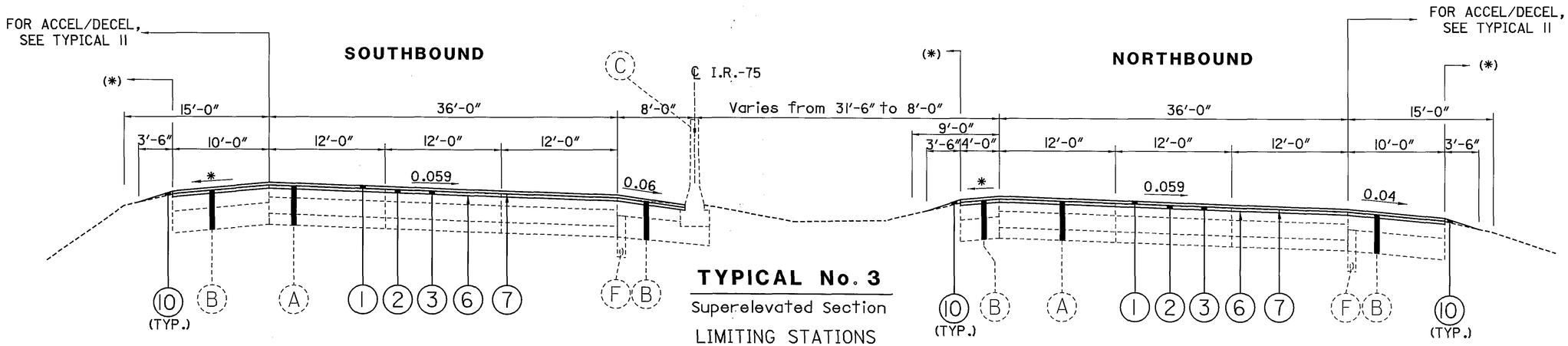
TYPICAL No. 2
Superelevated Section

LIMITING STATIONS

STA. 348+36.00 TO STA. 353+70.74 (℄ S.B.) = STR. MOT-75-0666L, APPROACH SLABS AND TRANSITIONS
STA. 353+70.74 TO STA. 357+25.00 (℄ S.B.). = 354.26'
STA. 357+25.00 TO STA. 361+07.24 (℄ S.B.). = 382.24' (O.H.)
STA. 361+07.24 TO STA. 364+92.74 (℄ S.B.)= STR. MOT-75-0686,APPROACH SLABS AND TRANSITIONS (O.H.)
STA. 364+92.74 (℄ S.B.) TO STA. 377+50.00 (℄ S.B.) = 1257.26' (O.H.)
STA. 449+39.28 TO STA. 455+39.28 (℄ SURVEY) = 600'
STA. 455+39.28 TO STA. 463+57± (℄ Survey) = 817.72'

STA. 350+00.00 TO STA. 350+61.28 (℄ N.B.) = 61.28' (O.H.)
STA. 350+61.28 TO STA. 355+92.68 (℄ N.B.) = STR. MOT-75-0666, APPROACH SLABS AND TRANSITIONS (O.H.)
STA. 355+92.68 TO STA. 361+22.49 (℄ N.B.) = 529.81' (O.H.)
STA. 361+22.49 TO STA. 365+14.49 (℄ N.B.) = STR. MOT-75-0686, APPROACH SLABS, AND TRANSITIONS (O.H.)
STA. 365+14.49 TO STA. 374+12.50 (℄ N.B.) = 898.01' (O.H.)
STA. 374+12.50 TO STA. 375+00.00 (℄ N.B.) = TRANSITION (O.H.)
STA. 450+14.28 (℄ Survey) TO STA. 455+39.28 (℄ Survey) = 525'
STA. 455+39.28 TO STA. 463+57± (℄ Survey) = 817.72'

NOTE: FOR PROPOSED GUARDRAIL LOCATIONS, SEE PLAN SHEETS.



TYPICAL No. 3
Superelevated Section

LIMITING STATIONS

STA. 463+57± TO STA. 470+54.97± (℄ SURVEY) = 697.97'

* Varies 0.04 to 0.01

CALCULATED REB
CHECKED TLB

TYPICAL SECTIONS

MOT-75-6.16

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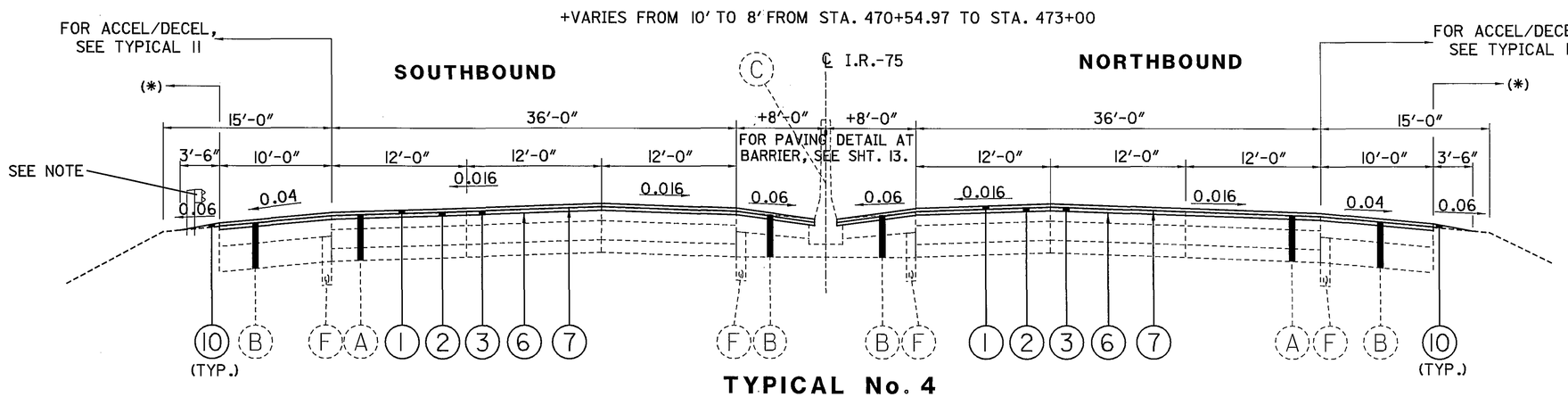


TYPICAL No. 4

Normal Section

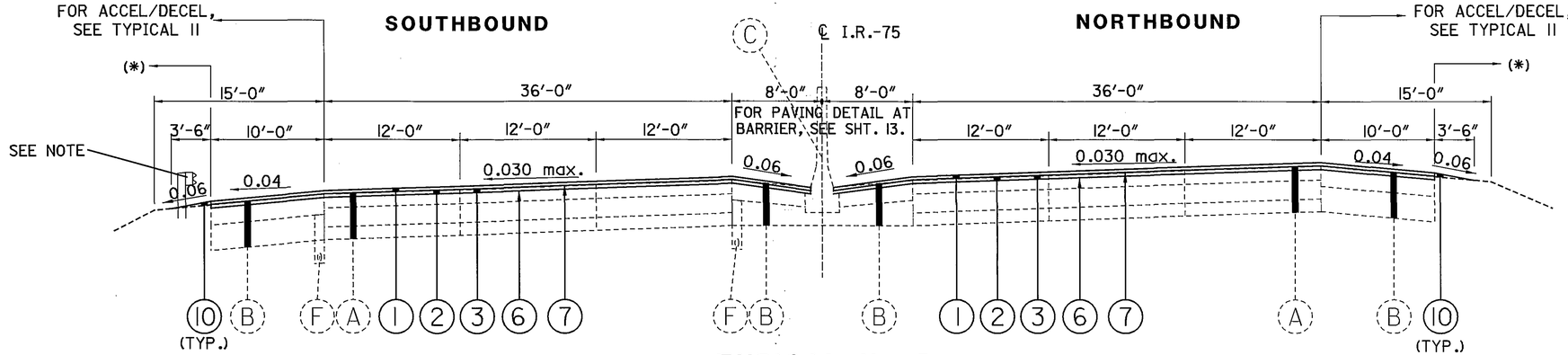
(*) FOR SHOULDER TREATMENTS, SEE DETAILS ON SHEET 12,13.

NOTE: FOR PROPOSED GUARDRAIL LOCATION, SEE PLAN SHEETS.

LIMITING STATIONS

STA. 470+54.97 TO STA. 488+00.00 ℄ SURVEY = 1745.03'

STA. 524+75.00 TO STA. 548+75.00 ℄ I.R. 75 = 2400'



TYPICAL No. 5

Superelevated Section

STA. 488+00.00 TO STA. 490+48.73 ℄ I.R. 75 = 248.73'

STA. 490+48.73 TO STA. 495+71.26 = STRUCTURE MOT-75-0932, APPROACHES AND TRANSITIONS ℄ I.R. 75

STA. 495+71.26 TO STA. 504+55.84 ℄ I.R. 75 = 884.58'

STA. 504+55.84 TO STA. 511+98.80 = STRUCTURE MOT-75-0958, APPROACHES AND TRANSITIONS ℄ I.R. 75

STA. 511+98.80 TO STA. 524+75.00 ℄ I.R. 75 = 1276.20'

STA. 548+75.00 TO STA. 549+71.15 ℄ I.R. 75 = 96.15'

STATION EQUATION: STA. 549+71.15 ℄I.R. 75 (BACK) = STA. 200+11.72 ℄ I.R. 75 (AHEAD)

STA. 200+11.72 TO STA. 200+14.57 ℄ I.R. 75 = 2.85'

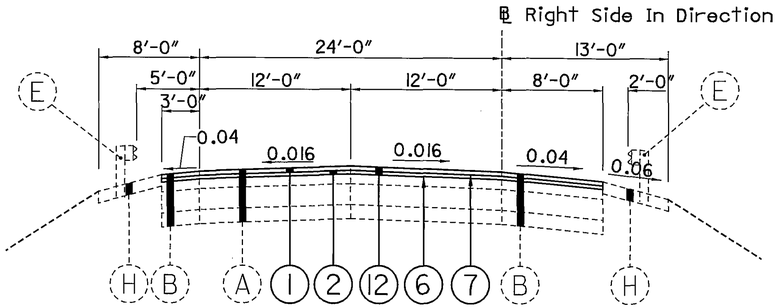
STA. 200+14.57 TO STA. 201+02.07 ℄ I.R. 75 = TRANSITIONS AND APPROACHES

CALCULATED REB CHECKED TLB

TYPICAL SECTIONS

MOT-75-6.16

I:\de



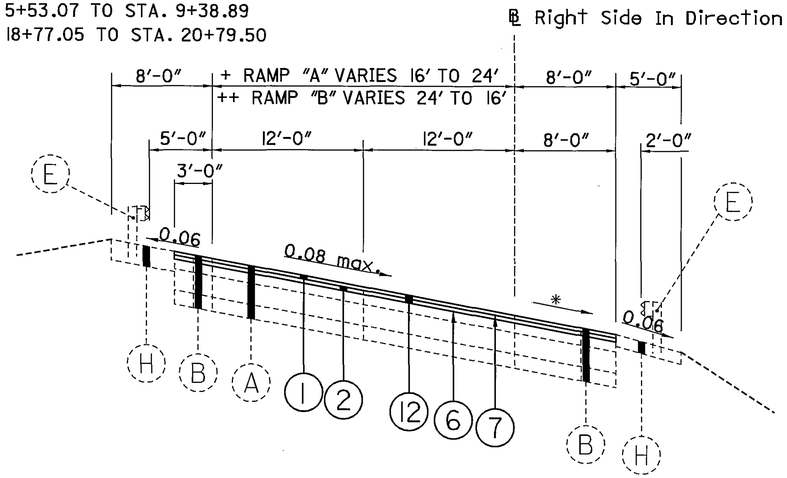
TYPICAL No. 6

Normal Ramp Section

LIMITING STATIONS

Ramp "B" STA. 7+30.60 TO STA. 9+90.15 = 259.55'
+ Ramp "H" STA. 0+29.64 TO STA. 3+00.00 = 270.36'

+ STA. 5+53.07 TO STA. 9+38.89
++ STA. 18+77.05 TO STA. 20+79.50



TYPICAL No. 7

Superelevated Ramp Section

LIMITING STATIONS

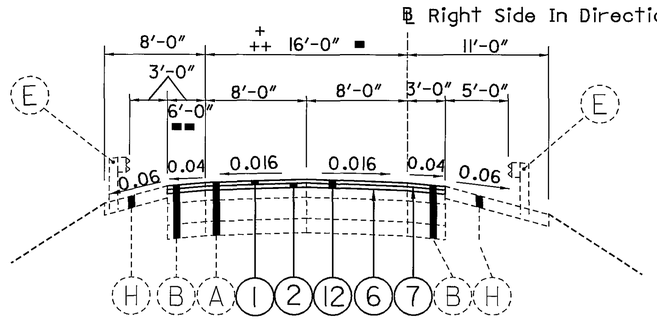
Ramp "A" STA. 6+40.57 TO STA. 15+75.00 = 934.43'
Ramp "B" STA. 9+90.15 TO STA. 18+77.04 = 886.89' (Opposite Hand)
Ramp "B" STA. 18+77.04 TO STA. 20+29.50 = 152.46'

* = 0.04 OR SUPERELEVATION RATE, WHICHEVER IS GREATER

RAMP LOCATIONS

IR-75 INTERCHANGE AT DIXIE HWY.: A, B, C, & D
IR-75 INTERCHANGE AT DRYDEN ROAD: E, EF, F, FI, G, GI, H, HI,
IR-75 INTERCHANGE AT SR-741 (SPRINGBORO PIKE): I & J

++ RAMP "G" VARIES 16' TO 18' STA. 7+03.35 TO STA. 8+56.96
++ RAMP "G" VARIES 18' TO 14' STA. 8+56.96 TO STA. 9+18.39
+ RAMP "H" VARIES 14' TO 16' STA. 0+29.64 TO STA. 2+21.15 (SEE DETAIL "F" ON SHEET 13)
+ RAMP "H" VARIES 28' TO 22.6' STA. 2+21.15 TO STA. 3+00.00
■ RAMP "HI" VARIES 20' TO 14' STA. 0+43.85 TO STA. 1+12.12 (SEE DETAIL "F" ON SHEET 13)
*** Ramp "H" VARIES 22.6' TO 16' STA. 3+00 TO STA. 5+00
■■ RAMP "J" PAVED SHOULDER VARIES 6' TO 4' STA. 529+44.06 TO 530+00 (SEE DETAIL "F" ON SHEET 13)

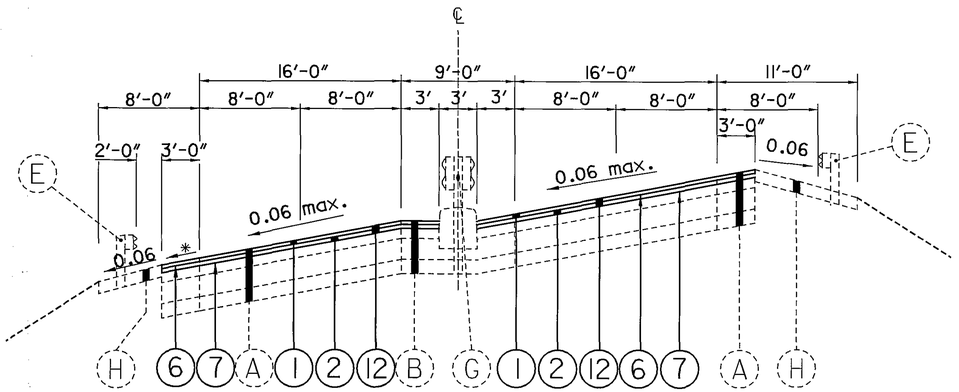


TYPICAL No. 8

Normal Ramp Section

LIMITING STATIONS

Ramp "E" STA. 10+81.25 TO STA. 12+42.96 = 161.71'
++ Ramp "G" STA. 6+03.83 TO STA. 9+18.39 = 314.56'
Ramp "HI" STA. 0+43.85 TO STA. 1+12.12 = 68.27'
*** Ramp "H" STA. 3+00 TO STA. 12+02.70 = 902.70'
■■ Ramp "J" STA. 519+32.05 TO STA. 529+12.50 = 980.45'



TYPICAL No. 9

Superelevated Two-Way Ramp Section

LIMITING STATIONS

Ramps "E" & "F" STA. 1+69.30 TO STA. 5+80.36 = 411.06'
NOTE: CONCRETE MEDIAN TRANSITIONS FROM
3'-0" to 8" between Sta. 5+80.36 and Sta. 7+77.00

CALCULATED REB CHECKED TLB

TYPICAL SECTIONS

MOT-75-6.16

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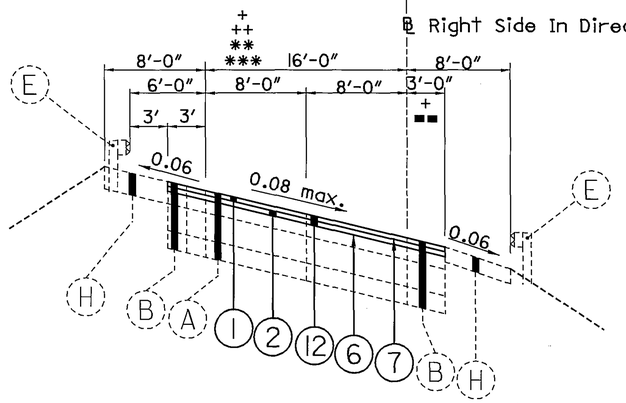
SEE DETAIL "F" ON SHEET 13.
RAMP "F-1" STA. 0+37.79 TO 2+04.85 (RT.)
RAMP "G" STA. 8+56.96 TO 9+18.39 (RT.)
RAMP "G1" STA. 1+26.46 TO 2+85.00 (LT.)
RAMP "H" STA. 1+29.64 TO 2+21.00 (LT.)
RAMP "H1" STA. 0+43.85 TO 1+12.12 (RT.)
RAMP "J" STA. 530+00 TO 538+00 (LT.)

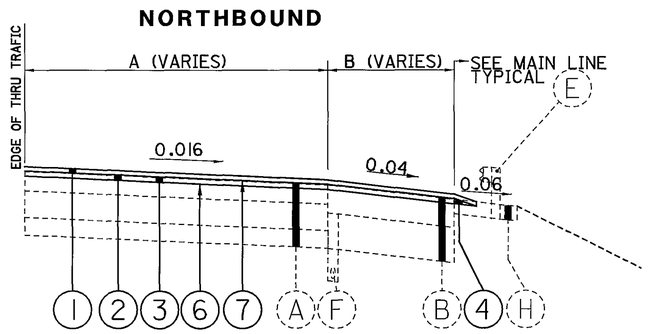


TYPICAL No. 10
Superelevated Ramp Section

LIMITING STATIONS

Ramp "C" STA. 3+22.00 TO STA. 4+78.05 = 156.05'
Ramp "C" STA. 4+78.05 TO STA. 11+76.02 = STRUCTURE MOT-75-0666E AND APPROACHES
Ramp "C" STA. 11+76.02 TO STA. 13+62.50 = 186.48'
Ramp "D" STA. 2+68.76 TO STA. 10+27.50 = 758.74'
Ramp "E" STA. 5+80.36 TO STA. 10+81.25 = 500.89'
Ramp "E" STA. 12+42.96 TO STA. 16+83.56 = 440.60'
\+ Ramp "F" STA. 5+80.36 TO STA. 12+91.98 = 711.62' (OPPOSITE HAND)
Ramp "F-1" STA. 0+33.63 TO STA. 2+04.85 = 171.22' (OPPOSITE HAND)
++ Ramp "G" STA. 3+72.67 TO STA. 6+03.83 = 231.16'
** Ramp "G1" STA. 1+46.26 TO STA. 2+15.00 = 68.74'
▬ Ramp "I" STA. 522+28.00 TO STA. 524+90.50 = 262.50'

\+ Ramp "F" VARIES 16' TO 19' STA. 12+78.80 TO 13+79.48 AND PAVED SHOULDER VARIES 3' TO 8' STA. 12+78.80 TO STA. 15+83.41
++ RAMP "G" VARIES 18' TO 16' STA. 2+85.17 TO 3+54.99
** RAMP "G1" VARIES 0' TO 18' STA. 0+00 TO 1+46.26
** RAMP "G1" 18' STA. 1+46.26 TO 2+15.00
▬ RAMP "I" 6' PAVED SHOULDER ON RIGHT



TYPICAL No. 11
RAMP GORE AREAS

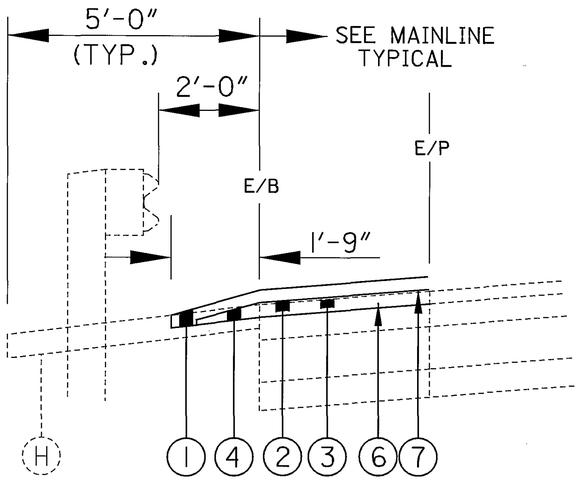
LOCATION	STATION TO STATION	A	B
DIXIE HIGHWAY/ I.R.-75 (INTERCHANGE)			
I.R.-75 @ RAMP "B" (OPP. HAND)	326+41.20 TO 334+20.81	0' TO 22'±	10'
I.R.-75 @ RAMP "A"	332+66.02 TO 333+66.02	0' TO 12'	10' TO 8'
I.R.-75 @ RAMP "A"	333+66.02 TO 336+43.32	12'	8'
I.R.-75 @ RAMP "B" (OPP. HAND)	339+95.15 TO 340+24.65	34'± TO 36'±	8'
I.R.-75 @ RAMP "A"	341+37.68 TO 345+68.00	18'± TO 52'±	8'
I.R.-75 @ RAMP "D" (OPP. HAND)	355+99.58 TO 361+19.74	43.5'± TO 17'±	3' TO 8'
I.R.-75 @ RAMP "C"	359+85.15 TO 361+34.99	39' TO 31'	6.8'± TO 8'
I.R.-75 @ RAMP "D" (OPP. HAND)	364+80.24 TO 366+21.39	12'	8'
I.R.-75 @ RAMP "D" (OPP. HAND)	366+21.39 TO 367+21.39	12' TO 0'	8' TO 10'
I.R.-75 @ RAMP "C"	365+01.99 TO 375+00.00	20' TO 0'	10'
DRYDEN ROAD / I.R.-75 (INTERCHANGE)			
I.R.-75 @ RAMP "E" (OPP. HAND)	469+50 TO 479+49.59	0' TO 25'±	10' TO 8'
I.R.-75 @ RAMP "E" (OPP. HAND)	479+49.59 TO 481+74.37	25'± TO 41'	8' TO 3'
I.R.-75 @ RAMP "G"	476+50.00 TO 477+50.00	0' TO 12'	10' TO 8'
I.R.-75 @ RAMP "G"	477+50.00 TO 480+92.28	12'	8'
I.R.-75 @ RAMP "G"	448+92.28 TO 483+79.60	12' TO 39'	8' TO 4'±
I.R.-75 @ RAMP "F" (OPP. HAND)	490+11.00 TO 490+61.23	36.5'± TO 14.3'±	4.3'± TO 7.5'±
I.R.-75 @ RAMP "F" (OPP. HAND)	495+58.76 TO 497+17.50	12'	6'
I.R.-75 @ RAMP "F" (OPP. HAND)	497+17.50 TO 498+17.50	12' TO 0'	6' TO 10'
I.R.-75 @ RAMP "H"	501+42.00 TO 504+68.00	39' TO 25.4'±	3' TO 4.9'±
I.R.-75 @ RAMP "H"	511+86.30 TO 514+00.00	8' TO 0'	8' TO 10'
I.R.-75 @ RAMP "I"	525+75.00 TO 538+00.00	39' TO 0'	6' TO 10'
I.R.-75 @ RAMP "J" (OPP. HAND)	529+97.05 TO 535+58.31	41.9'± TO 12'	3' TO 3.9'±
I.R.-75 @ RAMP "J" (OPP. HAND)	535+58.31 TO 537+00.00	12'	3.9'
I.R.-75 @ RAMP "J" (OPP. HAND)	537+00.00 TO 538+00.00	12' TO 0'	3.9' TO 10'

CALCULATED REB
CHECKED TLB

TYPICAL SECTIONS

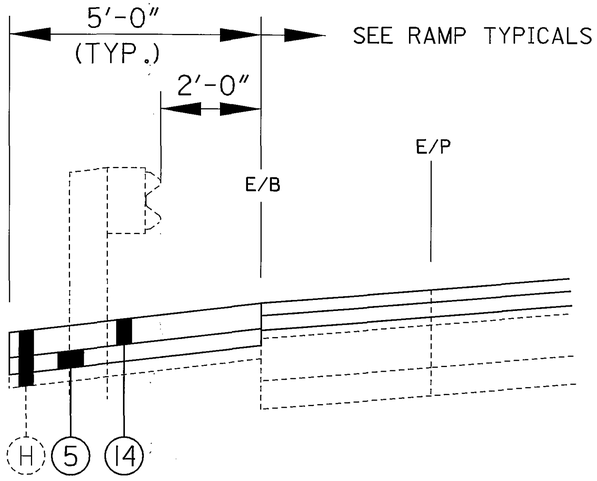
MOT-75-6.16

I:\de



DETAIL "A"

MAINLINE SHOULDER DETAIL WITH GUARDRAIL



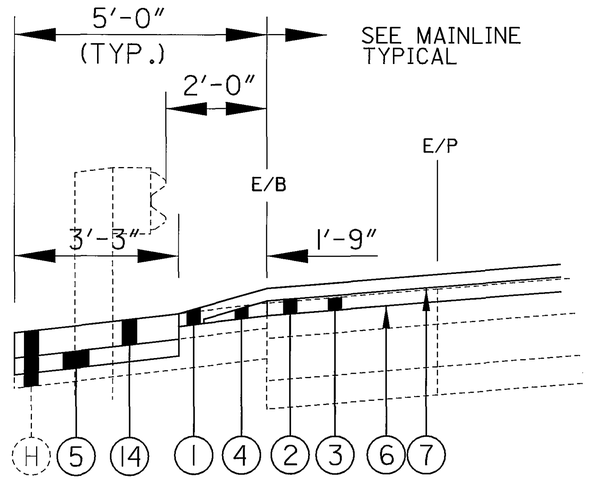
DETAIL "B"

PAVED SHOULDER REPAIR ON RAMP "A"

IR-75 INTERCHANGE AT DIXIE HWY.

LIMITING STATIONS

* STA. 8+00.00 TO STA. 10+00.00 = 200' (RAMP "A")

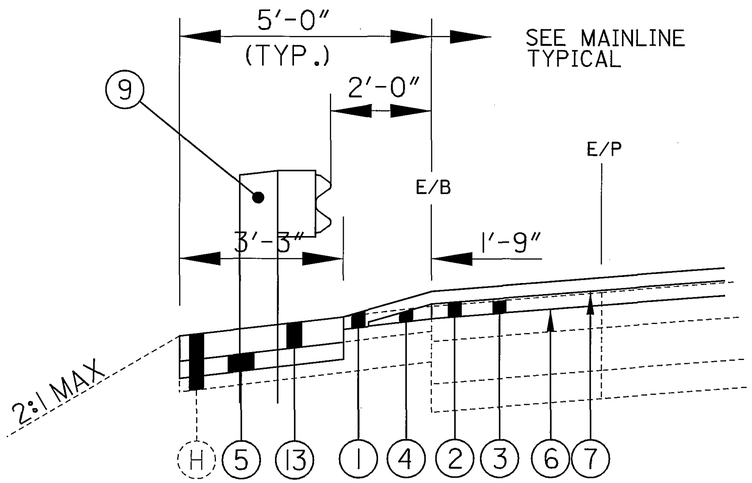


DETAIL "BB"

MAINLINE PAVEMENT REPAIR UNDER EXISTING GUARDRAIL DETAIL

LIMITING STATIONS

STA. 456+90.50 TO STA. 458+15.50 = 125' (SOUTHBOUND)



DETAIL "C"

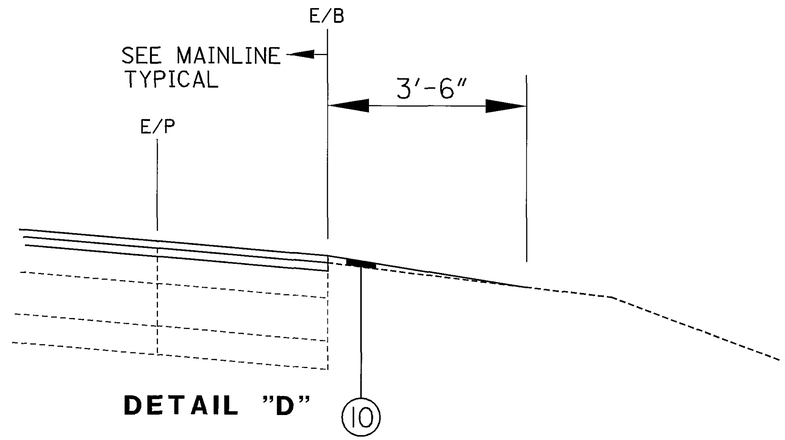
MAINLINE PAVEMENT REPAIR UNDER PROPOSED GUARDRAIL DETAIL

LIMITING STATIONS

STA. 547+19.64 TO STA. 549+71.15 = 251.51' (SOUTHBOUND)

STATION EQUATION: STA. 549+71.15 (BK) = STA. 200+11.72 (AH)

STA. 200+11.72 TO STA. 200+72.71 = 60.99' (SOUTHBOUND)



DETAIL "D"

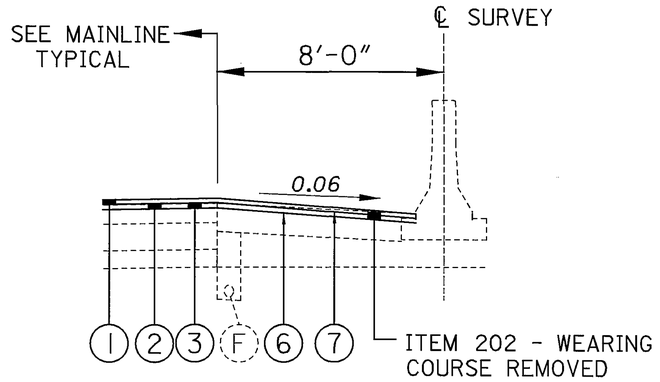
PAVED SHOULDER WITHOUT GUARDRAIL DETAIL (TYP.)

CALCULATED REB
CHECKED TLB

TYPICAL SECTIONS

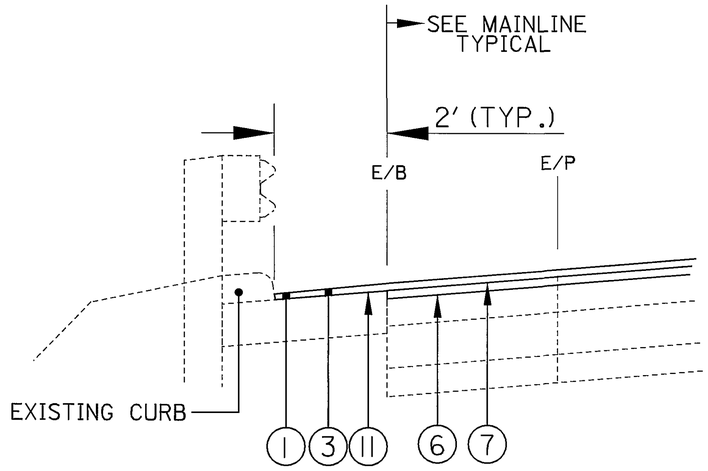
MOT-75-6.16

I:\de



DETAIL "E"

SHOULDER PAVING DETAIL
AT CONCRETE BARRIER (TYP.)



DETAIL "F"

CURB AND GUTTER
PAVING DETAIL (TYP.)

PAVEMENT SYMBOLS

= PROPOSED PAVEMENT TRANSITIONS - SEE SHEET 15.

= PROPOSED SUPERPLASTICIZED DENSE CONCRETE OVERLAY
SEE STRUCTURE SHEETS 122-135.

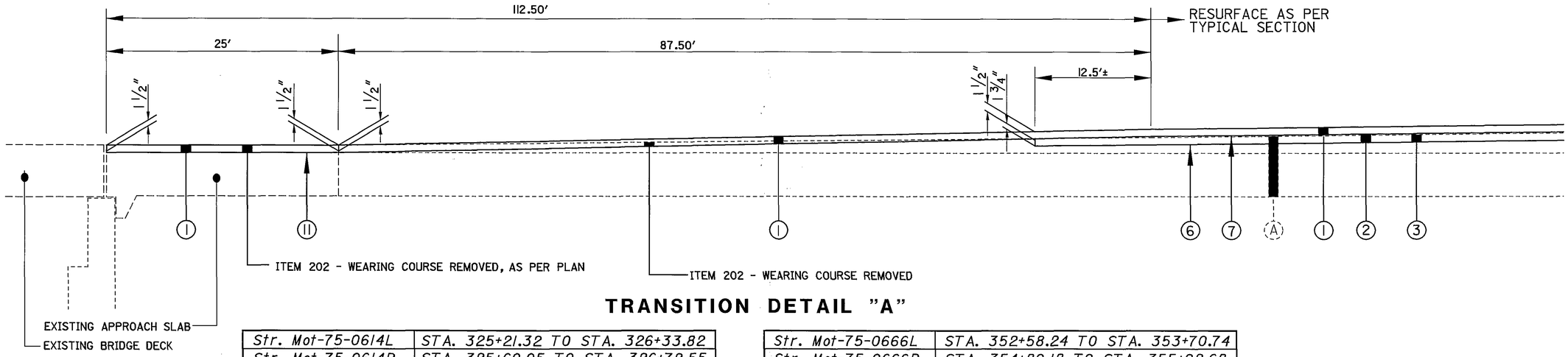
= ITEM 254 - 1½" PAVEMENT PLANING, ASPHALT CONCRETE
ITEM 442 - 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), WITH SUPPLEMENT 1059 WARRANTY, AS PER PLAN
(INCLUDED IN PAVEMENT CALCULATIONS)

CALCULATED REB
CHECKED TLB

TYPICAL SECTIONS

MOT-75-6.16

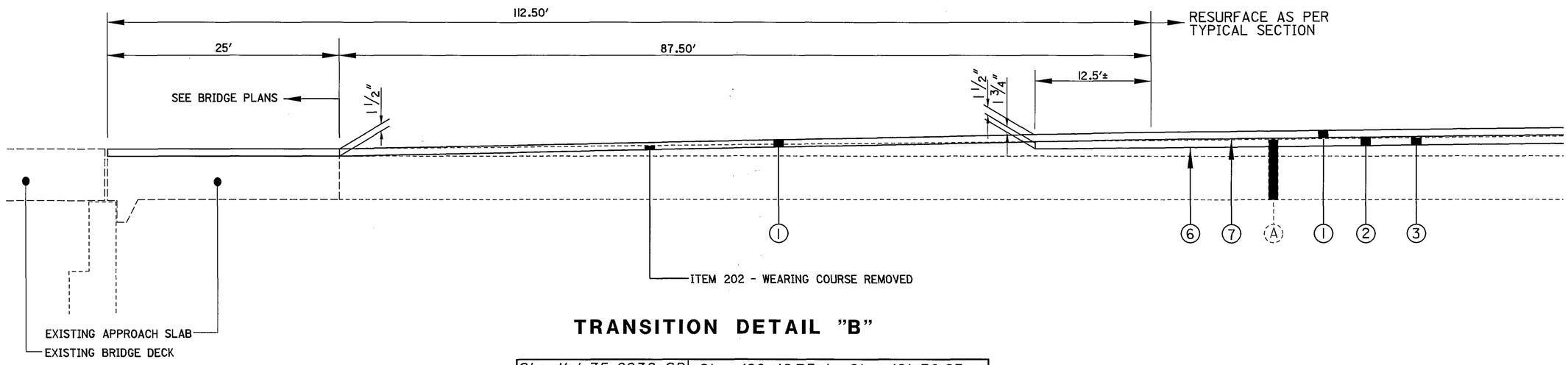
I:\de



TRANSITION DETAIL "A"

Str. Mot-75-0614L	STA. 325+21.32 TO STA. 326+33.82
Str. Mot-75-0614R	STA. 325+60.05 TO STA. 326+72.55
Str. Mot-75-0639L	STA. 334+36.12 TO STA. 335+48.62
Str. Mot-75-0639R	STA. 336+03.82 TO STA. 337+16.32
Str. Mot-75-0639L	STA. 338+63.75 TO STA. 339+76.25
Str. Mot-75-0639R	STA. 340+10.68 TO STA. 341+23.18
Str. Mot-75-0666L	STA. 348+36.00 TO STA. 349+48.50
Str. Mot-75-0666R	STA. 350+61.28 TO STA. 351+73.78

Str. Mot-75-0666L	STA. 352+58.24 TO STA. 353+70.74
Str. Mot-75-0666R	STA. 354+80.18 TO STA. 355+92.68
Str. Mot-75-0686L	STA. 361+07.24 TO STA. 362+19.74
Str. Mot-75-0686R	STA. 361+22.49 TO STA. 362+34.99
Str. Mot-75-0686L	STA. 363+80.24 TO STA. 364+92.74
Str. Mot-75-0686R	STA. 364+01.99 TO STA. 365+14.49



TRANSITION DETAIL "B"

	Str. Mot-75-0932 SB	Sta. 490+48.73 to Sta. 491+36.23
	Str. Mot-75-0932 NB	Sta. 490+48.73 to Sta. 491+36.23
	Str. Mot-75-0932 SB	Sta. 494+83.76 to Sta. 495+71.26
	Str. Mot-75-0932 NB	Sta. 494+83.76 to Sta. 495+71.26
	Str. Mot-75-0958 SB	Sta. 504+55.84 to Sta. 505+43.34
	Str. Mot-75-0958 NB	Sta. 504+55.84 to Sta. 505+43.34
	Str. Mot-75-0958 SB	Sta. 511+11.30 to Sta. 511+98.80
	Str. Mot-75-0958 NB	Sta. 511+11.30 to Sta. 511+98.80
+	Str. Mot-75-1043L	Sta. 200+14.57 to Sta. 201+02.07
+	Str. Mot-75-1043R	Sta. 200+14.57 to Sta. 201+02.07

+ MATCH THE EXISTING APPROACH SLAB

CALCULATED REB
CHECKED TLB

TRANSITION DETAILS

MOT-75-6.16

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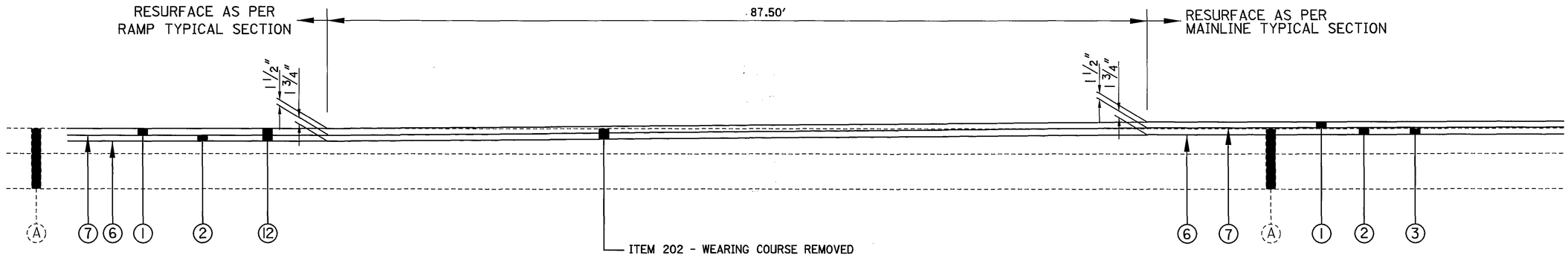
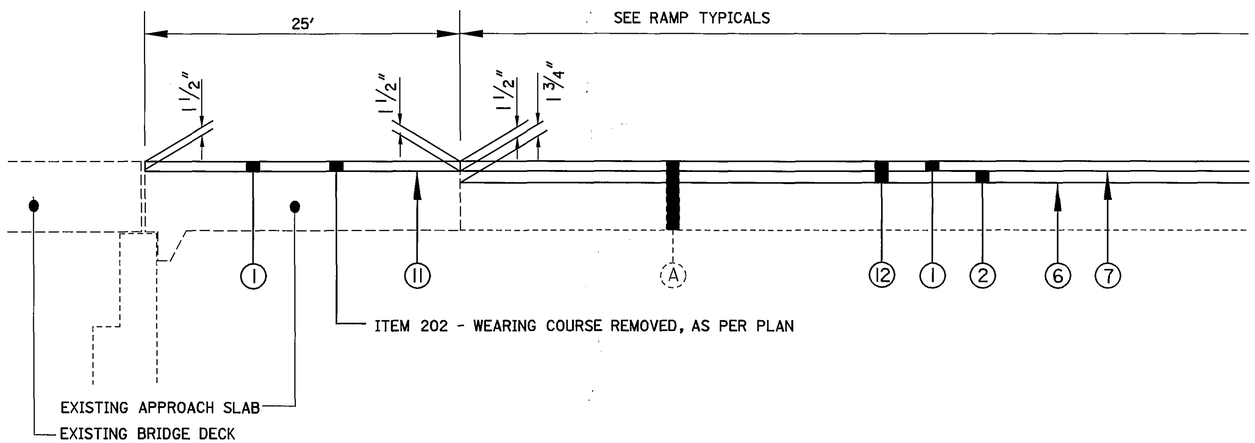


TRANSITION DETAIL "C"

Ramp "A" (IR75/DIXIE HWY. INTERCHANGE)	Sta. 5+53.07 to Sta. 6+40.57
Ramp "B" (IR75/DIXIE HWY. INTERCHANGE)	Sta. 20+29.50 to Sta. 21+17.00
Ramp "C" (IR75/DIXIE HWY. INTERCHANGE)	Sta. 13+62.50 to Sta. 14+50.00
Ramp "D" (IR75/DIXIE HWY. INTERCHANGE)	Sta. 10+27.50 to Sta. 11+15.00
Ramp "E" (IR75/DRYDEN RD. INTERCHANGE)	Sta. 16+83.56 to Sta. 17+71.06

Ramp "F" (IR75/DRYDEN RD. INTERCHANGE)	Sta. 12+91.98 to Sta. 13+79.48
Ramp "G" (IR75/DRYDEN RD. INTERCHANGE)	Sta. 2+85.17 to Sta. 3+72.67
Ramp "H" (IR75/DRYDEN RD. INTERCHANGE)	Sta. 12+02.70 to Sta. 12+90.20
Ramp "I" (IR75/SR741 INTERCHANGE)	Sta. 524+90.50 to Sta. 525+78.00
Ramp "J" (IR75/SR741 INTERCHANGE)	Sta. 529+12.50 to Sta. 530+00.00



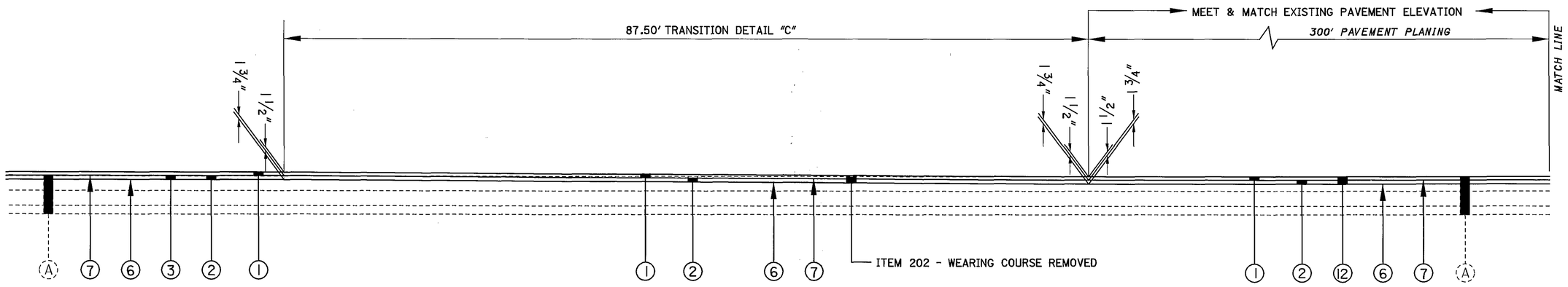
TRANSITION DETAIL "D"

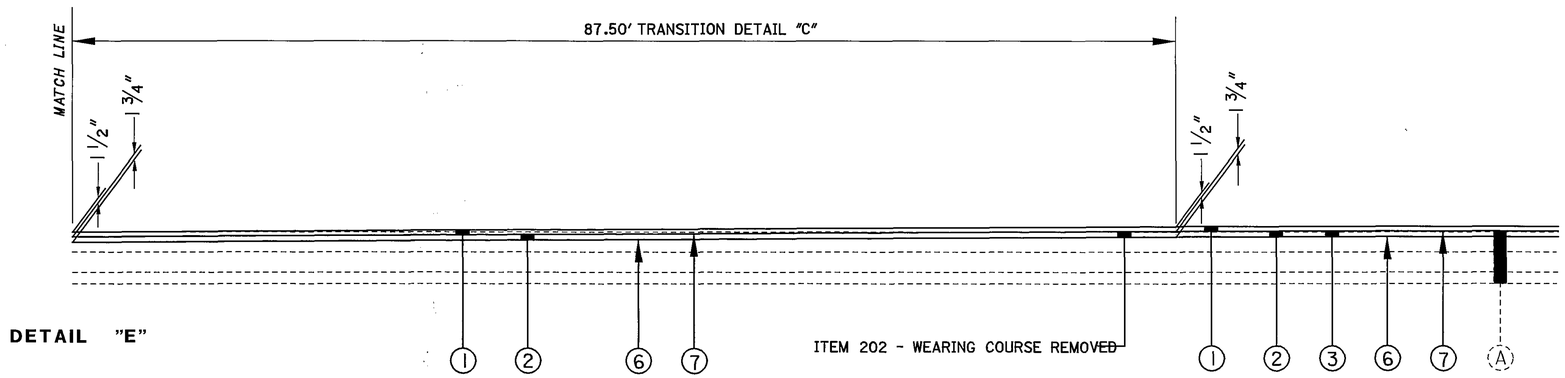
Str. Mot-75-0666E	Sta. 5+40.55 to Sta. 5+65.55
Str. Mot-75-0666E	Sta. 10+88.52 to Sta. 11+13.52

CALCULATED REB
CHECKED TLB

TRANSITION DETAILS

MOT-75-6.16





DETAIL "E"

TRANSITION DETAIL "E"

STA. 374+12.50 ℄ NB TO STA. 378+68.43 ℄ SURVEY (STA. 378+87.50 ℄ NB)
STA. 407+62.50 TO STA. 412+37.50

CALCULATED REB
CHECKED TLB

TRANSITION DETAILS

MOT-75-6.16

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UTILITIES

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

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

ELEVATION DATUM

ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.

WORK LIMITS

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

CLEARING AND GRUBBING

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. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE 2002 CONSTRUCTION AND MATERIAL SPECIFICATIONS. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY VALUES WHERE SUITABLE.

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL BE AS SHOWN ON THE TYPICAL SECTIONS.

EXISTING PLANS

EXISTING PLANS LISTED BELOW MAY BE INSPECTED IN THE ODOT DISTRICT 7 OFFICE IN SIDNEY, OHIO.

MOT-75-6.42 (1980)
MOT-25-4.17 (1959)
MOT-75-11.463 (1995)
MOT-25-7.12 (1961)
MOT-75-6.13/9.20 (1991)
MOT-75-6.13 (1992)
MOT-25-6.45 (1963)
MOT-25-9.21 (1964)
MOT-75-9.60 (1981)

ITEM 202, GUARDRAIL REMOVED FOR STORAGE, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING GUARDRAIL AND ALL EXISTING GUARDRAIL CONCRETE FOUNDATIONS (USED FOR ANCHOR ASSEMBLIES, BRIDGE TERMINAL ASSEMBLIES AND GUARDRAIL POSTS) BY THE CONTRACTOR.

THE CONTRACTOR SHALL REMOVE AND STORE THE EXISTING GUARDRAIL ON TIMBERS IN THE MEDIAN OF I-75 JUST NORTH OF THE ALEX BELL UNDERPASS. ALL BOLTS SHALL BE REMOVED FROM THE PANELS. THE PANELS SHALL BE SEPARATED BY SIZE AND NEATLY STACKED. THE CONTRACTOR SHALL NOTIFY THE MONTGOMERY COUNTY MANAGER FOR THE GUARDRAIL TO BE PICKED UP BY STATE FORCES.

PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202, GUARDRAIL REMOVED FOR STORAGE, AS PER PLAN AND SHALL INCLUDE ALL LABOR AND EQUIPMENT NECESSARY TO COMPLETE THIS ITEM OF WORK.

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAVEMENT PLANING AS DESCRIBED IN THE TYPICALS AND DETAILS. THE PLANING OPERATION, ON SECTIONS WITH GUARDRAIL, SHALL BE TO WITHIN 3" FROM THE FACE OF THE GUARDRAIL. THE CONTRACTOR SHALL TAKE THE THE NECESSARY PRECAUTIONS AS TO NOT DAMAGE ANY EXISTING GUARDRAIL. THE COST TO REPAIR ANY DAMAGES SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446) WITH SUPPLEMENT 1059 WARRANTY, AS PER PLAN AND ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446), AS PER PLAN

THESE ITEMS SHALL FOLLOW SPECIFICATION 442. THE 442.04 ASPHALT BINDER SHALL BE PG76-22M FOR BOTH THE INTERMEDIATE AND SURFACE COURSES.

THE CONTRACTOR SHALL USE A MATERIAL TRANSFER VEHICLE FOR THE MAINLINE SURFACE COURSE. THE TRANSFER VEHICLE SHALL BE A NON-CONTACT VEHICLE AND SHALL BE CAPABLE OF REMIXING THE ASPHALT CONCRETE AND TRANSFERRING DIRECTLY FROM THE TRUCK TO THE PAVER.

ALL LABOR AND EQUIPMENT ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE COST OF ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446) WITH SUPPLEMENT 1059 WARRANTY, AS PER PLAN AND ITEM - 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446), AS PER PLAN.

PAVING UNDER GUARDRAIL

THIS OPERATION SHALL INCLUDE PREPARATION OF THE GRADED SHOULDER USING ITEM 209, LINEAR GRADING, AS PER PLAN AND PAVING UNDER THE GUARDRAIL USING 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, UNDER GUARDRAIL, PG64-22, AS PER PLAN.

ITEM 209, LINEAR GRADING, AS PER PLAN SHALL CONSIST OF EXCAVATING TOPSOIL, PLACING GRANULAR MATERIAL AND APPLYING HERBICIDE AS SPECIFIED IN THE PLANS AND IN ACCORDANCE WITH THE FOLLOWING:

ALL COLLECTED DEBRIS AND TOPSOIL, INCLUDING RHIZOMES, ROOTS, AND OTHER VEGETATIVE PLANT MATERIAL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN 105.17.

THE REMOVED MATERIAL SHALL BE REPLACED WITH ITEM 304 - AGGREGATE BASE AS SHOWN IN DETAIL "C", SHEET 12, OR AS APPROVED BY THE ENGINEER.

HERBICIDE SHALL BE EPA APPROVED FOR PAVING UNDER GUARDRAIL. IT SHALL BE APPLIED TO THE PREPARED AREA AFTER FINAL LEVELING AND GRADING HAS BEEN COMPLETED. THE APPLICATION SHALL BE JUST PRIOR TO PAVING AND SHALL STRICTLY ADHERE TO THE MANUFACTURER'S INSTRUCTIONS.

EACH SUCCESSFUL BIDDER MUST BE LICENSED BY THE OHIO DEPARTMENT OF AGRICULTURE AS A COMMERCIAL APPLICATOR AND ALL PERSONS INVOLVED IN THE ACTUAL SPRAYING SHALL BE LICENSED AS COMMERCIAL OPERATORS IN THE APPROPRIATE SPRAY CATEGORY.

HERBICIDE LABEL, MATERIAL SAFETY DATA SHEET, AND A COPY OF APPLICATORS LICENSES SHALL BE SUBMITTED TO THE ENGINEER FOR VERIFICATION PRIOR TO COMMENCING WORK.

ALL EQUIPMENT, MATERIALS, AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 209, LINEAR GRADING, AS PER PLAN.

PAVING UNDER GUARDRAIL SHALL CONSIST OF PLACING ITEM 448 TO THE DEPTH SPECIFIED USING ONE OF THE FOLLOWING METHODS.

METHOD A:
1) SET GUARDRAIL POSTS
2) PLACE ITEM 448

METHOD B:
1) PLACE ITEM 448
2) BORE ASPHALT AT POST LOCATIONS (MAY BE OMITTED IF STEEL POSTS ARE USED)
3) SET GUARDRAIL POSTS
4) PATCH AROUND POSTS. THE MATERIAL USED FOR PATCHING SHALL BE AN ASPHALT CONCRETE APPROVED BY THE ENGINEER. PATCHED AREAS SHALL BE COMPACTED USING EITHER HAND OR MECHANICAL METHODS. FINISHED SURFACES SHALL BE SMOOTH AND SLOPED TO DRAIN AWAY FROM THE POSTS. POSTS.

ALL EQUIPMENT, MATERIALS, AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE, WITH THE EXCEPTION OF SETTING GUARDRAIL POSTS, SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 448 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, UNDER GUARDRAIL, PG64-22, AS PER PLAN.

PAVING UNDER EXISTING GUARDRAIL

THIS OPERATION SHALL CONSIST OF THE REMOVAL OF THE EXISTING ASPHALT AND PAVING UNDER THE EXISTING GUARDRAIL USING THE FOLLOWING METHOD:

1) REMOVAL OF THE EXISTING ASPHALT CONCRETE UNDER EXISTING GUARDRAIL; PAID FOR UNDER ITEM 202, PAVEMENT REMOVED, ASPHALT.

2) PLACEMENT OF LEVELING COURSE; PAID FOR UNDER ITEM 304, AGGREGATE BASE (AS SHOWN IN DETAIL "B" AND "BB", SHEET 12).

3) APPLY HERBICIDE AS SPECIFIED IN ACCORDANCE WITH THE FOLLOWING:

   HERBICIDE SHALL BE EPA APPROVED FOR PAVING UNDER GUARDRAIL. IT SHALL BE APPLIED TO THE PREPARED AREA AFTER FINAL LEVELING AND GRADING HAS BEEN COMPLETED. THE APPLICATION SHALL BE JUST PRIOR TO PAVING AND SHALL STRICTLY ADHERE TO THE MANUFACTURER'S INSTRUCTIONS.

   EACH SUCCESSFUL BIDDER MUST BE LICENSED BY THE OHIO DEPARTMENT OF AGRICULTURE AS A COMMERCIAL APPLICATOR AND ALL PERSONS INVOLVED IN THE ACTUAL SPRAYING SHALL BE LICENSED AS COMMERCIAL OPERATORS IN APPROPRIATE SPRAY CATEGORY.

   HERBICIDE LABEL, MATERIAL SAFETY DATA SHEET, AND A COPY OF APPLICATORS LICENSES SHALL BE SUBMITTED TO THE ENGINEER FOR VERIFICATION PRIOR TO COMMENCING WORK.

   ALL EQUIPMENT, MATERIALS, AND LABOR REQUIRED TO PERFORM THE APPLICATION OF THE HERBICIDE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 448, ASPHALT CONCRETE, MISC.: ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22, UNDER EXISTING GUARDRAIL.

4) PAVING UNDER EXISTING GUARDRAIL:

   APPLICATION OF ITEM 408, PRIME COAT.

   PLACING ITEM 448, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22 (AS SHOWN ON THE TYPICALS) USING A METHOD APPROVED BY THE ENGINEER. ALL EQUIPMENT, MATERIALS, AND LABOR REQUIRED TO PLACE THIS ITEM 448 ASPHALT SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 448, ASPHALT CONCRETE, MISC.: ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22, UNDER EXISTING GUARDRAIL.

IF DURING THE EXISTING ASPHALT REMOVAL OR PAVING PROCESS, THE GUARDRAIL BECOMES DAMAGED BY THE CONTRACTOR, THE CONTRACTOR SHALL REPLACE THE GUARDRAIL WITH NEW PANELS, POSTS, HARDWARE, ETC., AT NO ADDITIONAL COST TO THE STATE.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A "W-BEAM RAIL SPLICE" AS SHOWN IN AASHTO M 180. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

COOPERATION WITH OTHER CONTRACTORS

THERE MAY BE OTHER CONTRACTORS WORKING AT THE SAME TIME ON MOT-741-8.41. IT WILL BE NECESSARY FOR THE CONTRACTOR TO COORDINATE THE WORK WITH THE OTHER CONTRACTOR.

ITEM 202, WEARING COURSE REMOVED, AS PER PLAN

THE EXISTING ASPHALT CONCRETE IS TO BE REMOVED AND 1/4" OF THE EXISTING CONCRETE SHALL BE SCARIFIED. ANY LABOR, EQUIPMENT AND MATERIALS NEEDED TO COMPLETE THIS WORK SHALL BE INCIDENTAL TO ITEM 202, WEARING COURSE REMOVED, AS PER PLAN.

ITEM 202 - RPM REMOVED AND DISPOSED

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS TO REMOVE RAISED PAVEMENT MARKERS AND DISPOSAL OF THE RAISED PAVEMENT MARKERS BY THE CONTRACTOR.

ITEM 202 - RPM REMOVED AND DISPOSED	1000 EACH

CALCULATED REB
CHECKED TLB

GENERAL NOTES

MOT-75-6.16

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ITEM 644 - EDGE LINE, AS PER PLAN

THE WIDTH OF THE EDGE LINE SHALL BE SIX INCHES (6").

ITEM 644 - LANE LINE, AS PER PLAN

THE WIDTH OF THE LANE LINE SHALL BE SIX INCHES (6").

ITEM 606 - IMPACT ATTENUATOR, TYPE 2-98 [(MODEL #QN12608Y), (UNIDIRECTIONAL)], AS PER PLAN

THIS ITEM SHALL CONSIST OF THE REMOVAL AND DISPOSAL OF THE EXISTING IMPACT ATTENUATOR, AND FURNISHING AND INSTALLING A QUADGUARD IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., ONE EAST WACKER DRIVE, CHICAGO, IL 60601 (TELEPHONE: 312-467-6750).

INSTALLATION SHALL BE AT THE LOCATION SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

MODEL #	DRAWING NAME	DWG/REV. DATE	ODOT APPROVAL DATE
QN12608Y	QUADGUARD SYSTEM WITH 120" TENSION STRUT BACKUPS		0/0/00

WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2-98 [(MODEL #QN12608Y), (UNIDIRECTIONAL)], EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

IN-STREAM WORK

NO IN-WATER WORK SHALL BE PERMITTED AS PART OF THE PROJECT. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID AND/OR LIMIT DEMOLITION DEBRIS FROM ENTERING THE STREAM. ANY MATERIAL THAT DOES FALL INTO THE STREAM SHALL BE REMOVED AS SOON AS POSSIBLE.

ITEM 606 - IMPACT ATTENUATOR, TYPE I-98 (BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING EITHER OF THE FOLLOWING IMPACT ATTENUATORS:

1) THE C-A-T MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

   THE LENGTH OF THE C-A-T SYSTEM IS CONSIDERED TO BE 31'-3" [9525 mm] LONG. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG #	DRAWING NAME	DWG/REV. DATE	ODOT APPROVAL DATE
SS245M	CRASH-CUSHION ATTENUATING TERMINAL PLAN, ELEVATION & SECTIONS FOR USE AS A LONGITUDINAL MEDIAN BARRIER TERMINAL OR CRASH CUSHION ATTENUATOR	4/10/97 Rev. 4	3/6/98
SS224M	C-A-T TRANSITION TO MEDIAN BARRIER GUARDRAIL PLAN, ELEVATION & SECTIONS	4/26/96	3/6/98

2) THE BRAKEMASTER MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., ONE EAST WACKER DRIVE, CHICAGO, IL 60601 (TELEPHONE 312-467-6750).

   THE LENGTH OF THE BRAKEMASTER SYSTEM IS CONSIDERED TO BE 32'-8" [9957 mm] LONG. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

DWG #	DRAWING NAME	DWG/REV. DATE	ODOT APPROVAL DATE
92-00-02	BRAKEMASTER GENERAL ASSEMBLY (BIDIRECTIONAL SYSTEM)	3/10/97 REV. K	3/6/98
92-00-02	BRAKEMASTER (BIDIRECTIONAL) WITH FOUNDATION TUBES	2/9/98	3/6/98
9202024	ANCHOR ASSEMBLY, FOUNDATION TUBE, 6 ½ FT., BRS	6/12/97 REV. D	3/6/98

3) THE FLEAT-MT MANUFACTURED BY ROAD SYSTEMS, INC. (RSI), 3616 OLD HOWARD COUNTY AIRPORT ROAD, BIG SPRINGS, TX,., 79720 (TELEPHONE 915-263-2435) AND AVAILABLE FROM RSI'S LIST OF APPROVED DISTRIBUTORS.

   THE LENGTH OF THE FLEAT-MT SYSTEM IS CONSIDERED TO BE 37'-6" [11430 mm] LONG. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS AND THE MANUFACTURERS INSTALLATION MANUAL.

DWG #	DRAWING NAME	DWG/REV. DATE	ODOT APPROVAL DATE
MEDFLT-W-US	FLARED ENERGY ABSORBING TERMINAL - FLEAT-MT ASSEMBLY FOR WOOD BREAKAWAY POST SYSTEM	4/10/02 Rev. 5	1/6/03
MEDFLT-W-M	FLARED ENERGY ABSORBING TERMINAL - FLEAT-MT (METRIC) ASSEMBLY FOR WOOD BREAKAWAY POST SYSTEM	4/10/02 Rev. 5	1/6/03

THE FACE OF THE TYPE I-98 IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19, APROXIMATELY 36" X 12" [915 mm W X 305 mm H] (ONE 9" X 18" [225 mm W X 450 mm H FOR EACH FLEAT-MT IMPACT HEAD). PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE I-98 (BIDIRECTIONAL), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED TRANSITION, HARDWARE, REFLECTIVE SHEETING AND GRADING, NOT SEPERATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

CALCULATED REB
CHECKED TLB

GENERAL NOTES

MOT-75-6.16

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ITEM 614 - MAINTAINING TRAFFIC

PHASE 1 - STAGE 1 AND STAGE 1B

WORK SHALL BE COMPLETED ON THE FOLLOWING STRUCTURES:

STRUCTURE MOT-75-0932 SOUTHBOUND (SFN 5706998) IR-75 OVER DRYDEN ROAD - WORK ON THE OUTSIDE PORTION OF THE APPROACHES AND DECK.

STRUCTURE MOT-75-0958 SOUTHBOUND (SFN 5707021) IR-75 OVER A RAILROAD AND SPRINGBORO PIKE - WORK ON THE OUTSIDE PORTION OF THE APPROACHES AND DECK.

ALL GRINDING AND PAVING OPERATIONS ON RAMP "F" SHALL BE COMPLETED. RAMP "F" SHALL BE CLOSED DURING THESE STAGES OF WORK. FOR RAMP "F" DETOUR PLAN SEE SHEET 22.

ALL WORK FOR THESE STAGES SHALL BE COMPLETED OVER ONE WEEKEND.

TRAFFIC SHALL BE MAINTAINED FOR PHASE 1/STAGE 1 ON EXISTING PAVEMENT AS SHOWN ON SHEETS 24-30, 51A. A ONE LANE CLOSURE IS PERMITTED BETWEEN THE HOURS OF 10:00 AM FRIDAY AND 5:00 AM MONDAY.

TRAFFIC SHALL BE MAINTAINED FOR PHASE 1/STAGE 1B ON EXISTING PAVEMENT AS SHOWN ON SHEETS 31-37, 51A. A TWO LANE CLOSURE IS PERMITTED (DURING THE USE OF THE FINISHING MACHINE) BETWEEN THE HOURS OF 11:00 PM SATURDAY AND 5:00 AM SUNDAY.

PHASE 1 - STAGE 2 AND 2B

WORK SHALL BE COMPLETED ON THE FOLLOWING STRUCTURES:

STRUCTURE MOT-75-0932 SOUTHBOUND (SFN 5706998) IR-75 OVER DRYDEN ROAD - WORK ON THE INSIDE PORTION OF THE APPROACHES AND DECK.

STRUCTURE MOT-75-0958 SOUTHBOUND (SFN 5707021) IR-75 OVER A RAILROAD AND SPRINGBORO PIKE - WORK ON THE INSIDE PORTION OF THE APPROACHES AND DECK.

ALL WORK FOR THIS STAGE SHALL BE COMPLETED OVER ONE WEEKEND.

TRAFFIC SHALL BE MAINTAINED FOR PHASE 1/STAGE 2 ON EXISTING PAVEMENT AS SHOWN ON SHEETS 38-44, 51A. A ONE LANE CLOSURE IS PERMITTED BETWEEN THE HOURS OF 8:00 PM FRIDAY AND 5:00 AM MONDAY.

TRAFFIC SHALL BE MAINTAINED FOR PHASE 1/STAGE 2B ON EXISTING PAVEMENT AS SHOWN ON SHEETS 45-51, 51A. A TWO LANE CLOSURE IS PERMITTED (DURING THE USE OF THE FINISHING MACHINE) BETWEEN THE HOURS OF 11:00 PM SATURDAY AND 5:00 AM SUNDAY.

PHASE 2 - STAGE 1 AND 1B

WORK SHALL BE COMPLETED ON THE FOLLOWING STRUCTURES:

STRUCTURE MOT-75-0932 NORTHBOUND (SFN 5706998) IR-75 OVER DRYDEN ROAD - WORK ON THE OUTSIDE PORTION OF THE APPROACHES AND DECK.

STRUCTURE MOT-75-0958 NORTHBOUND (SFN 5707021) IR-75 OVER A RAILROAD AND SPRINGBORO PIKE - WORK ON THE OUTSIDE PORTIONS OF THE APPROACHES AND DECK.

ALL GRINDING AND PAVING OPERATIONS ON RAMP "H" SHALL BE COMPLETED. RAMP "H" SHALL BE CLOSED DURING THIS STAGE OF WORK. FOR RAMP "H" DETOUR PLAN SEE SHEET 23.

ALL WORK FOR THIS STAGE SHALL BE COMPLETED OVER ONE WEEKEND.

TRAFFIC SHALL BE MAINTAINED FOR PHASE 2/STAGE 1 ON EXISTING PAVEMENT AS SHOWN ON SHEETS 52-58, 80A. A ONE LANE CLOSURE IS PERMITTED BETWEEN THE HOURS OF 10:00 AM FRIDAY AND 5:00 AM MONDAY.

TRAFFIC SHALL BE MAINTAINED FOR PHASE2/STAGE 1B ON EXISTING PAVEMENT AS SHOWN ON SHEETS 59-65, 80A. A TWO LANE CLOSURE IS PERMITTED (DURING THE USE OF THE FINISHING MACHINE) BETWEEN THE HOURS OF 11:00 PM SATURDAY AND 5:00 AM SUNDAY.

PHASE 2 - STAGE 2 AND 2B

WORK SHALL BE COMPLETED ON THE FOLLOWING STRUCTURES:

STRUCTURE MOT-75-0932 NORTHBOUND (SFN 5706998) IR-75 OVER DRYDEN ROAD - WORK ON THE INSIDE PORTION OF THE APPROACHES AND DECK.

STRUCTURE MOT-75-0958 NORTHBOUND (SFN 5707021) IR-75 OVER A RAILROAD AND SPRINGBORO PIKE - WORK ON THE INSIDE PORTION OF THE APPROACHES AND DECK.

ALL WORK FOR THIS STAGE SHALL BE COMPLETED OVER ONE WEEKEND.

TRAFFIC SHALL BE MAINTAINED FOR PHASE 2/STAGE 2 ON EXISTING PAVEMENT AS SHOWN ON SHEETS 66-72, 80A. A ONE LANE CLOSURE IS PERMITTED BETWEEN THE HOURS OF 8:00 PM FRIDAY AND 5:00 AM MONDAY.

TRAFFIC SHALL BE MAINTAINED FOR PHASE 2/STAGE 2B ON EXISTING PAVEMENT AS SHOWN ON SHEETS 73-80, 80A. A TWO LANE CLOSURE IS PERMITTED (DURING THE USE OF THE FINISHING MACHINE) BETWEEN THE HOURS OF 11:00 PM SATURDAY AND 5:00 AM SUNDAY.

PHASE 3

ALL GRINDING, PATCHING OF APPROACH SLABS AND BACKWALLS ON STRUCTURES MOT-75-0666 L&R AND MOT-75-0686 L&R, AND PAVING OPERATIONS ON IR-75 (NORTHBOUND AND SOUTHBOUND) SHALL BE COMPLETED.

ALL OPERATIONS WHICH INVOLVE CLOSING OF ONE LANE OR TWO LANES ASSOCIATED WITH THIS PHASE SHALL BE PERFORMED DURING A NIGHT TIME SHIFT. A ONE LANE CLOSURE SHALL BE PERMITTED BETWEEN THE HOURS OF 8:00 PM TO 6:00 AM MONDAY THRU FRIDAY AND 7:00 PM TO 7:00 AM SATURDAY THRU SUNDAY. A TWO LANE CLOSURE SHALL BE PERMITTED BETWEEN THE HOURS OF 11:00 PM MONDAY THRU 5:00 AM FRIDAY AND 11:00 PM TO 6:00 AM SATURDAY THRU SUNDAY. ALL LANES SHALL BE OPEN TO THE TRAVELING PUBLIC DURING DAYTIME OPERATIONS OF THIS PHASE.

TRAFFIC SHALL BE MAINTAINED ON EXISTING AND PROPOSED PAVEMENT AS SHOWN ON STANDARD CONSTRUCTION DRAWINGS.

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
DAYTON AIR SHOW	

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

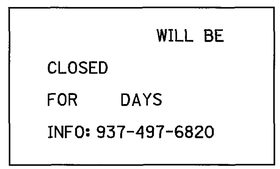
DAY OF THE WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY through 6:00 AM MONDAY
MONDAY	12:00N FRIDAY through 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY through 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY through 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY through 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY through 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY through 6:00 AM MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

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

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



W20-H13-60

THE CONTRACTOR SHALL PROVIDE, ERECT, AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES AT THE LOCATIONS SHOWN IN THE PLANS.

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

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO 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.

CALCULATED REB CHECKED TLB

MAINTENANCE OF TRAFFIC

MOT-75-6.16

I:\de

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR)

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH WORKING TOP MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

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

LAW ENFORCEMENT OFFICERS (LEO'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH: THE CITY OF WEST CARROLLTON POLICE DEPARTMENT, THE CITY OF MORAINE POLICE DEPARTMENT, THE CITY OF DAYTON POLICE DEPARTMENT, THE MONTGOMERY COUNTY SHERIFF DEPARTMENT, AND THE OHIO HIGHWAY PATROL.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR	500 HOURS

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

IF CONTRACTORS WISH TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE. PAYMENT FOR THE EXCESS ABOVE THE CONTRACT REQUIREMENTS WILL BE INCLUDED UNDER ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 - REPLACEMENT DRUM

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

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

AN ESTIMATED QUANTITY OF 250 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614 - REPLACEMENT SIGN

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

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER SQUARE FOOT OF ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

AN ESTIMATED QUANTITY OF 350 SQUARE FEET HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

EXTRA ADVANCE WARNING SIGNS

AN EXTRA ADVANCE WARNING SIGN GROUP CONSISTS OF TWO W20-1 (ROAD WORK AHEAD) SIGNS, TWO W20-5 (RIGHT/LEFT LANE CLOSED AHEAD) SIGNS WITH W16-3A DISTANCE PLATES, AND TWO W3-H7 (WATCH FOR STOPPED TRAFFIC) SIGNS AND REQUIRED WARNING LIGHTS.

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN, AND REMOVE EXTRA ADVANCE WARNING SIGN GROUPS AS SHOWN ON SCD MT-95.40 AT THE FOLLOWING DISTANCES IN ADVANCE OF THE LANE TAPERS WITH THE APPROPRIATE W16-3A DISTANCE PLATES:

NORTHBOUND I.R.-75 PHASE 1, STAGE 1&2 PROVIDE SIGN GROUPS AT 2 MILES.

SOUTHBOUND I.R.-75 PHASE 1, STAGE 1&2 PROVIDE SIGN GROUPS AT 2 MILES.

THE CONTRACTOR SHALL HAVE AN ADDITIONAL EXTRA ADVANCE WARNING SIGN GROUP (6 SIGNS AND 2 DISTANCE PLATES) AVAILABLE FOR USE WHEN DIRECTED BY THE ENGINEER. THE DISTANCE PLATES FOR THIS GROUP SHALL BE ABLE TO BE MODIFIED IN THE FIELD TO SHOW APPROPRIATE WHOLE MILES TO THE LANE TAPER.

PAYMENT FOR PROVIDING, ERECTING, MAINTAINING, AND REMOVING EXTRA ADVANCE WARNING SIGN GROUPS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER

THIS ITEM SHALL CONSIST OF THE PLACEMENT AND REMOVAL OF WORK ZONE RPM'S, PLACED 20' C/C TO FORM A CENTERLINE BETWEEN TWO LANES OF TRAFFIC AS DETAIL IN THESE PLANS. BELOW IS THE ESTIMATED QUANTITY OF WORK ZONE RAISED PAVEMENT MARKERS TO PER PHASE AND STAGE OF THIS PLAN:

PHASE 1, STAGE 1
ITEM 614- WORK ZONE RAISED PAVEMENT MARKER 214 EACH

PHASE 1, STAGE 2
ITEM 614- WORK ZONE RAISED PAVEMENT MARKER 222 EACH

PHASE 2, STAGE 1
ITEM 614- WORK ZONE RAISED PAVEMENT MARKER 199 EACH

PHASE 2, STAGE 2
ITEM 614- WORK ZONE RAISED PAVEMENT MARKER 229 EACH

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614- WORK ZONE RAISED PAVEMENT MARKER 864 EACH

COVERING CONFLICTING PAVEMENT MARKINGS

DURING PHASE 1 AND PHASE 2 OF THIS PROJECT THE CONTRACTOR SHALL COVER ANY CONFLICTING PAVEMENT MARKING USING A REMOVABLE, NONREFLECTIVE, PREFORMED TAPE THAT MINIMIZES CONTRAST WITH THE PAVEMENT WHERE MARKINGS NEED TO BE COVERED.

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

CALCULATED REB
CHECKED TLB

MAINTENANCE OF TRAFFIC

MOT-75-6.16

I:\de

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, TWO CHANGEABLE MESSAGE SIGNS, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGNS SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THIS LIST IS AVAILABLE ON THE ODOT WEBSITE AT http://www.dot.state.oh.us/testlab/applists/misc/pcms.htm THE LIST CURRENTLY CONTAINS CLASS I, II, AND III UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 1250 FT., 850 FT. AND 650 FT., 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 UTIITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE: DURING ALL OF PHASE 1 THE LOCATION OF THE PCMS SHALL BE NORTH OF THE SR-4/IR-75 INTERCHANGE AND DURING ALL OF PHASE 2 THE LOCATION OF THE PCMS SHALL BE SOUTH OF THE IR-675/IR-75 INTERCHANGE. PLACEMENT, OPERATION, MAINTENANCE, AND ALL 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, FACING AWAY FROM TRAFFIC, AND SHALL DISPLAY ONE OR MORE HIGH-INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING 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.

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 ONCE.

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 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 MONEY'S DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE. CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN — 2 SIGN-MONTH

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN

THIS ITEM SHALL CONSIST OF PLACING AN 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), PG76-22M OVER EXISTING APPROACH SLABS AND BACKWALLS OF STRUCTURES MOT-75-0666 L&R AND MOT-75-0686 L&R OR AS OTHERWISE DIRECTED BY THE ENGINEER TO MAINTAIN TRAFFIC.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN — 50 CU. YD.

ROAD WORK AHEAD SIGNS FOR RAMPS

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACEMENT, MAINTENANCE, AND REMOVAL OF ADDITIONAL (W20-1-48) ROAD WORK AHEAD SIGNS WITH TYPE A, FLASHING WARNING LIGHT, ON THE FOLLOWING RAMPS:

RAMP "A" - EDWIN C. MOSES BLVD. TO SOUTHBOUND I-75
RAMP "WS" - SR-35 EASTBOUND & WESTBOUND TO SOUTHBOUND I-75

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS FOR THE PLACEMENT, MAINTENANCE, AND REMOVAL OF ROAD WORK AHEAD SIGNS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS (DURING PHASE 3 OF THESE PLANS) IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AS PER THE REQUIREMENTS OF CMS 614.11.

ITEM 614, WORK ZONE EDGE LINE, 642 PAINT	45.5 MILES
ITEM 614, WORK ZONE LANE LINE, 642 PAINT	35.5 MILES
ITEM 614, WORK ZONE CHANNELIZING LINE, 642 PAINT	9,474 FEET
ITEM 614, WORK ZONE DOTTED LINE, 642 PAINT	10,124 FEET
ITEM 614, WORK ZONE STOP LINE, 642 PAINT	242 FEET

ITEM SPECIAL - STRUCTURE, MISC.: EMERGENCY ASPHALT PAVING OPERATION ON STANDBY:

THIS ITEM SHALL APPLY TO THE FOLLOWING STRUCTURES:

MOT-75-0932 (NORTHBOUND AND SOUTHBOUND)
MOT-75-0958 (NORTHBOUND AND SOUTHBOUND)

THE CONTRACTOR SHALL MAKE ARRANGEMENTS TO HAVE AN ASPHALT CONCRETE SUPPLIER AND ASPHALT PAVING COMPANY ON CALL ON THE SUNDAYS THAT THE BRIDGE DECK OVERLAYS ARE SCHEDULED. IF THE CONTRACTOR HAS NOT STARTED TO POUR THE CONCRETE OVERLAY ON THE 2ND BRIDGE BY 3:00 AM SUNDAY, THE PROJECT ENGINEER WILL DIRECT THE CONTRACTOR TO STOP OPERATIONS AND PAVE THE BRIDGE WITH ASPHALT THE ASPHALT CONTRACTOR SHALL HAVE THE ABILITY TO MOBILIZE OPERATIONS WITHIN 12 HOURS. THIS INCLUDES PROVIDING 446 ASPHALT AND A PAVING CREW WITH COMPACTION EQUIPMENT.

THE PAVING AND ALL EXISTING TRAFFIC CONTROL MUST BE IN PLACE BY 5:00 AM MONDAY.

THE FOLLOWING ITEMS SHALL BE USED IN THIS OPERATION:

ITEM	UNIT	DESCRIPTION
446	CU. YD.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG76-22M
848	SQ. YD.	WEARING COURSE REMOVED, ASPHALT

EMERGENCY PAVING OPERATION ON STANDBY	
PHASE 1/STAGE 1	**PHASE 1/STAGE 2**
STR. MOT-75-0932 (SB)	STR. MOT-75-0932 (SB)
ITEM 446 88 CU. YD. ITEM 848 1377 SQ. YD.	ITEM 446 65 CU. YD. ITEM 848 1008 SQ. YD.
STR. MOT-75-0958 (SB)	STR. MOT-75-0958 (SB)
ITEM 446 58 CU. YD. ITEM 848 1798 SQ. YD.	ITEM 446 54 CU. YD. ITEM 848 1676 SQ. YD.
PHASE 2/ STAGE 1	**PHASE 2/ STAGE 2**
STR. MOT-75-0932 (NB)	STR. MOT-75-0932 (NB)
ITEM 446 65 CU. YD. ITEM 848 1022 SQ. YD.	ITEM 446 64 CU. YD. ITEM 848 1002 SQ. YD.
STR. MOT-75-0958 (NB)	STR. MOT-75-0958 (NB)
ITEM 446 85 CU. YD. ITEM 848 2592 SQ. YD.	ITEM 446 54 CU. YD. ITEM 848 1650 SQ. YD.

THE STATE WILL PAY FOR ALL COSTS ASSOCIATED WITH PLACING AND REMOVING THE ASPHALT IF THE CONTRACTOR WAS NOT RESPONSIBLE FOR THE DELAY. IF THE CONTRACTOR WAS RESPONSIBLE FOR THE DELAY, THE CONTRACTOR SHALL PAY ALL COSTS ASSOCIATED WITH THE PLACEMENT AND REMOVAL OF THE ASPHALT.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER EACH FOR ITEM SPECIAL - STRUCTURE MISC.: EMERGENCY ASPHALT PAVING OPERATION ON STANDBY WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

THE FOLLOWING ESTIMATED QUANTIY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL - STRUCTURE MISC.: EMERGENCY ASPHALT PAVING OPERATION ON STANDBY — 4 EACH

CALCULATED REB
CHECKED TLB

CALCULATED

CHECKED

MAINTENANCE OF TRAFFIC
DETOUR - RAMP "F"

MOT-75-6.16

MAINTENANCE OF TRAFFIC
DETOUR - RAMP "H"

CALCULATED

CHECKED

MOT-75-6.16

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICAL
FOR MOT-75-0932 SEE SHEET 51A.

RAMP "E"

RAMP "F"

RAMP "F" TO BE CLOSED DURING THIS STAGE

EXIT 50A

EXISTING SIGN TO BE COVERED

STA. 491+00±
E5-2A-48

EXIT CLOSED

EX. OVERHEAD SIGN

EXIT 50A

DRYDEN RD.

BEGIN WORK ZONE RPM'S SPACED @ 20' C/C
USED TO MARK LANE LINE

300'

325' TAPER
DRUMS SPACED @ 60' C/C

WORK ZONE RPM'S SPACED @ 20' C/C
USED TO MARK LANE LINE

DRUMS OR GRABBER CONES SPACED @ 60' C/C
WORK ZONE RPM'S SPACED @ 20' C/C
USED TO MARK LANE LINE

PROP. TYPE 3 BARRICADE

PC C-4

STA. 482+75

STA. 485+75

STA. 489+00

STA. 496+00

Impact Attenuator

12'
12'
12'

10.5'
10.5'

483 486 487 488 489 490 491 492 493 494 495 496

MATCH LINE

STR. MOT-75-0932

RAMP "G"

DRYDEN RD.

RAMP "H"

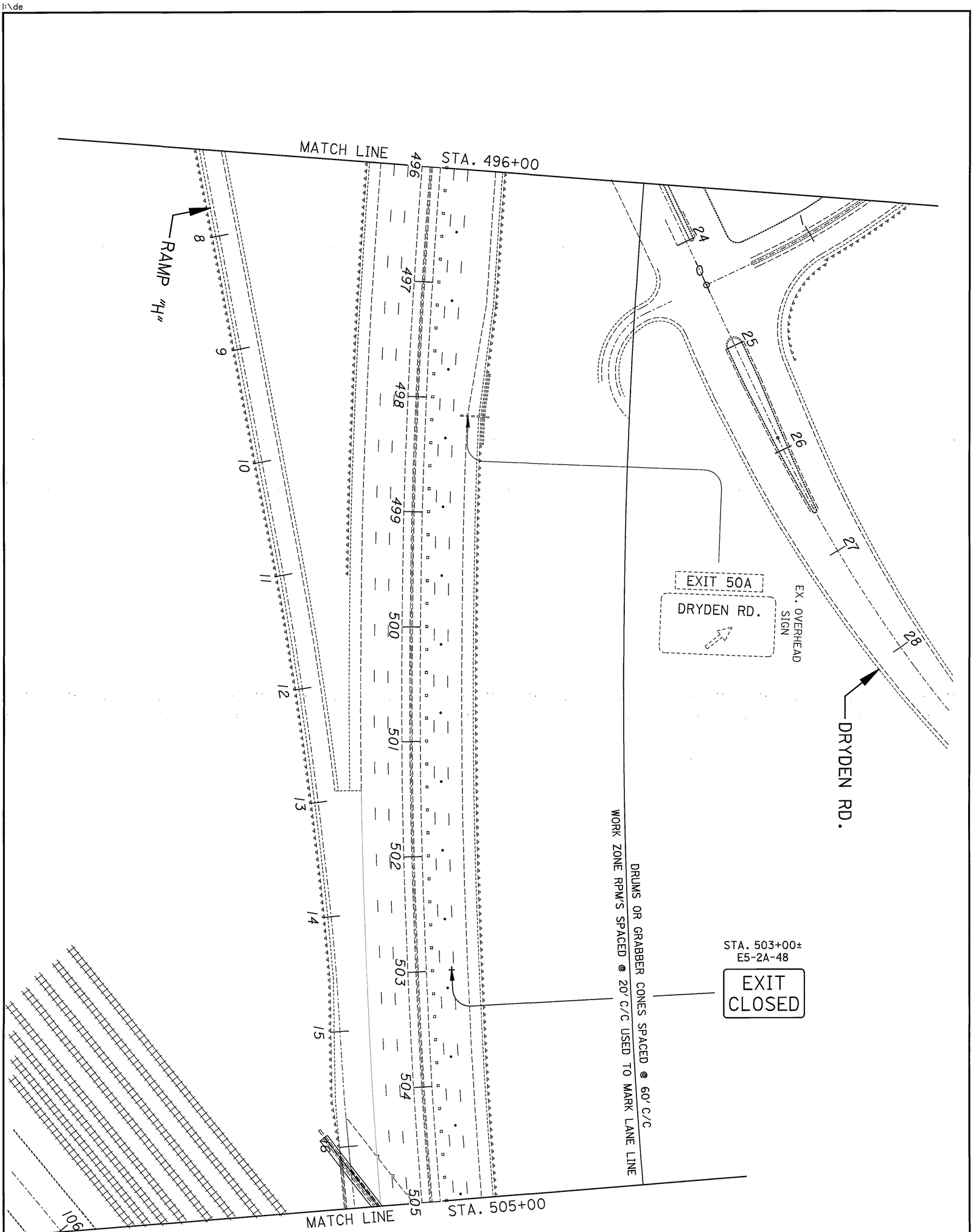
CALCULATED

CHECKED

HORIZONTAL SCALE IN FEET
0 20 40 80

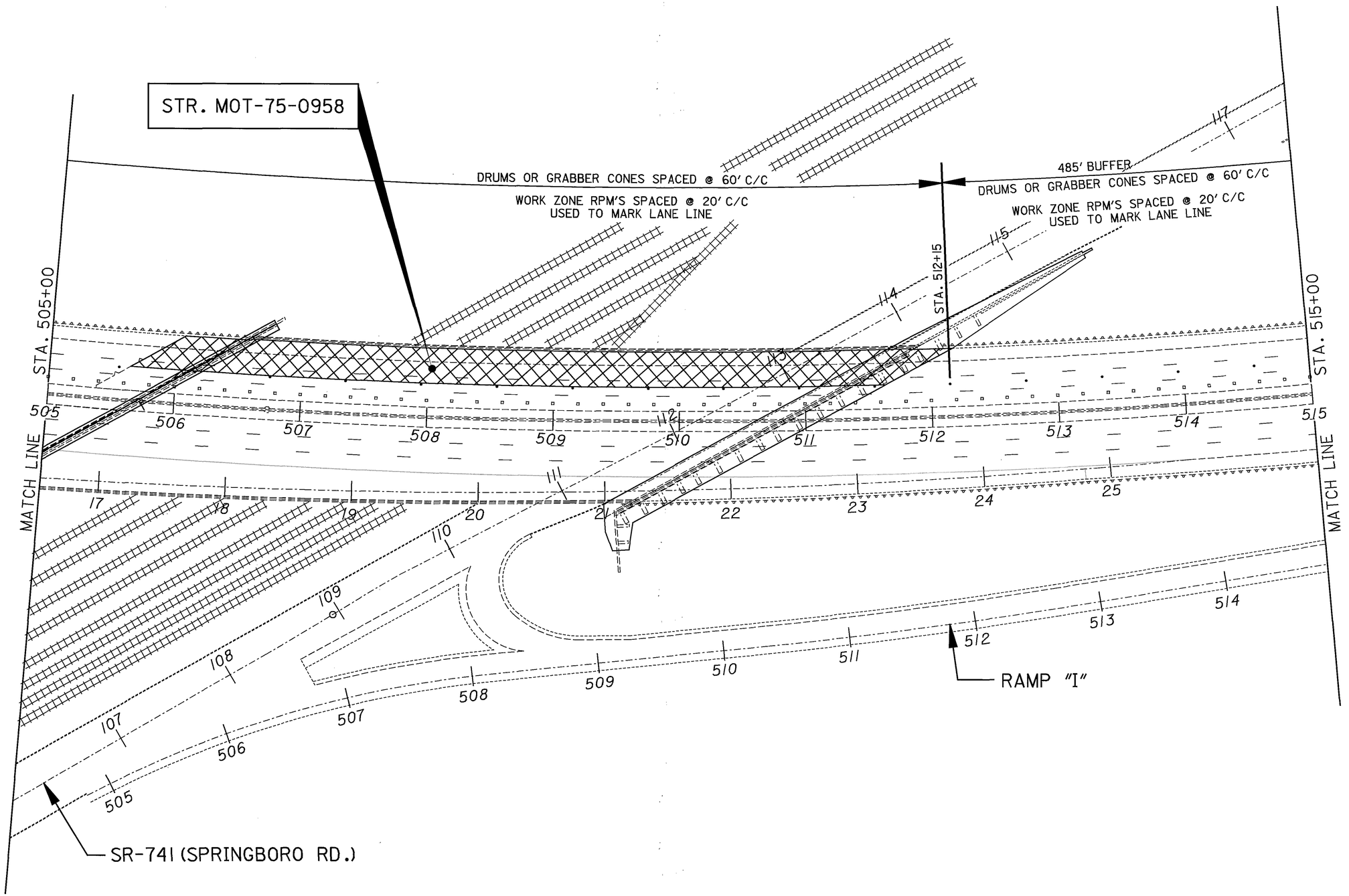
MAINTENANCE OF TRAFFIC - PHASE 1/ STAGE 1
STA. 485+00 TO STA. 496+00

MOT-75-6.16



25/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 1/ STAGE 1 STA. 496+00 TO STA. 505+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICAL FOR MOT-75-0958 SEE SHEET 51A.



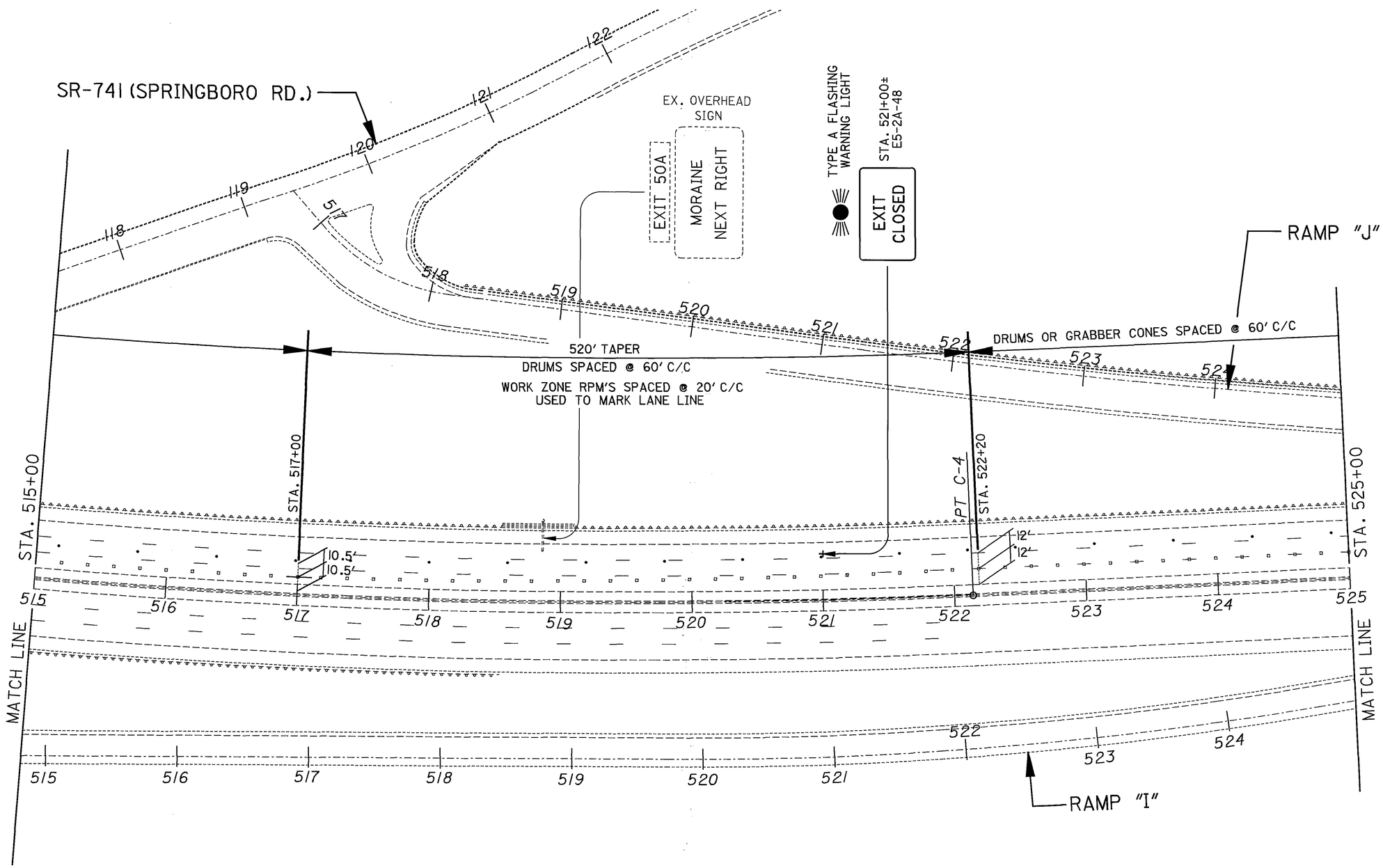
HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 1/ STAGE 1
STA. 505+00 TO STA. 515+00

MOT-75-6.16

26
135



MAINTENANCE OF TRAFFIC - PHASE 1/ STAGE 1
STA. 515+00 TO STA. 525+00

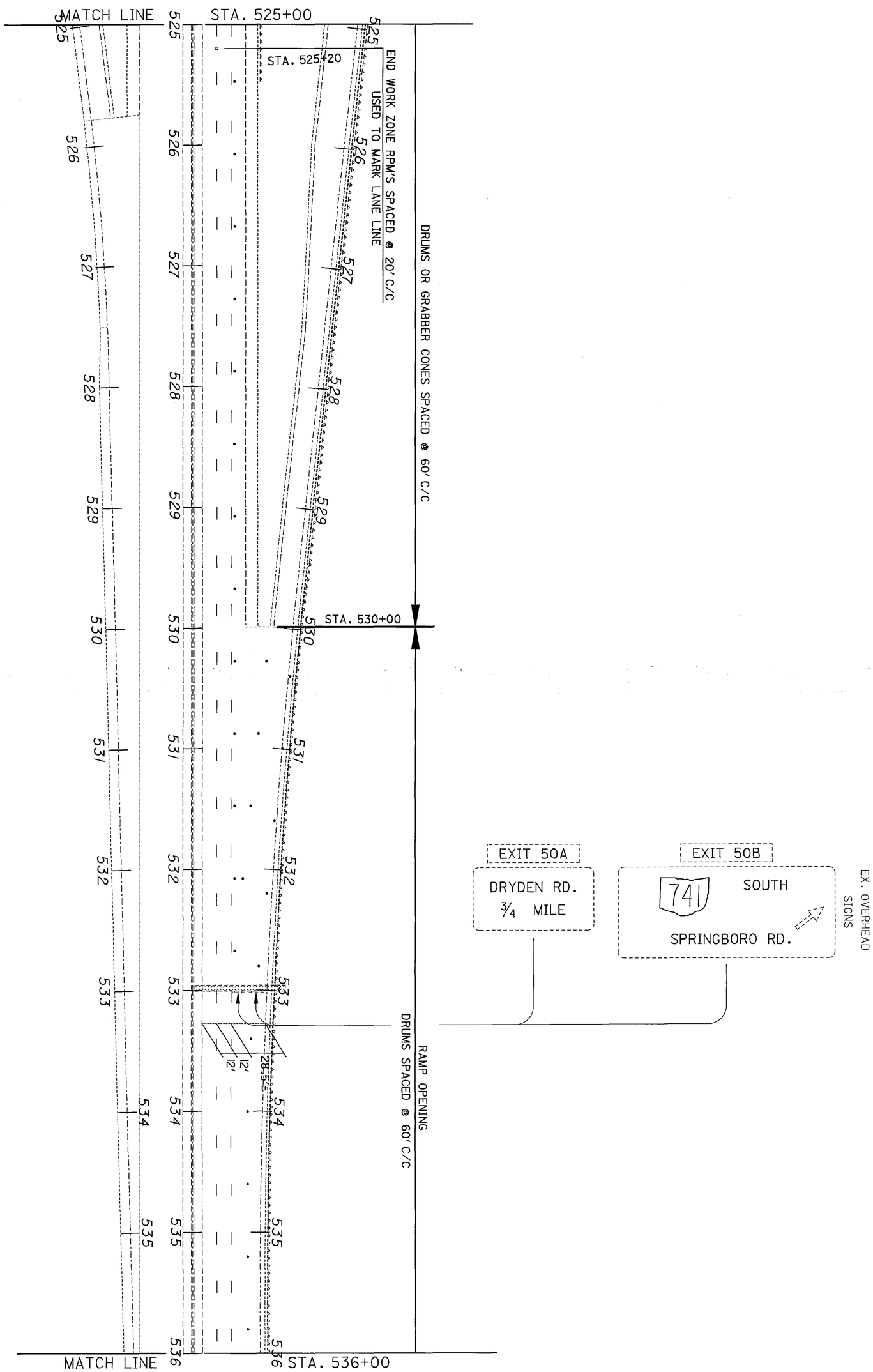
CALCULATED
CHECKED

HORIZONTAL SCALE IN FEET
0 20 40 80

MOT-75-6.16

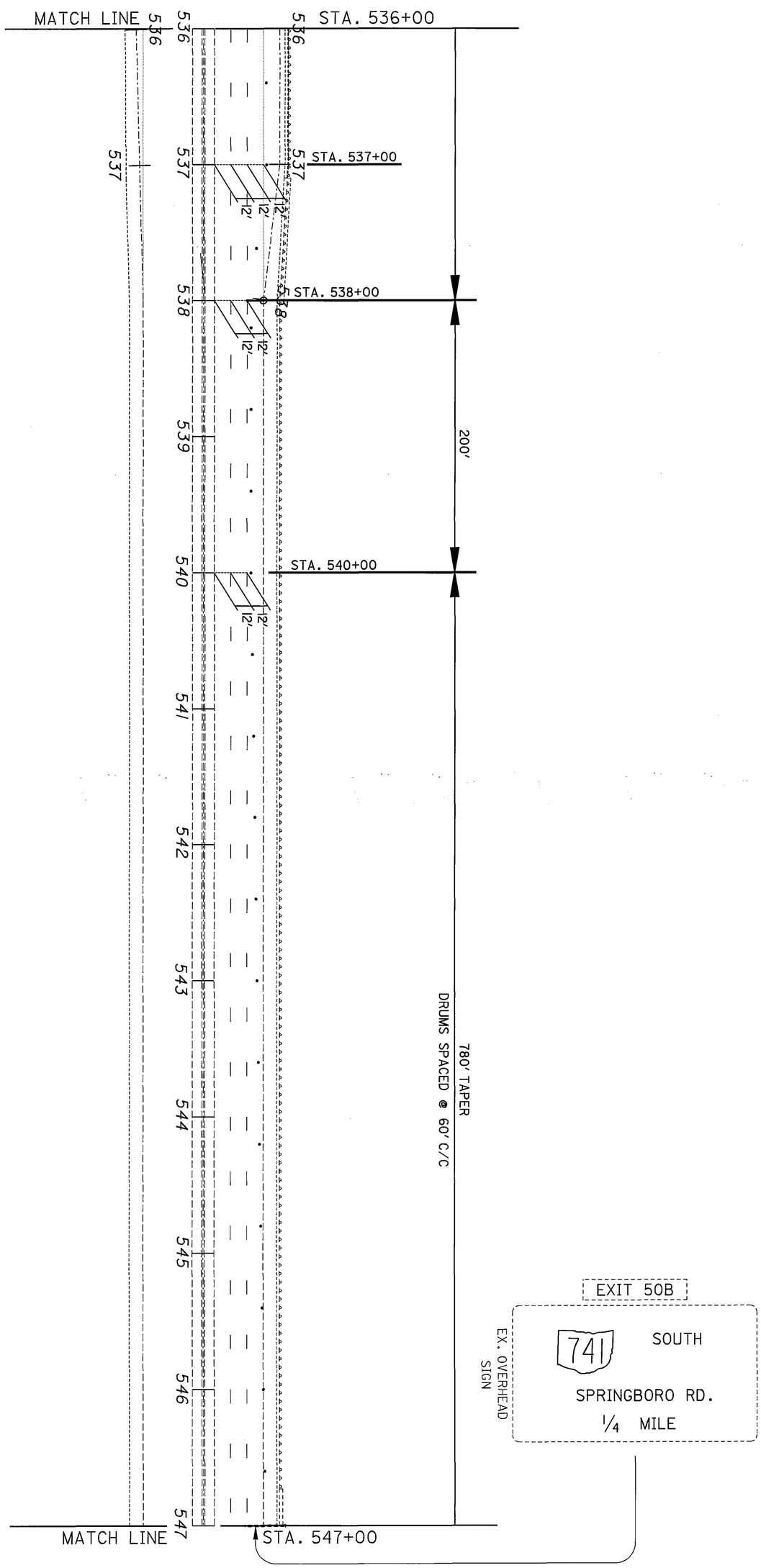
I:\de

I:\de



28/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 1/ STAGE 1 STA. 525+00 TO STA. 536+00	CALCULATED CHECKED	0 40 20 60 HORIZONTAL SCALE IN FEET

I:\de



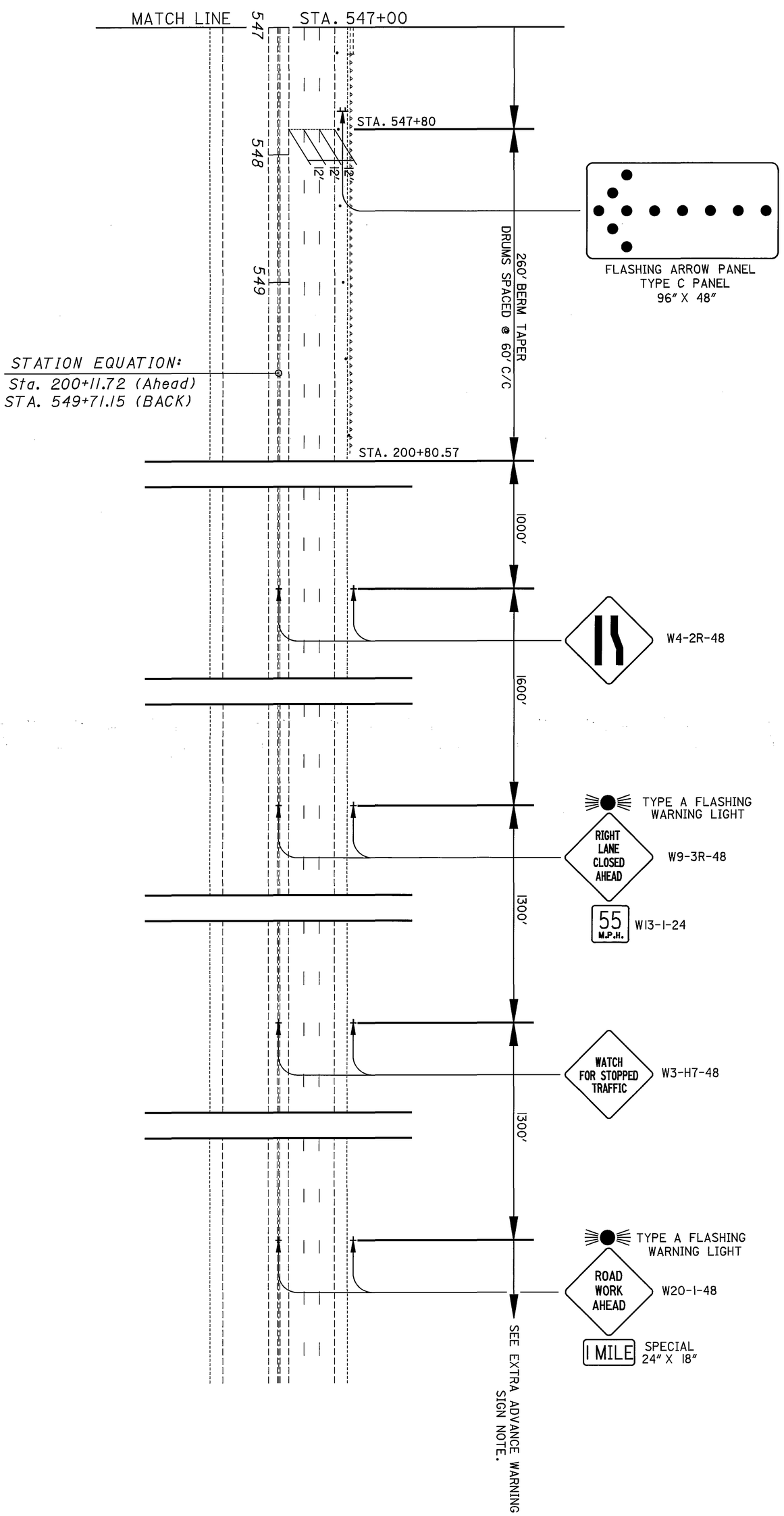
MOT-75-6.16

MAINTENANCE OF TRAFFIC - PHASE 1/STAGE 1
STA. 536+00 TO STA. 547+00

CALCULATED
CHECKED

0 40
20 80
HORIZONTAL SCALE IN FEET

I:\de



30/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 1/STAGE 1 STA. 547+00 TO STA. 200+80.57+	CALCULATED CHECKED	0 40 20 60 HORIZONTAL SCALE IN FEET

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICAL
FOR MOT-75-0932 SEE SHEET 51A.

RAMP "E"

RAMP "F"

RAMP "F" TO BE CLOSED DURING THIS STAGE

EX. OVERHEAD SIGN

EXIT 50A

EXISTING SIGN TO BE COVERED

STA. 491+00±
E5-2A-48

EXIT CLOSED

EXIT 50A

DRYDEN RD.

BEGIN WORK ZONE RPM'S SPACED @ 20' C/C
USED TO MARK LANE LINE

300'

325' TAPER
DRUMS SPACED @ 60' C/C

DRUMS OR GRABBER CONES SPACED @ 60' C/C

STA. 482+75

STA. 485+75

STA. 489+00

PROP. TYPE 3 BARRICADE

PC C-4

Impact Attenuator

12'

10.5'

483 486 487 488 489 490 491 492 493 494 495 496

STA. 496+00

MATCH LINE

STR. MOT-75-0932

DRYDEN RD.

RAMP "G"

RAMP "H"

HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED

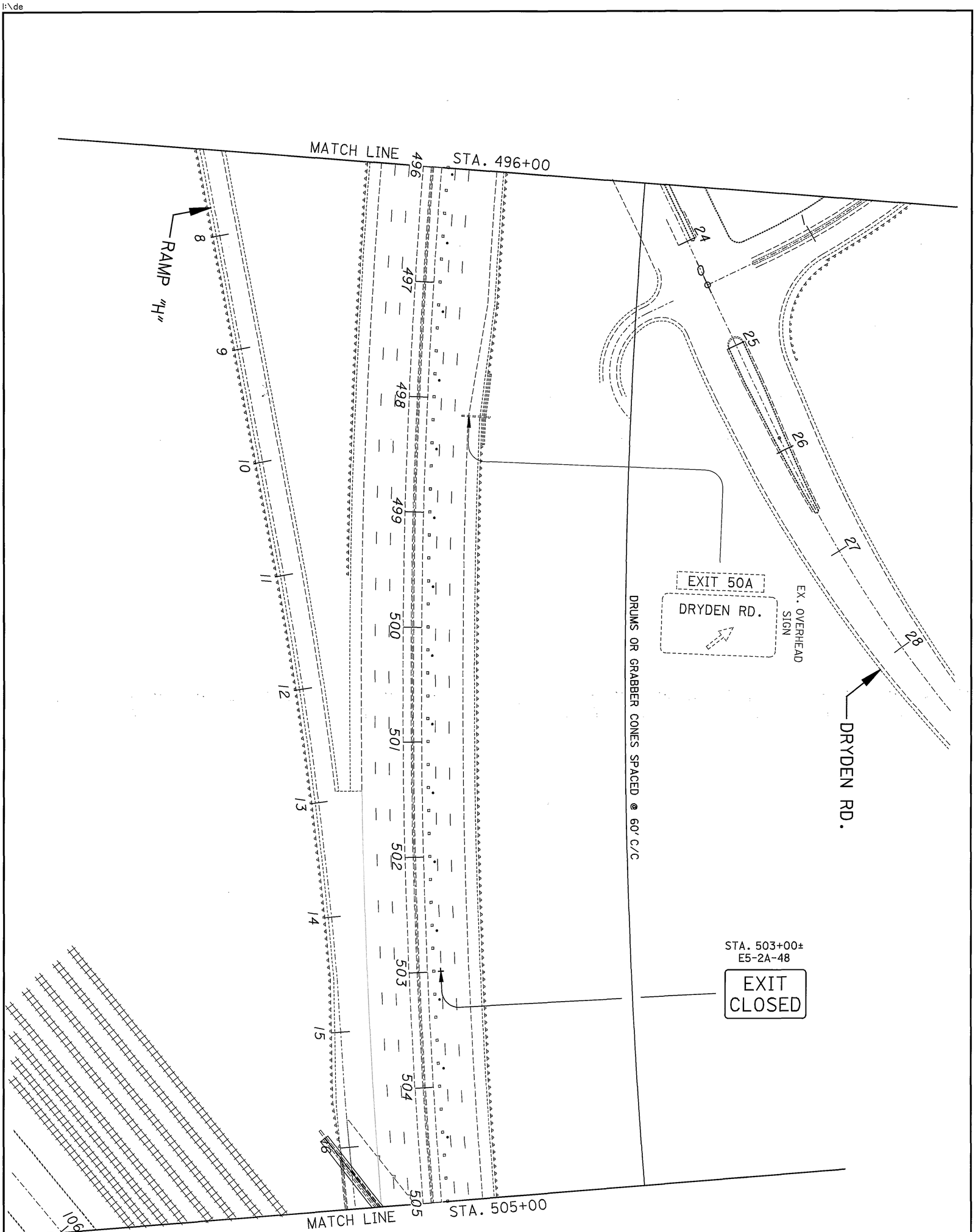
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 1/ STAGE 1b
STA. 485+00 TO STA. 496+00

MOT-75-6.16

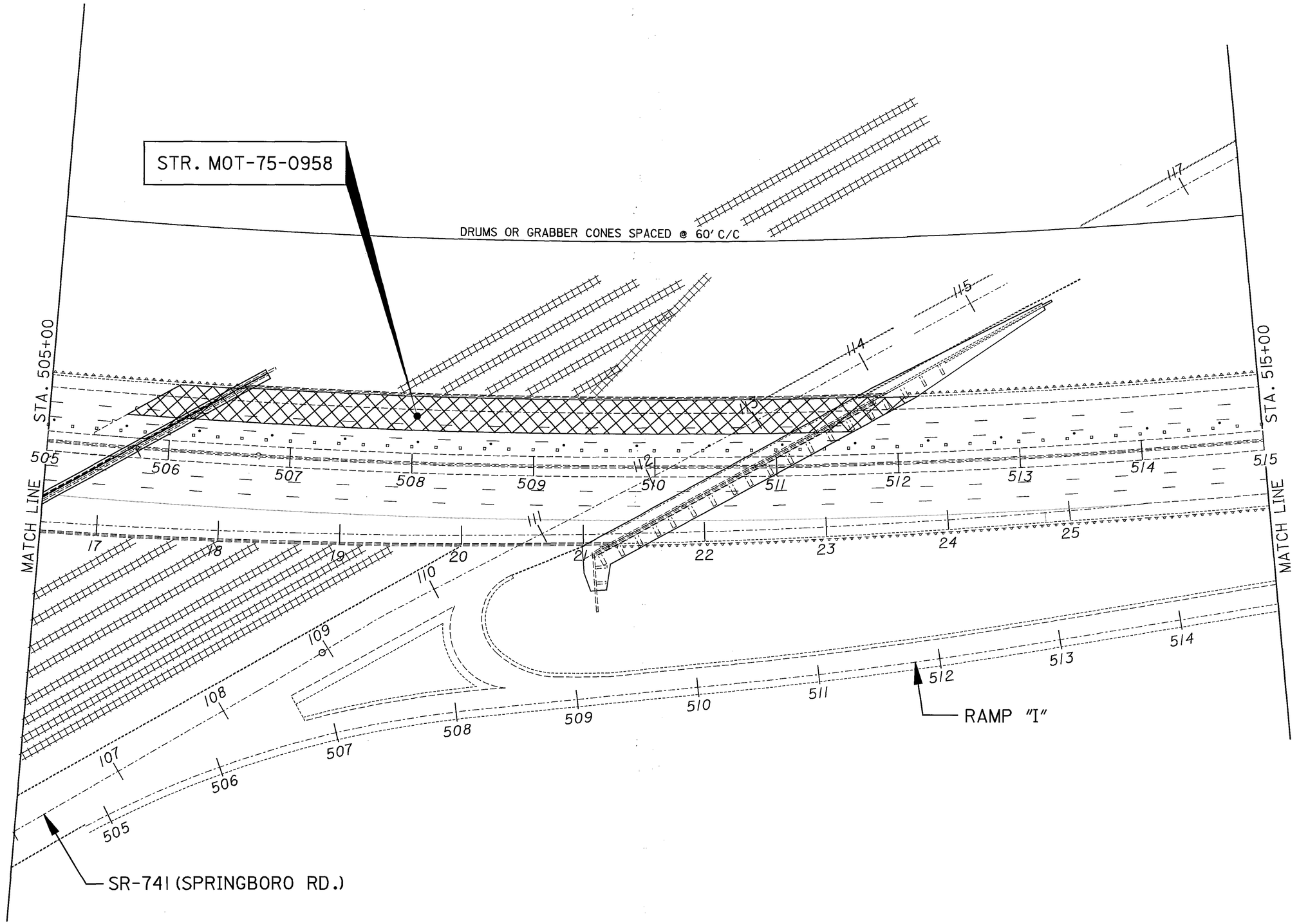
I:\de

I:\de



32/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 1/STAGE 1b STA. 496+00 TO STA. 505+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICAL FOR MOT-75-0958 SEE SHEET 51A.



HORIZONTAL SCALE IN FEET
0 20 40 80

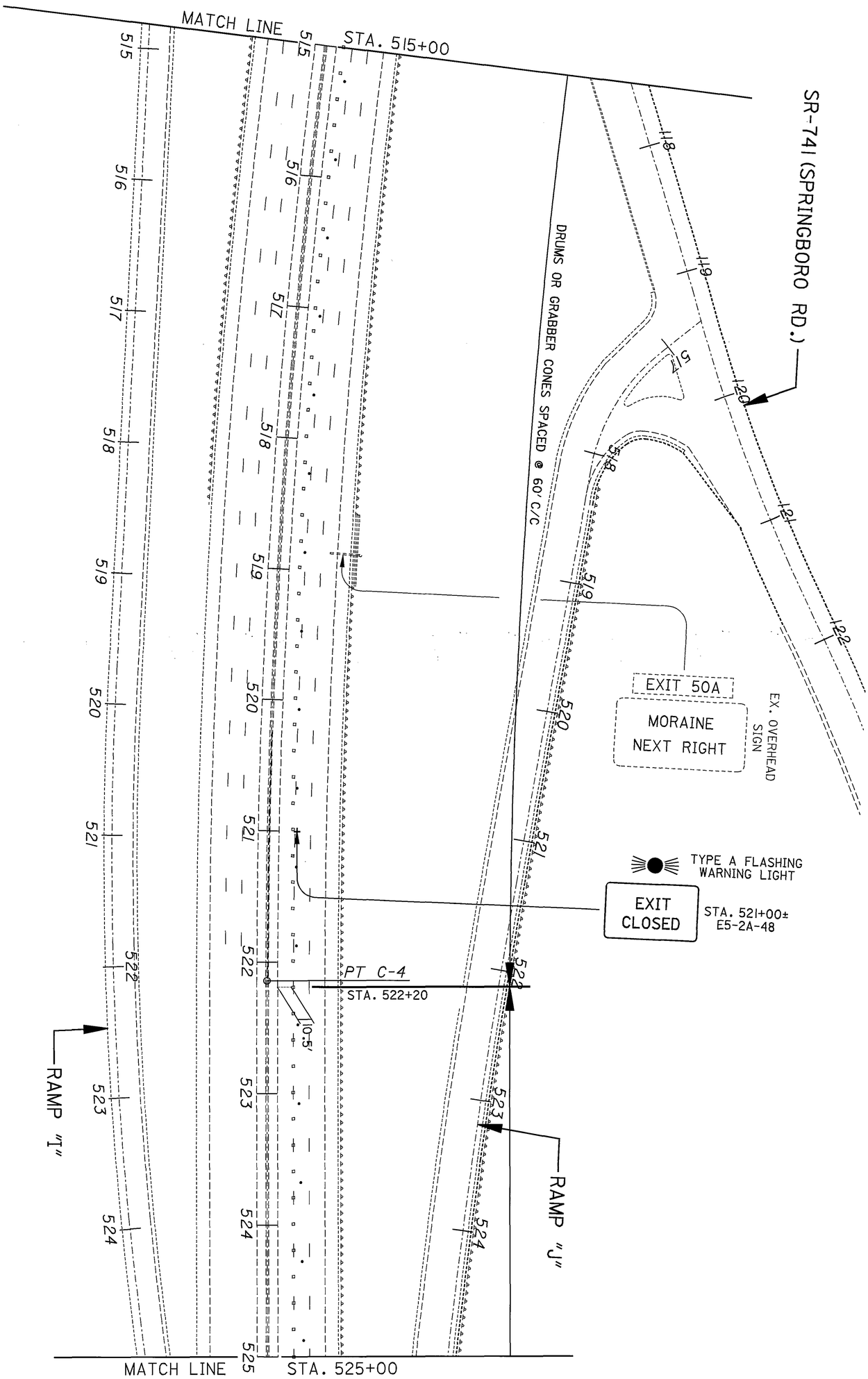
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 1/ STAGE 1b
STA. 505+00 TO STA. 515+00

MOT-75-6.16

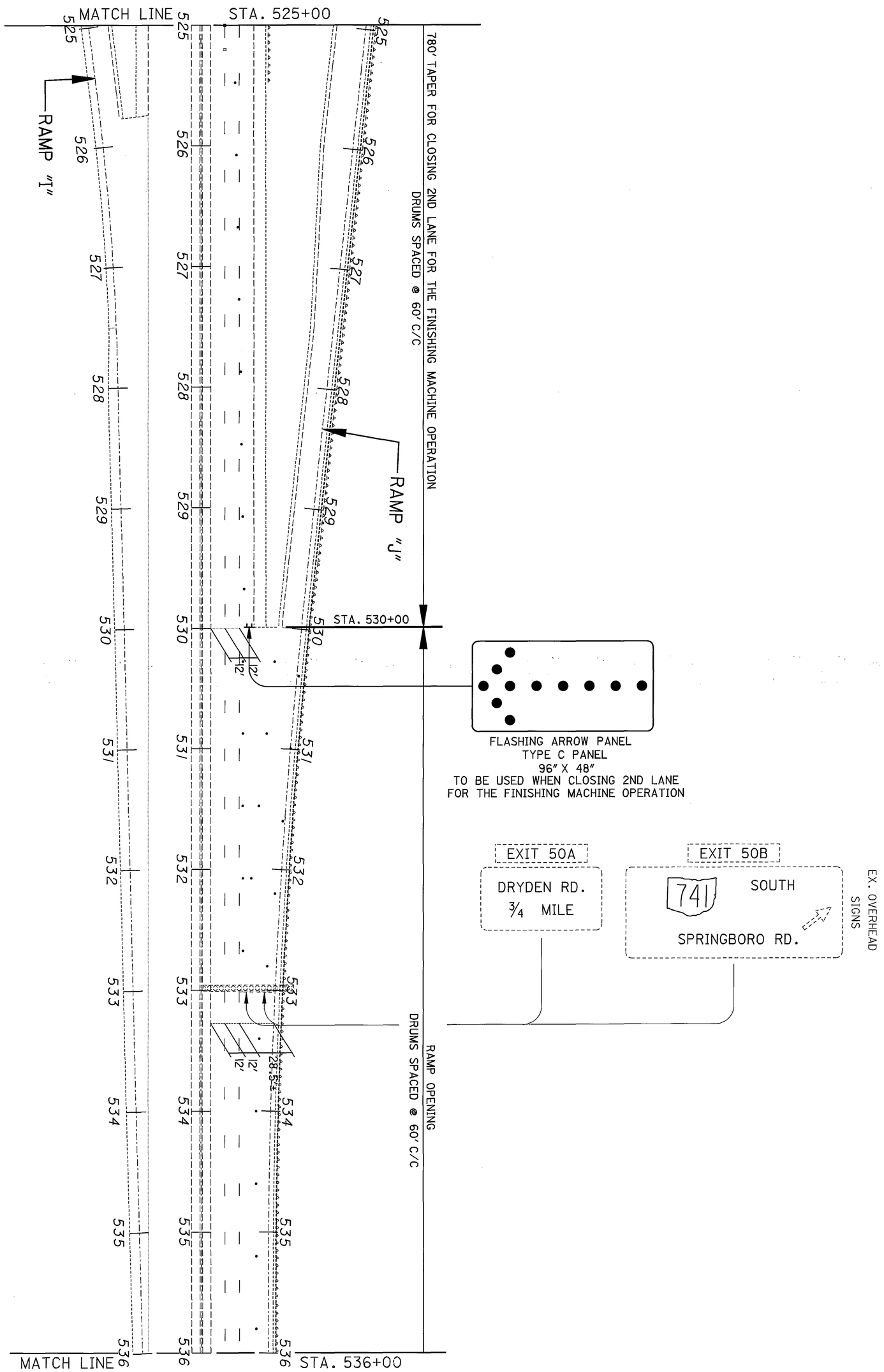
33
135

I:\de

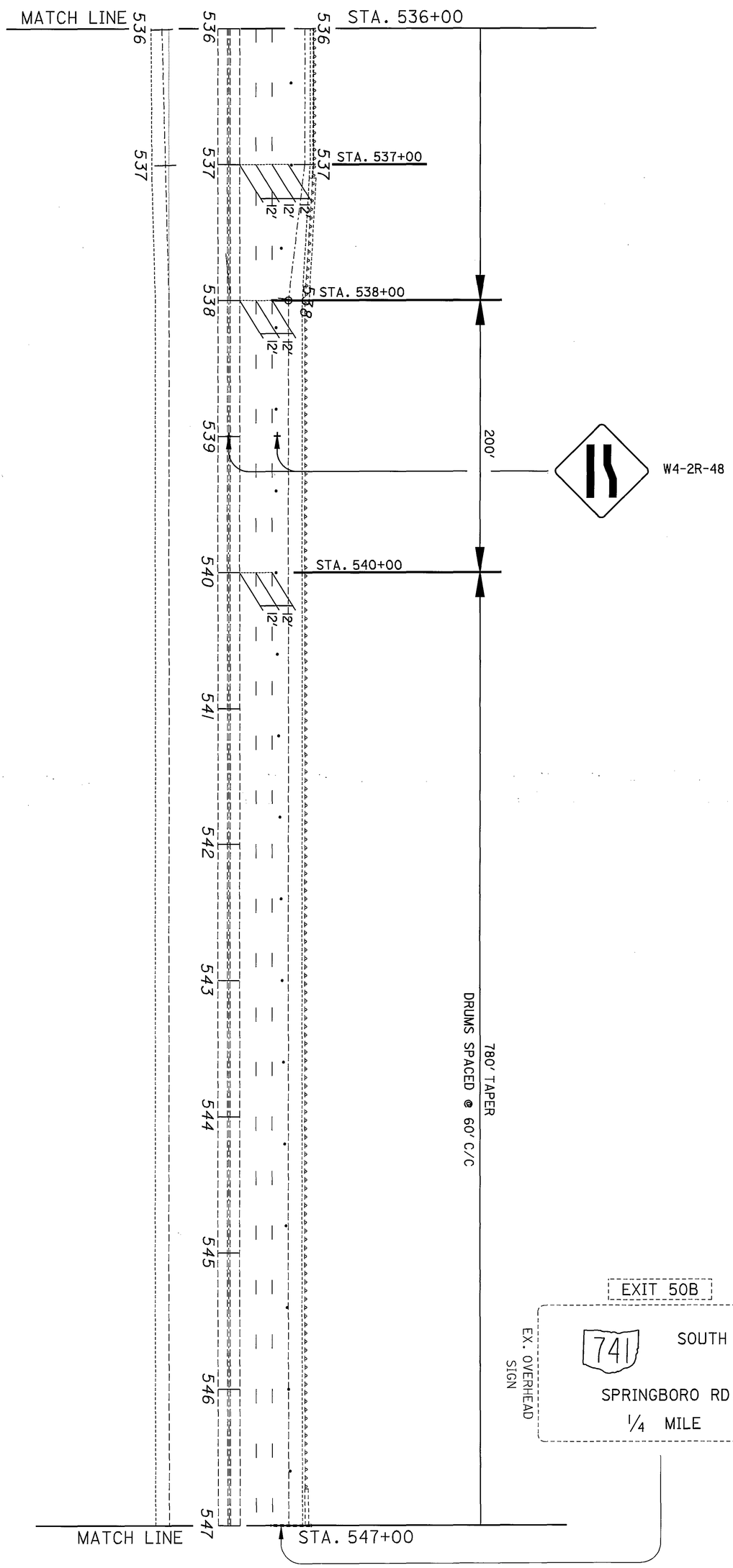


34/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 1/STAGE 1b STA. 515+00 TO STA. 525+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

I:\de



35/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 1/STAGE 1b STA. 525+00 TO STA. 536+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

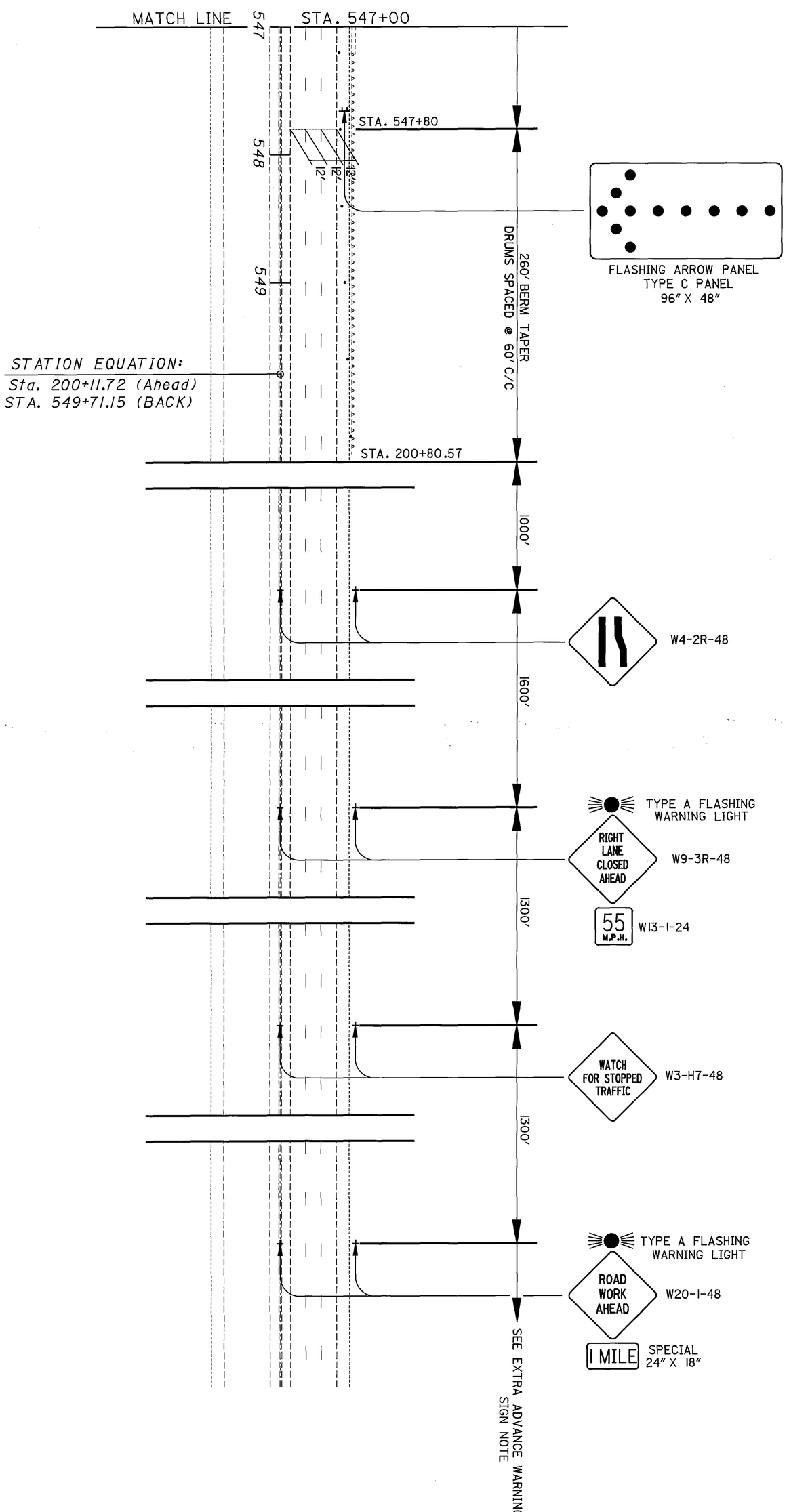


MOT-75-6.16

MAINTENANCE OF TRAFFIC - PHASE 1/STAGE 1b
STA. 536+00 TO STA. 547+00

CALCULATED
CHECKED

0 20 40 80
HORIZONTAL SCALE IN FEET



37
135

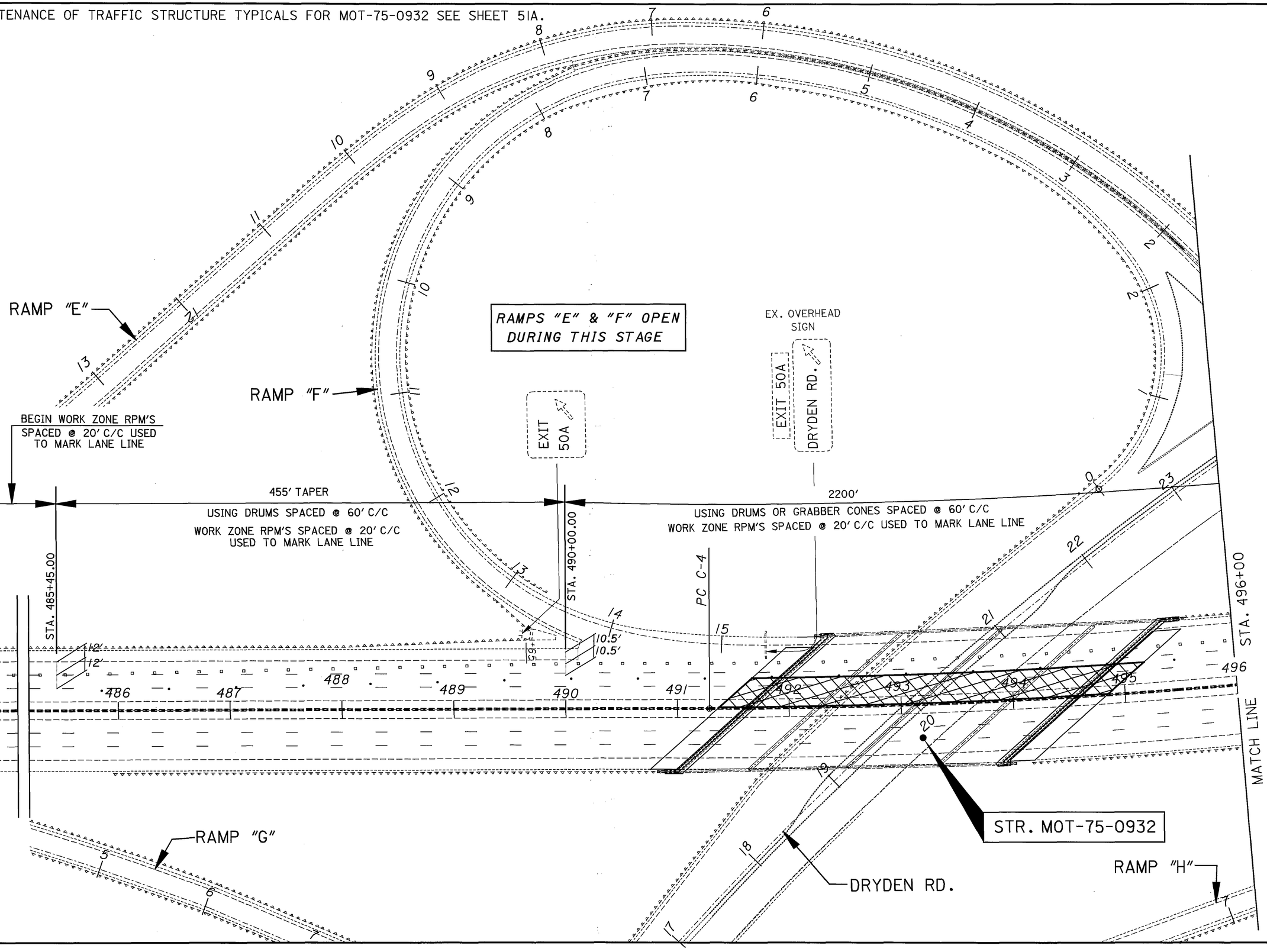
MOT-75-6.16

MAINTENANCE OF TRAFFIC - PHASE 1/STAGE 1b
STA. 547+00 TO STA. 200+80.57+

CALCULATED
CHECKED

0 40
20 80
HORIZONTAL
SCALE IN FEET

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0932 SEE SHEET 51A.



HORIZONTAL SCALE IN FEET
0 20 40 80

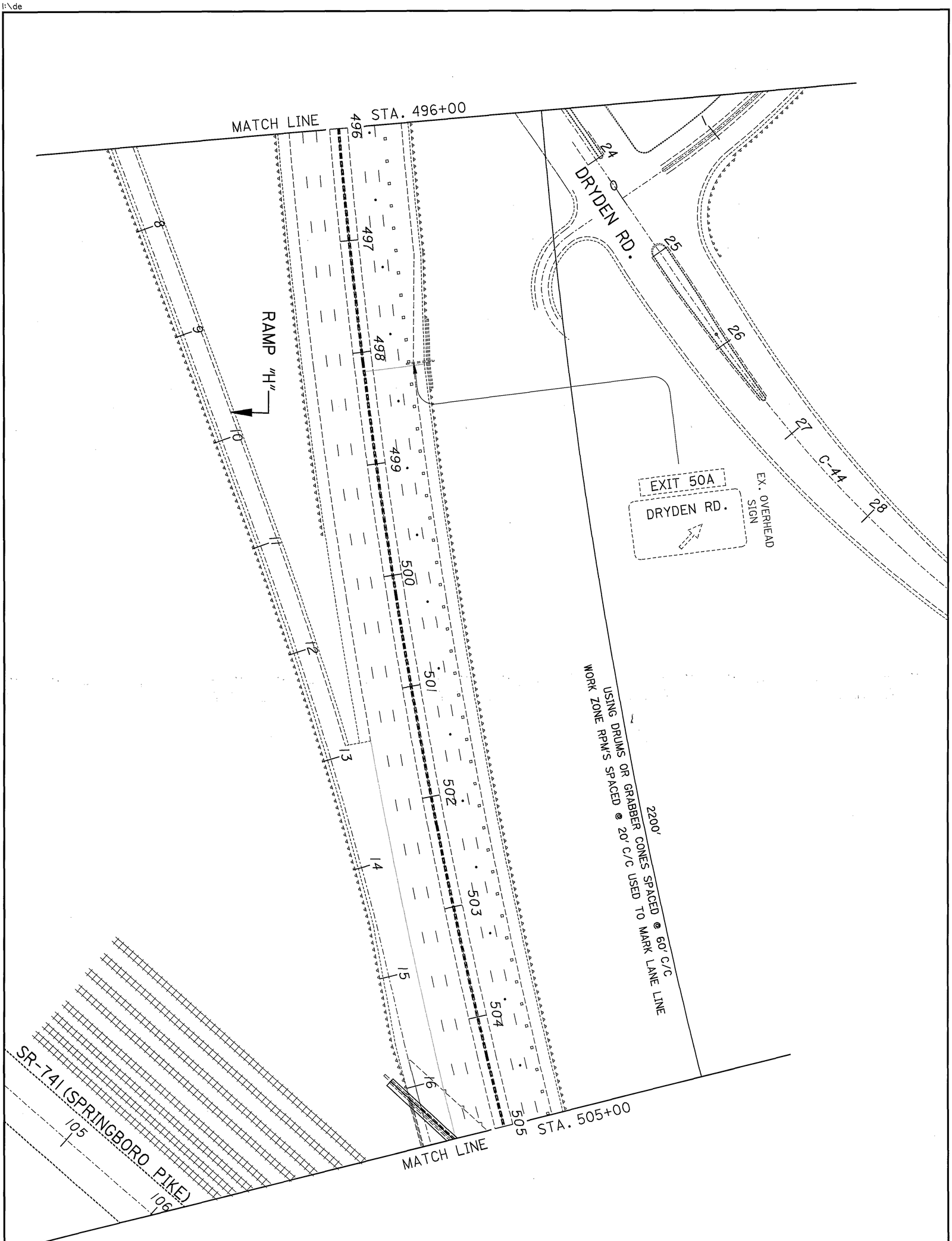
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 1\STAGE 2
STA. 485+00 TO STA. 496+00

MOT-75-6.16

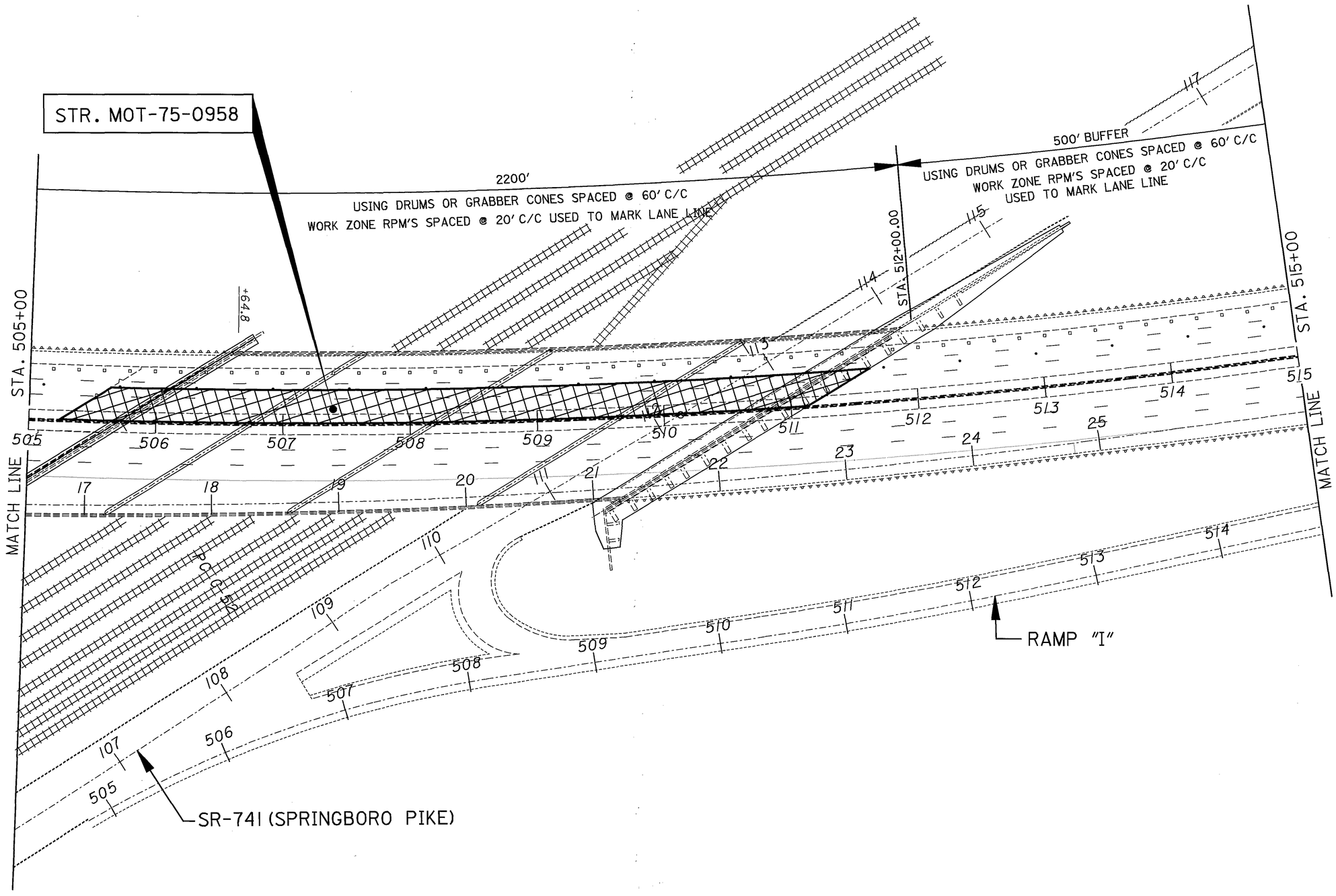
38
135

I:\de



39/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 1\STAGE 2 STA. 496+00 TO STA. 505+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0958 SEE SHEET 51A.



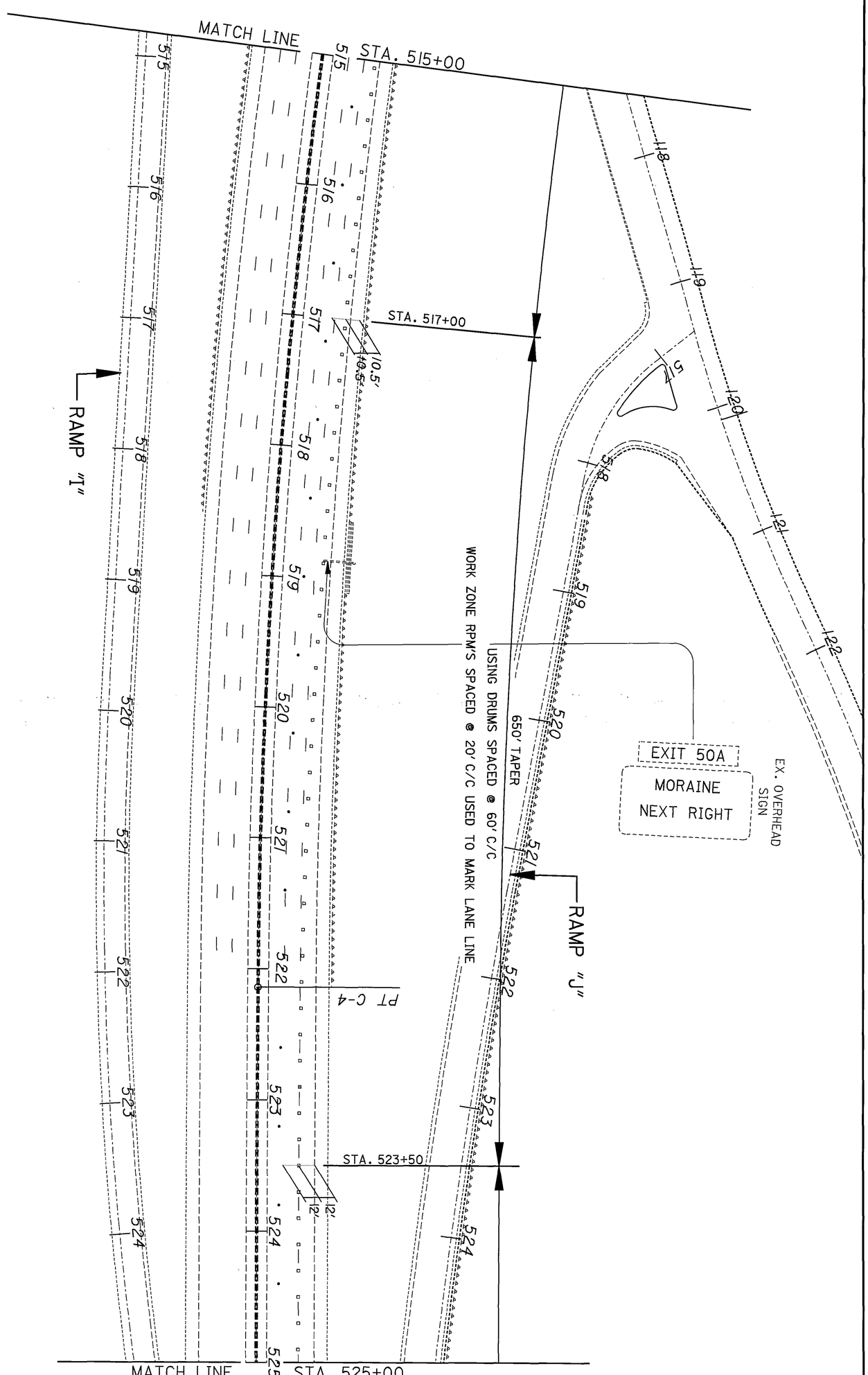
CALCULATED
CHECKED

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC - PHASE 1\STAGE 2
STA. 505+00 TO STA. 515+00

MOT-75-6.16

40
135



MOT-75-6.16

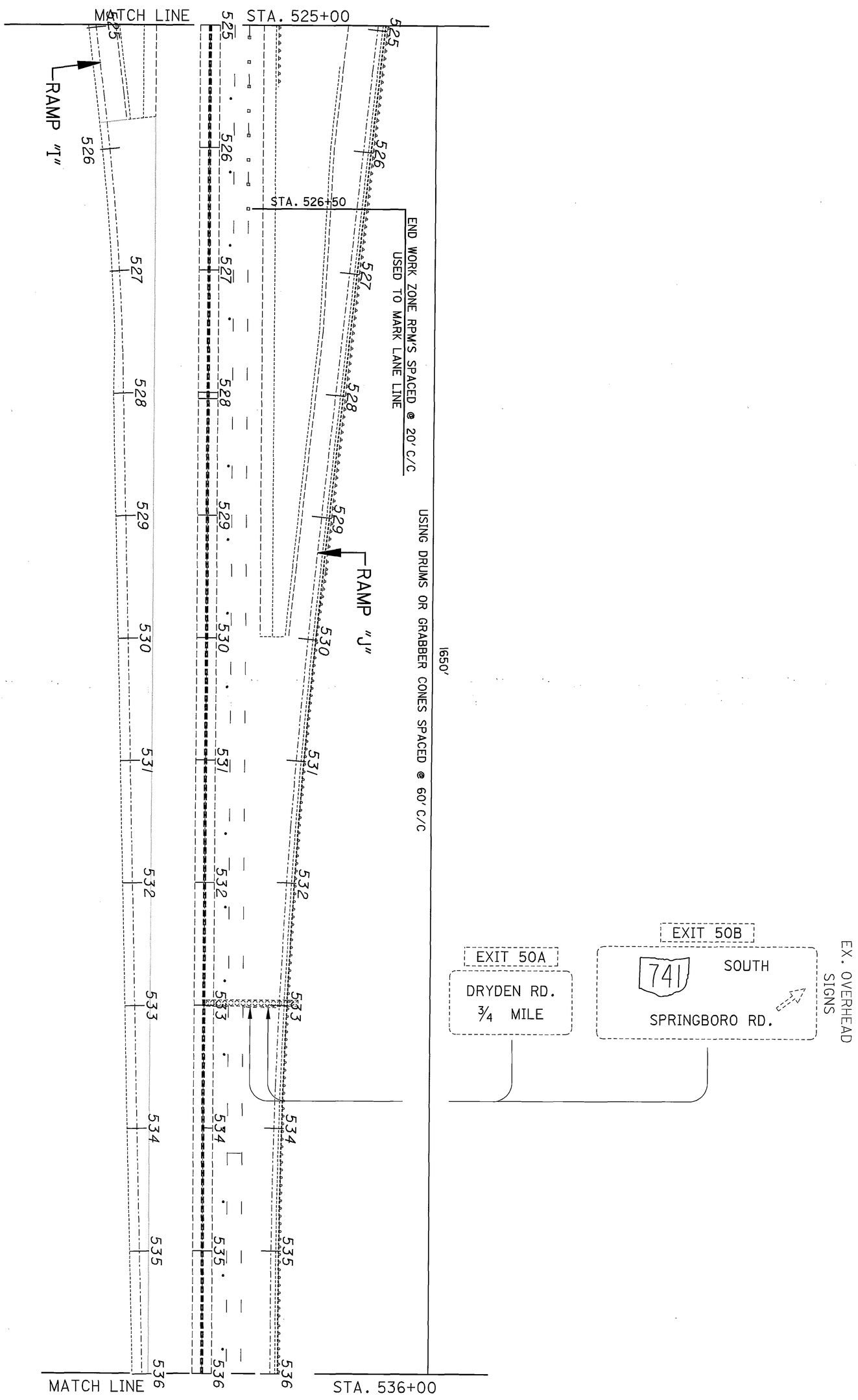
MAINTENANCE OF TRAFFIC - PHASE 1\STAGE 2
STA. 515+00 TO STA. 525+00

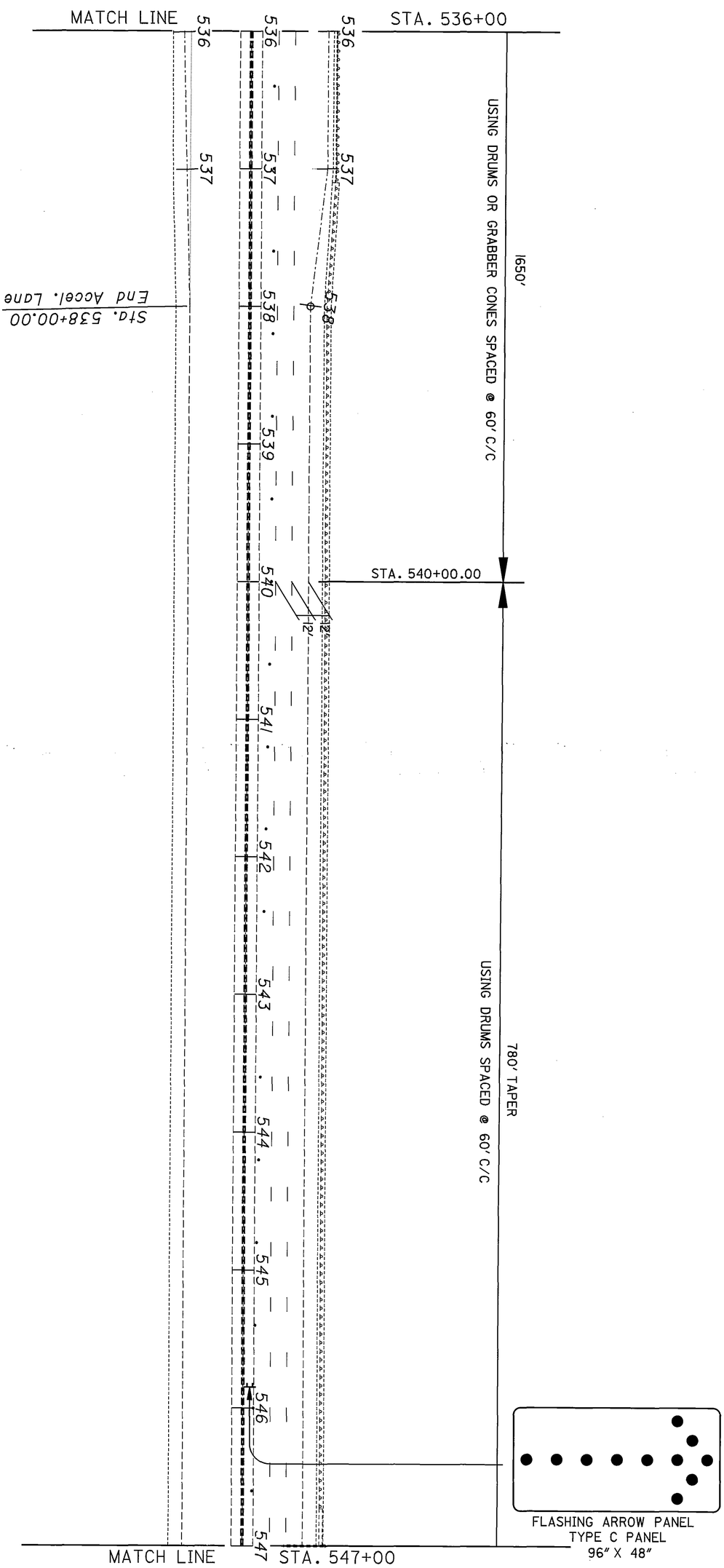
CALCULATED
CHECKED

0 20 40 80
HORIZONTAL SCALE IN FEET

N

I:\de


MATCH LINE
STA. 525+00
RAMP "I"
STA. 526+50
END WORK ZONE RPM'S SPACED @ 20' C/C
USED TO MARK LANE LINE
RAMP "J"
USING DRUMS OR GRABBER CONES SPACED @ 60' C/C
1650'
EXIT 50A
DRYDEN RD.
¾ MILE
EXIT 50B
741
SOUTH
SPRINGBORO RD.
EX. OVERHEAD SIGNS
MATCH LINE
STA. 536+00



MOT-75-6.16

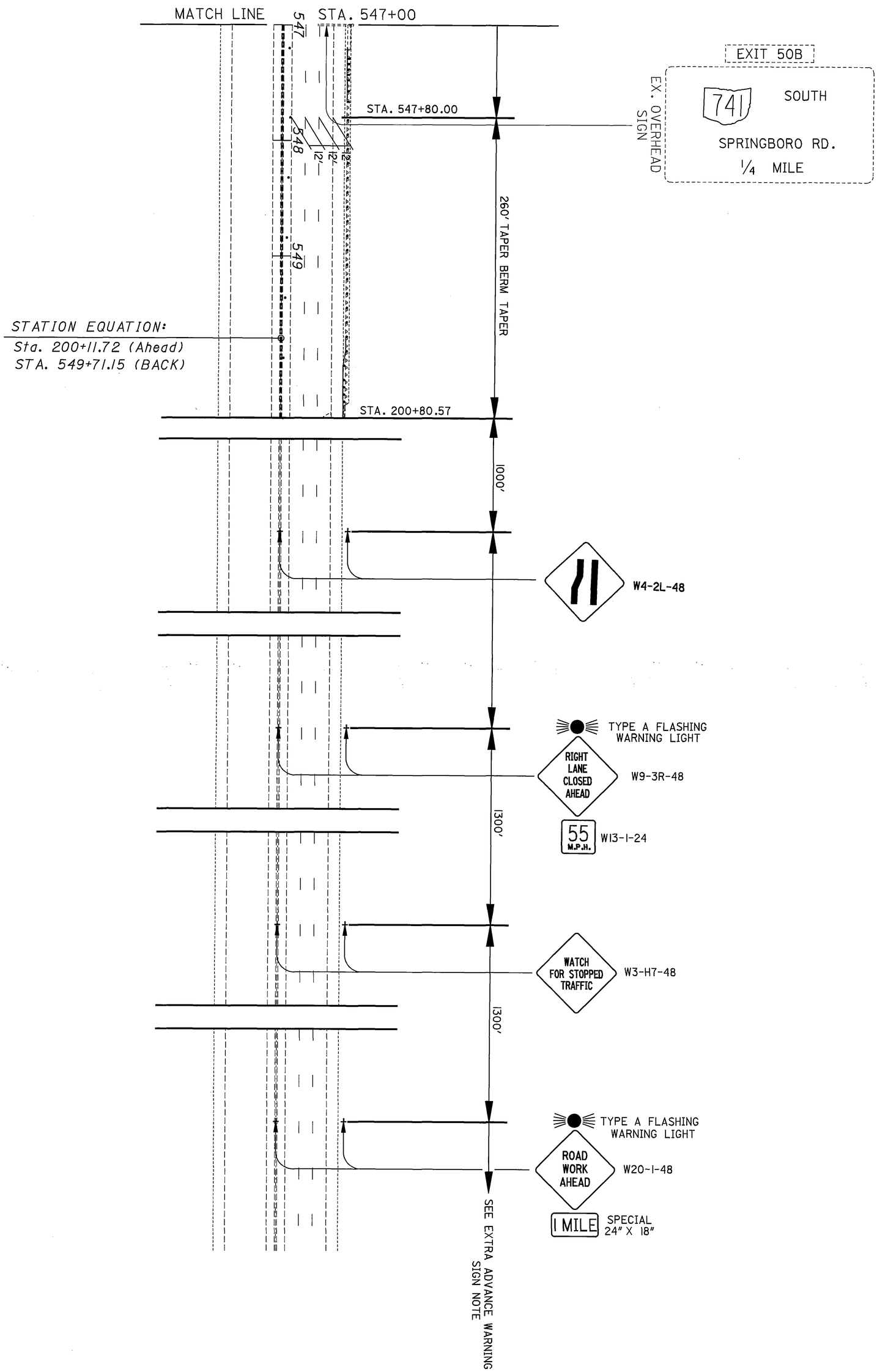
MAINTENANCE OF TRAFFIC - PHASE 1\STAGE 2
STA. 536+00 TO STA. 547+00

CALCULATED
CHECKED

0 20 40 80
HORIZONTAL SCALE IN FEET

N

I:\de



44/135	MOT-75-6.16	MAINTENANCE OF TRAFIC - PHASE 1\STAGE 2 STA. 547+00 TO STA. 200+11.72	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS,
FOR MOT-75- 0932, SEE SHEET 51A.

RAMP "E"

RAMP "F"

RAMPS "E" & "F" OPEN DURING THIS STAGE

EX. OVERHEAD SIGN

EXIT 50A

DRYDEN RD.

END WORK ZONE RPM'S SPACED @ 20' C/C
USED TO MARK LANE LINE

300'

455' TAPER
USING DRUMS SPACED @ 60' C/C

DRUMS OR GRABBER CONES SPACED @ 60' C/C

STA. 482+45.00

STA. 485+45.00

STA. 490+00.00

Impact Attenuator

PC C-4

STA. 496+00

MATCH LINE

STR. MOT-75-0932

RAMP "G"

DRYDEN RD.

RAMP "H"

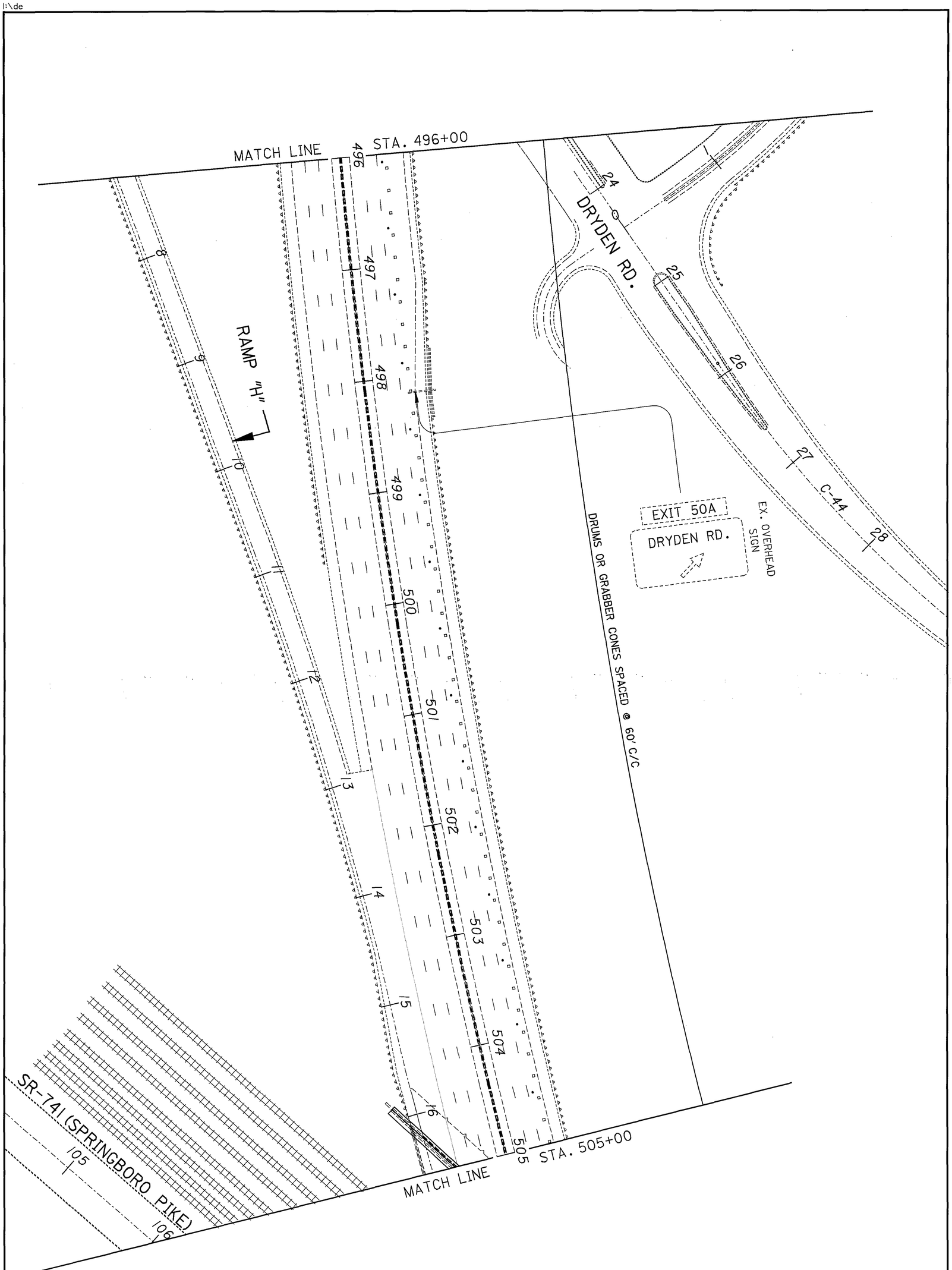
HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED

CHECKED

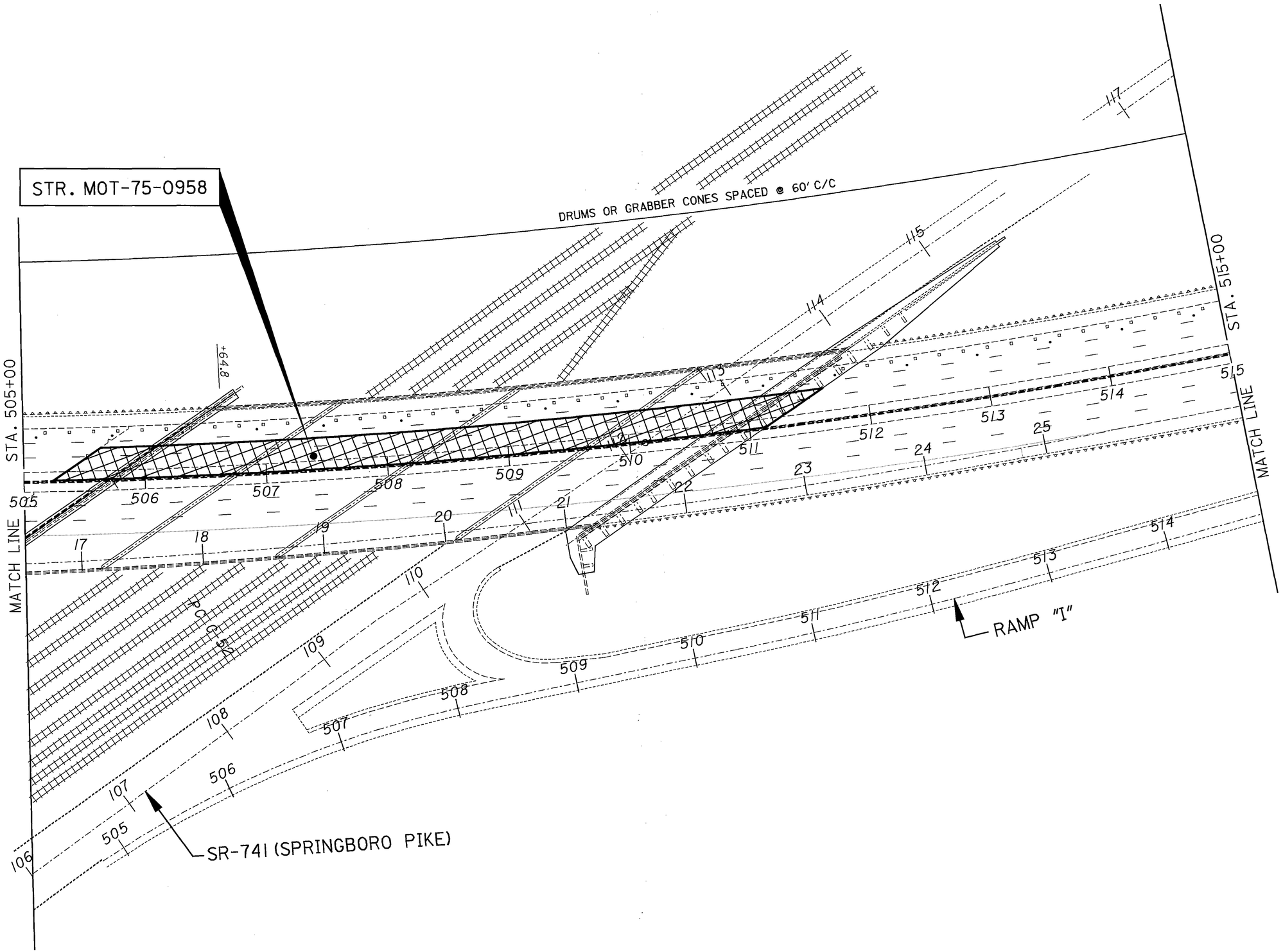
MAINTENANCE OF TRAFFIC - PHASE 1\STAGE 2b
STA. 485+00 TO STA. 496+00

MOT-75-6.16



46 / 135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 1\STAGE 2b STA. 496+00 TO STA. 505+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS,
FOR MOT-75- 0958, SEE SHEET 51A.



N

HORIZONTAL SCALE IN FEET
0 20 40 80

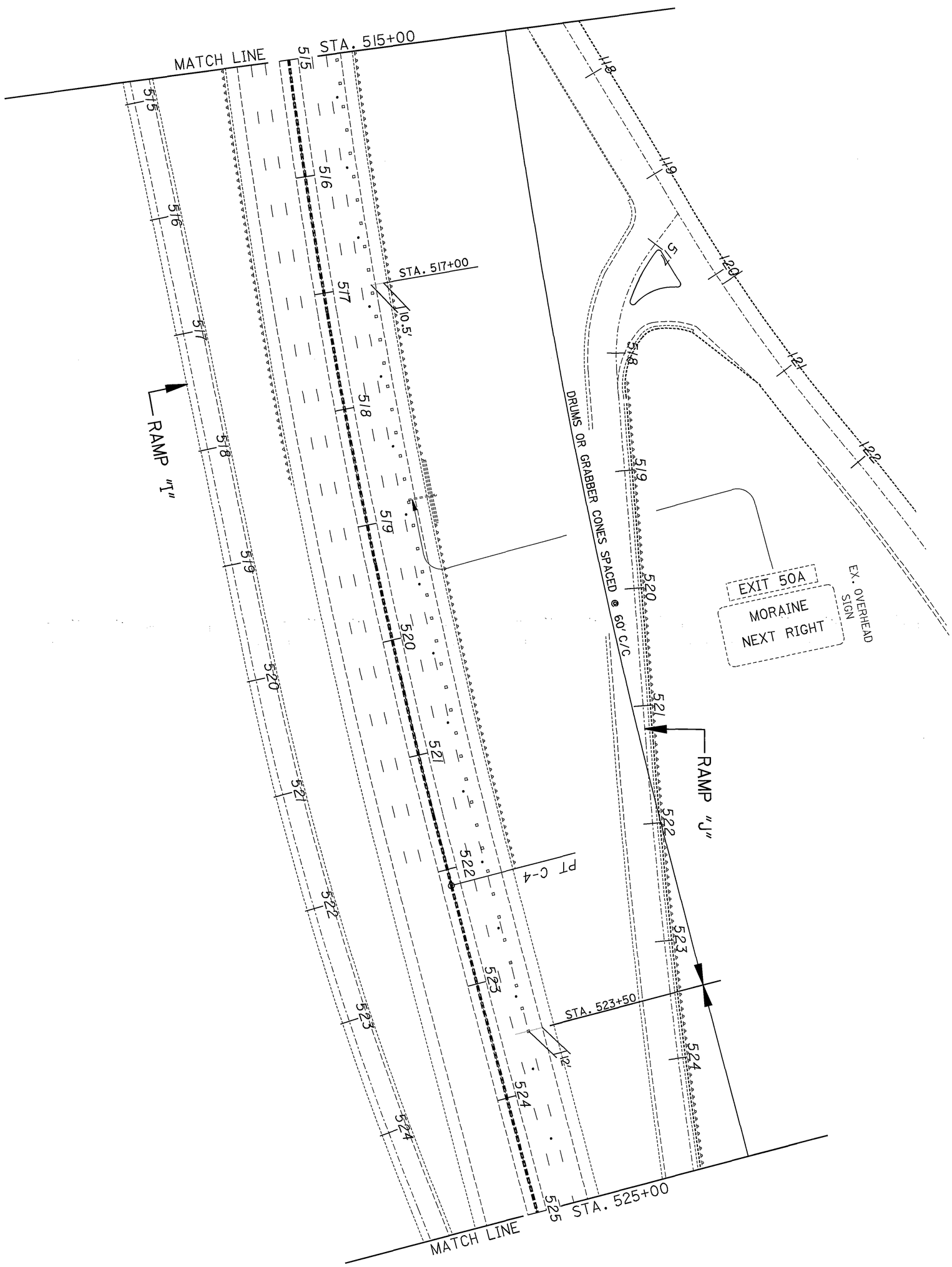
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 1\STAGE 2b
STA. 505+00 TO STA. 515+00

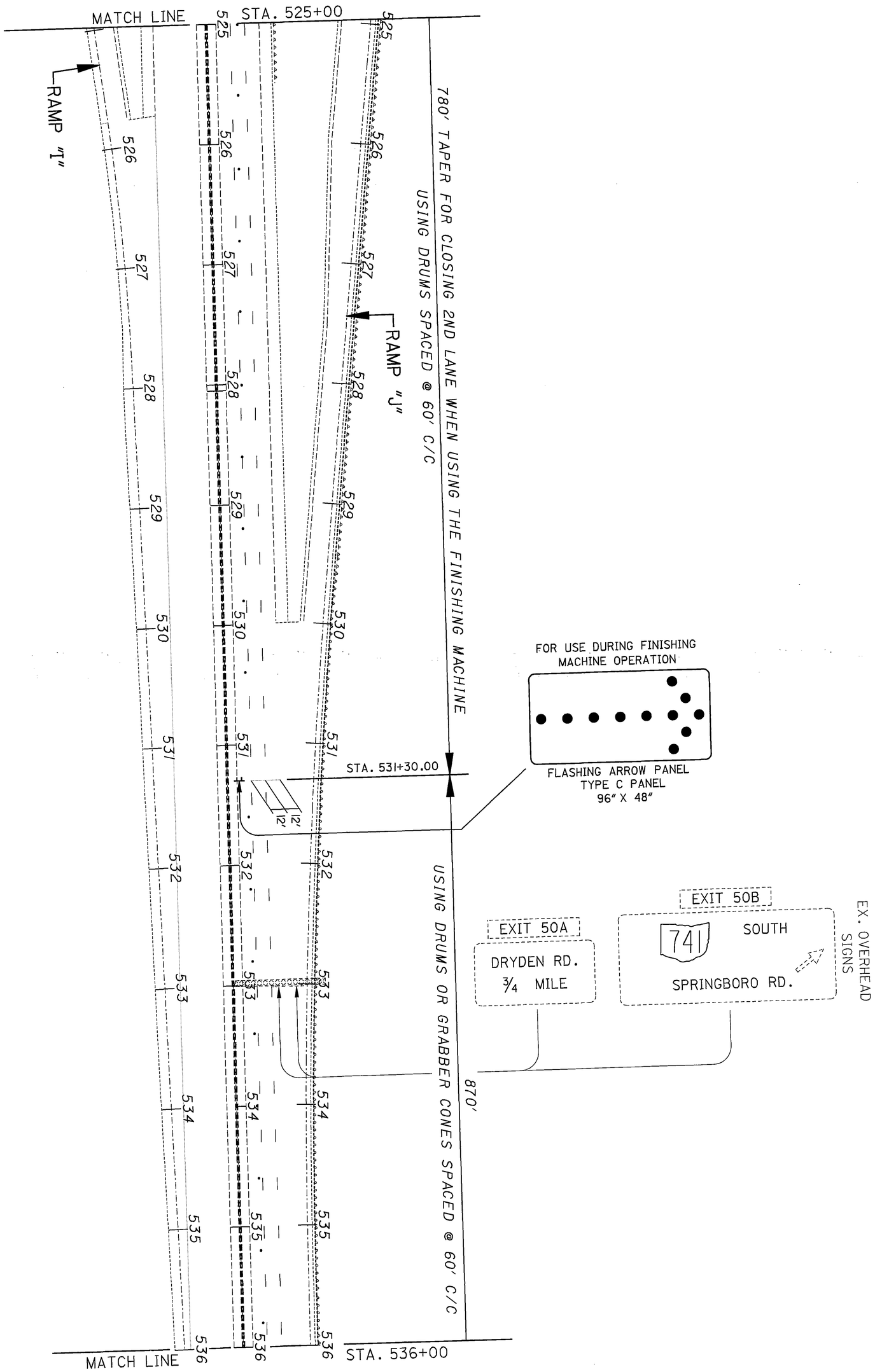
MOT-75-6.16

47
135

I:\de



48/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 1\STAGE 2b STA. 515+00 TO STA. 525+00	CALCULATED CHECKED	0 40 20 60 HORIZONTAL SCALE IN FEET



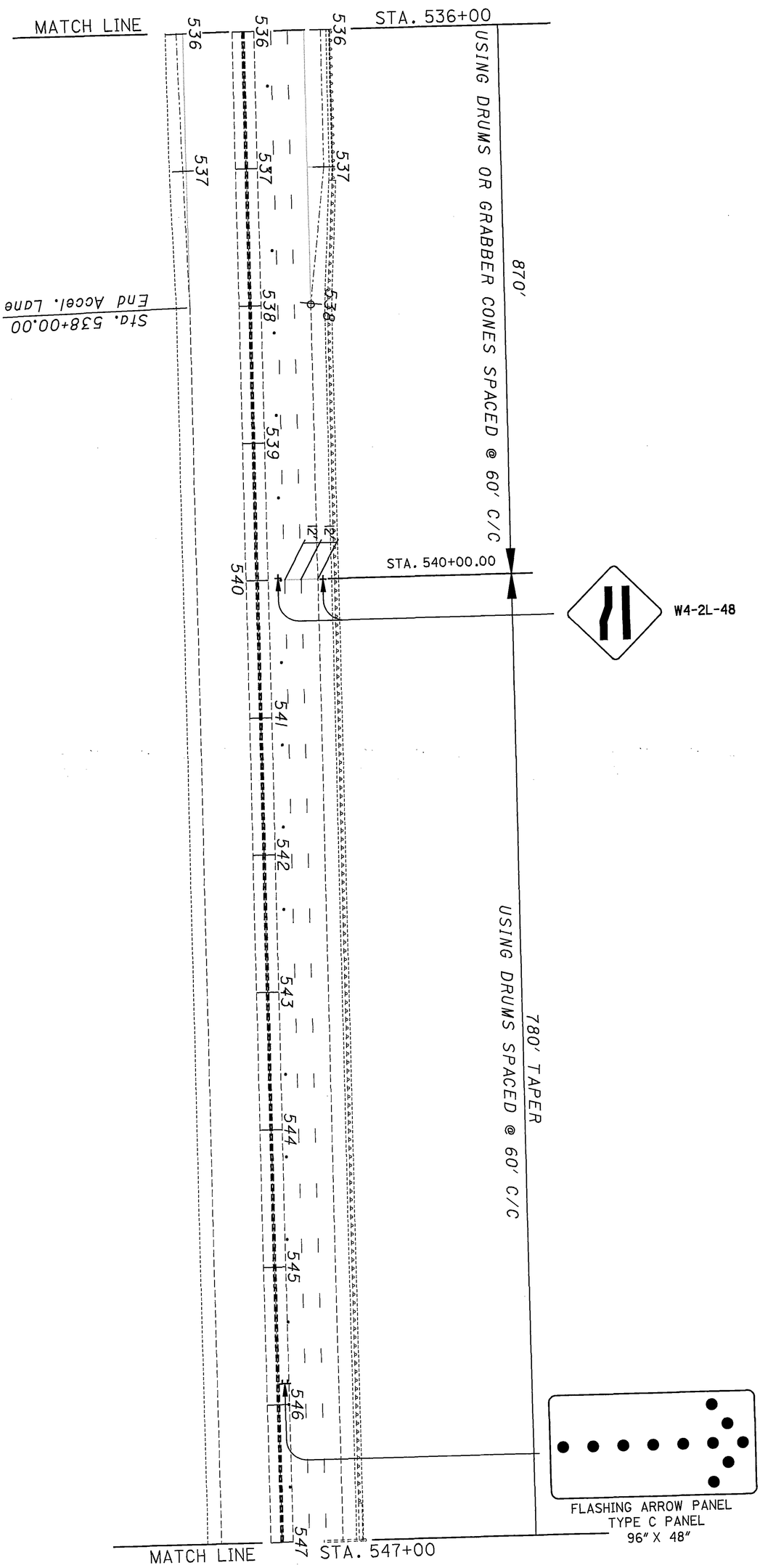
MOT-75-6.16

MAINTENANCE OF TRAFFIC - PHASE 1\STAGE 2b
STA. 525 TO STA. 536+00

CALCULATED
CHECKED

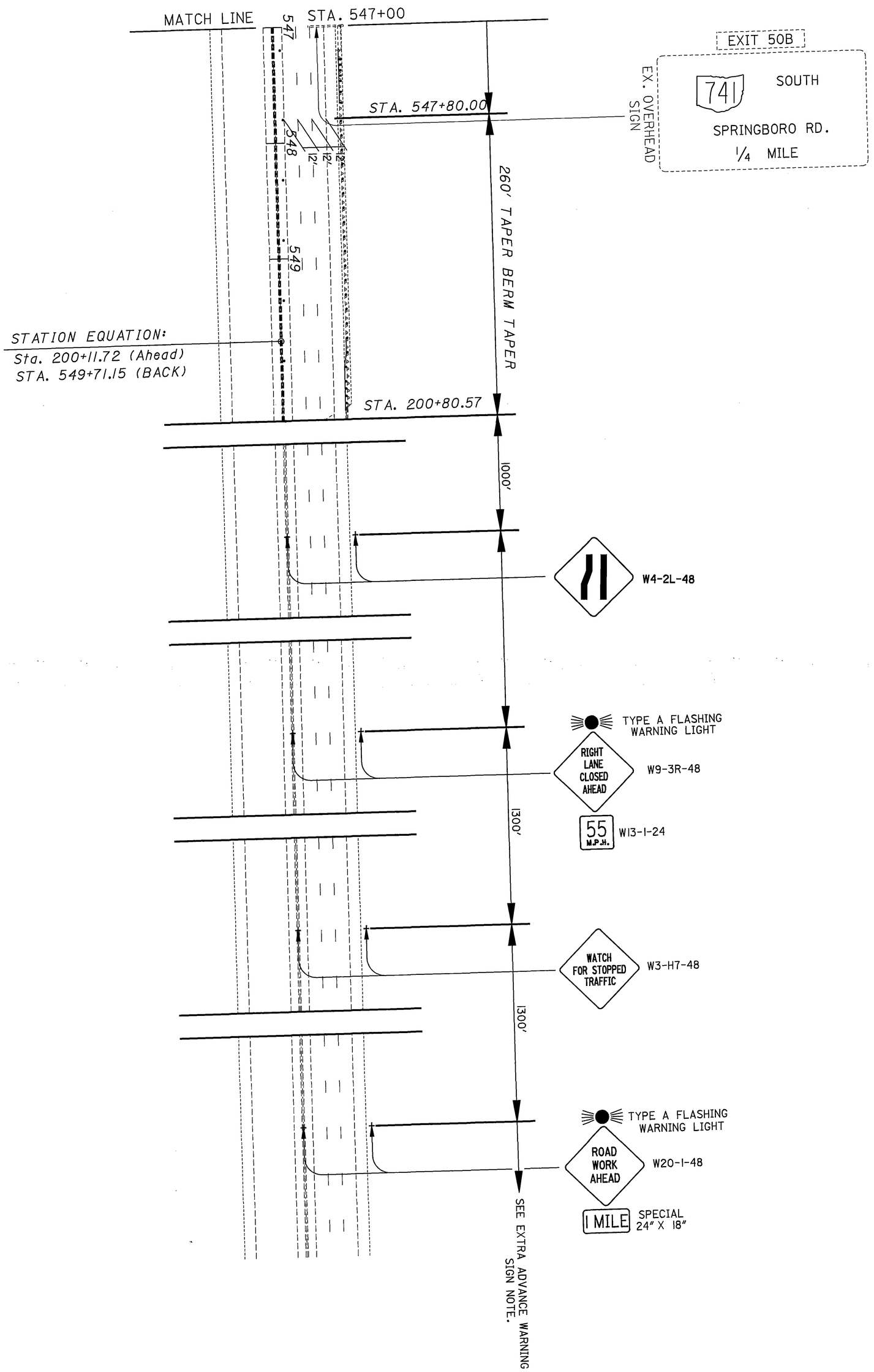
0 20 40 60
HORIZONTAL SCALE IN FEET

N

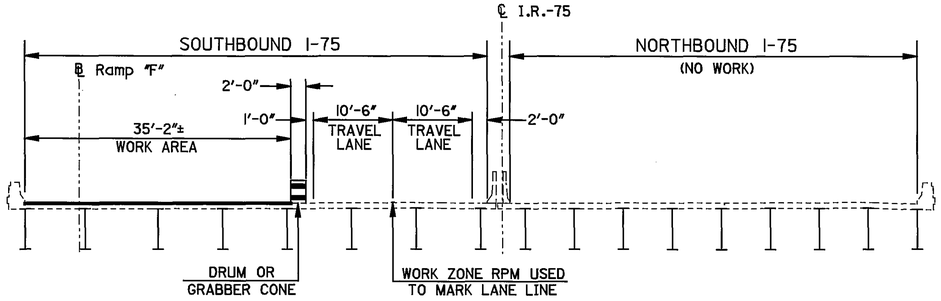


50/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 1\STAGE 2b STA. 536+00 TO STA. 547+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

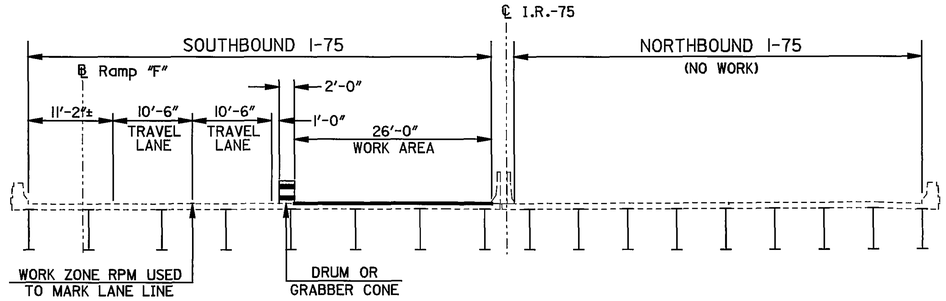
I:\de



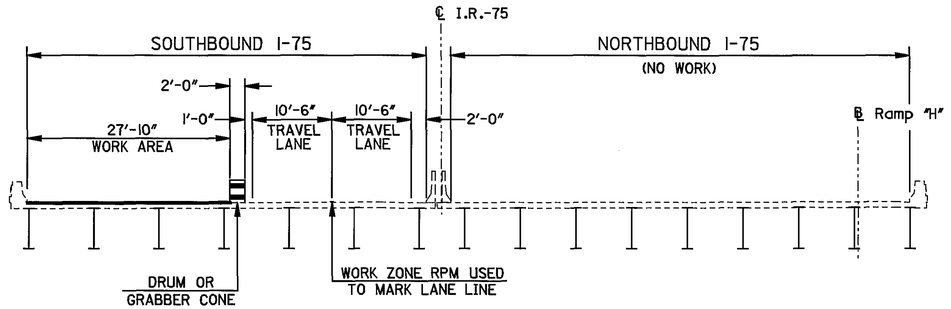
51/135	MOT-75-6.16	MAINTENANCE OF TRAFIC - PHASE 1\STAGE 2b STA. 547+00 TO STA. 200+11.72	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET



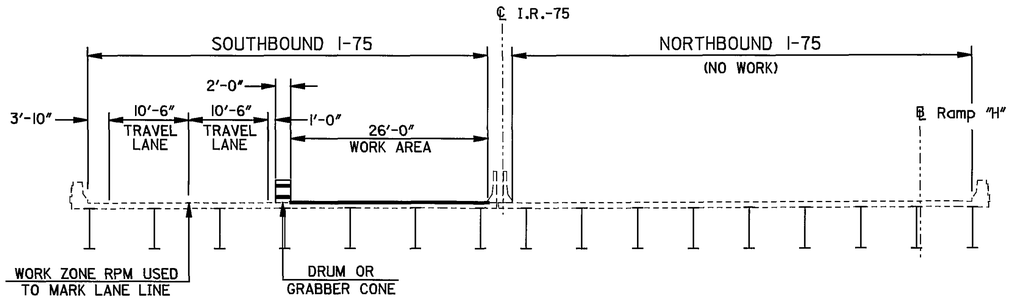
PHASE I - STAGE I
TYPICAL STRUCTURE SECTION FOR MOT-75-0932



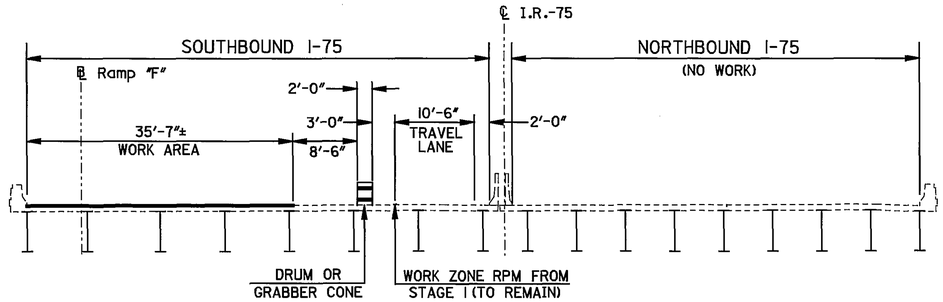
PHASE I - STAGE 2
TYPICAL STRUCTURE SECTION FOR MOT-75-0932



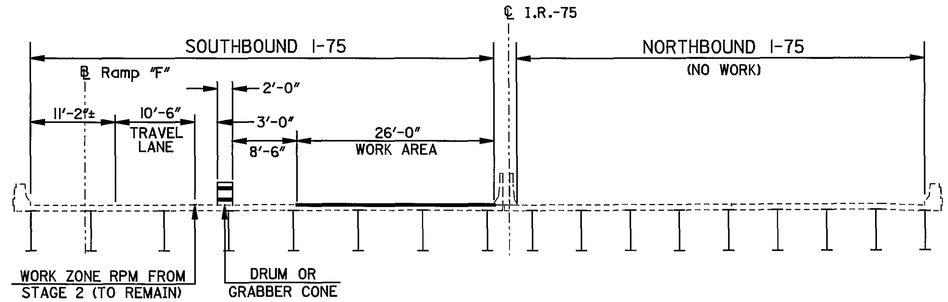
PHASE I - STAGE I
TYPICAL STRUCTURE SECTION FOR MOT-75-0958



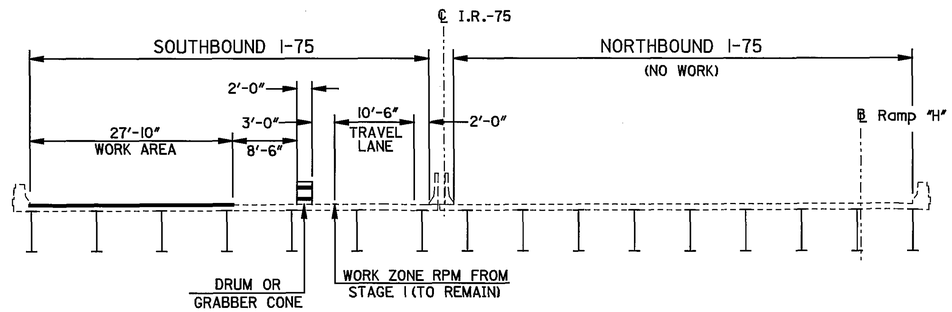
PHASE I - STAGE 2
TYPICAL STRUCTURE SECTION FOR MOT-75-0958



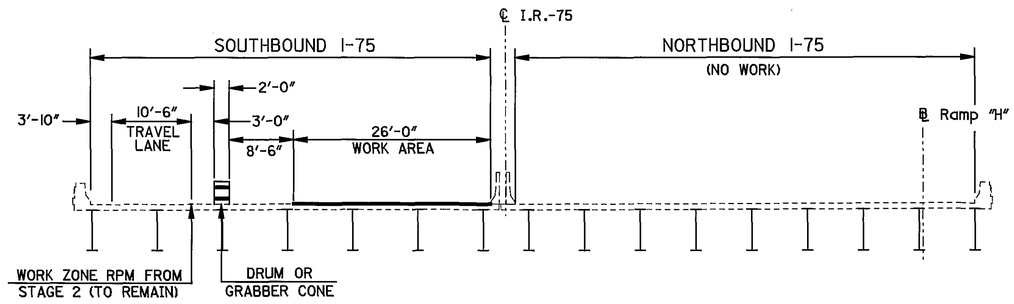
PHASE I - STAGE IB
TYPICAL STRUCTURE SECTION FOR MOT-75-0932



PHASE I - STAGE 2B
TYPICAL STRUCTURE SECTION FOR MOT-75-0932



PHASE I - STAGE IB
TYPICAL STRUCTURE SECTION FOR MOT-75-0958



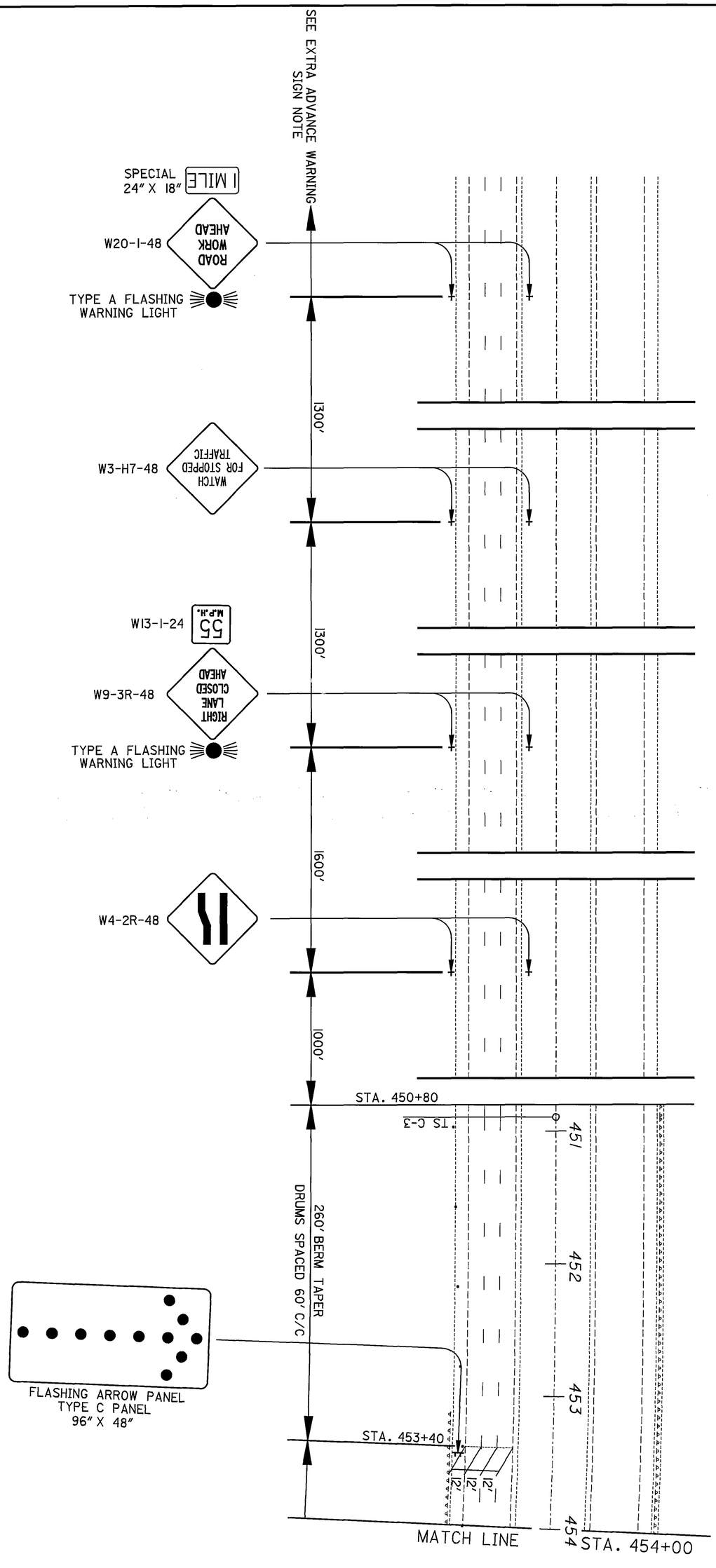
PHASE I - STAGE 2B
TYPICAL STRUCTURE SECTION FOR MOT-75-0958

CALCULATED | CHECKED

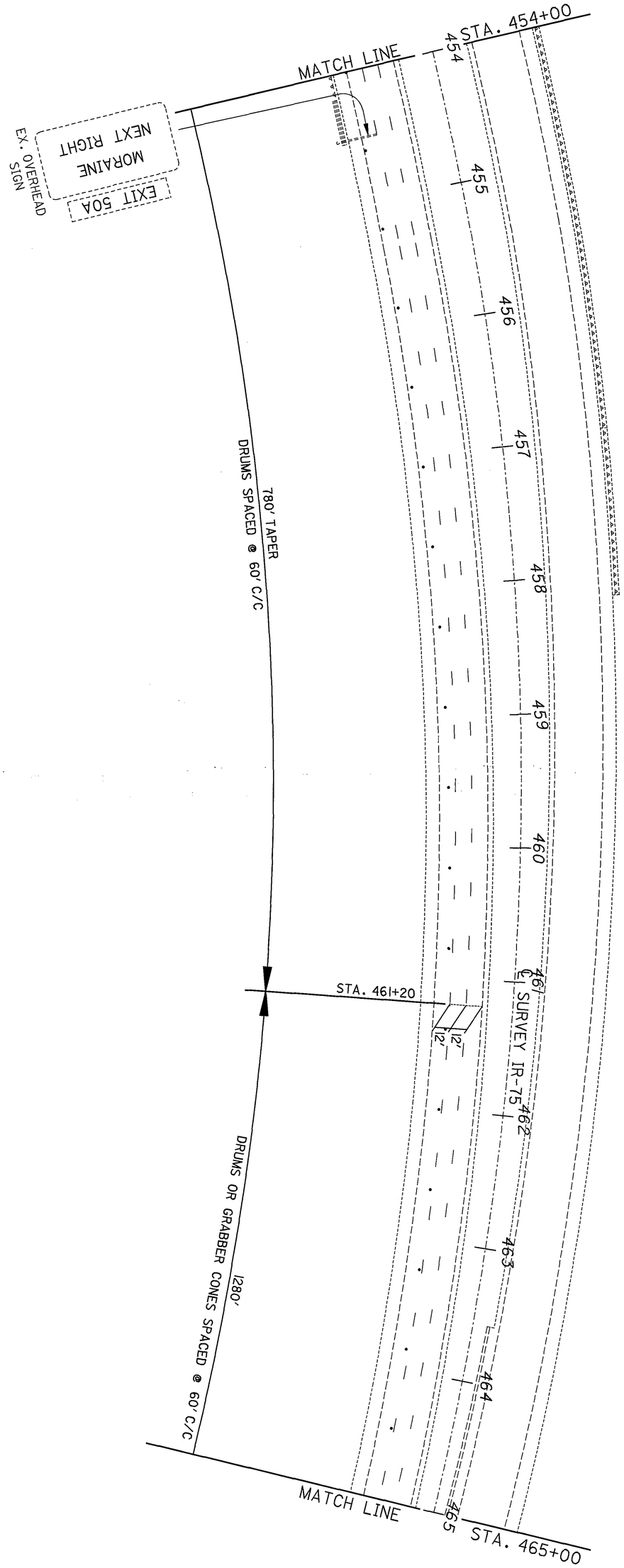
MAINTENANCE OF TRAFFIC - PHASE 1, STRUCTURE TYPICALS

MOT-75-6.16

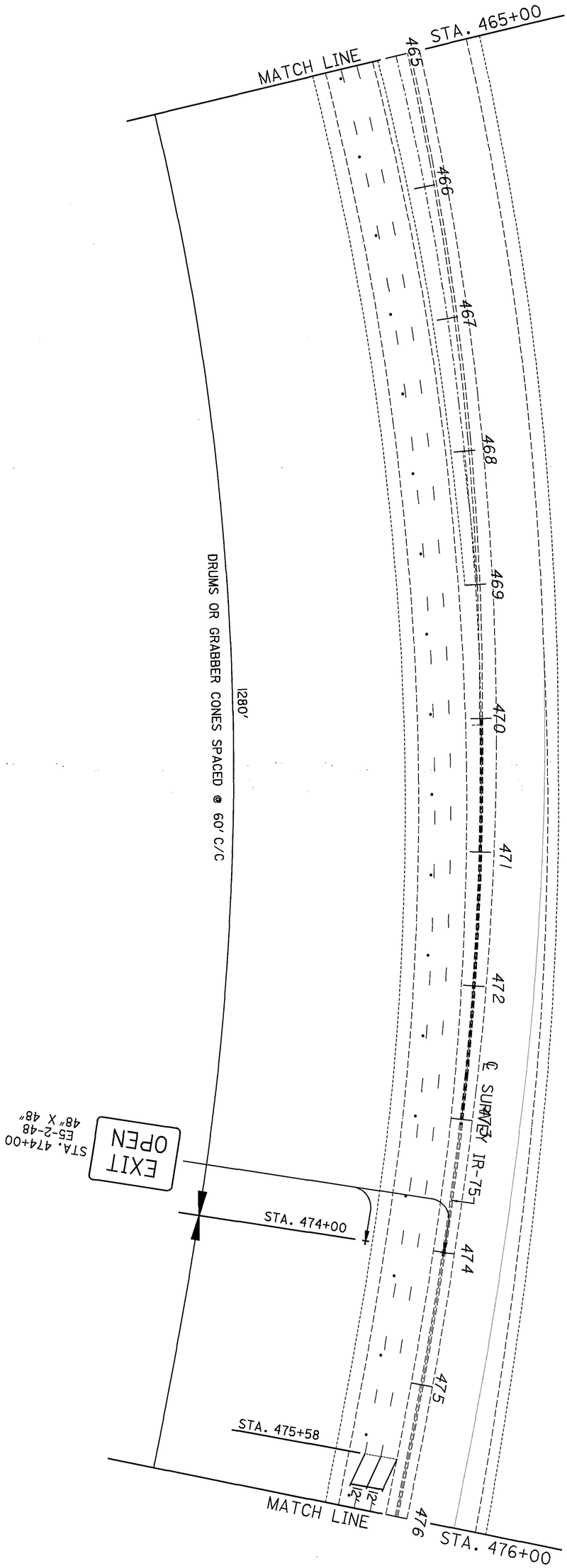
I:\de



52/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 1 STA. 450+80 TO STA. 454+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET



53/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 1 STA. 454+00 TO STA. 465+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

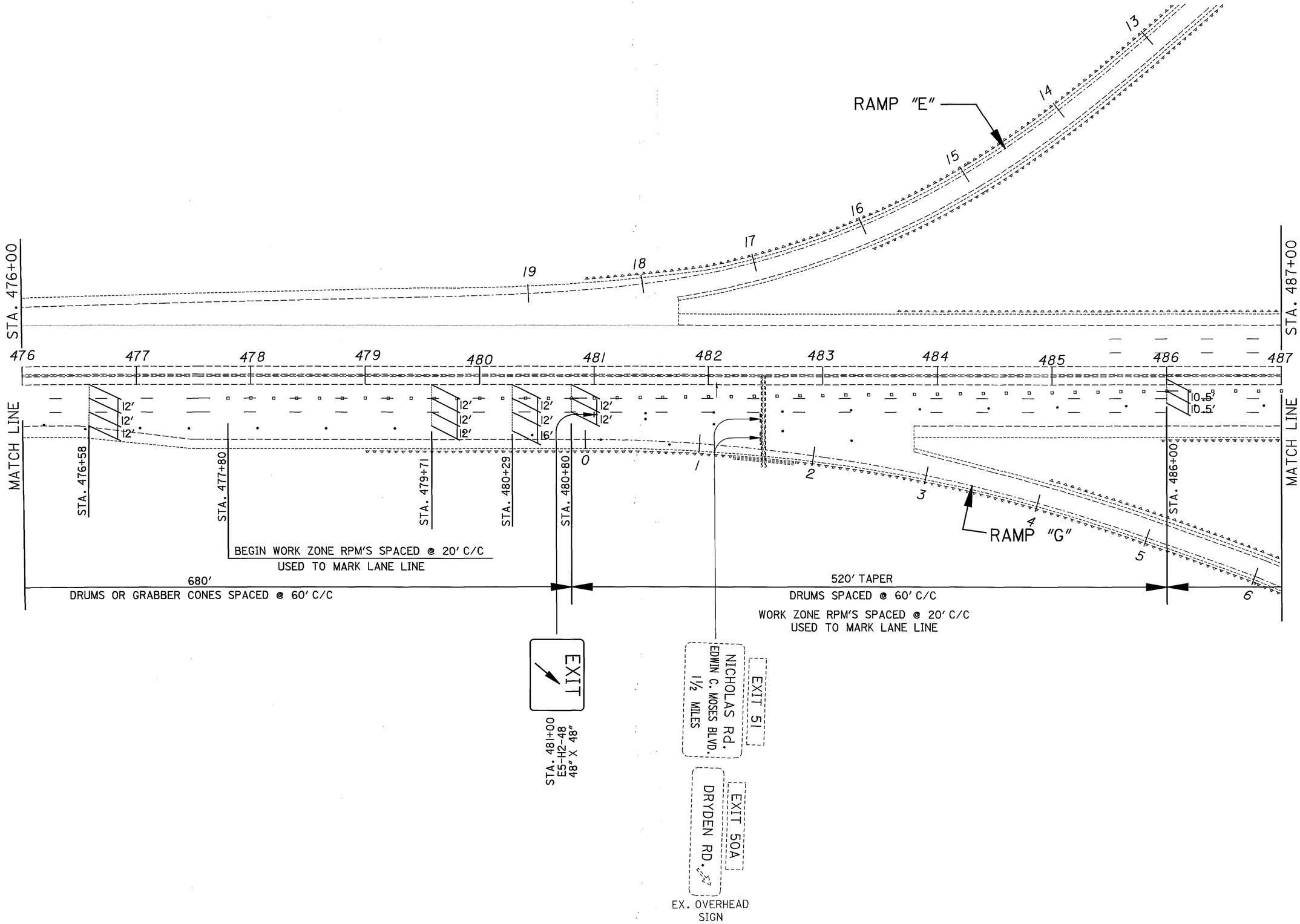


MOT-75-6.16

MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 1
STA. 465+00 TO STA. 476+00

CALCULATED
CHECKED

0 40
20 80
HORIZONTAL SCALE IN FEET



N

HORIZONTAL SCALE IN FEET
0 20 40 80

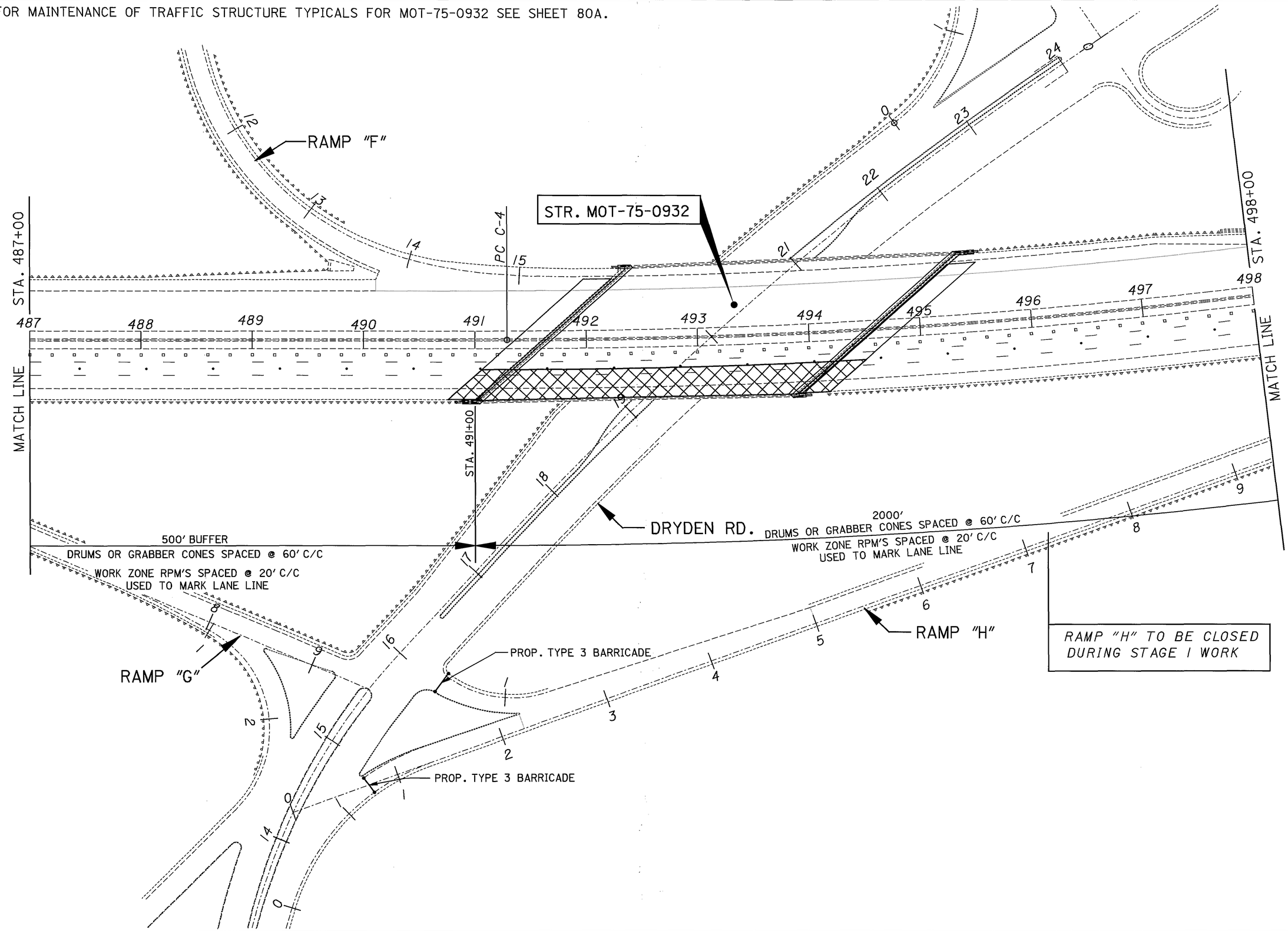
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 2/ STAGE 1
STA. 476+00 TO STA. 487+00

MOT-75-6.16

55
135

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0932 SEE SHEET 80A.



MAINTENANCE OF TRAFFIC - PHASE 2/ STAGE 1
STA. 487+00 TO STA. 498+00

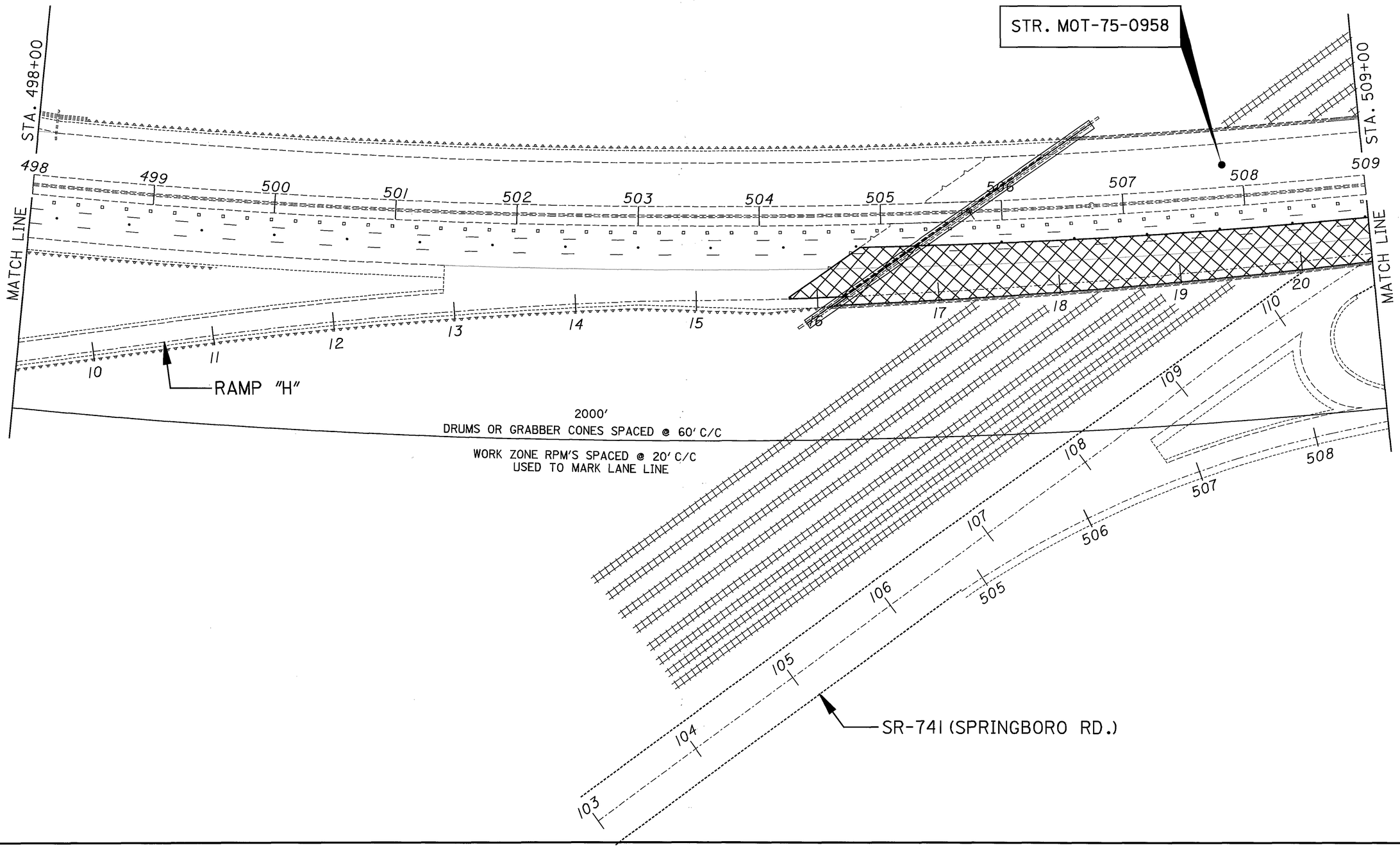
HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED
CHECKED

MOT-75-6.16

56
135

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0958 SEE SHEET 80A.



HORIZONTAL SCALE IN FEET
0 20 40 80

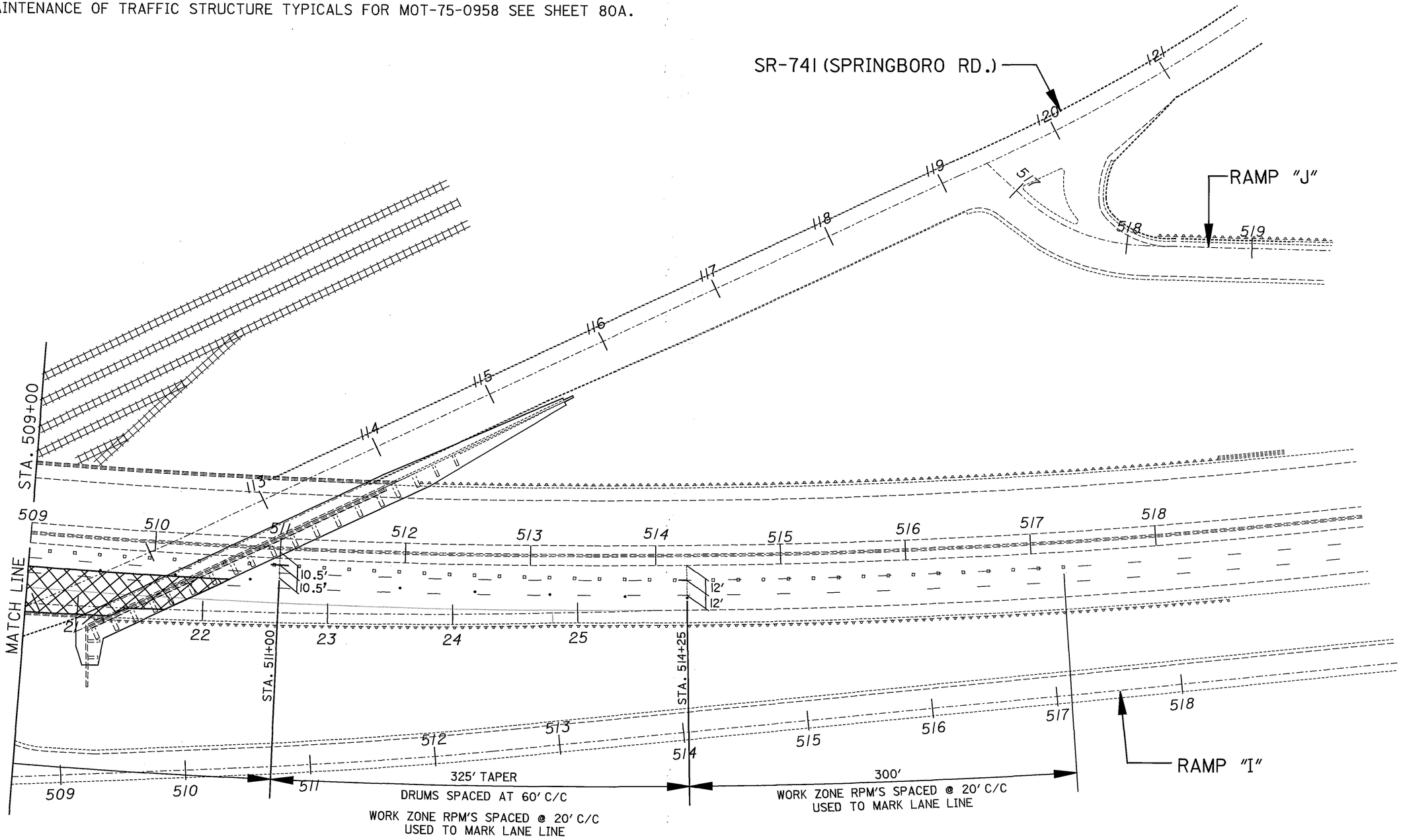
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 2/ STAGE 1
STA. 498+00 TO STA. 509+00

MOT-75-6.16

57
135

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0958 SEE SHEET 80A.



HORIZONTAL SCALE IN FEET
0 20 40 80

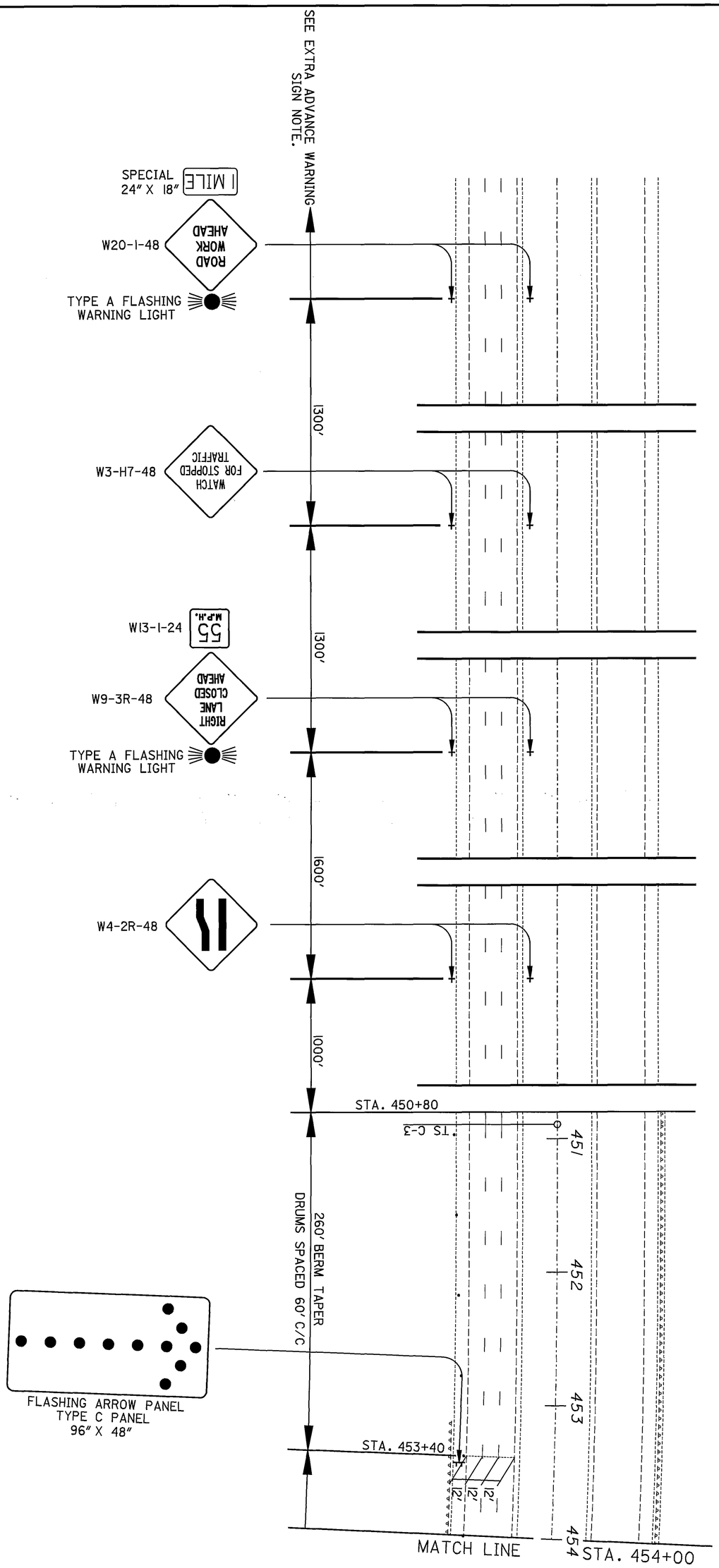
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 2/ STAGE 1
STA. 509+00 TO STA. 518+00

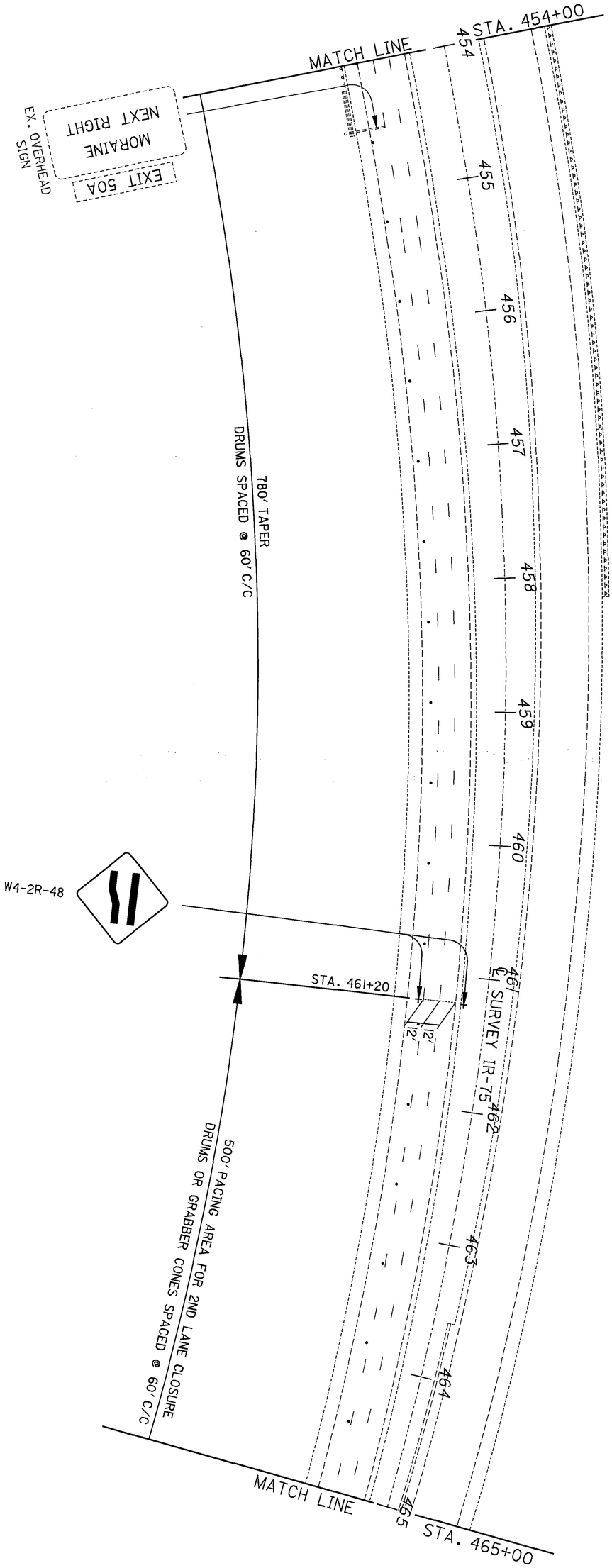
MOT-75-6.16

58
135

I:\.de

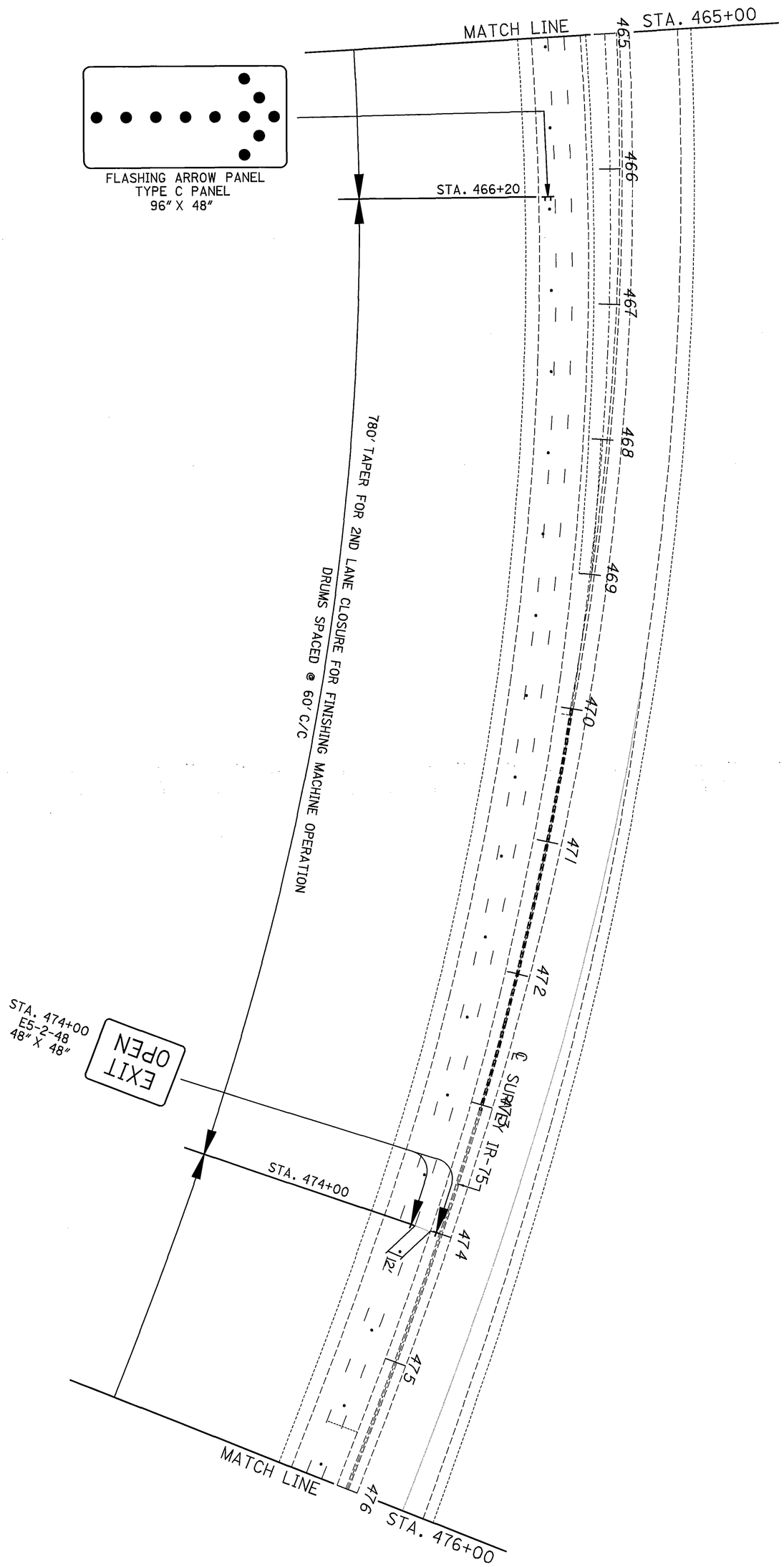


59 / 135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 1b STA. 450+80 TO STA. 454+00	CALCULATED / CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

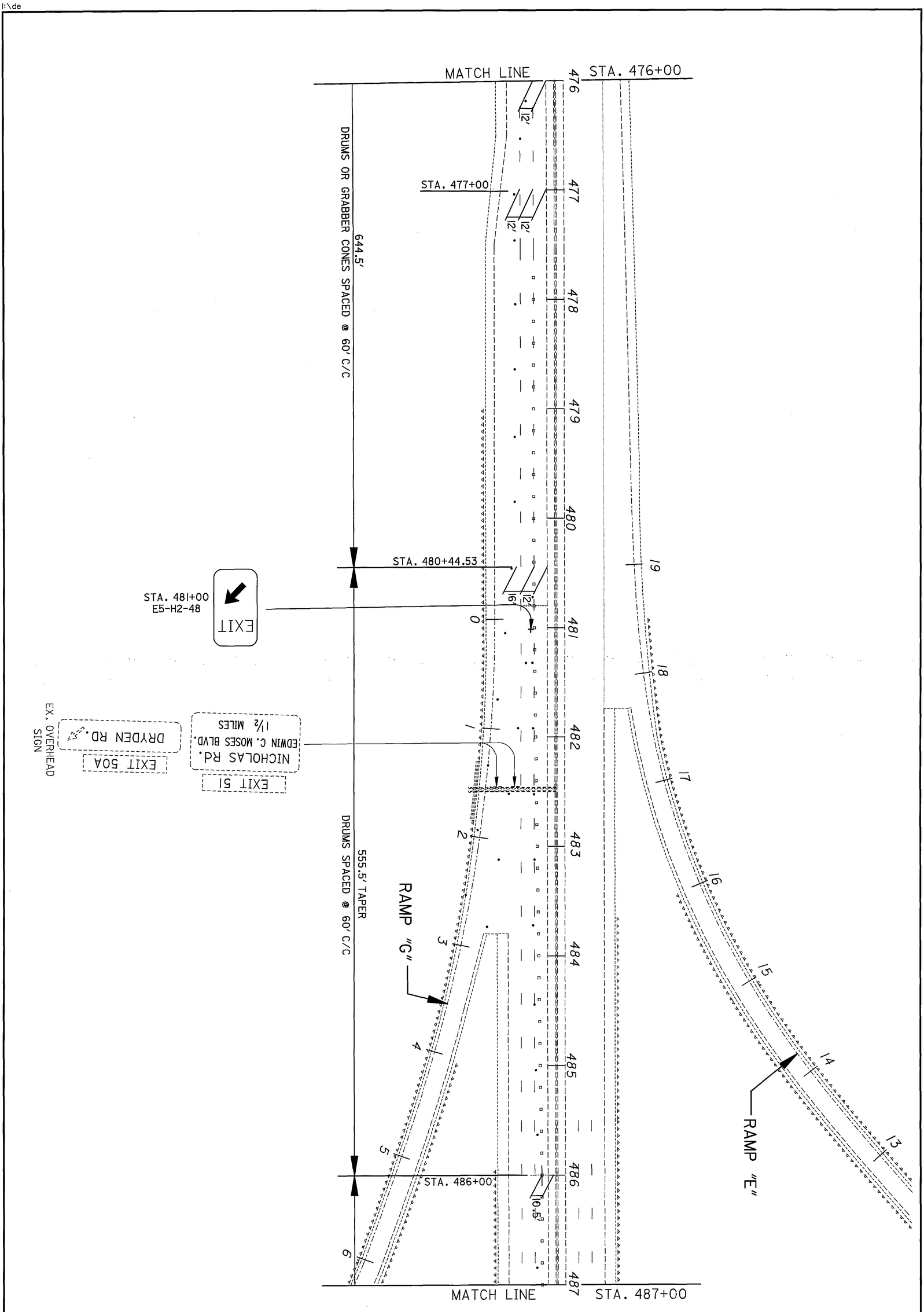


60 / 135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 1b STA. 454+00 TO STA. 465+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

I:\de

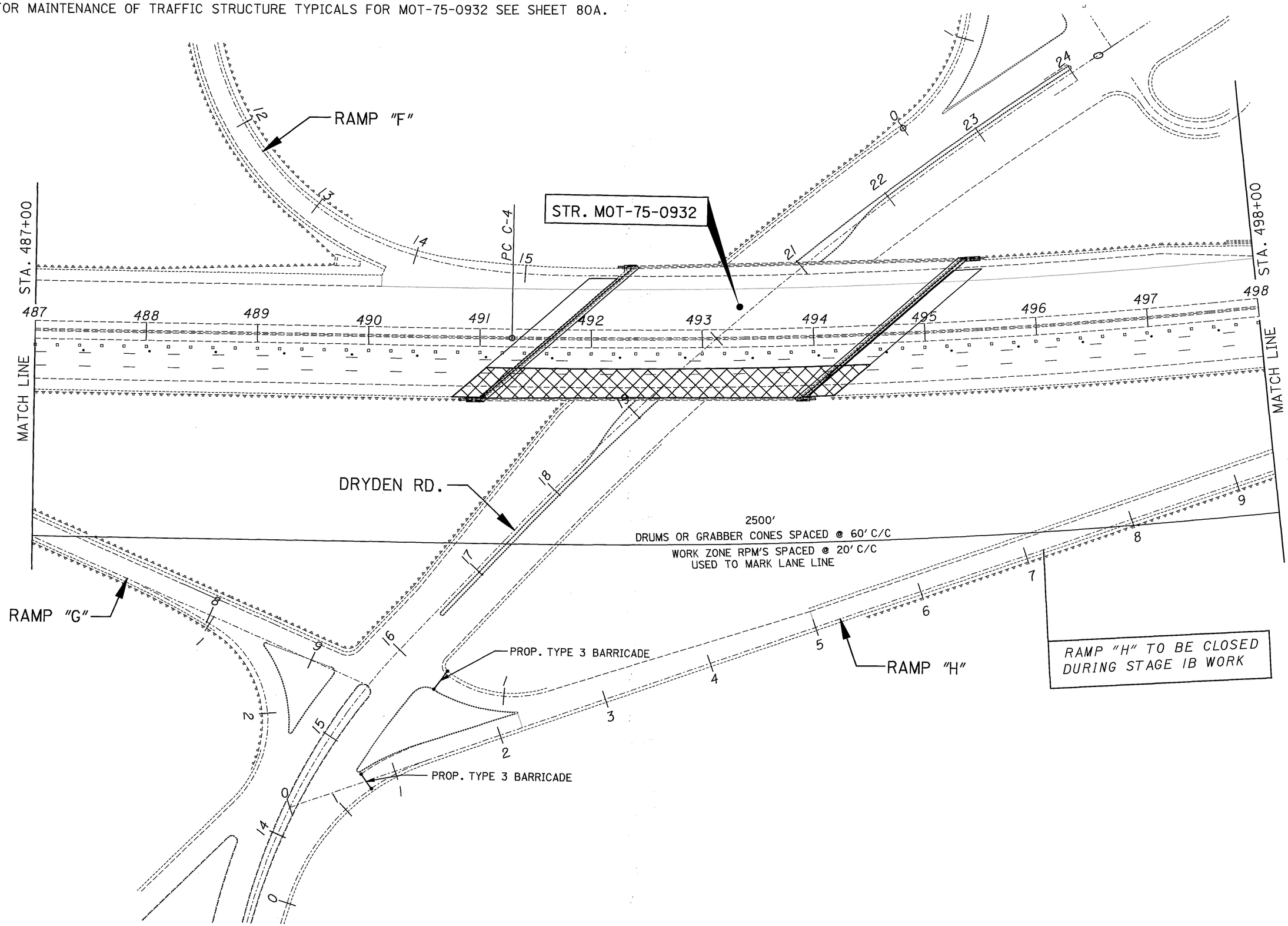


61/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 1b STA. 465+00 TO STA. 476+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET



62/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 1b STA. 476+00 TO STA. 487+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0932 SEE SHEET 80A.



HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED
CHECKED

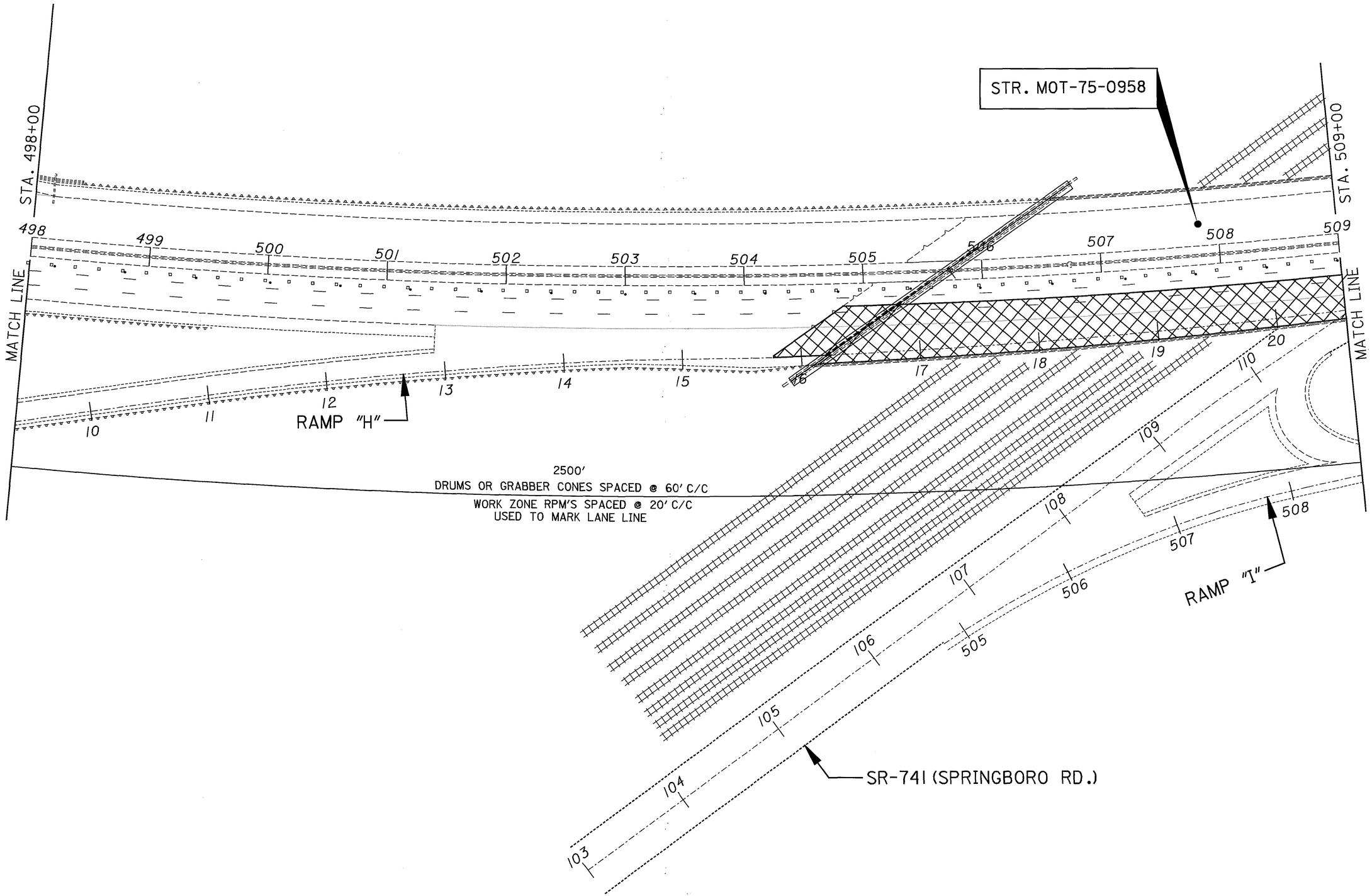
MAINTENANCE OF TRAFFIC - PHASE 2/ STAGE 1b
STA. 487+00 TO STA. 498+00

MOT-75-6.16

63
135

I:\de

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0958 SEE SHEET 80A.



HORIZONTAL SCALE IN FEET
0 20 40 80

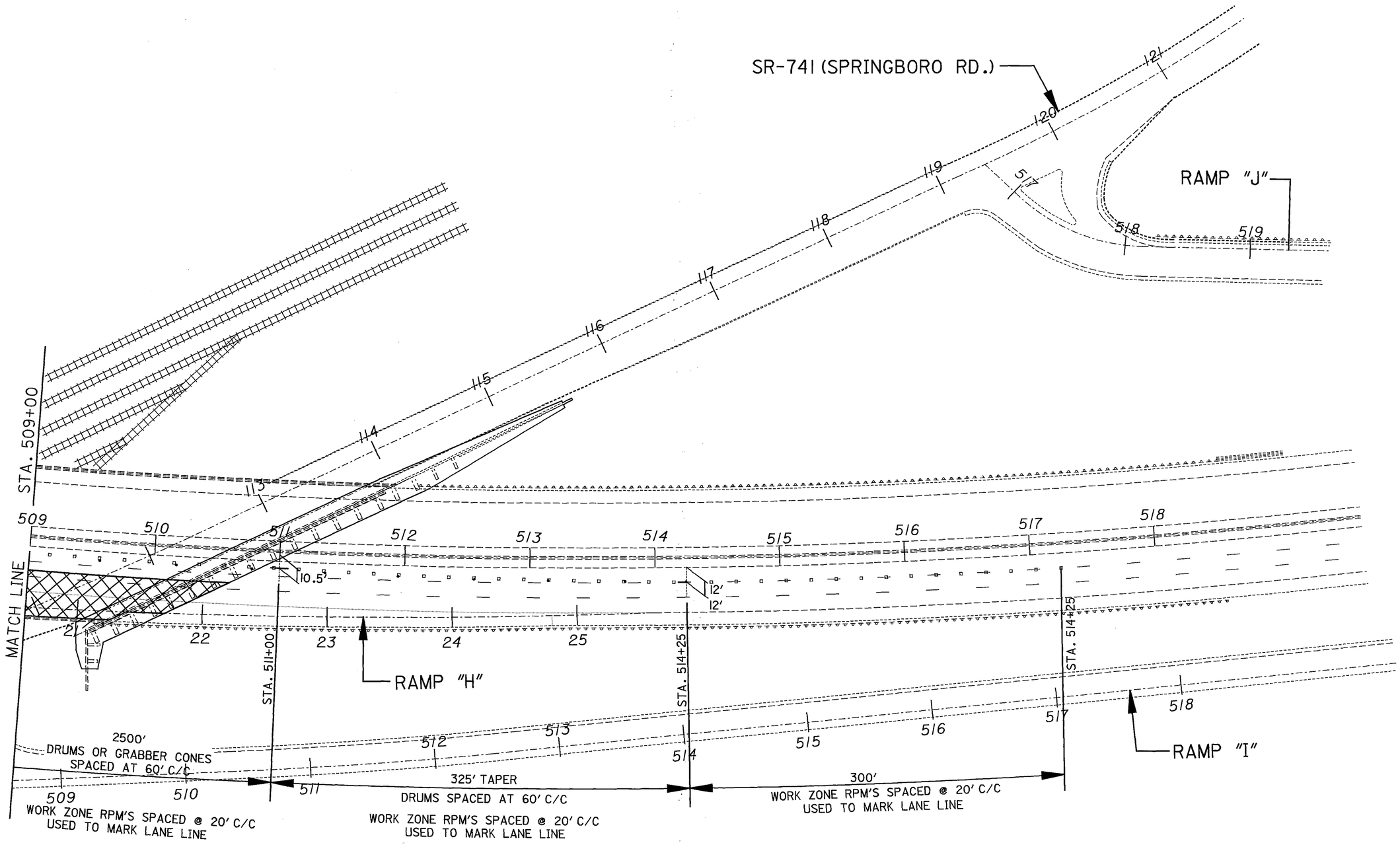
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 2/ STAGE 1b
STA. 498+00 TO STA . 509+00

MOT-75-6.16

64
135

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0958 SEE SHEET 80A.



HORIZONTAL SCALE IN FEET
0 20 40 80

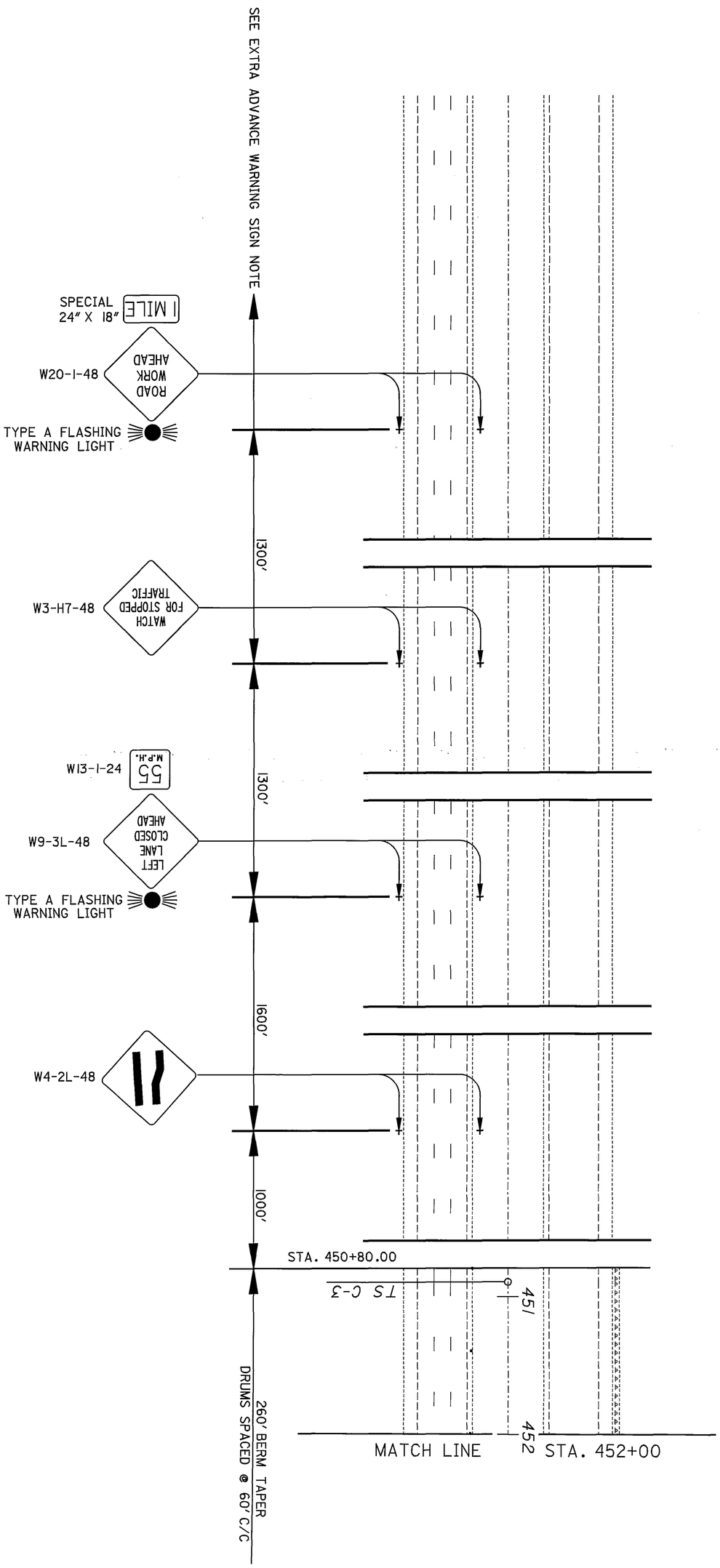
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 1b
STA. 509+00 TO STA. 518+00

MOT-75-6.16

65
135

I:\de



MOT-75-6.16

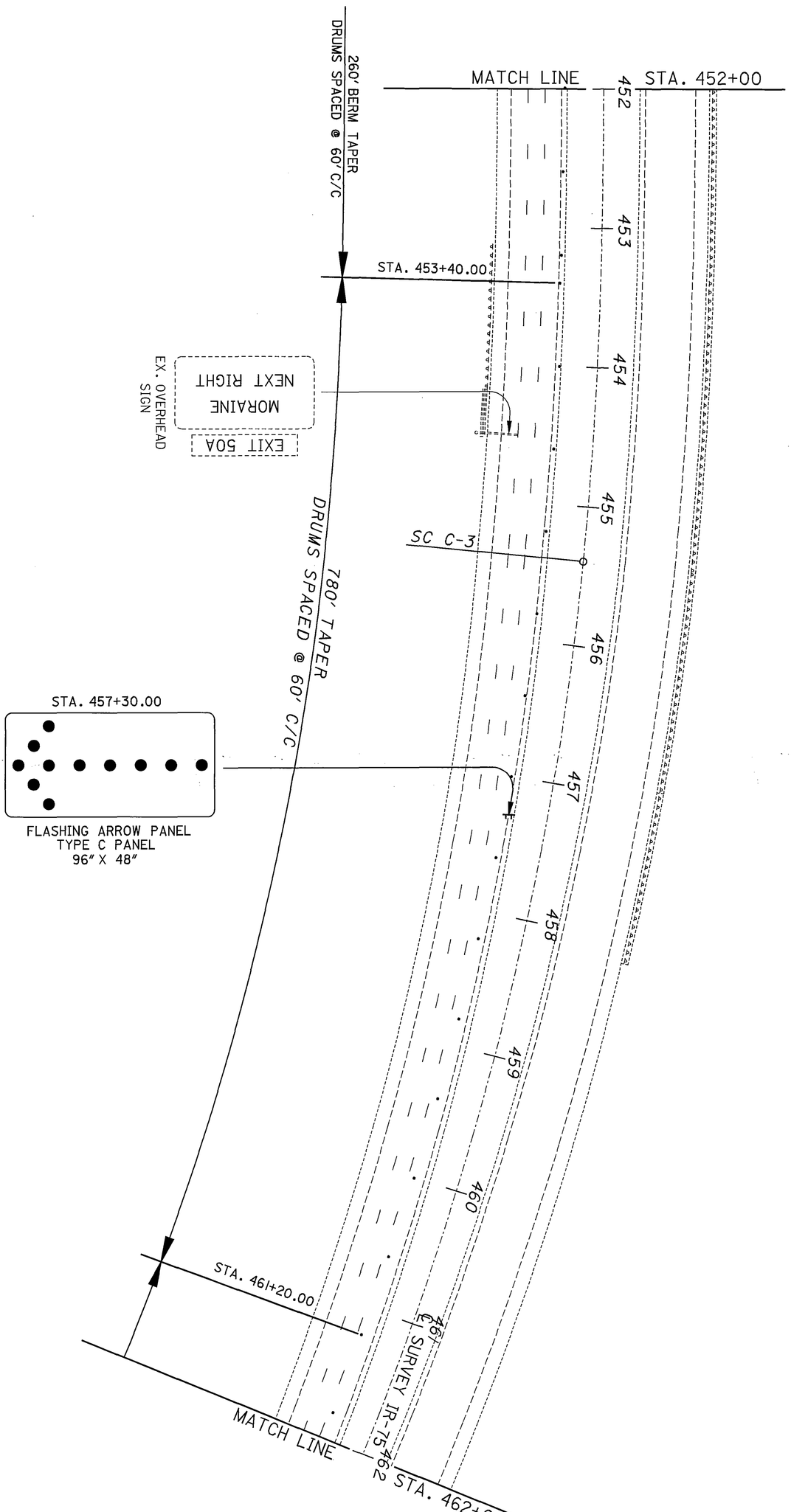
MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 2
STA. 450+80. TO STA. 452+00

CALCULATED
CHECKED

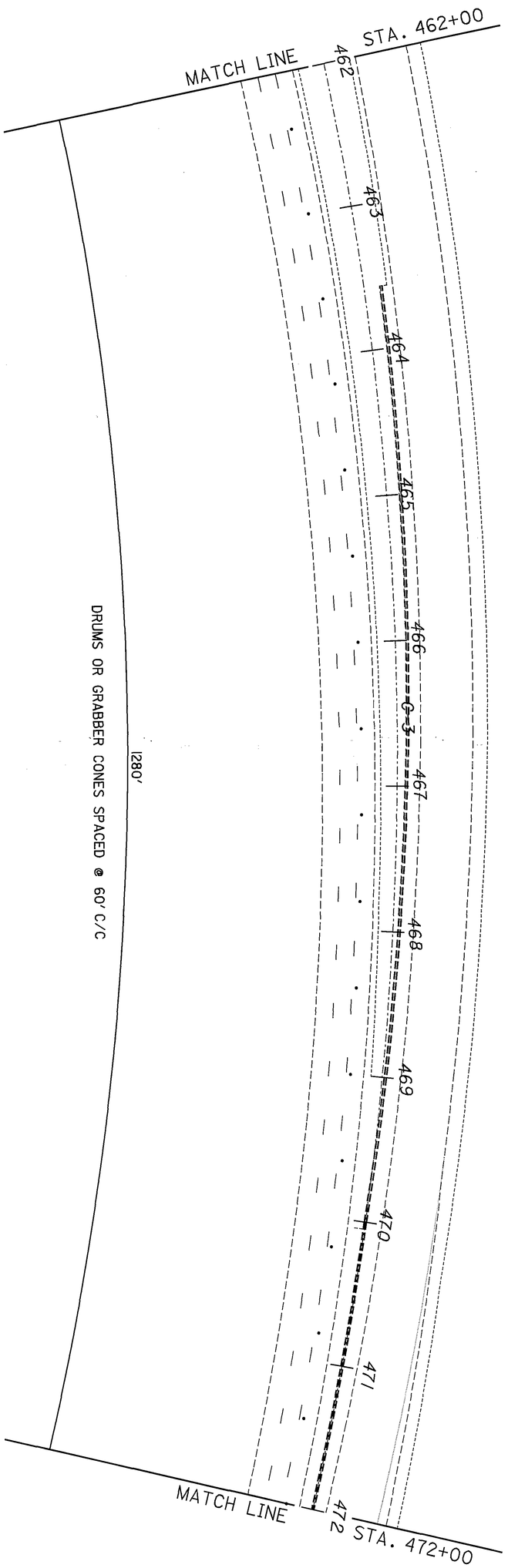
0 40
20 80
HORIZONTAL SCALE IN FEET

N

I:\de



67/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 2 STA. 452+00 TO STA. 462+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

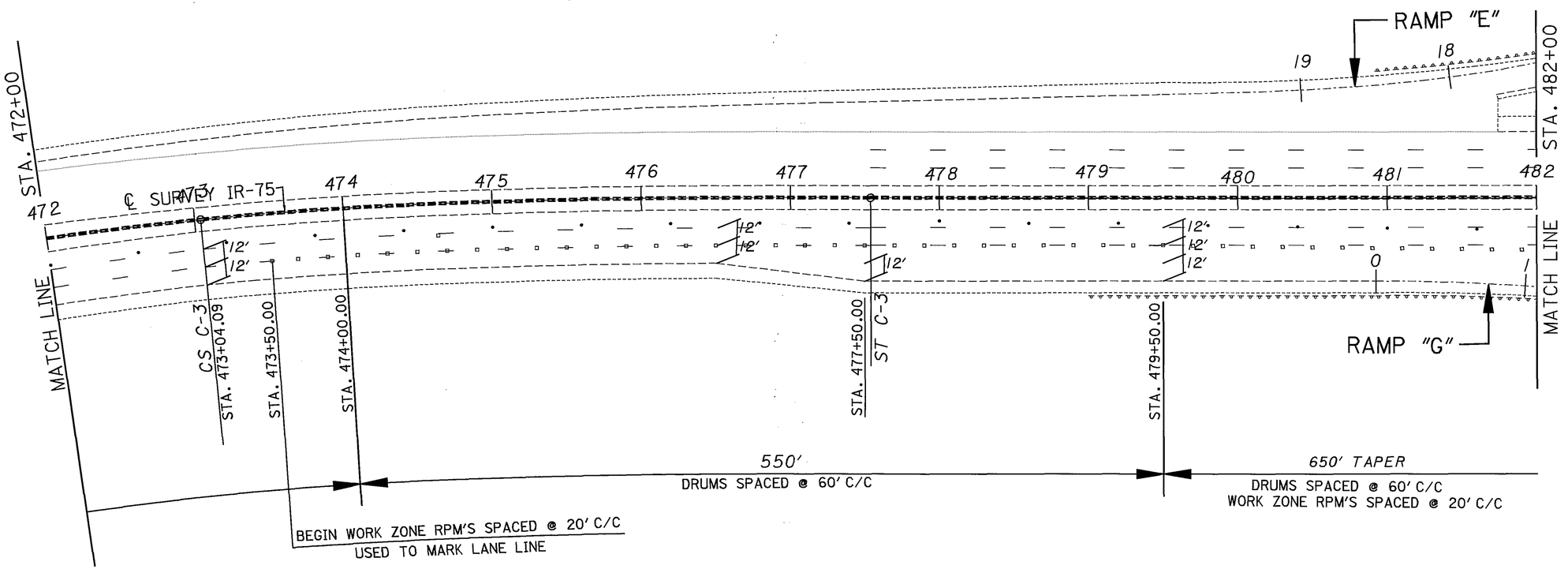


MOT-75-6.16

MAINTENANCE OF TRAFFIC - PHASE 2/ STAGE 2
STA. 462+00 TO STA. 472+00

CALCULATED
CHECKED

0 40
20 60
HORIZONTAL SCALE IN FEET



N

0 20 40 80
HORIZONTAL SCALE IN FEET

CALCULATED

CHECKED

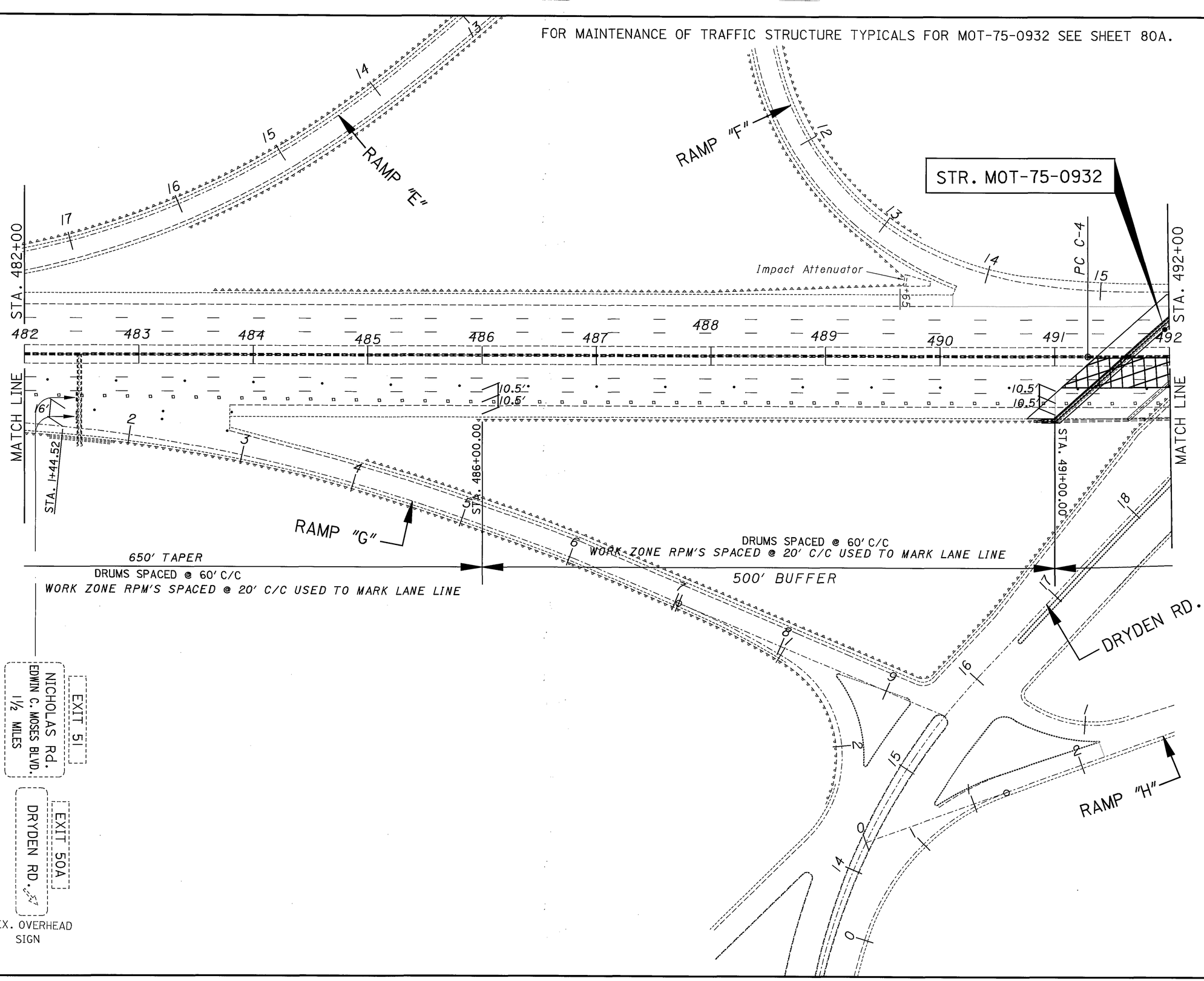
MAINTENANCE OF TRAFFIC - PHASE 2/ STAGE 2
STA. 472+00 TO STA. 482+00

MOT-75-6.16

69
135

I:\de

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0932 SEE SHEET 80A.



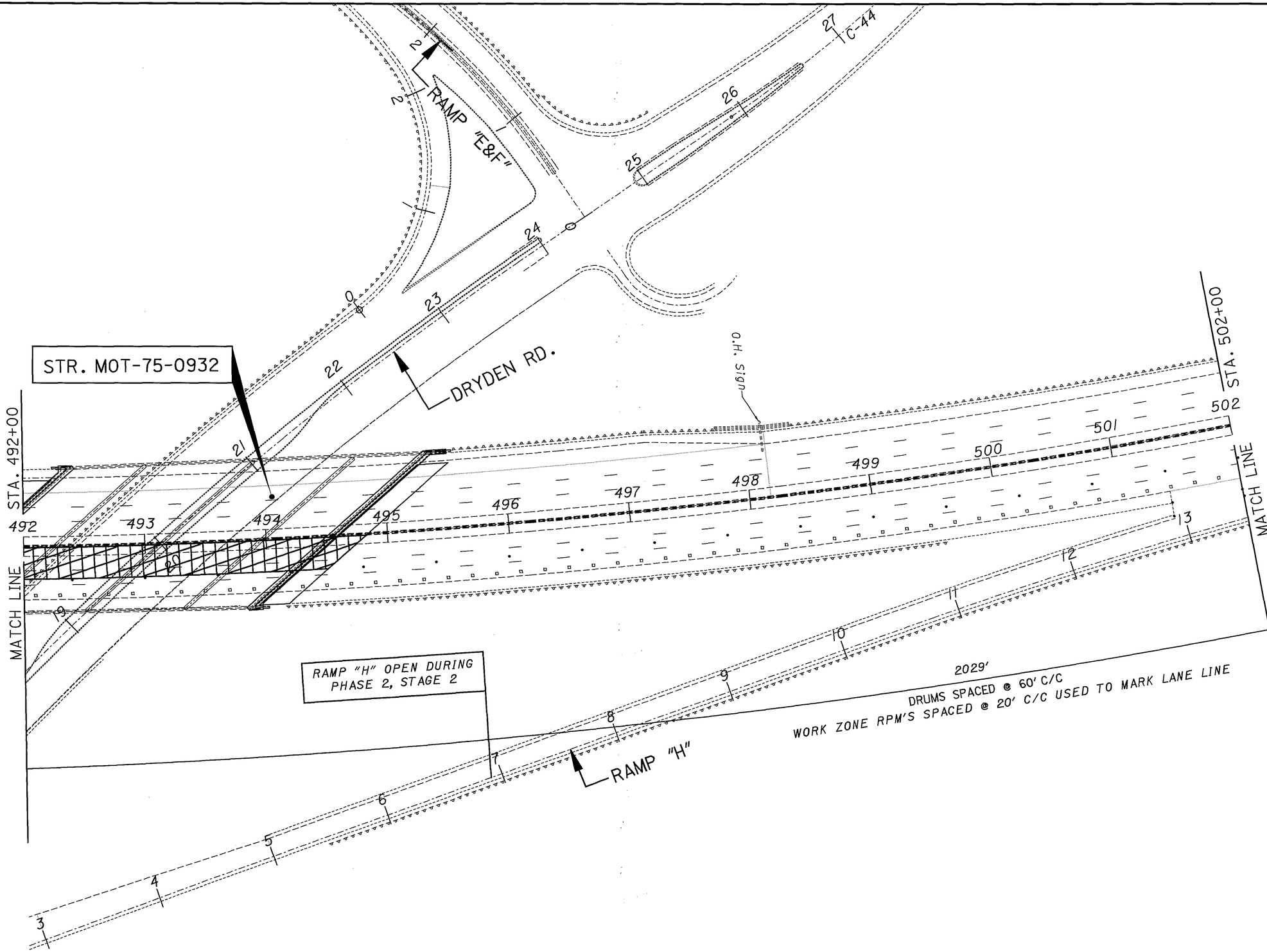
HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 2/ STAGE 2
STA. 482+00 TO STA. 492+00

MOT-75-6.16

69A
135



FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0932 SEE SHEET 80A.

HORIZONTAL SCALE IN FEET
0 20 40 80

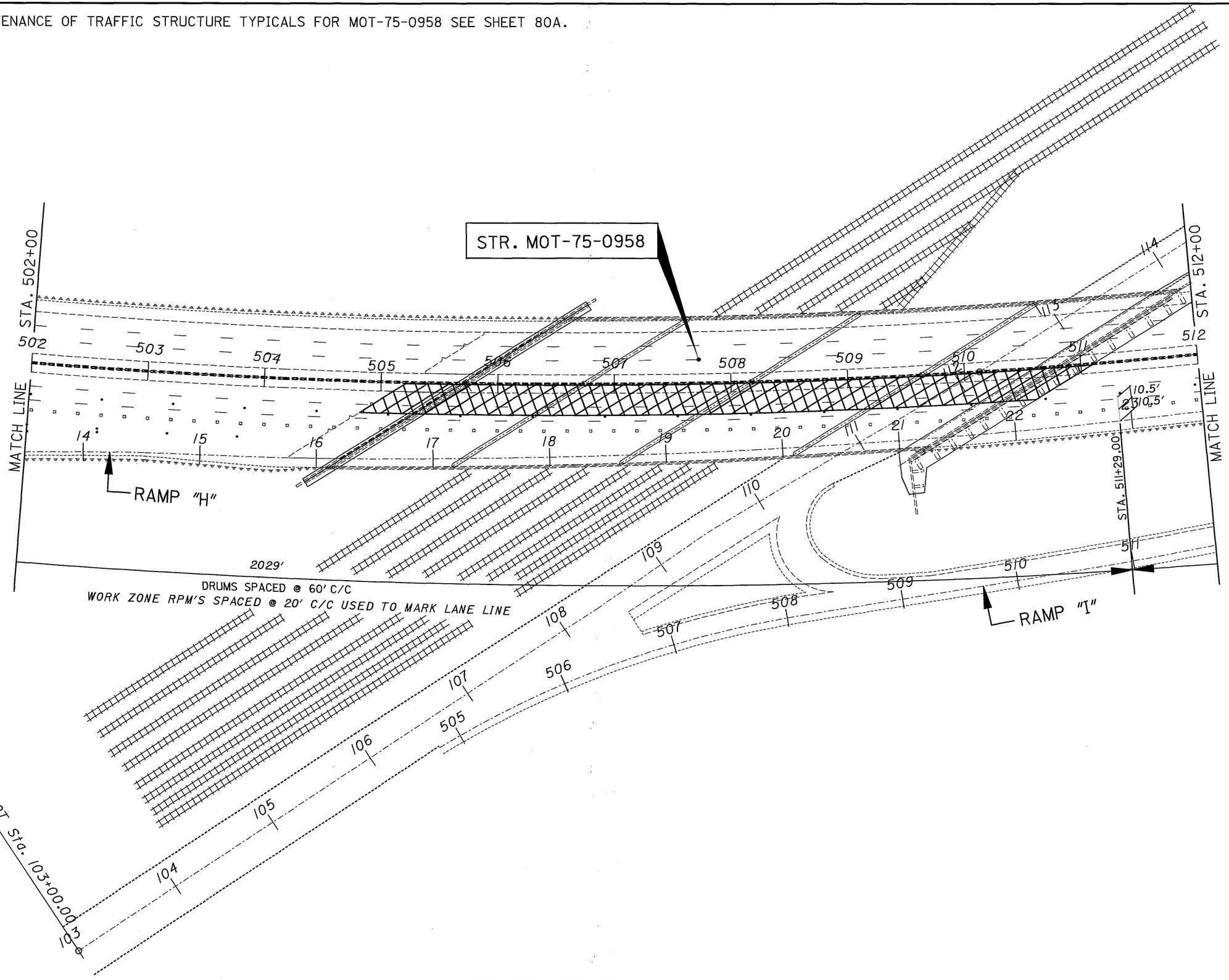
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 2/ STAGE 2
STA. 492+00 TO STA. 502+00

MOT-75-6.16

70
135

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0958 SEE SHEET 80A.



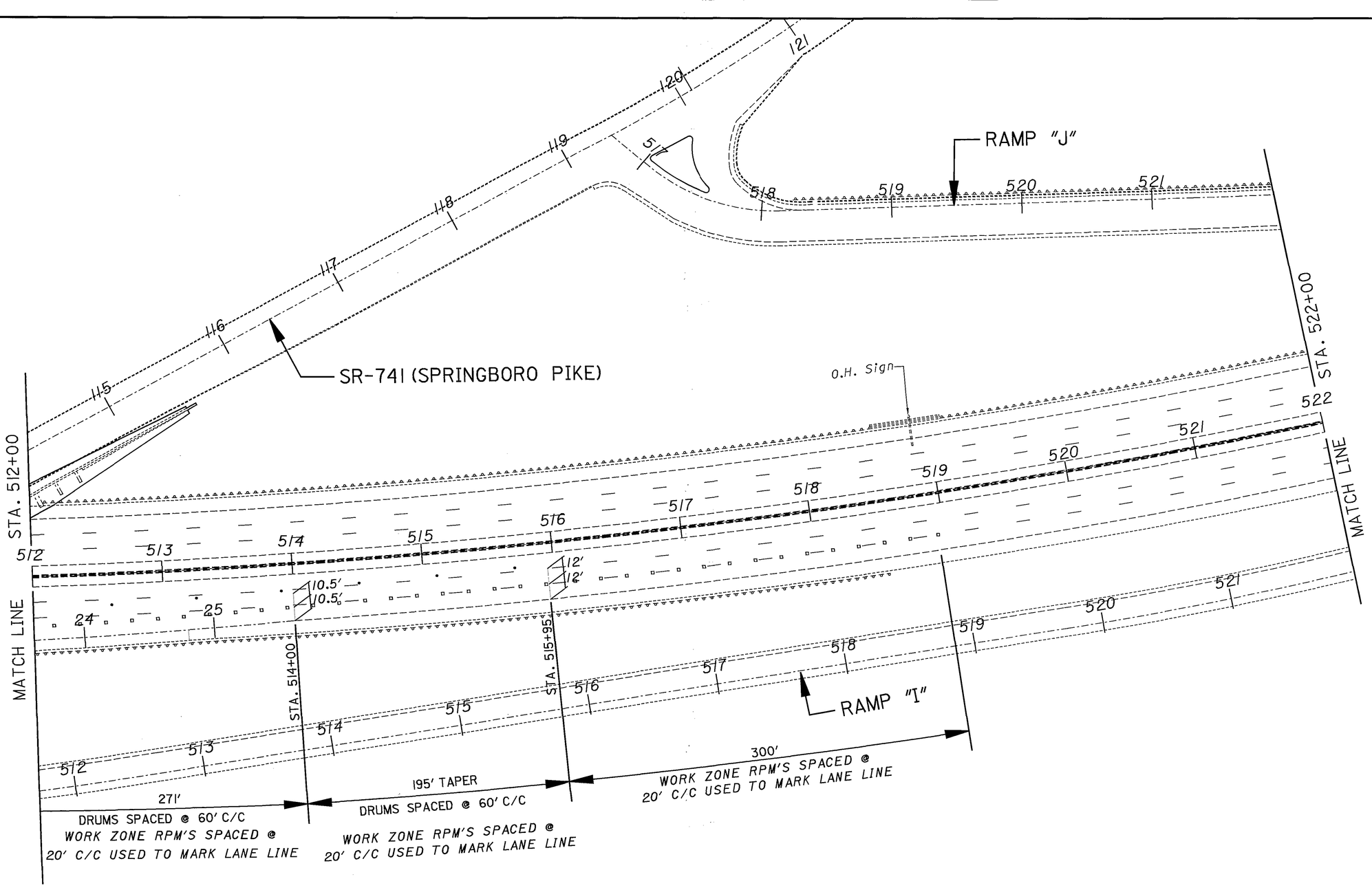
MAINTENANCE OF TRAFFIC - PHASE 2/ STAGE 2
STA. 502+00 TO STA. 512+00

HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED
CHECKED

MOT-75-6.16

71
135



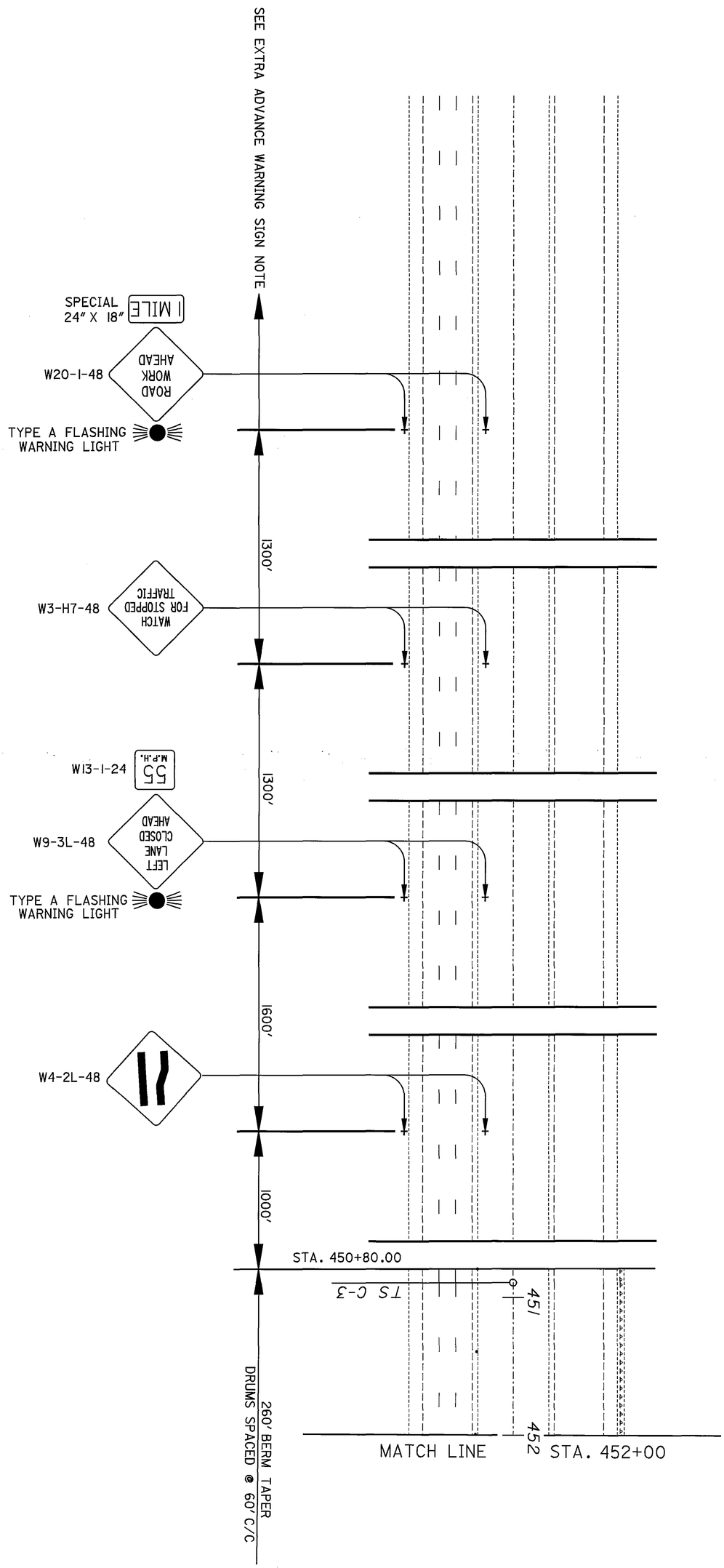
HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 2/ STAGE 2
STA. 512+00 TO STA. 522+00

MOT-75-=6.16

72
135



MOT-75-6.16

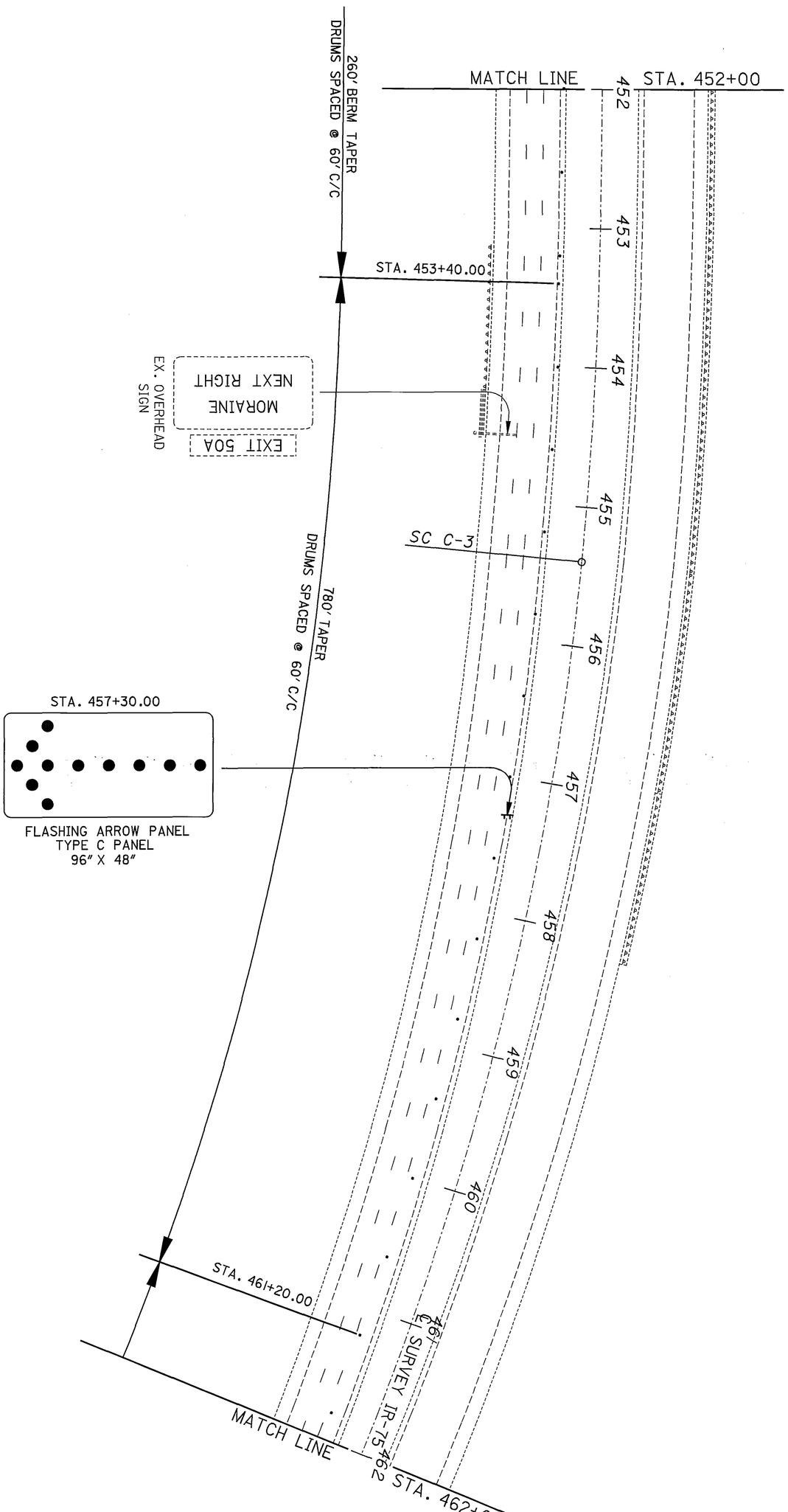
MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 2b
STA. 450+80. TO STA. 452+00

CALCULATED
CHECKED

0 40
20 80
HORIZONTAL SCALE IN FEET

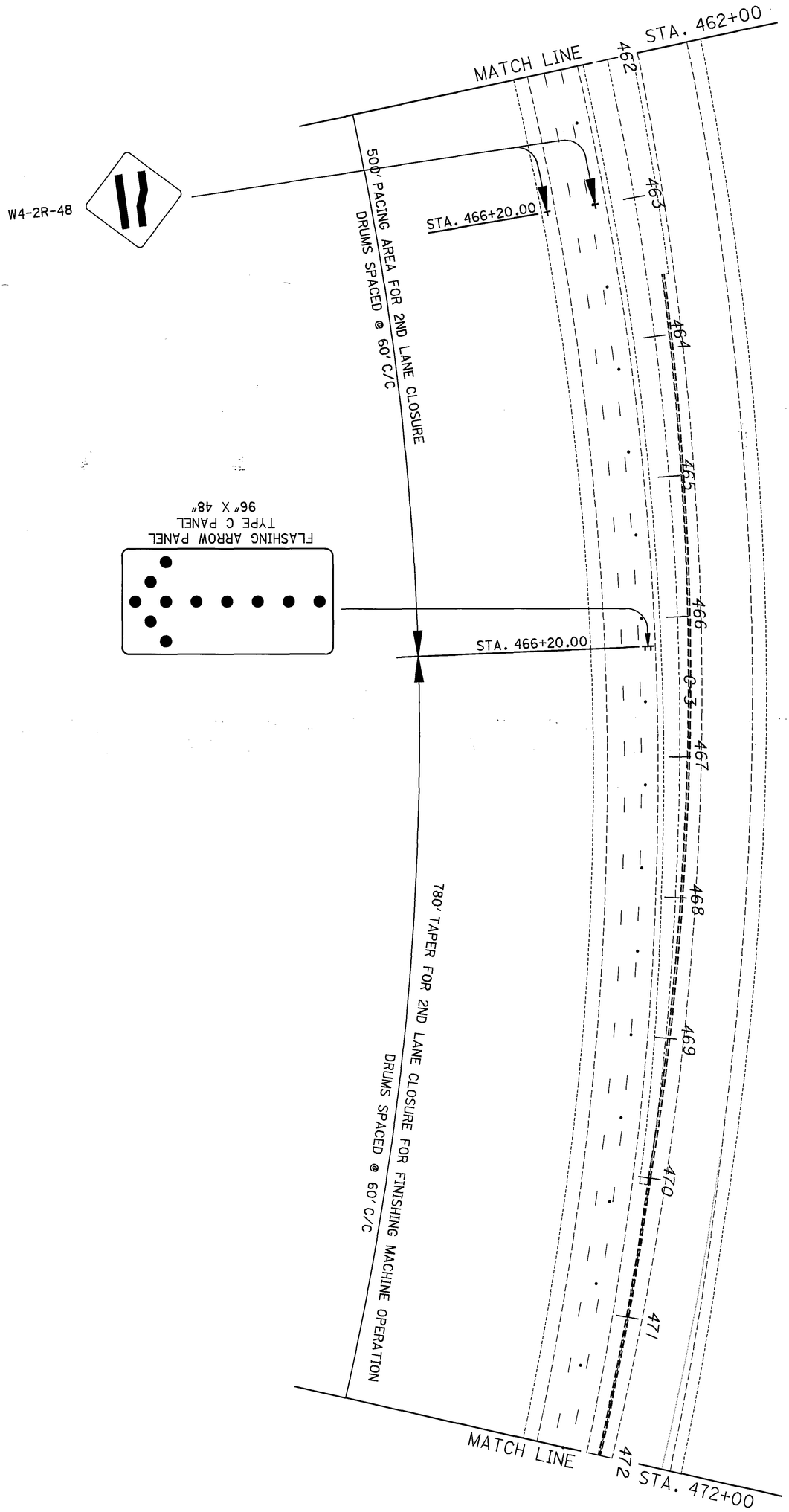
N

I:\de

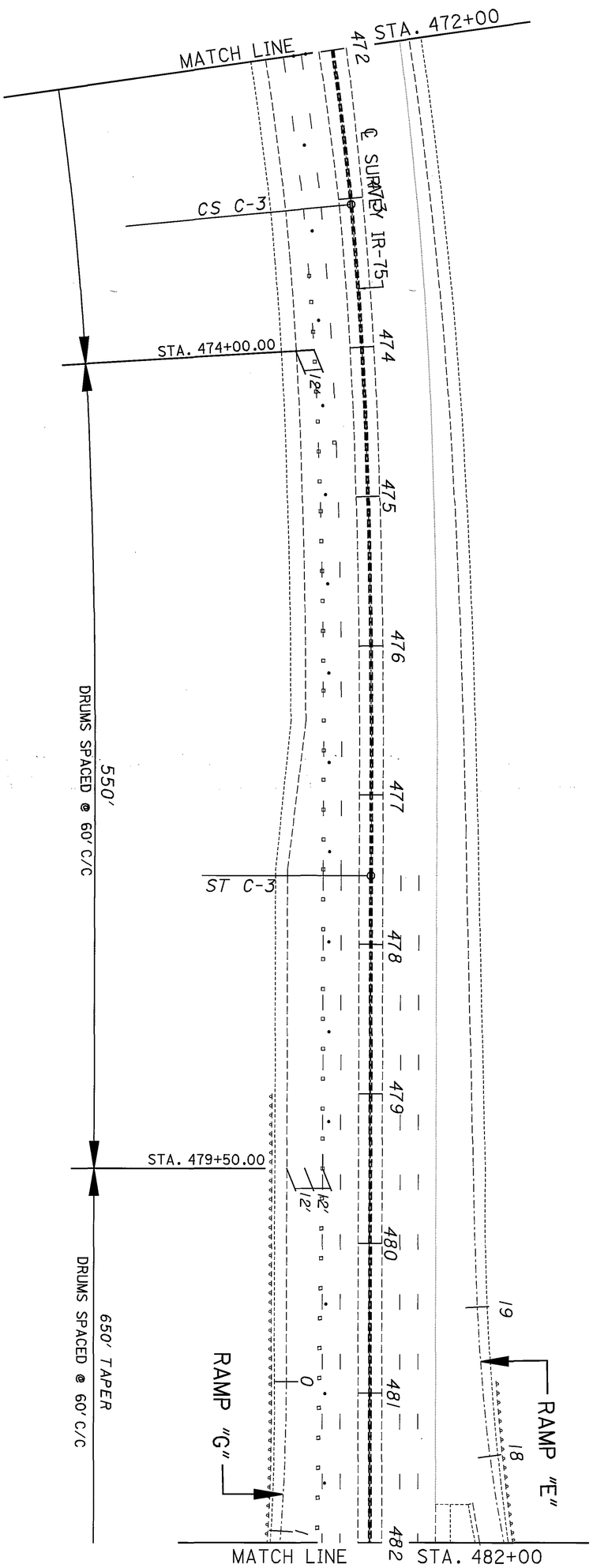


74/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 2b STA. 452+00 TO STA. 462+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

I:\de



75/135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 2b STA. 462+00 TO STA. 472+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET



76 / 135	MOT-75-6.16	MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 2b STA. 472+00 TO STA. 482+00	CALCULATED CHECKED	0 40 20 80 HORIZONTAL SCALE IN FEET

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0932 SEE SHEET 80A.

STR. MOT-75-0932

RAMP "E"

RAMP "F"

RAMP "G"

RAMP "H"

STA. 482+00

STA. 492+00

PC C-4

Impact Attenuator

MATCH LINE

STA. 1+44.52

STA. 486+00.00

STA. 491+00.00

482 483 484 485 486 487 488 489 490 491 492

10.5'

16'

650' TAPER

DRUMS SPACED @ 60' C/C

WORK ZONE RPM'S SPACED @ 20' C/C USED TO MARK LANE LINE

DRUMS OR GRABBER CONES SPACED @ 60' C/C

WORK ZONE RPM'S SPACED @ 20' C/C USED TO MARK LANE LINE

500' BUFFER

DRYDEN RD.

NICHOLAS Rd.
EDWIN C. MOSES BLVD.
1½ MILES
EXIT 51

DRYDEN RD.
EXIT 50A

EX. OVERHEAD SIGN

HORIZONTAL SCALE IN FEET
0 20 40 80

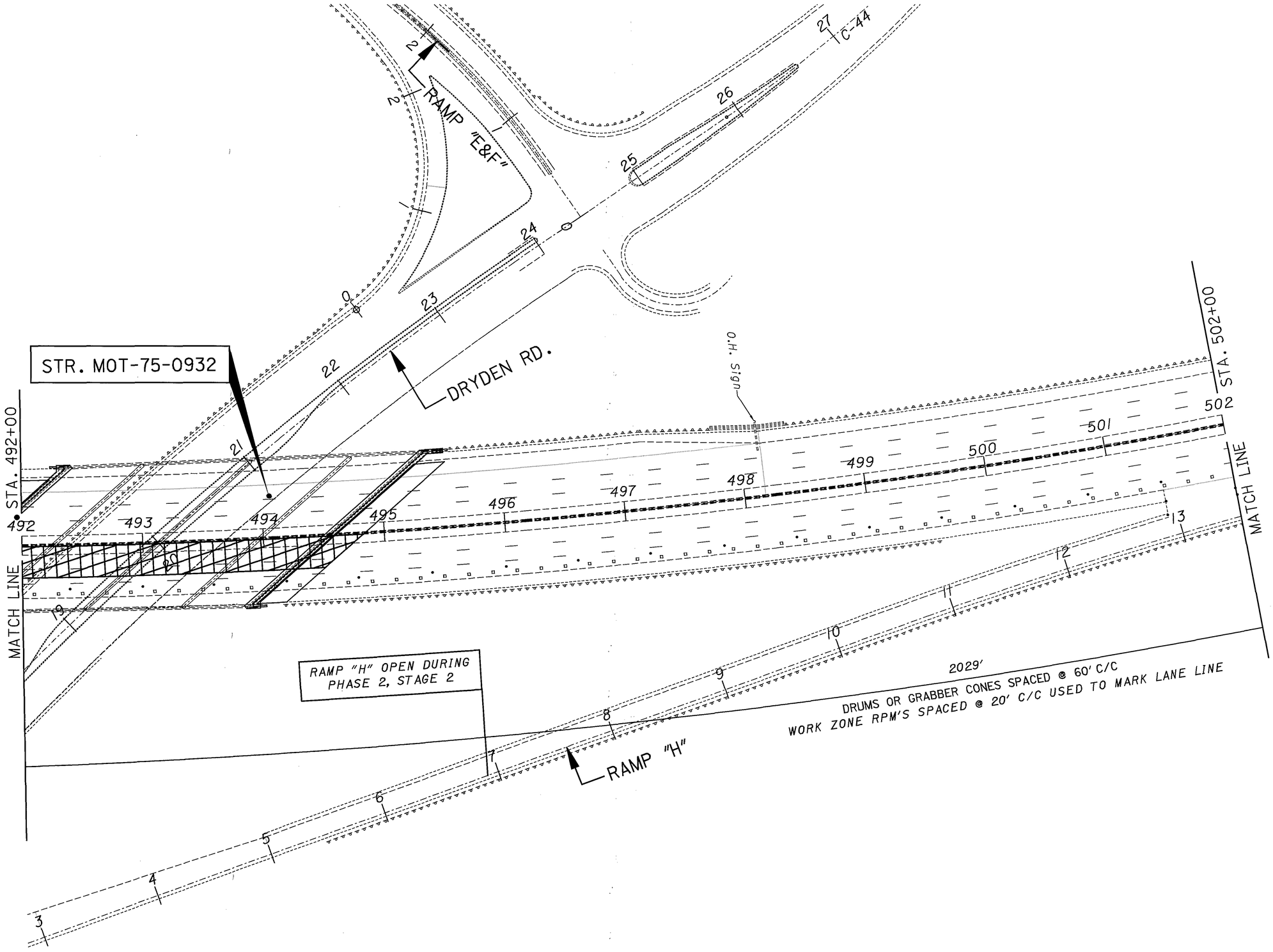
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 2/ STAGE 2b
STA. 482+00 TO STA. 492+00

MOT-75-6.16

77
135

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0932 SEE SHEET 80A.



HORIZONTAL SCALE IN FEET
0 20 40 80

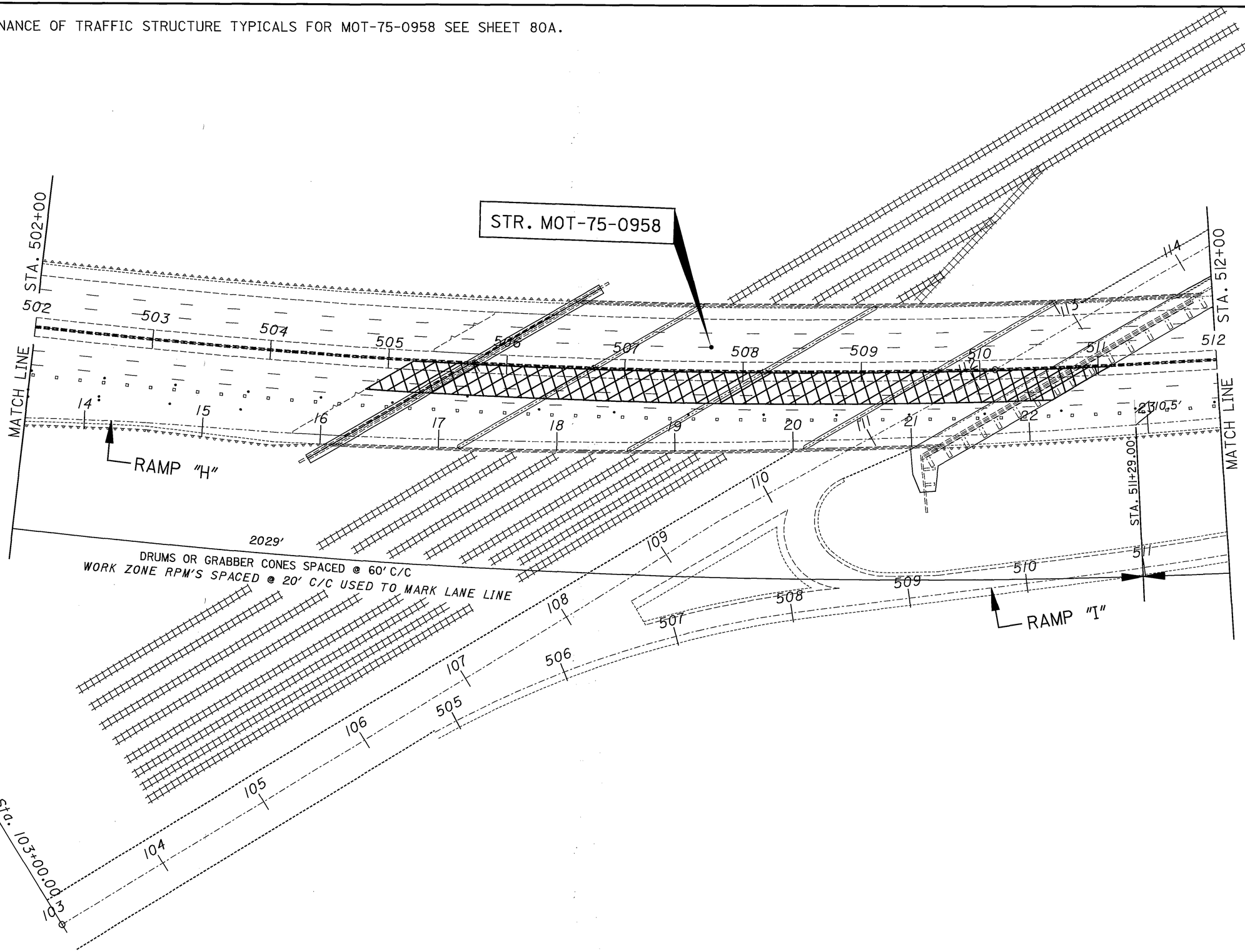
CALCULATED
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 2b
STA. 492+00 TO STA. 502+00

MOT-75-6.16

78
135

FOR MAINTENANCE OF TRAFFIC STRUCTURE TYPICALS FOR MOT-75-0958 SEE SHEET 80A.



HORIZONTAL SCALE IN FEET
0 20 40 60

CALCULATED

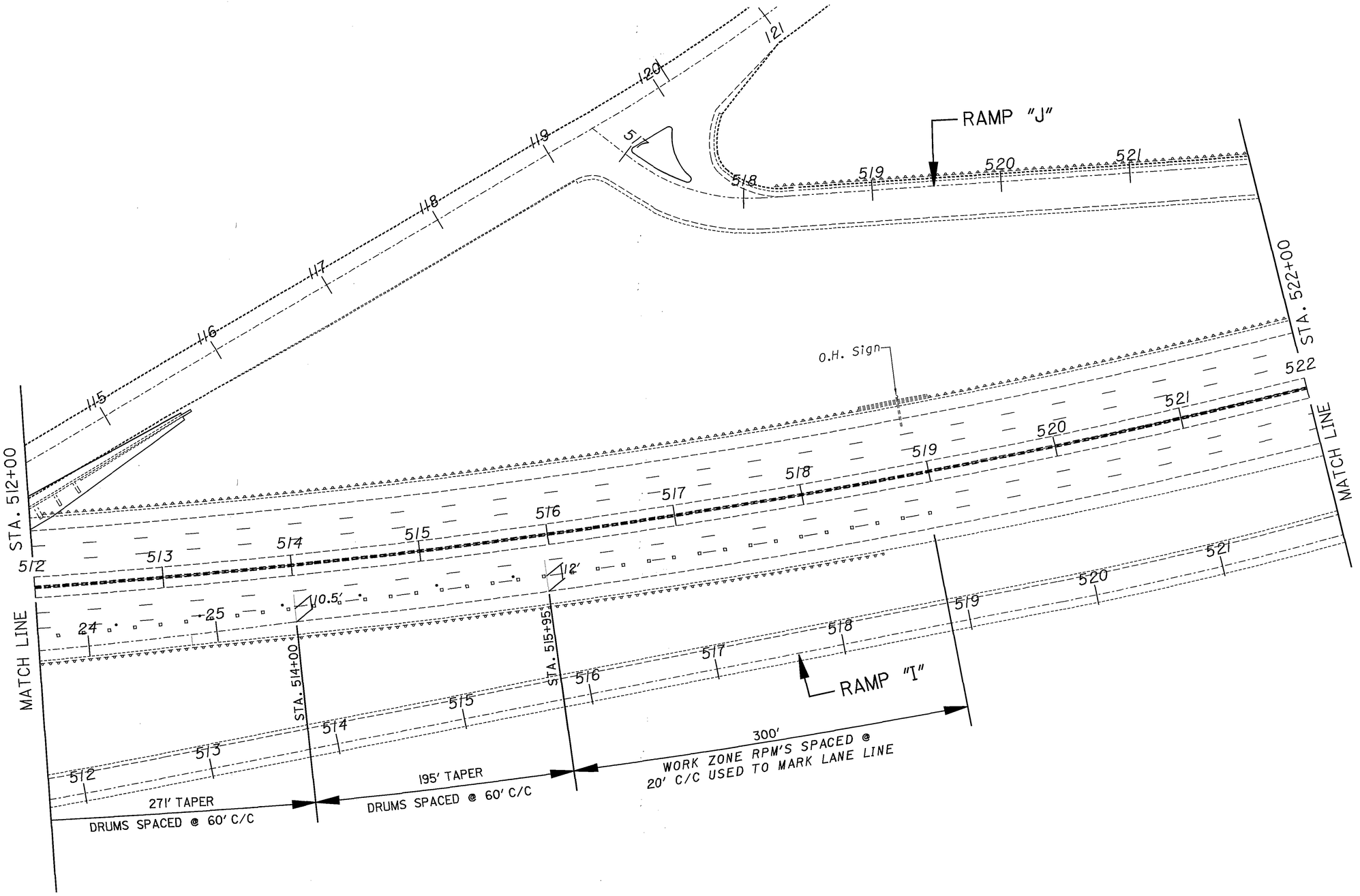
CHECKED

MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 2b
STA. 502+00 TO STA. 512+00

MOT-75-6.16

79
135

1:\de



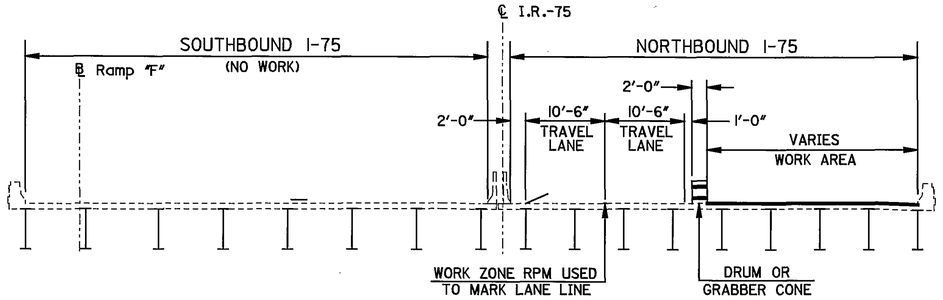
HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED
CHECKED

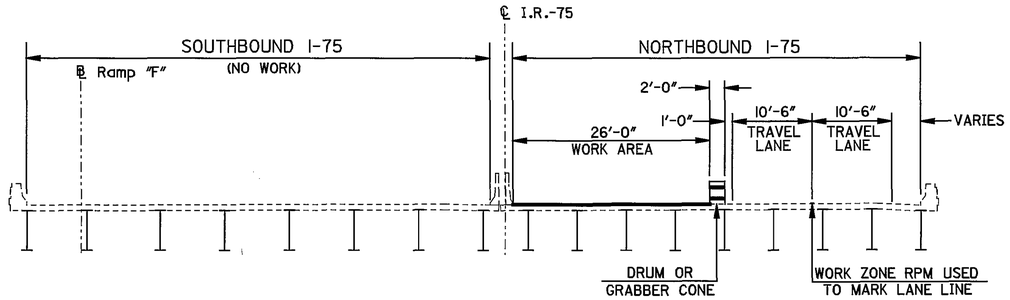
MAINTENANCE OF TRAFFIC - PHASE 2/STAGE 2b
STA. 512+00 TO STA. 522+00

MOT-75-6.16

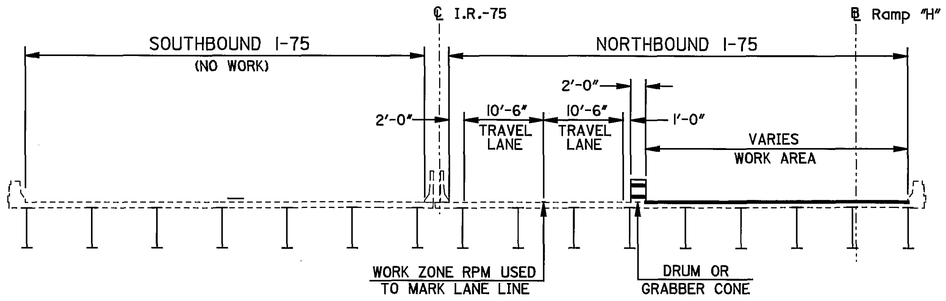
80
135



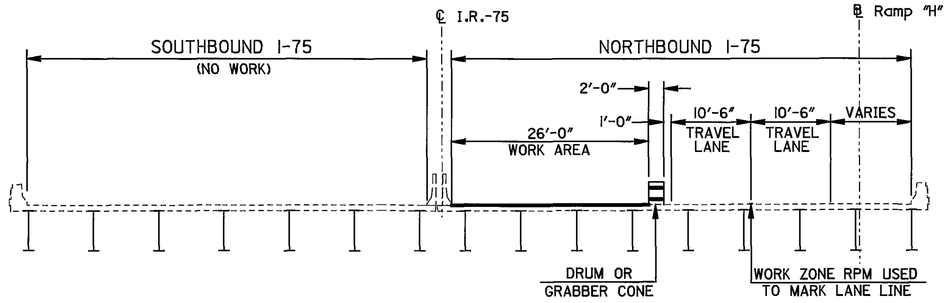
PHASE 2 - STAGE I
TYPICAL STRUCTURE SECTION FOR MOT-75-0932



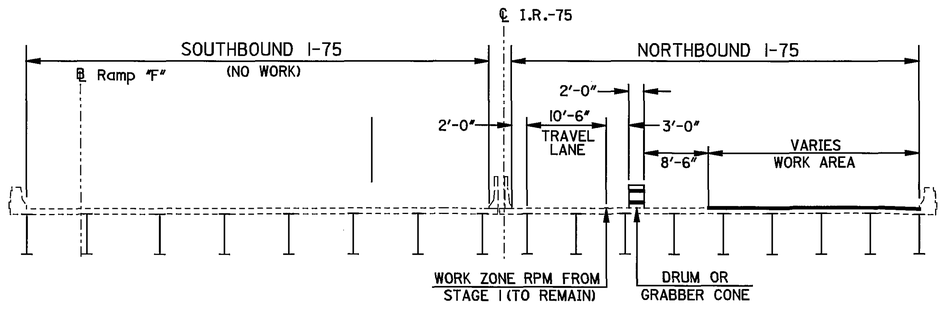
PHASE 2 - STAGE 2
TYPICAL STRUCTURE SECTION FOR MOT-75-0932



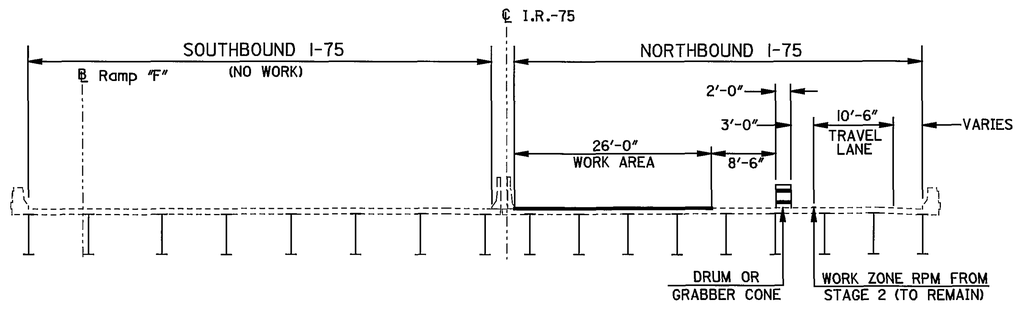
PHASE 2 - STAGE I
TYPICAL STRUCTURE SECTION FOR MOT-75-0958



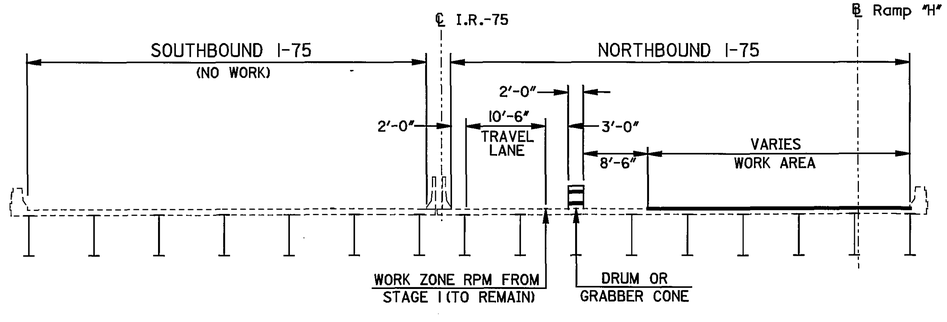
PHASE 2 - STAGE 2
TYPICAL STRUCTURE SECTION FOR MOT-75-0958



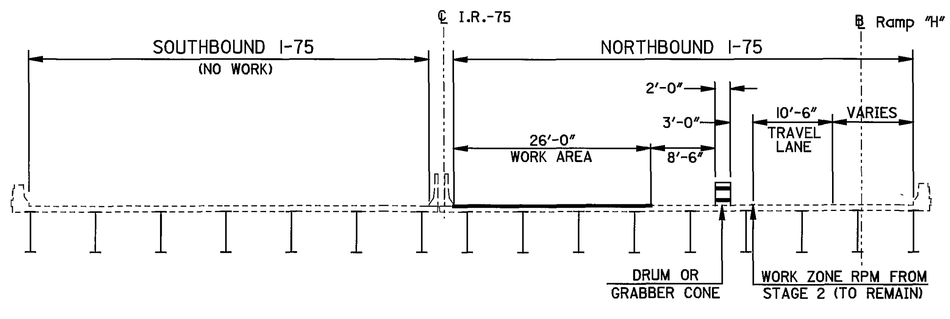
PHASE 2 - STAGE 1B
TYPICAL STRUCTURE SECTION FOR MOT-75-0932



PHASE 2 - STAGE 2B
TYPICAL STRUCTURE SECTION FOR MOT-75-0932



PHASE 2 - STAGE 1B
TYPICAL STRUCTURE SECTION FOR MOT-75-0958



PHASE 2 - STAGE 2B
TYPICAL STRUCTURE SECTION FOR MOT-75-0958

CALCULATED | CHECKED

MAINTENANCE OF TRAFFIC - PHASE 2, STRUCTURE TYPICALS

MOT-75-6.16

SHEET NUMBER											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
17		20	21			87	88	89	112							
															ROADWAY	
LUMP											201	11000	LUMP		CLEARING AND GRUBBING	
							271				202	23010	271	SQ. YD.	PAVEMENT REMOVED, ASPHALT	
						19,348					202	23500	19,348	SQ. YD.	WEARING COURSE REMOVED	
						4200					202	23501	4200	SQ. YD.	WEARING COURSE REMOVED, AS PER PLAN	17
							1726				202	38101	1726	FT.	GUARDRAIL REMOVED FOR STORAGE, AS PER PLAN	17
1000											202	54000	1000	EACH	RPM REMOVED AND DISPOSED	
							1				202	75500	1	EACH	LIGHT POLE FOUNDATION REMOVED	
							4				209	60201	4	STATION	LINEAR GRADING, AS PER PLAN	17
							575				606	13000	575	FT.	GUARDRAIL, TYPE 5	
							250				606	13050	250	FT.	GUARDRAIL, TYPE 5A	
							250				606	15500	250	FT.	GUARDRAIL, BARRIER DESIGN, TYPE 5	
							6				606	26500	6	EACH	ANCHOR ASSEMBLY, TYPE T	
							1				606	35000	1	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1	
							1				606	35100	1	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2	
							4				606	60010	4	EACH	IMPACT ATTENUATOR, TYPE 1-98 (BIDIRECTIONAL)	
							1				606	60021	1	EACH	IMPACT ATTENUATOR, TYPE 2-98 [(MODEL #QN12608Y) (UNIDIRECTIONAL)], AS PER PLAN	18
															PAVEMENT	
						267,579					254	01000	267,579	SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE	
							12				304	20000	12	CU. YD.	AGGREGATE BASE	
						21,531					407	10000	21,531	GALLON	TACK COAT	
						315					407	13900	315	GALLON	TACK COAT, 702.13	
						10,703					407	14000	10,703	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
							11				408	10000	11	GALLON	PRIME COAT	
						12,354					442	10003	12,354	CU. YD.	ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446) WITH SUPPLEMENT 1059 WARRANTY, AS PER PLAN	17
						13,007					442	10101	13,007	CU. YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446), AS PER PLAN	17
							10				448	46061	10	CU. YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, UNDER GUARDRAIL, PG64-22, AS PER PLAN	17
							13				448	90000	13	CU. YD.	ASPHALT CONCRETE, MISC.: ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22, UNDER EXISTING GUARDRAIL	17
						443					617	10100	443	CU. YD.	COMPACTED AGGREGATE, TYPE A	
								82,605			618	40100	82,605	FT.	RUMBLE STRIPS, TYPE 2 (ASPHALT CONCRETE)	

CALCULATED REB
CHECKED TLB

GENERAL SUMMARY

MOT-75-6.16

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SHEET NUMBER											ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
17		20	21			87	88	89	112							
															TRAFFIC CONTROL	
									1066		621	00100	1066	EACH	RPM	
							30				626	00100	30	EACH	BARRIER REFLECTOR, TYPE A	
									22.75		644	00101	22.75	MILE	EDGE LINE, AS PER PLAN	18
									17.72		644	00201	17.72	MILE	LANE LINE, AS PER PLAN	18
									4737		644	00400	4737	FT.	CHANNELIZING LINE	
									121		644	00500	121	FT.	STOP LINE	
									673		644	00800	673	FT.	CURB MARKING	
									2		644	01300	2	EACH	LANE ARROW	
									5062		644	01510	5062	FT.	DOTTED LINE, 6"	
															MAINTENANCE OF TRAFFIC	
			4								SPECIAL	53000400	4	EACH	STRUCTURE MISC.: EMERGENCY ASPHALT PAVING OPERATION ON STANDBY	21
		500									614	11100	500	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR	
		350									614	12510	350	SQ. FT.	REPLACEMENT SIGN	
		250									614	12600	250	EACH	REPLACEMENT DRUM	
		864									614	12800	864	EACH	WORK ZONE RAISED PAVEMENT MARKER	
			50								614	13001	50	CU. YD.	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN	21
			2								614	18601	2	SIGN MONTH	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	21
			35.50								614	20100	35.50	MILE	WORK ZONE LANE LINE, CLASS I, 642 PAINT	
			45.50								614	22100	45.50	MILE	WORK ZONE EDGE LINE, CLASS I, 642 PAINT	
			9474								614	23200	9474	FT.	WORK ZONE CHANNELIZING LINE, CLASS I, 642 PAINT	
			10,124								614	24200	10,124	FT.	WORK ZONE DOTTED LINE, CLASS I, 642 PAINT	
			242								614	26200	242	FT.	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
											614	11000	LUMP		MAINTAINING TRAFFIC	
											619	16010	6	MONTH	FIELD OFFICE, TYPE B	
											623	10000	LUMP		CONSTRUCTION LAYOUT STAKES	
											624	10000	LUMP		MOBILIZATION	
															BRIDGE SUMMARY FOR STRUCTURE MOT-75-0666 L&R. SEE SHEET 123.	
															BRIDGE SUMMARY FOR STRUCTURE MOT-75-0686 L&R. SEE SHEET 126.	
															BRIDGE SUMMARY FOR STRUCTURE MOT-75-0932 , SEE SHEET 129.	
															BRIDGE SUMMARY FOR STRUCTURE MOT-75-0958 , SEE SHEET 133.	

CALCULATED REB
CHECKED TLB

GENERAL SUMMARY

MOT-75-6.16

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ITEM 254 - 1 1/2" PAVEMENT PLANING, ASPHALT CONCRETE
NORTHBOUND LANES:
℄ STA. 326+72.55 TO ℄ STA. 336+03.82 (MAINLINE & INSIDE SHOULDER)
931.27' X 40' X (1/9) = 4138.98 SQ. YD.
℄ STA. 326+72.55 TO ℄ STA. 336+03.82 (OUTSIDE SHOULDER)
931.27' X AVG. 9.0' X (1/9) = 931.27 SQ. YD.
℄ STA. 332+66.02 TO ℄ STA. 336+03.82 (DECEL. LANE)
CADD MEASURED AREA = 3969.72 SQ. FT.
3969.72 X (1/9) = 441.08 SQ. YD.
℄ STA. 341+23.18 TO ℬ STA. 350+61.28 (MAINLINE & INSIDE SHOULDER)
938.10' X 40' X (1/9) = 4169.33 SQ. YD.
ℬ STA. 341+23.18 TO ℬ STA. 345+68.00 (GORE & OUTSIDE SHOULDER)
CADD MEASURED AREA = 15,893.87 SQ. FT.
15,893.87 X (1/9) = 1765.98 SQ. YD.
ℬ STA. 345+68.00 TO STA. ℬ 350+61.28 (OUTSIDE SHOULDER)
493.28' X 10' X (1/9) = 548.08 SQ. YD.
ℬ STA. 355+92.68 TO ℬ STA. 361+22.49 (MAINLINE & INSIDE SHOULDER)
529.81' X 40' X (1/9) = 2354.71 SQ. YD.
ℬ STA. 355+92.68 TO ℬ STA. 359+85.15 (OUTSIDE SHOULDER)
392.47' X 10' X (1/9) = 436.07 SQ. YD.
ℬ STA. 359+85.15 TO ℬ STA. 361+22.49 (GORE & OUTSIDE SHOULDER)
CADD MEASURED AREA = 5716.09 SQ. FT.
5716.09 X (1/9) = 635.12 SQ. YD.
ℬ STA. 365+14.49 TO STA. ℬ 374+12.50 (MAINLINE & INSIDE SHOULDER)
898.01' X 40' X (1/9) = 3991.15 SQ. YD.
ℬ STA. 365+14.49 TO STA. ℬ 374+12.50 (OUTSIDE SHOULDER)
898.01' X 10' X (1/9) = 997.78 SQ. YD.
ℬ STA. 365+14.49 TO ℬ STA. 374+12.50 (ACCEL. LANE)
CADD MEASURED AREA = 19,495.79 SQ. FT.
19,495.79 X (1/9 = 2166.11 SQ. YD.
℄ STA. 378+68.43 TO ℄ STA. 407+62.50 (MAINLINE & SHOULDERS)
2894.07' X 50' X (1/9) = 16078.20 SQ.YD.
℄ STA. 412+37.50 TO ℄ STA. 470+54.97 (MAINLINE & SHOULDERS)
5817.47' X 50' X (1/9) = 32,319.30 SQ.YD.
℄ STA. 470+54.97 TO ℄ STA. 476+50.00 (MAINLINE & SHOULDERS)
595.03 X 54.5' X (1/9) = 5897.72 SQ.YD.
℄ STA. 476+50.00 TO ℄ STA. 483+79.60 (DECEL/GORE/MAINLINE & SHOULDERS)
CADD MEASURED AREA = 47,599.90 SQ. FT.
47,599.90 X (1/9) = 5288.88 SQ.YD.
℄ STA. 483+79.60 TO ℄ STA. 490+48.73 (MAINLINE & SHOULDERS)
669.13' X 53' X (1/9) = 3940.43 SQ.YD.
℄ STA. 495+71.26 TO ℄ STA. 504+55.84 (MAINLINE & INSIDE SHOULDER)
884.58' X 43' X (1/9) = 4226.32 SQ.YD.
℄ STA. 495+71.26 TO ℄ STA. 501+42.00 (OUTSIDE SHOULDER)
570.24' X 10' X (1/9) = 634.15 SQ.YD.

℄ STA. 501+42.00 TO ℄ STA. 504+55.84 (ACCEL./GORE/OUTSIDE SHOULDER)
CADD MEASURED AREA = 7092.78 SQ. FT.
7092.78 X (1/9) = 788.08 SQ.YD.
℄ STA. 511+98.80 TO ℄ STA. 549+71.15 (MAINLINE & INSIDE SHOULDER)
3772.35' X 43' X (1/9) = 18,023.45 SQ.YD.
℄ STA. 511+98.80 TO ℄ STA. 514+00.00 (ACELL. & OUTSIDE SHOULDER)
CADD MEASURED AREA = 3712.14 SQ. FT.
3712.14 X (1/9) = 412.46 SQ.YD.
℄ STA. 514+00.00 TO ℄ STA. 525+75.00 (OUTSIDE SHOULDER)
1175' X 10' X (1/9) = 1305.55 SQ.YD.
℄ STA. 525+75.00 TO ℄ STA. 538+00.00 (ACCEL. & OUTSIDE SHOULDER)
CADD MEASURED AREA = 28,971.25 SQ. FT.
28,971.25 X (1/9) = 3219.02 SQ.YD.
℄ STA. 538+00.00 TO ℄ STA. 549+71.15 (OUTSIDE SHOULDER)
1171.15' X 10' X (1/9) = 1301.27 SQ.YD.
STATION EQUATION: 549+71.15 ℄ SURVEY (BK) = STA. 200+11.72 ℄ SURVEY (AH)
℄ STA. 200+11.72 TO ℄ STA. 200+14.57 (MAINLINE & SHOULDERS)
53' X 2.85' X (1/9) = 16.78 SQ.YD.
℄ STA. 201+02.07 TO ℄ STA. 201+27.07 (INSIDE & OUTSIDE SHOULDERS)
25' X 17' X (1/9) = 47.22 SQ.YD.
SOUTHBOUND LANES:
℄ STA. 326+33.82 TO ℄ STA. 334+36.12 (MAINLINE & INSIDE SHOULDER)
802..30' X 40' X (1/9) = 3565.78 SQ.YD.
℄ STA. 326+33.82 TO ℄ STA. 334+36.12 (OUTSIDE SHOULDER)
802.30' X 10' X (1/9) = 891.44 SQ.YD.
℄ STA. 326+33.82 TO ℄ STA. 334+36.12 (ACCEL. LANE)
CADD MEASURED AREA = 7829.92 SQ. FT.
7829.92 X (1/9) = 869.99 SQ.YD.
ℬ STA. 339+76.25 TO ℬ STA. 340+24.65 (GORE & OUTSIDE SHOULDER)
CADD MEASURED AREA = 3648.15 SQ. FT.
3648.15 X (1/9) = 405.35 SQ.YD.
ℬ STA. 339+76.25 TO ℬ STA. 340+24.65 (MAINLINE & INSIDE SHOULDER)
CADD MEASURED AREA = 2308.15 SQ. FT.
2308.15 X (1/9) = 256.46 SQ. YD.
ℬ STA. 340+24.65 TO ℬ STA. 348+36.00 (MAINLINE & SHOULDERS)
811.35' X 50' X (1/9) = 4507.50 SQ. YD.
ℬ STA. 353+70.74 TO ℬ STA. 361+07.24 (MAINLINE & INSIDE SHOULDER)
CADD MEASURED AREA = 33,524.41 SQ. FT.
33,524.41 X (1/9) = 3724.93 SQ. YD.
ℬ STA. 353+70.74 TO ℬ STA. 355+41.52 (OUTSIDE SHOULDER)
170.78' X 10' X (1/9) = 189.76 SQ. YD.
ℬ STA. 355+41.52 TO ℬ STA. 355+98.73 (OUTSIDE SHOULDER)
57.21' X 11.25' X (1/9) = 71.51 SQ. YD.

ℬ STA. 355+98.73 TO ℬ STA. 361+07.24 (GORE. & OUTSIDE SHOULDER)
CADD MEASURED AREA = 16,913.04 SQ. FT.
16,913.04 X (1/9) = 1879.22 SQ. YD.
ℬ STA. 364+92.74 TO ℬ STA. 367+21.39 (MAINLINE & INSIDE SHOULDER)
228.65' X 40' X (1/9) = 1016.22 SQ. YD.
ℬ STA. 364+92.74 TO ℬ STA. 367+21.39 (DECEL. & OUTSIDE SHOULDER)
CADD MEASURED AREA = 3916.77 SQ. FT.
3916.77 X (1/9) = 435.19 SQ. YD.
ℬ STA. 367+21.39 TO ℬ STA. 378+32.50 (MAINLINE & SHOULDERS)
1111.11' X 50' X (1/9) = 6172.83 SQ. YD.
STATION EQUATION: ℬ STA. 378+32.50 (BK) = STA. 378+50 ℄ SURVEY I.R.-75 (AH)
℄ STA. 378+50.00 TO ℄ STA. 407+62.50± (MAINLINE & SHOULDERS)
2912.50' X 50' X (1/9) = 16,180.56 SQ. YD.
℄ STA. 412+37.50± TO ℄ STA. 463+57.00 (MAINLINE & SHOULDERS)
5119.50' X 50' X (1/9) = 28,441.7 SQ. YD.
℄ STA. 463+57.00± TO ℄ STA. 469+50.00 (MAINLINE & SHOULDERS)
593' X 55' X (1/9) = 3623.89 SQ. YD.
℄ STA. 469+50.00 TO ℄ STA. 481+74.37 (ACCEL./GORE/MAINLINE & SHOULDERS)
CADD MEASURED AREA = 82,624.20 SQ. FT.
82,624.20 X (1/9) = 9180.46 SQ. YD.
℄ STA. 481+74.37 TO ℄ STA. 490+11.00 (MAINLINE & SHOULDERS)
836.63' X 53' X (1/9) = 4926.82 SQ. YD.
℄ STA. 490+11.00 TO ℄ STA. 490+48.73 (DECEL./GORE/ MAINLINE & SHOULDERS)
CADD MEASURED AREA = 5501.29 SQ. FT.
5501.29 X (1/9) = 611.24 SQ. YD.
℄ STA. 495+71.26 TO ℄ STA. 504+55.84 (MAINLINE & INSIDE SHOULDER)
884.58' X 43' X (1/9) = 4226.32 SQ. YD.
℄ STA. 495+71.26 TO ℄ STA. 498+17.50 (DECEL./GORE/OUTSIDE SHOULDER)
CADD MEASURED AREA = 2607.68 SQ. FT.
2607.68 X (1/9) = 289.74 SQ. YD.
℄ STA. 498+17.50 TO ℄ STA. 504+55.84 (OUTSIDE SHOULDER)
638.34' X 10' X (1/9) = 709.26 SQ. YD.
℄ STA. 511+98.80 TO ℄ STA. 530+00.00 (MAINLINE & SHOULDERS)
1801.20' X 53' X (1/9) = 10,607.06 SQ. YD.
℄ STA. 530+00.00 TO ℄ STA. 538+00.00 (MAINLINE & INSIDE SHOULDER)
800' X 43' X (1/9) = 3822.22 SQ. YD.
℄ STA. 530+00.00 TO ℄ STA. 538+00.00 (DECEL./GORE/OUTSIDE SHOULDER)
CADD MEASURED AREA = 26,168 SQ. FT.
26,168 X (1/9) = 2907.55 SQ. YD.
℄ STA. 538+00.00 TO ℄ STA. 549+71.15 (MAINLINE & SHOULDERS)
1171.15' X 53' X (1/9) = 6896.77 SQ. YD.
STATION EQUATION: 549+71.15 ℄ SURVEY (BK) = STA. 200+11.72 ℄ SURVEY (AH)
℄ STA. 200+11.72 TO ℄ STA. 200+14.57 (MAINLINE & SHOULDERS)
53' X 2.85' X (1/9) = 16.78 SQ. YD.

CALCULATED REB CHECKED TLB

PAVEMENT CALCULATIONS

MOT-75-6.16

SOUTHBOUND LANES: CONTINUED

℄ STA. 201+02.07 TO ℄ STA. 201+27.07 (INSIDE & OUTSIDE SHOULDERS)
25′ X 17′ X (1/9) = 47.22 SQ. YD.

TOTAL ITEM 254 - 1 1/2" PAVEMENT PLANING, ASPHALT CONCRETE (MAINLINE AND SHOULDERS) = 232,548.30 SQ. YD.

NORTHBOUND LANES:

STA. 325+79.50 TO STA. 337+61.19 (PAVEMENT NEAR GUARDRAIL)
1181.69′ X 1.75′ X (1/9) = 229.77 SQ. YD.

STA. 335+45.19 TO STA. 336+95.19 (PAVEMENT NEAR GUARDRAIL)
150′ X 1.75′ X (1/9) = 29.17 SQ. YD.

STA. 340+85.33 TO STA. 345+86.00 (PAVEMENT NEAR GUARDRAIL)
500.67′ X 1.75′ X (1/9) = 97.35 SQ. YD.

STA. 348+31.15 TO STA. 352+18.65 (PAVEMENT NEAR GUARDRAIL)
387.50′ X 1.75′ X (1/9) = 75.35 SQ. YD.

STA. 348+82.26 TO STA. 351+44.76 (PAVEMENT NEAR GUARDRAIL)
262.50′ X 1.75′ X (1/9) = 51.04 SQ. YD.

STA. 359+89.34 TO STA. 362+39.34 (PAVEMENT NEAR GUARDRAIL)
250.00′ X 1.75′ X (1/9) = 48.61 SQ. YD.

STA. 363+98.57 TO STA. 375+56.97 (PAVEMENT NEAR GUARDRAIL)
1158.40′ X 1.75′ X (1/9) = 225.24 SQ. YD.

STA. 408+15.10 TO STA. 409+40.10 (PAVEMENT NEAR GUARDRAIL)
125′ X 1.75′ X (1/9) = 24.30 SQ. YD.

STA. 415+00.00 TO STA. 426+60.00± (PAVEMENT NEAR GUARDRAIL)
1160′ X 1.75′ X (1/9) = 225.56 SQ. YD.

STA. 453+11.00 TO STA. 454+09.00± (PAVEMENT NEAR GUARDRAIL)
98′ X 1.75′ X (1/9) = 19.05 SQ. YD.

STA. 479+00.00 TO STA. 480+92.28 (PAVEMENT NEAR GUARDRAIL)
192.28′ X 1.75′ X (1/9) = 37.38 SQ. YD.

STA. 485+95.02 TO STA. 490+95.02± (PAVEMENT NEAR GUARDRAIL)
500′ X 1.75′ X (1/9) = 97.22 SQ. YD.

STA. 493+98.23 TO STA. 499+60.73 (PAVEMENT NEAR GUARDRAIL)
562.50′ X 1.75′ X (1/9) = 109.37 SQ. YD.

STA. 509+54.29 TO STA. 518+54.29 (PAVEMENT NEAR GUARDRAIL)
900′ X 1.75′ X (1/9) = 175.00 SQ. YD.

STA. 536+50.00 TO STA. 540+50.00 -54′ (PAVEMENT NEAR GUARDRAIL)
346′ X 1.75′ X (1/9) = 67.27 SQ. YD.

STA. 547+90.00± TO STA. 551+00.00± (PAVEMENT NEAR GUARDRAIL)
310′ X 1.75′ X (1/9) = 60.28 SQ. YD.

SOUTHBOUND LANES:

STA. 325+17.02 TO STA. 334+77.17 (PAVEMENT NEAR GUARDRAIL)
960.15′ X 1.75′ X (1/9) = 186.69 SQ. YD.

STA. 325+29.18 TO STA. 327+79.18 (PAVEMENT NEAR GUARDRAIL)
250′ X 1.75′ X (1/9) = 48.60 SQ. YD.

STA. 338+83.11 TO STA. 341+33.11 (PAVEMENT NEAR GUARDRAIL)
250′ X 1.75′ X (1/9) = 48.61 SQ. YD.

STA. 343+15.51 TO STA. 348+90.51 (PAVEMENT NEAR GUARDRAIL)
575′ X 1.75′ X (1/9) = 111.80 SQ. YD.

STA. 352+10.35 TO STA. 353+85.35 (PAVEMENT NEAR GUARDRAIL)
175′ X 1.75′ X (1/9) = 34.03 SQ. YD.

STA. 352+78.56 TO STA. 357+25.00 (PAVEMENT NEAR GUARDRAIL)
446.44′ X 1.75′ X (1/9) = 86.81 SQ. YD.

STA. 363+88.77 TO STA. 369+17.90 -48′ (PAVEMENT NEAR GUARDRAIL)
529.13′ X 1.75′ X (1/9) = 102.89 SQ. YD.

STA. 363+89.70 TO STA. 366+89.59 (PAVEMENT NEAR GUARDRAIL)
299.89′ X 1.75′ X (1/9) = 58.31 SQ. YD.

STA. 376+97.90 TO STA. 378+22.90 (PAVEMENT NEAR GUARDRAIL)
125′ X 1.75′ X (1/9) = 24.30 SQ. YD.

STA. 410+40.50 TO STA. 456+90.50 (PAVEMENT NEAR GUARDRAIL)
4650′ X 1.75′ X (1/9) = 904.16 SQ. YD.

STA. 483+65.00 TO STA. 489+65.00 (PAVEMENT NEAR GUARDRAIL)
600′ X 1.75′ X (1/9) = 116.66 SQ. YD.

STA. 495+57.60 TO STA. 506+64.80 -61.3′ (PAVEMENT NEAR GUARDRAIL)
1045.90′ X 1.75′ X (1/9) = 203.36 SQ. YD.

STA. 511+01.88 TO STA. 525+49.53 -54′ (PAVEMENT NEAR GUARDRAIL)
1393.65′ X 1.75′ X (1/9) = 271.07 SQ. YD.

STA. 538+00.00 TO STA. 546+75.00± (PAVEMENT NEAR GUARDRAIL)
875′ X 1.75′ X (1/9) = 170.13 SQ. YD.

TOTAL ITEM 254 - 1 1/2" PAVEMENT PLANING, ASPHALT CONCRETE (PAVEMENT NEAR GUARDRAIL) = 3939.38 SQ. YD.

ITEM 254 - 3 1/4" PAVEMENT PLANING, ASPHALT CONCRETE

℄ STA. 375+00 TO STA. ℄ 378+00 NB. (MAINLINE & SHOULDERS)
300′ X 50′ X (1/9) = 1666.66 SQ.YD.

℄ STA. 408+50 TO STA. ℄ 411+50 NB. (MAINLINE & SHOULDERS)
300′ X 50′ X (1/9) = 1666.66 SQ.YD.

℄ STA. 408+50 TO STA. ℄ 411+50 SB. (MAINLINE & SHOULDERS)
300′ X 50′ X (1/9) = 1666.66 SQ.YD.

RAMP SECTIONS:

(RAMP "A")
STA. 6+40.57 TO STA. 15+75.00 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 31,633.75 SQ. FT.
31,633.75 X (1/9) = 3514.86 SQ. YD.

(RAMP "B")
STA. 7+30.60± TO STA. 20+29.50 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 44,919.79 SQ. FT.
44,919.79 X (1/9) = 4991.08 SQ. YD.

(RAMP "C")
STA. 3+22.00 TO STA. 4+78.05 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 3267.72 SQ. FT.
3276.72 X (1/9) = 364.08 SQ. YD.

STA. 11+76.02 TO STA. 13.62.50 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 4704.96 SQ. FT.
4704.96 X (1/9) = 52.77 SQ. YD.

(RAMP "D")
STA. 2+68.76 TO STA. 10+27.50 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 16,773.27 SQ. FT.
16,773.27 X (1/9) = 1863.69 SQ. YD.

(RAMP "E")
STA. 1+69.30± TO STA. 16+83.56 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 33,439.54 SQ. FT.
33,439.54 X (1/9) = 3715.50 SQ. YD.

(RAMP "F1")
STA. 0+37.79 TO STA. 2+04.85 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 3274.28 SQ. FT.
3274.28 X (1/9) = 363.80 SQ. YD.

(RAMP "F")
STA. 1+69.30 TO STA. 12+91.98 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 25,919.32 SQ. FT.
25,919.32 X (1/9) = 2879.92 SQ. YD.

(RAMP "G")
STA. 3+72.67 TO STA. 9+18.39 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 11,761.75 SQ. FT.
11,761.75 X (1/9) = 1306.86 SQ. YD.

(RAMP "G1")
STA. 1+46.26 TO STA. 2+15.00 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 2542.43 SQ. FT.
2542.43 X (1/9) = 282.49 SQ. YD.

(RAMP "H1")
STA. 0+43.85 TO STA. 1+12.12 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 1279.83 SQ. FT.
1279.83 X (1/9) = 142.20 SQ. YD.

(RAMP "H")
STA. 0+29.64 TO STA. 5+00.00 (MAINLINE & SHOUDERS)
CADD MEASURED AREA = 9971.05 SQ. FT.
9971.05 X (1/9) = 1107.89 SQ. YD.

STA. 5+00.00 TO STA. 12+02.70 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 14,767.11 SQ. FT.
14,767.11 X (1/9) = 1640.79 SQ. YD.

(RAMP "I")
STA. 522+28.00 TO STA. 524+90.50 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 6551.46 SQ. FT.
6551.46 X (1/9) = 727.94 SQ. YD.

(RAMP "J")
STA. 519+32.00 TO STA. 529+12.50 (MAINLINE & SHOULDERS)
CADD MEASURED AREA = 28,235.66 SQ. FT.
28,235.66 X (1/9) = 3137.29 SQ. YD.

TOTAL ITEM 254 - 3 1/4" PAVEMENT PLANING, ASPHALT CONCRETE = 31,091.14 SQ. YD.

CALCULATED REB
CHECKED TLB

PAVEMENT CALCULATIONS

MOT-75-6.16

ITEM 202 - WEARING COURSE REMOVED, AS PER PLAN

NORTHBOUND:

℄ STA. 325+60.05 TO ℄ STA. 325+85.05 (APPROACH SLAB)
50′ X 25′ = 1250.0 SQ. FT.
5625.0 X (1/9) = 138.89 SQ. YD.

℄ STA. 336+91.32 TO ℄ STA. 337+16.32 (APPROACH SLAB)
60′ X 25′ = 1500.0 SQ. FT.
1500.0 X (1/9) = 166.67 SQ. YD.

℄ STA. 340+10.68 TO ℄ STA. 340+35.68 (APPROACH SLAB)
CADD MEASURED AREA = 1550.58 SQ. FT.
1550.58 X (1/9) = 172.83 SQ. YD.

STA. 351+48.78 TO STA. 351+73.78 (APPROACH SLAB)
CADD MEASURED AREA = 1346.89 SQ. FT.
1346.89 X (1/9) = 149.65 SQ. YD.

STA. 354+80.18 TO STA. 355+05.18 (APPROACH SLAB)
CADD MEASURED AREA = 1317.57 SQ. FT.
1317.57 X (1/9) = 146.39 SQ. YD.

STA. 362+09.99 TO STA. 362+34.99 (APPROACH SLAB)
CADD MEASURED AREA = 1980.42 SQ. FT.
1980.42 X (1/9) = 220.04 SQ. YD.

STA. 364+01.99 TO STA. 364+26.99 (APPROACH SLAB)
CADD MEASURED AREA = 1915.56 SQ. FT.
1915.56 X (1/9) = 212.84 SQ. YD.

STA. 491+36.23 TO STA. 491+61.23 (APPROACH SLAB)
CADD MEASURED AREA = 1423.32 SQ. FT.
1423.32 X (1/9) = 158.14 SQ. YD.

STA. 494+58.76 TO STA. 494+83.76 (APPROACH SLAB)
CADD MEASURED AREA = 1439.02 SQ. FT.
1439.02 X (1/9) = 159.89 SQ. YD.

STA. 505+43.34 TO STA. 505+68.34 (APPROACH SLAB)
CADD MEASURED AREA = 3337.50 SQ. FT.
3337.50 X (1/9) = 370.83 SQ. YD.

STA. 510+86.30 TO STA. 511+11.30 (APPROACH SLAB)
CADD MEASURED AREA = 1526.71 SQ. FT.
1526.71 X (1/9) = 169.63 SQ. YD.

SOUTHBOUND:

℄ STA. 325+21.32 TO ℄ STA. 325+46.32 (APPROACH SLAB)
25′ X 50′ = 1250.0 SQ. FT.
1250.0 X (1/9) = 138.89 SQ. YD.

STA. 334+23.62 TO STA. 335+48.62 (APPROACH SLAB)
CADD MEASURED AREA = 1834.06 SQ. FT.
1834.06 X (1/9) = 203.78 SQ. YD.

STA. 338+63.75 TO STA. 338+88.75 (APPROACH SLAB)
CADD MEASURED AREA = 1998.72 SQ. FT.
1998.72 X (1/9) = 222.08 SQ. YD.

STA. 349+23.50 TO STA. 349+48.50 (APPROACH SLAB)
CADD MEASURED AREA = 1343.51 SQ. FT.
1343.51 X (1/9) = 149.27 SQ. YD.

STA. 352+58.24 TO STA. 352+83.24 (APPROACH SLAB)
CADD MEASURED AREA = 1343.50 SQ. FT.
1343.50 X (1/9) = 149.27 SQ. YD.

STA. 361+94.74 TO STA. 362+19.74 (APPROACH SLAB)
CADD MEASURED AREA = 1680.01
1680.01 X (1/9) = 186.66 SQ. YD.

STA. 363+80.24 TO STA. 364+05.24 (APPROACH SLAB)
CADD MEASURED AREA = 1603.95
1603.95 X (1/9) = 178.21 SQ. YD.

STA. 491+36.23 TO STA. 491+61.23 (APPROACH SLAB)
CADD MEASURED AREA = 1423.32 SQ. FT.
1423.32 X (1/9) = 158.14 SQ. YD.

STA. 494+58.76 TO STA. 494+83.76 (APPROACH SLAB)
CADD MEASURED AREA = 1683.81 SQ. FT.
1683.81 X (1/9) = 187.09 SQ. YD.

STA. 505+43.34 TO STA. 505+68.34 (APPROACH SLAB)
CADD MEASURED AREA = 2422.62 SQ. FT.
2422.62 X (1/9) = 269.18 SQ. YD.

STA. 510+86.30 TO STA. 511+11.30 (APPROACH SLAB)
CADD MEASURED AREA = 1519.05 SQ. FT.
1519.05 X (1/9) = 168.78 SQ. YD.

RAMP "C":

STA. 5+40.55 TO STA. 5+65.55 (APPROACH SLAB)
CADD MEASURED AREA = 556.90 SQ. FT.
556.90 X (1/9) = 61.87 SQ. YD.

STA. 10+88.52 TO STA. 11+13.52 (APPROACH SLAB)
CADD MEASURED AREA = 540.82 SQ. FT.
540.82 X (1/9) = 60.09 SQ. YD.

TOTAL ITEM 202 - WEARING COURSE REMOVED, AS PER PLAN
= 4199.11 SQ. YD.

ITEM 202 - WEARING COURSE REMOVED

NORTHBOUND:

STA. 325+85.05 TO STA. 326+72.55
87.5′ X 50′ = 4375 SQ. FT.
4375.0 X (1/9) = 486.11 SQ. YD.

STA. 336+03.82 TO STA. 336+91.32
CADD MEASURED AREA = 5428.80 SQ. FT.
5428.80 X (1/9) = 603.20 SQ. YD.

STA. 340+35.68 TO STA. 341+23.18
CADD MEASURED AREA = 5524.38 SQ. FT.
5524.38 X (1/9) = 613.82 SQ. YD.

STA. 350+61.28 TO STA. 351+48.78 (TRANSITION "A")
CADD MEASURED AREA = 4681.25 SQ. FT.
4681.25 X (1/9) = 520.13 SQ. YD.

STA. 355+05.18 TO STA. 355+92.68 (TRANSITION "A")
CADD MEASURED AREA = 4375 SQ. FT.
87.5′ X 50.0′ X (1/9) = 486.11 SQ. YD.

STA. 361+22.49 TO STA. 362+09.99 (TRANSITION "A")
CADD MEASURED AREA = 6818.0 SQ. FT.
6818.0 X (1/9) = 575.55 SQ. YD.

STA. 364+26.99 TO STA. 365+14.49 (TRANSITION "A")
CADD MEASURED AREA = 6258.0 SQ. FT.
6258.0 X (1/9) = 695.33 SQ. YD.

STA. 374+12.50 TO STA. 375+00.00 (TRANSITION "E")
87.5′ X 50′ X (1/9) = 486.11 SQ. YD.

STA. 378+00.00 TO STA. 378+69.07 (TRANSITION "E")
69.07′ X 50′ X (1/9) = 383.72 SQ. YD.

STATION EQUATION: 378+69.07 NB ℔ (BK) = STA. 378+50.00 ℄ SURVEY (AH)

STA. 378+50.00 TO STA. 378+68.43 ℄ SURVEY (TRANSITION "E")
18.43′ X 50′ X (1/9) = 102.38 SQ.YD.

STA. 407+62.50 TO STA. 408+50.00 ℄ SURVEY NB. (TRANSITION "E")
87.5′ X 50′ X (1/9) = 486.11 SQ.YD.

STA. 411+50.00 TO STA. 412+37.50 ℄ SURVEY NB. (TRANSITION "E")
87.5′ X 50′ X (1/9) = 486.11 SQ.YD.

STA. 490+48.73 TO STA. 491+36.23 (TRANSITION "B")
CADD MEASURED AREA = 4878.12 SQ. FT.
4878.12 X (1/9) = 542.01 SQ.YD.

STA. 494+83.76 TO STA. 495+71.26 (TRANSITION "B")
CADD MEASURED AREA = 4878.12 SQ. FT.
4878.12 X (1/9) = 542.01 SQ.YD.

STA. 504+55.84 TO STA. 505+43.34 (TRANSITION "B")
CADD MEASURED AREA = 6577.37 SQ. FT.
6577.37 X (1/9) = 730.81 SQ.YD.

STA. 511+11.30 TO STA. 511+98.80 (TRANSITION "B")
CADD MEASURED AREA = 5323.50 SQ. FT.
5323.50 X (1/9) = 591.50 SQ.YD.

STA. 200+14.57 TO STA. 201+02.07 (TRANSITION "B")
CADD MEASURED AREA = 4790.62 SQ. FT.
4790.62 X (1/9) = 532.29 SQ.YD.

STA. 201+02.07 TO STA. 201+27.07 (BERMS ONLY)
CADD MEASURED AREA = 425.60 SQ. FT.
425.60 X (1/9) = 47.28 SQ.YD.

SOUTHBOUND:

STA. 325+46.32 TO STA. 326+33.82
CADD MEASURED AREA = 3750 SQ. FT.
3750 X (1/9) = 416.66 SQ. YD.

CALCULATED REB
CHECKED TLB

PAVEMENT CALCULATIONS

MOT-75-6.16

SOUTHBOUND: Continued

STA. 334+36.12 TO STA. 335+23.62
CADD MEASURED AREA = 6307.32 SQ. FT.
6307.32 X (1/9) = 700.81 SQ. YD.

STA. 338+88.75 TO STA. 339+76.25
CADD MEASURED AREA = 7144.03 SQ. FT.
7144.03 X (1/9) = 793.78 SQ. YD.

STA. 348+36.00 TO STA. 349+23.50 (TRANSITION "A")
CADD MEASURED AREA = 4681.25 SQ. FT.
4681.25 X (1/9) = 520.13 SQ. YD.

STA. 352+83.24 TO STA. 353+70.74 (TRANSITION "A")
CADD MEASURED AREA = 4681.25 SQ. FT.
4681.25 X (1/9) = 520.13 SQ. YD.

STA. 361+07.24 TO STA. 361+94.74 (TRANSITION "A")
CADD MEASURED AREA = 5649.87 SQ. FT.
5649.87 X (1/9) = 627.76 SQ. YD.

STA. 364+05.24 TO STA. 364+92.74 (TRANSITION "A")
CADD MEASURED AREA = 5313.87 SQ. FT.
5313.87 X (1/9) = 590.43 SQ. YD.

STA. 407+62.50 TO STA. 408+50.00 ℄ SURVEY SB. (TRANSITION "E")
87.5' X 50' X (1/9) = 486.11 SQ.YD.

STA. 411+50.00 TO STA. 412+37.50 ℄ SURVEY SB. (TRANSITION "E")
87.5' X 50' X (1/9) = 486.11 SQ.YD.

STA. 490+48.73 TO STA. 491+36.23 (TRANSITION "B")
CADD MEASURED AREA = 5550.83 SQ. FT.
5550.83 X (1/9) = 616.75 SQ. YD.

STA. 494+83.76 TO STA. 495+71.26 (TRANSITION "B")
CADD MEASURED AREA = 5568.50 SQ. FT.
5568.50 X (1/9) = 618.72 SQ. YD.

STA. 504+55.84 TO STA. 505+43.34 (TRANSITION "B")
CADD MEASURED AREA = 4678.99 SQ. FT.
4678.99 X (1/9) = 519.88 SQ. YD.

STA. 511+11.30 TO STA. 511+98.80 (TRANSITION "B")
CADD MEASURED AREA = 4790.62 SQ. FT.
4790.62 X (1/9) = 532.29 SQ. YD.

STA. 200+14.57 TO STA. 201+02.07 (TRANSITION "B")
CADD MEASURED AREA = 4637.51 SQ. FT.
4637.51 X (1/9) = 515.27 SQ.YD.

STA. 201+02.07 TO STA. 201+27.07 (BERMS ONLY)
CADD MEASURED AREA = 425.60 SQ. FT.
425.60 X (1/9) = 47.28 SQ.YD.

RAMPS:

STA. 5+53.07 TO STA. 6+40.57 (RAMP "A")
CADD MEASURED AREA = 2537.83 SQ. FT.
2537.83 X (1/9) = 281.98 SQ.YD.

STA. 20+29.50 TO STA. 21+17.00 (RAMP "B")
CADD MEASURED AREA = 2613.20 SQ. FT.
2613.20 X (1/9) = 290.35 SQ.YD.

STA. 13+62.50 TO STA. 14+50.00 (RAMP "C")
CADD MEASURED AREA = 2146.04 SQ. FT.
2146.04 X (1/9) = 238.44 SQ.YD.

STA. 10+27.50 TO STA. 11+15.00 (RAMP "D")
CADD MEASURED AREA = 1995.97 SQ. FT.
1995.97 X (1/9) = 221.77 SQ.YD.

STA. 16+83.56 TO STA. 17+71.06 (RAMP "E")
CADD MEASURED AREA = 1949.65 SQ. FT.
1949.65 X (1/9) = 216.62 SQ.YD.

STA. 12+91.98 TO STA. 13+79.48 (RAMP "F")
CADD MEASURED AREA = 2118.91 SQ. FT.
2118.91 X (1/9) = 235.43 SQ.YD.

STA. 2+85.17 TO STA. 3+72.67 (RAMP "G")
CADD MEASURED AREA = 2035.61 SQ. FT.
2035.61 X (1/9) = 226.17 SQ.YD.

STA. 12+02.70 TO STA. 12+90.20 (RAMP "H")
CADD MEASURED AREA = 1934.79 SQ. FT.
1934.79 X (1/9) = 214.97 SQ.YD.

STA. 524+90.50 TO STA. 525+78.00 (RAMP "I")
CADD MEASURED AREA = 2481.73 SQ. FT.
2481.73 X (1/9) = 275.74 SQ.YD.

STA. 529+12.50 TO STA. 530+00.00 (RAMP "J")
CADD MEASURED AREA = 2192.46 SQ. FT.
2192.46 X (1/9) = 243.60 SQ.YD.

TOTAL ITEM 202 - WEARING COURSE REMOVED = 19,347.76 SQ. YD.

ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446), WITH SUPPLEMENT 1059 WARRANTY, AS PER PLAN

FROM ITEM 254 - 1½" PAVEMENT PLANING, ASPHALT CONCRETE (MAINLINE AND SHOULDERS) = 232,548.30 SQ. YD.
232,548.30 X 9 X (1.5/12) X (1/27) = 9689.51 CU. YD.

FROM ITEM 254 - 1½" PAVEMENT PLANING, ASPHALT CONCRETE (PAVEMENT NEAR GUARDRAIL) = 3939.38 SQ. YD.
3939.38 X 9 X (1.5/12) X (1/27) = 164.14 CU. YD.

FROM ITEM 254 - 3¼" PAVEMENT PLANING, ASPHALT CONCRETE = 31,091.14 SQ. YD.
31,091.14 X 9 X (1.75/12) X (1/27) = 1511.37 CU. YD.

FROM ITEM 202 - WEARING COURSE REMOVED, AS PER PLAN = 4199.11 SQ. YD.
4199.11 X 9 X (1.5/12) X (1/27) = 174.96 CU. YD.

FROM ITEM 202 - WEARING COURSE REMOVED = 19,347.76 SQ. YD.
19,347.76 X 9 X (1.5/12) X (1/27) "TRANSITION A,B,C" = 806.16 CU. YD.

TOTAL ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE = 12,346.10 CU. YD.

ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446), AS PER PLAN

FROM ITEM 254 - 1½" PAVEMENT PLANING, ASPHALT CONCRETE (MAINLINE AND SHOULDERS) = 232,548.30 SQ. YD.
232,548.30 X 9 X (1.75/12) X (1/27) = 11,304.40 CU. YD.

FROM ITEM 254 - 1½" PAVEMENT PLANING, ASPHALT CONCRETE (PAVEMENT NEAR GUARDRAIL) = 3939.38 SQ. YD.
3939.38 X 9 X (1.75/12) X (1/27) = 191.50 CU. YD.

FROM ITEM 254 - 3¼" PAVEMENT PLANING, ASPHALT CONCRETE = 31,091.14 SQ. YD.
31,091.14 X 9 X (1.75/12) X (1/27) = 1511.37 CU. YD.

TOTAL ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE = 13,007.30 CU. YD.

ITEM 407 - TACK COAT

FROM ITEM 254 - 1½" PAVEMENT PLANING, ASPHALT CONCRETE (MAINLINE AND SHOULDERS) = 232,548.30 SQ. YD.
232,548.30 X 0.075 = 17,441.10 GAL.

FROM ITEM 254 - 1½" PAVEMENT PLANING, ASPHALT CONCRETE (PAVEMENT NEAR GUARDRAIL) = 3939.38 SQ. YD.
3939.38 X 0.075 = 295.45 GAL.

FROM ITEM 254 - 3¼" PAVEMENT PLANING, ASPHALT CONCRETE = 31,091.14 SQ. YD.
31,091.14 X 0.075 = 2331.84 GAL.

FROM ITEM 202 - WEARING COURSE REMOVED = 19,347.76 SQ. YD.
19,347.76 X 0.075 "TRANSITIONS A,B,C" = 1451.08 GAL.

FROM ITEM 442 - 1¾" SURFACE COURSE = 1378.82 SQ. FT.
1378.82 X (1/9) X 0.075 = 11.49 GAL.

TOTAL ITEM 407 - TACK COAT = 21,530.96 GAL.

ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE

FROM ITEM 254 - 1½" PAVEMENT PLANING, ASPHALT CONCRETE (MAINLINE AND SHOULDERS) = 232,548.30 SQ. YD.
232,548.30 X 0.04 = 9301..93 GAL.

FROM ITEM 254 - 1½" PAVEMENT PLANING, ASPHALT CONCRETE (PAVEMENT NEAR GUARDRAIL) = 3939.38 SQ. YD.
3939.38 X 0.04 = 157.58 GAL.

FROM ITEM 254 - 3¼" PAVEMENT PLANING, ASPHALT CONCRETE = 31,091.14 SQ. YD.
31,091.14 X 0.04 = 1243.65 GAL.

TOTAL ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE = 10,703.20 GAL.

ITEM 407 - TACK COAT, 702.13

FROM ITEM 202 - WEARING COURSE REMOVED, AS PER PLAN = 4199.11 SQ. YD.
4199.11 X 0.075 = 314.93 GAL.

TOTAL ITEM 407 - TACK COAT, 702.13 = 314.93 GAL.

CALCULATED REB
CHECKED TLB

PAVEMENT CALCULATIONS

MOT-75-6.16

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ITEM 442 - 1 3/4" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446), WITH SUPPLEMENT 1059 WARRANTY, AS PER PLAN

STA. 423+54.13 TO STA. 424+40.86 (MEDIAN U-TURN)
CADD MEASURED AREA = 1378.82 SQ. FT.
1378.82 X (1.75/12) X (1/27) = 7.45 CU. YD.

TOTAL ITEM 442 - 1 3/4" SURFACE COURSE = 7.45 CU. YD.

ITEM 617 - COMPACTED AGGREGATE

NORTHBOUND LANES:

STA. 325+66.20 TO STA. 335+45.19 (R) = 978.99'
978.99 X 3.5 X (0.875/12) X (1/27) = = 9.25 CU. YD.

STA. 340+62.86 TO STA. 348+82.26 (L) = 819.40'
819.40 X 3.5 X (0.875/12) X (1/27) = = 7.74 CU. YD.

STA. 345+68.00 TO STA. 349+31.15 (R) = 363.15'
363.15 X 3.5 X (0.875/12) X (1/27) = = 3.43 CU. YD.

STA. 355+05.18 TO STA. 360+10.69 (L) = 505.51'
505.51 X 3.5 X (0.875/12) X (1/27) = = 4.77 CU. YD.

STA. 355+05.18 TO STA. 359+85.15 (R) = 479.97'
479.97 X 3.5 X (0.875/12) X (1/27) = 4.53 CU. YD.

STA. 364+26.99 TO STA. 370+00± (L) = 573.01'
573.01 X 3.5 X (0.875/12) X (1/27) = 5.41 CU. YD.

STA. 377+36.97 TO STA. 378+69.07 (R) = 132.10'
132.10 X 3.5 X (0.875/12) X (1/27) = 1.24 CU. YD.

STATION EQUATION: STA. 378+69.07 ℬ (BK) = STA. 378+50 ℄ (AH)

STA. 378+50.00 TO STA. 470+54.97 (L) = 9204.97'
9204.97 X 3.5 X (0.875/12) X (1/27) = 87.00 CU. YD.

STA. 378+50.00 TO STA. 408+15.10 (R) = 2965.10'
2965.10 X 3.5 X (0.875/12) X (1/27) = 28.02 CU. YD.

STA. 410+28.00 TO STA. 415+00.00 (R) = 472.00'
472 X 3.5 X (0.875/12) X (1/27) = 4.46 CU. YD.

STA. 427+00.00 TO STA. 453.+11.00 (R) = 2611'
2611 X 3.5 X (0.875/12) X (1/27) = 24.67 CU. YD.

STA. 454+43.00 TO STA. 479+00.00 (R) = 4257'
4257 X 3.5 X (0.875/12) X (1/27) = 40.32 CU. YD.

STA. 483+79.60 TO STA. 485+95.02 (R) = 215.42'
215.42 X 3.5 X (0.875/12) X (1/27) = 2.03 CU. YD.

STA. 518+54.29 TO STA. 525+75.00 (R) = 720.71'
720.71 X 3.5 X (0.875/12) X (1/27) = 6.81 CU. YD.

STA. 525+75.00 TO STA. 536+50.00 (R) = 1075'
1075 X 3.5 X (0.875/12) X (1/27) = 10.16 CU. YD.

STA. 540+50.00 TO STA. 547+90.00± (R) = 740'
740 X 3.5 X (0.875/12) X (1/27) = 6.99 CU. YD.

SOUTHBOUND LANES:

STA. 327+25.00 TO STA. 335+20.18 (R) = 795.18'
795.18 x 3.5 X (0.875/12) X (1/27) = 7.51 CU. YD.

STA. 340+24.65 TO STA. 343+15.51 (L) = 290.86'
290.86 x 3.5 X (0.875/12) X (1/27) = 2.74 CU. YD.

STA. 341+33.11 TO STA. 349+23.50 (R) = 790.39'
790.39 x 3.5 X (0.875/12) X (1/27) = 7.47 CU. YD.

STA. 353+85.35 TO STA. 355+98.73 (L) = 213.38'
213.38 x 3.5 X (0.875/12) X (1/27) = 2.01 CU. YD.

STA. 357+28.56 TO STA. 359+04.24± (R) = 175.68'
175.68 x 3.5 X (0.875/12) X (1/27) = 1.66 CU. YD.

STA. 366+89.69 TO STA. 378+32.50 (R) = 1142.81'
1142.81 x 3.5 X (0.875/12) X (1/27) = 10.80 CU. YD.

STA. 367+21.39 TO STA. 375+49.50± (L) = 828.11 SQ. FT.
828.11 x 3.5 X (.875/12) X (1/27) = 7.82 CU. YD.

STA. 378+00 TO STA. 378+32.50 (L) = 32.50'
32.50 x 3.5 X (0.875/12) X (1/27) = 0.36 CU. YD.

STATION EQUATION: STA. 378+32.50 ℬ (BK) = STA. 378+50 ℄ (AH)

STA. 378+50.00 TO STA. 463+63.57± (R) = 13.57'
8513.57 x 3.5 X (0.875/12) X (1/27) = 80.47 CU. YD.

STA. 378+50.00 TO STA. 409+52.60 (L) = 3102.60'
3102.60 x 3.5 X (0.875/12) X (1/27) = 29.32 CU. YD.

STA. 458+15.50 TO STA. 480+91.95 (L) = 2276.45'
2276.45 x 3.5 X (0.875/12) X (1/27) = 21.51 CU. YD.

STA. 481+74.37 TO STA. 483+65.00± (L) = 190.63'
190.63 x 3.5 X (0.875/12) X (1/27) = 1.80 CU. YD.

STA. 525+49.53 TO STA. 530+00.00 (L) = 450.47'
450.47 x 3.5 X (0.875/12) X (1/27) = 4.25 CU. YD.

TOTAL ITEM 617 - COMPACTED AGGREGATE, TYPE A = 442.75 CU. YD.

TOTALS CARRIED TO GENERAL SUMMARY:

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE
232,548.30 SQ. YD.
3939.38 SQ. YD.
31,091.14 SQ. YD.
TOTAL = 267,578.82 SQ. YD.
USE: 267,579 SQ. YD.

ITEM 202 - WEARING COURSE REMOVED, AS PER PLAN
TOTAL = 4199.11 SQ. YD.
USE: 4200 SQ. YD.

ITEM 202 - WEARING COURSE REMOVED
TOTAL = 19,347.76 SQ. YD.
USE: 19,348 SQ. YD.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446), WITH SUPPLEMENT 1059 WARRANTY, AS PER PLAN
12,346.10 CU. YD.
7.45 CU. YD.
TOTAL = 12,353.60 CU. YD.
USE: 12,354 CU. YD.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446), AS PER PLAN TOTAL = 13,007.30 CU. YD.
USE: 13,007 CU. YD.

ITEM 407 - TACK COAT TOTAL = 21,530.96 GAL.
USE: 21,531 GAL.

ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE
TOTAL = 10,703.20 GAL.
USE: 10,703 GAL.

ITEM 407 - TACK COAT, 702.13 TOTAL = 314.93 GAL.
USE: 315 GAL.

ITEM 617 - COMPACTED AGGREGATE, TYPE A
TOTAL = 442.75 CU. YD.
USE: 443 CU. YD.

CALCULATED REB
CHECKED TLB

PAVEMENT CALCULATIONS

MOT-75-6.16

ESTIMATED QUANTITIES

CALCULATED REB
CHECKED TLB

SHEET NO.	REFERENCE NO.	LOCATION	STATION FROM	STATION TO	SIDE	202 GUARDRAIL REMOVED FOR STORAGE, AS PER PLAN (FOOT)		202 LIGHT POLE FOUNDATION REMOVED (EACH)	202 PAVEMENT REMOVED, ASPHALT (SQ. YD.)	209 LINEAR GRADING, AS PER PLAN (STATION)	606 GUARDRAIL, TYPE 5 (FOOT)	606 GUARDRAIL, TYPE 5A (FOOT)	606 GUARDRAIL, BARRIER DESIGN, TYPE 5 (FOOT)	606 IMPACT ATTENUATOR, TYPE 1-98, BIDIRECTIONAL (EACH)	606 IMPACT ATTENUATOR, TYPE 2-98 (MODEL # QN126081), (UNIDIRECTIONAL), AS PER PLAN (EACH)	606 ANCHOR ASSEMBLY TYPE T (EACH)	606 BRIDGE TERMINAL ASSEMBLY TYPE 1 (EACH)	606 BRIDGE TERMINAL ASSEMBLY TYPE 2 (EACH)	626 BARRIER REFLECTOR, TYPE A (EACH)	448 ASPHALT CONCRETE, MISC.: ASPHALT CONCRETE INTER. COURSE, TYPE I, PG64-22, UNDER EX. GUARDRAIL (CU. YD.)	448 ASPHALT CONCRETE INTER. COURSE, TYPE I, UNDER GUARDRAIL, PG64-22, AS PER PLAN (CU. YD.)	304 AGGREGATE BASE (CU. YD.)	408 PRIME COAT (0.040 GAL/PER SQ. YD.) (GALLON)
92	R-6	RAMP "A"	8+00.00±	10+00.00±	RIGHT				112														
92	P-3	RAMP "A"	8+00.00±	10+00.00±	RIGHT															9.26		6.17	4.44
94	GR-1	MOT-75 NB	374+98.67	376+80.17	MEDIAN							75	62.5	1		1			5				
94	GR-2	MOT-75 SB	375+98.80	377+67.77	MEDIAN							75	62.5	1		1			5				
94	R-1	MOT-75 NB/SB	374+83.62	377+83.62	MEDIAN	600																	
97	GR-3	MOT-75 NB	408+70.68	410+14.68	MEDIAN							50	62.5	1		1			5				
97	GR-4	MOT-75 SB	409+66.58	411+10.58	MEDIAN							50	62.5	1		1			5				
97	R-2	MOT-75 NB/SB	408+53.08	411+28.08	MEDIAN	550																	
100,101	R-3	MOT-75 SB	456+90.50	458+15.50	LEFT				46														
100,101	P-1	MOT-75 SB	456+90.50	458+15.50	LEFT															3.76		2.51	1.81
103	GR-6	MOT-75 SB	487+89.68	489+64.68	LEFT						175					1			3				
103	R-8	MOT-75 SB	487+89.68	489+64.68	LEFT	175																	
103	GR-7	RAMP "F"	12+45.88	13+33.38	RIGHT						87.5					1			3				
103	R-9	RAMP "F"	12+45.88	13+33.38	RIGHT	88																	
103	GR-8	MOT-75 SB/RAMP "F"	489+16.87		LEFT										1								
108	GR-5	MOT-75 SB	547+19.64	200+72.71	LEFT						312.50						1	1	4				
108	R-4	MOT-75 SB	547+19.64	200+72.71	LEFT	313																	
108	R-5	MOT-75 SB	547+19.64	200+72.71	LEFT				113														
108	P-2	MOT-75 SB	547+19.64	200+72.71	LEFT					4											9.39	2.77	4.48
108	R-7	MOT-75 SB	200+32.85±		LEFT			1															
TOTALS CARRIED TO GENERAL SUMMARY						1726		1	271	4	575	250	250	4	1	6	1	1	30	13	10	12	11

MOT-75-6.16

I:\de

SHEET NO.	REFERENCE NO.	STATION FROM	STATION TO	SIDE	618 RUMBLE STRIPS, TYPE 2 ASPHALT CONCRETE)
					FT.
90-91	RS-1	326+00	337+35	RT.	1135
90-91	RS-2	325+90	336+85	RT.	1095
90-91	RS-3	325+45	334+65	LT.	920
90-91	RS-4	325+50	335+20	LT.	970
91-92	RS-5	340+95	344+65	RT.	370
91-92	RS-6	340+40	351+40	RT.	1100
91-92	RS-7	339+25	348+75	LT.	950
91-92	RS-8	338+90	349+20	LT.	1030
92	RS-9	334+65	351+85	RT.	1720
92-93	RS-10	355+55	360+80	RT.	525
92-93	RS-11	355+10	362+00	RT.	690
92	RS-12	352+45	357+00	LT.	455
92-93	RS-13	352+90	362+00	LT.	910
92-93	RS-14	357+00	361+95	LT.	495
93-103	RS-15	364+20	482+80	RT.	11,860
93-103	RS-16	364+20	491+20	RT.	12,700
93-102	RS-17	364+20	480+75	LT.	11,655
93-103	RS-18	364+20	491+30	LT.	12,710
103	RS-19	482+80	490+70	RT.	790
102-103	RS-20	480+75	491+10	LT.	1035
104	RS-21	494+35	502+40	RT.	805
104	RS-22	494+85	505+30	RT.	1045
104	RS-23	495+65	506+05	LT.	1040
104	RS-24	495+00	505+40	LT.	1040
105-106	RS-25	510+75	526+70	RT.	1595
105-108	RS-26	511+50	200+95	RT.	3905
105-106	RS-27	512+50	531+00	LT.	1850
105-108	RS-28	511+75	200+90	LT.	3875
106-108	RS-29	526+70	201+20	RT.	2410
106-108	RS-30	531+00	200+65	LT.	1925
TOTALS CARRIED TO GENERAL SUMMARY					82,605

CALCULATED REB
CHECKED TLB

ESTIMATED QUANTITIES (RUMBLE STRIPS)

MOT-75-6.16

BEGIN WORK:
STA. 323+50.00 ℄

E040(960)

BEGIN PROJECT:
STA. 325+21.32 ℄
S.L.M. 6.16

112.50'
SEE TRANSITION DETAIL
"A" ON SHEET 14.

Alex-Bell Rd.

Ex. L.A. R/W

STR. MOT-75-0614L

RS-3

RS-4

Ex. L.A. R/W

325+21.32

STA. 325+70.98± (75)
END ACCEL. LN. (8)

326+33.82

8" Ex. 15"

Ex. 36"

+20.10

+70.10

+17.02

10'

39.2'

4'

+29.18

325+46.32

+79.18

STA. 332+00

320 321 322 323 324 325 326 327 328 329 330 331 332

N 17° 22' 00" E

90'-6"

323+63.03

℄ Survey IR-75

Ex. CB

90'-6"

+20.42

324+03.78

+20.42

325+85.05

4'

36'

10'

MATCH LINE

+32.58

+32.58

325+60.05

+79.50

8"

326+72.55

STR. MOT-75-0614R

Alex-Bell Rd.

RS-1

RS-2

Ex. L.A. R/W

Ex. L.A. R/W

112.50'
SEE TRANSITION DETAIL
"A" ON SHEET 14.

FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

N

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 320+00 TO STA. 332+00

MOT-75-6.16

90
135

I:\de

R/R Ex. R/W
CONSOLIDATED RAIL CORP.
Ex. R/W
112.50'
SEE TRANSITION DETAIL
"A" ON SHEET 14.
87.5' TRANSITION
SEE TRANSITION DETAIL
"C" ON SHEET 14.
112.50'
SEE TRANSITION DETAIL
"A" ON SHEET 14.
RS-3
RS-7
Ex. L.A. R/W
Ex. L.A. R/W
Ex. L.A. R/W
Ex. 36"
C-16
C-17
334+36.12
+77.17
335+48.62
Str. Mot-75-0639L
23+02.44 RAMP "B"
338+63.75 (75)
ST (C-7)
339+76.25 (75)
21+17 RAMP "B"
CS C-7
SC C-7
20+29.50 RAMP "B"
18+77.04
TS C-7
S 1° 48' 47" E
RAMP "B"
ST C-7
+15.51
STA. 332+00
STA. 344+00
RS-4
RS-8
+23.62
338+65.93
90° Left
+83.11
+88.75
+24.65 (75)
+33.11
332 333 334 335 336 337 338 339 340 341 342 343 344
℄ Survey IR-75
N 17° 22' 00" E
MATCH LINE
MATCH LINE
RS-2
RS-6
45.19
+91.32
+95.19
R/R R/W
PT C-16
PC C-17
+35.68
OVERHEAD SIGN
Begin Taper Ramp "A"
+66.02 (75)
+66.02 (75)
336+03.82
337+16.32
+61.19
STR. MOT-75-0639R
Ex. L.A. R/W
RAMP "A"
0+72.95 RAMP "A"
+85.33
1+25.00 (A)
RS-1
RS-5
Sec. 16 T.1 R.6 M.R.S.
Sec. 15 T.1 R.6 M.R.S.
340+10.68 (75)
341+23.18 (75)
+94.95 NB. Dixie
Begin Taper
C-18&C-19
CONSOLIDATED RAIL CORP.
112.50'
SEE TRANSITION DETAIL
"A" ON SHEET 14.
112.50'
SEE TRANSITION DETAIL
"A" ON SHEET 14.

FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEET 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89..
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

I:\de

N

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 332+00 TO 344+00

MOT-75-6.16

91
135

FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

VERTICAL CLEARANCE EXISTING
SOUTHBOUND OVER RAMP "B" & DIXIE HWY. - 15.28'
NORTHBOUND OVER RAMP "B" & DIXIE HWY. - 15.18'
RAMP "C" OVER RAMP "B" & DIXIE HWY. - 15.14'
VERTICAL CLEARANCE PROPOSED
NO CHANGE

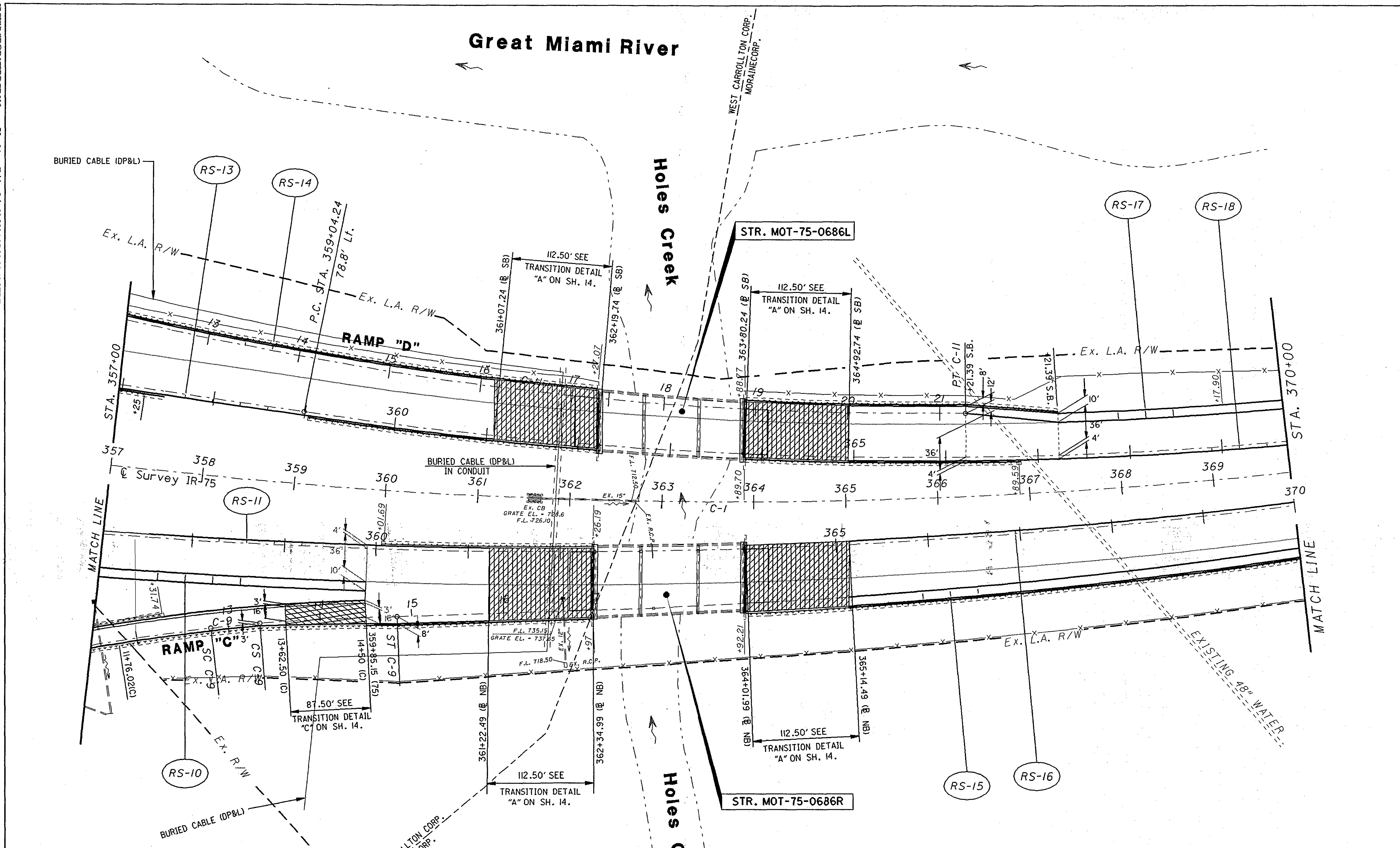
RAMP "B"
RAMP "D"
RAMP "A"
RAMP "C"
EX. L.A. R/W
EX. R/W
STR. MOT-75-0666L
STR. MOT-75-0666R
STR. MOT-75-0666E
112.50' SEE TRANSITION DETAIL "A" ON SH. 14.
87.5' SEE TRANSITION DETAIL "C" ON SH. 14.
SEE DETAIL "D" ON SH. 00.
BUTT JOINT 2+68.16 (D)
PC C-25
SC C-6
TS C-6
CS C-6
PC C-1
PT C-1
PC C-8
PT C-8
PCC C-10&C-11
S C-6
RS-5
RS-6
RS-7
RS-8
RS-9
RS-10
RS-11
RS-12
RS-13
RS-14
R-6
P-3
STA. 344+00
STA. 357+00
MATCH LINE
N 17° 22' 00" E
N 21° 15' 00" E
S 54° 16' 57" W
Overhead Sign

HORIZONTAL SCALE IN FEET
0 25 50 100
CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 344+00 TO STA. 357+00

MOT-75-6.16

92
135



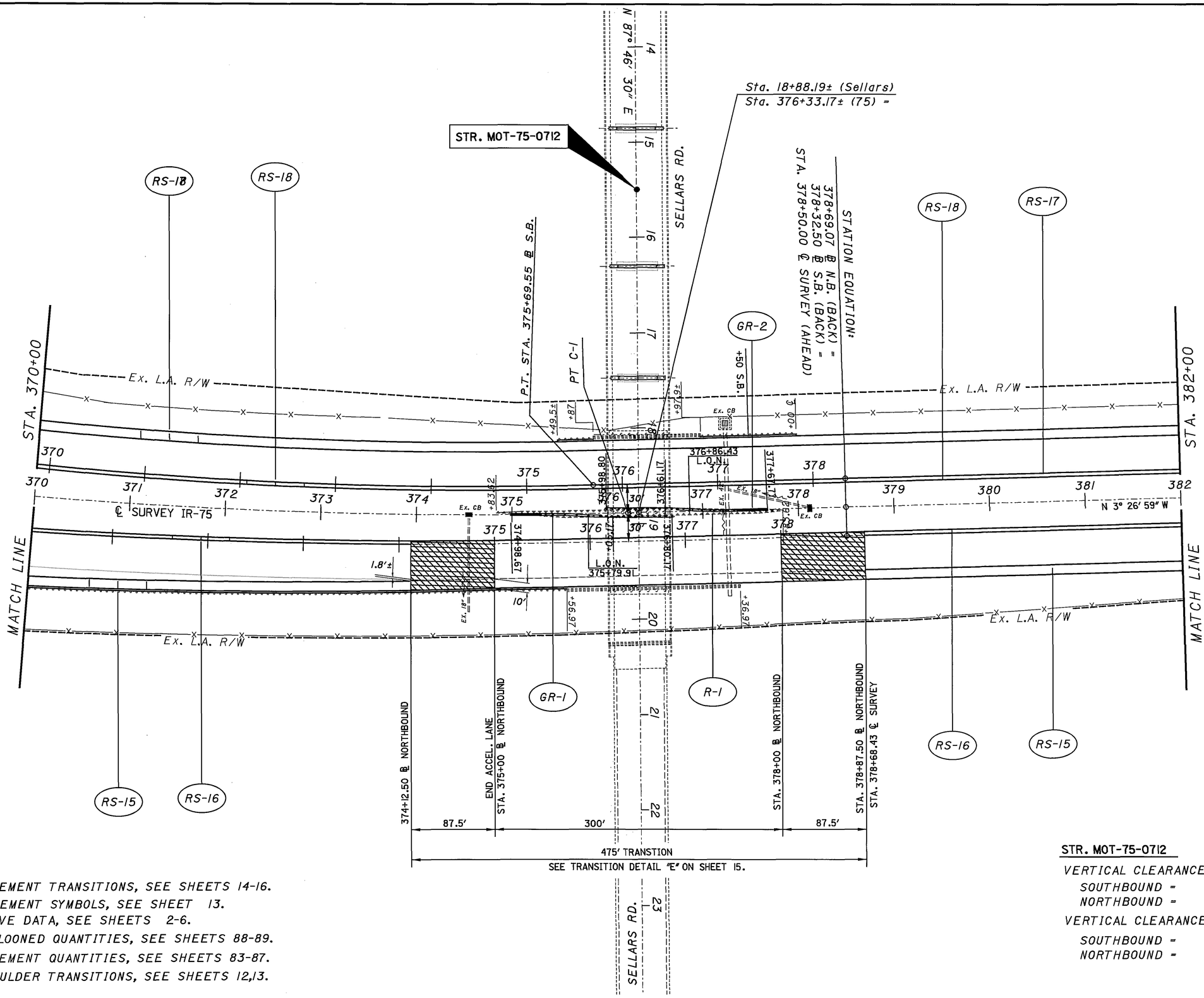
FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2.6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

HORIZONTAL SCALE IN FEET

CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 357+00 TO STA. 370+00

MOT-75-6.16



FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88-89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

STR. MOT-75-0712

VERTICAL CLEARANCE EXISTING
SOUTHBOUND = 18'-1¼"
NORTHBOUND = 14'-6¾"

VERTICAL CLEARANCE PROPOSED
SOUTHBOUND = 17'-11½"
NORTHBOUND = 14'-6¾"

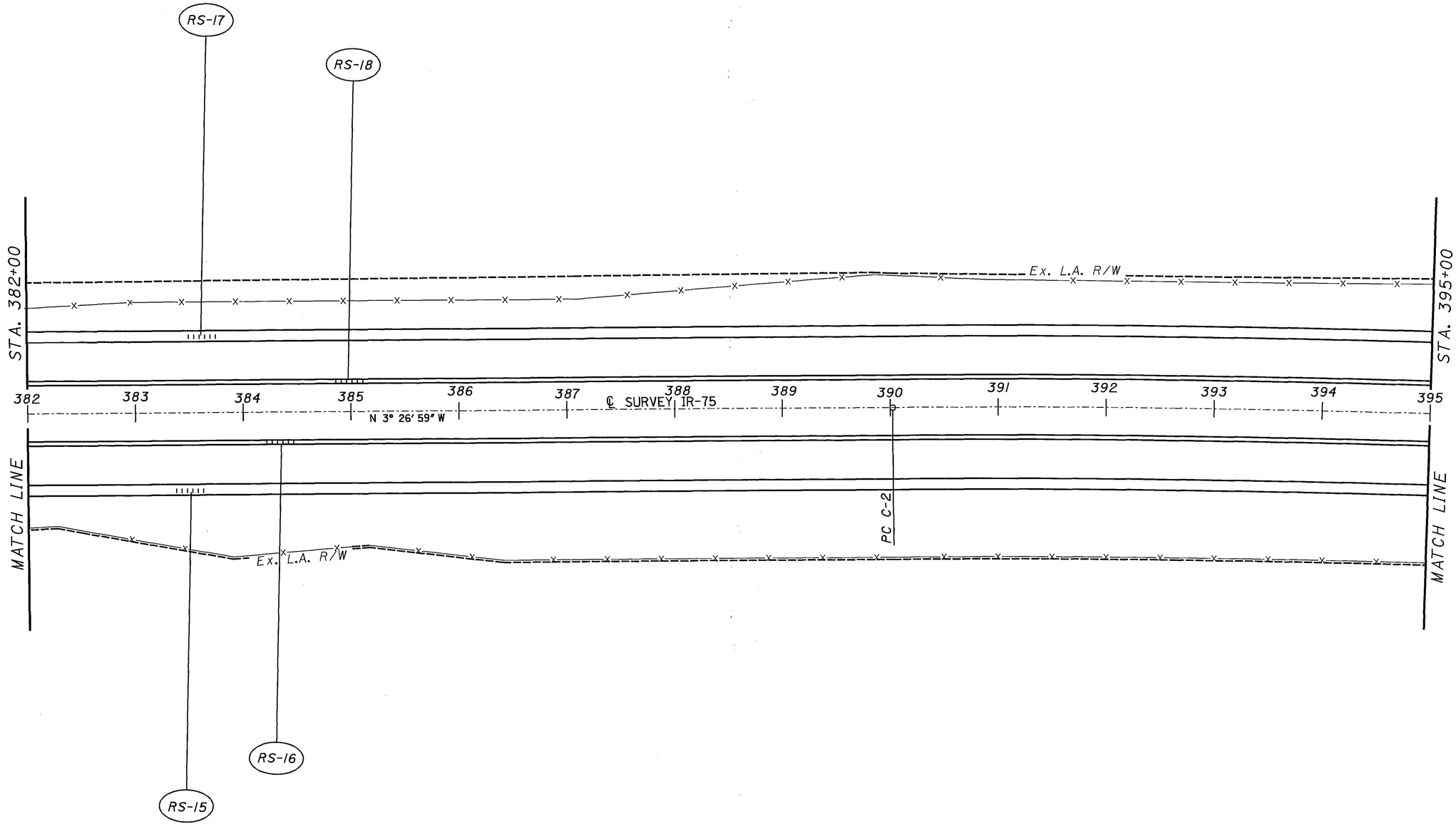
HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 370+00 TO STA. 382+00

MOT-75-6.16

94
135



FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

N

HORIZONTAL SCALE IN FEET
0 25 50 100

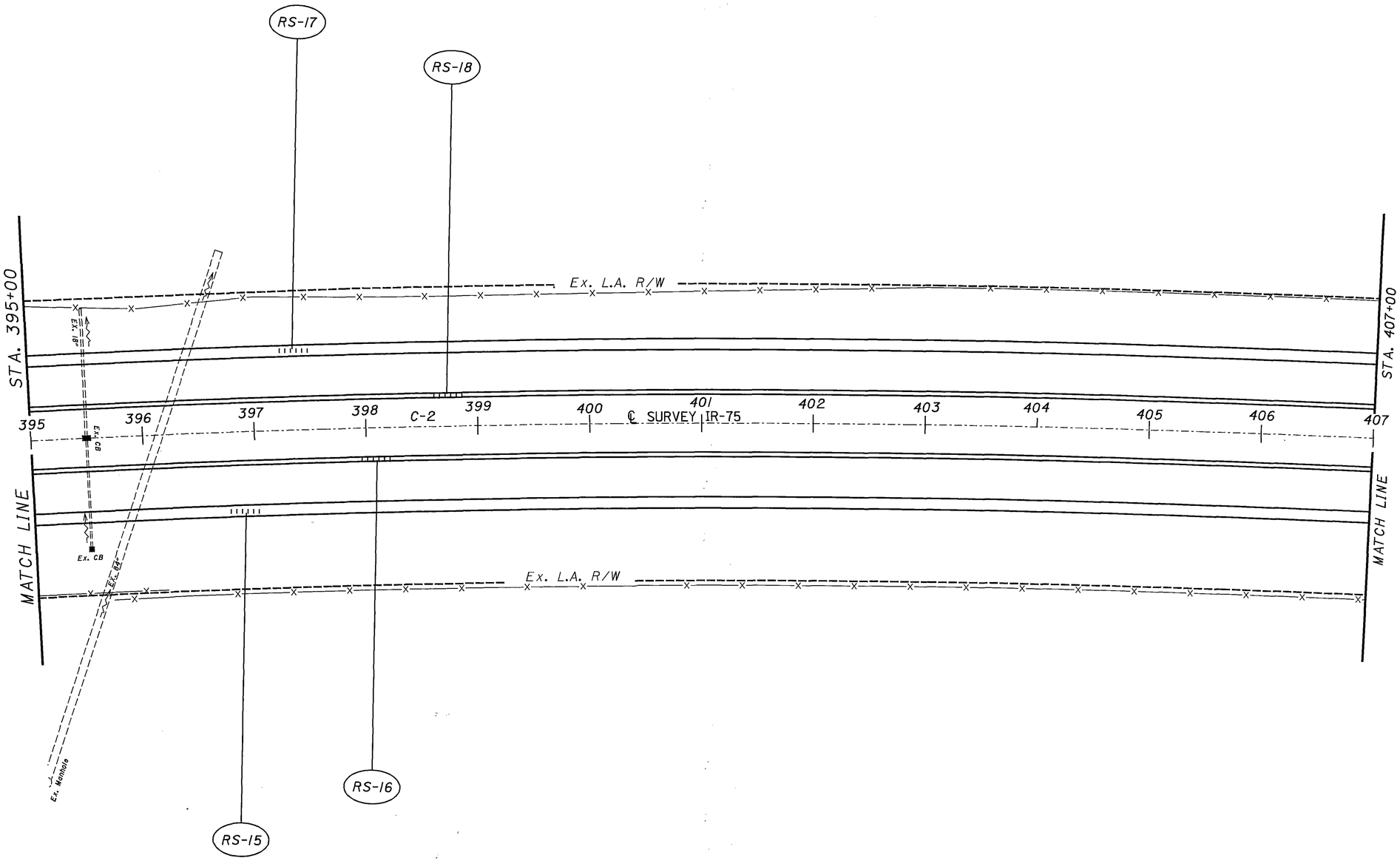
CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 382+00 TO STA. 395+00

MOT-75-6.16

95
135

I:\de



FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

N

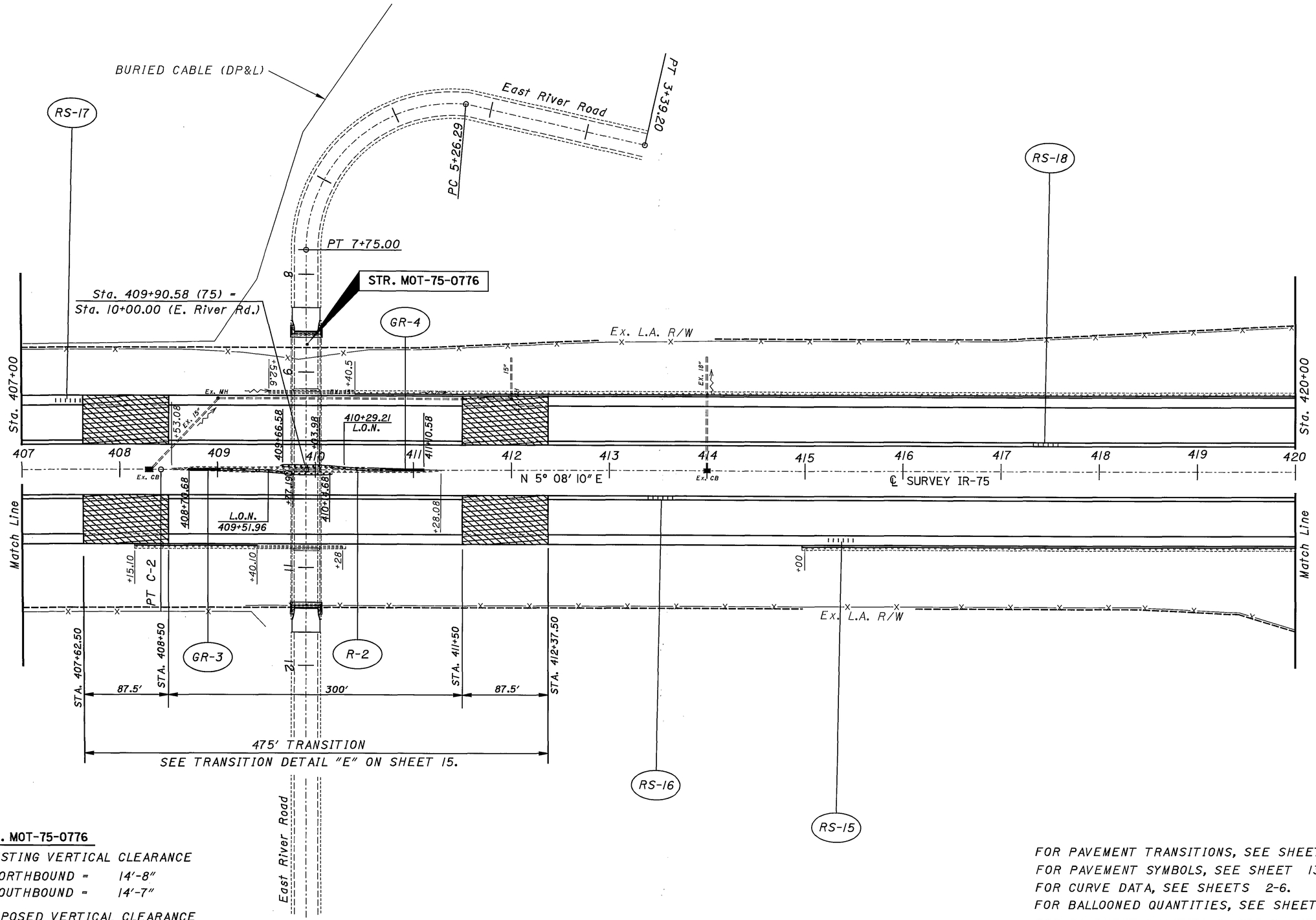
0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 395+00 TO STA. 407+00

MOT-75-6.16

I:\de



STR. MOT-75-0776

EXISTING VERTICAL CLEARANCE

NORTHBOUND = 14'-8"

SOUTHBOUND = 14'-7"

PROPOSED VERTICAL CLEARANCE

NORTHBOUND = 14'-8"

SOUTHBOUND = 14'-7"

FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

N

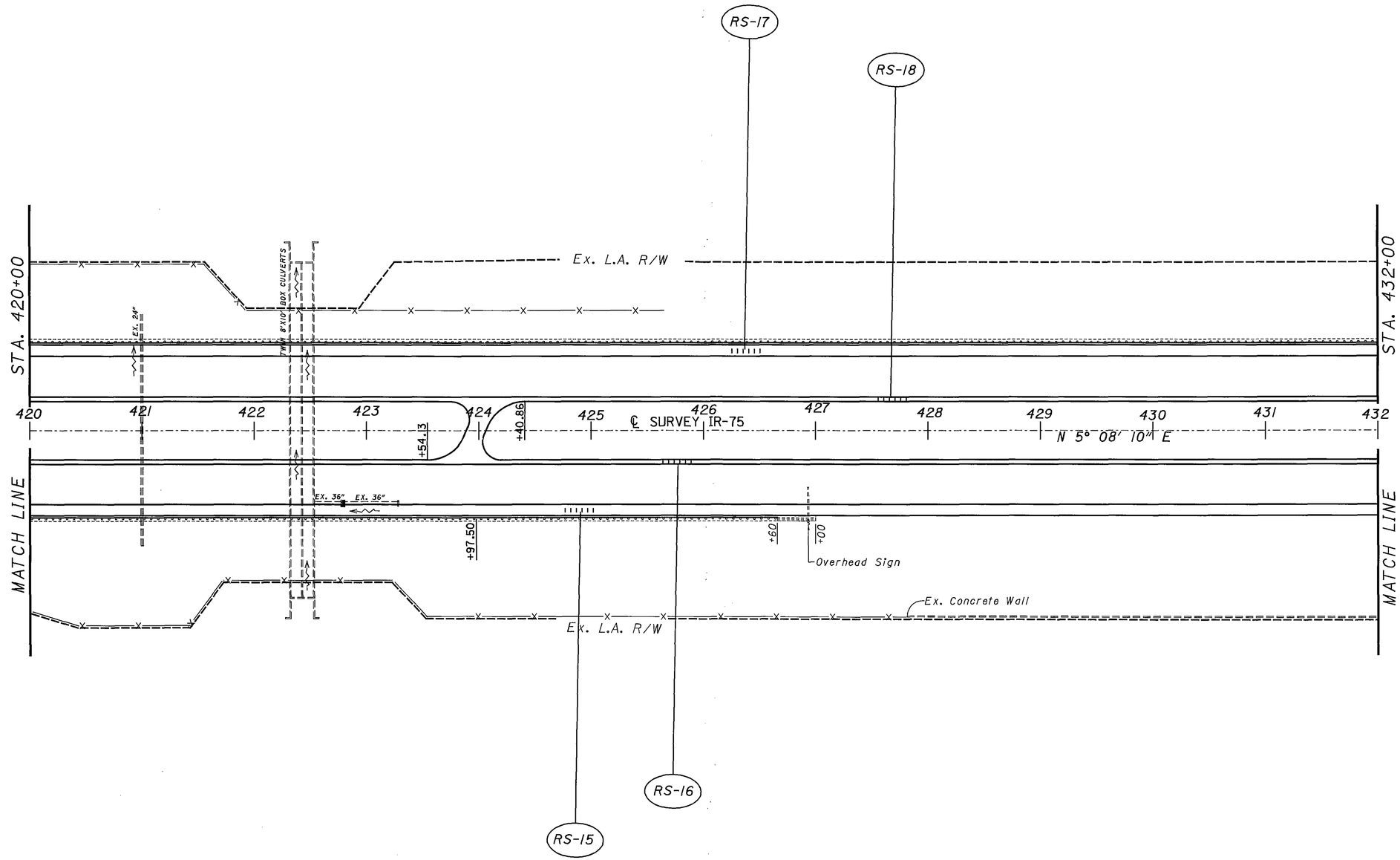
0 25 50 100 HORIZONTAL SCALE IN FEET

CALCULATED REB | CHECKED TLB

PLAN SHEET
STA. 407+00 TO STA. 420+00

MOT-75-6.16

97
135



FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.

FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

N

0 25 50 100
HORIZONTAL SCALE IN FEET

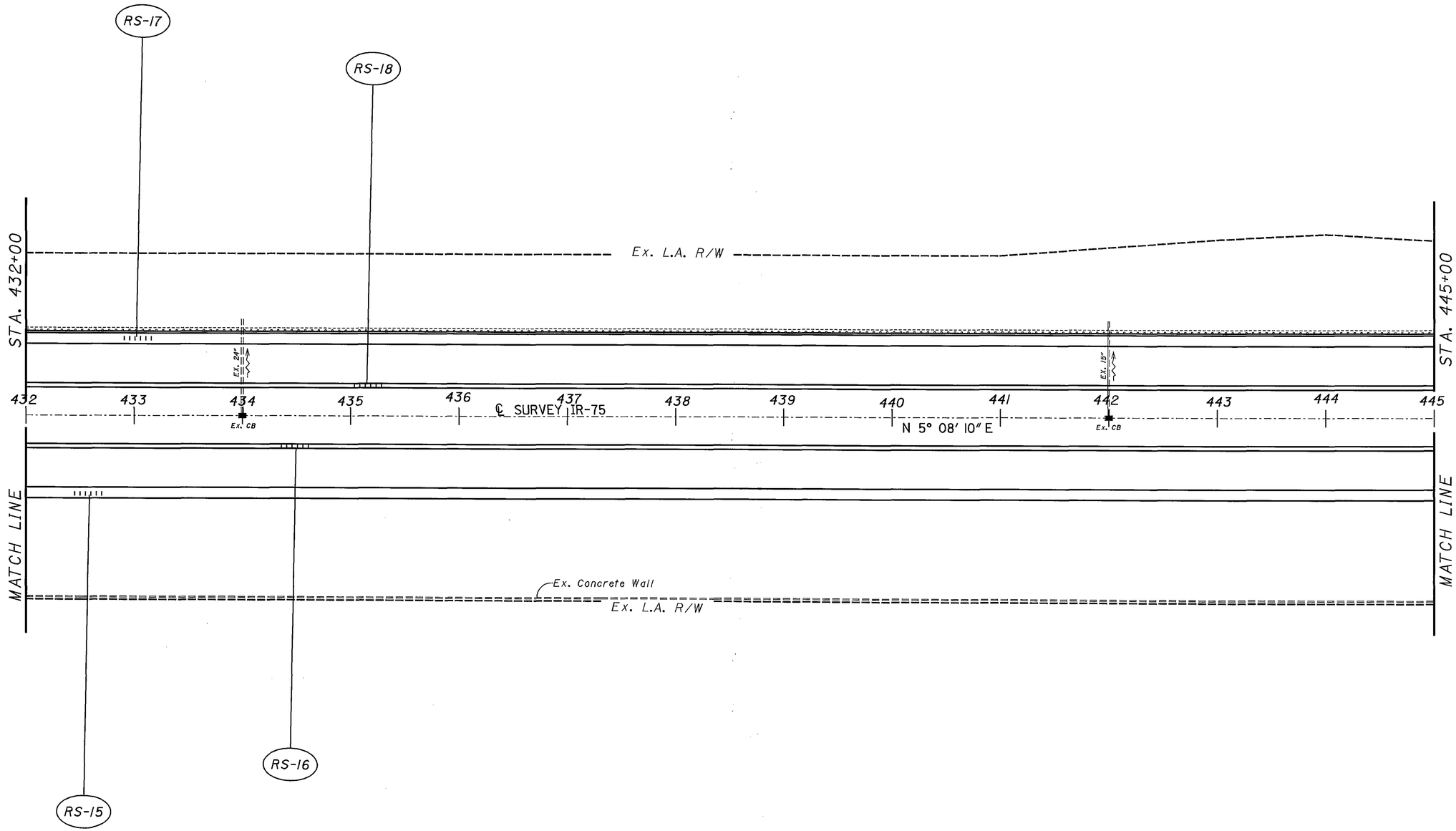
CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 420+00 TO STA. 432+00

MOT-75-6.16

98
135

I:\de



FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

N

0 25 50 100
HORIZONTAL SCALE IN FEET

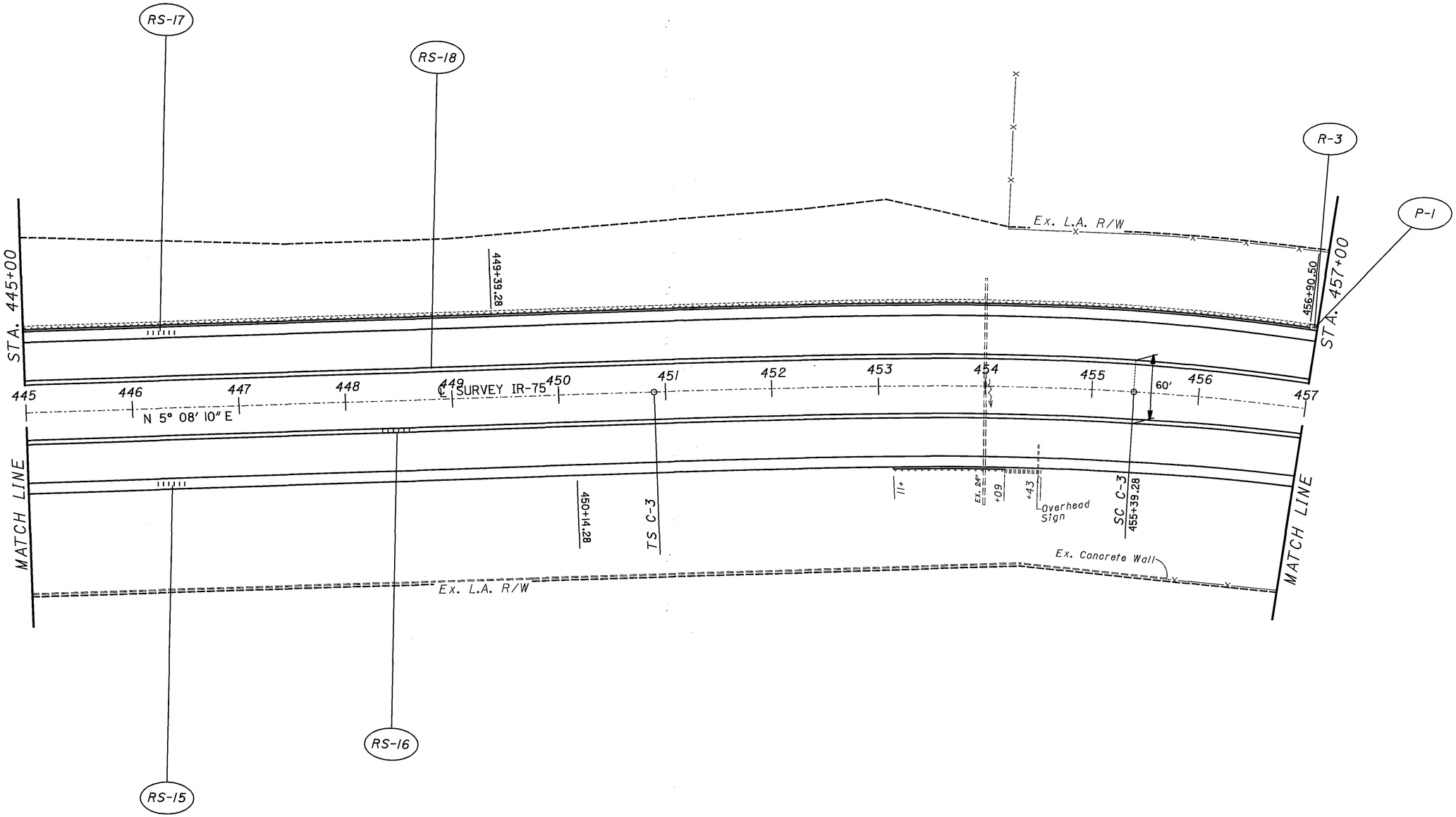
CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 432+00 TO STA. 445+00

MOT-75-6.16

99
135

I:\de



FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

N

0 25 50 100
HORIZONTAL SCALE IN FEET

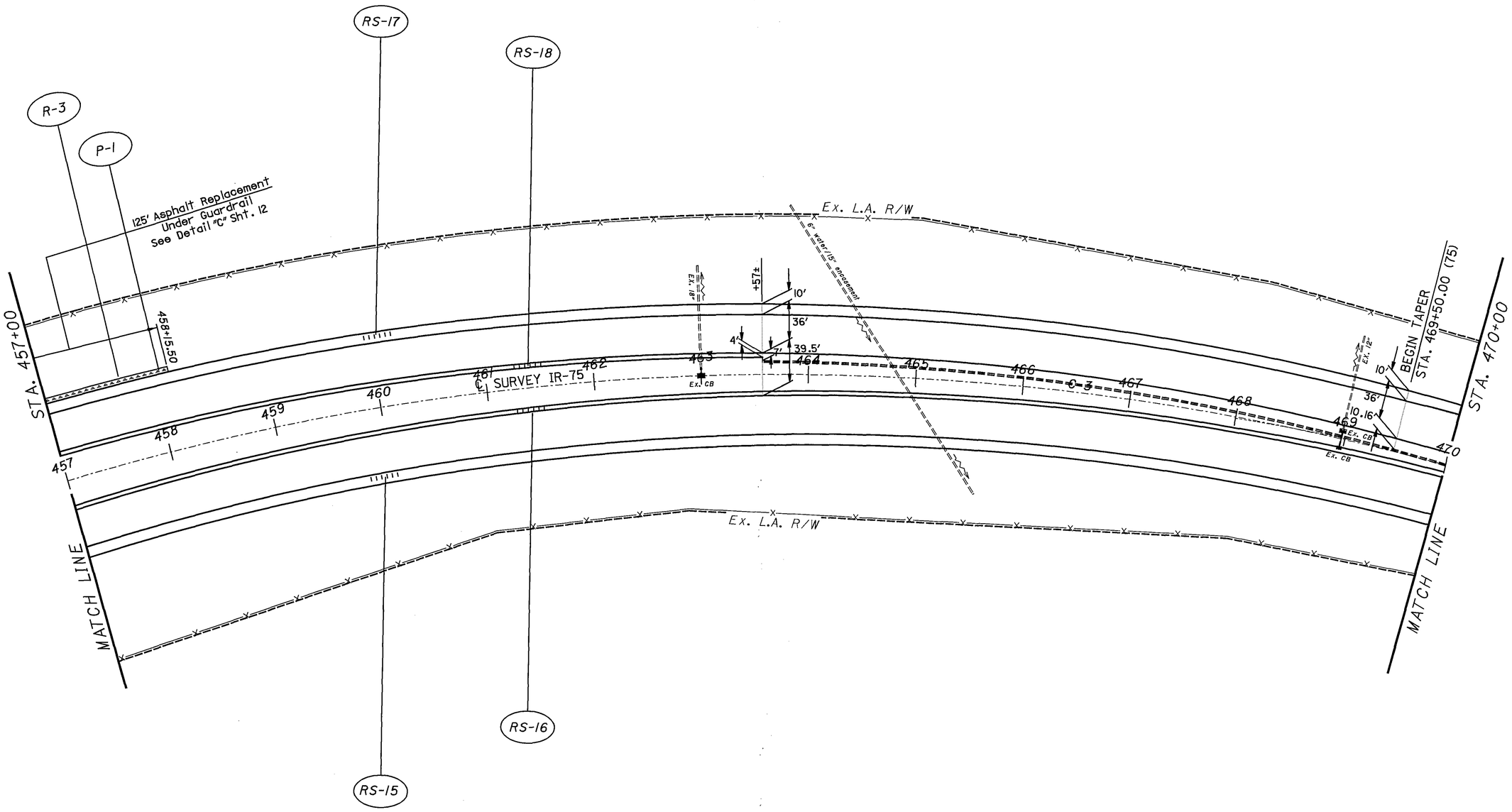
CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 445+00 TO STA. 457+00

MOT-75-6.16

100
135

I:\de



FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOL,S SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

HORIZONTAL SCALE IN FEET
0 25 50 100

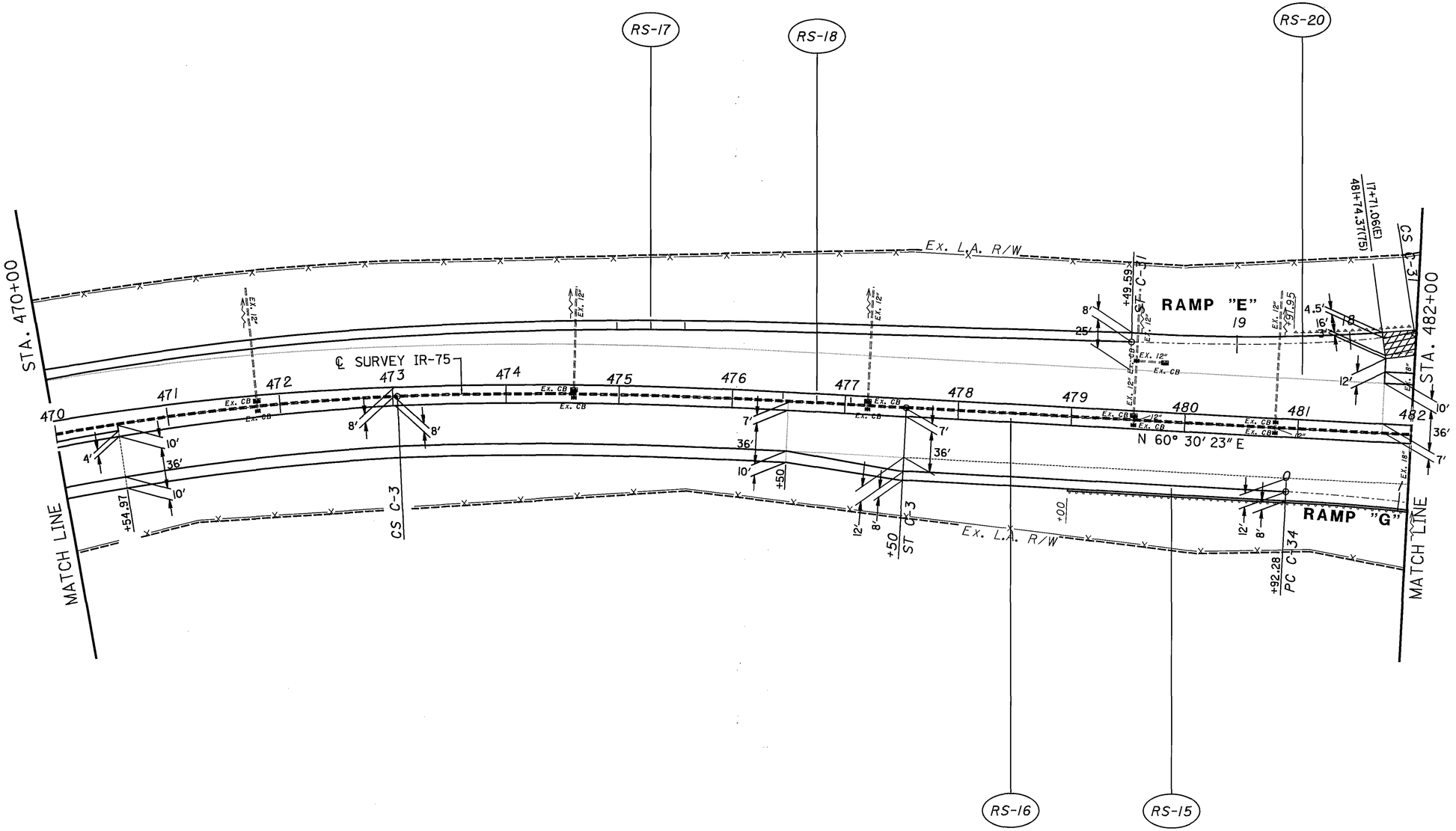
CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 457+00 TO STA. 470+00

MOT-75-6.16

101
135

I:\de



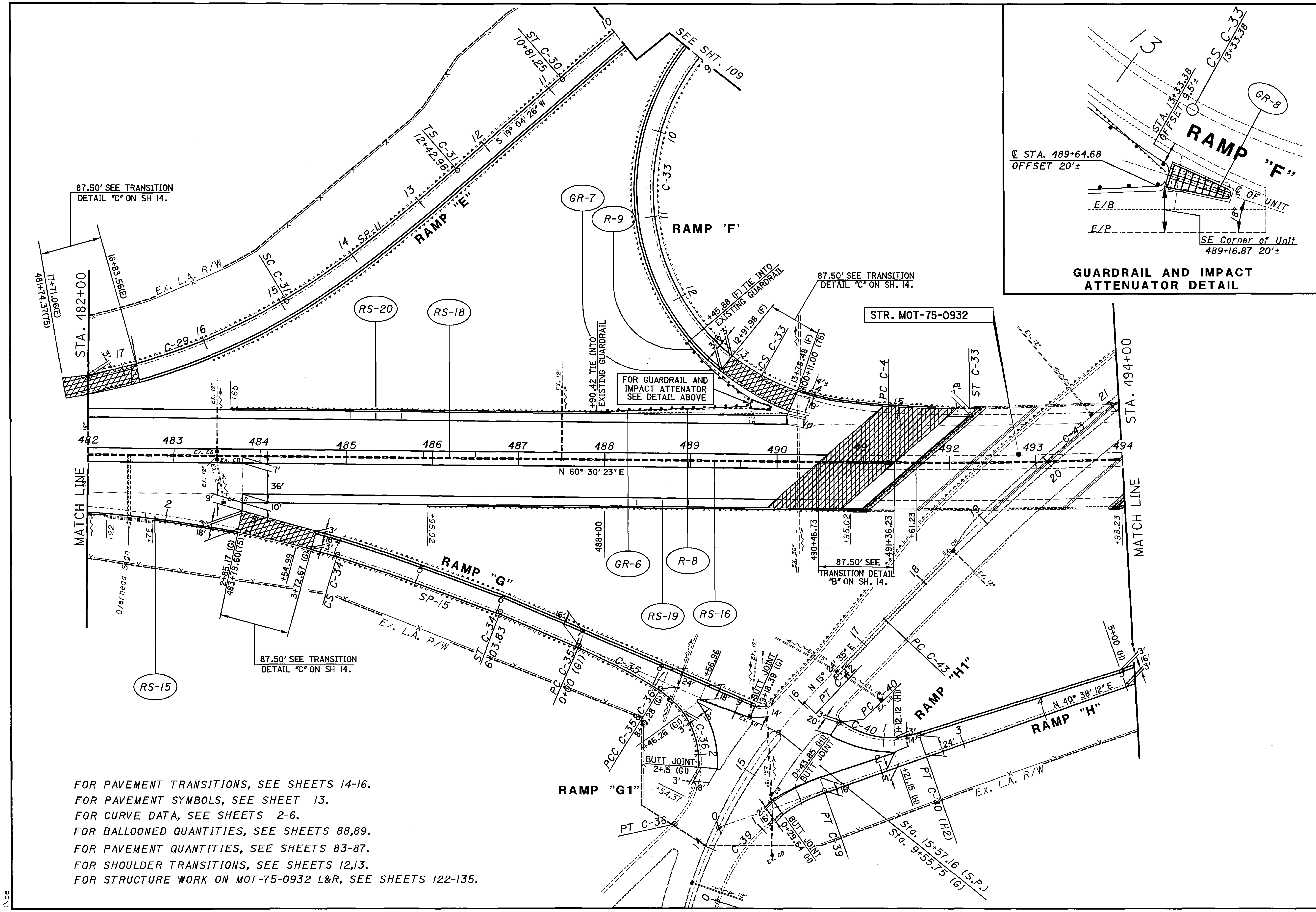
FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 470+00 TO STA. 482+00

MOT-75-6.16



RAMP "E"
RAMP 'F'
RAMP "G"
RAMP "G1"
RAMP "H"
RAMP "H1"
MATCH LINE
STA. 482+00
STA. 494+00
N 60° 30' 23" E
STR. MOT-75-0932
SEE SHT. 109
87.50' SEE TRANSITION DETAIL "C" ON SH 14.
87.50' SEE TRANSITION DETAIL "C" ON SH. 14.
87.50' SEE TRANSITION DETAIL "B" ON SH. 14.
FOR GUARDRAIL AND IMPACT ATTENATOR SEE DETAIL ABOVE
+90.42 TIE INTO EXISTING GUARDRAIL
+45.88 (F) TIE INTO EXISTING GUARDRAIL
Ex. L.A. R/W
Overhead Sign
GR-6
GR-7
GR-8
R-8
R-9
RS-15
RS-16
RS-18
RS-19
RS-20
BUTT JOINT
N 40° 38' 12" E
N 13° 24' 35" E
S 19° 04' 26" W
℄ STA. 489+64.68 OFFSET 20'±
STA. 13+33.38 OFFSET 9.5'±
SE Corner of Unit 489+16.87 20'±
℄ OF UNIT
E/B
E/P
HORIZONTAL SCALE IN FEET

GUARDRAIL AND IMPACT ATTENUATOR DETAIL

FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.
FOR STRUCTURE WORK ON MOT-75-0932 L&R, SEE SHEETS 122-135.

CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 482+00 TO STA. 494+00

MOT-75-6.16

FOR RAMPS "E" & "F", SEE SHEETS 71 &77.

FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

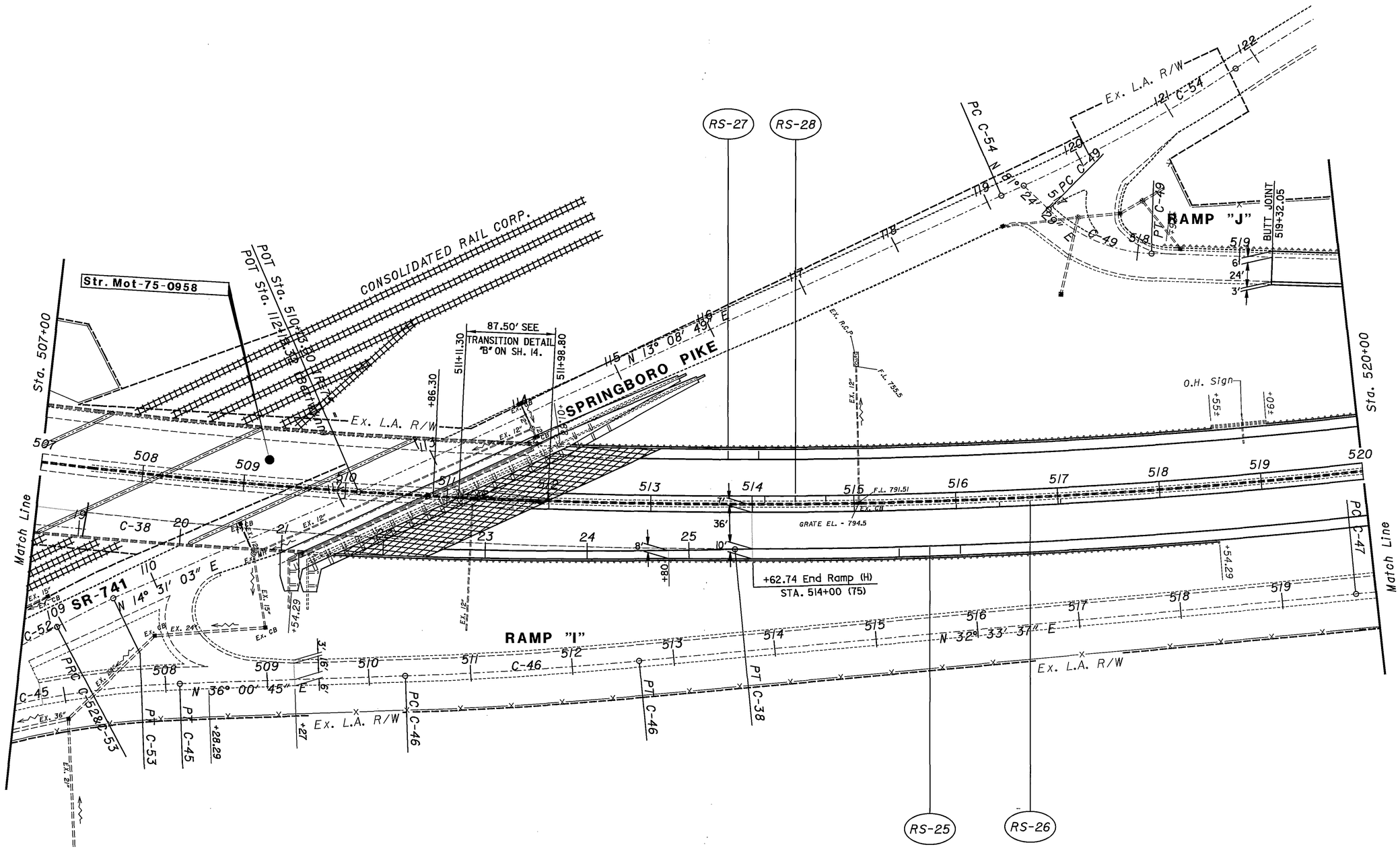
HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 494+00 TO STA. 507+00

MOT-75-6.16

104
135



FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

HORIZONTAL SCALE IN FEET
0 25 50 100

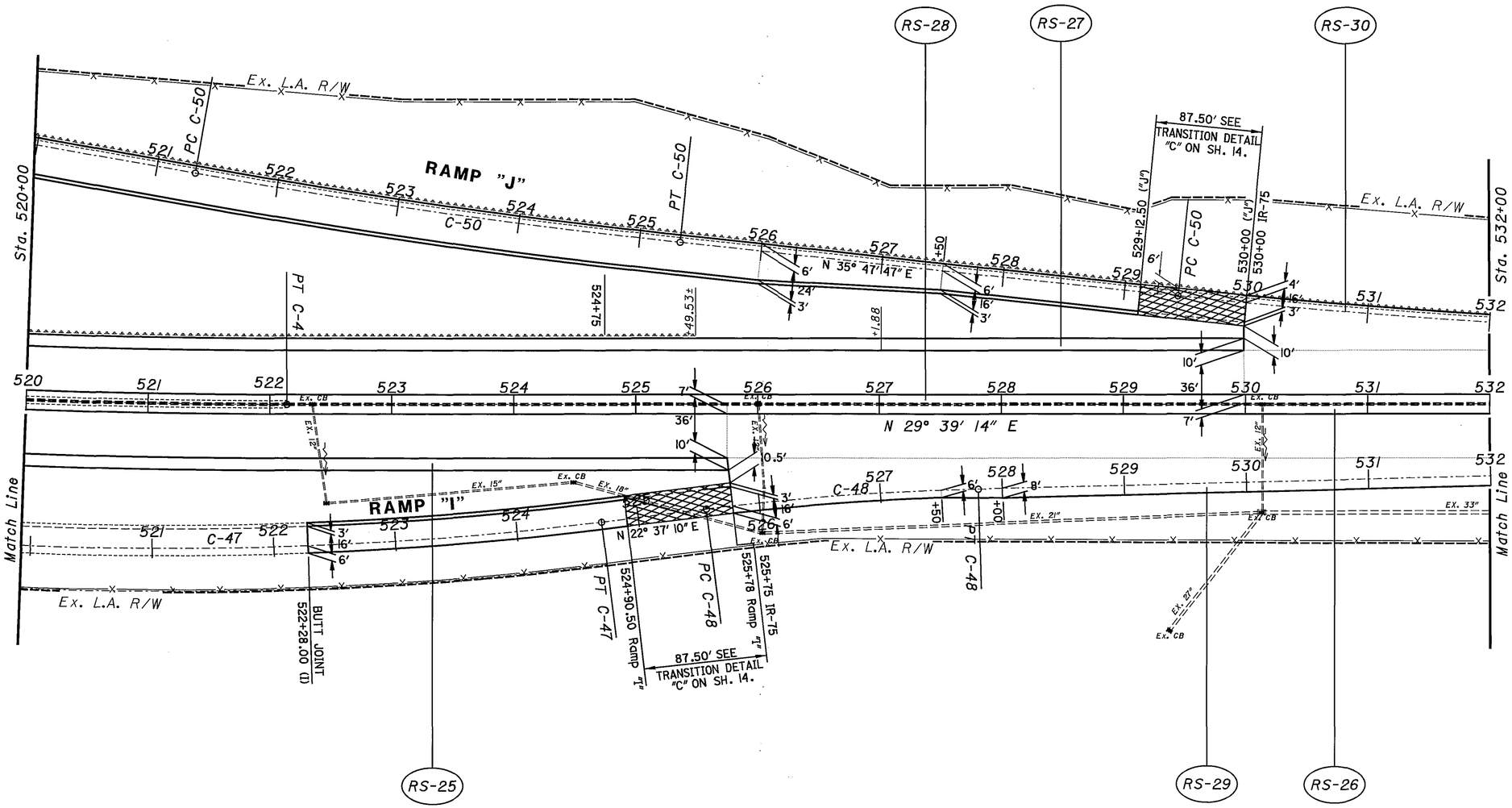
CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 507+00 TO STA. 520+00

MOT-75-6.16

105
135

I:\de



FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

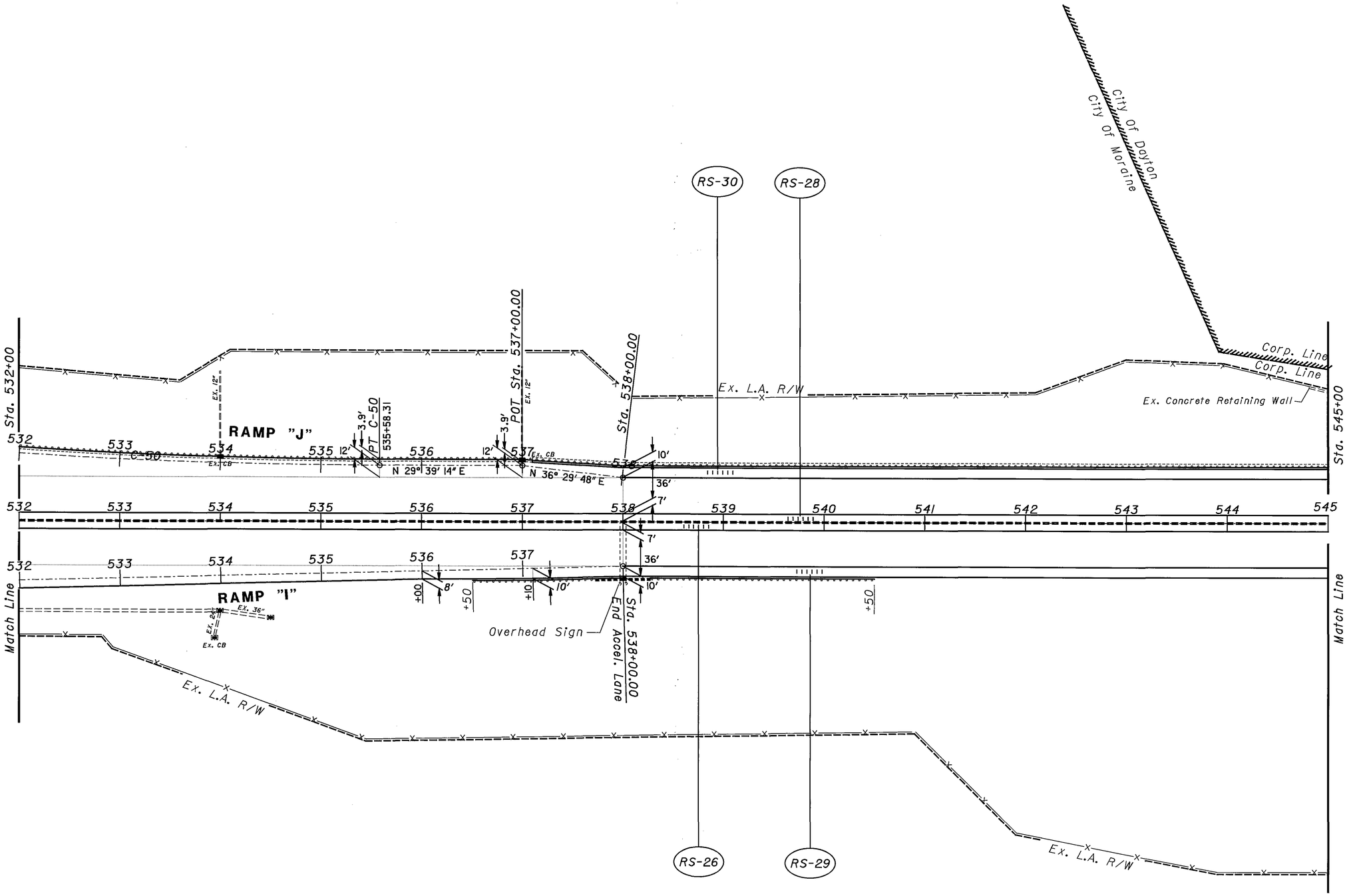
HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 520+00 TO STA. 532+00

MOT-75-6.16

106
135



FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 532+00 TO STA. 545+00

MOT-75-6.16

107
135

I:\de

END WORK:
Sta. 202+00.00 L&R

END PROJECT:
Sta. 200+14.57 L&R
S.L.M. 10.41

E040(960)

GREAT MIAMI RIVER

RS-30 RS-28 R-4 GR-5 R-7 R-5 P-2

ARBOR BLVD.

87.5' SEE TRANSITION DETAIL "B" ON SH. 14.

200+14.57

201+02.07

200+74.71

CARILLON BLVD.

STR. MOT-75-1043L&R

City Of Dayton
City Of Moraine

Ex. L.A. R/W

Ex. Concrete Retaining Wall

U.G.S. "H"
547+19.64

Sta. 545+00

545 546 547 548 549 201 202 203 204 205

Match Line

+90±

548+75

STATION EQUATION:
STA. 549+71.15 (BACK)
Sta. 200+11.72 (Ahead)

PC Sta. 201+20.00

Ex. L.A. R/W

Corp. Line
Corp. Line

City of Dayton
City Of Moraine

BURIED CABLE (DP&L)

RS-29

RS-26

Ex. L.A. R/W

FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

1:\de

N

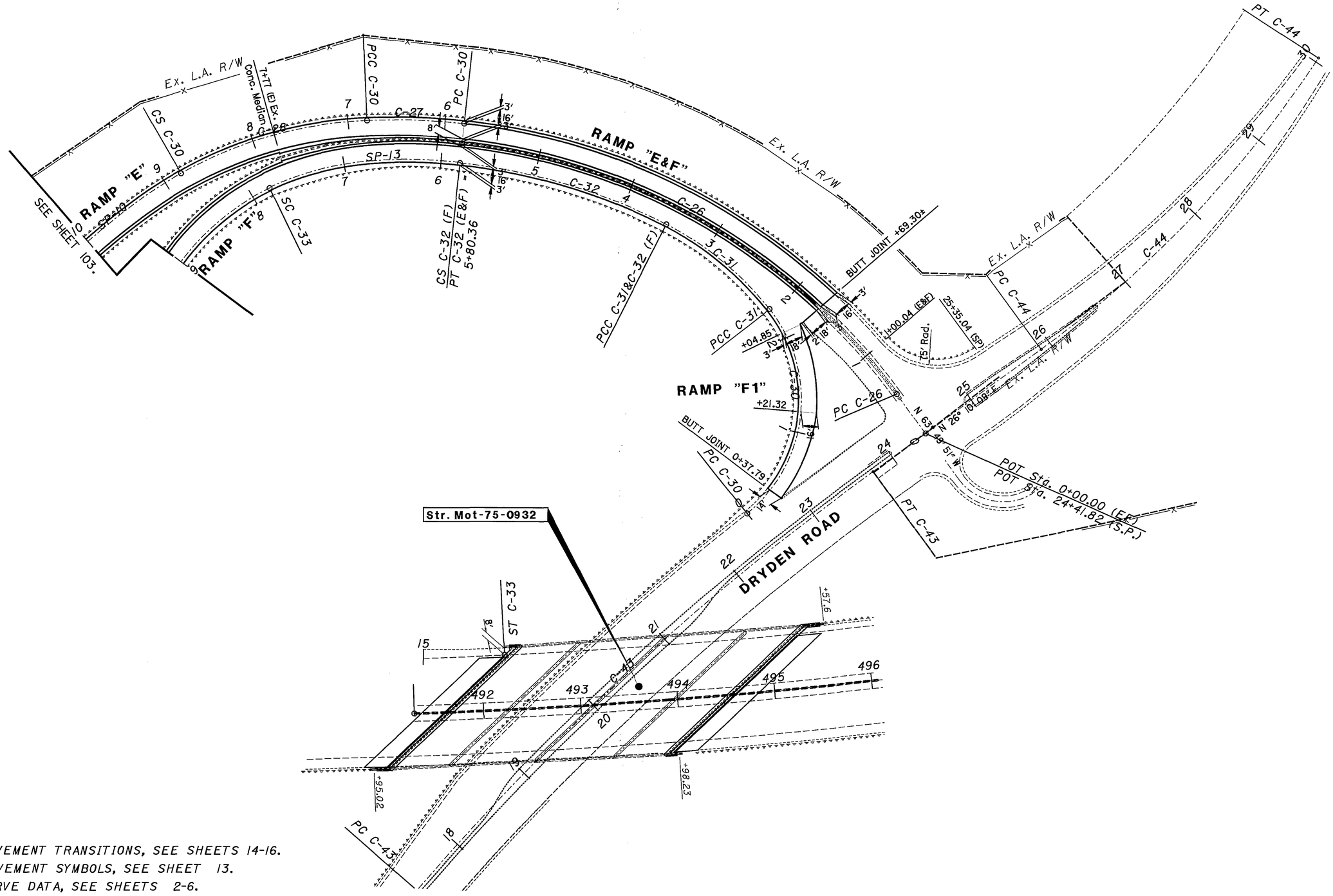
0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED REB
CHECKED TLB

PLAN SHEET
STA. 545+00 TO STA. 205+00

MOT-75-6.16

108
135



FOR PAVEMENT TRANSITIONS, SEE SHEETS 14-16.
FOR PAVEMENT SYMBOLS, SEE SHEET 13.
FOR CURVE DATA, SEE SHEETS 2-6.
FOR BALLOONED QUANTITIES, SEE SHEETS 88,89.
FOR PAVEMENT QUANTITIES, SEE SHEETS 83-87.
FOR SHOULDER TRANSITIONS, SEE SHEETS 12,13.

N

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED REB
CHECKED TLB

PLAN SHEET
RAMPS "E", "EF", "F"

MOT-75-6.16

109
135

I:\de

LOCATION	STATION FROM	STATION TO	SIDE		644 WHITE EDGE LINE, AS PER PLAN	644 YELLOW EDGE LINE, AS PER PLAN		644 WHITE LANE LINE, AS PER PLAN	644 WHITE DOTTED LINE, 6"	644 WHITE CHANNELZING LINE			644 STOP LINE	644 CURB MARKING					621 R.P.M., ONE-WAY WHITE	621 R.P.M., TWO-WAY WHITE/RED	621 R.P.M., TWO-WAY YELLOW/RED
																			TYPE: LOW PROFILE		
					FT.	FT.		FT.	FT.	FT.			FT.	FT.					EACH	EACH	EACH
I.R.-75	325+40.57	378+69.07	RT.			5328.50		10,657											89		
I.R.-75	325+40.57	378+69.07	LT.			5328.50		10,657											89		
STATION EQUATION ON I.R.-75 STA. 378+69.07 BACK = STA. 378+50 AHEAD																					
I.R.-75	378+50.00	549+71.15	RT.			17121.15		34,242.30											285		
I.R.-75	378+50.00	549+71.15	LT.			17121.15		34,242.30											285		
STATION EQUATION ON I.R.-75 STA. 549+71.15 BACK = STA. 200+11.72 AHEAD																					
I.R.-75	200+11.72	201+27.08	RT.			115.36		230.72											2		
I.R.-75	200+11.72	201+27.08	LT.			115.36		230.72											2		
I.R.-75	325+70.89	332+15.00	LT.						644.11												
I.R.-75	325+40.57	332+66.02	RT.		725.45																
DECEL. LANE	332+66.02	345+68.00	RT.		1301.98																
DECEL. LANE	337+50.00	341+50.00	RT.					400													
GORE	341+50.00	345+68.00	RT.							418										11	
GORE	1+37.42 (A)	5+53.07 (A)	RT.							415.65										11	
I.R.-75	332+66.02	337+50.00	RT.						483.98												
I.R.-75	325+40.57	325+70.98±	LT.		30.41																
ACCEL. LANE	325+70.98±	340+24.65	LT.		1453.67																
ACCEL. LANE	334+15.00	340+24.65	LT.		609.65																
ACCEL. LANE	334+15.00	338+60.41	LT.							445.41										11	
ACCEL. LANE	338+60.41	340+24.65	LT.			164.24															2
ACCEL. LANE	332+15.00	334+15.00	LT.					200													
I.R.-75	345+68.00	359+85.15	RT.		1417.15																
I.R.-75	340+24.65	355+41.52	LT.		1516.87																
ACCEL. LANE	359+85.15	375+00.00	RT.		1514.85																
ACCEL. LANE	359+85.15	363+75.00	RT.		389.85																
ACCEL. LANE	14+50.00 (C)	16+72.00	RT.			222															3
ACCEL. LANE	16+72.00 (C)	18+37.00	RT.							165										4	
ACCEL. LANE	363+75.00 (75)	367+35.00 (75)	RT.					360													
I.R.-75	364+29.81	367+21.39	LT.						291.58												
I.R.-75	367+35.00	374+84.92	RT.						749.92												
I.R.-75	355+98.73 ℄SB	367+21.39 ℄SB	LT.		1122.66																
GORE	355+41.52 ℄SB	362+38.00 ℄SB	LT.							696.48										18	
GORE	11+15.00	17+48.00	LT.							633										16	
I.R.-75	362+38.00 ℄SB	364+29.81 ℄SB	LT.					191.81													
I.R.-75	367+21.39 ℄SB	378+32.50 ℄SB	LT.		1111.11																
I.R.-75	375+00.00 ℄SB	378+69.07 ℄SB	RT.		369.07																
STATION EQUATION ON I.R.-75 SB. ℄ STA. 378+32.50 BACK AND NB. ℄ STA. 378+69.07 BACK = ℄ SURVEY STA. 378+50 AHEAD																					
℄ I.R.-75	378+50.00 ℄	476+49.59 ℄	RT.		9799.59																
℄ I.R.-75	378+50.00 ℄	469+50.00 ℄	LT.		9100																
℄ I.R.-75	469+50.00	475+10.00	LT.						560												
DECEL. LANE	476+49.59 ℄	483+79.60 ℄	RT.		730.01																
DECEL. LANE	479+59.10 ℄	482+00 ℄	RT.					240.90													
GORE	482+00.00 ℄	484+50 ℄	RT.							250										6	
GORE	1+06.60 ℄G	2+85.09 ℄G	LT.							178.49										5	
℄ I.R.-75	476+49.59 ℄	479+59.10	RT.						309.51												
TOTALS CARRIED TO SHEET 80.					31,192.32	45,516.26		91,652.75	3039.10	3202.03									752	82	5

CALCULATED REB
CHECKED TLB

PAVEMENT MARKING SUBSUMMARY

MOT-75-6.16

I:\de

LOCATION	STATION FROM	STATION TO	SIDE		644 WHITE EDGE LINE, AS PER PLAN	644 YELLOW EDGE LINE, AS PER PLAN		644 WHITE LANE LINE, AS PER PLAN	644 WHITE DOTTED LINE, 6"	644 WHITE CHANNELZING LINE	644		644 STOP LINE	644 CURB MARKING					621 R.P.M., ONE-WAY WHITE	621 R.P.M., TWO-WAY WHITE/RED	621 R.P.M., TWO-WAY YELLOW/RED
																			TYPE: LOW PROFILE		
					FT.	FT.		FT.	FT.	FT.			FT.	FT.					EACH	EACH	EACH
ACCEL. LANE	469+50	481+75.28	LT.		1225.28																
ACCEL. LANE	475+10	477+50	LT.					240													
ACCEL. LANE	477+50	479+50	LT.							200										5	
ACCEL. LANE	479+50	481+74.32	LT.			224.32															3
ACCEL. LANE	477+50	481+75.28	LT.		425.28																
℄ I.R.-75	481+75.28	489+17.00	LT.		741.72																
GORE	489+17.00	491+00.00	LT.							183										6	
GORE	13.79.48 (F)	14+61.36 (F)	LT.							81.88										2	
DECEL. LANE	490+11.00	498+17.50	LT.		806.50																
DECEL. LANE	491+00.00	494+20.00	LT.					320													
DECEL. LANE	494+20.00	498+17.50	LT.						397.50												
℄ I.R.-75	483+79.60	501+42.00	RT.		1762.40																
ACCEL. LANE	501+42.00	504+70.00	RT.		328																
ACCEL. LANE	501+42.00	504+00.00	RT.			258															3
ACCEL. LANE	504+00.00	504+70.00	RT.							70										3	
ACCEL. LANE	504+70.00	507+10.00	RT.					240													
ACCEL. LANE	501+42.00	514+00.00	RT.		1258																
℄ I.R.-75	489+17.50	530+00.00	LT.		4082.50																
℄ I.R.-75	514+00.00	525+75.00	RT.		1175																
℄ I.R.-75	507+10.00	514+00.00	RT.						690												
ACCEL. LANE	525+75.00	530+00.00	RT.		425																
ACCEL. LANE	525+70.00	528+00.00	RT.			230															3
ACCEL. LANE	528+00.00	530+00.00	RT.							200										5	
ACCEL. LANE	530+00.00	531+60.00	RT.					160													
ACCEL. LANE	525+75.00	538+00.00	RT.		1225																
GORE	530+00.00	533+45.00	LT.							345										10	
GORE	530+00.00 (J)	533+45.00 (J)	LT.							345										9	
DECEL. LANE	533+45.00	535+05.00	LT.					160													
DECEL. LANE	530+00.00	538+00.00	LT.		800																
℄ I.R.-75	535+05.00	538+00.00	LT.						295												
℄ I.R.-75	531+60.00	538+00.00	RT.						640												
℄ I.R.-75	538+00.00	549+71.15	RT.		1171.15																
℄ I.R.-75	538+00.00	549+71.15	LT.		1171.15																
STATION EQUATION ON I.R.-75 STA. 549+71.15 BACK = STA. 200+11.72 AHEAD																					
℄ I.R.-75	200+11.72	201+27.08	RT.		115.36																
℄ I.R.-75	200+11.72	201+27.08	LT.		115.36																
TOTALS CARRIED TO SHEET 80.					16,827.70	712.32		1120	2022.50	1424.88										40	9

CALCULATED REB
CHECKED TLB

PAVEMENT MARKING SUBSUMMARY

MOT-75-6.16

LOCATION	STATION FROM	STATION TO	SIDE		644 WHITE EDGE LINE, AS PER PLAN	644 YELLOW EDGE LINE, AS PER PLAN		644 WHITE LANE LINE, AS PER PLAN	644 WHITE DOTTED LINE, 6"	644 WHITE CHANNELZING LINE			644 STOP LINE	644 CURB MARKING	644 LANE ARROW				621 R.P.M., ONE-WAY WHITE	621 R.P.M., TWO-WAY WHITE/RED	621 R.P.M., TWO-WAY YELLOW/RED
																			TYPE: LOW PROFILE		
	FROM	TO			FT.	FT.		FT.	FT.	FT.			FT.	FT.	EACH				EACH	EACH	EACH
RAMPS																					
"A" - DIXIE HWY.	5+53.07	15+75.00	LT.&RT.		1021.93	1021.93															13
"B" - DIXIE HWY.	7+30.00	21+17.00	LT.&RT.		1387	1387															18
"C" - DIXIE HWY.	3+22.00	14+50.00	LT.&RT.		1128	1128															15
"D" - DIXIE HWY.	2+68.76	11+15.00	LT.&RT.		846.24	846.24															11
"E" - DRYDEN RD.	5+80.36	17+71.06	LT.&RT.		1190.70	1190.70															15
"F" - DRYDEN RD.	5+80.36	13+79.48	LT.&RT.		799.12	799.12															10
"F-1"-DRYDEN RD.	0+37.79	2+04.85	LT.		167.06																
"F-1"-DRYDEN RD.	0+37.79	2+04.85	RT.			167.06								167.06							3
"F-1"-DRYDEN RD.	0+37.79												14								
"F" - DRYDEN RD.	1+69.30	5+80.36	LT.		411.06																
"E&F" - DRYDEN	0+44	5+80.36	RT.			1072.72															14
"E" - DRYDEN RD.	25+35 DRYDEN	5+80.36	RT.		607.57																
"F" - DRYDEN RD.	0+44												16								
"F" - DRYDEN RD.	0+44	1+69.30	LT.		125.30									125.30							
"G" - DRYDEN RD.	2+85.17	9+20.00	LT.			634.83															8
"G" - DRYDEN RD.	2+85.17	8+10.28	RT.		525.11																
"G-1"-DRYDEN RD.	1+07.11	2+15.00	RT.		107.89																
"G-1"-DRYDEN RD.	1+46.26	2+15.00	LT.			68.74								68.74							2
"G" - DRYDEN RD.	8+56.96	9+20.00	RT.		63.04									63.04							
"G" - DRYDEN RD.	9+20.00												14								
"G-1"-DRYDEN RD.	2+15.00												19								
"H" - DRYDEN RD.	0+72.47	12+90.20	RT.		1217.73																
"H" - DRYDEN RD.	2+54.61	12+90.20	LT.			1035.59															13
"H-1"-DRYDEN RD.	0+43.85	1+41.36				97.51															2
"H-1"-DRYDEN RD.	15+80 DRYDEN	1+12.12			100									100							
"H" - DRYDEN RD.	0+72.47	2+21.15				148.68								148.68							2
"I" - S.R. 741	506+77.49	508+28.30	LT.			150.81															2
"I" - S.R. 741	506+77.49	525+75.00	RT.		1897.51																
"I" - SLIP RAMP	110+08.37 SR 741	508+28.30			80																
"I" - S.R. 741	110+56.64 SR 741	525+75.00				1816.56															23
"J" - S.R. 741	517+05.00												28								
"J" - S.R. 741	517+17.00												30								
"J" - S.R. 741	517+05.00	518+15.00	RT.							110										3	
"J" - S.R. 741	518+15.00	526+00.00	RT.					785											7		
"J" - S.R. 741	517+35.00		RT.												2						
"J" - S.R. 741	517+05.00	530+00.00	RT.			1295															17
"J" - S.R. 741	120+97.56 SR 741	530+00.00	LT.		1349																
	TOTALS				13,024.26	12,860.49		785		110			121	672.82	2				7	3	168
TOTALS FROM SHEET 78					31,192.32	45,516.26		91,652.75	3039.10	3202.03									752	82	5
TOTALS FROM SHEET 79					16,827.70	712.32		1120	2022.50	1424.88										40	9
	SUB-TOTALS				61,044.28	59,089.07		93,557.75	5061.51	4736.91			121	672.82					759	125	182
TOTALS CARRIED TO GENERAL SUMMARY					22.75 MI			17.72 MI	5062	4737			121	673	2				1066		

CALCULATED REB
CHECKED TLB

PAVEMENT MARKING SUBSUMMARY

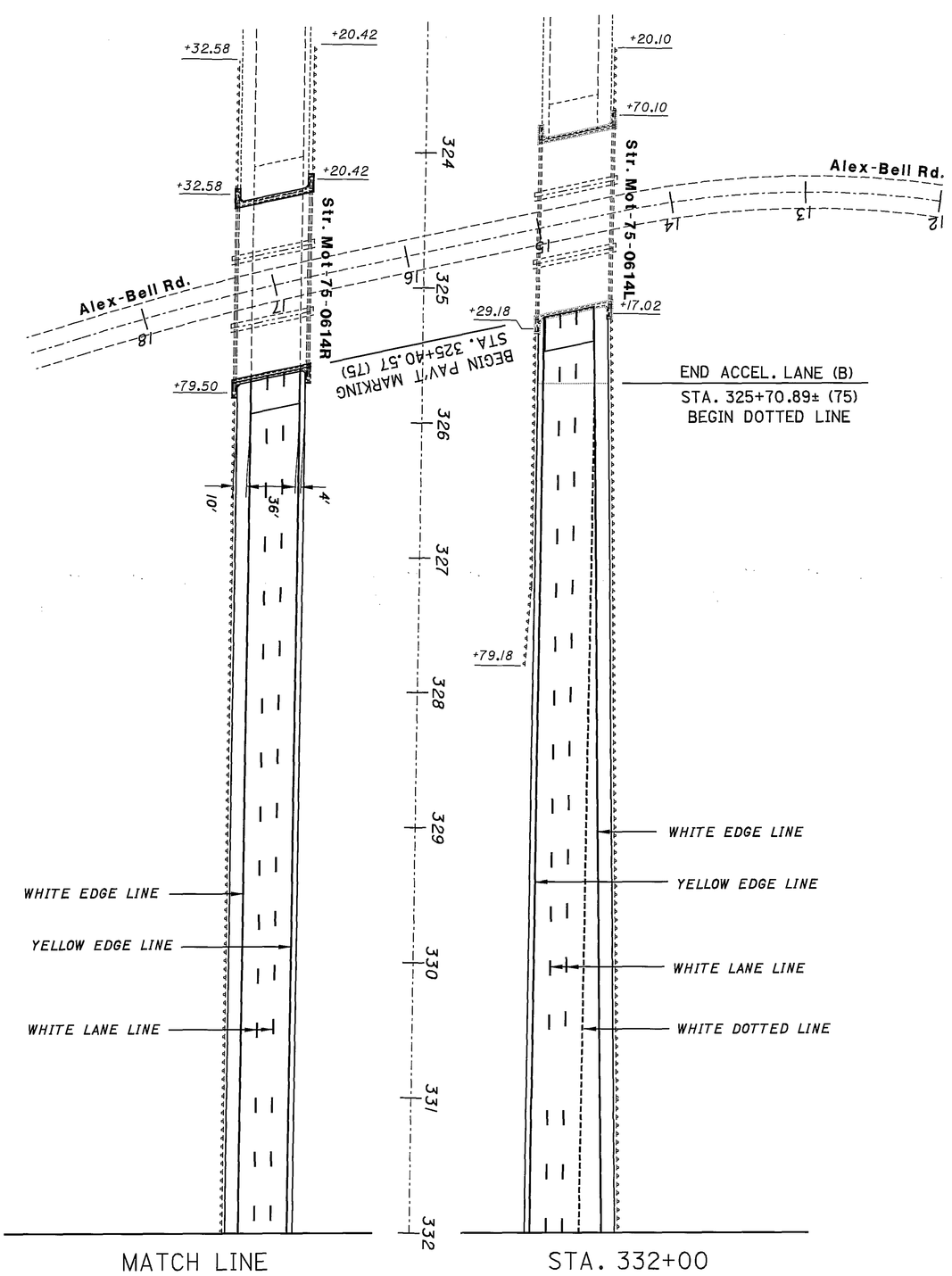
MOT-75-6.16

112
135

1:\de

I:\de

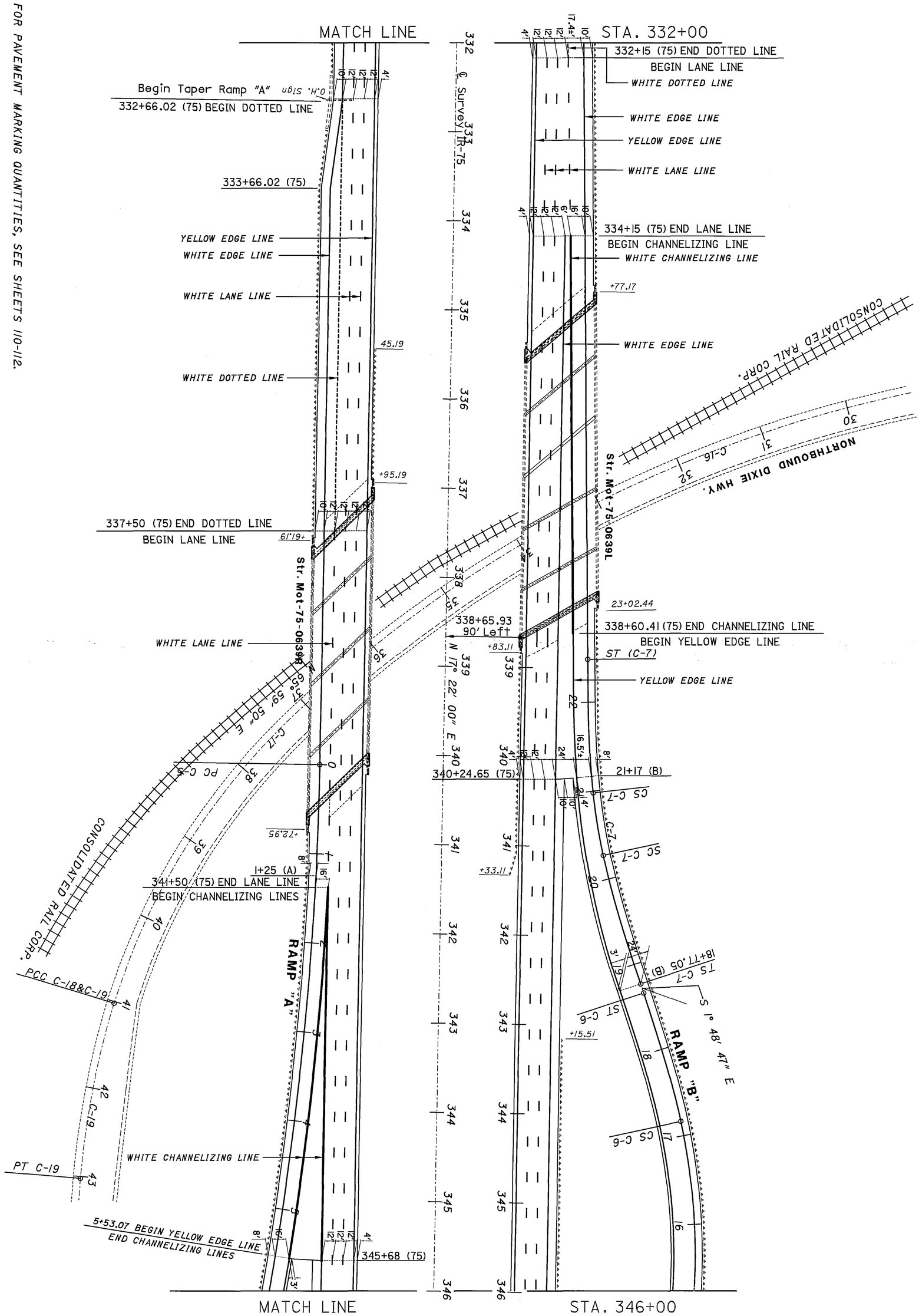
FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 110-112.



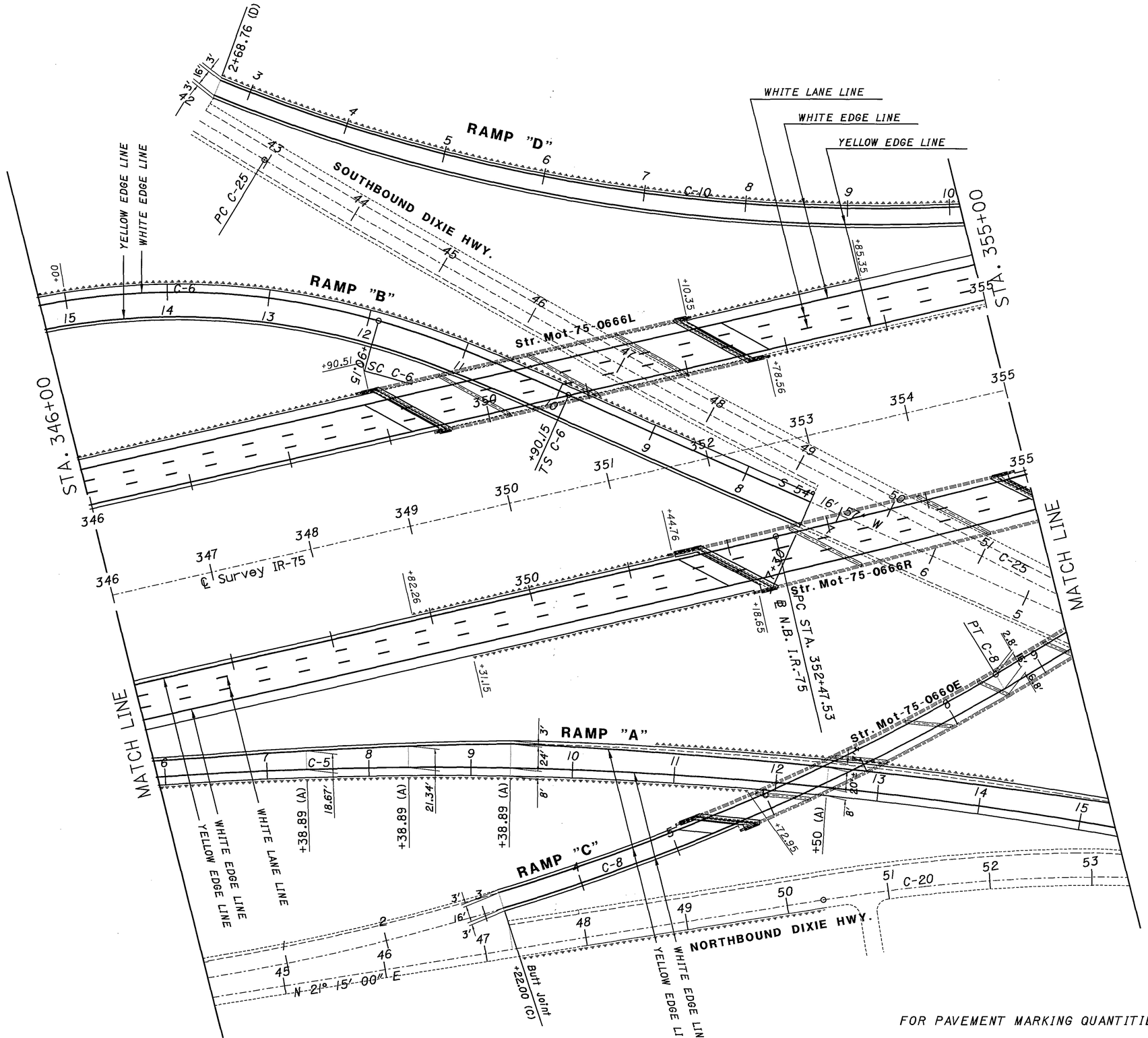
113 / 135	MOT-75-6.16	TRAFFIC CONTROL PLAN - IR 75 DIXIE HIGHWAY INTERCHANGE	CALCULATED REB CHECKED TLB	0 50 25 100 HORIZONTAL SCALE IN FEET

I:\de

FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 110-112.



114 / 135	MOT-75-6.16	TRAFFIC CONTROL PLAN - IR 75 DIXIE HIGHWAY INTERCHANGE	CALCULATED REB CHECKED TLB	0 50 25 100 HORIZONTAL SCALE IN FEET



FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 110-112.

CALCULATED REB
CHECKED TLB

HORIZONTAL SCALE IN FEET
0 25 50 100

TRAFFIC CONTROL PLAN - IR 75
DIXIE HIGHWAY INTERCHANGE

MOT-75-6.16

115
135

i:\de

Great Miami River

Holes Creek

STA. 355+00

WHITE EDGE LINE

YELLOW EDGE LINE

10+58.24 (D)

355+98.73 (℄ SB) END YELLOW EDGE LINE

11+15.00 (D) BEGIN CHANNELIZING LINES

PCC C-10&C-11

WHITE CHANNELIZING LINE

WHITE EDGE LINE

P.C. STA. 359+04.24

78.8' Lt.

YELLOW EDGE LINE

WHITE LANE LINE

17+48 (D) BEGIN LANE LINE

END CHANNELIZING LINES

Str. Mot-75-0686L

364+29.81 (B) SB BEGIN DOTTED LINE

19+48 (D) END LANE LINE

WHITE DOTTED LINE

PT C-11

PT Sta. 21+28.24

366+21.39 (S.B.)

367+21.39 (S.B.)

END DOTTED LINE

STA. 368+00

RAMP "D"

RAMP "C"

℄ Survey IR-75

℄ SURVEY IR-75

355+41.52 (SB)

PC C-1

MATCH LINE

SOUTHBOUND DIXIE HWY.

Sta. 56+56.26 (SB. DIXIE)

Sta. 0+00.00 (B)

N 0° 34' 40" W

362+38 (75)

C-1

Str. Mot-75-0686R

18+37 (C) BEGIN LANE LINE

END CHANNELIZING LINE

363+75 (75)

END LANE LINE

367+35 (75) BEGIN DOTTED LINE

16+72 (C) BEGIN WHITE CHANNELIZING LINE

END YELLOW EDGE LINE

359+85.15 (75)

14+50 (C)

ST C-9

CS Sta. 13+34.23

CS C-9

SC C-9

TS C-9

374+69.16 (B)

374+84.92 (℄)

375+00 (B)

374+84.92 (℄)

END DOTTED LINE

FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 110-112.

CALCULATED REB

CHECKED TLB

0 25 50 100 HORIZONTAL SCALE IN FEET

TRAFFIC CONTROL PLAN - IR 75
DIXIE HIGHWAY INTERCHANGE

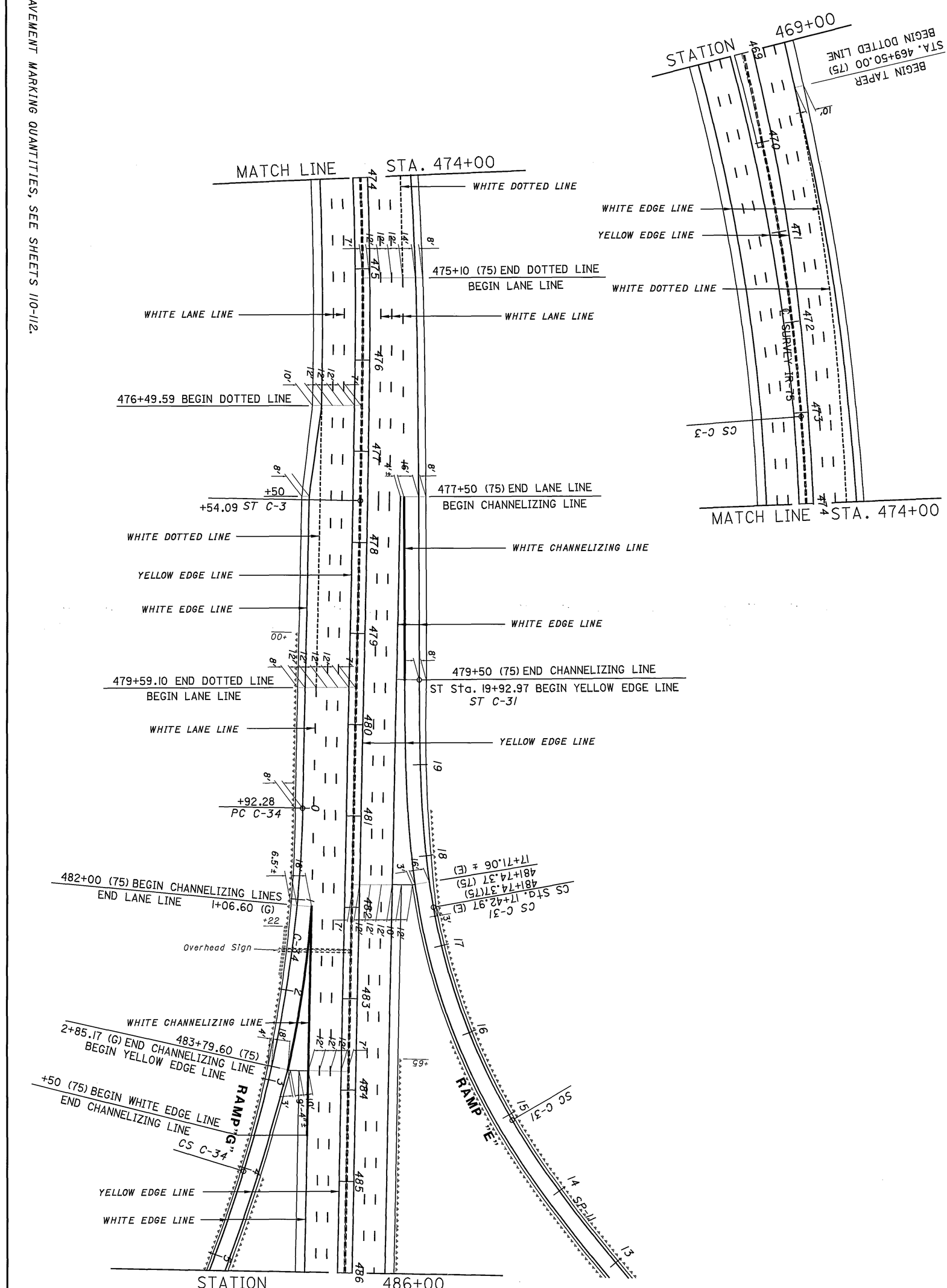
MOT-75-6.16

116
135

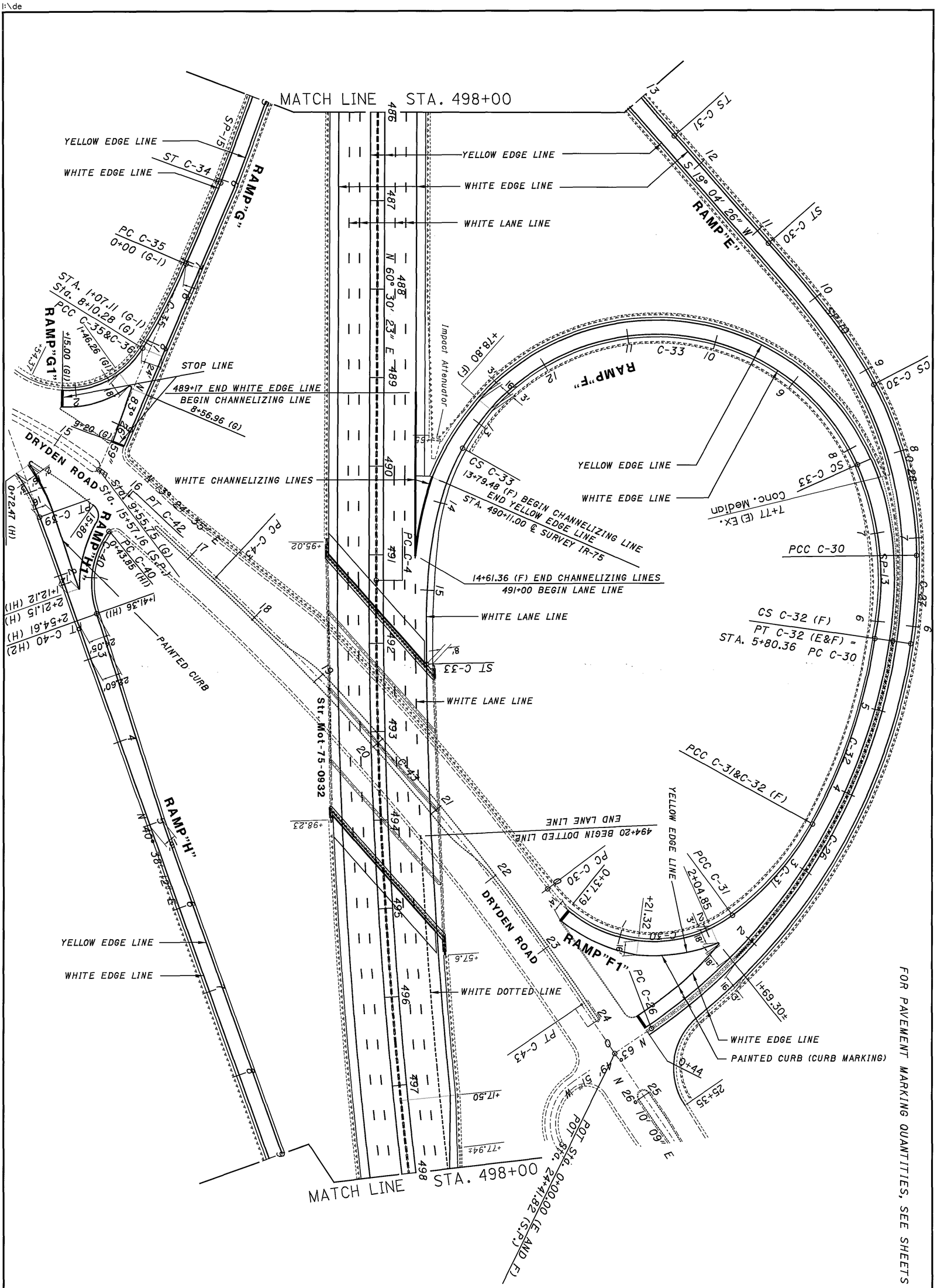
I:\de

I:\de

FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 110-112.



117 / 135	MOT-75-6.16	TRAFFIC CONTROL PLAN - IR-75 DRYDEN ROAD INTERCHANGE	CALCULATED REB CHECKED TLB	0 50 25 100 HORIZONTAL SCALE IN FEET

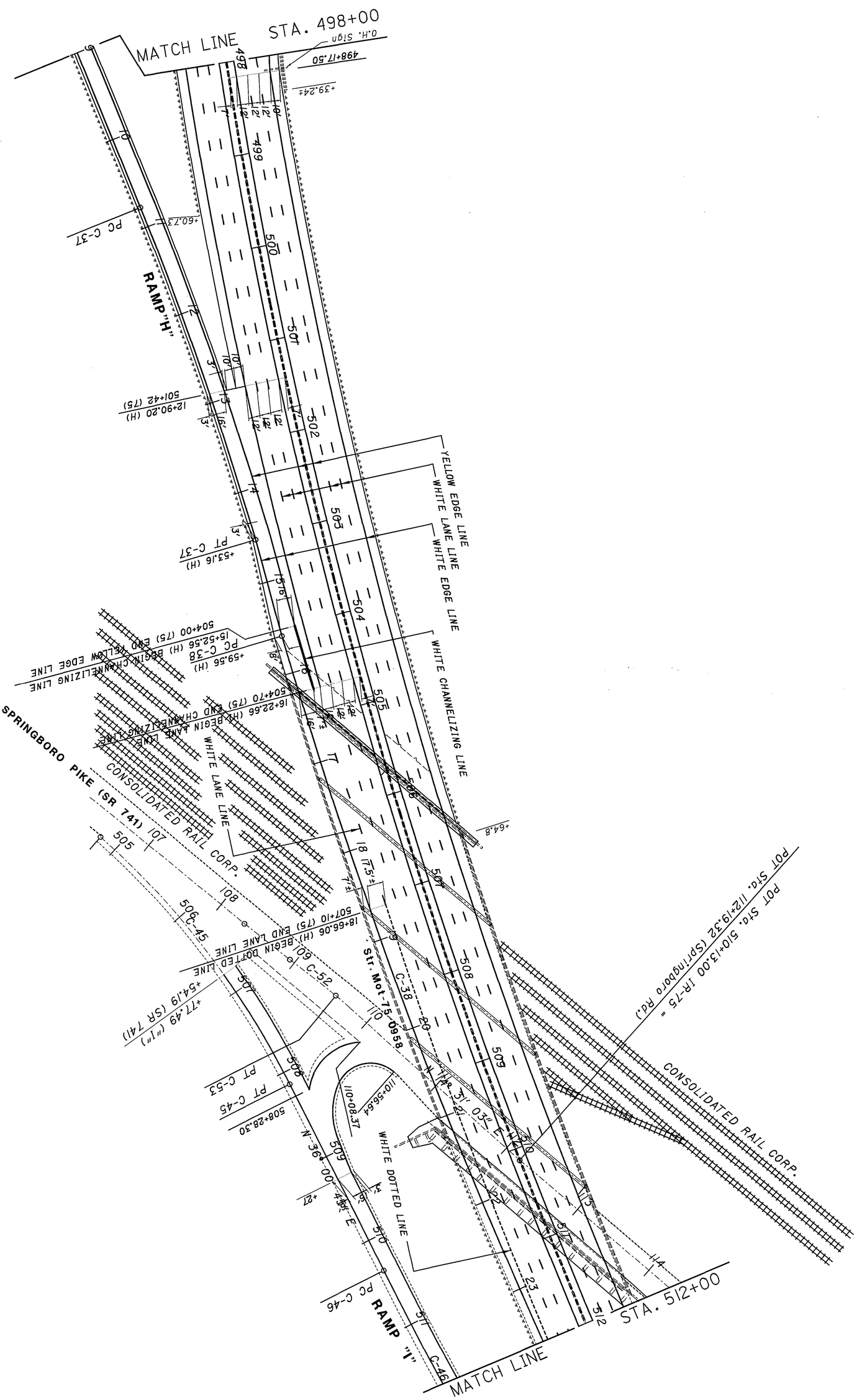


FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 110-112.

135 / 118	MOT-75-6.16	TRAFFIC CONTROL PLAN - IR-75 DRYDEN ROAD INTERCHANGE	CALCULATED REB CHECKED TLB 0 50 25 100 HORIZONTAL SCALE IN FEET

I:\de

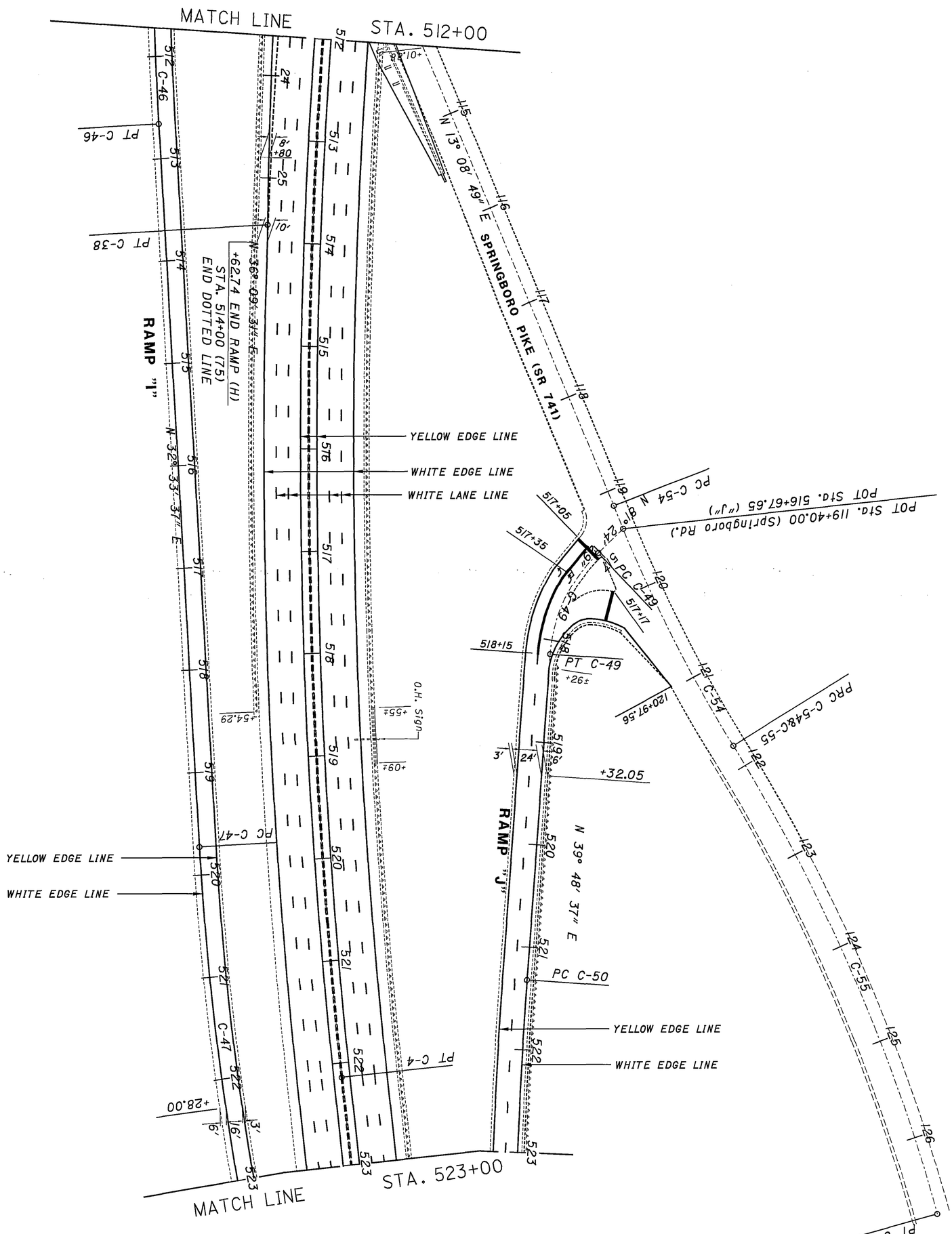
FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 110-112.



119 / 135	MOT-75-6.16	TRAFFIC CONTROL PLAN - IR-75 DRYDEN ROAD AND SPRINGBORO PIKE INTERCHANGES	CALCULATED REB CHECKED TLB	0 50 25 100 HORIZONTAL SCALE IN FEET

I:\de

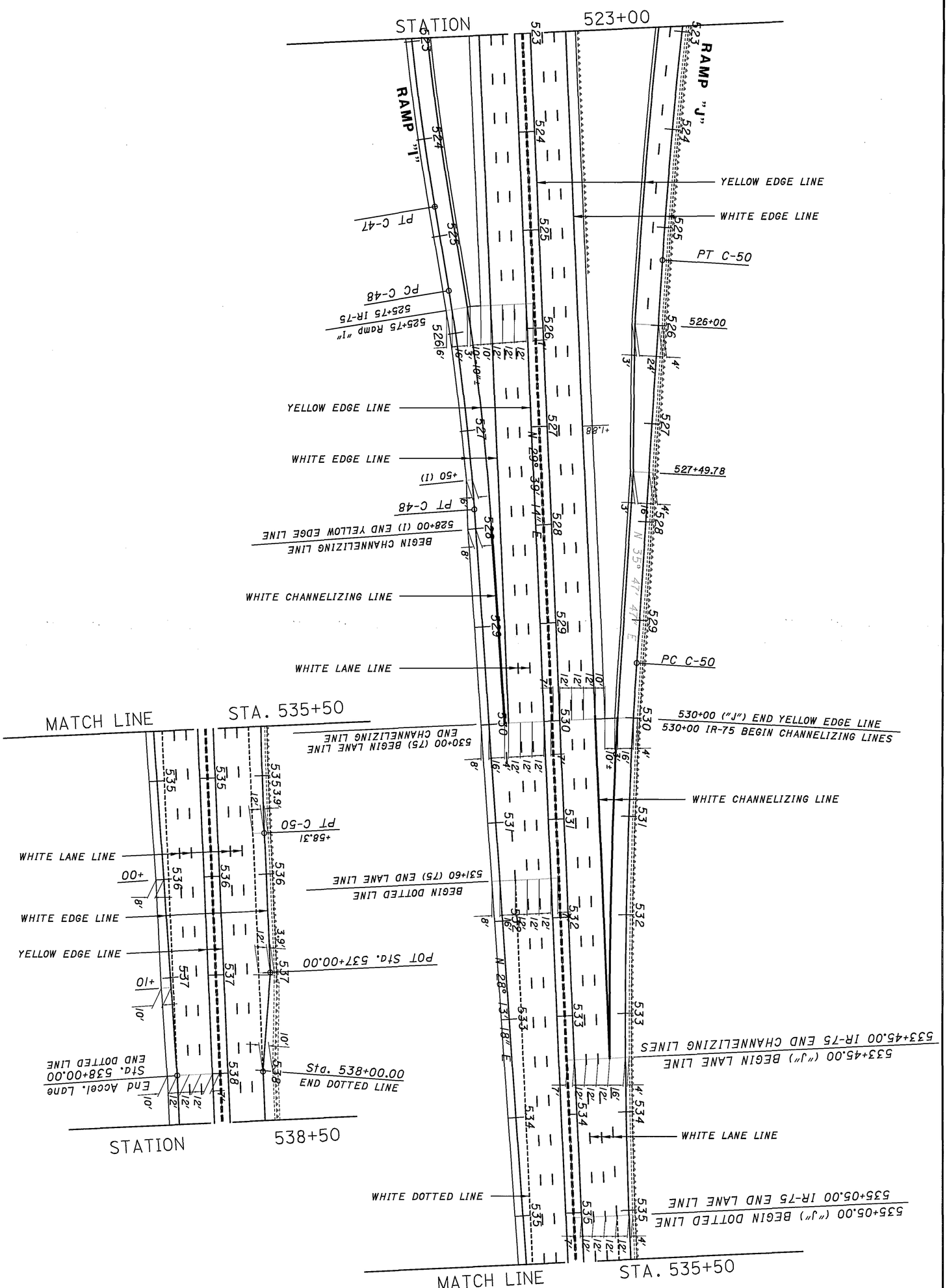
FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 110-112.



120/135	MOT-75-6.16	TRAFFIC CONTROL PLAN - IR 75 SPRINGBORO PIKE (SR 741) INTERCHANGE	CALCULATED REB CHECKED TLB	0 50 25 100 HORIZONTAL SCALE IN FEET

I:\de

FOR PAVEMENT MARKING QUANTITIES, SEE SHEETS 110-112.



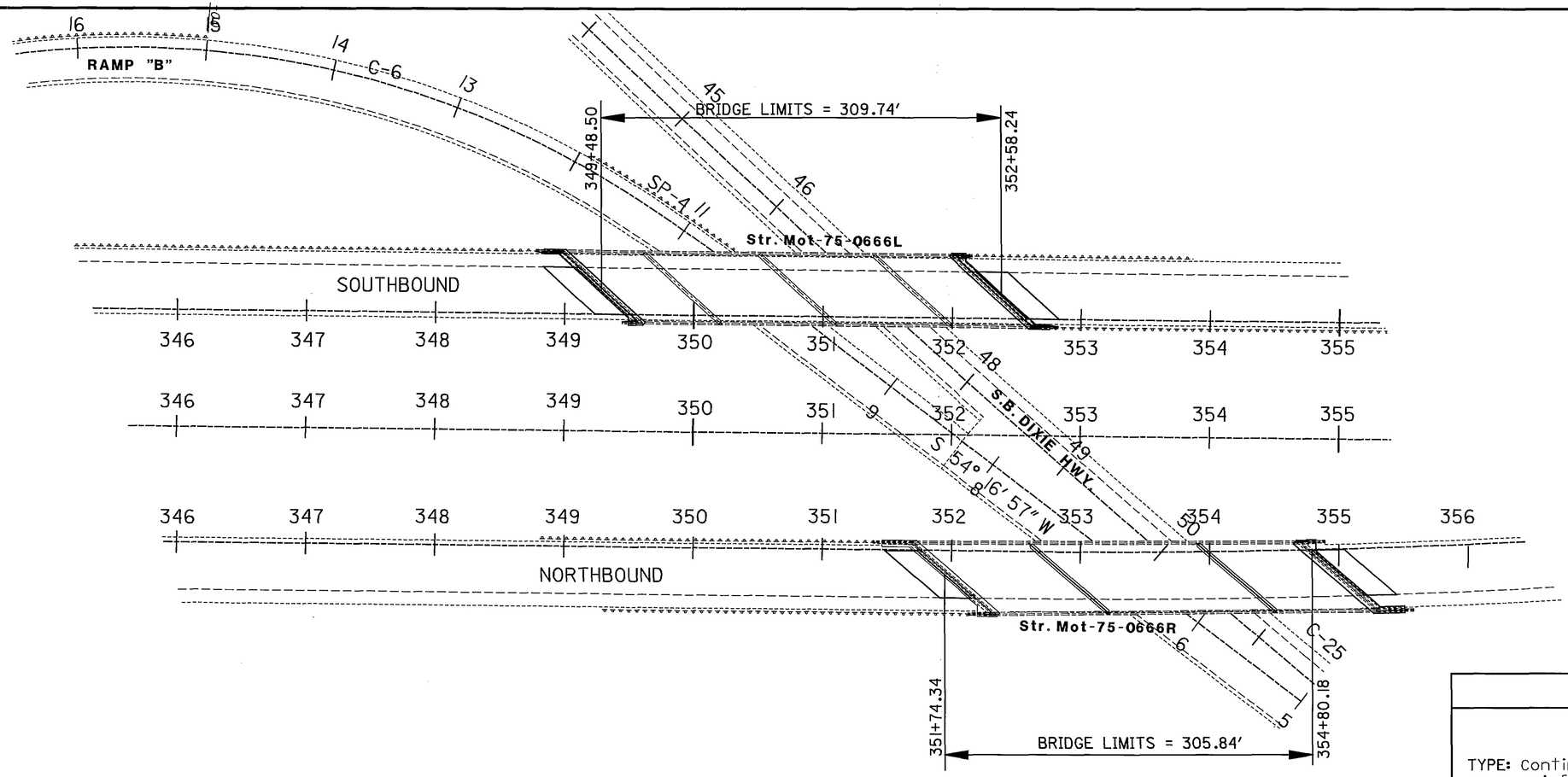
121
135

MOT-75-6.16

TRAFFIC CONTROL PLAN - IR 75
SPRINGBORO PIKE (SR 741) INTERCHANGE

CALCULATED REB
CHECKED TLB

0 50
25 100
HORIZONTAL SCALE IN FEET



NO WORK TO BE DONE ON BRIDGE DECKS OR BRIDGE RAILINGS, PROPOSED BRIDGE WORK APPLIES ONLY TO THE (4) FOUR APPROACH SLABS, BACKWALLS AND EXPANSION JOINTS.

EXISTING STRUCTURE

MOT-75-0666 RIGHT

TYPE: Continuous welded plate girders with reinforced concrete deck & substructure

SPANS: 91'-0", 130-0", 78'-0"

ROADWAY: 54'-0" face to face of parapets

SKEW: 49°-52'-40" R.F.

LOAD FREQUENCY: CF = 2000(57) Adequate for AASHTO alternate loading

WEARING SURFACE: 1" Monolithic concrete

ALIGNMENT: 0° 53' 00" Curve to the left

SUPERELEVATION: Varies

APPROACH SLABS: 25'-0" long (AS-1-54)

EXISTING STRUCTURE

MOT-75-0666 LEFT

TYPE: Continuous rolled steel beam with reinforced concrete deck & substructure

SPANS: 62'-6", 89'-0", 89'-0", 62'-6"

ROADWAY: 54'-0" face to face of parapets

SKEW: 48°-11'-00" R.F.

LOAD FREQUENCY: CF = 2000(57) Adequate for AASHTO alternate loading

WEARING SURFACE: 1" Monolithic concrete

ALIGNMENT: Tangent

APPROACH SLABS: 25'-0" long (AS-1-54)

DESIGN AGENCY: OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 7

DESIGNED	DRAWN	REVIEWED	DATE
REB	REB	TLB	6-30-04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JBS		5706726 L 5706750 R	

STA. 349+00.00
STA. 355+00.00

SITE PLAN

MOT-75-0666 L&R
I.R.- 75 OVER DIXIE HIGHWAY AND RAMP "B"

MOT-75-6.16

ESTIMATED QUANTITIES (MOT-75-0666R)
NORTHBOUND I-75 OVER DIXIE HWY. & RAMP "B"

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
516	31000	157	FT.	JOINT SEALER, 705.04	
SPECIAL	51911710	24	SQ. YD.	PATCHING CONCRETE STRUCTURES, MISC.: APPROACH SLABS AND BACKWALLS	123

ESTIMATED QUANTITIES (MOT-75-0666L)
SOUTHBOUND I-75 OVER DIXIE HWY. & RAMP "B"

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
516	31000	157	FT.	JOINT SEALER, 705.04	
SPECIAL	51911710	24	SQ. YD.	PATCHING CONCRETE STRUCTURES, MISC.: APPROACH SLABS AND BACKWALLS	123

EXISTING STRUCTURE VERIFICATION

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

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

EXISTING BRIDGE PLANS

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

ITEM SPECIAL, PATCHING CONCRETE STRUCTURE, MISC.: APPROACH SLABS AND BACKWALLS

DESCRIPTION:

THIS ITEM SHALL CONSIST OF FURNISHING THE NECESSARY LABOR, MATERIALS, AND EQUIPMENT TO REPAIR CONCRETE APPROACH SLABS AND TOP OF BACKWALLS, INCLUDING THE REMOVAL OF THE EXISTING ASPHALT OVERLAY, REMOVAL OF ALL LOOSE AND UNSOUND CONCRETE, SURFACE PREPARATIONS, BONDING COAT AND MIXING, PLACING AND FINISHING OF THE MORTAR OR CONCRETE PATCHES.

MATERIALS:

MATERIALS SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:

COARSE AGGREGATE (NO.8)	703.02
QUICK SETTING CONCRETE MORTAR, TYPE 2	705.21

REMOVAL:

THE CONTRACTOR SHALL REMOVE THE EXISTING ASPHALT OVERLAY FROM THE APPROACH SLABS AND BACKWALLS. THE ENGINEER SHALL THEN SOUND THE ENTIRE APPROACH SLAB AND TOP OF THE BACKWALL AND OUTLINE THE AREAS TO BE REMOVED. THE PERIMETER OF ALL REMOVAL AREA SHALL BE SAWED TO A DEPTH OF 1" TO PRODUCE A VERTICAL OR SLIGHTLY UNDERCUT FACE. ADDITIONAL SAW CUTS MAY BE REQUIRED TO FACILITATE REMOVAL. ALL UNSOUND CONCRETE INCLUDING ALL PATCHES OTHER THAN SOUND PORTLAND CEMENT CONCRETE, AND ALL LOOSE AND DISINTEGRATED CONCRETE SHALL BE REMOVED. THE UNSOUND CONCRETE MAY BE REMOVED BY CHIPPING OR HAND DRESSING. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 35-POUND CLASS AND SHALL BE OPERATED AT AN ANGLE OF LESS THAN 45 DEGREES MEASURED FROM THE SURFACE OF THE APPROACH SLAB OR TOP OF THE BACKWALL. CONCRETE SHALL BE REMOVED IN A MANNER THAT PREVENTS CUTTING, ELONGATING OR DAMAGING REINFORCING STEEL. WHERE THE BOND BETWEEN THE CONCRETE AND A PRIMARY REINFORCING BAR HAS BEEN DESTROYED, OR WHERE MORE THAN ONE HALF OF THE PERIPHERY OF SUCH A BAR HAS BEEN EXPOSED, THE ADJACENT CONCRETE SHALL BE REMOVED TO A DEPTH THAT WILL PROVIDE A MINIMUM 1" CLEARANCE AROUND THE BAR EXCEPT WHERE OTHER REINFORCING BARS MAKE THIS IMPRACTICABLE. REINFORCEMENT WHICH HAS BECOME LOOSE SHALL BE ADEQUATELY SUPPORTED AND TIED BACK INTO PLACE.

SURFACE PREPARATION:

CLEANING SHALL CLOSELY PRECEDE APPLICATION OF THE BONDING GROUT AND/OR THE PATCHING MATERIAL. THE SURFACE TO BE PATCHED AND THE EXPOSED REINFORCING STEEL SHALL BE THOROUGHLY CLEANED BY SANDBLASTING FOLLOWED BY AN AIR BLAST. IT MAY BE NECESSARY TO USE HAND TOOLS TO REMOVE SCALE FROM THE REINFORCING STEEL. THE PREPARED SURFACE SHALL BE SURFACE DRY.

BONDING GROUT:

PATCHES SHALL BE BONDED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.

PATCHING:

PATCHING MATERIAL SHALL BE MADE USING QUICK SETTING CONCRETE MORTAR, TYPE 2, 705.21. THE MORTAR SHALL BE MIXED AND PLACED AS PER MANUFACTURER'S RECOMMENDATIONS. COARSE AGGREGATE MAY BE ADDED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS WHEN THE DEPTH OF THE PATCH EXCEEDS 1".

WEARING SURFACE:

AFTER THE PATCHING PROCESS HAS BEEN COMPLETED THE CONTRACTOR SHALL OVERLAY THE APPROACH SLABS AND BACKWALLS WITH EITHER ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN OR THE FINAL SURFACE COURSE OF ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), WITH SUPPLEMENTAL 1059 WARRANTY, AS PER PLAN.

METHOD OF MEASUREMENT:

THE QUANTITY SHALL BE THE ACTUAL AREA IN SQUARE YARDS OF THE EXPOSED SURFACE OF PATCHES, IRRESPECTIVE OF THE DEPTH OF THE PATCH, COMPLETE AND ACCEPTED.

BASIS OF PAYMENT:

PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID FOR:

ITEM	UNIT	DESCRIPTION
SPECIAL	SQ. YD.	PATCHING CONCRETE STRUCTURE, MISC.: APPROACH SLABS AND BACKWALLS

DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 7

REVISED	DATE
TLB	6-30-04

STRUCTURE FILE NUMBER
5706726 L
5706750 R

DRAWN	REVISED
REB	

DESIGNED	CHECKED
REB	JBS

ESTIMATED QUANTITIES AND BRIDGE GENERAL NOTES
STRUCTURES; MOT-75-0666 L&R
I.R.- 75 OVER DIXIE HIGHWAY AND RAMP "B"

MOT-75-6.16

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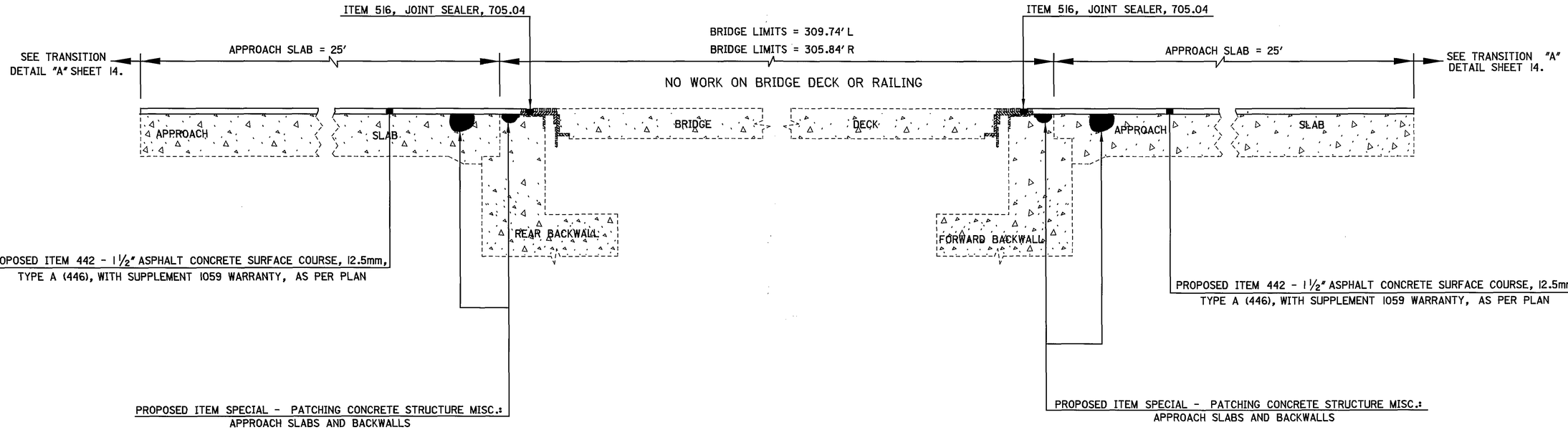

DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 7

DESIGNED	DRAWN	REVISED	DATE	STRUCTURE FILE NUMBERS
REB	REB	TLB	6-30-04	5706726 L 5706750 R
CHECKED	REVISED			
JBS				

GENERAL NOTES & OVERLAY DETAILS

BRIDGE No. MOT-75-0666 L&R
I.R.-75 OVER DIXIE HIGHWAY & RAMP "B"

MOT-75-6.16

3 / 3

124
135

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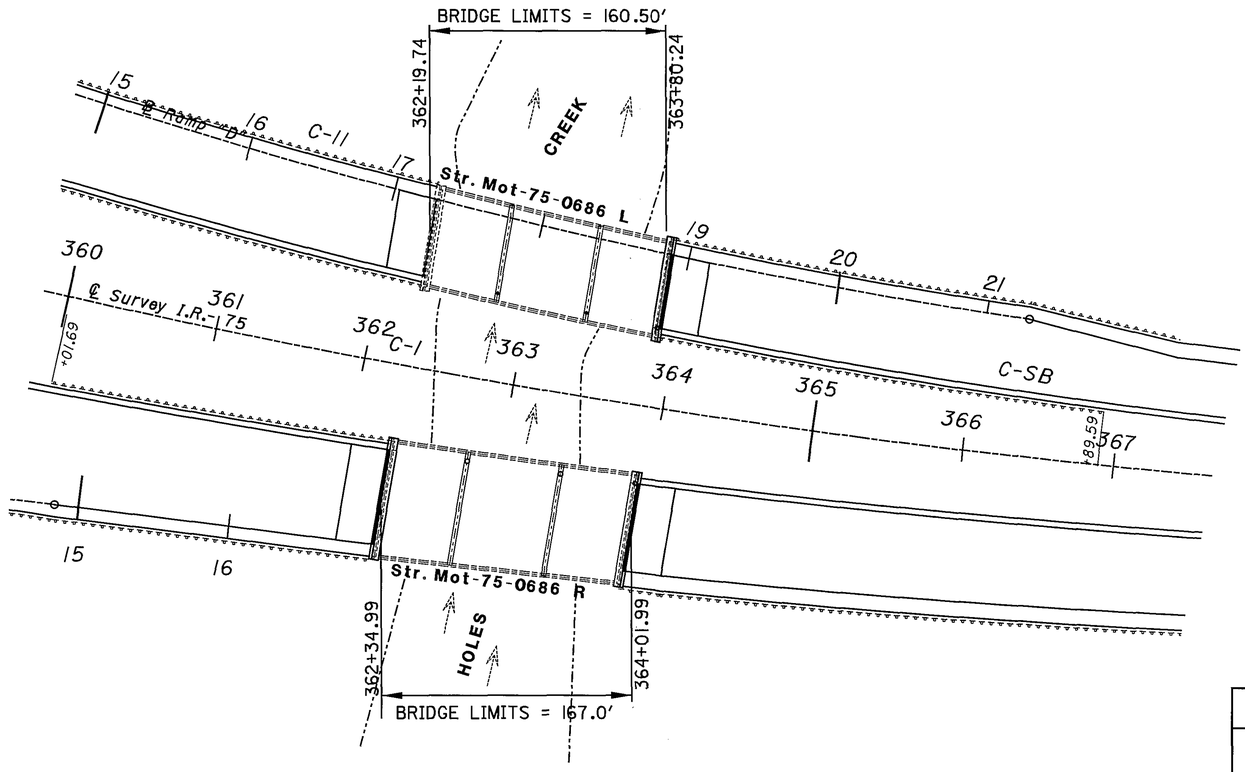

NO WORK TO BE DONE ON BRIDGE DECKS OR BRIDGE RAILINGS,
PROPOSED BRIDGE WORK APPLIES ONLY TO THE (4) FOUR APPROACH SLABS,
BACKWALLS AND EXPANSION JOINTS.

EXISTING STRUCTURE

MOT-75-0686 RIGHT

TYPE: Continuous rolled steel beam with reinforced concrete deck & substructure

SPANS: 50'-0", 62'-6", 50'-0"

ROADWAY: Varies face to face of parapets

SKEW: 1°-45'-42" L.F.

LOAD FREQUENCY: CF = 2000(57) Adequate for AASHTO alternate loading

WEARING SURFACE: 1" Monolithic concrete

ALIGNMENT: 0° 53' 00" Curve to the left

SUPERELEVATION: 0.03

APPROACH SLABS: 25'-0" long (AS-1-54)

EXISTING STRUCTURE

MOT-75-0686 LEFT

TYPE: Continuous rolled steel beam with reinforced concrete deck & substructure

SPANS: 48'-0", 60'-0", 48'-0"

ROADWAY: Varies face to face of parapets

SKEW: 2°-45'-06" R.F.

LOAD FREQUENCY: CF = 2000(57) Adequate for AASHTO alternate loading

WEARING SURFACE: 1" Monolithic concrete

ALIGNMENT: 1° 15' Curve to the left

SUPERELEVATION: 0.04

APPROACH SLABS: 25'-0" long (AS-1-54)

DESIGN AGENCY: OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 7

REVISED TLB DATE 6-30-04

STRUCTURE FILE NUMBERS 5706785 L 5706815 R

DRAWN REB REVISED

DESIGNED REB CHECKED JBS

STA. 362+00.00
STA. 364+50.00

SITE PLAN

MOT-75-0686 L&R
I.R. - 75 OVER HOLES CREEK

MOT-75-6.16

1 / 3

125
135

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ESTIMATED QUANTITIES (MOT-75-0686R)
NORTHBOUND I-75 OVER HOLES CREEK

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
516	31000	146	FT.	JOINT SEALER, 705.04	
SPECIAL	51911710	64	SQ. YD.	PATCHING CONCRETE STRUCTURES, MISC.: APPROACH SLABS AND BACKWALLS	126

ESTIMATED QUANTITIES (MOT-75-0686L)
SOUTHBOUND I-75 OVER HOLES CREEK

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
516	31000	125	FT.	JOINT SEALER, 705.04	
SPECIAL	51911710	53	SQ. YD.	PATCHING CONCRETE STRUCTURES, MISC.: APPROACH SLABS AND BACKWALLS	126

EXISTING STRUCTURE VERIFICATION

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

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

EXISTING BRIDGE PLANS

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

ITEM SPECIAL, PATCHING CONCRETE STRUCTURE, MISC.: APPROACH SLABS AND BACKWALLS

DESCRIPTION:

THIS ITEM SHALL CONSIST OF FURNISHING THE NECESSARY LABOR, MATERIALS, AND EQUIPMENT TO REPAIR CONCRETE APPROACH SLABS AND TOP OF BACKWALLS, INCLUDING THE REMOVAL OF THE EXISTING ASPHALT OVERLAY, REMOVAL OF ALL LOOSE AND UNSOUND CONCRETE, SURFACE PREPARATIONS, BONDING COAT AND MIXING, PLACING AND FINISHING OF THE MORTAR OR CONCRETE PATCHES.

MATERIALS:

MATERIALS SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:

COARSE AGGREGATE (NO.8)	703.02
QUICK SETTING CONCRETE MORTAR, TYPE 2	705.21

REMOVAL:

THE CONTRACTOR SHALL REMOVE THE EXISTING ASPHALT OVERLAY FROM THE APPROACH SLABS AND BACKWALLS. THE ENGINEER SHALL THEN SOUND THE ENTIRE APPROACH SLAB AND TOP OF THE BACKWALL AND OUTLINE THE AREAS TO BE REMOVED. THE PERIMETER OF ALL REMOVAL AREA SHALL BE SAWED TO A DEPTH OF 1" TO PRODUCE A VERTICAL OR SLIGHTLY UNDERCUT FACE. ADDITIONAL SAW CUTS MAY BE REQUIRED TO FACILITATE REMOVAL. ALL UNSOUND CONCRETE INCLUDING ALL PATCHES OTHER THAN SOUND PORTLAND CEMENT CONCRETE, AND ALL LOOSE AND DISINTEGRATED CONCRETE SHALL BE REMOVED. THE UNSOUND CONCRETE MAY BE REMOVED BY CHIPPING OR HAND DRESSING. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 35-POUND CLASS AND SHALL BE OPERATED AT AN ANGLE OF LESS THAN 45 DEGREES MEASURED FROM THE SURFACE OF THE APPROACH SLAB OR TOP OF THE BACKWALL. CONCRETE SHALL BE REMOVED IN A MANNER THAT PREVENTS CUTTING, ELONGATING OR DAMAGING REINFORCING STEEL. WHERE THE BOND BETWEEN THE CONCRETE AND A PRIMARY REINFORCING BAR HAS BEEN DESTROYED, OR WHERE MORE THAN ONE HALF OF THE PERIPHERY OF SUCH A BAR HAS BEEN EXPOSED, THE ADJACENT CONCRETE SHALL BE REMOVED TO A DEPTH THAT WILL PROVIDE A MINIMUM 1" CLEARANCE AROUND THE BAR EXCEPT WHERE OTHER REINFORCING BARS MAKE THIS IMPRACTICABLE. REINFORCEMENT WHICH HAS BECOME LOOSE SHALL BE ADEQUATELY SUPPORTED AND TIED BACK INTO PLACE.

SURFACE PREPARATION:

CLEANING SHALL CLOSELY PRECEDE APPLICATION OF THE BONDING GROUT AND/OR THE PATCHING MATERIAL. THE SURFACE TO BE PATCHED AND THE EXPOSED REINFORCING STEEL SHALL BE THOROUGHLY CLEANED BY SANDBLASTING FOLLOWED BY AN AIR BLAST. IT MAY BE NECESSARY TO USE HAND TOOLS TO REMOVE SCALE FROM THE REINFORCING STEEL. THE PREPARED SURFACE SHALL BE SURFACE DRY.

BONDING GROUT:

PATCHES SHALL BE BONDED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.

PATCHING:

PATCHING MATERIAL SHALL BE MADE USING QUICK SETTING CONCRETE MORTAR, TYPE 2, 705.21. THE MORTAR SHALL BE MIXED AND PLACED AS PER MANUFACTURER'S RECOMMENDATIONS. COARSE AGGREGATE MAY BE ADDED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS WHEN THE DEPTH OF THE PATCH EXCEEDS 1".

WEARING SURFACE:

AFTER THE PATCHING PROCESS HAS BEEN COMPLETED THE CONTRACTOR SHALL OVERLAY THE APPROACH SLABS AND BACKWALLS WITH EITHER ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN OR THE FINAL SURFACE COURSE OF ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), WITH SUPPLEMENTAL 1059 WARRANTY, AS PER PLAN.

METHOD OF MEASUREMENT:

THE QUANTITY SHALL BE THE ACTUAL AREA IN SQUARE YARDS OF THE EXPOSED SURFACE OF PATCHES, IRRESPECTIVE OF THE DEPTH OF THE PATCH, COMPLETE AND ACCEPTED.

BASIS OF PAYMENT:

PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID FOR:

ITEM	UNIT	DESCRIPTION
SPECIAL	SQ. YD.	PATCHING CONCRETE STRUCTURE, MISC.: APPROACH SLABS AND BACKWALLS

DESIGN AGENCY: OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 7

DESIGNED REB | DRAWN REB | REVISED | REVISED | DATE 6-30-04 | CHECKED JBS

STRUCTURE FILE NUMBER 5706785 L, 5706815 R

ESTIMATED QUANTITIES AND BRIDGE GENERAL NOTES

STRUCTURES: MOT-75-0686 L&R
I.R. - 75 OVER HOLES CREEK

MOT-75-6.16

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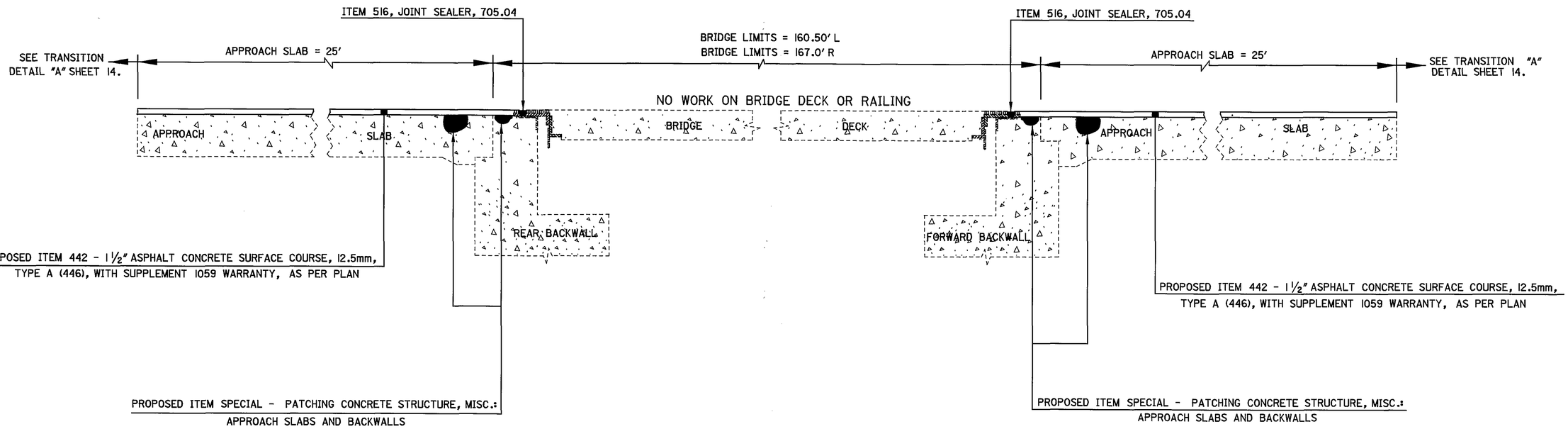


DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 7

DESIGNED	DRAWN	REVIEWED	DATE
REB	REB	TLB	6-30-04
CHECKED	REVISED	STRUCTURE FILE NUMBERS	
JBS		5706785 L 5706815 R	

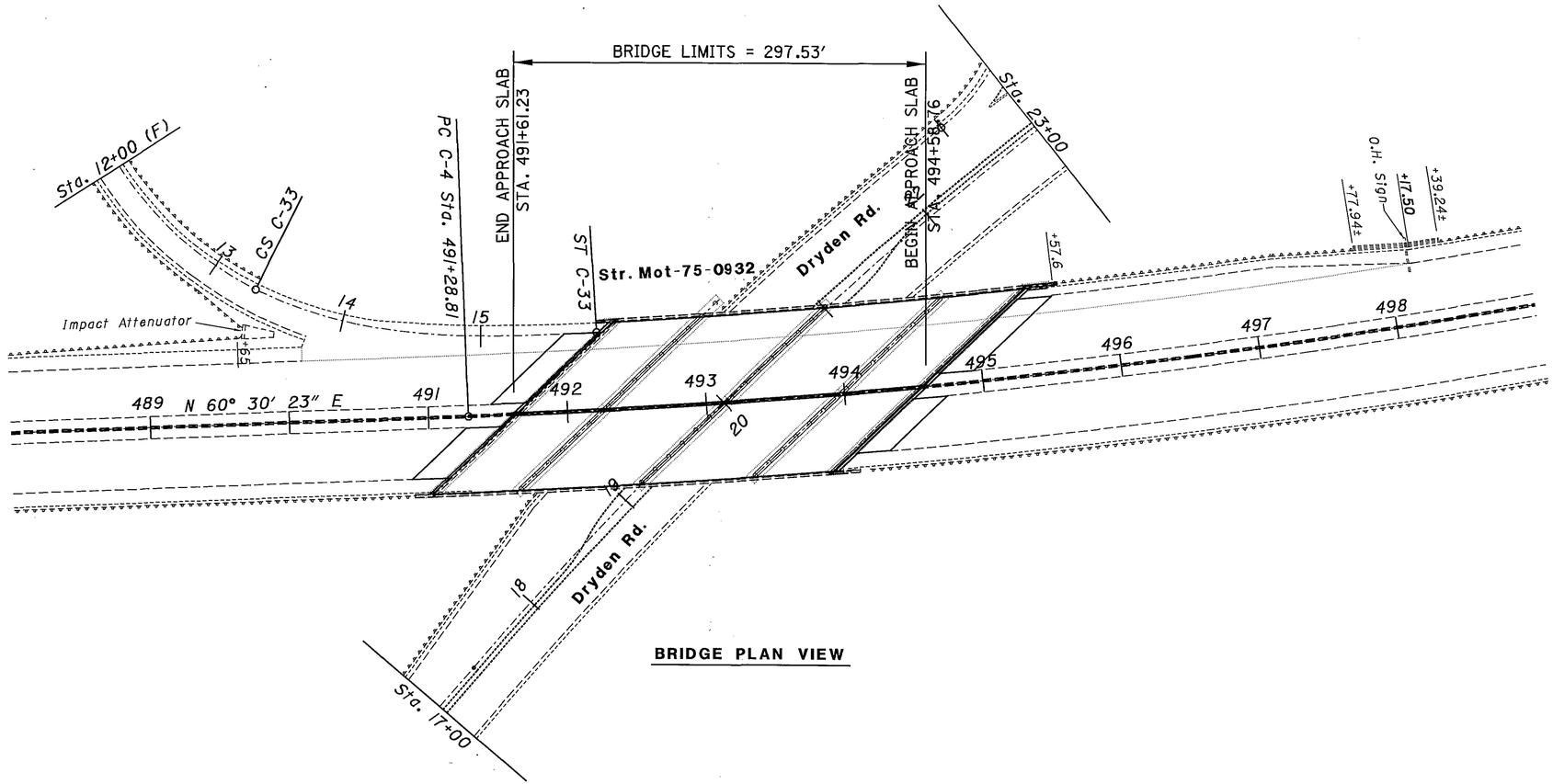
GENERAL NOTES & OVERLAY DETAILS

BRIDGE No. MOT-75-0686 L&R
I.R. - 75 OVER HOLES CREEK

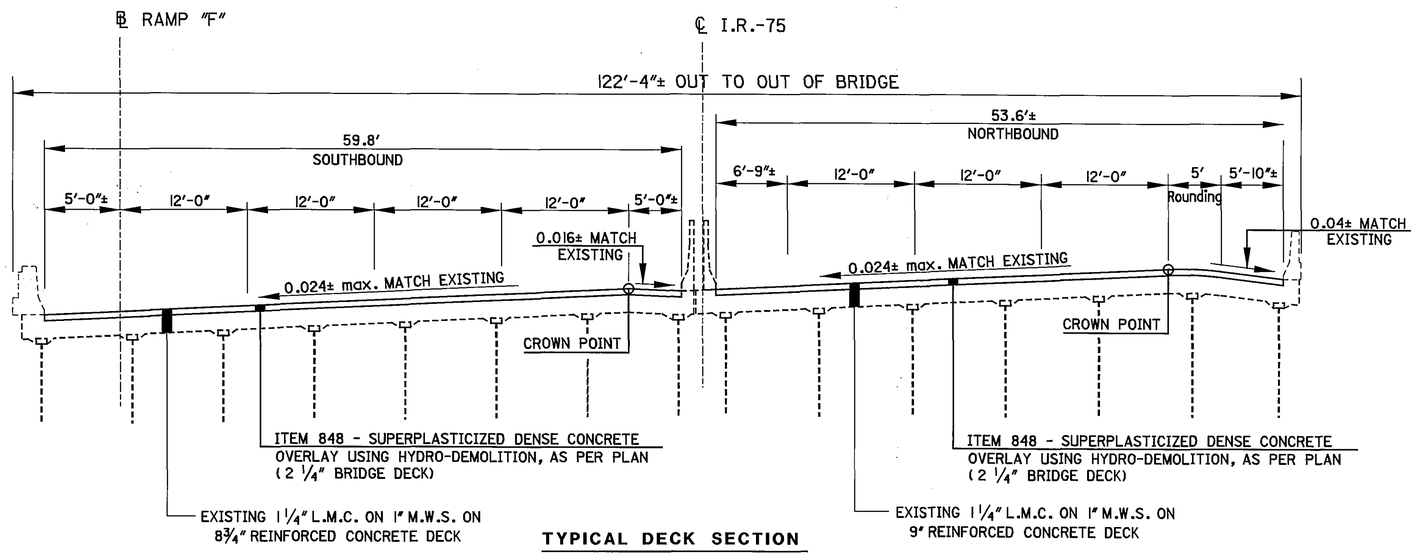
MOT-75-6.16

3 / 3

127 / 135



BRIDGE PLAN VIEW



TYPICAL DECK SECTION

EXISTING STRUCTURE

MOT-75-0932

TYPE: Continuous rolled steel beam with reinforced concrete deck & substructure

SPANS: 61'-6", 88'-0", 83'-0", & 58'-0"

ROADWAY: 120'-0" face to face of parapets

SKEW: 49°-59'-49" L.F.

LOAD FREQUENCY: CF = 2000(57) Adequate for AASHTO alternate loading

WEARING SURFACE: 1 1/4" L.M.C. On 1" Monolithic Concrete

ALIGNMENT: 1° 00' Curve to the left

SUPERELEVATION: 0.024

APPROACH SLABS: 25'-0" long (AS-1-54)

DESIGN AGENCY: OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 7

DESIGNED	DRAWN	REVIEWED	DATE
REB	REB	TLB	6-30-04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JBS		5706998	

STA. 491+61.23
STA. 494+58.76

SITE PLAN

STRUCTURE: MOT-75-0932
I.R.-75 OVER DRYDEN RD.

MOT-75-6.16

1 / 4

128
135

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ESTIMATED QUANTITIES (MOT-75-0932)
NORTHBOUND I-75 OVER DRYDEN RD.

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
SPECIAL	51275000	1071	FT.	SEALING MISC.: SEALING CONCRETE WEARING SURFACE CONSTRUCTION JOINTS WITH HMWM RESIN	130
516	31000	170	FT.	JOINT SEALER, 705.04	
848	10201	213	SQ. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRO-DEMOLITION, AS PER PLAN (2 1/2" APPROACH SLABS AND BACKWALLS)	130
848	10201	1772	SQ. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRO-DEMOLITION, AS PER PLAN (2 1/4" BRIDGE DECK)	130
848	20001	1985	SQ. YD.	SURFACE PREPARATION USING HYDRO-DEMOLITION, AS PER PLAN (APPROACH SLABS, BACKWALLS AND BRIDGE DECK)	130
848	30201	21	CU. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS) MATERIAL ONLY, AS PER PLAN (APPROACH SLABS, BACKWALLS AND BRIDGE DECK)	130
848	50301	213	SQ. YD.	WEARING COURSE REMOVED, ASPHALT, AS PER PLAN (1 1/2" APPROACH SLABS AND BACKWALLS)	130
848	50000	53	SQ. YD.	HAND CHIPPING	
848	50100	LUMP		TEST SLAB	
848	50200	6	CU. YD.	FULL-DEPTH REPAIR	
848	50321	1772	SQ. YD.	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/4" NOMINAL THICKNESS, BRIDGE DECK)	130
848	50340	443	SQ. YD.	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY (APPROACH SLABS, BACKWALLS AND BRIDGE DECK)	

ESTIMATED QUANTITIES (MOT-75-0932)
SOUTHBOUND I-75 OVER DRYDEN RD.

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
SPECIAL	51275000	1071	FT.	SEALING MISC.: SEALING CONCRETE WEARING SURFACE CONSTRUCTION JOINTS WITH HMWM RESIN	130
516	31000	170	FT.	JOINT SEALER, 705.04	
848	10201	281	SQ. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRO-DEMOLITION, AS PER PLAN (2 1/2" APPROACH SLABS AND BACKWALLS)	130
848	10201	2010	SQ. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRO-DEMOLITION, AS PER PLAN (2 1/4" BRIDGE DECK)	130
848	20001	2291	SQ. YD.	SURFACE PREPARATION USING HYDRO-DEMOLITION, AS PER PLAN (APPROACH SLABS, BACKWALLS AND BRIDGE DECK)	130
848	30201	20	CU. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS) MATERIAL ONLY, AS PER PLAN (APPROACH SLABS, BACKWALLS AND BRIDGE DECK)	130
848	50301	281	SQ. YD.	WEARING COURSE REMOVED, ASPHALT, AS PER PLAN (1 1/2" APPROACH SLABS AND BACKWALLS)	130
848	50000	61	SQ. YD.	HAND CHIPPING	
848	50100	LUMP		TEST SLAB	
848	50200	9	CU. YD.	FULL-DEPTH REPAIR	
848	50321	2010	SQ. YD.	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/4" NOMINAL THICKNESS, BRIDGE DECK)	130
848	50340	503	SQ. YD.	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY (APPROACH SLABS, BACKWALLS AND BRIDGE DECK)	

DESIGN AGENCY: OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 7

DESIGNED REB | DRAWN REB | REVISED TLB | DATE 6-30-04 | STRUCTURE FILE NUMBER 5706998

CHECKED JBS | REVISED

ESTIMATED QUANTITIES
STRUCTURE; MOT-75-0932
I.R. - 75 OVER DRYDEN RD.

MOT-75-6.16

I:\de

EXISTING STRUCTURE VERIFICATION

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

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

EXISTING BRIDGE PLANS

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

SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFCATIONS:

848 DATED 4-19-2002

ITEM SPECIAL - SEALING MISC.: SEALING CONCRETE WEARING SURFACE CONSTRUCTION JOINTS WITH HMWM RESIN

A. DESCRIPTION

THIS ITEM SHALL CONSIST OF THE LABOR, MATERIALS, AND EQUIPMENT NECESSARY FOR THE APPLICATION OF SEALER TO NEW CONCRETE WEARING SURFACE CONSTRUCTION JOINTS IN ACCORDANCE WITH THESE SPECIFICATIONS, IN REASONABLE CLOSE CONFORMITY WITH THE PLANS, CMS 705.15, THE MANUFACTURER'S RECOMMENDATIONS, AND AS DIRECTED BY THE ENGINEER.

THIS WORK ITEM SHALL NOT BE PERFORMED DURING THE PERIOD BEGINNING NOVEMBER 1st. AND ENDING MARCH 31st.

B. MATERIALS

THE MATERIAL USED FOR TREATING THE CONSTRUCTION JOINTS SHALL BE A LOW VISCOSITY, NON-FUMING, HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM) RESIN CONFORMING TO CMS 705.15.

A COMPATIBLE PROMOTER/INITIATOR SYSTEM CAPABLE OF PROVIDING THE SAME PHYSICAL QUALITIES OF THE HARDENED RESIN AS IF PROMOTED/INITIATED WITH 2% COBALT NAPHTHANATE (6%) AND 2% CUMENE HYDROPEROXIDE SHALL ALSO BE PROVIDED. MATERIALS SHALL BE STORED AT 18-27 DEGREES CELSIUS (65-80 DEGREES FAHRENHEIT). THE SYSTEM SHALL PROVIDE A RESIN SET TIME OF NOT LESS THAN 40 MINUTES TO NOT MORE THAN 1 1/2HOURS AT THE TIME AND TEMPERATURE OF APPLICATION. THE GEL TIME SHALL BE ADJUSTED TO COMPENSATE FOR THE CHANGE IN TEMPERATURE THROUGHOUT THE DAY. THE TEMPERATURE OF THE SURFACES TO BE TREATED MAY RANGE FROM 10 DEGREES CELSIUS (50 DEGREES FAHRENHEIT) TO 50 DEGREES CELSIUS (120 DEGREES FAHRENHEIT). THE CONTRACTOR SHALL ARRANGE TO HAVE A TECHNICAL REPRESENTATIVE ON SITE TO PROVIDE MIXING PROPORTIONS, EQUIPMENT SUITABILITY, AND SAFETY ADVICE TO THE CONTRACTOR AND ENGINEER. ANY CONFLICT BETWEEN THESE PROVISIONS AND REPRESENTATIVE'S ADVICE SHALL BE RESOLVED AT THE JOB SITE. THE TECHNICAL REPRESENTATIVE SHALL REMAIN AT THE JOB SITE UNTIL SUCH A TIME AS HE AND THE ENGINEER AGREE THAT THE CONTRACTOR IS QUALIFIED IN ALL ASPECTS OF THE APPLICATION OF THE SEALER.

THE PROMOTER AND INITIATOR, IF SUPPLIED SEPARATE FROM THE RESIN, SHALL NOT CONTACT EACH OTHER DIRECTLY. CONTAINERS OF PROMOTERS OR INITIATORS SHALL NOT BE STORED TOGETHER IN A MANNER THAT WILL ALLOW LEAKAGE OR SPILLAGE FROM ONE TO CONTACT THE CONTAINERS OR MATERIAL OF EACH OTHER.

C. APPLICATION

PRIOR TO THE APPLICATION THE CONTRACTOR SHALL REMOVE THE CURING COMPOUND USED ON THE CONCRETE DECK BY THE USE OF AN ABRASIVE BLAST. ALL DEBRIS CREATED BY THIS PROCESS SHALL BE CLEANED UP AND DISPOSED OF BY THE CONTRACTOR.

APPLICATION OF THE CONSTRUCTION JOINT SEALER MATERIAL SHALL BE IN STRICT ACCORDANCE WITH THE SUPPLIER'S CURRENT PUBLISHED INSTRUCTIONS AND/OR SPECIFIC INSTRUCTIONS OF THE MANUFACTURER'S TECHNICAL REPRESENTATIVE AND AS FOLLOWS. THE CONSTRUCTION JOINT AREA TO BE TREATED SHALL REMAIN DRY FOR A MINIMUM OF 8 HOURS AND ABOVE 10 DEGREES CELSIUS (50 DEGREES FARHENHEIT) PRIOR TO APPLICATION. CONSTRUCTION JOINTS SHALL BE DIRECTLY SEALED WITH HMWM RESIN APPLIED FOR A WIDTH OF 6" ON EACH SIDE OF THE CONSTRUCTION JOINT. THE HMWM SHALL BE APPLIED USING A METHOD THAT IS APPROVED BY THE ENGINEER. ADDITIONAL APPLICATION OF MATERIAL TO THE CONSTRUCTION JOINT AREA CAN BE ANTICIPATED IF THE INITIAL APPLICATION DISSIPATES FULLY INTO THE CONSTRUCTION JOINT. IN THESE AREAS, A SECOND COAT WILL BE REQUIRED AFTER THE FIRST COAT HAS STARTED TO CURE.

THE CONTRACTOR SHALL TAKE ALL STEPS NECESSARY TO PREVENT ANY RESIN FROM FLOWING INTO LANES OPEN TO TRAFFIC.

THE CONTRACTOR SHALL BROADCAST SAND OVER THE ENTIRE TREATED AREA OF THE BRIDGE DECK BY MECHANICAL MEANS TO EFFECT A UNIFORM COVERAGE OF 0.80 TO 1.2 LB/SQ. YD. . THE SAND SHALL CONFROM TO THE FOLLOWING GRADING LIMITS:

SIEVE SIZE	% PASSING MAX.
NO. 4 (4.75 mm)	100
NO. 8 (2.36 mm)	90-100
NO. 20 (850 um)	5-15

THE USE OF COMMERCIALLY AVAILABLE BLAST SANDS APPLIED BY A COMMON LAWN BROADCASTER TYPE SEEDER/SPREADER IS ACCEPTABLE. PLACE SAND 10 TO 15 MINUTES AFTER SPREADING THE RESIN AND BEFORE ANY GELLING OF THER RESIN OCCURS.

CLEANING AND FLUSHING OF EQUIPMENT, TOOLS, ETC. SHALL BE DONE WITH AN APPROPRIATE SOLVENT, AS APPROVED BY THE ENGINEER, IN SUCH A MANNER TO MINIMIZE PERSONAL AND ENVIRONMENTAL HAZARDS. WORKERS SHOULD BE ADVISED THAT THE RESIN WILL SOFTEN GUM RUBBER SOLES, AND A FACE MASK SHOULD BE USED TO PROTECT FROM ACCIDENTAL SPLASHES. CLOTHING AND LEATHER SATURATED WITH RESIN WILL HARDEN AND BECOME USELESS.

A TECHNICAL REPRESENTATIVE OF THE MANUFACTURER OR SUPPLIER MUST BE PRESENT ON SITE PRIOR TO STARTING APPLICATION.

D. RESTRICTIONS

TRAFFIC AND EQUIPMENT SHALL NOT BE PERMITTED ON THE SEALED CONSTRUCTION JOINTS UNTIL THE HMWM IS TACK FREE AND A MINIMUM OF 6 HOURS HAVE ELAPSED SINCE APPLICATION. THE RESIN SHALL BE PROTECTED FROM MOISTURE FOR NOT LESS THAN 4 HOURS AFTER PLACEMENT. BARRELS ARE NOT CONSIDERED EQUIPMENT.

E. METHOD OF MEASUREMENT

SEALING CONCRETE CONSTRUCTION JOINTS WITH HMWM RESIN SHALL BE MEASURED AS THE ACTUAL LENGTH IN FOOT OF CONSTRUCTION JOINT SEALED.

F. BASIS OF PAYMENT

ACCEPTED QUANTITIES OF SEALING NEW CONCRETE WEARING SURFACE CONSTRUCTION JOINT WITH HMWM RESIN SHALL BE PAID FOR AT THE UNIT PRICE BID PER FOOT, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, APPLICATION OF THE RESIN, PROVIDING MANUFACTURER'S TECHNICAL REPRESENTATIVE, PROTECTION OF WATERWAYS AND TRAFFIC BELOW BRIDGES, CLEAN UP, AND FOR ALL LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.

PAYMENT SHAL BE MADE UNDER:

ITEM	UNIT	DESCRIPTION
SPECIAL	FOOT	SEALING MISC.: SEALING CONCRETE WEARING SURFACE CONSTRUCTION JOINTS WITH HMWM RESIN

ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/4" BRIDGE DECK)

ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" APPROACH SLABS AND BACKWALLS)

ITEM 848 - SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN

ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN

ITEM 848 - WEARING COURSE REMOVED, ASPHALT, AS PER PLAN (1 1/2" APPROACH SLABS AND BACKWALLS)

ITEM 848 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (1 1/4" NOMINAL THICKNESS, BRIDGE DECK)

THESE ITEMS SHALL BE PERFORMED PER SUPPLEMENTAL SPECIFICATION "BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING HYDRO-DEMOLITION" WITH THE FOLLOWING REVISIONS:

THESE ITEMS SHALL ALSO BE APPLIED TO THE APPROACH SLABS AND BACKWALLS OF THE FOLLOWING STRUCTURE:

MOT-75-0932 (SOUTHBOUND I.R.-75 OVER DRYDEN ROAD)
MOT-75-0932 (NORTHBOUND I.R.-75 OVER DRYDEN ROAD)

THE THICKNESS OF THE CONCRETE OVERLAY REMOVED, ASPHALT WEARING COURSE REMOVED, PROPOSED OVERLAY, AND THE DEPTH OF HYDRODEMOLITION SHALL BE AS SPECIFIED IN THE PLANS.

CONSTRUCTION JOINTS WILL NOT BE PERMITTED IN THE WHEEL LINE.

AT ALL INTERSTATE LOCATIONS, THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 8' BETWEEN THE EDGE OF THE WORKZONE AND THE FINISHING MACHINE DURING WEARING SURFACE PLACEMENT OPERATIONS.

ALL COARSE AGGREGATE SHALL HAVE AN ABSORPTION OF 1.00% OR GREATER AS DEFINED BY ASTM C127.

ALL OTHER REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATION SHALL REMAIN IN EFFECT.

IN ADDITION TO THE ABOVE REQUIREMENTS FOR STRUCTURE MOT-75-0932 (SB) AND MOT-75-0932 (NB) THE FOLLOWING REVISIONS SHALL APPLY:

(SEE 848.18) THE REMOVAL OPERATIONS SHALL NOT BEGIN IF SUSTAINED RAINS (5 HOURS OR MORE WITH BREAKS BETWEEN SHOWERS LESS THAN 1 1/2 HOURS) ARE PREDICTED WITHIN 48 HOURS OF COMMENCEMENT.

(SEE 848.21) THE FINAL DECK SOUNDING MAY TAKE PLACE WITHIN 24 HOURS OF A RAIN, AND THE DECK DOES NOT HAVE TO BE COMPLETELY DRY. IMMEDIATELY AFTER COMPLETION OF THE HYDRODEMOLITION.

(SEE 848.23) FULL DEPTH REPAIR IS NOT REQUIRED IF LESS THAN ONE HALF OF THE DECK ORIGINAL CONCRETE THICKNESS IS SOUND.

(SEE 848.29) THE WET CURE TIME IS REDUCED FROM 72 HOURS TO 24 HOURS, OR UNTIL A BEAM BREAK OF 650 PSI (4.5 Mpa) IS ACHIEVED, WHICHEVER IS GREATER. AFTER THE 24 HOUR WET CURE, THE FINISHED OVERLAY SURFACE SHALL BE CURED BY SPRAYING A UNIFORM APPLICATION OF CURING MATERIAL OF 705.07, TYPE I OR ID, AS PER CMS 511.17 METHOD (B) MEMBRANE CURING. IF THE CURING COMPOUND CAN NOT BE PLACED WITHIN THE SAME SHORT TERM CLOSURE PERIOD AS THE OVERLAY, THE CONTRACTOR MAY ALLOW TRAFFIC ONTO THE OVERLAY, AND SHALL, AT THE NEXT AVAILABLE SHORT TERM CLOSURE PERIOD, APPLY THE MEMBRANE CURING COMPOUND.

(SEE 848.29) TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED OVERLAY SURFACE UNTIL AFTER THE COMPLETION OF THE 24 HOUR WET CURE, AND AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE MODULUS OF RUPTURE OF 650 PSI (4.5 Mpa).

(SEE 848.30) THE OVERLAY SURFACE EVAPORATION RATE REQUIREMENTS ARE IN EFFECT FROM 9:30 AM TO 11:00 PM. THEY ARE NOT IN EFFECT FROM 11:00 PM TO 9:30 AM.

(SEE 848.31) FOR EACH PHASE, THE CONTRACTOR SHALL PROVIDE ENOUGH MATERIAL FOR TWO BEAM BREAKS EACH AT 12 HOURS, 24 HOURS, 36 HOURS, AND 48 HOURS. THE DEPARTMENT WILL PERFORM THE BEAM BREAK TESTS AND DOCUMENT THE TIME OF THE POUR, THE TIME OF THE BEAM BREAK TESTS, AND THE MODULUS OF RUPTURE FOR EACH BEAM UNTIL THE MODULUS OF RUPTURE OF THE TWO TESTS IS NOT LESS THAN 650 PSI (4.5 Mpa). TRAFFIC IS ALLOWED ON THE OVERLAY AT 650 PSI (4.5 Mpa).

IF THE CONTRACTOR CAN NOT COMMENCE THE CONCRETE POUR BY 3 AM SUNDAY, THE CONTRACTOR SHALL FOLLOW ITEM SPECIAL - STRUCTURE, MISC.: EMERGENCY ASPHALT PAVING OPERATION ON STANDBY (SEE SHEET 20).

ALL OTHER REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATION SHALL REMAIN IN EFFECT.

DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 7

DESIGNED REB | DRAWN REB | REVISED | DATE 6-30-04
CHECKED JBS | REVISED TLB | STRUCTURE FILE NUMBER 5706998

BRIDGE GENERAL NOTES
STRUCTURE; MOT-75-0932
I.R. - 75 OVER DRYDEN RD.

MOT-75-6.16

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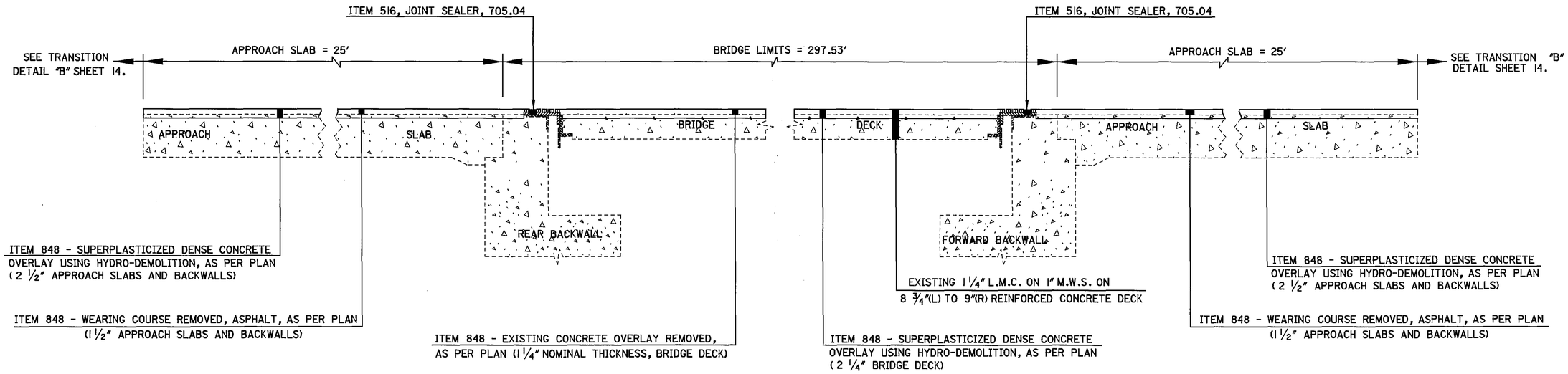

DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 7

DESIGNED	REB	DATE	6-30-04
DRAWN	REB	REVISED	
CHECKED	JBS	REVISED	
REVISED	TLB	STRUCTURE FILE NUMBER	5706998

OVERLAY DETAILS

STRUCTURE, MOT-75-0932
I.R.- 75 OVER DRYDEN RD.

MOT-75-6.16

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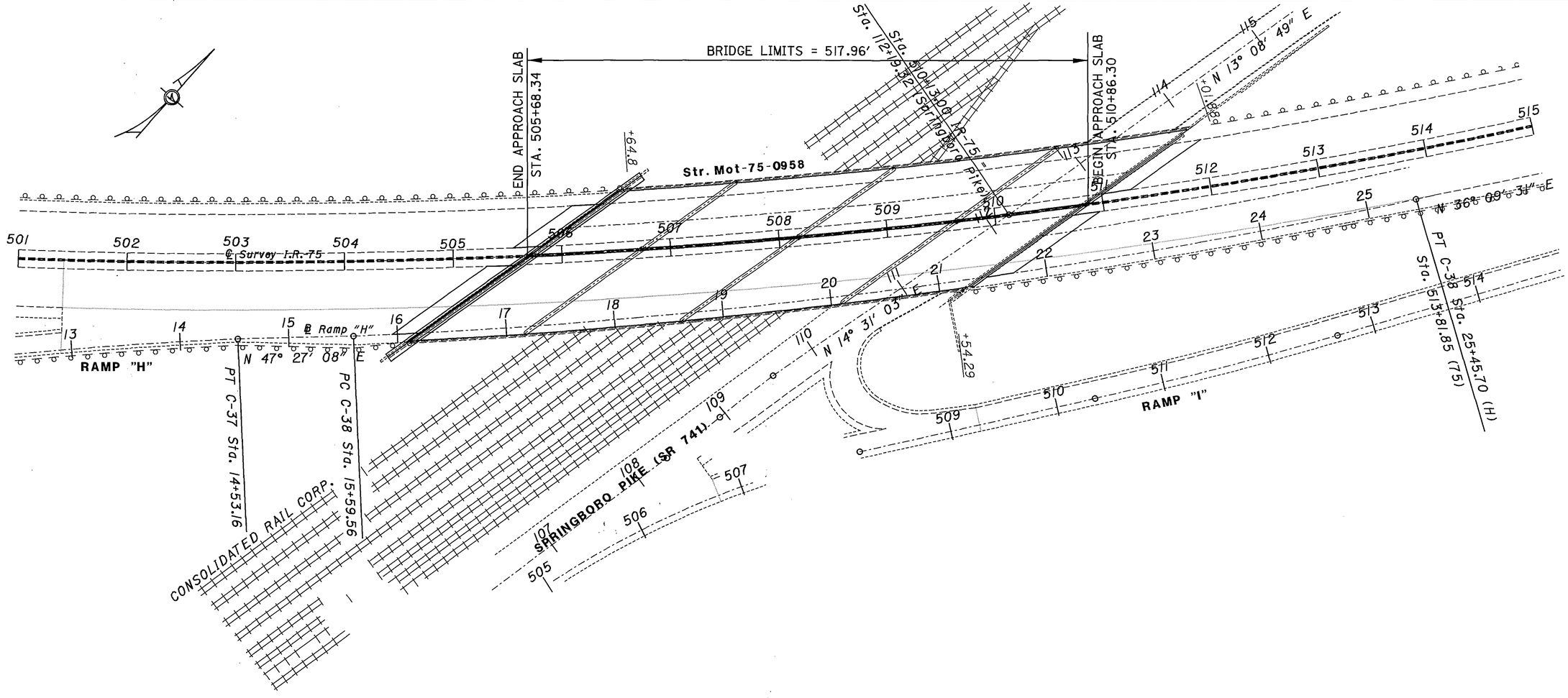

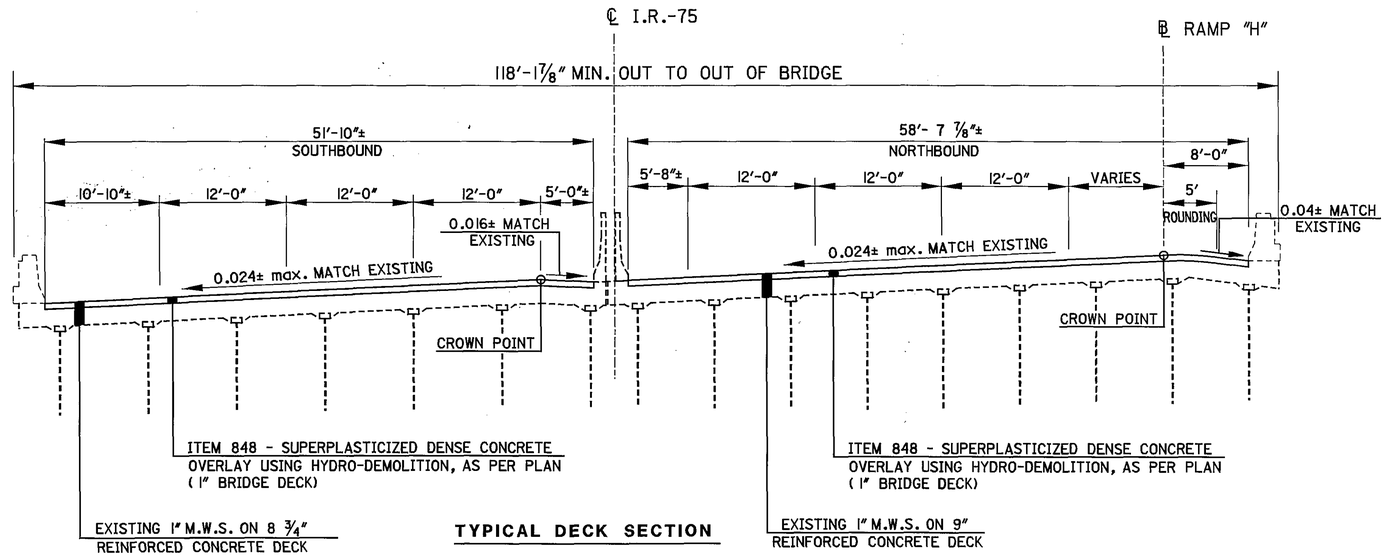

TYPICAL DECK SECTION

EXISTING STRUCTURE

MOT-75-0958

TYPE: Continuous welded plate girder with reinforced concrete deck & substructure

SPANS: 101'-0", 144'-0", 146'-0", & 117'-0"

ROADWAY: Varies face to face of parapets

SKEW: 58°-58'-38" L.F.

LOAD FREQUENCY: CF = 2000(57) Adequate for AASHTO alternate loading

WEARING SURFACE: 1" Monolithic concrete

ALIGNMENT: 1° 00' Curve to the left

SUPERELEVATION: 0.024

APPROACH SLABS: 25'-0" long (AS-1-54)

DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 7

DESIGNED	DRAWN	REVISED	DATE
REB	REB	TLB	6-30-04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JBS		5707021	

STA. 505+68.34
STA. 510+86.30

SITE PLAN

STRUCTURE: MOT-75-0958
I.R-75 OVER RAILROAD AND SPRINGBORO PIKE (SR 741)

MOT-75-6.16

1 / 4

132
135

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ESTIMATED QUANTITIES (MOT-75-0958)

R NORTHBOUND I-75 OVER RAILROAD & SPRINGBORO PIKE

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
SPECIAL	51275000	1980	FT.	SEALING MISC.: SEALING CONCRETE WEARING SURFACE CONSTRUCTION JOINT WITH HMWM RESIN	134
516	31000	260	FT.	JOINT SEALER, 705.04	
848	10201	284	SQ. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRO-DEMOLITION, AS PER PLAN (2 1/2" APPROACH SLABS AND BACKWALLS)	134
848	10201	3376	SQ. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRO-DEMOLITION, AS PER PLAN (1" BRIDGE DECK)	134
848	20001	3660	SQ. YD.	SURFACE PREPARATION USING HYDRO-DEMOLITION, AS PER PLAN (APPROACH SLABS, BACKWALLS AND BRIDGE DECK)	134
848	30201	35	CU. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS) MATERIAL ONLY, AS PER PLAN (APPROACH SLABS, BACKWALLS AND BRIDGE DECK)	134
848	50301	284	SQ. YD.	WEARING COURSE REMOVED, ASPHALT, AS PER PLAN (1 1/2" APPROACH SLABS AND BACKWALLS)	134
848	50000	100	SQ. YD.	HAND CHIPPING	
848	50100	LUMP		TEST SLAB	
848	50200	16	CU. YD.	FULL-DEPTH REPAIR	
848	50340	840	SQ. YD.	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY (APPROACH SLABS, BACKWALLS AND BRIDGE DECK)	

ESTIMATED QUANTITIES (MOT-75-0958)

L SOUTHBOUND I-75 OVER RAILROAD & SPRINGBORO PIKE

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
SPECIAL	51275000	1856	FT.	SEALING MISC.: SEALING CONCRETE WEARING SURFACE CONSTRUCTION JOINT WITH HMWM RESIN	134
516	31000	217	FT.	JOINT SEALER, 705.04	
848	10201	200	SQ. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRO-DEMOLITION, AS PER PLAN (2 1/2" APPROACH SLABS AND BACKWALLS)	134
848	10201	2983	SQ. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRO-DEMOLITION, AS PER PLAN (1" BRIDGE DECK)	134
848	20001	3183	SQ. YD.	SURFACE PREPARATION USING HYDRO-DEMOLITION, AS PER PLAN (APPROACH SLABS, BACKWALLS AND BRIDGE DECK)	134
848	30201	29	CU. YD.	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS) MATERIAL ONLY, AS PER PLAN (APPROACH SLABS, BACKWALLS AND BRIDGE DECK)	134
848	50301	200	SQ. YD.	WEARING COURSE REMOVED, ASPHALT, AS PER PLAN (1 1/2" APPROACH SLABS AND BACKWALLS)	134
848	50000	90	SQ. YD.	HAND CHIPPING	
848	50100	LUMP		TEST SLAB	
848	50200	14	CU. YD.	FULL-DEPTH REPAIR	
848	50340	740	SQ. YD.	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY (APPROACH SLABS, BACKWALLS AND BRIDGE DECK)	

DESIGN AGENCY: OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 7

DESIGNED REB | DRAWN REB | REVIEWED TLB | DATE 6-30-04 | STRUCTURE FILE NUMBER 5706998 | CHECKED JBS | REVISED | REVISED

ESTIMATED QUANTITIES

STRUCTURE: MOT-75-0958 I-75 OVER RAILROAD AND SPRINGBORO PIKE (SR 741)

MOT-75-6.16

EXISTING STRUCTURE VERIFICATION

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SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFCATIONS:

848 DATED 4-19-2002

ITEM SPECIAL - SEALING MISC.: SEALING CONCRETE WEARING SURFACE CONSTRUCTION JOINTS WITH HMWM RESIN

A. DESCRIPTION

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THIS WORK ITEM SHALL NOT BE PERFORMED DURING THE PERIOD BEGINNING NOVEMBER 1st. AND ENDING MARCH 31st.

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THE PROMOTER AND INITIATOR, IF SUPPLIED SEPARATE FROM THE RESIN, SHALL NOT CONTACT EACH OTHER DIRECTLY. CONTAINERS OF PROMOTERS OR INITIATORS SHALL NOT BE STORED TOGETHER IN A MANNER THAT WILL ALLOW LEAKAGE OR SPILLAGE FROM ONE TO CONTACT THE CONTAINERS OR MATERIAL OF EACH OTHER.

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THE CONTRACTOR SHALL TAKE ALL STEPS NECESSARY TO PREVENT ANY RESIN FROM FLOWING INTO LANES OPEN TO TRAFFIC.

THE CONTRACTOR SHALL BROADCAST SAND OVER THE ENTIRE TREATED AREA OF THE BRIDGE DECK BY MECHANICAL MEANS TO EFFECT A UNIFORM COVERAGE OF 0.80 TO 1.2 LB/SQ. YD. . THE SAND SHALL CONFORM TO THE FOLLOWING GRADING LIMITS:

SIEVE SIZE	% PASSING MAX.
NO. 4 (4.75 mm)	100
NO. 8 (2.36 mm)	90-100
NO. 20 (850 um)	5-15

THE USE OF COMMERCIALLY AVAILABLE BLAST SANDS APPLIED BY A COMMON LAWN BROADCASTER TYPE SEEDER/SPREADER IS ACCEPTABLE. PLACE SAND 10 TO 15 MINUTES AFTER SPREADING THE RESIN AND BEFORE ANY GELLING OF THE RESIN OCCURS.

CLEANING AND FLUSHING OF EQUIPMENT, TOOLS, ETC. SHALL BE DONE WITH AN APPROPRIATE SOLVENT, AS APPROVED BY THE ENGINEER, IN SUCH A MANNER TO MINIMIZE PERSONAL AND ENVIRONMENTAL HAZARDS. WORKERS SHOULD BE ADVISED THAT THE RESIN WILL SOFTEN GUM RUBBER SOLES, AND A FACE MASK SHOULD BE USED TO PROTECT FROM ACCIDENTAL SPLASHES. CLOTHING AND LEATHER SATURATED WITH RESIN WILL HARDEN AND BECOME USELESS.

A TECHNICAL REPRESENTATIVE OF THE MANUFACTURER OR SUPPLIER MUST BE PRESENT ON SITE PRIOR TO STARTING APPLICATION.

D. RESTRICTIONS

TRAFFIC AND EQUIPMENT SHALL NOT BE PERMITTED ON THE SEALED CONSTRUCTION JOINTS UNTIL THE HMWM IS TACK FREE AND A MINIMUM OF 6 HOURS HAVE ELAPSED SINCE APPLICATION. THE RESIN SHALL BE PROTECTED FROM MOISTURE FOR NOT LESS THAN 4 HOURS AFTER PLACEMENT. BARRELS ARE NOT CONSIDERED EQUIPMENT.

E. METHOD OF MEASUREMENT

SEALING CONCRETE CONSTRUCTION JOINTS WITH HMWM RESIN SHALL BE MEASURED AS THE ACTUAL LENGTH IN FOOT OF CONSTRUCTION JOINT SEALED.

F. BASIS OF PAYMENT

ACCEPTED QUANTITIES OF SEALING NEW CONCRETE WEARING SURFACE CONSTRUCTION JOINT WITH HMWM RESIN SHALL BE PAID FOR AT THE UNIT PRICE BID PER FOOT, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, APPLICATION OF THE RESIN, PROVIDING MANUFACTURER'S TECHNICAL REPRESENTATIVE, PROTECTION OF WATERWAYS AND TRAFFIC BELOW BRIDGES, CLEAN UP, AND FOR ALL LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.

PAYMENT SHAL BE MADE UNDER:

ITEM	UNIT	DESCRIPTION
SPECIAL	FOOT	SEALING MISC.: SEALING CONCRETE WEARING SURFACE CONSTRUCTION JOINTS WITH HMWM RESIN

ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (1" BRIDGE DECK)

ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2" APPROACH SLABS AND BACKWALLS)

ITEM 848 - SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN

ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN

ITEM 848 - WEARING COURSE REMOVED, ASPHALT, AS PER PLAN (1 1/2" APPROACH SLABS AND BACKWALLS)

THESE ITEMS SHALL BE PERFORMED PER SUPPLEMENTAL SPECIFICATION "BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING HYDRO-DEMOLITION" WITH THE FOLLOWING REVISIONS:

THESE ITEMS SHALL ALSO BE APPLIED TO THE APPROACH SLABS AND BACKWALLS OF THE FOLLOWING STRUCTURE:

MOT-75-0958 (SOUTHBOUND I.R.-75 OVER RAILROAD & SPRINGBORO RD.)
MOT-75-0958 (NORTHBOUND I.R.-75 OVER RAILROAD & SPRINGBORO RD.)

THE THICKNESS OF THE CONCRETE OVERLAY REMOVED, ASPHALT WEARING COURSE REMOVED, PROPOSED OVERLAY, AND THE DEPTH OF HYDRODEMOLITION SHALL BE AS SPECIFIED IN THE PLANS.

CONSTRUCTION JOINTS WILL NOT BE PERMITTED IN THE WHEEL LINE.

AT ALL INTERSTATE LOCATIONS, THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 8' BETWEEN THE EDGE OF THE WORKZONE AND THE FINISHING MACHINE DURING WEARING SURFACE PLACEMENT OPERATIONS.

ALL COARSE AGGREGATE SHALL HAVE AN ABSORPTION OF 1.00% OR GREATER AS DEFINED BY ASTM C127.

ALL OTHER REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATION SHALL REMAIN IN EFFECT.

IN ADDITION TO THE ABOVE REQUIREMENTS FOR STRUCTURES MOT-75-0958 (NB) AND MOT-75-0958 (SB) THE FOLLOWING REVISIONS SHALL APPLY:

(SEE 848.18) THE REMOVAL OPERATIONS SHALL NOT BEGIN IF SUSTAINED RAINS (5 HOURS OR MORE WITH BREAKS BETWEEN SHOWERS LESS THAN 1 1/2 HOURS) ARE PREDICTED WITHIN 48 HOURS OF COMMENCEMENT.

(SEE 848.21) THE FINAL DECK SOUNDING MAY TAKE PLACE WITHIN 24 HOURS OF A RAIN, AND THE DECK DOES NOT HAVE TO BE COMPLETELY DRY. IMMEDIATELY AFTER COMPLETION OF THE HYDRODEMOLITION.

(SEE 848.23) FULL DEPTH REPAIR IS NOT REQUIRED IF LESS THAN ONE HALF OF THE DECK ORIGINAL CONCRETE THICKNESS IS SOUND.

(SEE 848.29) THE WET CURE TIME IS REDUCED FROM 72 HOURS TO 24 HOURS OR UNTIL A BEAM BREAK OF 650 PSI IS ACHIEVED, WHICHEVER IS GREATER. AFTER THE 24 HOUR WET CURE, THE FINISHED OVERLAY SURFACE SHALL BE CURED BY SPRAYING A UNIFORM APPLICATION OF CURING MATERIAL OF 705.07, TYPE I OR ID, AS PER CMS 511.17 METHOD (B) MEMBRANE CURING. IF THE CURING COMPOUND CAN NOT BE PLACED WITHIN THE SAME SHORT TERM CLOSURE PERIOD AS THE OVERLAY, THE CONTRACTOR MAY ALLOW TRAFFIC ONTO THE OVERLAY, AND SHALL, AT THE NEXT AVAILABLE SHORT TERM CLOSURE PERIOD, APPLY THE MEMBRANE CURING COMPOUND.

(SEE 848.29) TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED OVERLAY SURFACE UNTIL AFTER THE COMPLETION OF THE 24 HOUR WET CURE, AND AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE MODULUS OF RUPTURE OF 650 PSI (4.5 Mpa).

(SEE 848.30) THE OVERLAY SURFACE EVAPORATION RATE REQUIREMENTS ARE IN EFFECT FROM 9:30 AM TO 11:00 PM. THEY ARE NOT IN EFFECT FROM 11:00 PM TO 9:30 AM.

(SEE 848.31) FOR EACH PHASE, THE CONTRACTOR SHALL PROVIDE ENOUGH MATERIAL FOR TWO BEAM BREAKS EACH AT 12 HOURS, 24 HOURS, 36 HOURS, AND 48 HOURS. THE DEPARTMENT WILL PERFORM THE BEAM BREAK TESTS AND DOCUMENT THE TIME OF THE POUR, THE TIME OF THE BEAM BREAK TESTS, AND THE MODULUS OF RUPTURE FOR EACH BEAM UNTIL THE MODULUS OF RUPTURE OF THE TWO TESTS IS NOT LESS THAN 650 PSI (4.5 Mpa). TRAFFIC IS ALLOWED ON THE OVERLAY AT 650 PSI (4.2 Mpa).

IF THE CONTRACTOR CAN NOT COMMENCE THE CONCRETE POUR BY 3 AM SUNDAY, THE CONTRACTOR SHALL FOLLOW ITEM SPECIAL - STRUCTURE, MISC.: EMERGENCY ASPHALT PAVING OPERATION ON STANDBY (SEE SHEET 20).

ALL OTHER REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATION SHALL REMAIN IN EFFECT.

DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 7

DESIGNED	DRAWN	REVISED	DATE
REB	REB	TLB	6-30-04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JBS		5706998	

BRIDGE GENERAL NOTES
STRUCTURE: MOT-75-0958
I.R-75 OVER RAILROAD AND SPRINGBORO PIKE (SR 741)

MOT-75-6.16

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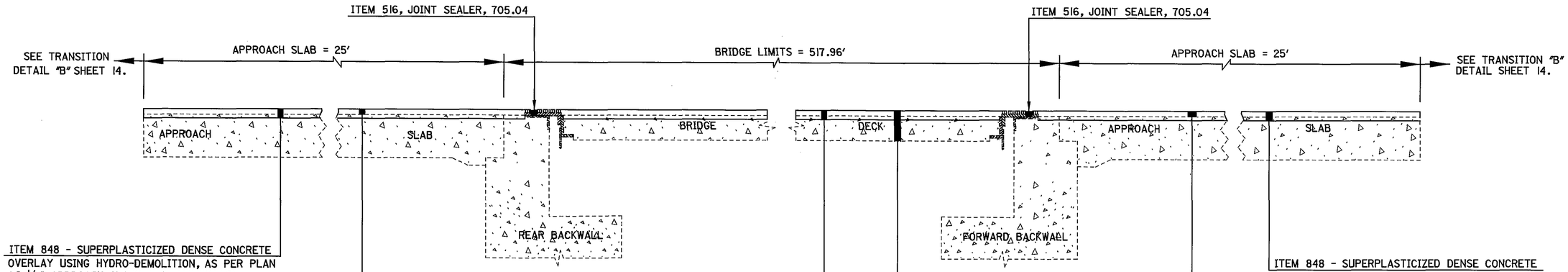

DESIGN AGENCY
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 7

DESIGNED	DRAWN	REVIEWED	DATE
REB	REB	TLB	6-30-04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JBS		5706998	

OVERLAY DETAILS

STRUCTURE; MOT-75-0958
I-R-75 OVER RAILROAD AND SPRINGBORO PIKE (SR 741)

MOT-75-6.16

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