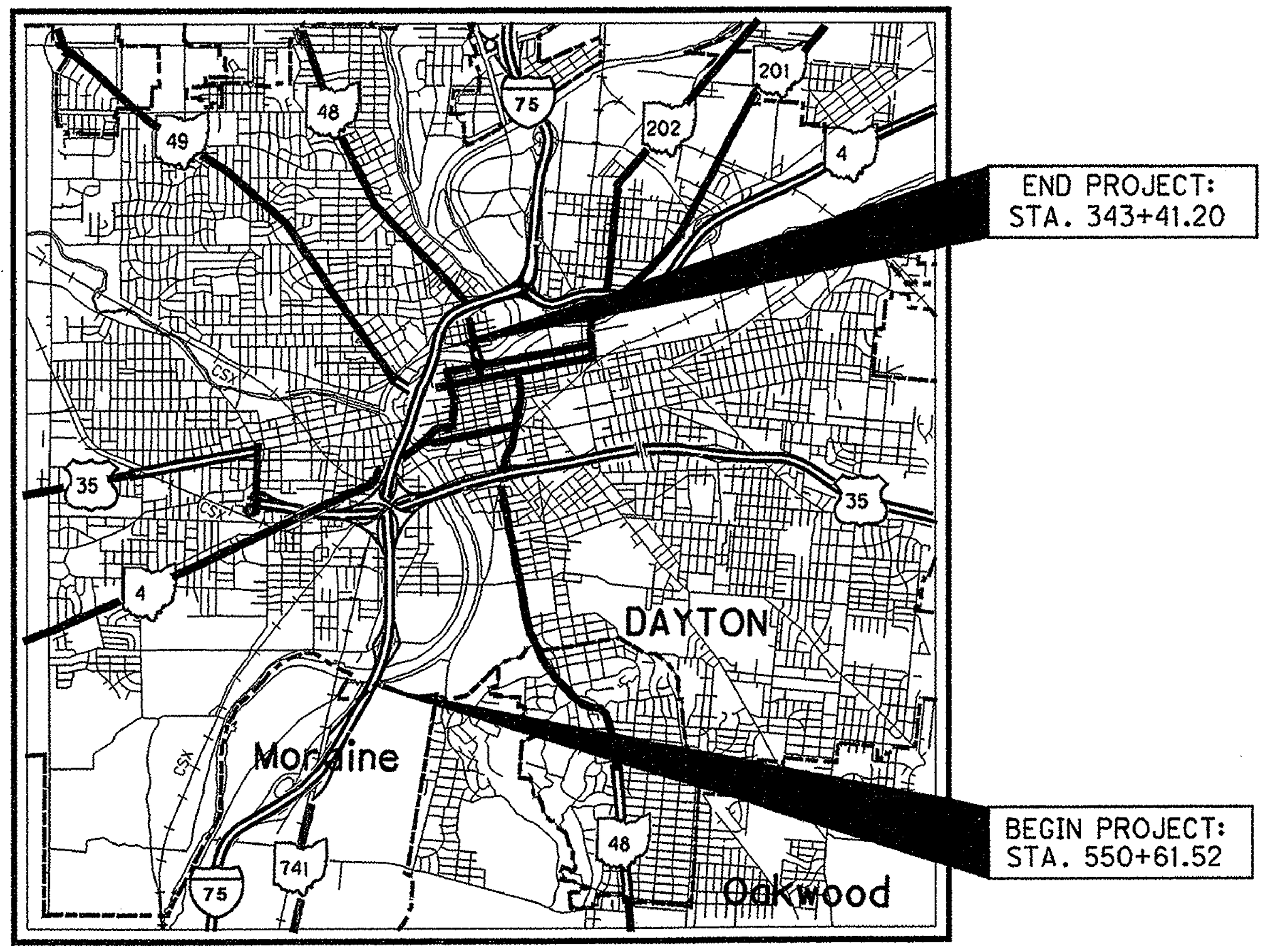


LOCATION MAP

LATITUDE: 39° 44′ 41″ LONGITUDE: 84° 12′ 17″

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-75-10.42

CITY OF DAYTON
MONTGOMERY COUNTY

PROJECT DESCRIPTION

THIS PROJECT CONSIST OF THE RESURFACING 2.5 MILES OF INTERSTATE 75 IN MONTGOMERY COUNTY, INCLUDING MINOR STRUCTURE REHABILITATION ON SEVERAL STRUCTURES.

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.

2008 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. NIGHTTIME AND WEEKEND RAMP CLOSURES MAY OCCUR AS NOTED ON SHEET 14, 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 DESIGN DESIGNATION - SEE SCHEMATIC PLAN SHEETS 2-8.

DESIGN EXCEPTIONS

N/A - MAINTENANCE PROJECT

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

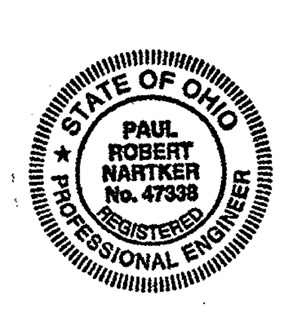
CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:

OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 7
PRODUCTION DEPARTMENT

ENGINEERS SEAL:



SIGNED: Paul Robert Nartker
DATE: 8-13-08

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS
BP-3.1 3/10/08		MT-35.10 4/20/01			800-2008 10/17/08
			MT-98.20 10/19/07		832 4/25/06
TC-12.30 1/19/07			MT-98.22 10/19/07		
TC-15.115 1/19/07		MT-95.30 9/05/06	MT-98.29 10/19/07		
TC-21.10 1/19/07					
		MT-95.50 9/05/06			
TC-65.10 1/21/05			MT-99.20M 1/30/95		
TC-65.11 1/21/05					
		MT-98.10 10/19/07			
TC-72.20 1/21/05		MT-98.11 10/19/07			**SPECIAL PROVISIONS**
			MT-101.60 9/20/06		
			MT-102.20 9/05/06		
			MT-105.10 10/18/02		
			MT-105.11 10/18/02		

APPROVED Rex Dickey, P.E., P.S. / PRN
DATE 8-13-08 DISTRICT DEPUTY DIRECTOR

APPROVED James G. Beasley
DATE 10-15-08 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E071(051)

PID NO. 83205

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT

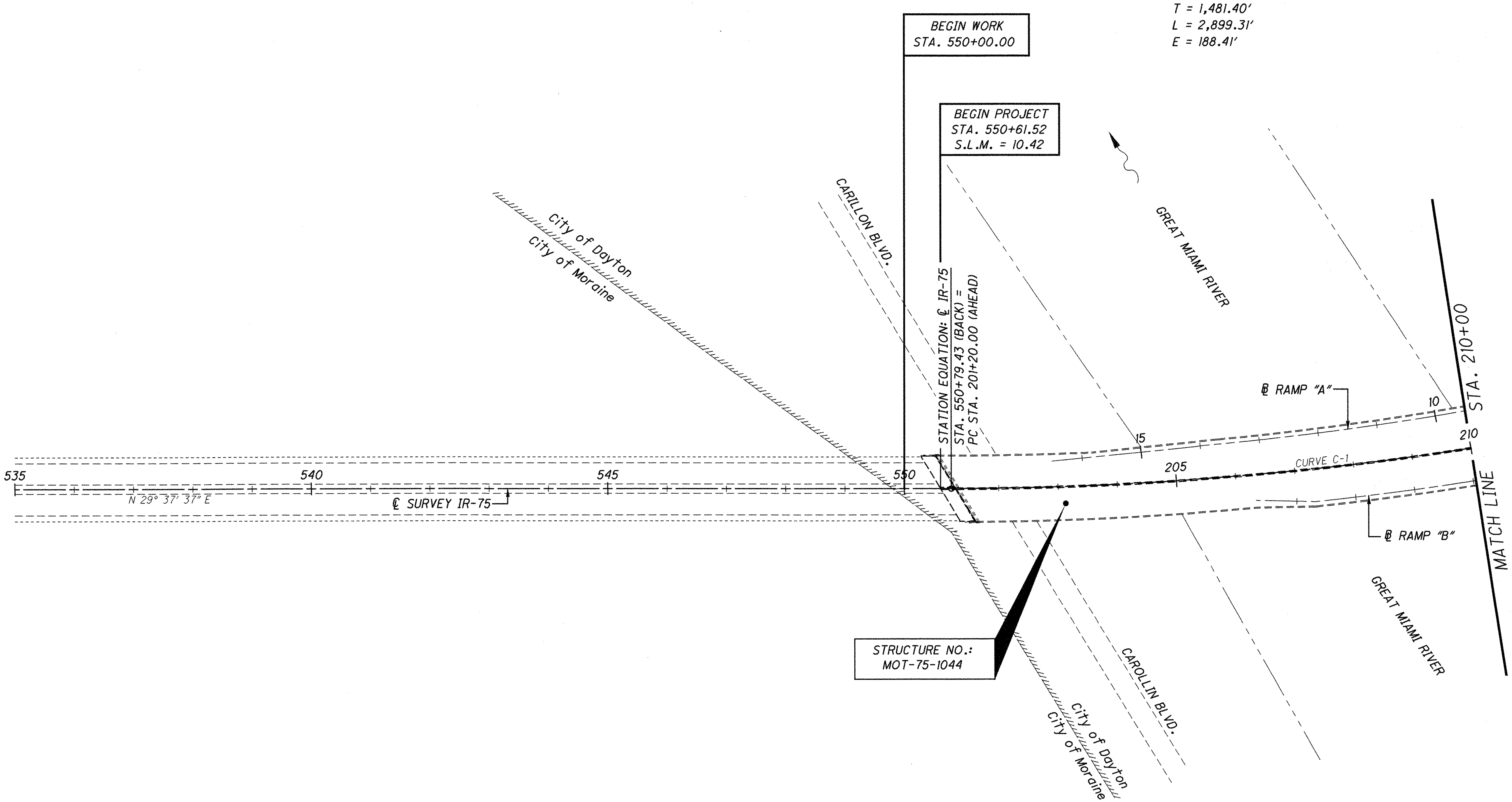
MOT-75-10.42

I:\PROJECTS\MOT\IR75\1042\83205\design\83205GT01.dgn 13-AUG-2008 7:02AM jschulze

MOT - IR-75-10.42
080646 PID - 83205
Dist 7 12/10/2008

CURVE C-1 DATA (IR-75)

P.I. STA. 216+01.40
Δ = 28° 59′ 35″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 1,481.40′
L = 2,899.31′
E = 188.41′



DESIGN DESIGNATION:

IR-75 (S.L.M. 10.42 TO S.L.M. 10.78)

CURRENT ADT (2008)	128430
DESIGN YEAR ADT (2028)	151930
DESIGN HOURLY VOLUME (2028)	12760
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	26%
Td	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN INTERSTATE
NHS PROJECT	YES

NOTE: IF RAMP CURVE DATA IS NEEDED CONTACT DISTRICT 7 PRODUCTION OFFICE

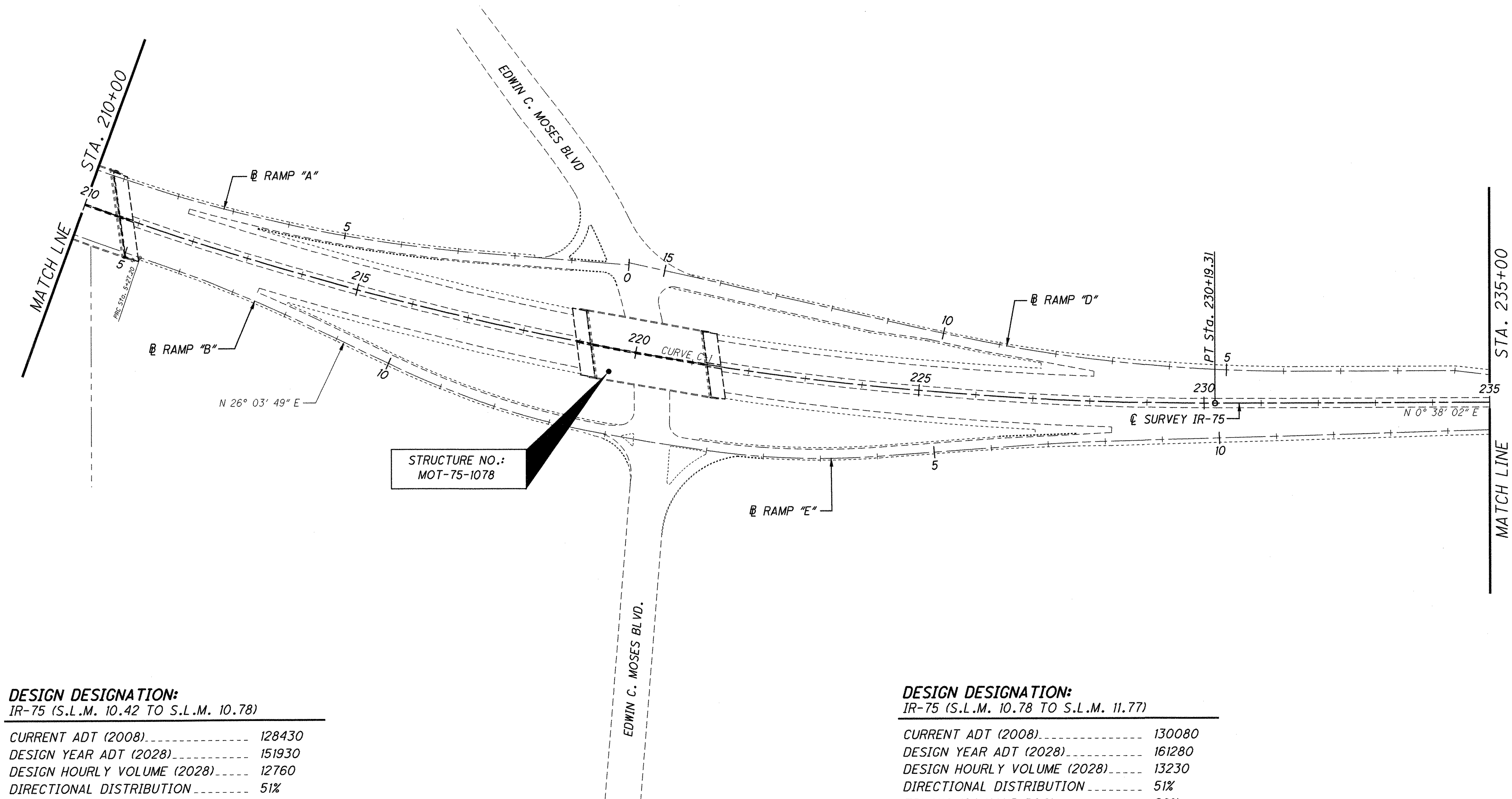
HORIZONTAL SCALE IN FEET 0 50 100 200

CALCULATED JBS CHECKED

SCHEMATIC PLAN STA. 535+00 TO STA. 210+00

MOT-75-10.42

CURVE C-1 DATA (IR-75)
P.I. STA. 216+01.40
Δ = 28° 59′ 35″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 1,481.40′
L = 2,899.31′
E = 188.41′



DESIGN DESIGNATION:
IR-75 (S.L.M. 10.42 TO S.L.M. 10.78)

CURRENT ADT (2008)	128430
DESIGN YEAR ADT (2028)	151930
DESIGN HOURLY VOLUME (2028)	12760
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	26%
Td	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN INTERSTATE
NHS PROJECT	YES

DESIGN DESIGNATION:
IR-75 (S.L.M. 10.78 TO S.L.M. 11.77)

CURRENT ADT (2008)	130080
DESIGN YEAR ADT (2028)	161280
DESIGN HOURLY VOLUME (2028)	13230
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	26%
Td	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN INTERSTATE
NHS PROJECT	YES

NOTE: IF RAMP CURVE DATA IS NEEDED CONTACT DISTRICT 7 PRODUCTION OFFICE

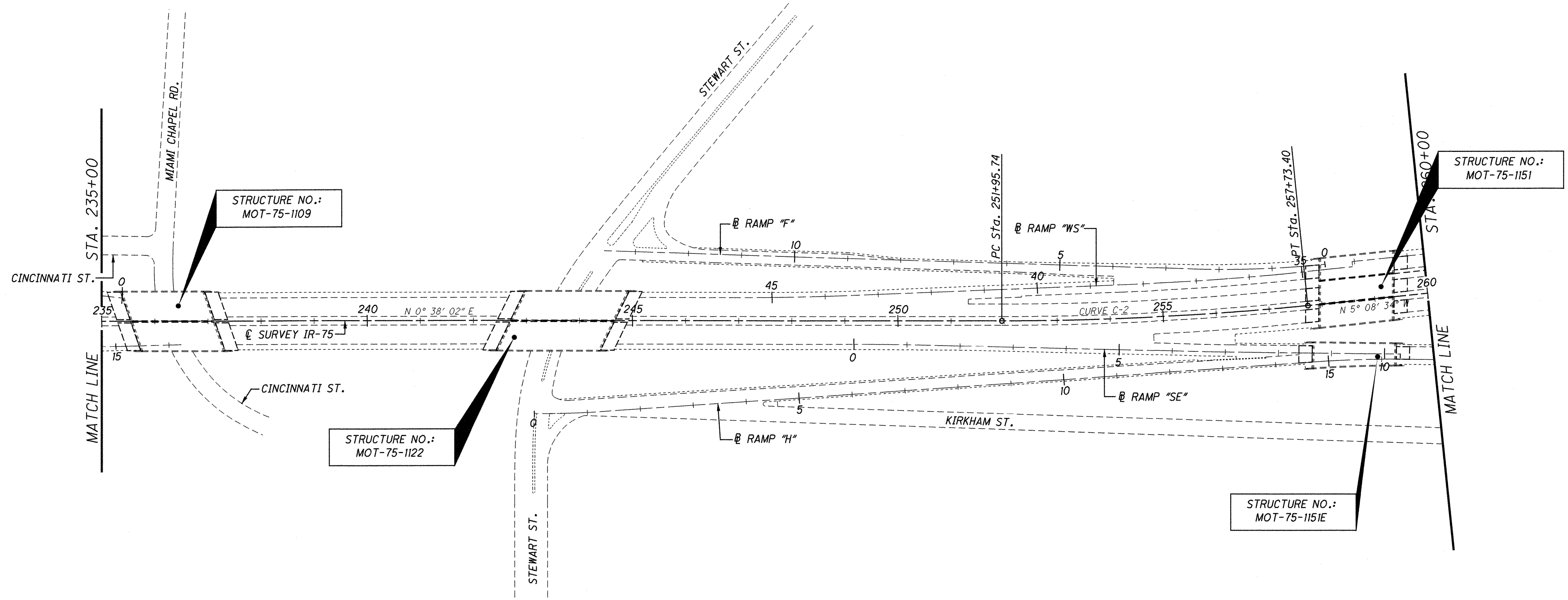
0 50 100 200
HORIZONTAL SCALE IN FEET

CALCULATED JBS
CHECKED

SCHEMATIC PLAN
STA. 210+00 TO STA. 235+00

MOT-75-10.42

CURVE C-2 DATA (IR-75)
P.I. STA. 254+84.82
Δ = 5° 46' 36" (LT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 289.07'
L = 577.65'
E = 7.29'



DESIGN DESIGNATION:
IR-75 (S.L.M. 10.78 TO S.L.M. 11.77)

CURRENT ADT (2008)	130080
DESIGN YEAR ADT (2028)	161280
DESIGN HOURLY VOLUME (2028)	13230
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	26%
Td	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN INTERSTATE
NHS PROJECT	YES

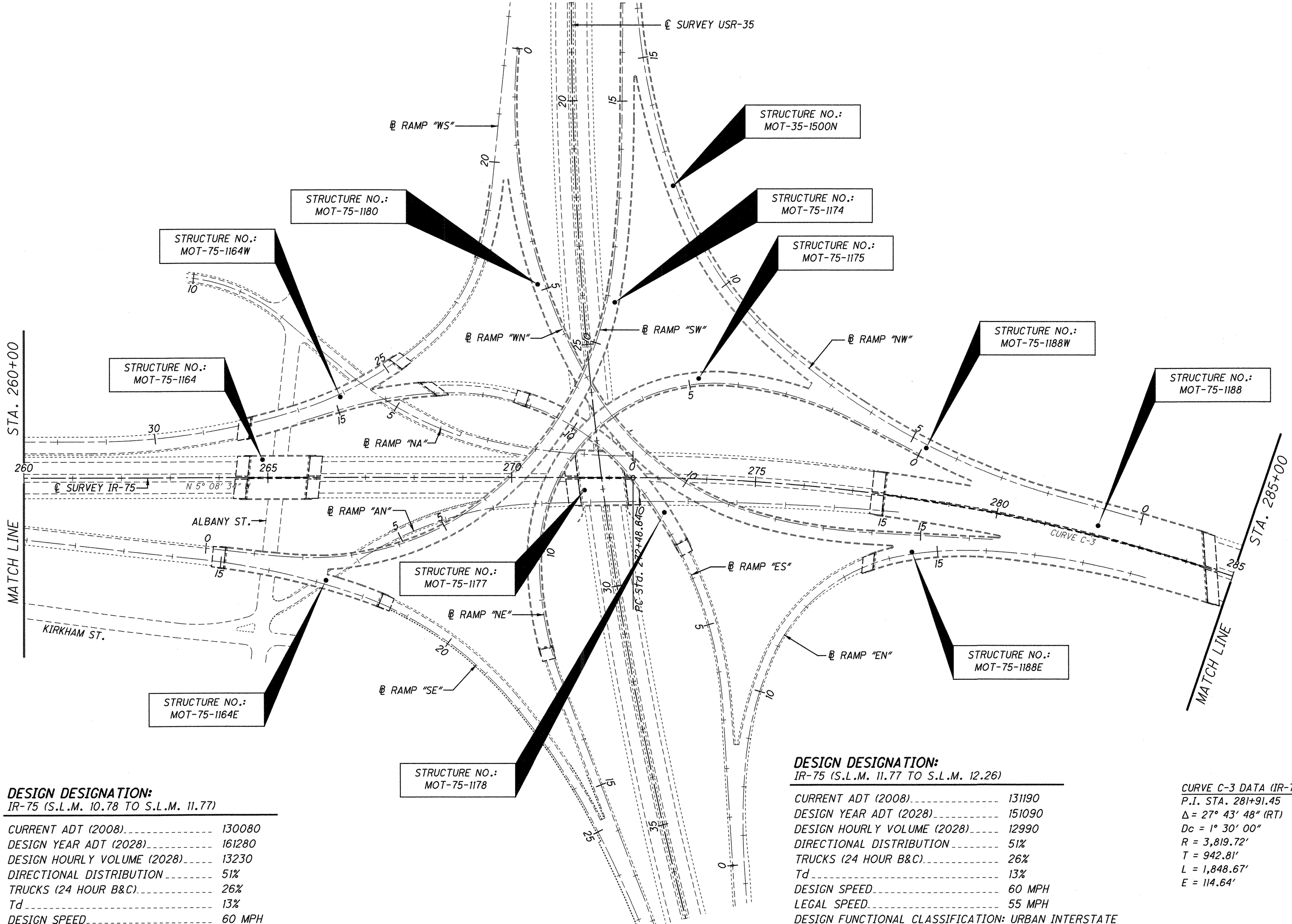
NOTE: IF RAMP CURVE DATA IS NEEDED CONTACT DISTRICT 7 PRODUCTION OFFICE

HORIZONTAL SCALE IN FEET 0 50 100 200

CALCULATED JBS CHECKED

SCHEMATIC PLAN
STA. 235+00 TO STA. 260+00

MOT-75-10.42



DESIGN DESIGNATION:
IR-75 (S.L.M. 10.78 TO S.L.M. 11.77)

CURRENT ADT (2008)	130080
DESIGN YEAR ADT (2028)	161280
DESIGN HOURLY VOLUME (2028)	13230
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	26%
Td	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN INTERSTATE
NHS PROJECT	YES

DESIGN DESIGNATION:
IR-75 (S.L.M. 11.77 TO S.L.M. 12.26)

CURRENT ADT (2008)	131190
DESIGN YEAR ADT (2028)	151090
DESIGN HOURLY VOLUME (2028)	12990
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	26%
Td	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN INTERSTATE
NHS PROJECT	YES

CURVE C-3 DATA (IR-75)
P.I. STA. 281+91.45
Δ = 27° 43′ 48″ (RT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 942.81′
L = 1,848.67′
E = 114.64′

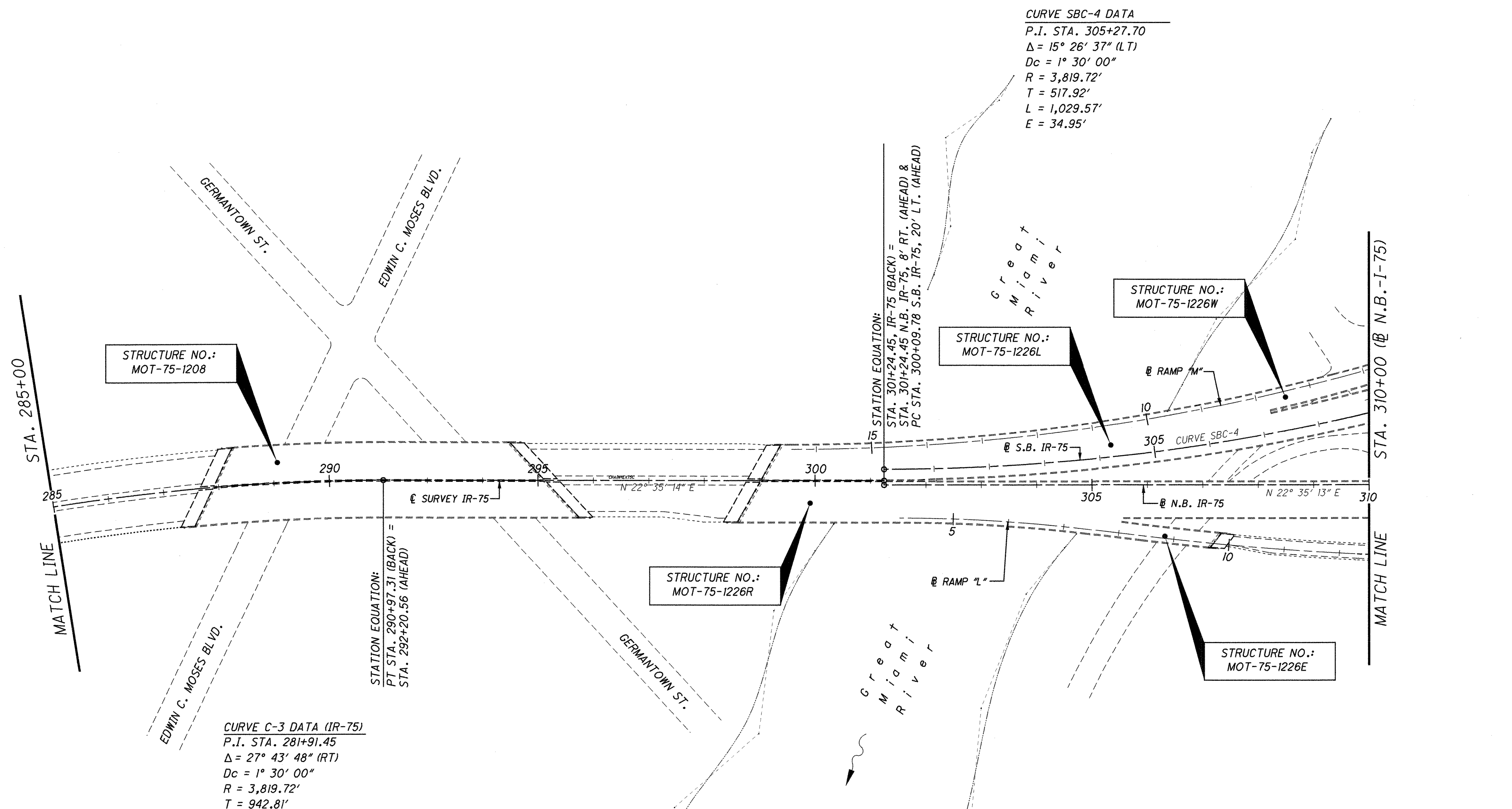
NOTE: IF RAMP CURVE DATA IS NEEDED CONTACT DISTRICT 7 PRODUCTION OFFICE

HORIZONTAL SCALE IN FEET 0 50 100 200

CALCULATED JBS CHECKED

SCHEMATIC PLAN
STA. 260+00 TO STA. 285+00

MOT-75-10.42



DESIGN DESIGNATION:
IR-75 (S.L.M. 11.77 TO S.L.M. 12.26)

CURRENT ADT (2008)	131190
DESIGN YEAR ADT (2028)	151090
DESIGN HOURLY VOLUME (2028)	12990
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	26%
Td	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN INTERSTATE
NHS PROJECT	YES

DESIGN DESIGNATION:
IR-75 (S.L.M. 12.26 TO S.L.M. 13.46)

CURRENT ADT (2008)	124650
DESIGN YEAR ADT (2028)	146950
DESIGN HOURLY VOLUME (2028)	12050
DIRECTIONAL DISTRIBUTION	54%
TRUCKS (24 HOUR B&C)	26%
Td	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN INTERSTATE
NHS PROJECT	YES

NOTE: IF RAMP CURVE DATA IS NEEDED CONTACT DISTRICT 7 PRODUCTION OFFICE

0 50 100 200 HORIZONTAL SCALE IN FEET

CALCULATED JBS CHECKED

SCHEMATIC PLAN
STA. 285+00 TO STA. 310+00 NB

MOT-75-10.42

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CURVE SBC-4 DATA

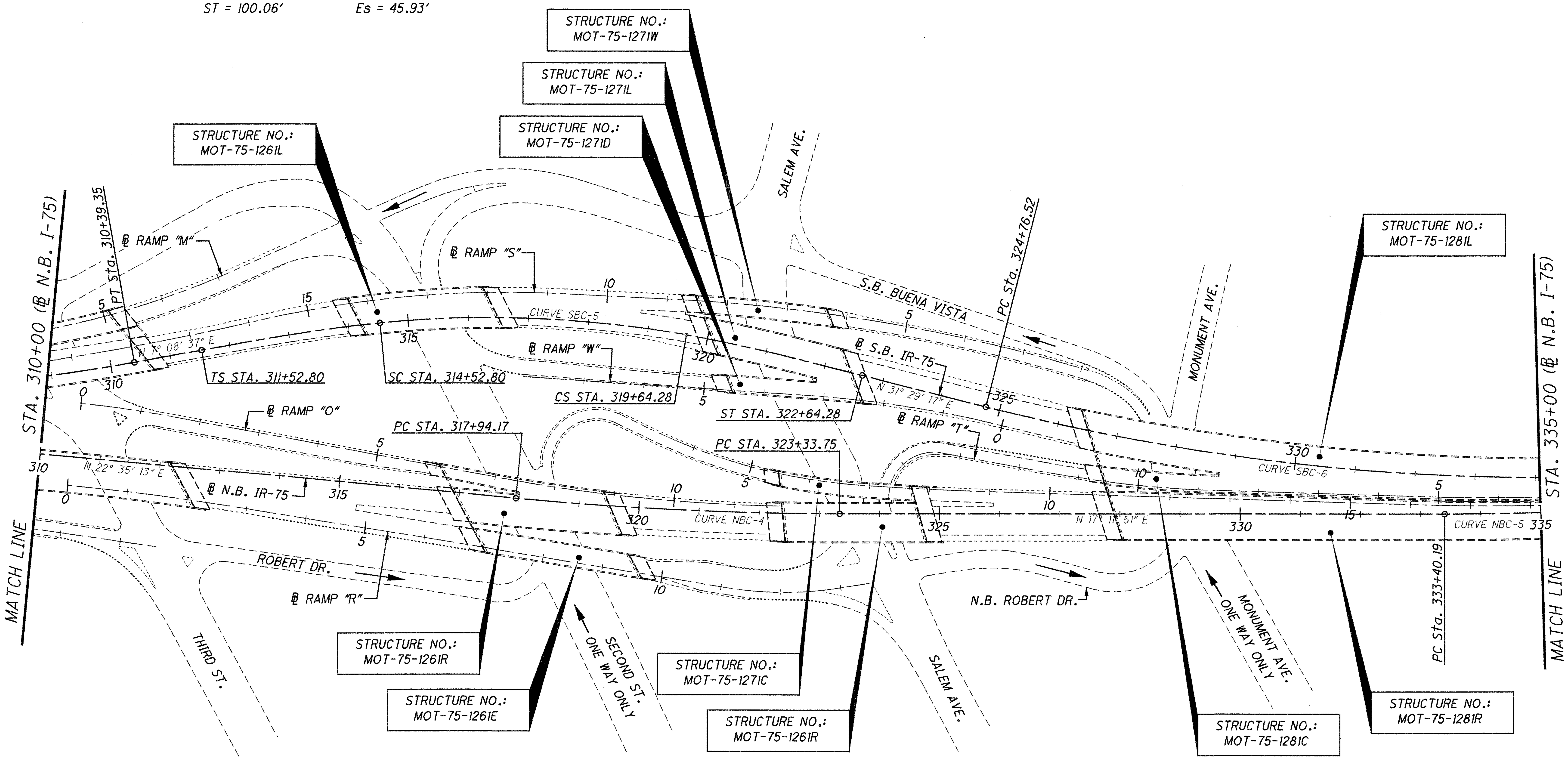
P.I. STA. 305+27.70
Δ = 15° 26′ 37″ (LT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 517.92′
L = 1,029.57′
E = 34.95′

CURVE SBC-5 DATA

P.I. STA. 317+15.15	x = 299.81′
Δ = 24° 20′ 40″ (RT)	y = 7.85′
Dc = 3° 00′ 00″	k = 149.97′
R = 1,909.86′	p = 1.96′
Ls = 300.00′	Δc = 15° 20′ 40″ (RT)
θs = 4° 30′ 00″	Lc = 511.48′
LT = 200.06′	Ts = 562.35′
ST = 100.06′	Es = 45.93′

CURVE SBC-6 DATA

P.I. STA. 331+12.44
Δ = 18° 54′ 15″ (LT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 635.92′
L = 1,260.28′
E = 52.57′



DESIGN DESIGNATION:

IR-75 (S.L.M. 12.26 TO S.L.M. 13.46)

CURRENT ADT (2008)	124650
DESIGN YEAR ADT (2028)	146950
DESIGN HOURLY VOLUME (2028)	12050
DIRECTIONAL DISTRIBUTION	54%
TRUCKS (24 HOUR B&C)	26%
Td	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN INTERSTATE
NHS PROJECT	YES

CURVE NBC-4 DATA

P.I. STA. 320+64.46
Δ = 5° 23′ 23″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 269.69′
L = 538.98′
E = 6.34′

CURVE NBC-5 DATA

P.I. STA. 335+71.02
Δ = 4° 36′ 50″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 230.82′
L = 461.40′
E = 4.65′

NOTE: IF RAMP CURVE DATA IS NEEDED CONTACT DISTRICT 7 PRODUCTION OFFICE

HORIZONTAL SCALE IN FEET 0 50 100 200

CALCULATED JBS CHECKED

SCHEMATIC PLAN
STA. 310+00 NB TO STA. 335+00 NB

MOT-75-10.42

SCHEMATIC PLAN
STA. 335+00 NB TO STA. 365+00 NB

CURVE SBC-6 DATA

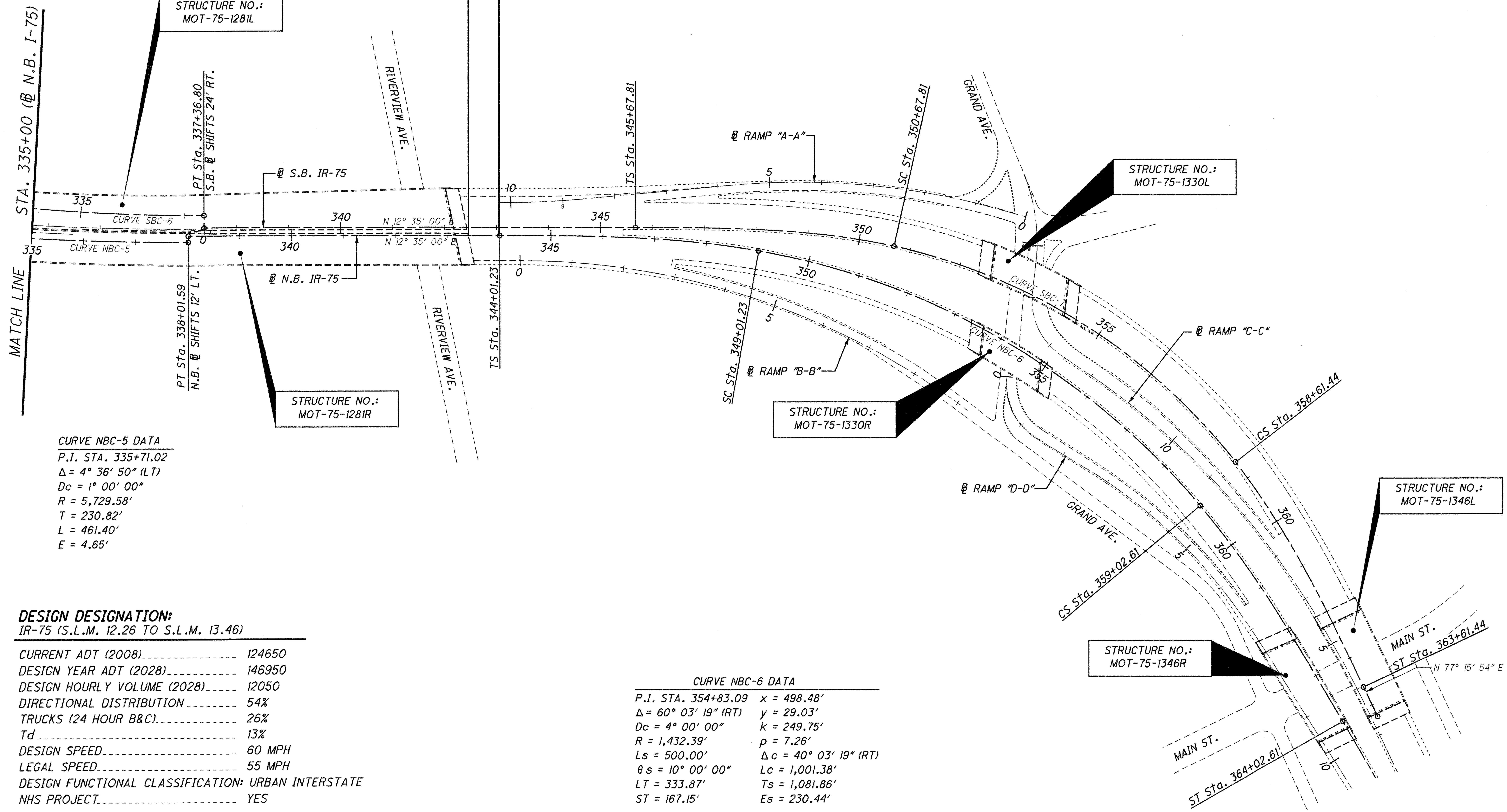
P.I. STA. 331+12.44
Δ = 18° 54′ 15″ (LT)
Dc = 1° 30′ 00″
R = 3,819.72′
T = 635.92′
L = 1,260.28′
E = 52.57′

END WORK:
STA. 344+00.00 (℄ N.B. IR-75)

END PROJECT:
STA. 343+41.20 (℄ N.B. IR-75)

CURVE SBC-7 DATA

P.I. STA. 355+48.72	x = 497.63′
Δ = 64° 40′ 53″ (RT)	y = 36.24′
Dc = 5° 00′ 00″	k = 249.60′
R = 1,145.92′	p = 9.07′
Ls = 500.00′	Δc = 39° 40′ 53″ (RT)
θs = 12° 30′ 00″	Lc = 793.63′
LT = 334.17′	Ts = 980.91′
ST = 167.43′	Es = 221.13′



CURVE NBC-5 DATA

P.I. STA. 335+71.02
Δ = 4° 36′ 50″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 230.82′
L = 461.40′
E = 4.65′

DESIGN DESIGNATION:
IR-75 (S.L.M. 12.26 TO S.L.M. 13.46)

CURRENT ADT (2008)	124650
DESIGN YEAR ADT (2028)	146950
DESIGN HOURLY VOLUME (2028)	12050
DIRECTIONAL DISTRIBUTION	54%
TRUCKS (24 HOUR B&C)	26%
Td	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN INTERSTATE
NHS PROJECT	YES

CURVE NBC-6 DATA

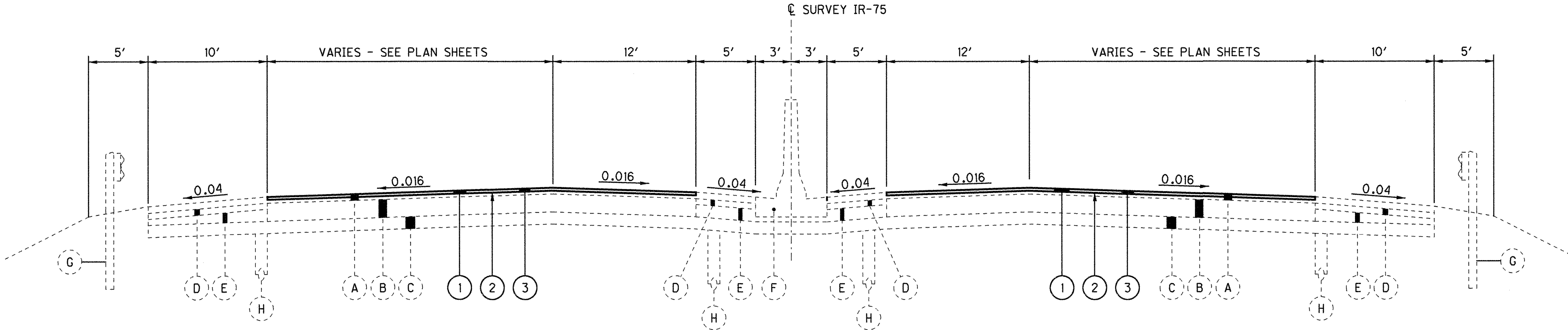
P.I. STA. 354+83.09	x = 498.48′
Δ = 60° 03′ 19″ (RT)	y = 29.03′
Dc = 4° 00′ 00″	k = 249.75′
R = 1,432.39′	p = 7.26′
Ls = 500.00′	Δc = 40° 03′ 19″ (RT)
θs = 10° 00′ 00″	Lc = 1,001.38′
LT = 333.87′	Ts = 1,081.86′
ST = 167.15′	Es = 230.44′

NOTE: IF RAMP CURVE DATA IS NEEDED CONTACT DISTRICT 7 PRODUCTION OFFICE

HORIZONTAL SCALE IN FEET 0 50 100 200

CALCULATED JBS CHECKED

MOT-75-10.42



TYPICAL NO. 1

N.B. & S.B. IR-75, NORMAL SECTION WITH BARRIER MEDIAN

LIMITING STATIONS

STA. 230+19.31 TO STA. 235+29.42 = 510.11'
STA. 235+29.42 TO STA. 237+38.18 = STRUCTURE MOT-75-1109 L&R AND APPROACH SLABS
STA. 237+38.18 TO STA. 242+44.65 = 506.47'
STA. 242+44.65 TO STA. 244+91.65 = STRUCTURE MOT-75-1122 L&R AND APPROACH SLABS
STA. 244+91.65 TO STA. 251+95.74 = 704.09'
STA. 259+61.76 TO STA. 264+33.71 = 471.95'
STA. 264+33.71 TO STA. 266+07.73 = STRUCTURE MOT-75-1164 L&R AND APPROACH SLABS
STA. 266+07.73 TO STA. 271+10.59 = 502.86'
STA. 271+10.59 TO STA. 272+57.63 = STRUCTURE MOT-75-1177 L&R AND APPROACH SLABS
STA. 295+37.52 TO STA. 298+76.86 = 339.34'

STA. 298+76.86 TO STA. 301+24.45
STATION EQUATION: STA. 301+24.45 ℄ SURVEY IR-75 (BACK) = STA. 300+09.78 ℄ S.B. IR-75 (AHEAD) — STRUCTURE MOT-75-1226 L AND APPROACH SLABS
STA. 300+09.78 ℄ S.B. IR-75 TO STA. 310+85.54 ℄ S.B. IR-75

STA. 298+76.86± TO STA. 301+24.45
STATION EQUATION: STA. 301+24.45 ℄ SURVEY IR-75 (BACK) = STA. 301+24.45 ℄ N.B. IR-75 (AHEAD) — STRUCTURE MOT-75-1226 R AND APPROACH SLABS
STA. 301+24.45 ℄ S.B. IR-75 TO STA. 312+45.79 ℄ N.B. IR-75

EXISTING LEGEND

- (A) EXISTING 3 1/4"± ASPHALT CONCRETE
- (B) EXISTING 9"± REINFORCED CONCRETE BASE
- (C) EXISTING SUBBASE
- (D) EXISTING 3"± WATERPROOF AGGREGATE BASE
- (E) EXISTING AGGREGATE BASE
- (F) EXISTING CONCRETE MEDIAN BARRIER
- (G) EXISTING GUARDRAIL
- (H) EXISTING UNDERDRAIN

PROPOSED LEGEND

- (1) ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 mm, TYPE A (446)
- (2) ITEM 407 - TACK COAT
- (3) ITEM 254 - 1 1/2" PAVEMENT PLANING, ASPHALT

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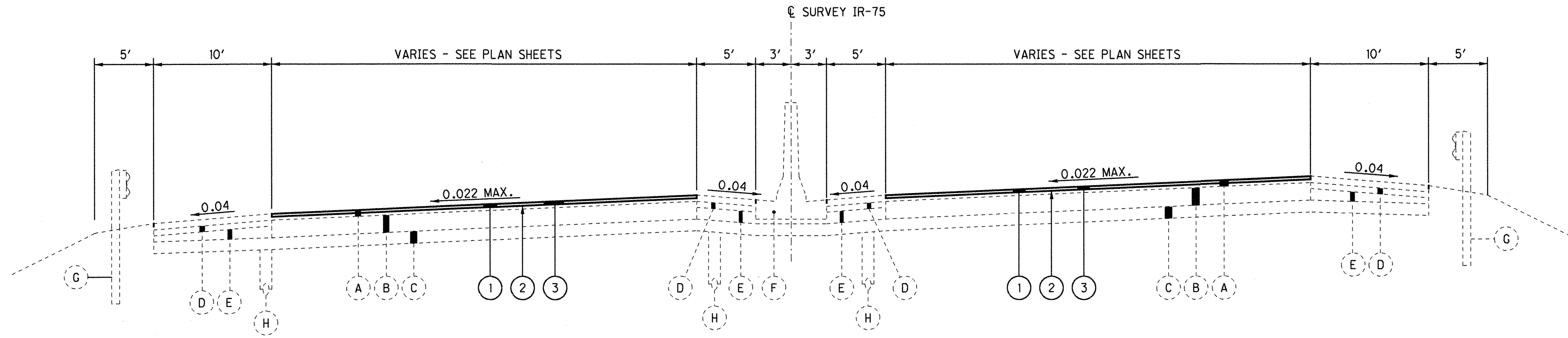
CALCULATED JBS CHECKED

TYPICAL SECTIONS

MOT-75-10.42



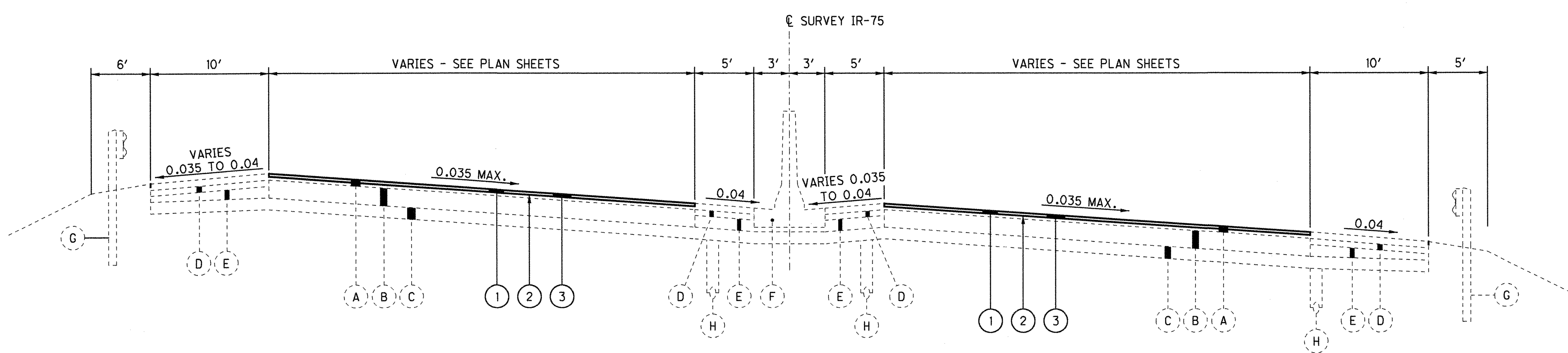
TYPICAL NO. 2

N.B. & S.B. IR-75, SUPERELEVATED SECTION WITH BARRIER MEDIAN

LIMITING STATIONS

STA. 550+61.50± TO STA. 550+79.43
STATION EQUATION: STA. 550+79.43 (BACK) = STA. 201+20.00 (AHEAD) — STRUCTURE MOT-75-1042 L&R AND APPROACH SLABS
STA. 201+20.00 TO STA. 210+89.81±
STA. 210+89.81 TO STA. 218+94.67 = 804.86′
STA. 218+94.67± TO STA. 221+51.38± = STRUCTURE MOT-75-1078 L&R AND APPROACH SLABS
STA. 221+51.29 TO STA. 230+19.31 = 868.02′
STA. 251+95.74 TO STA. 257+69.24 = 573.50′
STA. 257+69.24 TO STA. 259+61.76 = STRUCTURE MOT-75-1151 L&R AND APPROACH SLABS

FOR PAVEMENT LEGEND SEE SHEET 9.



TYPICAL NO. 3

N.B. & S.B. IR-75, SUPERELEVATED SECTION WITH BARRIER MEDIAN

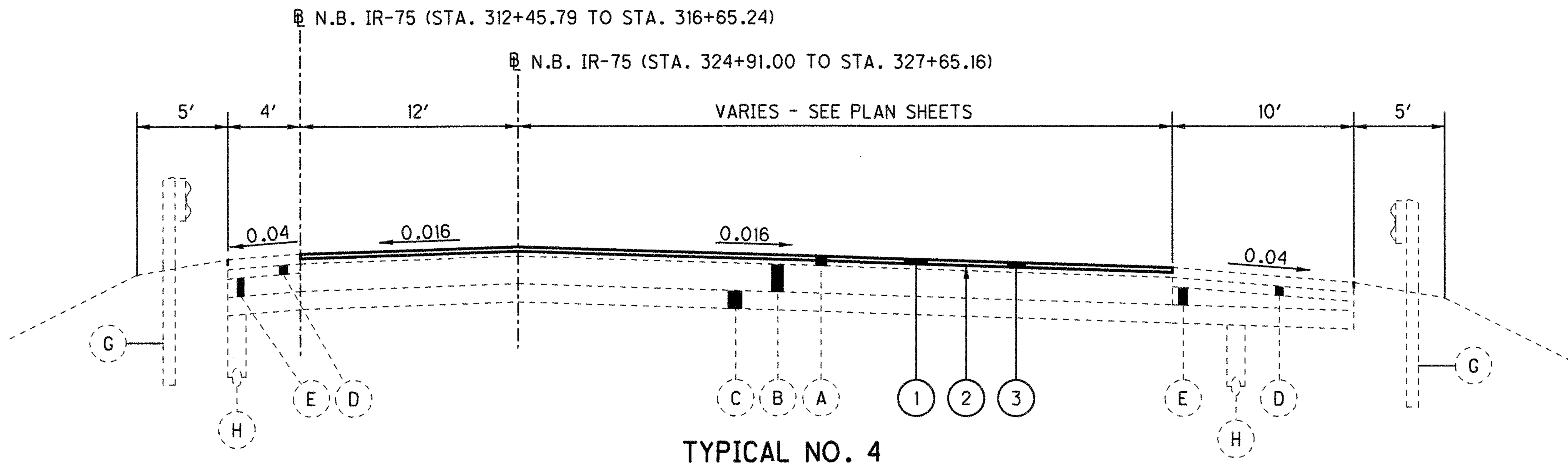
LIMITING STATIONS

STA. 272+57.63 TO STA. 277+39.76 = 482.13′
STA. 277+39.76 TO STA. 284+66.62 = STRUCTURE MOT-75-1188 L&R AND APPROACH SLABS
STA. 284+66.62 TO STA. 287+65.50 = 298.88′
STATION EQUATION — STA. 287+65.50 TO STA. 290+97.31 (BACK) = / STA. 292+20.56 (AHEAD) TO STA. 295+37.52 = — STRUCTURE MOT-75-1208 L&R AND APPROACH SLABS

CALCULATED JBS CHECKED

TYPICAL SECTIONS

MOT-75-10.42



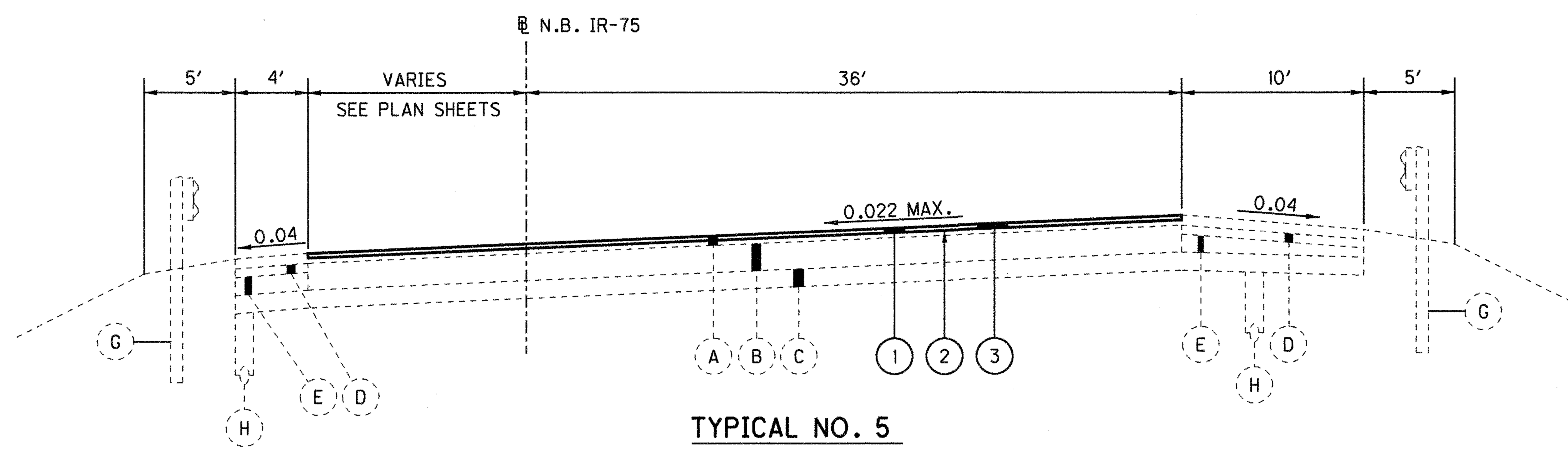
TYPICAL NO. 4

NORTHBOUND IR-75, NORMAL SECTION

LIMITING STATIONS

STA. 312+45.79 TO STA. 316+65.25 = 419.46′
STA. 316+65.25 TO STA. 319+76.50 = STRUCTURE MOT-75-1261 R AND APPROACH SLABS
STA. 324+90.99 TO STA. 327+65.32 = 274.33′
STA. 327+65.32 TO STA. 343+41.22 = STRUCTURE MOT-75-1281 R AND APPROACH SLABS

FOR PAVEMENT LEGEND SEE SHEET 9.



TYPICAL NO. 5

NORTHBOUND IR-75, SUPERELEVATED SECTION

LIMITING STATIONS

STA. 319+76.50 TO STA. 322+13.77 = 237.27′
STA. 322+13.78 TO STA. 324+90.99 = STRUCTURE MOT-75-1271 R AND APPROACH SLABS

CALCULATED JBS CHECKED

TYPICAL SECTIONS

MOT-75-10.42

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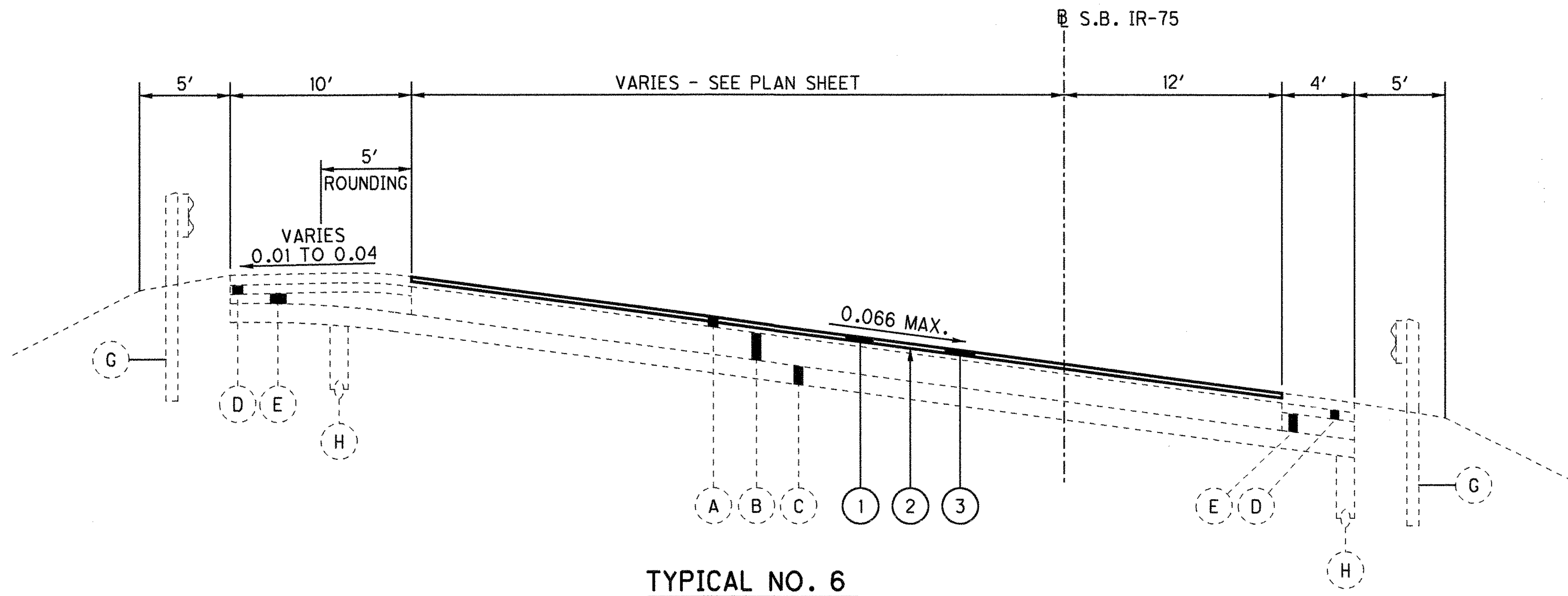


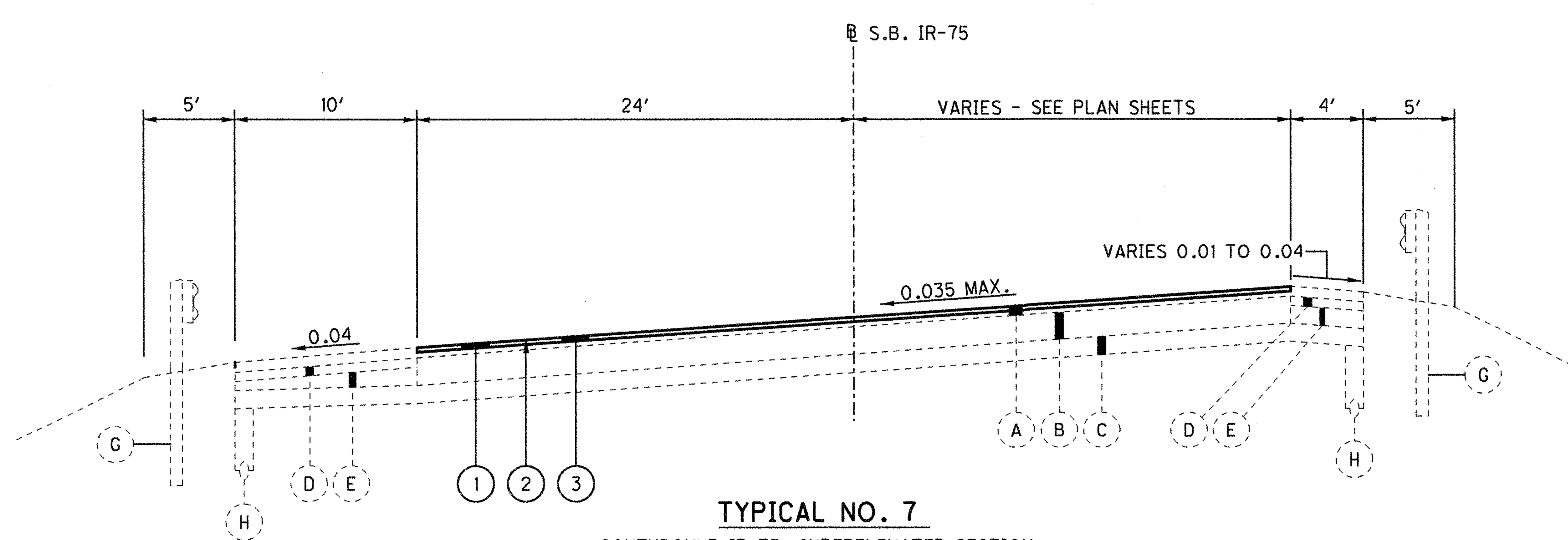
FOR PAVEMENT LEGEND SEE SHEET 9.

TYPICAL NO. 6

SOUTHBOUND IR-75, SUPERELEVATED SECTION

LIMITING STATIONS

STA. 310+85.54 TO STA. 313+95.72 = 310.18'
STA. 313+95.72 TO STA. 316+75.23 = STRUCTURE MOT-75-1261 L AND APPROACH SLABS
STA. 316+75.23 TO STA. 319+83.10 = 307.87'
STA. 319+83.10 TO STA. 322+71.35 = STRUCTURE MOT-75-1271 L AND APPROACH SLABS



TYPICAL NO. 7

SOUTHBOUND IR-75, SUPERELEVATED SECTION

LIMITING STATIONS

STA. 322+71.35 TO STA. 326+26.44 = 355.09'
STA. 326+26.44 TO STA. 342+42.82 = STRUCTURE MOT-75-1281 L AND APPROACH SLABS

CALCULATED JBS CHECKED

TYPICAL SECTIONS

MOT-75-10.42

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UTILITIES

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

WORK LIMITS

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

ITEM 202, RAISED PAVEMENT MARKER REMOVED

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE REMOVAL OF THE EXISTING RAISED PAVEMENT MARKERS:

ITEM 202, RAISED PAVEMENT MARKER REMOVED 695 EACH

CONTROL OF SPILLS

BEST CONSTRUCTION PRACTICES ARE TO IMPLEMENTED TO MINIMIZE WATER QUALITY IMPACTS. A SPILL CONTAINMENT KIT IS TO BE MAINTAINED ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. SPILLS OF FUELS, OILS, CHEMICALS OR OTHER MATERIALS WHICH COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY. IF THE SPILL IS A REPORTABLE AMOUNT, THE LOCAL FIRE DEPARTMENT IS TO BE CONTACTED.

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

CONVERT THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

ITEM 646, EDGE LINE, AS PER PLAN

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

ITEM 646, LANE LINE, AS PER PLAN

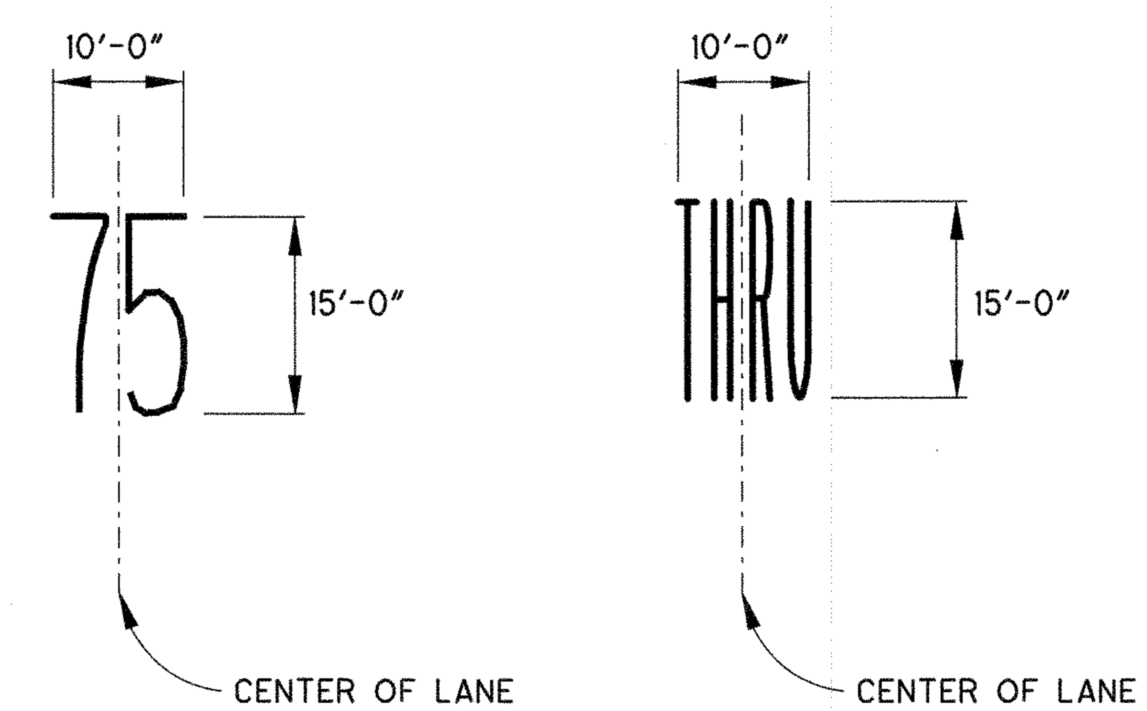
THE WIDTH OF THE EDGE LINE SHALL BE SIX INCHES (6").

ITEM 646, DOTTED LINE, AS PER PLAN

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

ITEM 646, PAVEMENT MARKING, MISC.: WORD ON PAVEMENT, AS PER PLAN

THE "THRU" AND "75" SHALL BE PLACED PER ITEM 646 AND TO THE DIMENSIONS SHOWN BELOW. THE "THRU" SHALL BE CENTERED BETWEEN CONSECUTIVE LANE LINE MARKINGS TO AVOID CONFUSION. THESE TEMPLATES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR WITH APPROVAL FROM THE DISTRICT TRAFFIC SAFETY ENGINEER. THE LOCATION LAYOUT SHALL ALSO BE APPROVED BY THE DISTRICT TRAFFIC SAFETY ENGINEER PRIOR TO APPLICATION. ALL LABOR, TOOLS, MATERIALS, AND EQUIPMENT NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 646, PAVEMENT MARKING, MISC.: WORD ON PAVEMENT.



LOCATION	STATION	SIDE	646 PAVEMENT MARKING, MISC.: WORD ON PAVEMENT - "75" EACH	646 PAVEMENT MARKING, MISC.: WORD ON PAVEMENT - "THRU" EACH
℄ SURVEY IR-75 (NORTHBOUND)	238+00	RT.	1	
℄ SURVEY IR-75 (NORTHBOUND)	239+50	RT.		1
℄ SURVEY IR-75 (NORTHBOUND)	295+75	RT.	1	
℄ SURVEY IR-75 (NORTHBOUND)	297+20	RT.		1
SUB-TOTAL			2	2
TOTAL CARRIED TO GENERAL SUMMARY			4	

ITEM 646, PAVEMENT MARKING, MISC.: LANE ARROW, AS PER PLAN

THE LANE ARROWS SHALL BE PLACED PER ITEM 646. THE "WRONG WAY ARROW" PER OMUTCD 2005 EDITION FIGURE 3B-21 SHALL BE USED. THE LOCATION LAYOUT SHALL BE APPROVED BY THE DISTRICT TRAFFIC SAFETY ENGINEER PRIOR TO APPLICATION. ALL LABOR, TOOLS, MATERIALS, AND EQUIPMENT NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 646, PAVEMENT MARKING MISC.: LANE ARROW.

LOCATION	STATION	SIDE	646 PAVEMENT MARKING, MISC.: LANE ARROW EACH
℄ SURVEY IR-75 (NORTHBOUND)	241+00	RT.	1
℄ SURVEY IR-75 (NORTHBOUND)	298+65	RT.	1
TOTAL CARRIED TO GENERAL SUMMARY			2

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CALCULATED JBS CHECKED

GENERAL NOTES

MOT-75-10.42

ITEM 614, MAINTAINING TRAFFIC

THE FOLLOWING WORK SHALL BE PERFORMED:

PERFORM ALL STRUCTURE REPAIRS INCLUDING APPROACH SLAB PATCHING, FILLING VOIDS BENEATH APPROACH SLABS, BACKWALL REPAIRS AND BRIDGE DECK PATCHING DURING NIGHTTIME LANE/RAMP CLOSURES OR IF NECESSARY WEEKEND RAMP/LANE CLOSURES (SEE LANE CLOSURES NOTE). TRAFFIC SHALL BE MAINTAINED AS PER THE APPLICABLE STANDARD CONSTRUCTION DRAWINGS AND AS DIRECTED BY THE ENGINEER.

RESURFACE AND PLACE PAVEMENT MARKINGS IR-75 DURING NIGHTTIME LANE/RAMP CLOSURES (SEE LANE CLOSURES NOTE). TRAFFIC SHALL BE MAINTAINED AS PER THE APPLICABLE STANDARD CONSTRUCTION DRAWINGS AND AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL 24 HOURS A DAY FOR THE DURATION OF THIS PROJECT. THIS INCLUDES PROVIDING, PLACING, MAINTAINING, AND SUBSEQUENTLY REMOVING ALL NECESSARY TRAFFIC CONTROL MEASURES FOR ALL PROPOSED CONSTRUCTION OPERATIONS.

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

THESE PERSONS SHALL BE RESPONSIBLE FOR REPAIRING AND/OR REPLACING ALL TRAFFIC CONTROL DEVICES NEEDED TO MAINTAIN SAFETY FOR THE DURATION OF THIS PROJECT. THESE PERSONS SHALL HAVE AVAILABLE ALL MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED REPAIRS WITHIN A REASONABLE PERIOD OF TIME.

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

THE CONTRACTOR SHALL FURNISH AND INSTALL ADVANCE WARNING "ROAD WORK AHEAD" (W20-1) SIGNS AND "END ROAD WORK" (G20-2) SIGNS ON IR-75. THE SIGNS SHALL BE DUAL INSTALLATIONS AND THE ACTUAL LOCATION SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER.

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

TRAFFIC SHALL BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND SHALL NOT BE SUBJECTED TO CONSTANT LANE SHIFTS.

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

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 TRAVELLING 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.

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

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

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	12:00 NOON FRIDAY THROUGH 6:00AM MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00AM TUESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 6:00AM WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 6:00AM THURSDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 6:00AM MONDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00AM MONDAY
SATURDAY	12:00 NOON FRIDAY THROUGH 6:00AM 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.

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

RAMP WILL BE
CLOSED ___________
FOR _ _ DAYS
INFO: 1-888-200-9919

W20-H13-60

THE CONTRACTOR SHALL PROVIDE, ERECT, AND MAINTAIN STANDARD 48" X 30" "ROAD CLOSED" SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60, DURING PERIODS IN WHICH THE AFFECTED RAMPS ARE CLOSED TO TRAFFIC.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC:

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 40 CU. YD.

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

LANE CLOSURES

THE CONTRACTOR IS ADVISED THAT IT WILL BE NECESSARY TO SCHEDULE NIGHT TIME AND/OR WEEKEND WORK FOR CONSTRUCTION ACTIVITIES. IN ORDER TO CONFORM WITH THIS REQUIREMENT, CONTRACTOR SHALL BE RESPONSIBLE FOR ALL INCREMENTAL COSTS ASSOCIATED WITH NIGHT TIME AND/OR WEEKEND CONSTRUCTION ACTIVITIES.

ALL NIGHTTIME LANE/RAMP CLOSURES SHALL BE AS PER THE PERMITTED LANE CLOSURE POLICY FOR A LIST OF THESE TIMES AND LANE RESTRICTIONS SEE THE FOLLOWING WEBSITE:

http://plcm.dot.state.oh.us/

THE INTENT OF WEEKEND RAMP/LANE CLOSURES IS TO LIMIT CLOSURE TIMES OF RAMPS OR ANY LANES OF THROUGH TRAFFIC ON IR-75. DURING A WEEKEND RAMP/LANE CLOSURE ONLY ONE LANE OF TRAFFIC ON IR-75 SHALL BE CLOSED, A SECOND LANE MAY BE CLOSED BUT ONLY FOR THE AREAS AND HOURS LISTED IN THE PERMITTED LANE CLOSURE POLICY. WEEKEND RAMP/LANE CLOSURES SHALL BEGIN NO EARLIER THAN 11:00 PM ON FRIDAY AND END NO LATER THAN 5:00 AM ON MONDAY. MAXIMUM DURATION: 54 HOURS.

LISTED BELOW ARE THE RAMPS (WITH THEIR REQUIREMENTS/RESTRICTIONS) THAT MAY NEED TO BE CLOSED DURING STRUCTURE AND APPROACH SLAB REPAIR WORK DURING THIS PROJECT:

RAMP NAME	NIGHTTIME CLOSURE PERMITTED	WEEKEND CLOSURE PERMITTED	DETOUR REQUIRED FOR WEEKEND CLOSURE	REQUIREMENTS AND RESTRICTIONS
RAMP "A"	YES	YES	YES	SEE NOTE 1
RAMP "B"	YES	YES	YES	SEE NOTE 1
RAMP "AN"	YES	YES	YES	SEE NOTE 4
RAMP "NA"	YES	YES	YES	
RAMP "WN" & "EN"	YES	NO		
RAMP "NE" & "NW"	YES	NO		SEE NOTE 4
RAMP "L"	YES	YES	NO	SEE NOTE 2
RAMP "M"	YES	YES	NO	SEE NOTE 2
RAMP "O"	YES	YES	YES	SEE NOTE 2 AND 4
RAMP "Q"	YES	YES	YES	SEE NOTE 2 AND 4
RAMP "T"	YES	YES	YES	SEE NOTE 4
RAMP "W"	YES	YES		SEE NOTE 4
RAMP "AA"	YES	NO		SEE NOTE 3
RAMP "BB"	YES	NO		SEE NOTE 3

NOTE 1: NO CLOSURES SHALL OCCUR WHEN EVENTS ARE SCHEDULED AT UD ARENA OR WELCOME STADIUM.

NOTE 2: NO CLOSURES SHALL OCCUR DURING A MAJOR DOWNTOWN EVENT.

NOTE 3: CONTRACTOR SHALL COORDINATE HIS WORK WITH ABUTTING PROJECTS.

NOTE 4: LANE CLOSURE RESTRICTIONS:

RAMP "AN" & RAMP "WN"/"EN" SHALL NOT BE CLOSED AT THE SAME TIME.
RAMP "W" AND RAMP "NW"/"EN" SHALL NOT BE CLOSED AT THE SAME TIME.
RAMP "O" AND RAMP "Q" SHALL NOT BE CLOSED AT THE SAME TIME.
RAMP "T" AND RAMP "W" SHALL NOT BE CLOSED AT THE SAME TIME.

FOR DETOURS SEE NOTE ITEM 614, DETOUR SIGNING, AS PER PLAN ON SHEET 15.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES IN THE AMOUNT OF $250 PER MINUTE FOR THE FIRST FIVE MINUTES PER DAY AND $100 PER MINUTE FOR EACH MINUTE THEREAFTER.

DAYTIME WORK WILL BE PERMITTED AS LONG AS NO TRAFFIC IS AFFECTED BY THE WORK BEING PERFORMED.

THE CONTRACTOR SHALL CONTACT THE ODOT DISTRICT 7 ROADWAY SERVICES OFFICE (937-497-6834) A MINIMUM OF 14 CALENDAR DAYS PRIOR TO INTENDED RAMP/LANE CLOSURE TO ALLOW SUFFICIENT TIME FOR THE NECESSARY COORDINATION.

ANY CLOSURES WITHIN THE CITY OF DAYTON RIGHT-OF-WAY NOT SPECIFICALLY DETAILED IN THE PLANS WILL REQUIRE A CITY OF DAYTON PERMIT.

ANY COST REQUIRED TO SECURE THE CITY OF DAYTON PERMIT, IS CONSIDERED INCIDENTAL TO ITEM 614, MAINTAINING TRAFFIC. NO SEPARATE PAYMENT SHALL BE MADE.

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR IS ADVISED THAT ADJACENT CONSTRUCTION OPERATIONS INCLUDING, BUT NOT LIMITED TO MOT-75-13.11 AND DAY-MONUM, MAY IMPACT THE PROJECT SCHEDULE, SEQUENCE OF CONSTRUCTION, AND/OR TRAFFIC CONTROL BETWEEN ADJACENT CONSTRUCTION ZONES. THE CONTRACTOR IS REQUIRED TO COORDINATE ALL MAINTENANCE OF TRAFFIC OPERATIONS WITH THOSE ADJACENT CONSTRUCTION PROJECTS.

COOPERATION WITH THE ENGINEER, INSPECTORS AND ALL OTHER CONTRACTORS ON OR ADJACENT TO THE PROJECT IS REQUIRED, AS PER CMS 105.08.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

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

ITEM 614, REPLACEMENT SIGN

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

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

AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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 100 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR WORK ZONE PAVEMENT MARKINGS:

ITEM 614, WORK ZONE EDGE LINE, CLASS III, 642 PAINT	11.18 MILE
ITEM 614, WORK ZONE LANE LINE, CLASS III, 642 PAINT	12.05 MILE

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

USE OF LAW ENFORCEMENT OFFICERS (LEO'S) BY CONTRACTORS OTHER THAN THE USES SPECIFIED IN THIS NOTE WILL NOT GENERALLY BE PERMITTTED AT PROJECT COST UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE ENGINEER. LEO'S SHOULD NOT BE USED WHERE THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) INTENDS THAT FLAGGER BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR 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. IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE.

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

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

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEO'S DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A LIST OF THE APPROPRIATE LAW ENFORCEMENT AGENCY(S), INCLUDING ADDRESS AND TELEPHONE NUMBER.

THE LEO SHOULD REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING THE SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF THE SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHOULD NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIED THE LEO WITH A TWO WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF THE SHIFT.

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 QUANTITY 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.

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

ITEM 614, DETOUR SIGNING, AS PER PLAN

THIS ITEM SHALL BE AS DESCRIBED IN CMS 614.06 EXCEPT THAT IF A RAMP CLOSURE IS DETERMINED TO BE NEEDED, TO PERFORM STRUCTURE AND/OR APPROACH SLAB WORK, BY THE CONTRACTOR AND THE PROJECT ENGINEER AND IT IS ALSO DETERMINED THAT A DETOUR PLAN IS NEEDED (AS PER THE LANE CLOSURE NOTE ON SHEET 14) THE CONTRACTOR SHALL DEVELOP A DETOUR PLAN FOR THE AFFECTED RAMP.

THE CONTRACTOR SHALL CONTACT THE CITY OF DAYTON (937-333-4087) TO DETERMINE DETOUR ROUTE FOR THE AFFECTED RAMP.

THE CONTRACTOR SHALL SUBMIT A COPY OF THE DETOUR PLAN TO THE PROJECT ENGINEER FOR APPROVAL.

PAYMENT FOR ALL DESIGN, LABOR, EQUIPMENT, SIGNS, SIGN SUPPORTS, ETC. SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, DETOUR SIGNING, AS PER PLAN

GENERAL NOTES

1. It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. The suggested treatments are intended for high volume projects that will last at least seven days and have an active work zone 1 mile [1.6 km] or less in length. For guidance on the use of this sheet, see L&D Manual Volume One, Section 500. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.

2. While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.

3. In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.

4. The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.

5. Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing RM-4.2 and Item 622.

6. When drums are specified for a drop-off condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.

7. When W8-9 (Low Shoulder) signs or W8-9a (Shoulder Drop-Off) signs or W8-11 (Uneven Lanes) signs are required, they shall be placed 750 feet [230 m] in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all inter secting roadways within the limits of the condition. When the drop-off condition extends more than 0.5 mile [800 m], additional signs should be erected at intervals of 1.0 mile [1600 m] or less.

8. For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate a difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.

9. Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10 feet [3.0 m], drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 5 inches [125] and approval is granted by the Project Engineer.

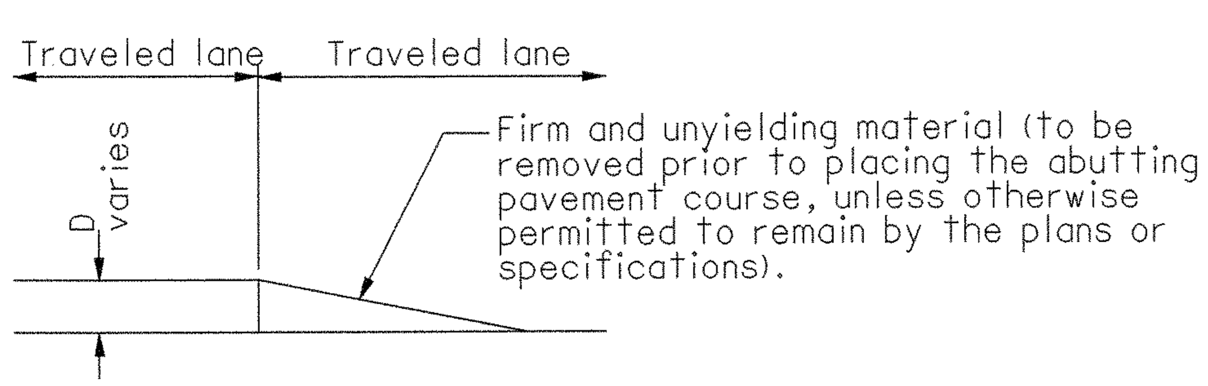
10. Pavement Repairs (or similar work):

    a. Lengths greater than 60 feet [18 m] - utilize appropriate treatment from Condition I.

    b. Lengths of 60 feet [18 m] or less - repairs shall be effected in accordance with CMS 255.08. Drums may be used as a separtor adjacent to the traveled lane.

OPTIONAL WEDGE TREATMENT
(MILLING OR RESURFACING)

1. This treatment may be used when permitted for Condition I only.
2. W8-11 sign required.

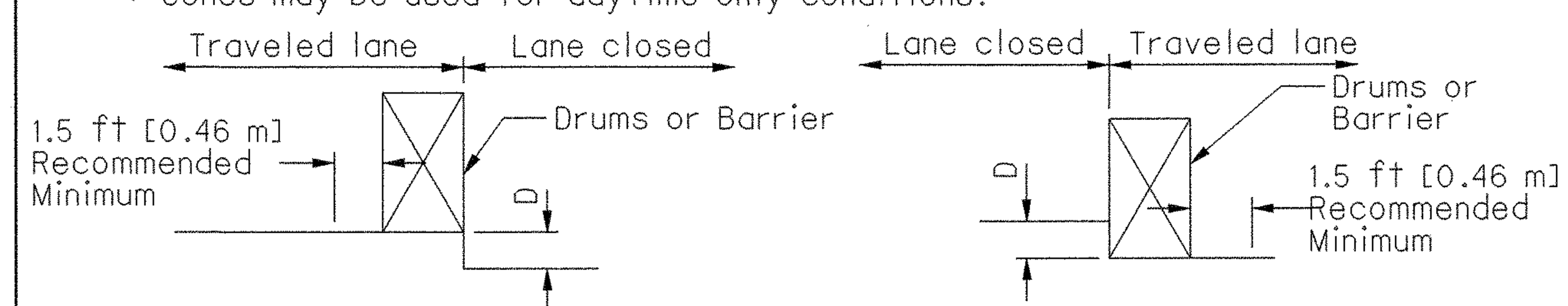


CONDITION I
DROP-OFFS BETWEEN TRAVELED LANES

1. These treatments are to be used for resurfacing, pavement planing, excavation, etc. between or within traveled lanes.

D - inches (mm)	Treatment
<1-1/2 [<40]	Erect W8-11 sign.
1-1/2 - 3 [40-75]	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
> 3 - 5 [>75-125]	Lane closure utilizing drums as shown below.
> 5 [>125]	Lane closure utilizing portable concrete barrier as shown below.

* Cones may be used for daytime only conditions.

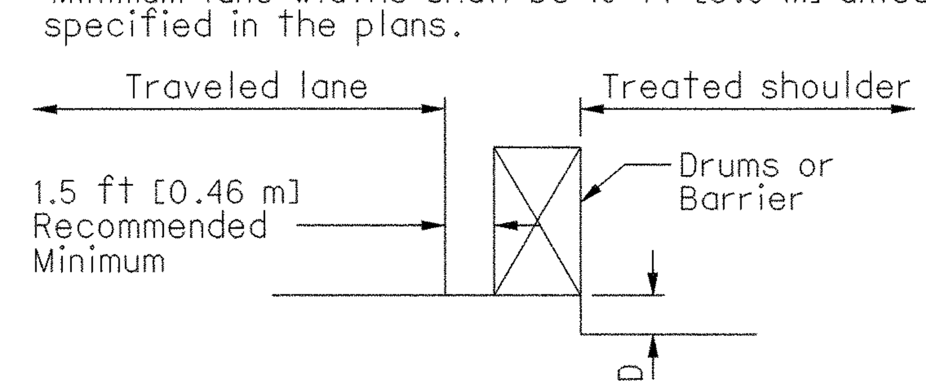


CONDITION II
DROP-OFFS WITHIN GRADED SHOULDER AREA

1. The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
2. The graded shoulder area is that flat or gradually sloping area between the edge of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a "treated" area (improved with aggregates, asphaltic materials or concrete). For the purpose herein, its maximum width shall be considered to be 12 feet [3.6 m].

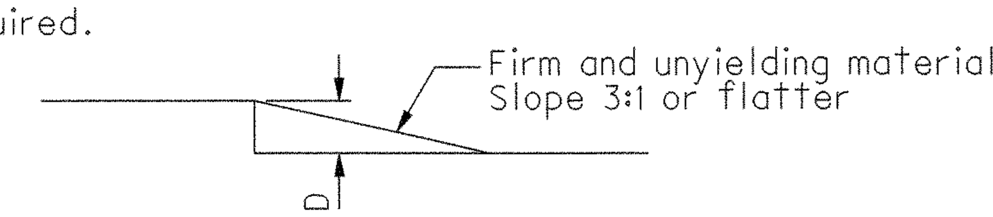
D - inches (mm)	Treatment
< 1-1/2 [<40]	1) Erect W8-9a signs.
> 1-1/2 - 5 [>40-125]	1) If minimum lane width* requirements can be met, maintain lanes utilizing drums as shown below OR 2) If minimum. lane width* requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
> 5 -12 [125-305] Daylight only	If minimum lane width* requirements can be met, maintain lanes utilizing drums as shown below.
> 5 - 24 [>125-610]	1) If minimum lane width* requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If minimum lane width* requirements cannot be met, close adjacent lane utilizing drums.
> 24 [> 610]	Lane closure utilizing portable concrete barrier as shown below.

* Minimum lane widths shall be 10 ft [3.0 m] unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

1. This treatment may not be used within a bitumunos shoulder where a hot longitudnal joint per CMS 401.15 is required.
2. W8-9 signs required.

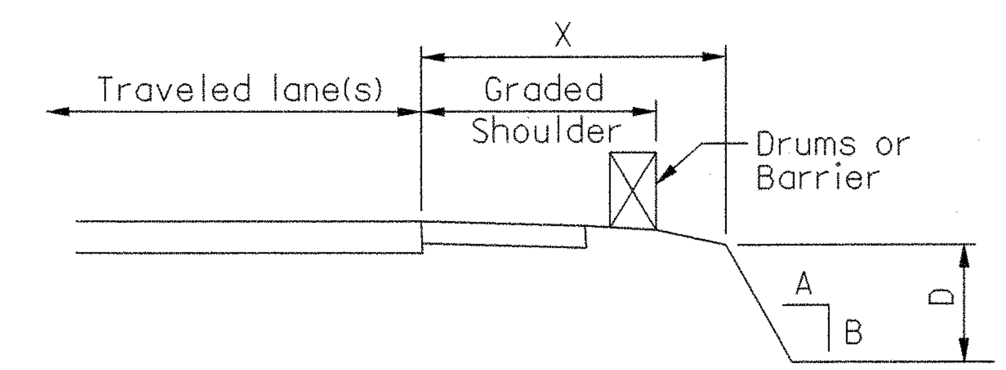


CONDITION III
DROP-OFFS BEYOND GRADED SHOULDER OR BACK OF CURB

1. See Note 2 under Condition II.
2. Use Chart A or B below, as applicable.

CHART A

USE FOR: 1. Uncurbed Facilities
2. Curbed Facilities, where:
a. Curbs are less than 6 inch [150] in height
b. Curbs are 6 inch [150] or greater in height and the legal speed is greater than 40 mph [70 km/hr].

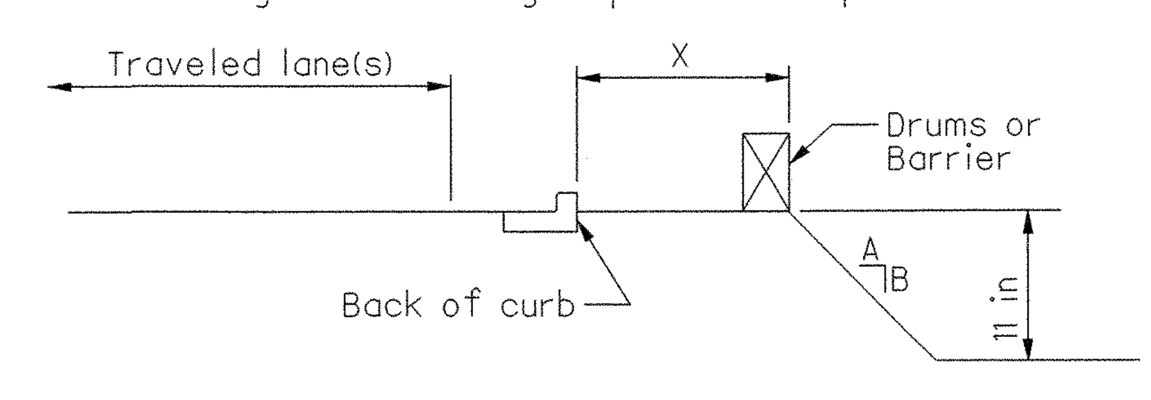


X feet (m)	D inch (mm)	A/B	Treatment Required Day	Treatment Required Night
0 - 4 [0 - 1.2]	Any	Any	(a)	(a)
4 - 30 [1.2 - 9.1]	Any	3:1 or Flatter	None	None
4 - 12 [1.2 - 3.6]	< 3 [< 75]	Steeper than 3:1	None	None
4 - 12 [1.2 - 3.6]	> 3 - < 12 [> 75 - < 305]	Steeper than 3:1	Drums	Drums
4 - 12 [1.2 - 3.6]	> 12 [> 305]	Steeper than 3:1	Drums	Barrier
> 12 - 20 [> 3.6 - 6.1]	< 12 [< 305]	Steeper than 3:1	None	None
> 12 - 20 [> 3.6 - 6.1]	> 12 - 24 [> 305 - < 610]	Steeper than 3:1	Drums	Drums
> 12 - 20 [> 3.6 - 6.1]	> 24 [> 610]	Steeper than 3:1	Drums	Barrier
> 20 - 30 [> 6.1 - 9.1]	< 24 [< 610]	Steeper than 3:1	None	None
> 20 - 30 [> 6.1 - 9.1]	> 24 [> 610]	Steeper than 3:1	Drums	Barrier
> 30 [> 9.1 m]	Any	Any	None	None

(a) Use treatment specified under Condition II.

CHART B

USE FOR: Curbed facilities, where the curb is 6 inches [150 mm] or greater in height and the legal speed is 40 mph [70 km/h] or less.



X feet (m)	D inch (mm)	A/B	Treatment Required Day	Treatment Required Night
0 - 10 [0-3.0 m]	< 12 [< 305]	Any	None	Drums
0 - 10 [0-3.0 m]	> 12 [> 305]	Any	Drums	Drums
> 10 [> 3.0 m]	Any	Any	None	None

OFFICE OF TRAFFIC ENGINEERING

DESIGNED | REVIEWED LAM | REVISION DATE 11/27/06 | CHECKED | PID NUMBER 2010190

PLAN INSERT SHEET
DROP OFFS IN WORK ZONES

MOT-75-10.42

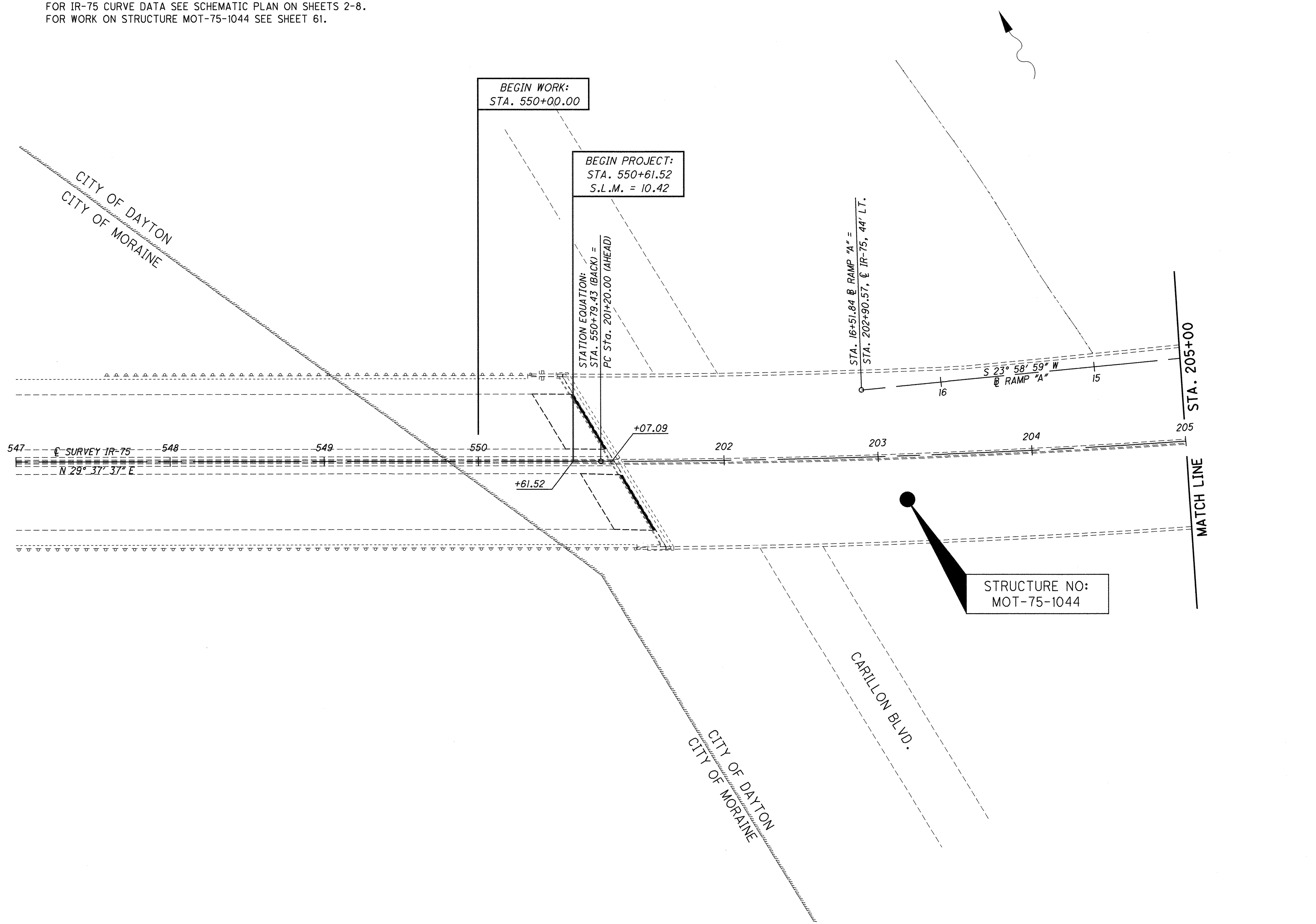
GENERAL SUMMARY

SHEET NUMBER 13	15	37	38	OFFICE CALCS	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
									PAVEMENT	
				65141	254	01000	65141	SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE	
				4886	407	10000	4886	GALLON	TACK COAT	
				2715	442	10000	2715	CU. YD.	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446)	
									MAINTENANCE OF TRAFFIC	
	500				614	11100	500	HOURS	LAW ENFORCEMENT OFFICER WITH PATROL CAR	
	LUMP				614	12421	LUMP		DETOUR SIGNING, AS PER PLAN	15
	10				614	12500	10	EACH	REPLACEMENT SIGN	
	100				614	12600	100	EACH	REPLACEMENT DRUM	
	12.05				614	20550	12.05	MILE	WORK ZONE LANE LINE, CLASS III, 642 PAINT	
	11.18				614	22350	11.18	MILE	WORK ZONE EDGE LINE, CLASS III, 642 PAINT	
									TRAFFIC CONTROL	
695					621	54000	695	EACH	RAISED PAVEMENT MARKER REMOVED	
		349	346		621	00100	695	EACH	RPM	
		5.58	5.60		646	10001	11.18	MILE	EDGE LINE, AS PER PLAN	13
		6.16	5.89		646	10101	12.05	MILE	LANE LINE, AS PER PLAN	13
		3847	3572		646	10300	7419	FOOT	CHANNELIZING LINE	
		416	354		646	10600	770	FOOT	TRANSVERSE/DIAGONAL LINE	
		2009	2226		646	20501	4235	FOOT	DOTTED LINE, AS PER PLAN	13
4					646	98000	4	EACH	PAVEMENT MARKING, MISC.: WORD ON PAVEMENT, AS PER PLAN	13
2					646	98000	2	EACH	PAVEMENT MARKING, MISC.: LANE ARROW, AS PER PLAN	13
					614	11000	LUMP		MAINTAINING TRAFFIC	
					624	10000	LUMP		MOBILIZATION	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1044 SEE SHEET 61.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1078 SEE SHEET 62.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1109 SEE SHEET 63.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1122 SEE SHEET 64.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1151 SEE SHEET 65.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1164 SEE SHEET 66.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1177 SEE SHEET 67.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1188 SEE SHEET 68.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1208 SEE SHEET 69.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1226L SEE SHEET 70.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1226R SEE SHEET 71.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1261L SEE SHEET 72.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1261R SEE SHEET 73.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1271L SEE SHEET 74.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1271R SEE SHEET 75.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1281L SEE SHEET 76.	
									FOR BRIDGE SUMMARY FOR STRUCTURE MOT-75-1281R SEE SHEET 77.	

CALCULATED JBS CHECKED

MOT-75-10.42

FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1044 SEE SHEET 61.



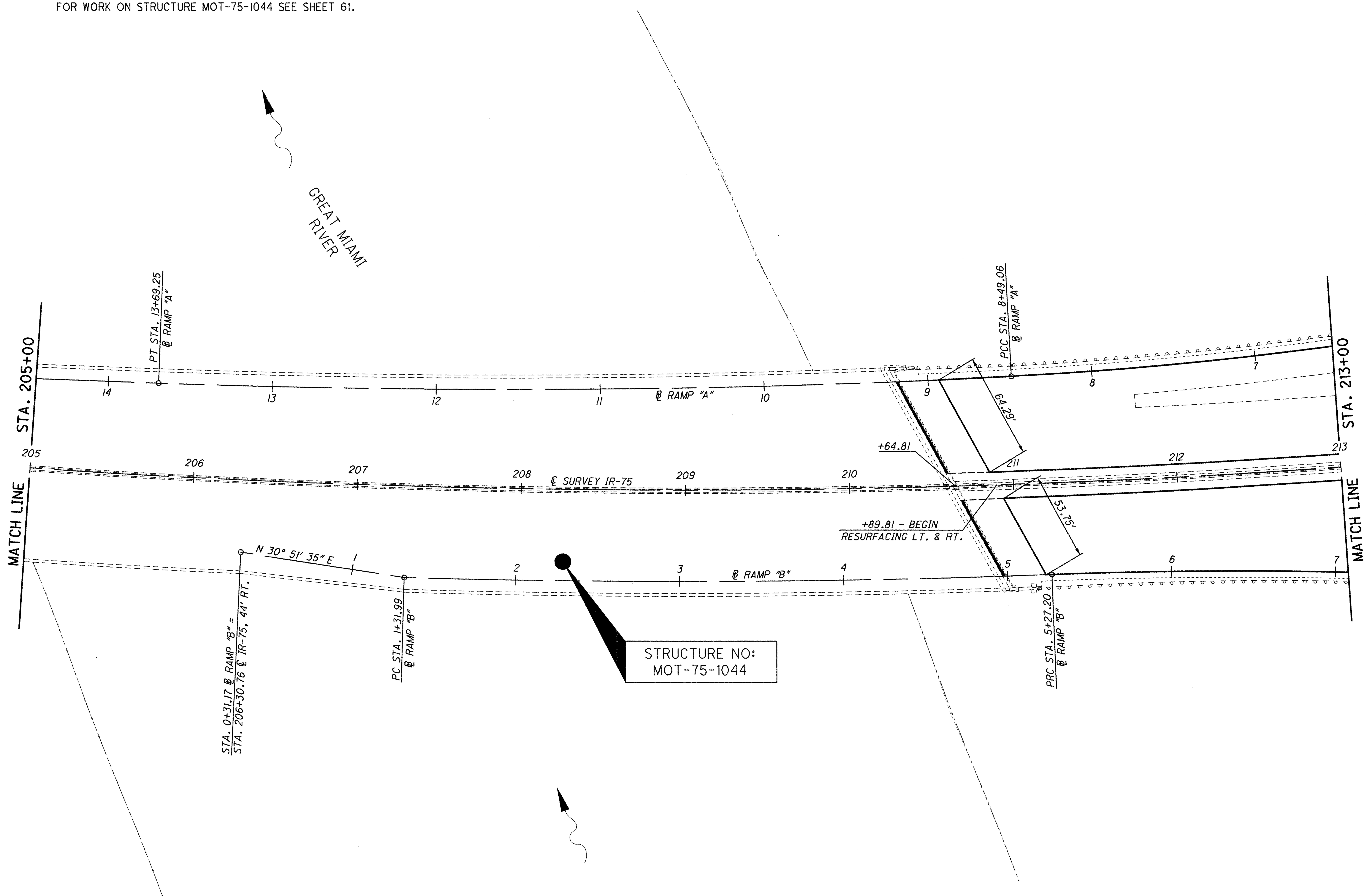
CALCULATED JBS
CHECKED

PLAN SHEET - IR-75
STA. 547+00 TO STA. 205+00

MOT-75-10.42

I:\PROJECTS\MOT\IR75\1042\83205\design\83205GP01.dgn 05-MAR-2008 8:47AM jschulze

FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1044 SEE SHEET 61.



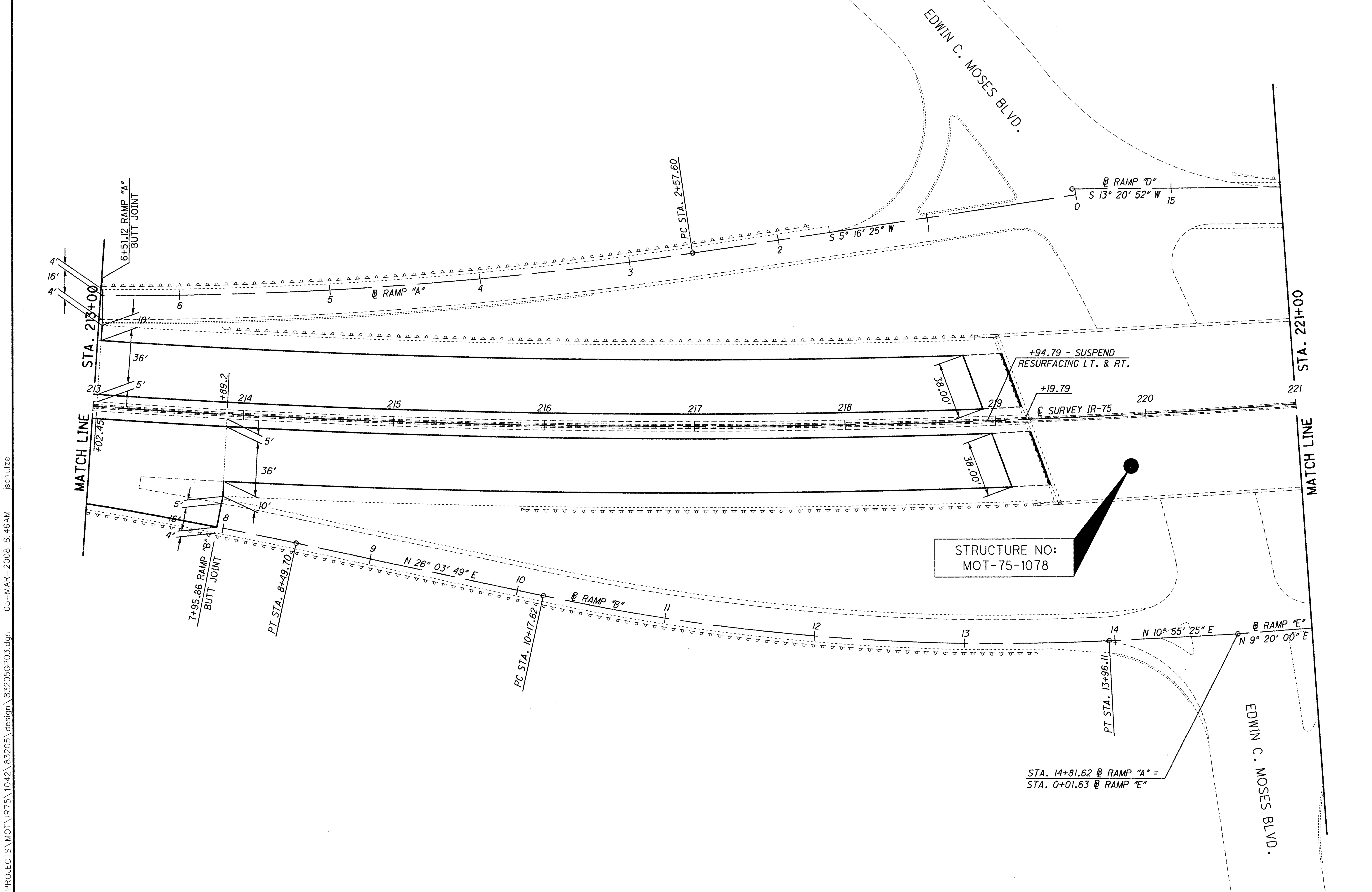
0 15 30 60
HORIZONTAL SCALE IN FEET

CALCULATED JBS
CHECKED

PLAN SHEET - IR-75
STA. 205+00 TO STA. 213+00

MOT-75-10.42

FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1078 SEE SHEET 62.



0 15 30 60
HORIZONTAL
SCALE IN FEET

CALCULATED
JBS
CHECKED

PLAN SHEET - IR-75
STA. 213+00 TO STA. 221+00

MOT-75-10.42

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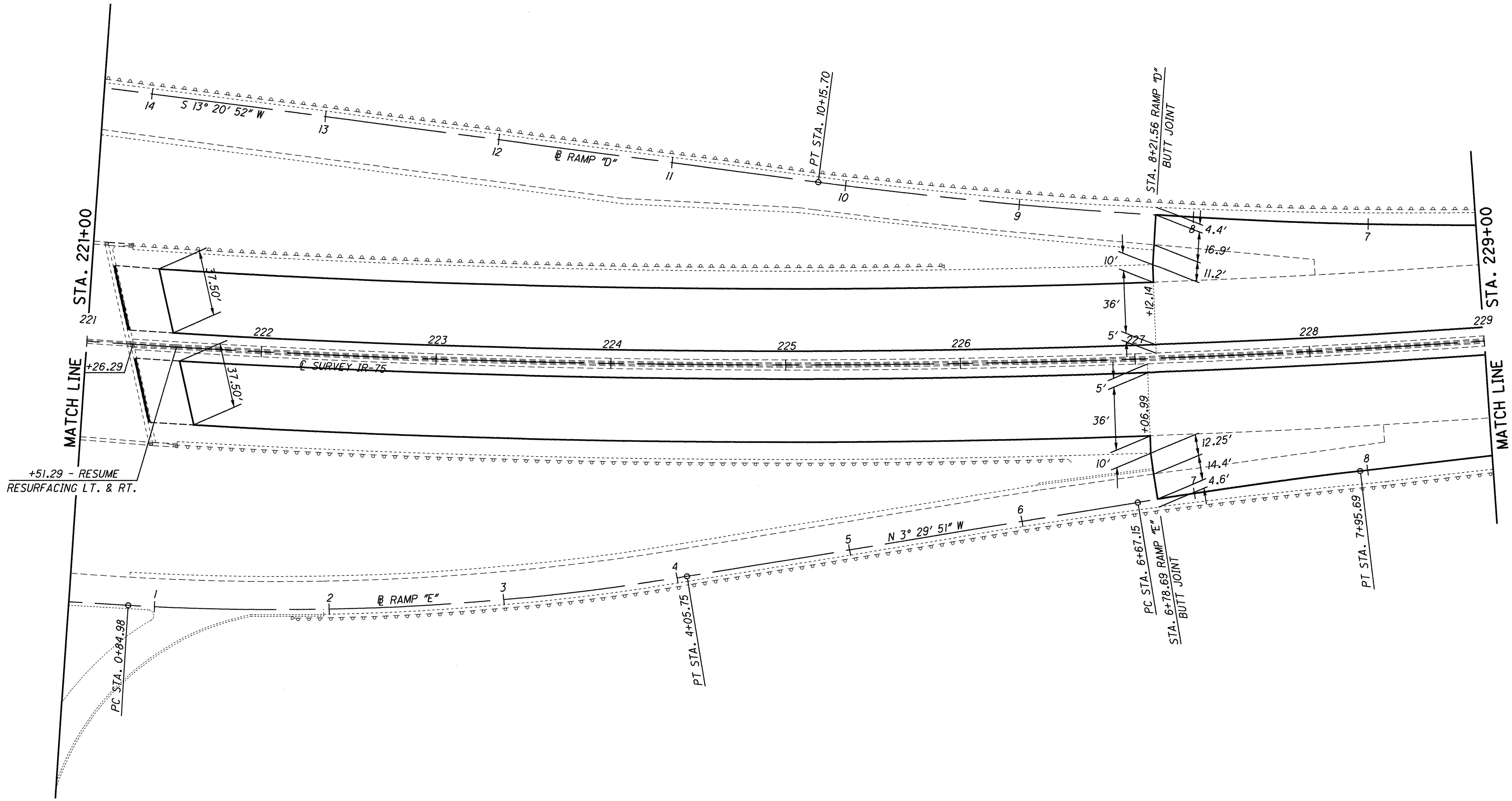
FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1078 SEE SHEET 62.



CALCULATED JBS
CHECKED

0 15 30 60
HORIZONTAL SCALE IN FEET

PLAN SHEET - IR-75
STA. 221+00 TO STA. 229+00

MOT-75-10.42

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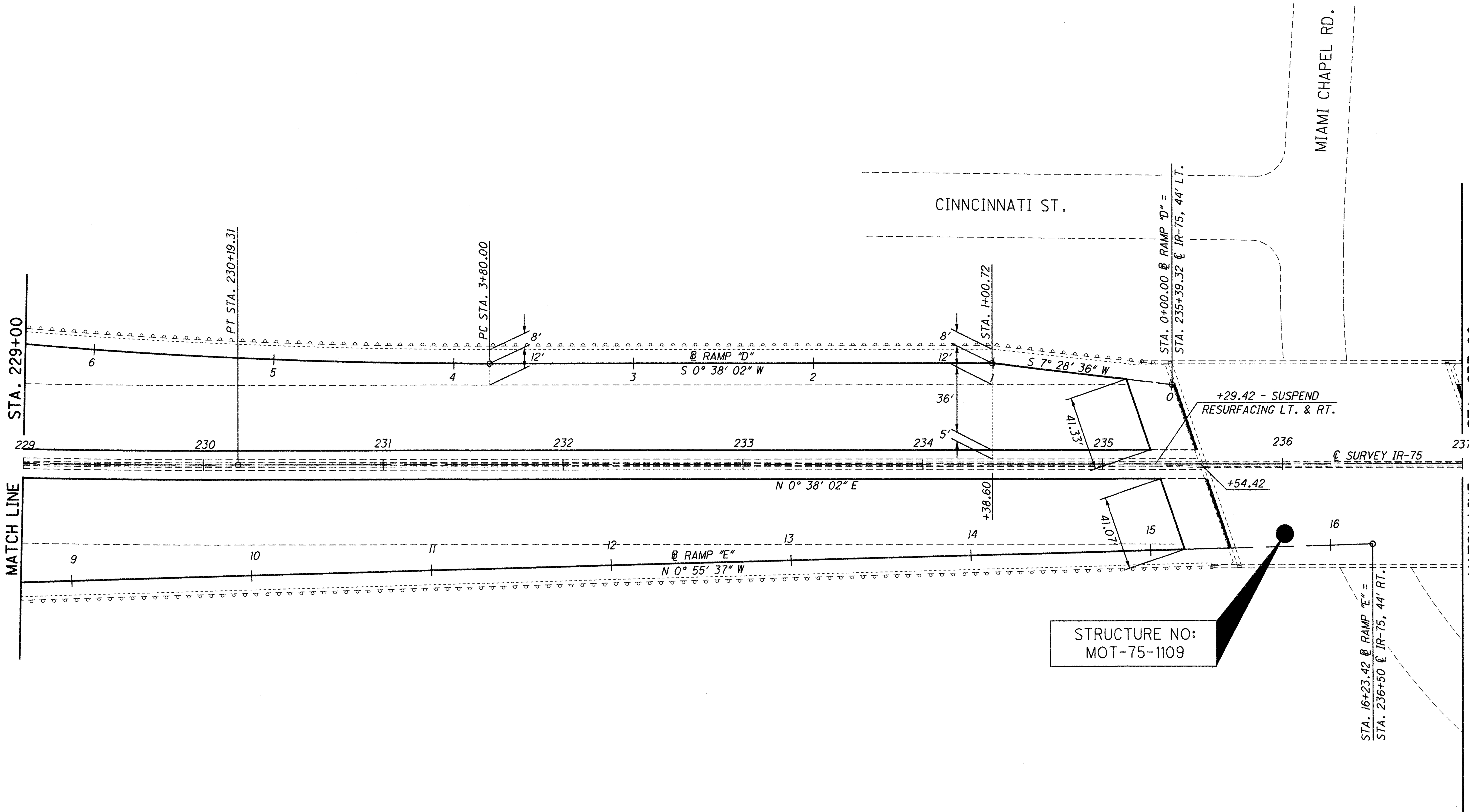
FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1109 SEE SHEET 63.



HORIZONTAL SCALE IN FEET

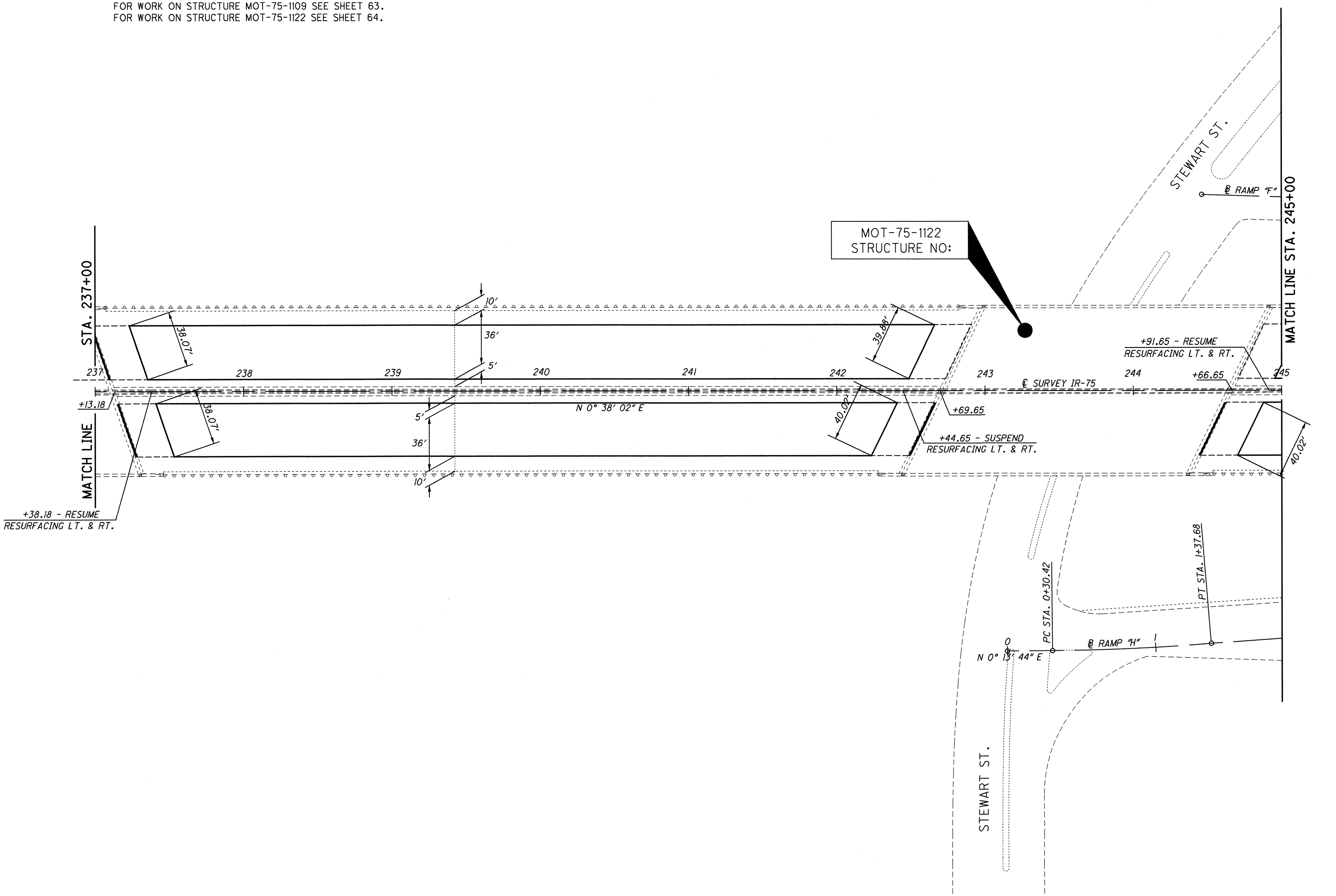
CALCULATED JBS

CHECKED

PLAN SHEET - IR-75
STA. 229+00 TO STA. 237+00

MOT-75-10.42

FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1109 SEE SHEET 63.
FOR WORK ON STRUCTURE MOT-75-1122 SEE SHEET 64.



PLAN SHEET - IR-75
STA. 237+00 TO STA. 245+00

MOT-75-10.42

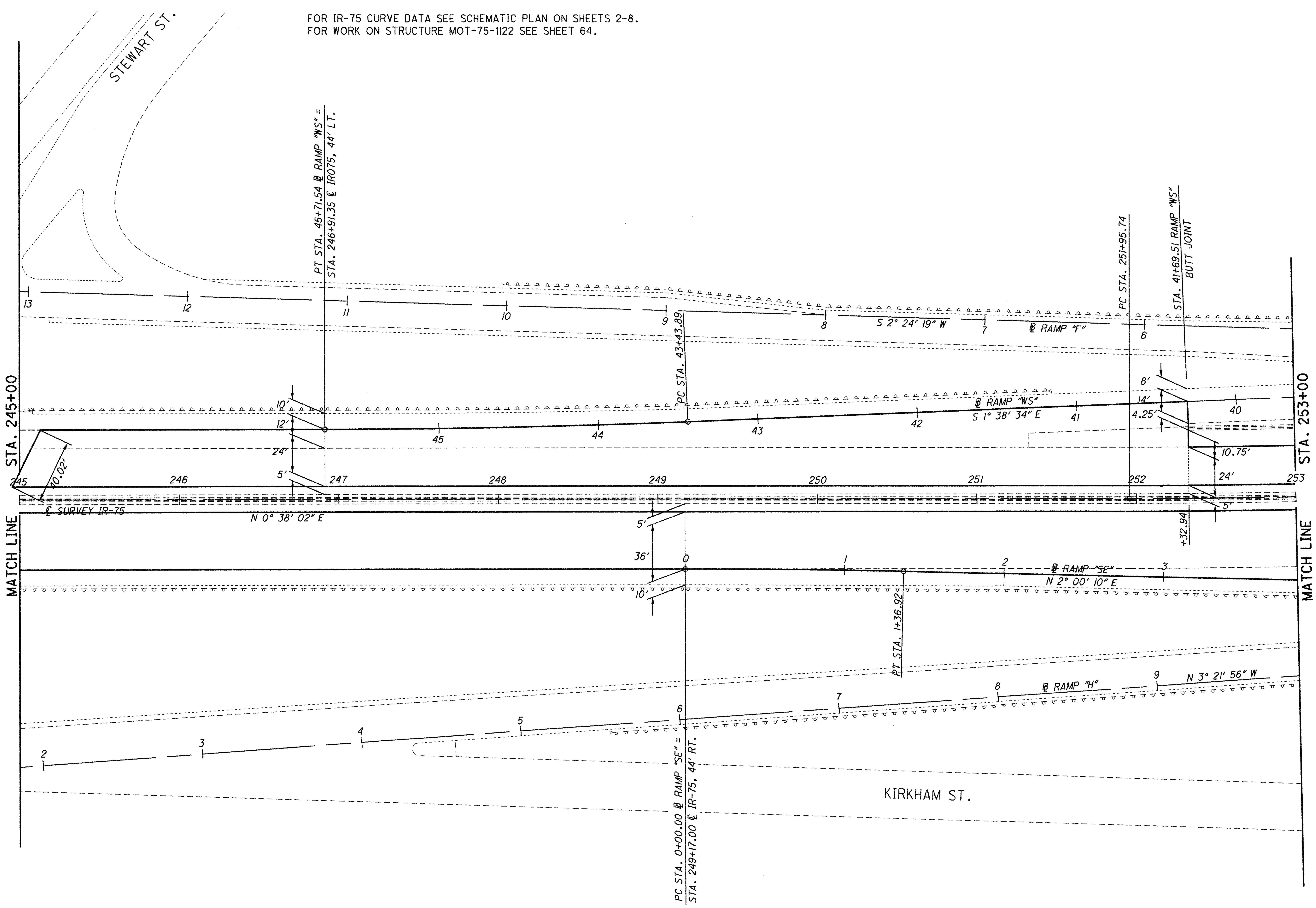
CALCULATED JBS
CHECKED

0 15 30 60
HORIZONTAL SCALE IN FEET

N

I:\PROJECTS\MOT\IR75\1042\83205\design\83205GP06.dgn 05-MAR-2008 8:45AM jschulze

FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1122 SEE SHEET 64.



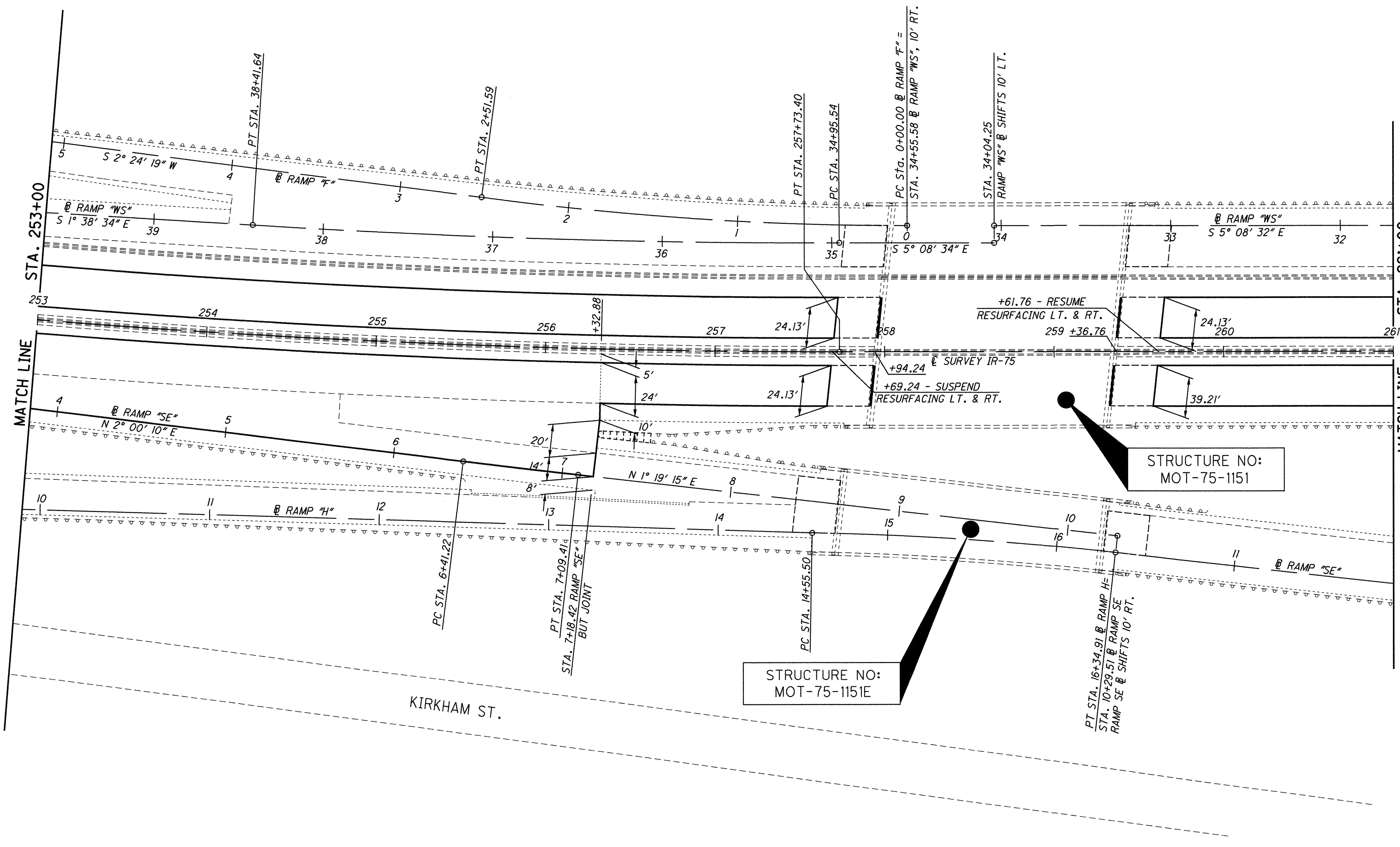
HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED JBS
CHECKED

PLAN SHEET - IR-75
STA. 245+00 TO STA. 253+00

MOT-75-10.42

FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1151 SEE SHEET 65.



HORIZONTAL SCALE IN FEET

CALCULATED JBS
CHECKED

PLAN SHEET - IR-75
STA. 253+00 TO STA. 261+00

MOT-75-10.42

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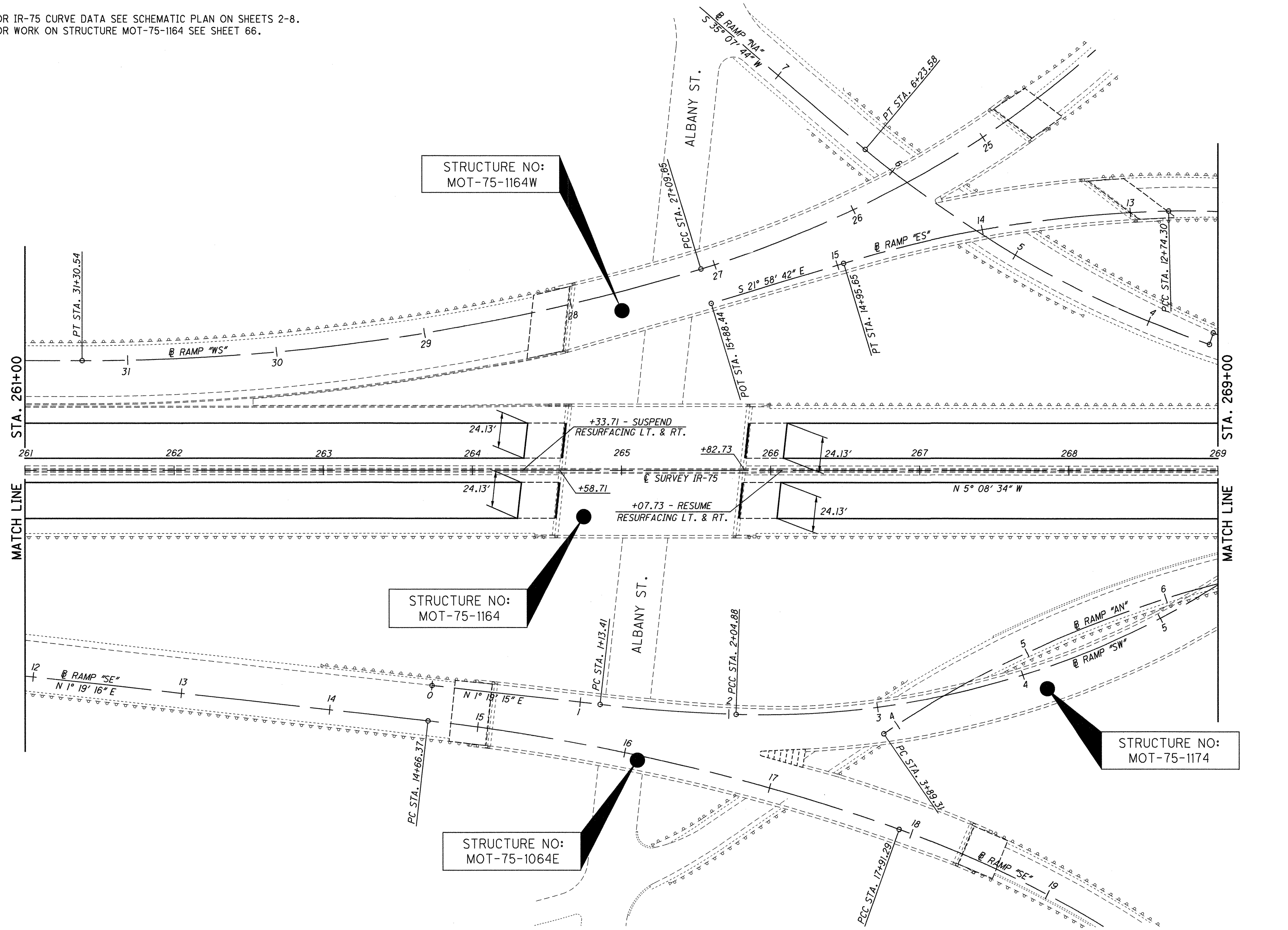
FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1164 SEE SHEET 66.



PLAN SHEET - IR-75
STA. 261+00 TO STA. 269+00

MOT-75-10.42

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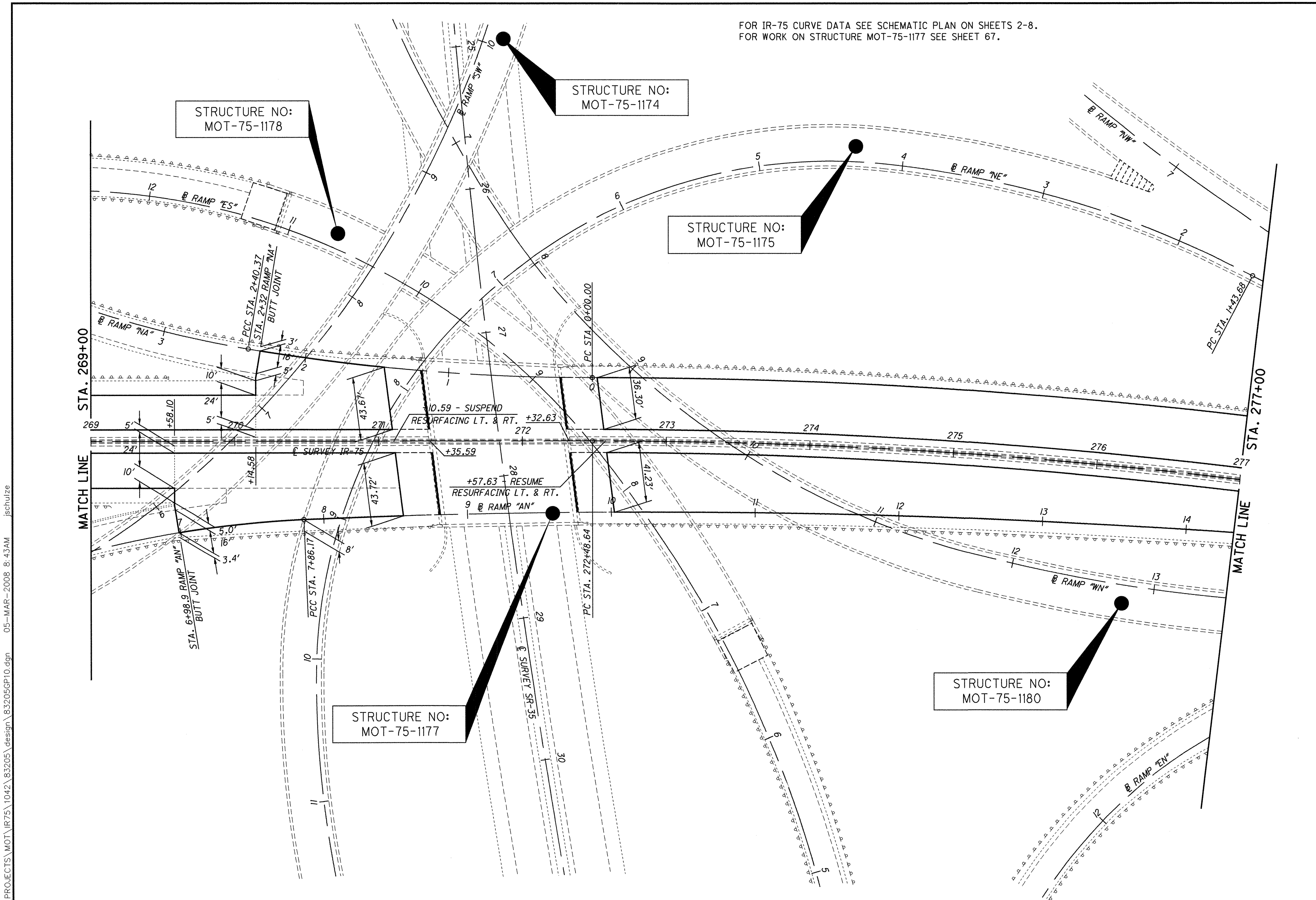
FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1177 SEE SHEET 67.



MOT-75-10.42

PLAN SHEET - IR-75
STA. 269+00 TO STA. 277+00

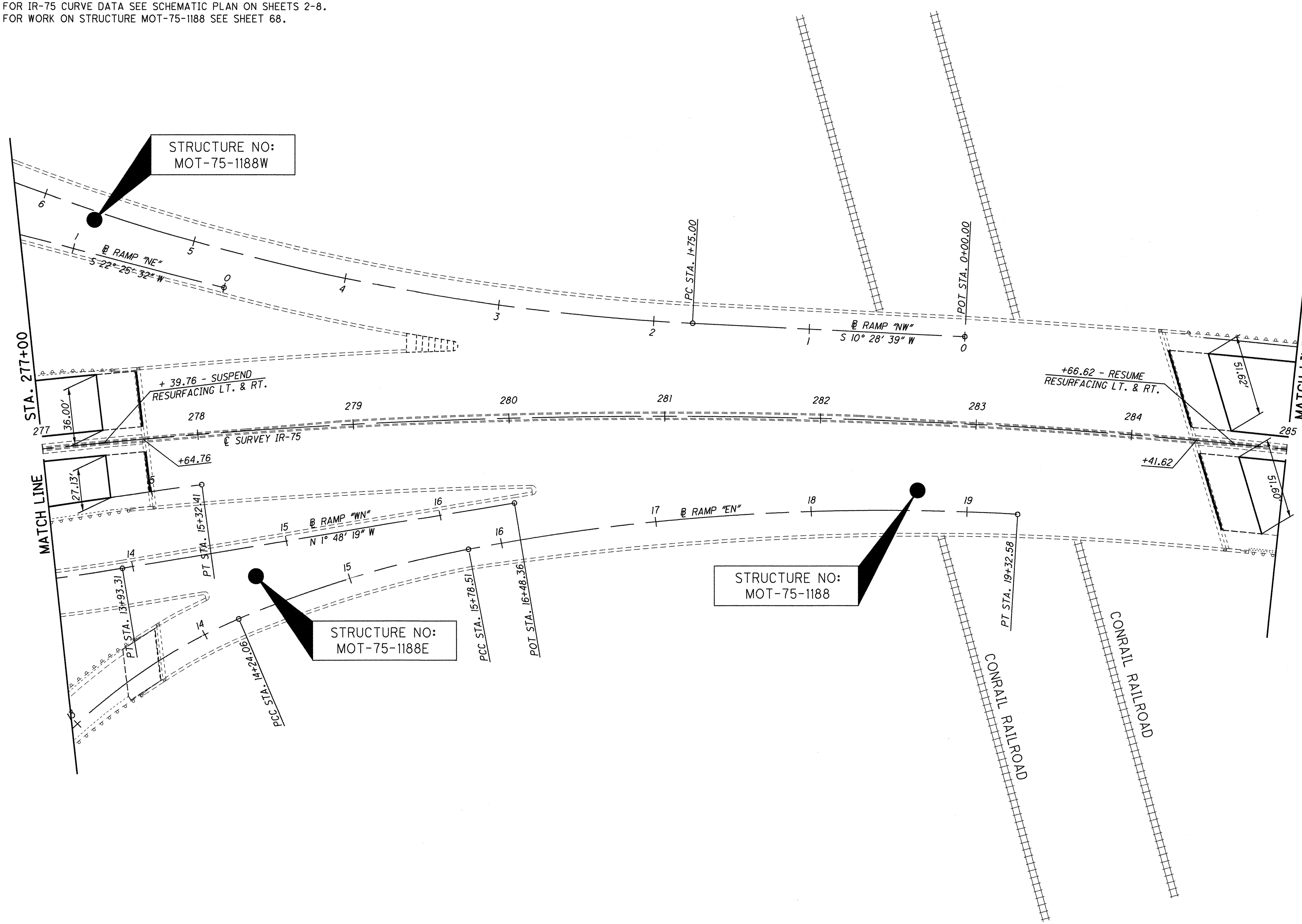
HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED JBS
CHECKED

27
77

I:\PROJECTS\MOT\IR75\1042\83205\design\83205GP10.dgn 05-MAR-2008 8:43AM jschulze

FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1188 SEE SHEET 68.



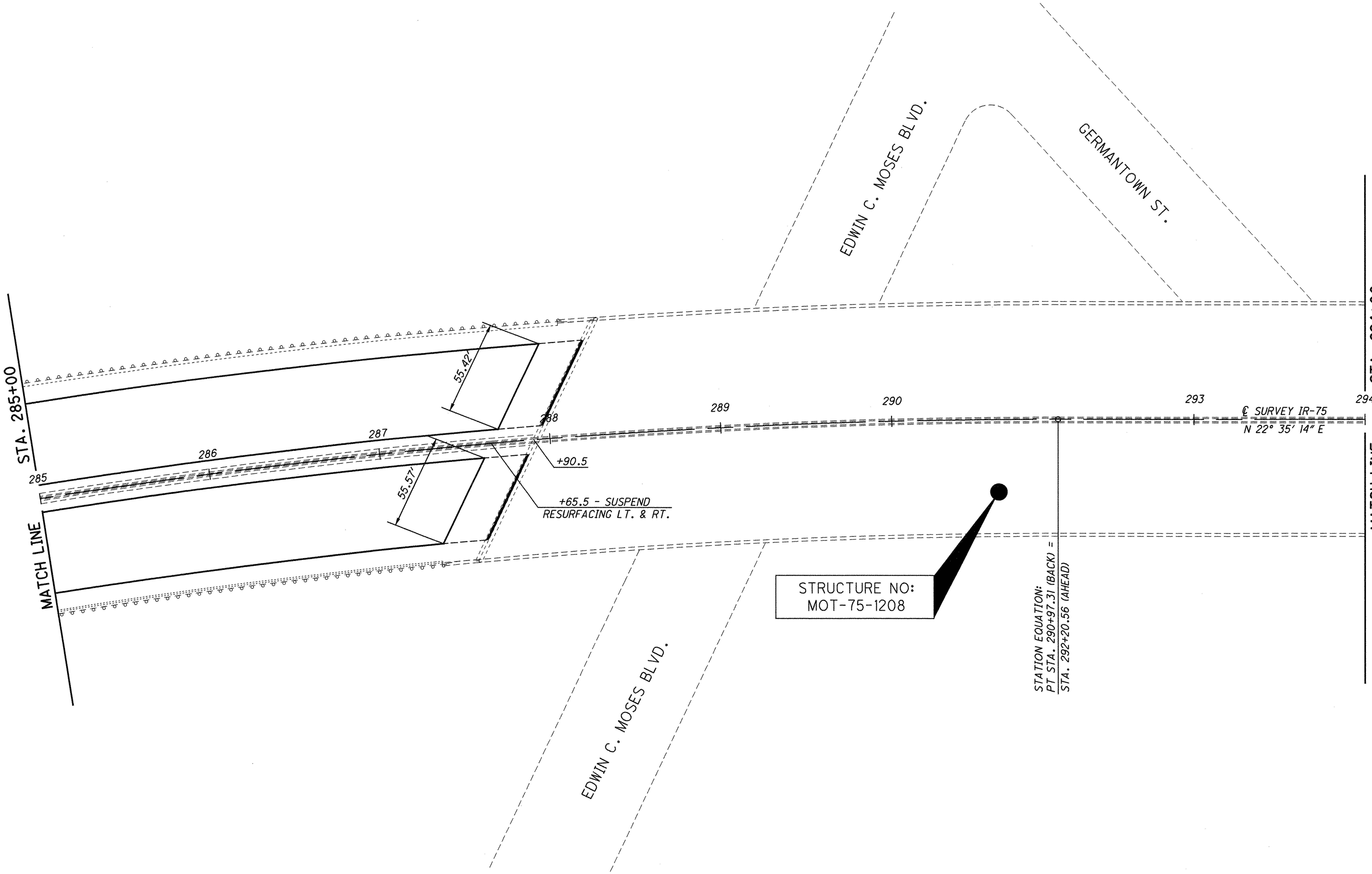
HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED JBS
CHECKED

PLAN SHEET - IR-75
STA. 277+00 TO STA. 285+00

MOT-75-10.42

FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1208 SEE SHEET 69.



0 15 30 60
HORIZONTAL
SCALE IN FEET

CALCULATED JBS
CHECKED

PLAN SHEET - IR-75
STA. 285+00 TO STA. 294+00

MOT-75-10.42

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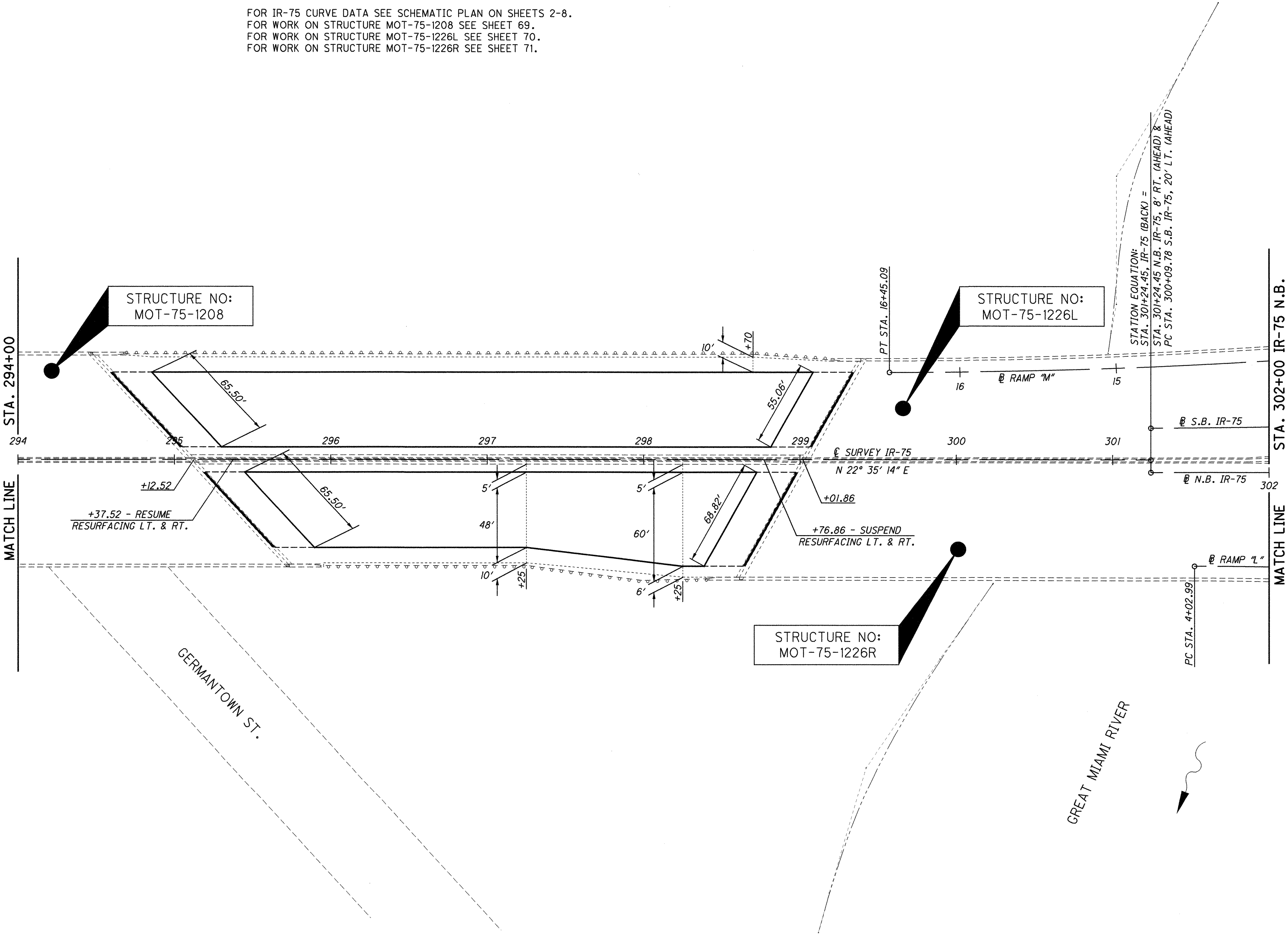
FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1208 SEE SHEET 69.
FOR WORK ON STRUCTURE MOT-75-1226L SEE SHEET 70.
FOR WORK ON STRUCTURE MOT-75-1226R SEE SHEET 71.



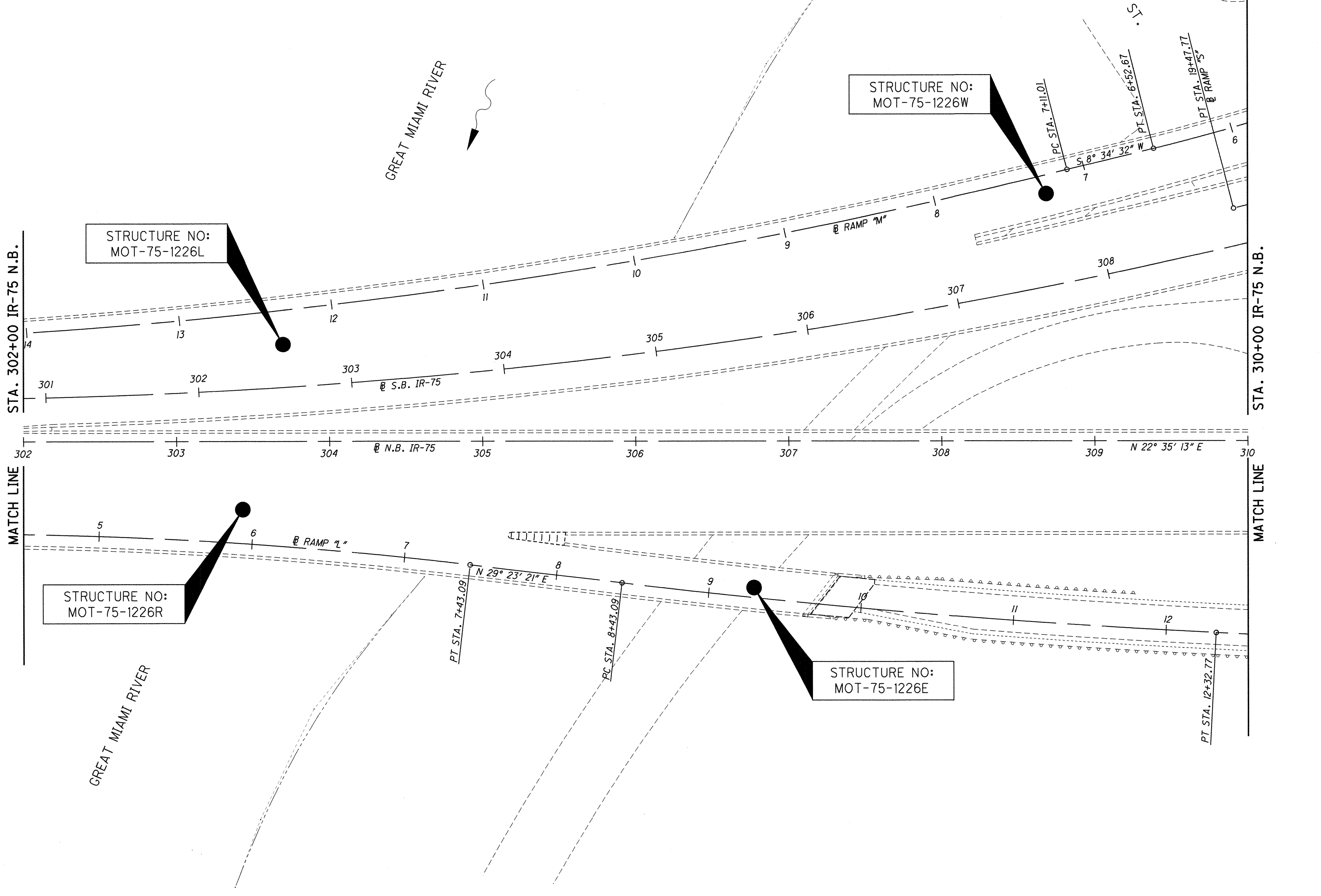
CALCULATED JBS
CHECKED

0 15 30 60
HORIZONTAL SCALE IN FEET

PLAN SHEET - IR-75
STA. 294+00 TO STA. 302+00 (NB)

MOT-75-10.42

FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1226L SEE SHEET 70.
FOR WORK ON STRUCTURE MOT-75-1226R SEE SHEET 71.



CALCULATED JBS
CHECKED

HORIZONTAL SCALE IN FEET

PLAN SHEET - IR-75
STA. 302+00(NB) TO STA. 310+00(NB)

MOT-75-10.42

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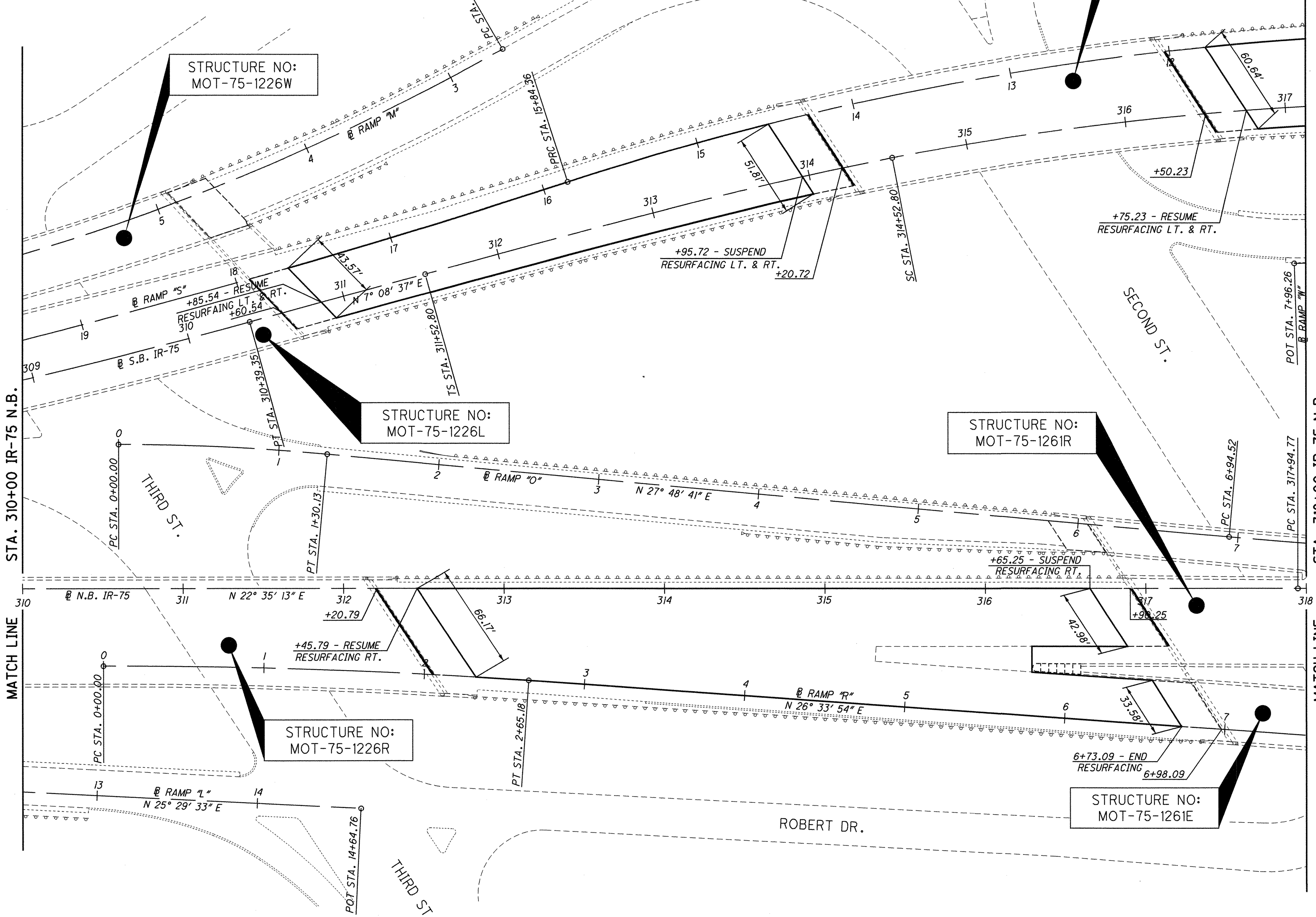
FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1226L SEE SHEET 70.
FOR WORK ON STRUCTURE MOT-75-1226R SEE SHEET 71.
FOR WORK ON STRUCTURE MOT-75-1261L SEE SHEET 72.
FOR WORK ON STRUCTURE MOT-75-1261R SEE SHEET 73.

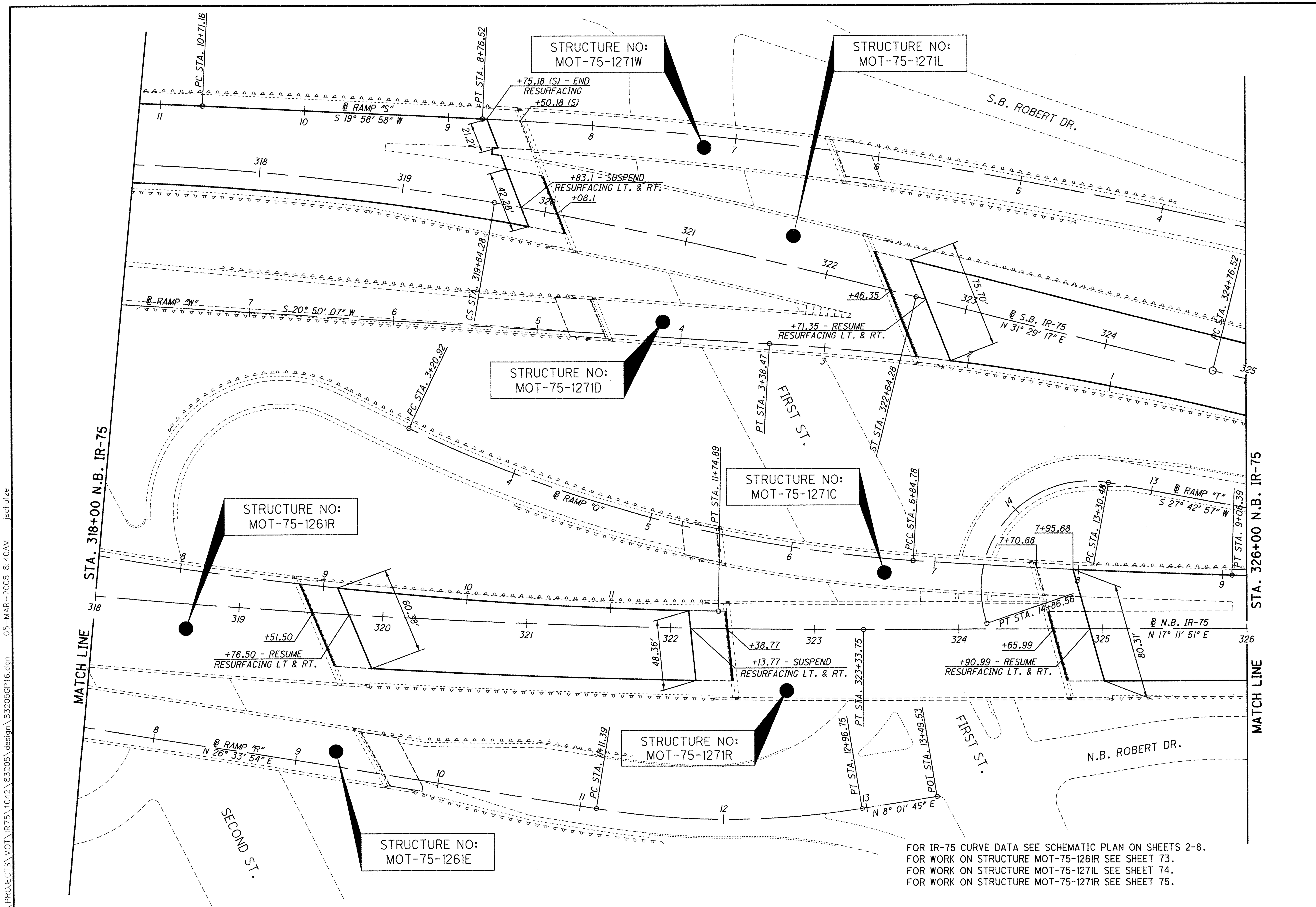


HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED JBS
CHECKED

PLAN SHEET - IR-75
STA. 310+00(NB) TO STA. 318+00(NB)

MOT-75-10.42



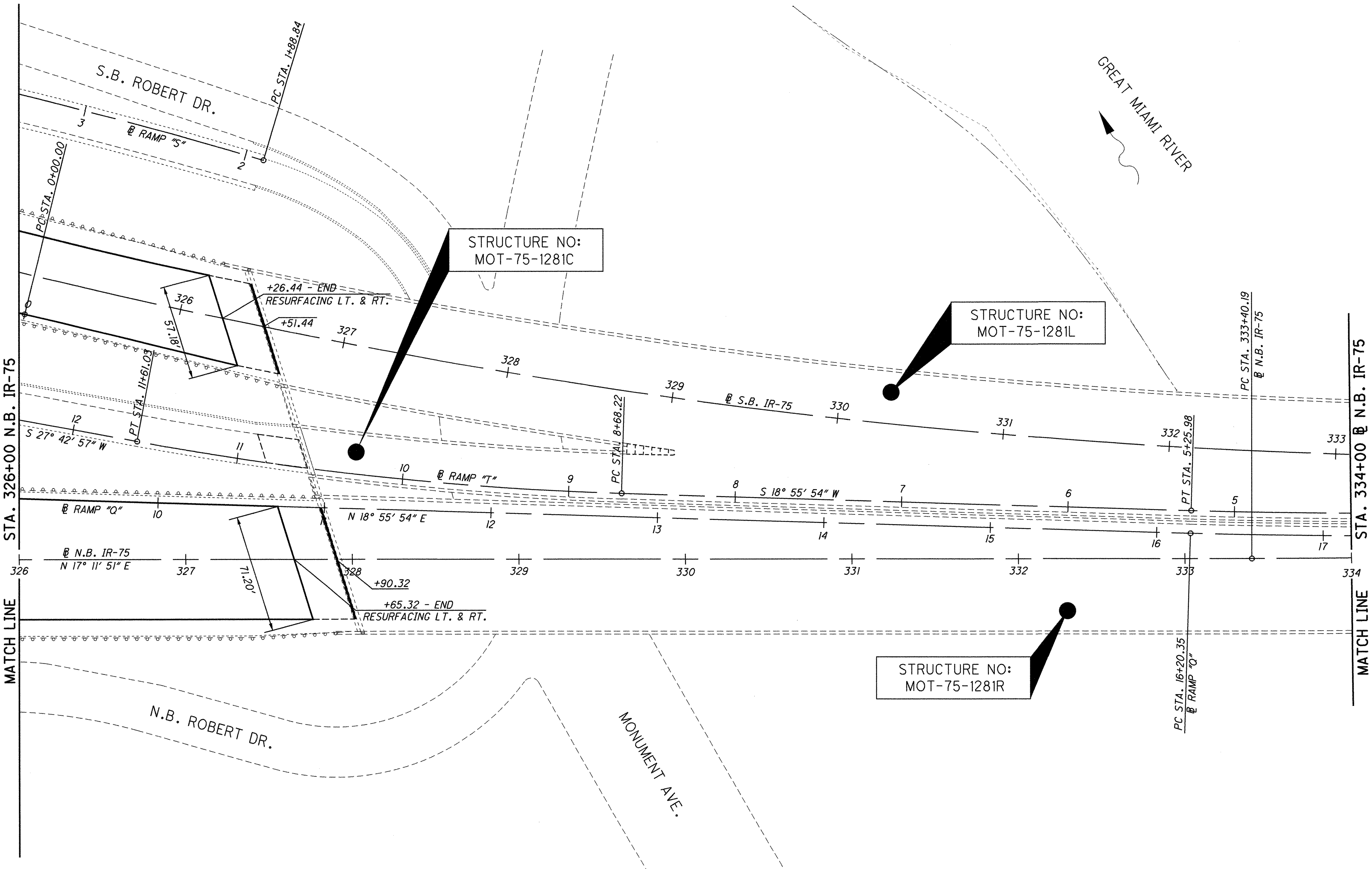
FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1261R SEE SHEET 73.
FOR WORK ON STRUCTURE MOT-75-1271L SEE SHEET 74.
FOR WORK ON STRUCTURE MOT-75-1271R SEE SHEET 75.

HORIZONTAL SCALE IN FEET: 0 15 30 60

CALCULATED JBS
CHECKED

PLAN SHEET - IR-75
STA. 318+00(NB) TO STA. 326+00(NB)

MOT-75-10.42



FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1281L SEE SHEET 76.
FOR WORK ON STRUCTURE MOT-75-1281R SEE SHEET 77.

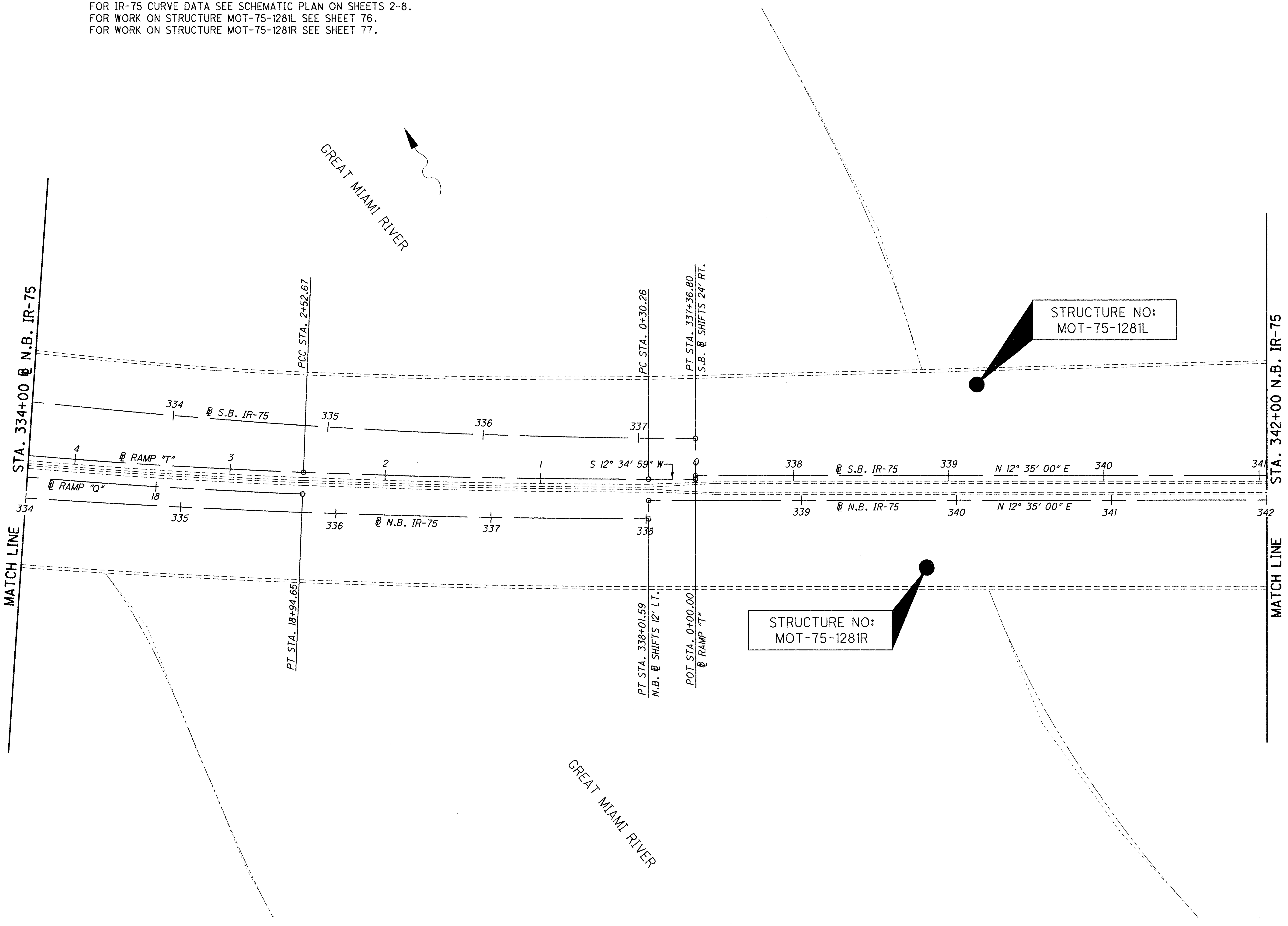
HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED JBS CHECKED

PLAN SHEET - IR-75
STA. 326+00(NB) TO STA. 334+00(NB)

MOT-75-10.42

FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1281L SEE SHEET 76.
FOR WORK ON STRUCTURE MOT-75-1281R SEE SHEET 77.



HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED JBS
CHECKED

PLAN SHEET - IR-75
STA. 334+00(NB) TO STA. 342+00(NB)

MOT-75-10.42

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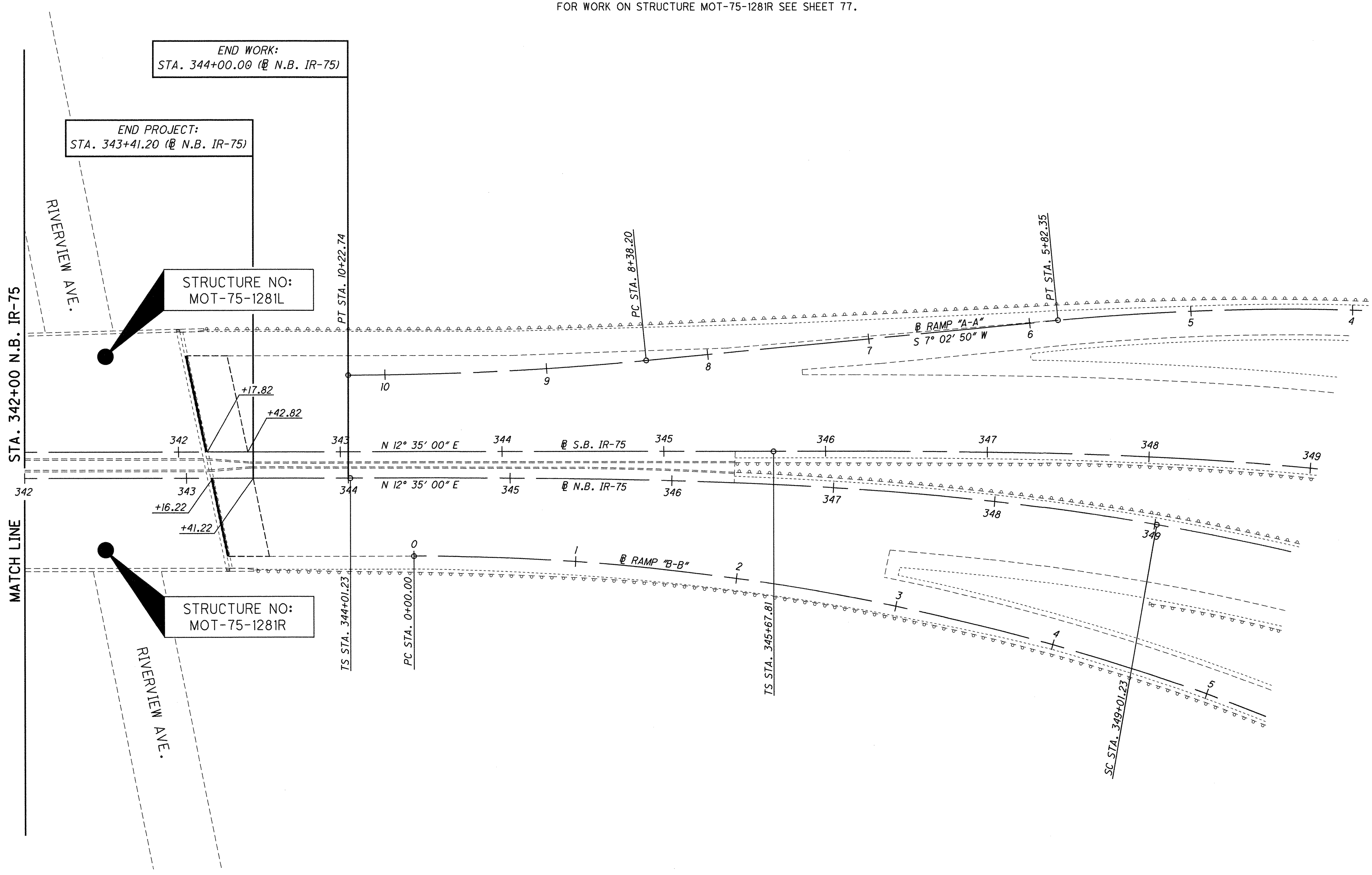
FOR IR-75 CURVE DATA SEE SCHEMATIC PLAN ON SHEETS 2-8.
FOR WORK ON STRUCTURE MOT-75-1281L SEE SHEET 76.
FOR WORK ON STRUCTURE MOT-75-1281R SEE SHEET 77.



PLAN SHEET - IR-75
STA. 342+00(NB) TO STA. 349+00(NB)

MOT-75-10.42

CALCULATED JBS
CHECKED

HORIZONTAL
SCALE IN FEET
0 15 30 60

PAVEMENT MARKING SUB-SUMMARY (NORTHBOUND IR-75)

LOCATION	STATION FROM	STATION TO	SIDE	646 WHITE EDGE LINE, AS PER PLAN	646 YELLOW EDGE LINE, AS PER PLAN	646 WHITE EDGE LINE, AS PER PLAN	646 WHITE DOTTED LINE, AS PER PLAN	646 WHITE CHANNELIZING LINE (* = 2 LINES)	646 WHITE TRANSVERSE/DIAGONAL LINE	621 RPM 1-WAY WHITE	621 RPM 2-WAY WHITE/RED
				MILE	MILE	MILE	FOOT	FOOT	FOOT	EACH	EACH
℄ SURVEY IR-75 (NORTHBOUND)	550+00.00	550+79.43	RT.	80							
℄ SURVEY IR-75 (NORTHBOUND)	550+00.00	550+79.43	RT.		80						
℄ SURVEY IR-75 (NORTHBOUND)	550+00.00	550+79.43	RT.			80				1	
℄ SURVEY IR-75 (NORTHBOUND)	550+00.00	550+79.43	RT.			80				1	
STATION EQUATION: STA. 550+79.43 (BACK) = STA. 201+20.00 (AHEAD)											
℄ SURVEY IR-75 (NORTHBOUND)	201+20.00	290+97.31	RT.		8978						
℄ SURVEY IR-75 (NORTHBOUND)	201+20.00	290+97.31	RT.			8978				75	
℄ SURVEY IR-75 (NORTHBOUND)	201+20.00	250+69.10	RT.			4950				42	
℄ SURVEY IR-75 (NORTHBOUND)	201+20.00	206+30.76	RT.	511							
BL RAMP "B"	0+00.00	7+95.86	BL	796							
BL RAMP "B"	0+00.00	3+91.50	LT.				392				
BL RAMP "B"	3+91.50	6+50.50	LT.			259					
BL RAMP "B"	6+50.50	7+95.86	LT.					*293	49		7
℄ SURVEY IR-75 (NORTHBOUND)	213+89.20	228+94.00	RT.	1505							
BL RAMP "E"	6+78.69	8+66.70	LT.					188			5
BL RAMP "E"	6+78.69	16+23.42	BL	945							
BL RAMP "E"	8+66.70	11+83.00	LT.			317					
BL RAMP "E"	11+83.00	16+23.42	LT.				441				
℄ SURVEY IR-75 (NORTHBOUND)	236+50.00	249+17.00	RT.	1267							
BL RAMP "SE"	0+00.00	7+18.40	BL	719							
BL RAMP "SE"	1+51.82	7+18.40	LT.					*1133	193		29
℄ SURVEY IR-75 (NORTHBOUND)	256+32.88	270+43.50	RT.	1411							
BL RAMP "AN"	6+98.90	7+82.50	LT.					84			3
BL RAMP "AN"	6+98.90	15+32.41	BL	834							
BL RAMP "AN"	7+82.50	12+54.80	LT.			473					
BL RAMP "AN"	12+54.80	15+32.41	LT.				278				
℄ SURVEY IR-75 (NORTHBOUND)	278+00.00	281+60.20	RT.	361							
BL RAMP "EN"	16+12.00	17+66.90	LT.					155			5
BL RAMP "EN"	16+12.00	19+32.58	BL	321							
BL RAMP "EN"	16+12.00	19+32.58	LT.			321				3	
BL RAMP "EN"	17+66.90	19+32.58	LT.			166				2	
℄ SURVEY IR-75 (NORTHBOUND)	283+30.00	290+97.31	RT.	768							
℄ SURVEY IR-75 (NORTHBOUND)	283+30.00	290+97.31	RT.			768				7	
℄ SURVEY IR-75 (NORTHBOUND)	283+30.00	290+97.31	RT.			768				7	
STATION EQUATION: STA. 290+97.31 (BACK) = STA. 292+20.56 (AHEAD)											
℄ SURVEY IR-75 (NORTHBOUND)	292+20.56	301+24.45	RT.		904						
℄ SURVEY IR-75 (NORTHBOUND)	292+20.56	301+24.45	RT.			904				8	
℄ SURVEY IR-75 (NORTHBOUND)	292+20.56	301+24.45	RT.			904				8	
℄ SURVEY IR-75 (NORTHBOUND)	292+20.56	301+24.45	RT.			904				8	
℄ SURVEY IR-75 (NORTHBOUND)	292+20.56	301+24.45	RT.	904							
℄ SURVEY IR-75 (NORTHBOUND)	297+25.00	300+64.00	RT.				339				
℄ SURVEY IR-75 (NORTHBOUND)	300+64.00	301+24.45	RT.			61					
STATION EQUATION: STA. 301+24.45 ℄ SURVEY IR-75 (BACK) = STA. 301+24.45 BL N.B. IR-75 (AHEAD)											
TOTALS CARRIED TO NEXT TABLE				10422	9962	19933	1450	1853	242	162	49

LOCATION	STATION FROM	STATION TO	SIDE	646 WHITE EDGE LINE, AS PER PLAN	646 YELLOW EDGE LINE, AS PER PLAN	646 WHITE EDGE LINE, AS PER PLAN	646 WHITE DOTTED LINE, AS PER PLAN	646 WHITE CHANNELIZING LINE (* = 2 LINES)	646 WHITE TRANSVERSE/DIAGONAL LINe	621 RPM 1-WAY WHITE	621 RPM 2-WAY WHITE/RED
				MILE	MILE	MILE	FOOT	FOOT	FOOT	EACH	EACH
TOTAL FROM PREVIOUS TABLE				10422	9962	19933	1450	1853	242	162	49
BL NORTHBOUND IR-75	301+24.45	319+29.00	BL		1805						
BL NORTHBOUND IR-75	301+24.45	344+00.00	RT.			4276				36	
BL NORTHBOUND IR-75	301+24.45	344+00.00	RT.			4276				36	
BL NORTHBOUND IR-75	301+24.45	308+00.00	RT.			676				6	
BL NORTHBOUND IR-75	301+24.45	303+04.30	RT.			180					
BL NORTHBOUND IR-75	301+24.45	301+52.30	RT.	28							
BL RAMP "L"	4+02.99	8+00.00	BL	397							
BL RAMP "L"	5+54.20	8+00.00	LT.					*497	78		13
BL NORTHBOUND IR-75	305+54.10	310+50.40	RT.	497							
BL NORTHBOUND IR-75	308+00.00	310+50.40	RT.					251			
BL RAMP "R"	0+00.00	6+98.00	BL	698							
BL RAMP "R"	0+00.00	3+06.60	LT.					307			
BL RAMP "R"	3+06.60	6+98.00	LT.			392					
BL RAMP "R"	3+06.60	6+08.20	LT.					*603	96		15
BL RAMP "R"	6+08.20	6+98.00	LT.		90						
BL NORTHBOUND IR-75	316+59.50	344+00.00	LT.	2741							
BL RAMP "O"	7+71.70	11+74.99	BL		404						
BL RAMP "O"	7+71.70	8+72.20	RT.					101			4
BL RAMP "O"	8+72.20	11+74.99	RT.			303				3	
BL NORTHBOUND IR-75	322+33.00	326+88.50	LT.		456						
BL NORTHBOUND IR-75	322+33.00	338+01.59	BL			1569				13	
BL RAMP "Q"	7+70.70	18+94.65	BL		1124						
BL RAMP "Q"	7+70.70	10+05.60	RT.					235			7
BL RAMP "Q"	10+05.60	13+36.00	RT.			331					
BL RAMP "Q"	13+36.00	18+94.65	RT.				559				
BL NORTHBOUND IR-75	335+78.19	338+01.59	LT.		224						
BL NORTHBOUND IR-75	338+01.59	344+00.00	BL		599						
BL NORTHBOUND IR-75	338+01.59	344+00.00	RT.			599				5	
SUB-TOTAL				14783 2.80 MI.	14664 2.78 MI.	32535 6.16 MI.	2009	3847	416	261	88
TOTALS CARRIED TO TRAFFIC CONTROL SUMMARY				5.58 MI.		6.16 MI.	2009	3847	416	349	

CALCULATED JBS CHECKED ---

MOT-75-10.42

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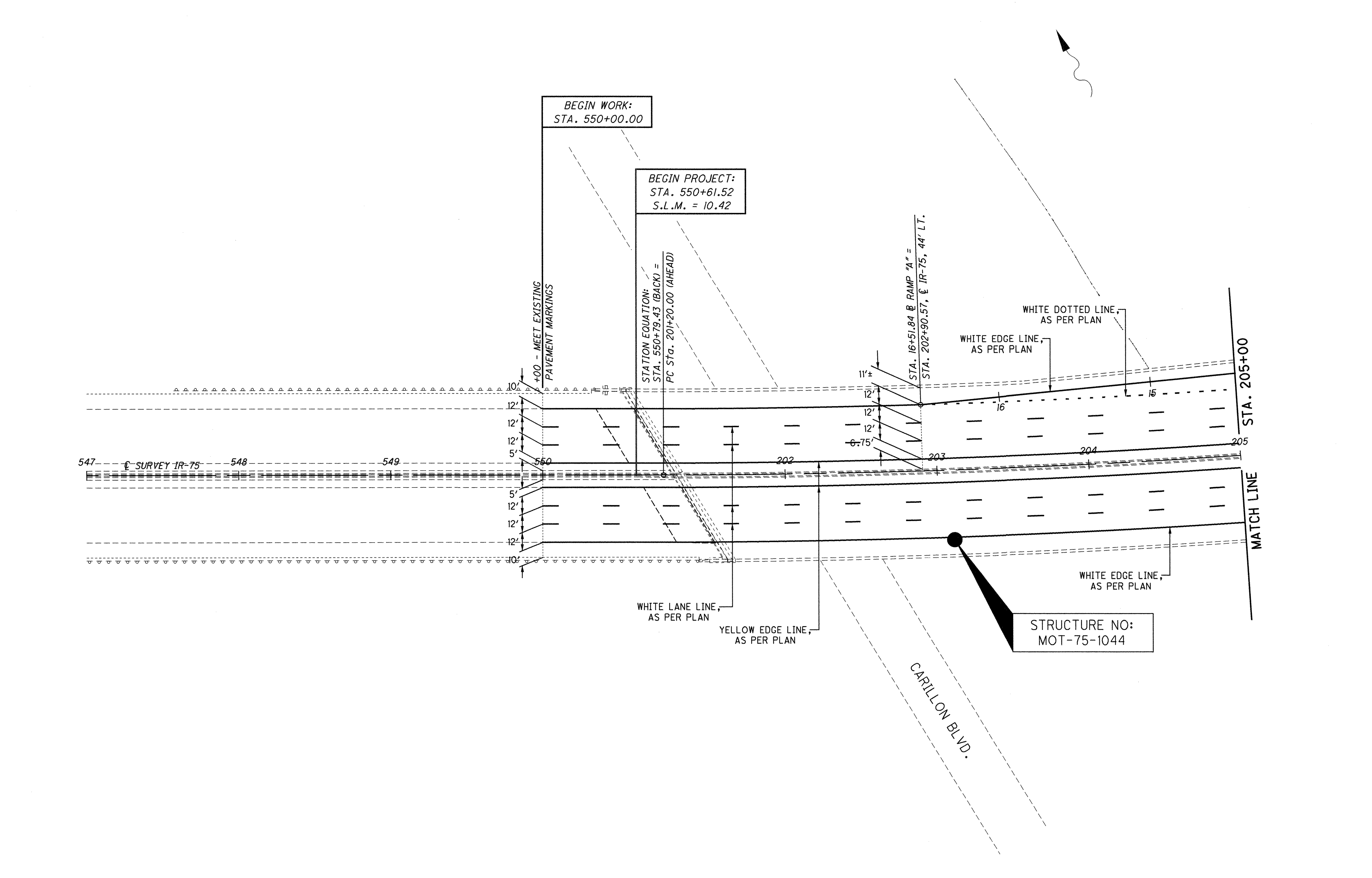
PAVEMENT MARKING SUB-SUMMARY

LOCATION	STATION FROM	STATION TO	SIDE	646 WHITE EDGE LINE, AS PER PLAN (MILE)	646 YELLOW EDGE LINE, AS PER PLAN (MILE)	646 WHITE EDGE LINE, AS PER PLAN (MILE)	646 WHITE DOTTED LINE, AS PER PLAN (FOOT)	646 WHITE CHANNELIZING LINE (* = 2 LINES) (FOOT)	646 WHITE TRANSVERSE/DIAGONAL LINE (FOOT)	621 RPM 1-WAY WHITE (EACH)	621 RPM 2-WAY WHITE/RED (EACH)
℄ SURVEY IR-75 (SOUTHBOUND)	550+00.00	550+79.43	LT.		80						
℄ SURVEY IR-75 (SOUTHBOUND)	550+00.00	550+79.43	LT.			80				1	
℄ SURVEY IR-75 (SOUTHBOUND)	550+00.00	550+79.43	LT.			80				1	
℄ SURVEY IR-75 (SOUTHBOUND)	550+00.00	550+79.43	LT.	80							
STATION EQUATION: STA. 550+79.43 (BACK) = STA. 201+20.00 (AHEAD)											
℄ SURVEY IR-75 (SOUTHBOUND)	201+20.00	290+97.31	LT.		8978						
℄ SURVEY IR-75 (SOUTHBOUND)	201+20.00	290+97.31	LT.			8978				75	
℄ SURVEY IR-75 (SOUTHBOUND)	201+20.00	246+91.35	LT.			4572				39	
℄ SURVEY IR-75 (SOUTHBOUND)	201+20.00	202+90.57	LT.	171							
BL RAMP "A"	6+51.12	16+51.84	BL	1001							
BL RAMP "A"	6+51.12	8+49.06	LT.					198			6
BL RAMP "A"	8+49.06	13+88.50	LT.			540					
BL RAMP "A"	13+88.50	16+51.84	LT.				264				
℄ SURVEY IR-75 (SOUTHBOUND)	211+01.40	227+12.14	LT.	1611							
BL RAMP "D"	0+00.00	8+21.56	BL	822							
BL RAMP "D"	0+00.00	3+16.30	LT.				317				
BL RAMP "D"	3+16.30	5+31.20	LT.			215					
BL RAMP "D"	5+31.20	8+21.56	LT.					*585	98		15
℄ SURVEY IR-75 (SOUTHBOUND)	235+39.32	246+91.35	LT.	1152							
BL RAMP "WS"	40+30.48	45+71.54	BL	541							
BL RAMP "WS"	40+30.48	42+56.60	LT.					227			6
BL RAMP "WS"	42+56.60	45+71.54	LT.			315				3	
℄ SURVEY IR-75 (SOUTHBOUND)	250+06.70	270+14.60	LT.	2008							
BL RAMP "NA"	0+00.00	2+32.00	BL	232							
BL RAMP "NA"	0+00.00	1+06.50	LT.			107					
BL RAMP "NA"	1+06.50	2+32.00	LT.					*254	36		7
℄ SURVEY IR-75 (SOUTHBOUND)	272+48.64	279+36.10	LT.	688							
℄ SURVEY IR-75 (SOUTHBOUND)	272+48.64	273+21.00	LT.			73					
℄ SURVEY IR-75 (SOUTHBOUND)	273+21.00	276+00.00	LT.				279				
BL RAMP "NW"	0+00.00	3+45.00	BL	345							
BL RAMP "NW"	0+00.00	3+45.00	LT.			345				3	
BL RAMP "NW"	0+00.00	3+45.00	LT.					*715	74		19
℄ SURVEY IR-75 (SOUTHBOUND)	282+90.00	290+97.31	LT.	808							
℄ SURVEY IR-75 (SOUTHBOUND)	282+90.00	290+97.31	LT.			808				7	
℄ SURVEY IR-75 (SOUTHBOUND)	282+90.00	290+97.31	LT.			808				7	
STATION EQUATION: STA. 290+97.31 (BACK) = STA. 292+20.56 (AHEAD)											
℄ SURVEY IR-75 (SOUTHBOUND)	292+20.56	301+24.45	LT.		904						
℄ SURVEY IR-75 (SOUTHBOUND)	292+20.56	301+24.45	LT.			904				8	
℄ SURVEY IR-75 (SOUTHBOUND)	292+20.56	301+24.45	LT.			904				8	
℄ SURVEY IR-75 (SOUTHBOUND)	292+20.56	301+24.45	LT.			904				8	
℄ SURVEY IR-75 (SOUTHBOUND)	292+20.56	299+57.20	LT.	737							
STATION EQUATION: STA. 301+24.45 ℄ SURVEY IR-75 (BACK) = STA. 300+09.78 BL S.B. IR-75 (AHEAD)											
TOTALS CARRIED TO NEXT TABLE				10196	9962	19633	860	1979	208	160	53

LOCATION	STATION FROM	STATION TO	SIDE	646 WHITE EDGE LINE, AS PER PLAN (MILE)	646 YELLOW EDGE LINE, AS PER PLAN (MILE)	646 WHITE EDGE LINE, AS PER PLAN (MILE)	646 WHITE DOTTED LINE, AS PER PLAN (FOOT)	646 WHITE CHANNELIZING LINE (* = 2 LINES) (FOOT)	646 WHITE TRANSVERSE/DIAGONAL LINE (FOOT)	621 RPM 1-WAY WHITE (EACH)	621 RPM 2-WAY WHITE/RED (EACH)
TOTAL FROM PREVIOUS TABLE				10196	9962	19633	860	1979	208	160	53
BL RAMP "M"	7+79.50	16+45.09	BL	866							
BL RAMP "M"	7+79.50	12+86.80	LT.					508			13
BL SOUTHBOUND IR-75	300+09.78	321+92.00	RT.		2183						
BL SOUTHBOUND IR-75	300+09.78	337+36.80	BL			3727				32	
BL SOUTHBOUND IR-75	300+09.78	343+04.95	LT.			4296				36	
BL SOUTHBOUND IR-75	300+09.78	302+03.80	LT.			194				2	
BL SOUTHBOUND IR-75	302+03.80	308+89.34	LT.	686							
BL RAMP "S"	8+43.00	19+47.77	BL	1105							
BL RAMP "S"	8+43.00	9+83.50	LT.					141			4
BL RAMP "S"	9+83.50	15+22.10	LT.			539					
BL RAMP "S"	15+22.10	19+47.77	LT.				426				
BL SOUTHBOUND IR-75	318+44.00	343+04.95	LT.	2461							
BL RAMP "W"	0+00.00	3+15.00	BL		315						
BL RAMP "W"	0+00.00	1+09.60	RT.			110				2	
BL RAMP "W"	1+09.60	3+15.00	RT.					*415	70		11
BL SOUTHBOUND IR-75	325+09.50	337+36.80	RT.			1228				10	
BL SOUTHBOUND IR-75	325+09.50	328+77.10	RT.		368						
BL RAMP "T"	0+00.00	8+65.80	BL		866						
BL RAMP "T"	0+00.00	4+75.90	RT.				476				
BL RAMP "T"	4+75.90	6+01.70	RT.			126					
BL RAMP "T"	6+01.70	8+65.80	RT.					*529	76		13
BL SOUTHBOUND IR-75	337+36.80	343+04.95	BL		569						
BL SOUTHBOUND IR-75	337+36.80	343+04.95	LT.			569				5	
BL SOUTHBOUND IR-75	337+36.80	343+04.95	LT.			569				5	
BL SOUTHBOUND IR-75	337+36.80	342+00.00	LT.				464				
BL SOUTHBOUND IR-75	342+00.00	343+04.95	LT.			105					
SUB-TOTAL				15314 2.90 MI.	14263 2.70 MI.	31096 5.89 MI.	2226	3572	354	252	94
TOTALS CARRIED TO TRAFFIC CONTROL SUMMARY				5.60 MI.		5.89 MI.	2226	3572	354	346	

CALCULATED JBS
CHECKED ---

MOT-75-10.42



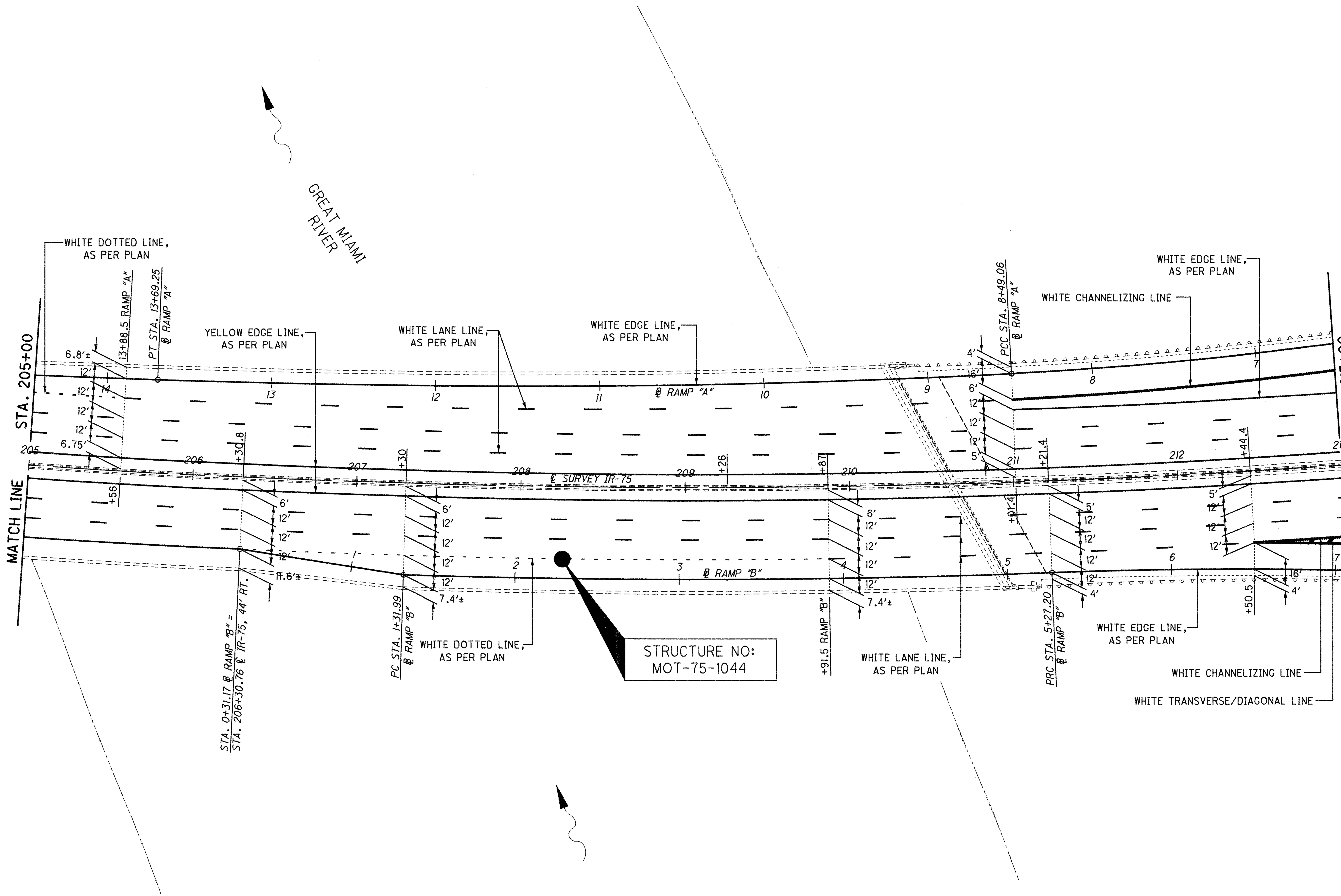
FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

TRAFFIC CONTROL PLAN - IR-75
STA. 547+00 TO STA. 205+00

CALCULATED JBS
CHECKED

0 15 30 60
HORIZONTAL SCALE IN FEET

MOT-75-10.42



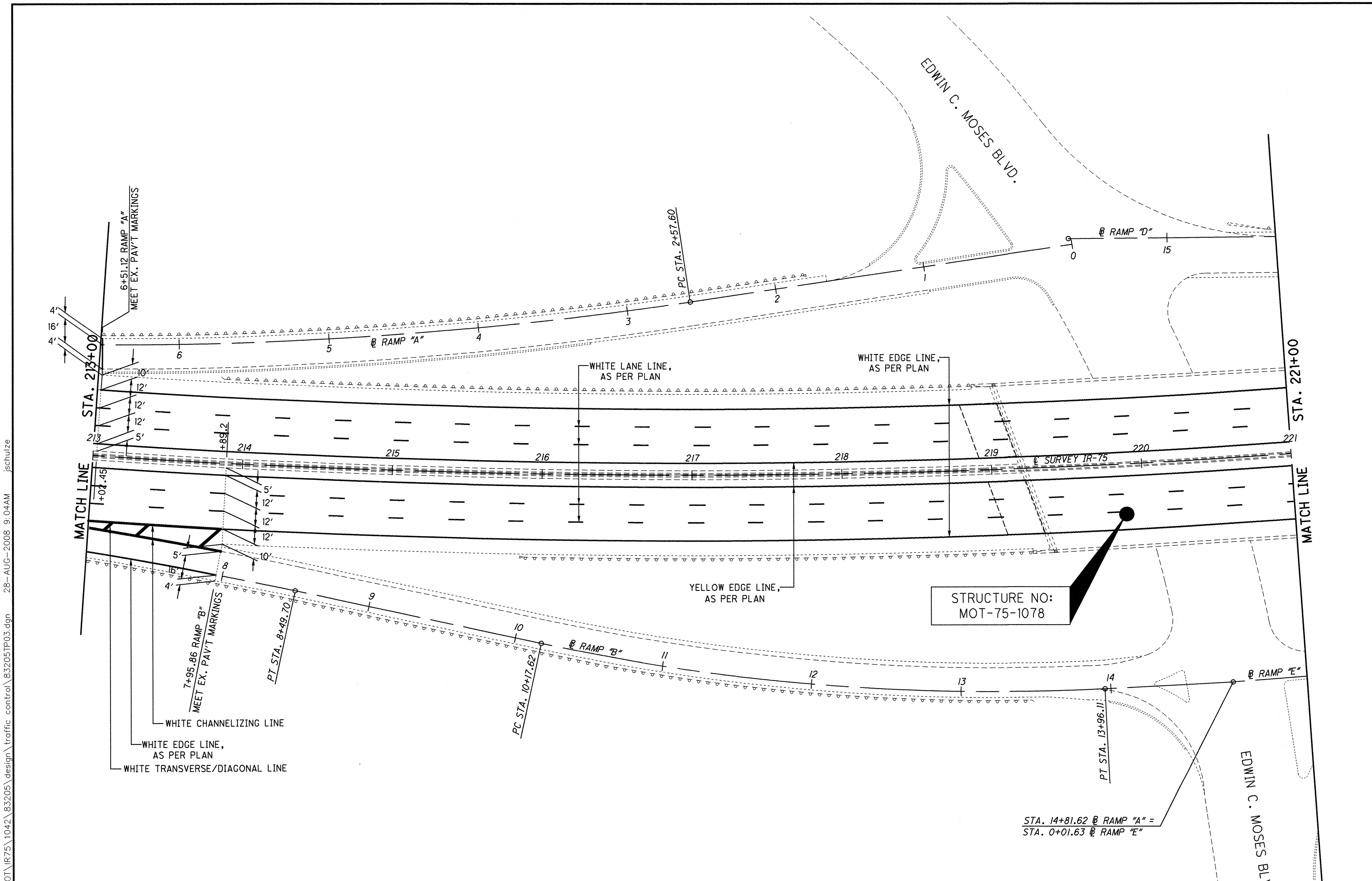
FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

HORIZONTAL SCALE IN FEET

CALCULATED JBS
CHECKED

TRAFFIC CONTROL PLAN - IR-75
STA. 205+00 TO STA. 213+00

MOT-75-10.42



FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

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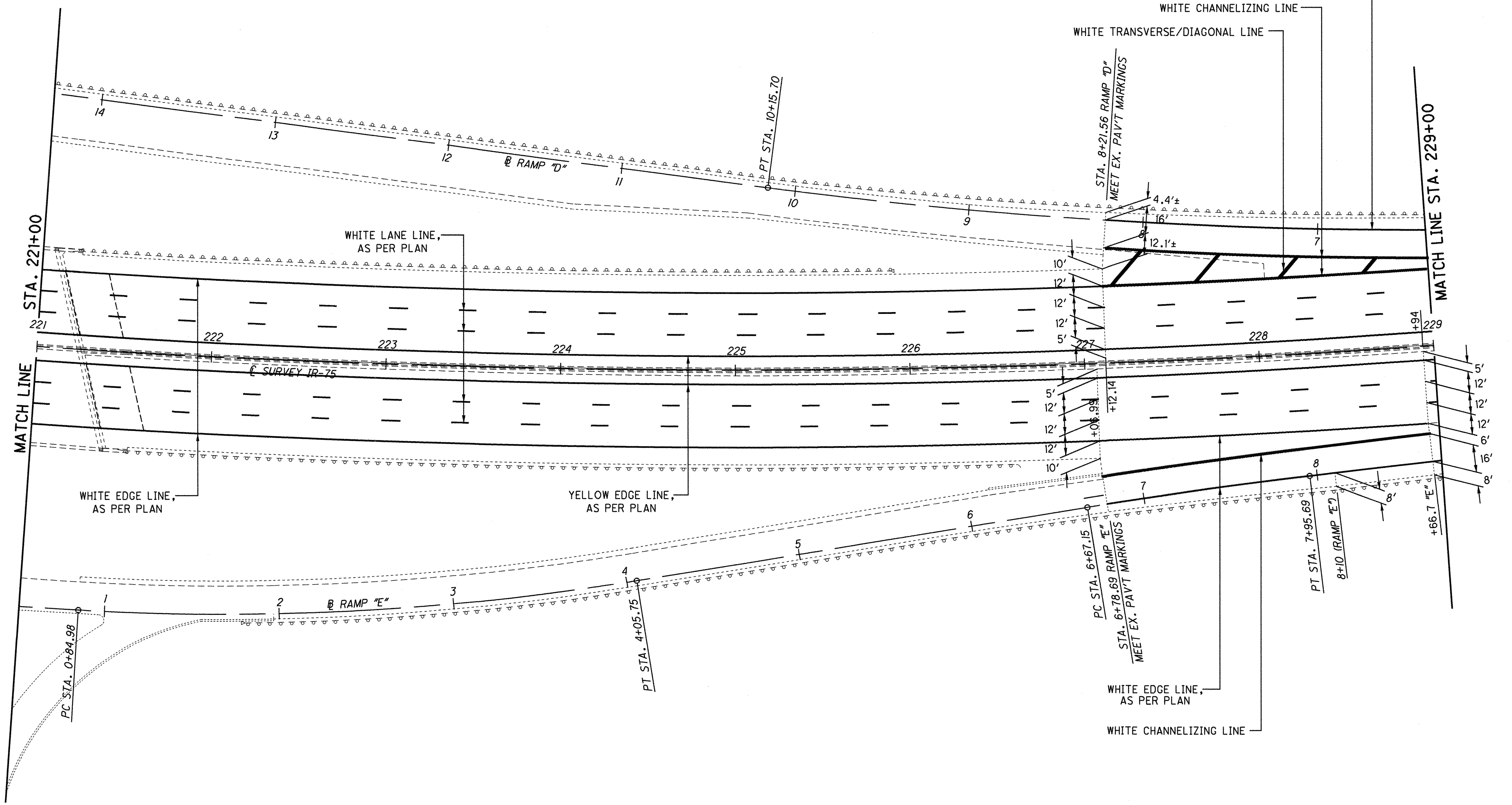
0 15 30 60
HORIZONTAL
SCALE IN FEET

CALCULATED JBS
CHECKED

TRAFFIC CONTROL PLAN - IR-75
STA. 213+00 TO STA. 221+00

MOT-75-10.42



FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

CALCULATED JBS CHECKED

HORIZONTAL SCALE IN FEET 0 15 30 60

TRAFFIC CONTROL PLAN - IR-75
STA. 221+00 TO STA. 229+00

MOT-75-10.42

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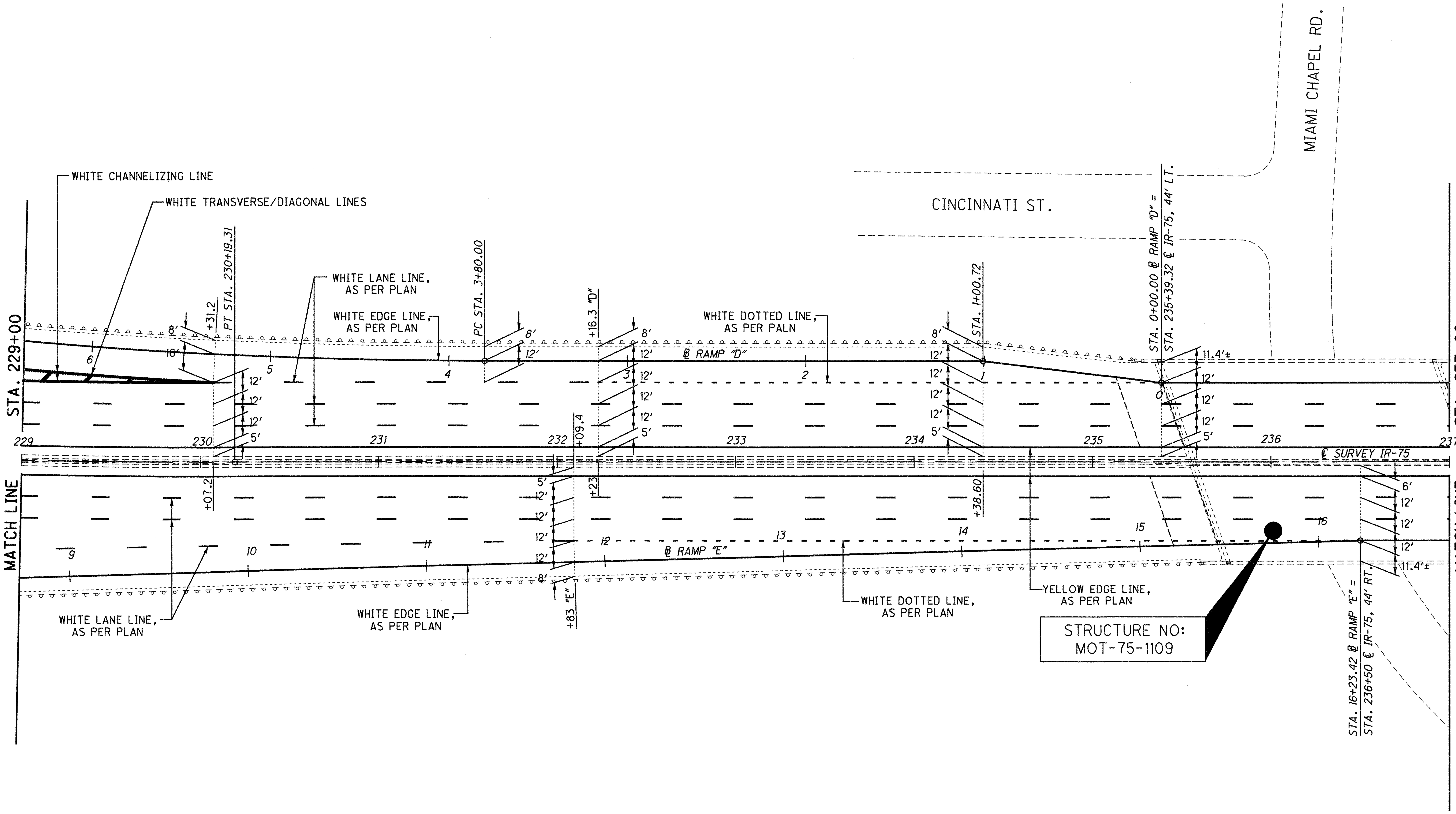

FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

TRAFFIC CONTROL PLAN - IR-75
STA. 229+00 TO STA. 237+00

HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED JBS
CHECKED

MOT-75-10.42

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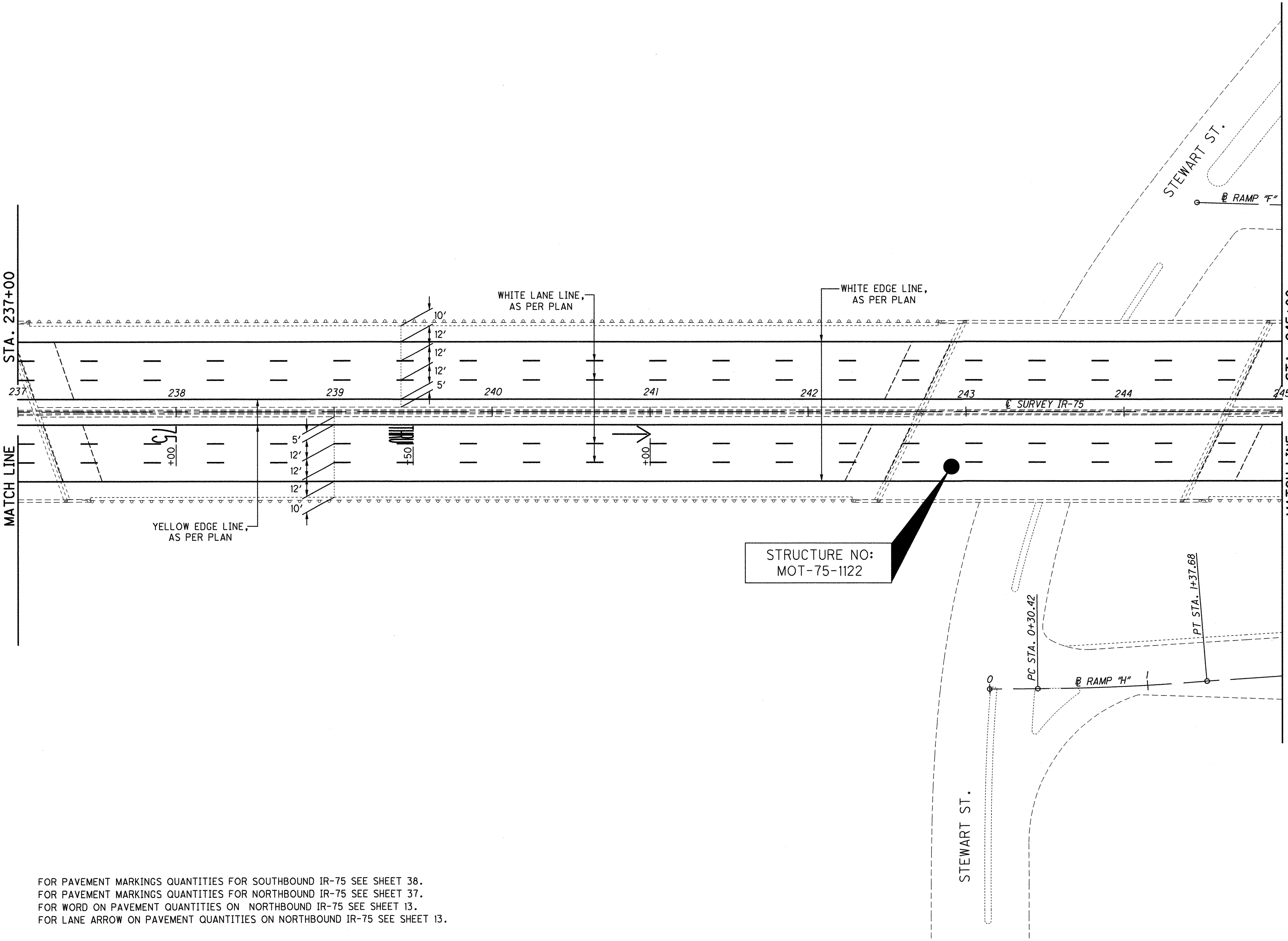

FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.
FOR WORD ON PAVEMENT QUANTITIES ON NORTHBOUND IR-75 SEE SHEET 13.
FOR LANE ARROW ON PAVEMENT QUANTITIES ON NORTHBOUND IR-75 SEE SHEET 13.

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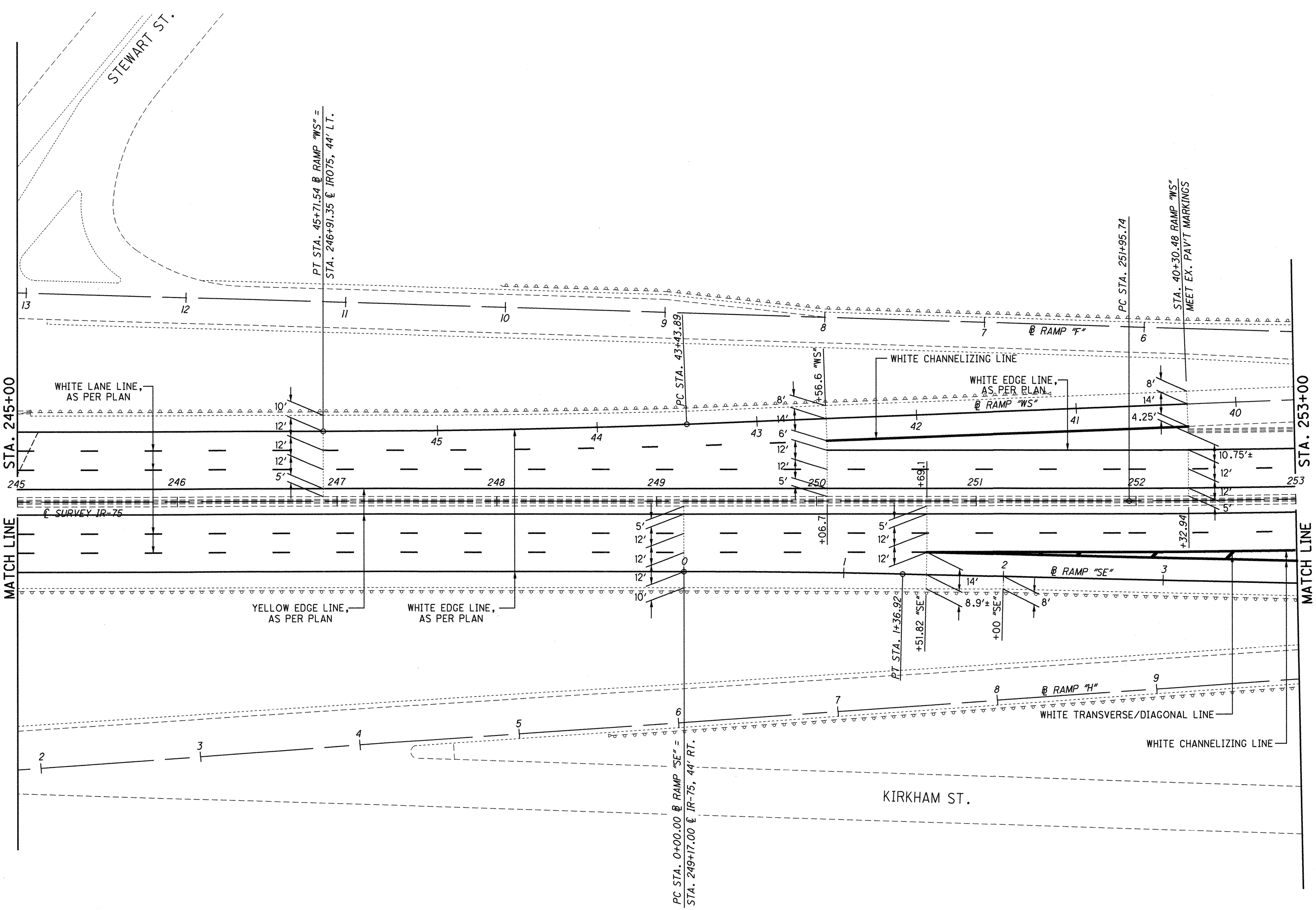
N

0 15 30 60
HORIZONTAL SCALE IN FEET

CALCULATED JBS
CHECKED

TRAFFIC CONTROL PLAN - IR-75
STA. 237+00 TO STA. 245+00

MOT-75-10.42



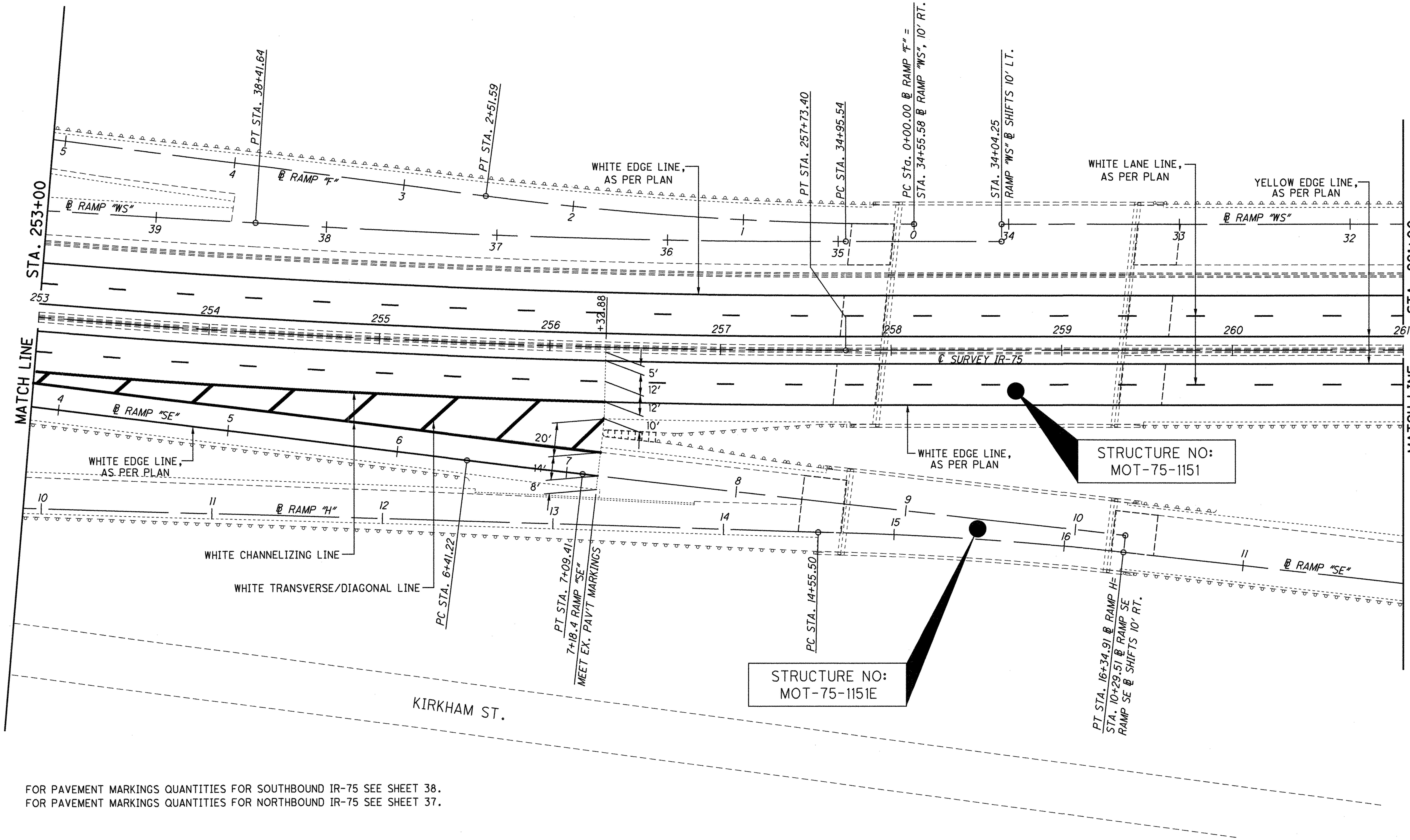
FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

HORIZONTAL SCALE IN FEET

CALCULATED JBS
CHECKED

TRAFFIC CONTROL PLAN - IR-75
STA. 245+00 TO STA. 253+00

MOT-75-10.42



FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

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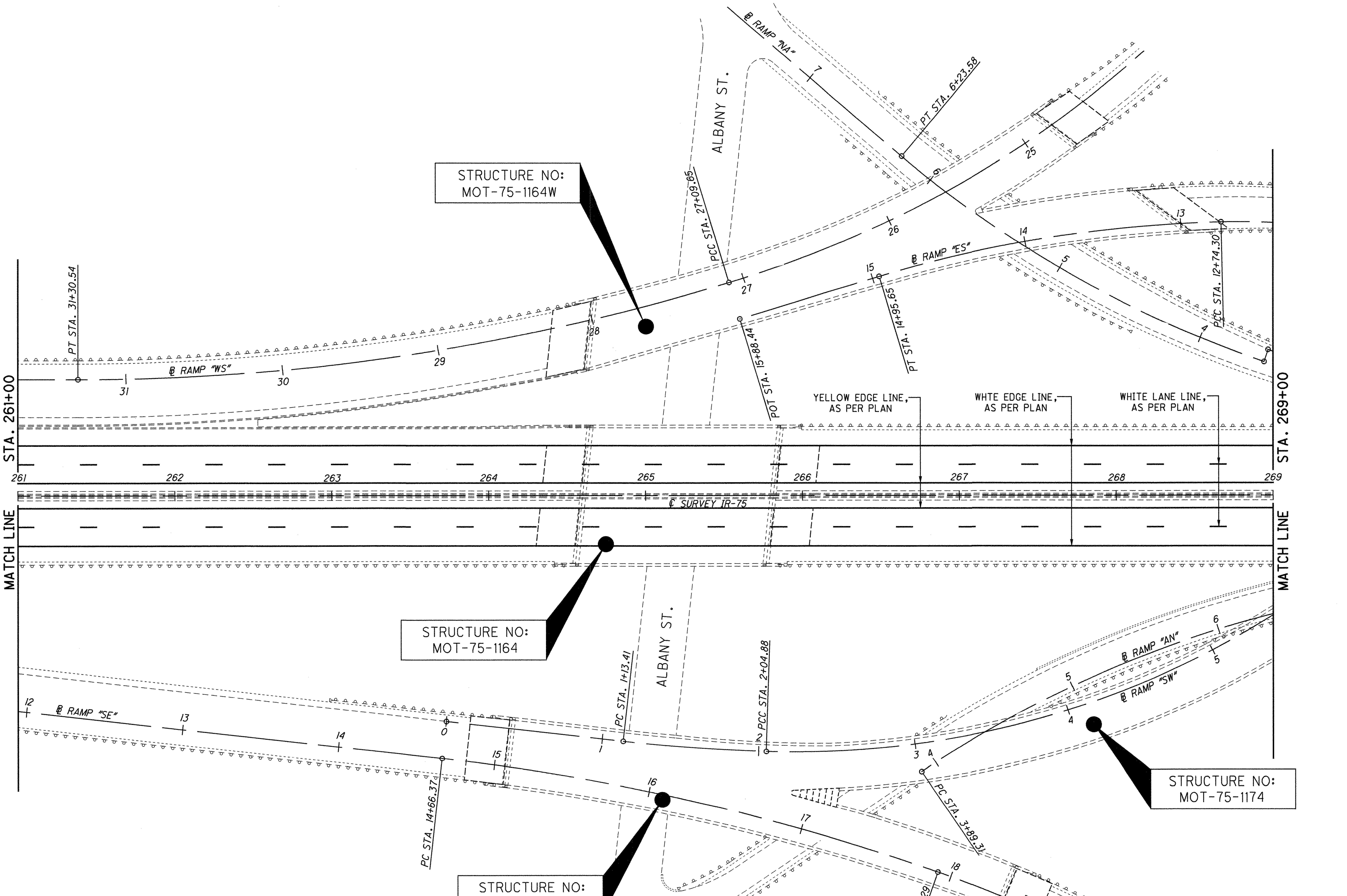
HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED JBS CHECKED

TRAFFIC CONTROL PLAN - IR-75
STA. 253+00 TO STA. 261+00

MOT-75-10.42

TRAFFIC CONTROL PLAN - IR-75
STA. 261+00 TO STA. 269+00

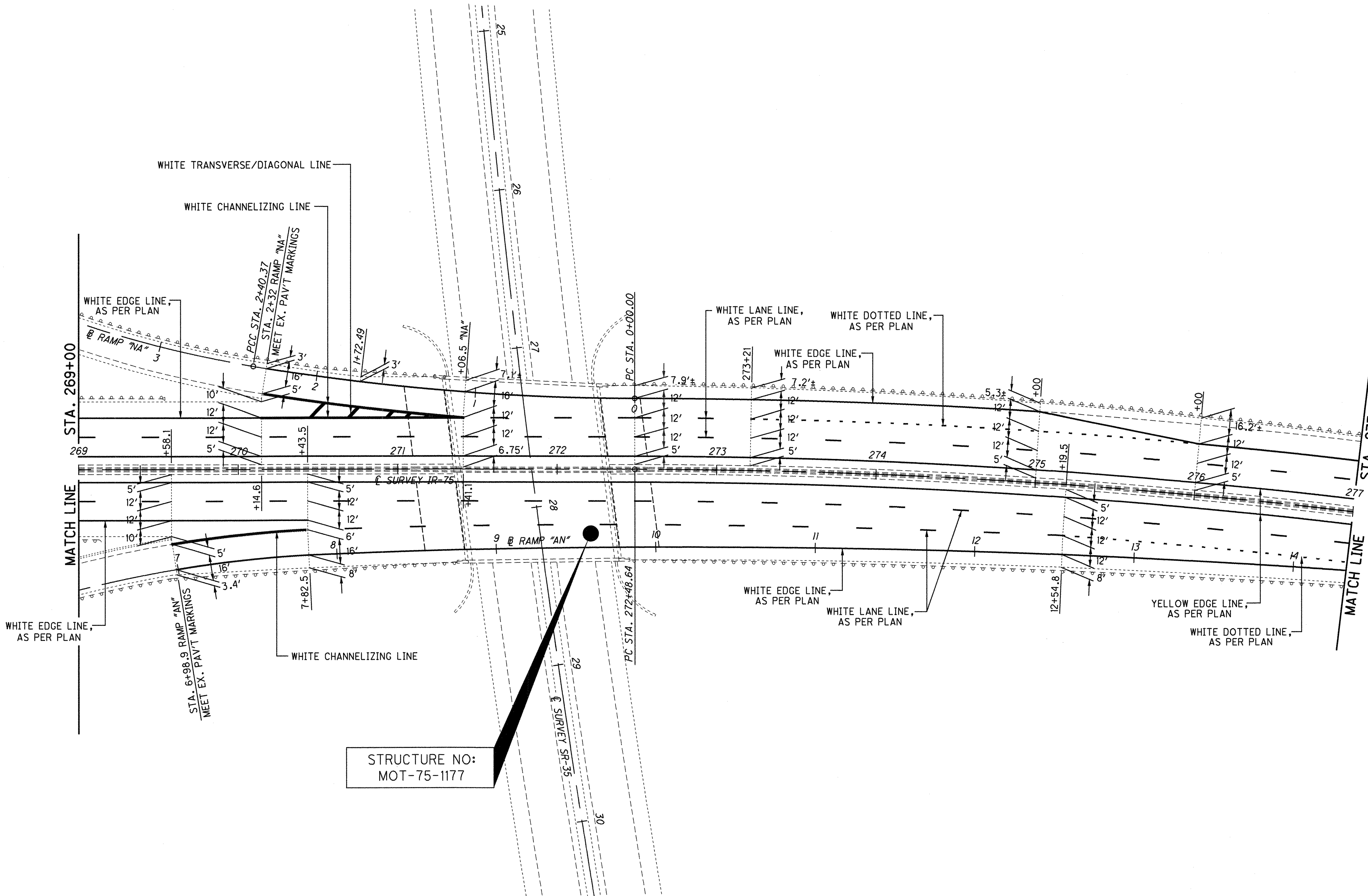


FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED JBS
CHECKED

MOT-75-10.42



FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

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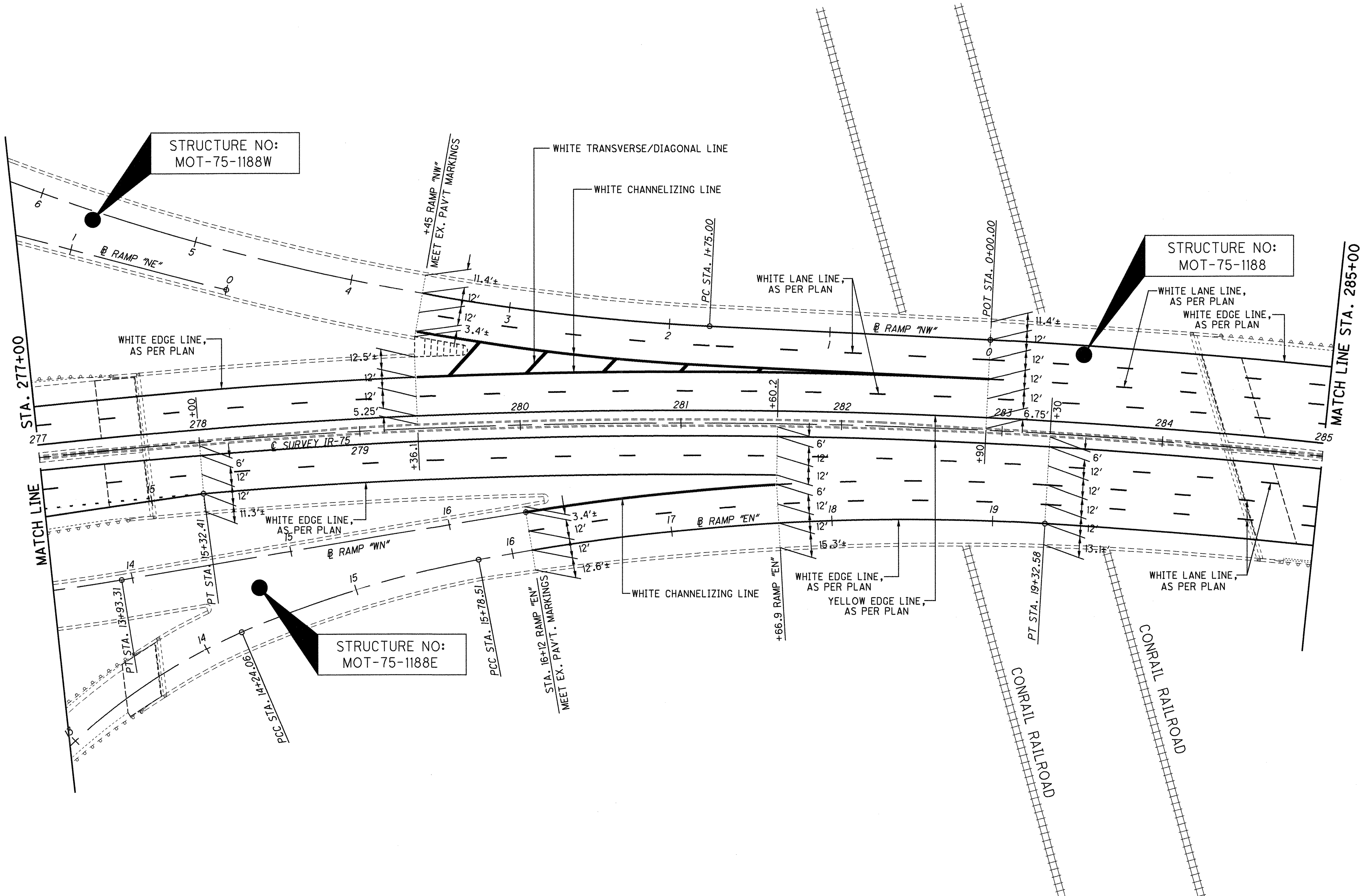
HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED JBS
CHECKED

TRAFFIC CONTROL PLAN - IR-75
STA. 269+00 TO STA. 277+00

MOT-75-10.42



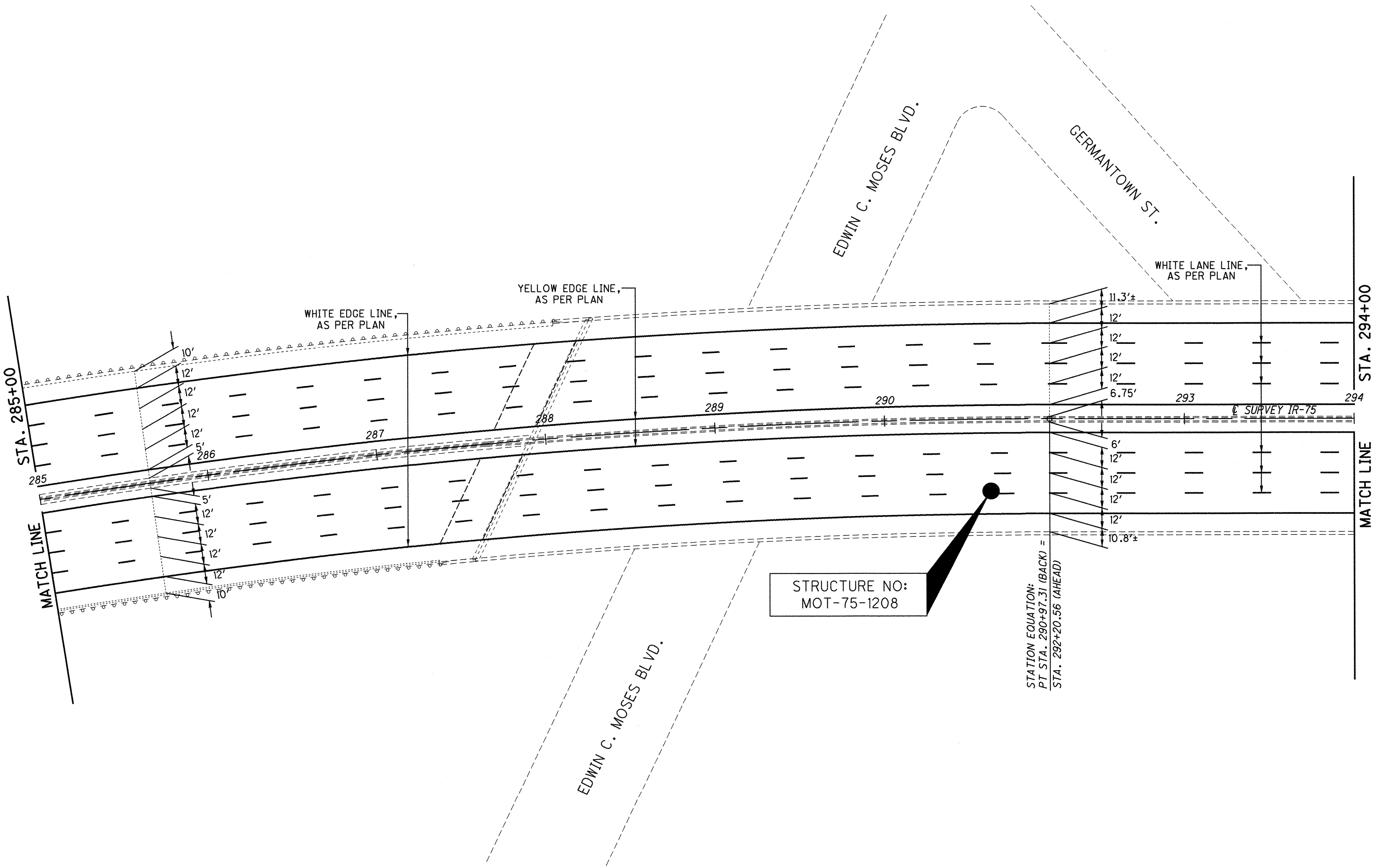
FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

HORIZONTAL SCALE IN FEET: 0 15 30 60

CALCULATED JBS
CHECKED

TRAFFIC CONTROL PLAN - IR-75
STA. 277+00 TO STA. 285+00

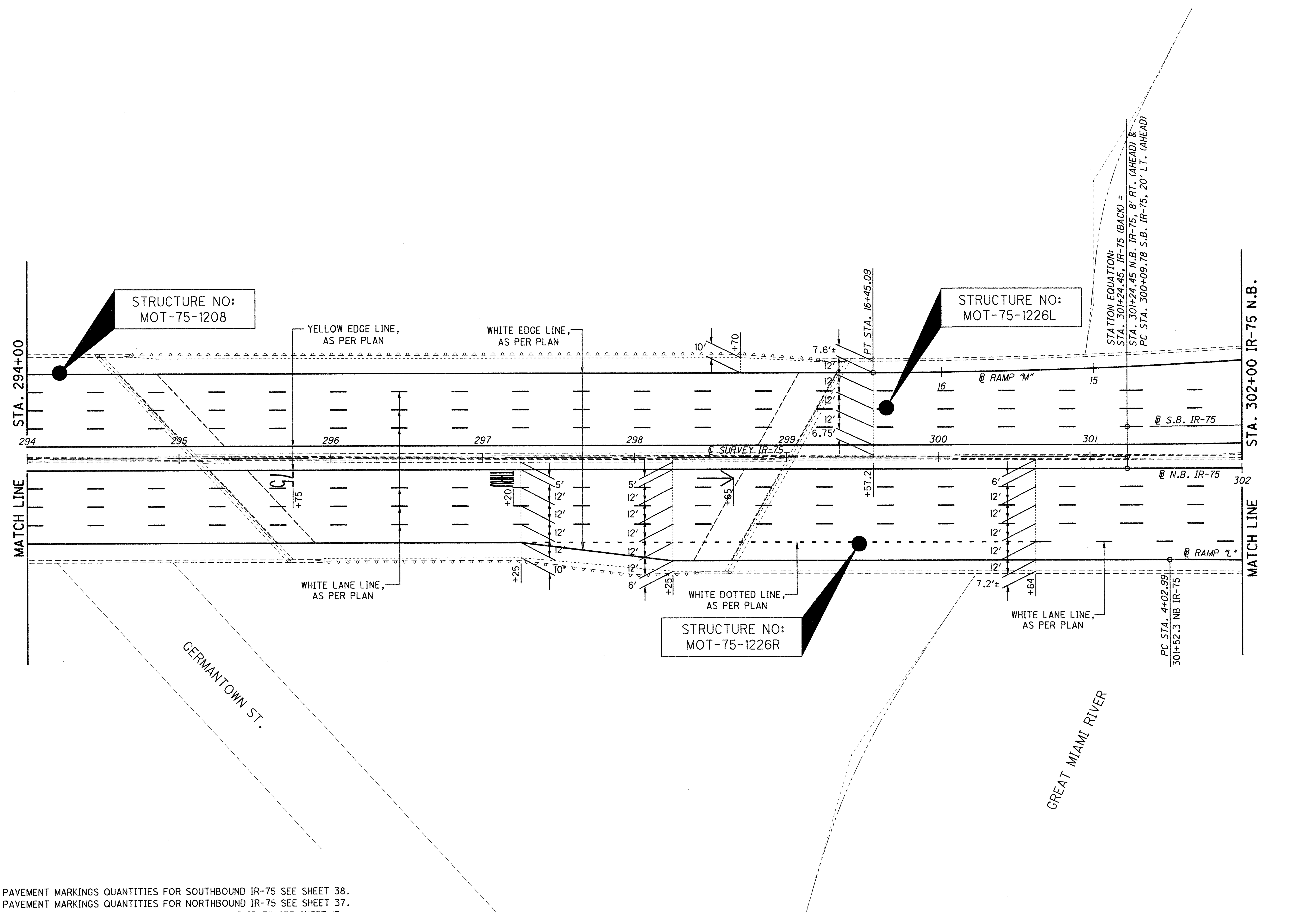
MOT-75-10.42



FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

TRAFFIC CONTROL PLAN - IR-75
STA. 285+00 TO STA. 294+00

MOT-75-10.42



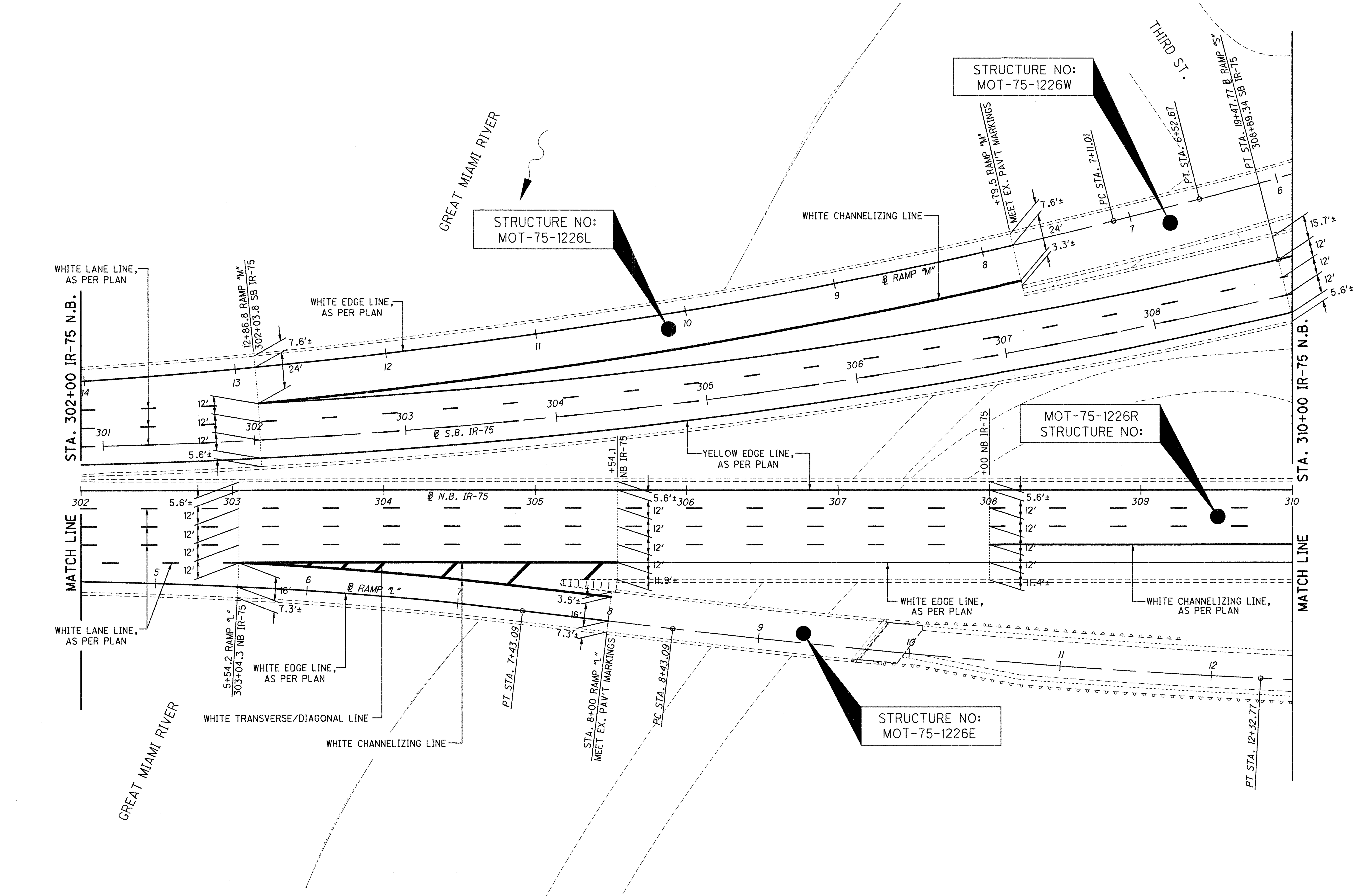
FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.
FOR WORD ON PAVEMENT QUANTITIES ON NORTHBOUND IR-75 SEE SHEET 13.
FOR LANE ARROW ON PAVEMENT QUANTITIES ON NORTHBOUND IR-75 SEE SHEET 13.

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED JBS
CHECKED

TRAFFIC CONTROL PLAN - IR-75
STA. 294+00 TO STA. 302+00 (NB)

MOT-75-10.42



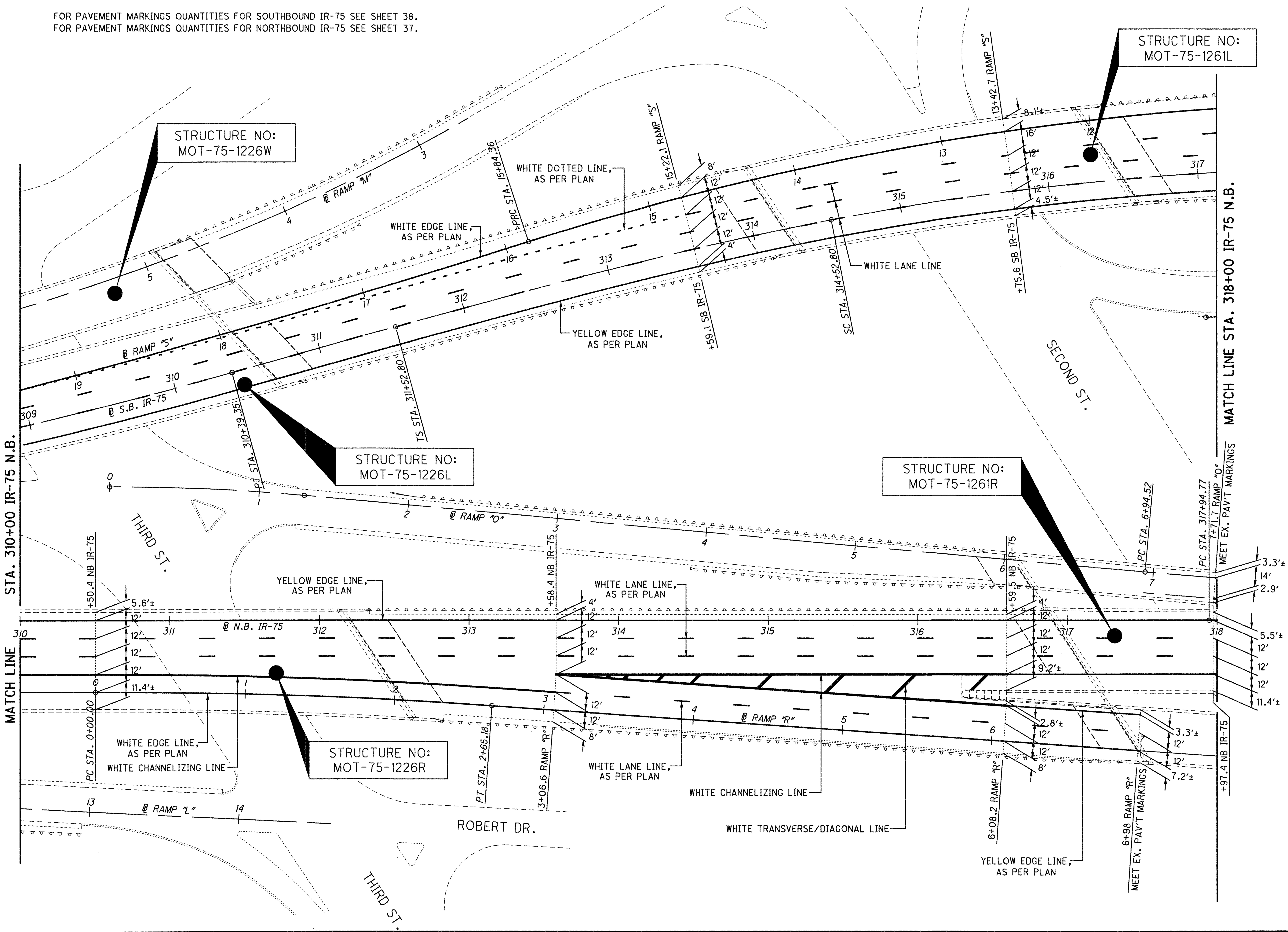
FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

CALCULATED JBS
CHECKED

TRAFFIC CONTROL PLAN - IR-75
STA. 302+00(NB) TO STA. 310+00(NB)

MOT-75-10.42

FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.



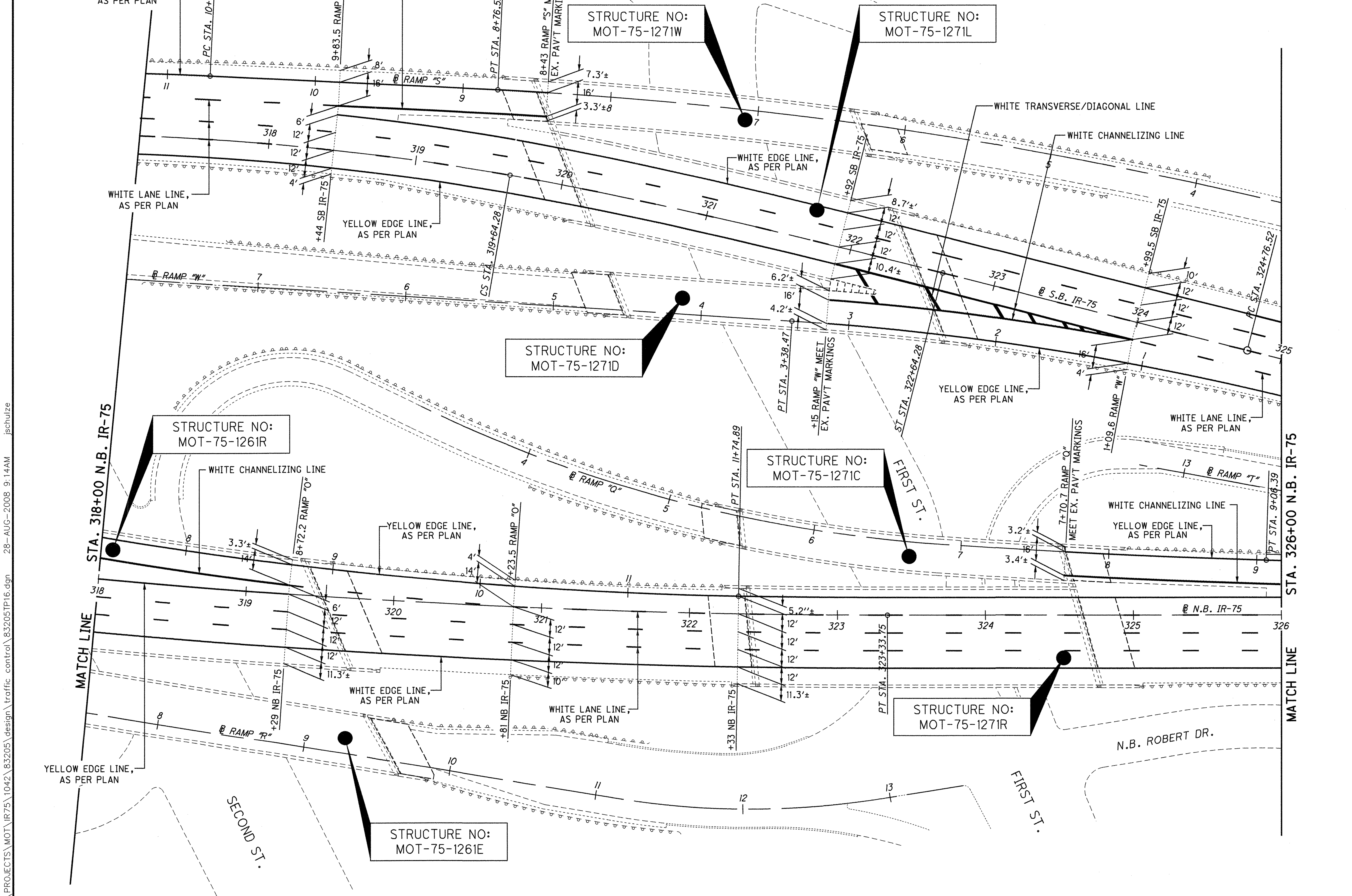
HORIZONTAL SCALE IN FEET

CALCULATED JBS
CHECKED

TRAFFIC CONTROL PLAN - IR-75
STA. 310+00(NB) TO STA. 318+00(NB)

MOT-75-10.42

FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

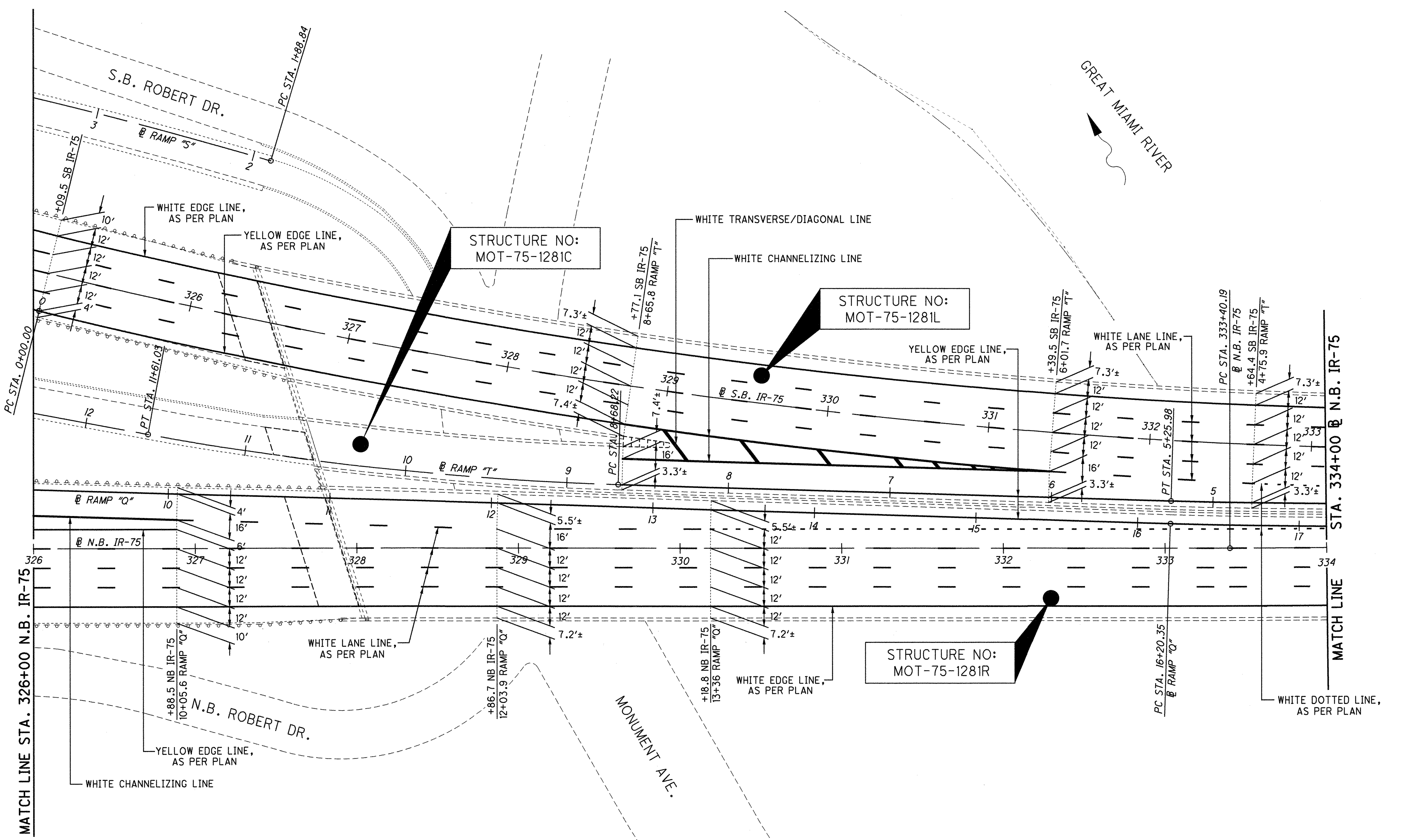


TRAFFIC CONTROL PLAN - IR-75
STA. 318+00(NB) TO STA. 326+00(NB)

HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED JBS
CHECKED

MOT-75-10.42



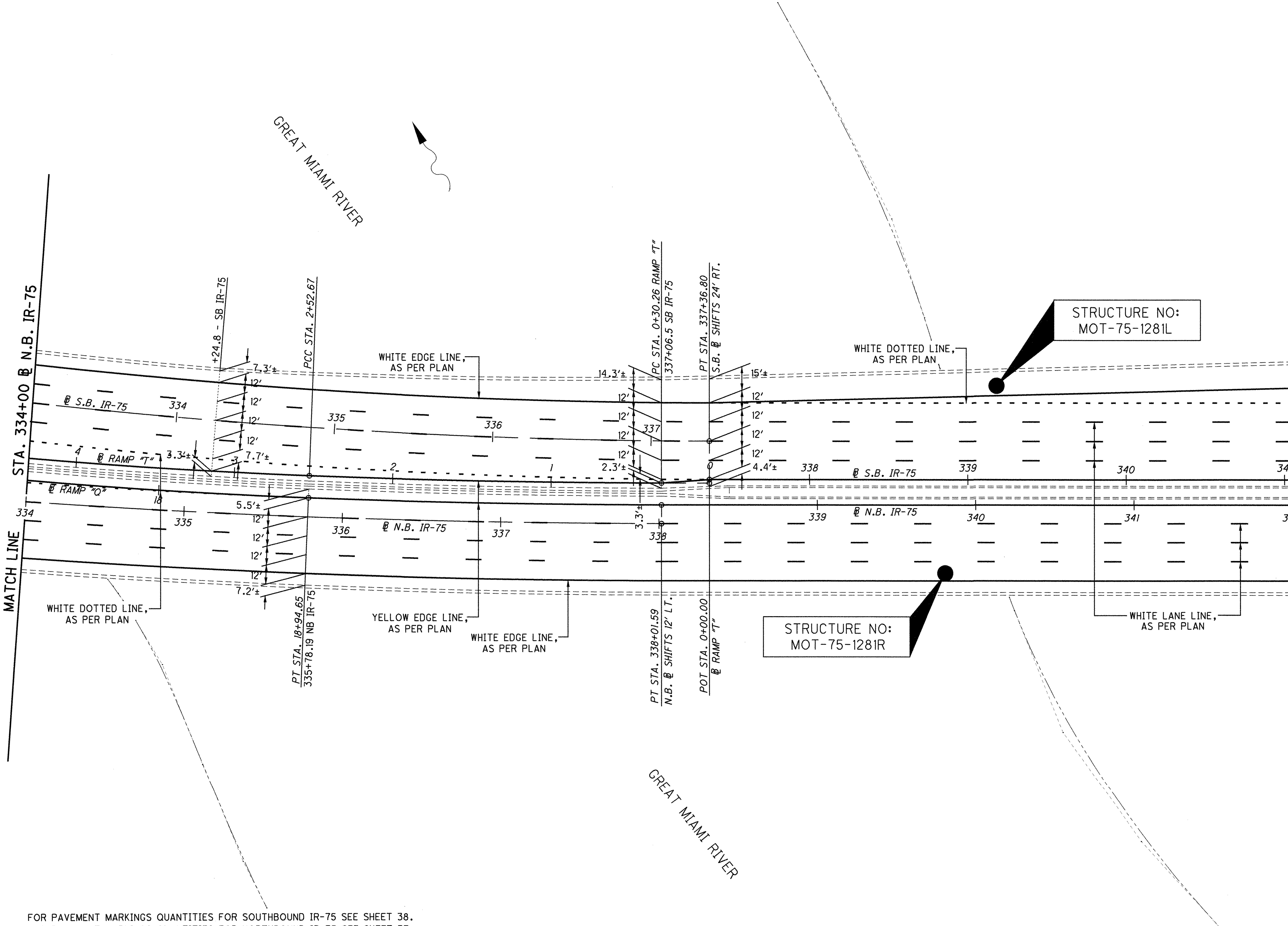
FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

CALCULATED JBS CHECKED

TRAFFIC CONTROL PLAN - IR-75
STA. 326+00(NB) TO STA. 334+00(NB)

MOT-75-10.42

I:\PROJECTS\MOT\IR75\1042\83205\design\traffic control\83205TP17.dgn 28-AUG-2008 9:15AM jschulze



FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

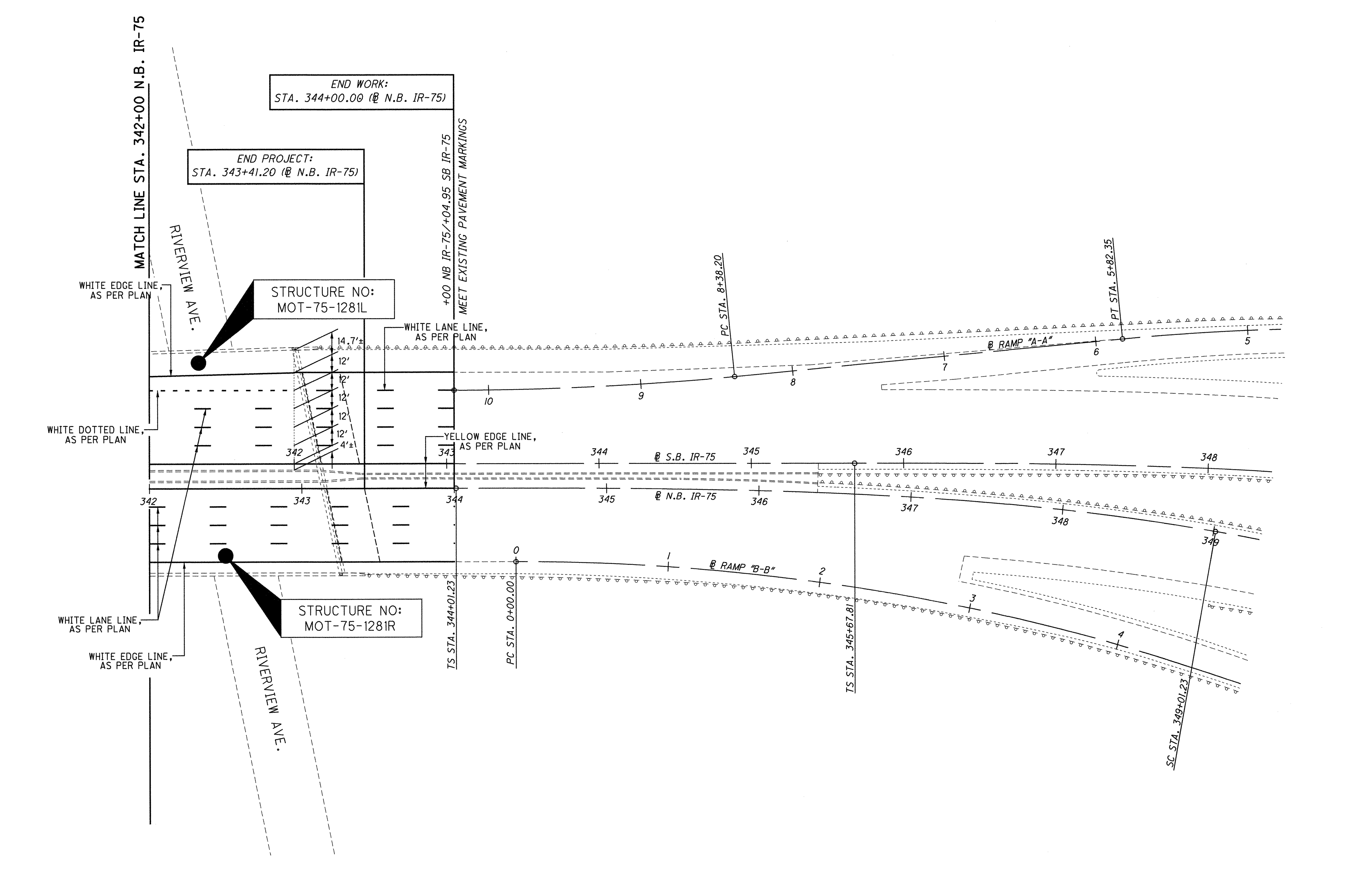
HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED JBS CHECKED

TRAFFIC CONTROL PLAN - IR-75
STA. 334+00(NB) TO STA. 342+00(NB)

MOT-75-10.42

I:\PROJECTS\MOT\IR75\1042\83205\design\traffic control\83205TP18.dgn 05-MAR-2008 8:27AM jschulze



FOR PAVEMENT MARKINGS QUANTITIES FOR SOUTHBOUND IR-75 SEE SHEET 38.
FOR PAVEMENT MARKINGS QUANTITIES FOR NORTHBOUND IR-75 SEE SHEET 37.

HORIZONTAL SCALE IN FEET: 0 15 30 60

CALCULATED: JBS
CHECKED

TRAFFIC CONTROL PLAN - IR-75
STA. 342+00(NB) TO STA. 349+00(NB)

MOT-75-10.42

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 511, CONCRETE, MISC.: BACKWALLS

DESCRIPTION:

THIS ITEM SHALL CONSIST OF FURNISHING THE NECESSARY LABOR, MATERIALS, AND EQUIPMENT TO REPAIR THE TOP OF THE BACKWALLS AS SHOWN ON DETAILS "A-A" AND "B-B" ON SHEET 60: INCLUDING TEMPORARY SUPPORTING END STEEL, REMOVAL OF ALL LOOSE AND UNSOUND CONCRETE, SURFACE PREPARATIONS, REPAIRING REINFORCING STEEL, BONDING COAT AND MIXING, PLACING AND FINISHING OF THE CONCRETE.

MATERIALS:

MATERIALS SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:

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

REMOVAL:

THE EXISTING CONCRETE MAY BE REMOVED BY CHIPPING OR HAND DRESSING. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 35-POUND CLASS SHALL BE OPERATED AT AN ANGLE OF LESS THAN 45 DEGREES MEASURED FROM THE TOP OF THE BACKWALL. CONCRETE SHALL BE REMOVED IN A MANNER THAT PREVENTS CUTTING, ELONGATING OR DAMAGING REINFORCING STEEL AND/OR END 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 3" 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 CONCRETE MATERIAL. THE SURFACE AREA OF THE BACKWALL AND THE EXPOSED REINFORCING STEEL SHALL BE CLEANED BY AN AIR BLAST. THE PREPARED SURFACE SHALL BE SURFACE DRY.

BONDING GROUT:

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

CONCRETE:

CONCRETE 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 SHALL BE ADDED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

METHOD OF MEASUREMENT:

THE QUANTITY SHALL BE THE ACTUAL CUBIC YARD OF REPAIR TO THE BACKWALL.

BASIS OF PAYMENT:

PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID FOR:

ITEM	UNIT	DESCRIPTION
511	CU. YD.	CONCRETE MISC.: BACKWALLS

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

DESCRIPTION:

THIS ITEM SHALL CONSIST OF FURNISHING THE NECESSARY LABOR, MATERIALS, AND EQUIPMENT TO REPAIR CONCRETE APPROACH SLABS, INCLUDING REMOVAL OF ALL LOOSE AND UNSOUND CONCRETE, SURFACE PREPARATIONS, BONDING COAT AND MIXING, PLACING AND FINISHING OF 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 ENGINEER SHALL OUTLINE THE AREAS TO BE REMOVED ON THE APPROACH SLAB. THE PERIMETER OF THE REMOVAL AREAS 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. 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.

METHOD OF MEASUREMENT:

THE QUANTITY SHALL BE THE ACTUAL AREA IN SQUARE YARDS OF THE EXPOSED SURFACE OF PATCHES, PATCH AREAS SHALL BE A DEPTH OF 2" TO 15".

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

ITEM SPECIAL, FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE

DESCRIPTION:

THIS WORK CONSISTS OF FILLING VOIDS BENEATH CONCRETE APPROACH SLABS USING HIGH DENSITY POLYURETHANE (HDP) AFTER ALL PATCHING WORK HAS BEEN COMPLETED ON THE APPROACH SLAB.

MATERIALS:

SUPPLY A HIGH DENSITY POLYURETHANE MEETING THE PROPERTIES SPECIFIED BELOW AND VERIFIED BY CERTIFIED TEST DATA FROM AN INDEPENDANT TESTING LABORATORY. AT LEAST 24 HOURS PRIOR TO PERFORMING WORK, SUBMIT CERTIFIED TEST DATA TO THE ENGINEER FOR APPROVAL.

PROPERTY	ASTM TEST	REQUIRED VALUE
MATERIAL DENSITY	D1622 (NOTE 1)	3.0 LB/CU. FT. MINIMUM
TENSILE STRENGTH	D1623 (NOTE 1)	40 PSI MINIMUM
COMPRESSIVE STRENGTH	D1621 (NOTE 1)	40 PSI MINIMUM
DIMENSIONAL STABILITY HIGH TEMPERATURE, 1 DAY	D2126	+3.3% CHANGE @ 158°F (70°C), 97% RELATIVE HUMIDITY
DIMENSIONAL STABILITY HIGH TEMPERATURE, 7 DAY	D2126	+4.0% CHANGE @ 158°F (70°C), 97% RELATIVE HUMIDITY
DIMENSIONAL STABILITY LOW TEMPERATURE, 1 DAY	D2126	-0.35% CHANGE @ -22°F (-30°C), AMBIENT RELATIVE HUMIDITY
DIMENSIONAL STABILITY LOW TEMPERATURE, 7 DAY	D2126	-0.60% CHANGE @ -22°F (-30°C), AMBIENT RELATIVE HUMIDITY
WATER ABSORPTION	D2842	LESS THAN 2.0% VOLUME

NOTE 1: SUPPLY MATERIAL THAT WILL MEET A MINIMUM DENSITY OF AT LEAST 50% OF THE REQUIRED DENSITY VALUE WHEN PREPARED UNDER A HEAD OF WATER.

LISTED BELOW ARE A FEW POLYURETHANE MANUFACTURERS. NOTE THAT THIS IS NOT AN ALL INCLUSIVE LIST AS THERE ARE OTHER MANUFACTURERS THAT CAN MEET THIS SPECIFICATION REQUIREMENT.

GEOTECH SERVICES, INC.
25205 BROADWAY AVENUE
CLEVELAND, OHIO 44146
TELEPHONE: 1-800-875-5826

URETEK (INDIANA AND OHIO DIVISION)
1625 N. WHITECOMB AVE.
INDIANAPOLIS, IN 46224
TELEPHONE: 1-888-248-6868

GREEN MOUNTAIN INTERNATIONAL, LLC
235 PIGEON STREET
WAYNESVILLE, NC 28786
TELEPHONE: 1-800-942-5151

IF THE CONTRACTOR SELECTS MORE THAN ONE MANUFACTURER OF THE HIGH DENSITY POLYURETHANE. THE CONTRACTOR SHALL ONLY PLACE ONE OF THE MANUFACTURER'S PRODUCT ON A APPROACH SLAB, ALSO ONLY ONE OF THE MANUFACTURER'S PRODUCT SHALL BE USED DURING ANY GIVEN SHIFT. UNDER NO CIRCUMSTANCE SHALL TWO DIFFERENT MANUFACTURER'S PRODUCTS BE USED ON THE SAME APPROACH SLAB UNLESS DIRECTED BY THE ENGINEER.

MANUFACTURER'S SHIPPING RECORD:

PROVIDE MANUFACTURER BATCH NUMBERS AND SHIPPING INVOICES. MARK EACH COMPONENT WITH THE FOLLOWING INFORMATION:

A. NUMBER OF GALLONS (LITERS)
B. NET WEIGHT OF MATERIAL
C. BATCH NUMBER
D. DATE OF PRODUCTION
E. EFFECTIVE SHELF LIFE OF THE PRODUCT
F. COMPANY NAME AND ADDRESS
G. COMPONENT TRADE NAME AS GIVEN IN THE MATERIAL TEST DATA
H. MATERIAL SAFETY DATA SHEETS (MSDS)

EQUIPMENT:

SUBMIT AN INVENTORY OF ALL FILLING AND UNDERSEALING EQUIPMENT TO THE ENGINEER FOR REVIEW. PROVIDE THE FOLLOWING EQUIPMENT AS A MINIMUM:

A. PNEUMATIC DRILL CAPABLE OF DRILLING 5/8 INCH DIAMETER HOLES TO THE DEPTH OF THE SLAB.

B. TRUCK OR TRAILER MOUNTED PUMPING UNIT, WITH PRE-HEATERS AND VOLUMETRIC CONTROLS CAPABLE OF INJECTING THE HDP BETWEEN THE APPROACH SLAB AND SUB-BASE. THE PUMPING UNIT MUST BE CAPABLE OF MEASURING THE MATERIAL USAGE. VERIFY TO THE ENGINEER'S SATISFACTION THAT EACH PUMPING METER PROVIDES AN ACCURATE RECORDING OF THE POUNDS OF HDP PUMPED.

CONSTRUCTION PLAN

BEFORE PERFORMING WORK, PREPARE AND SUBMIT A PLAN TO THE ENGINEER THAT INCLUDES THE FOLLOWING MINIMUM INFORMATION.

A. EXISTING ELEVATIONS OF THE APPROACH SLAB AND ADJACENT PAVEMENT.

B. INJECTION HOLE LAYOUT

C. MAPPING OF EXISTING CRACKS AND PROPOSED PATCHING AREAS.

D. CONTRACTOR'S WRITTEN STANDARD INSTALLATION PROCEDURE.

DRILLING INJECTION HOLES:

LOCATE AND DRILL A SERIES OF 5/8 INCH HOLES AS NECESSARY TO FILL VOIDS BENEATH THE SLAB. DO NOT EXCEED THE FOLLOWING LIMITATIONS: HOLES SHALL BE DRILLED NOT LESS THAN 12 INCHES NOR MORE THAN 18 INCHES FROM EACH EDGE OR JOINT; SPACING OF HOLES SHALL BE NOT MORE THAN 4 FEET CENTER TO CENTER. DRILL VENT HOLES TO DETERMINE WHEN THE VOIDS HAVE BEEN COMPLETELY FILLED, I.E. WHEN FOAM PRODUCT SEEPS FROM THE VENT HOLES.

INJECTING MATERIAL:

INJECT HDP MATERIAL INTO THE INJECTION HOLES. FILL ALL VOIDS, USING THE VENT HOLES TO DETERMINE WHEN THIS WORK IS COMPLETE. I.E. WHEN FOAM PRODUCT SEEPS FROM THE VENT HOLES. THE CONTRACTOR SHALL MAKE SURE THAT THE APPROACH SLAB IS NOT RAISED DURING THE INJECTION OF HDP MATERIAL.

FILLING HOLES:

AFTER THE VOIDS HAVE BEEN FILLED, CLEAN HOLES TO THE DEPTH OF THE SLAB, THEN FILL WITH NONSHRINK NONMETALLIC GROUT CONFORMING TO CMS 705.20.

METHOD OF MEASUREMENT:

THE DEPARTMENT WILL MEASURE THE ACTUAL POUNDS OF HDP MATERIAL PUMPED. IN THE PLANS, THIS QUANTITY WAS ESTIMATED USING A HDP RATE OF 9 POUNDS/CU. FT. WHILE ASSUMING 4" DEEP VOIDS WERE PRESENT BENEATH 25% OF THE SLAB AREA.

BASIS OF PAYMENT:

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE IN PLACE, WILL BE MADE AT CONTRACT PRICE FOR:

ITEM	UNIT	DESCRIPTION
SPECIAL	POUNDS	STRUCTURE, MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLAB WITH HIGH DENSITY POLYURETHANE

THE CONTRACTOR SHALL KEEP A DETAILED RECORD OF THE LOCATION, MANUFACTURE'S NAME, DATE PLACED, WEATHER, TIME OF PLACEMENT, ETC. THAT THE HIGH DENSITY POLYURETHANE WAS INJECTED. THIS RECORD SHALL BE FILED WITH THE PROJECT ENGINEER.

ALL LABOR, EQUIPMENT, AND INCIDENTALS REQUIRED TO PROPERLY PLACE THE HDP AND INJECTION HOLES SHALL BE INCLUDED IN THE COST OF EACH BID ITEM. THE DEPARTMENT WILL NOT PAY FOR REPAIRS TO AREAS DAMAGED AS A RESULT OF THE WORK.

REFER TO EACH RESPECTIVE STRUCTURE FOR ESTIMATED QUANTITIES REGARDING THESE BID ITEMS.

ITEM 509, REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL

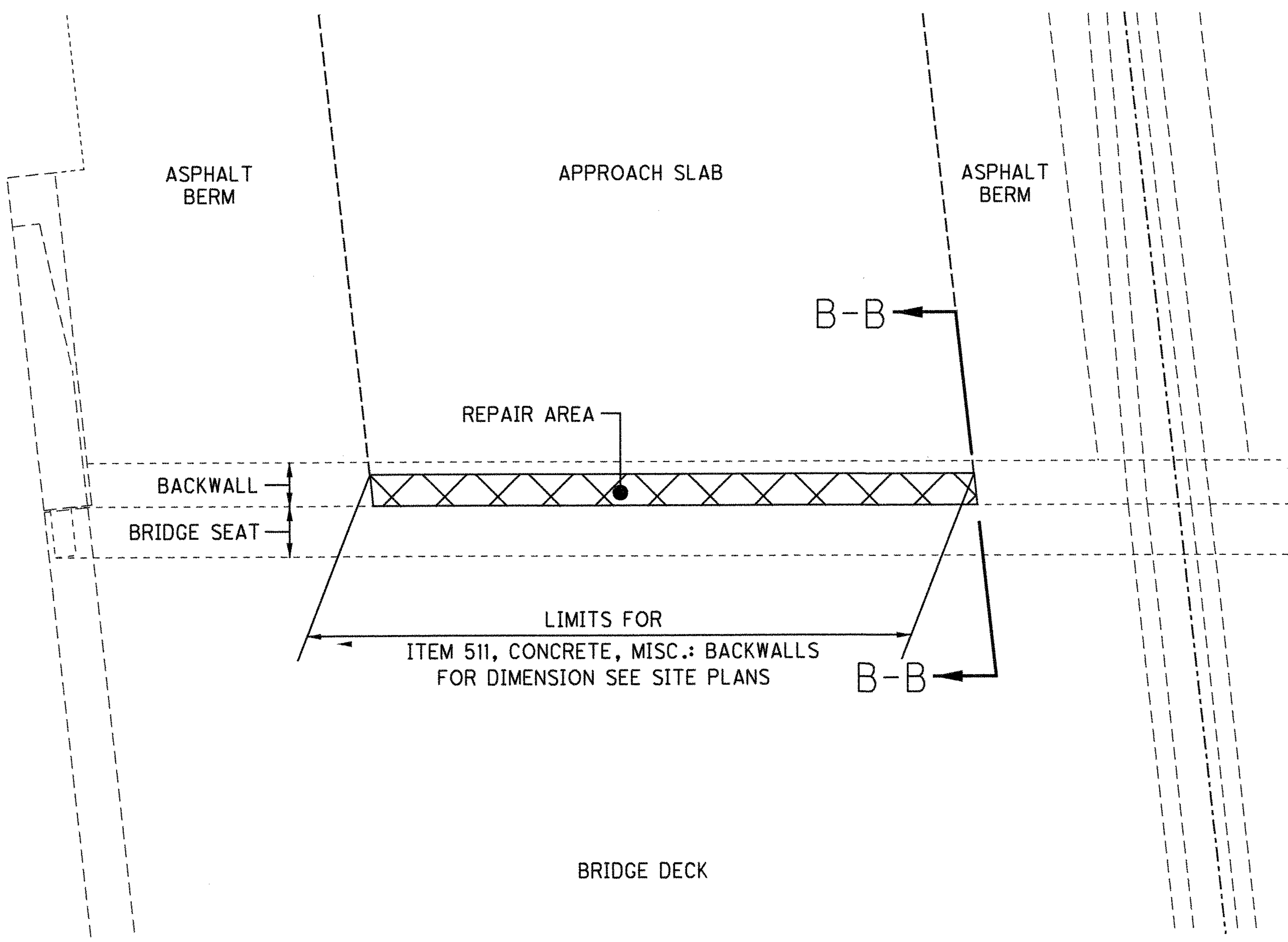
AN ESTIMATED QUANTITY FOR NEW REINFORCING STEEL HAS BEEN PROVIDED FOR EACH STRUCTURE TO REPLACE ANY EXISTING REINFORCING STEEL WHICH HAS BEEN DEEMED UNUSABLE BY THE ENGINEER DUE TO CORROSION.

ANY EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND WHICH ARE MADE UNUSABLE BY THE CONTRACTOR'S CONCRETE REMOVAL OPERATIONS SHALL BE REPLACED AS DIRECTED BY THE ENGINEER, WITH NEW REINFORCING STEEL AT THE CONTRACTOR'S EXPENSE.

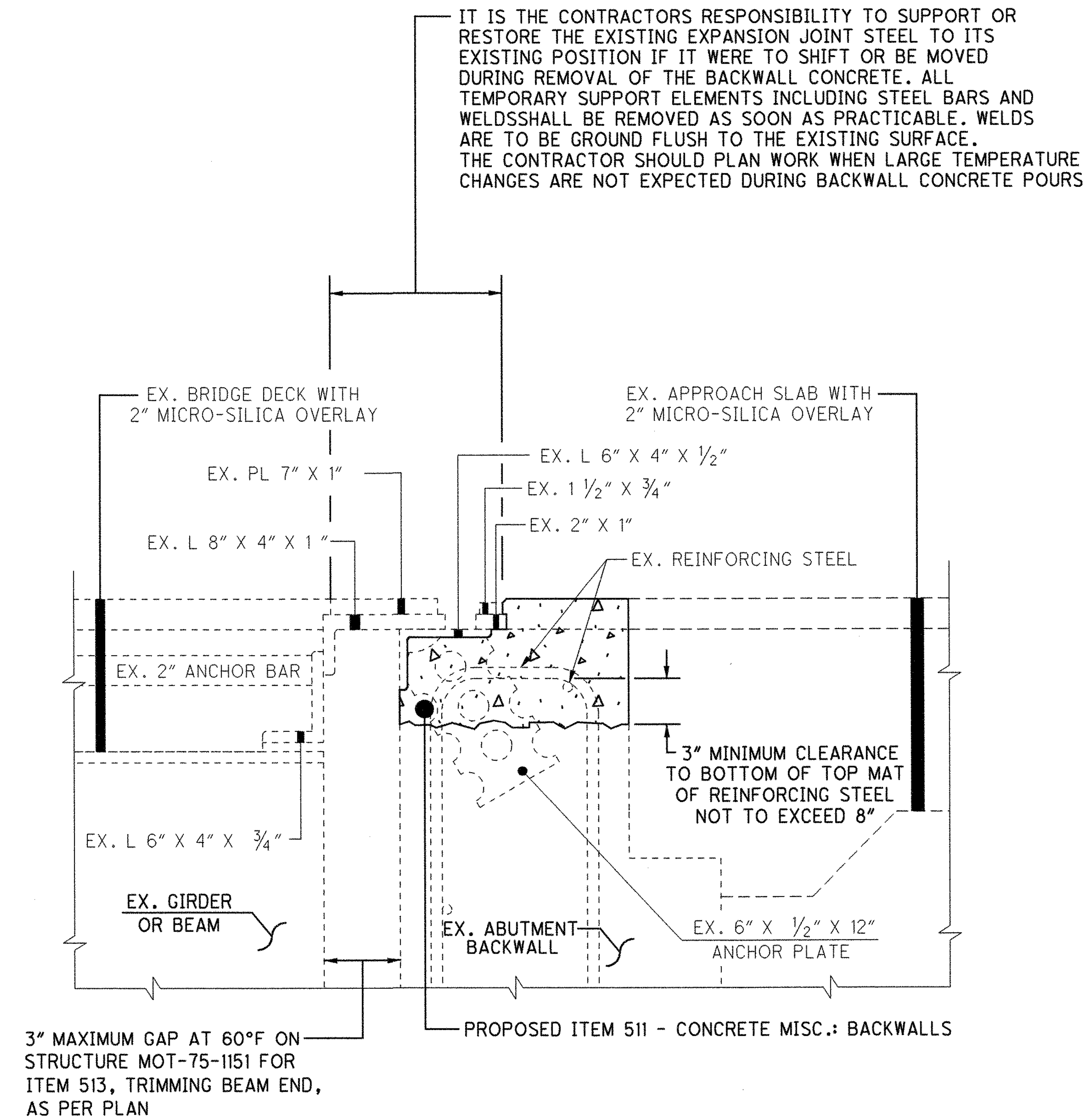
ITEM 513, TRIMMING BEAM END, AS PER PLAN

DUE TO THE ROTATION OF THE ABUTMENTS SOME OF THE EXISTING STEEL BEAMS MAY HAVE BECOME PINCHED AGAINST THE BACKWALL.

THE CONTRACTOR SHALL TRIM THE EXISTING STEEL BEAMS, TO A DISTANCE DETERMINED BY THE ENGINEER, TO ALLOW ADEQUATE ROOM FOR FORM WORK TO BE PLACED FOR REPAIRING THE BACKWALL. THE AMOUNT OF TRIMMING SHALL NOT EXCEED A 3" MAXIMUM GAP (BASED ON 60°F).



DETAIL "A-A"



DETAIL "B-B"

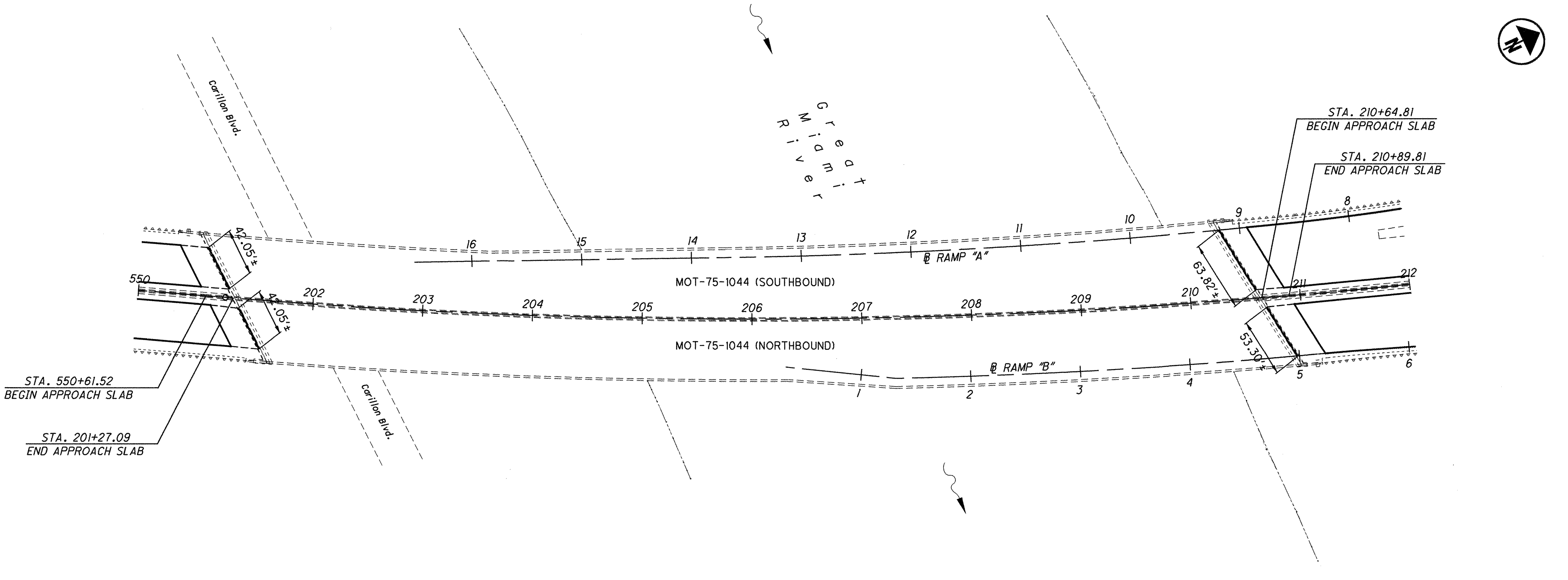
NOTE: ALL FORMWORK FOR THE BACKWALL REPAIR IS TO BE REMOVED UPON COMPLETION OF THE BACKWALL REPAIR.

DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

DESIGNED	DRAWN	REVIEWED	DATE
JBS	JBS		
CHECKED	REVISED		

GENERAL STRUCTURE DETAILS

MOT-75-10.42
PID No. 83205



ESTIMATED QUANTITIES FOR STRUCTURE MOT-75-1044

SB IR-75	NB IR-75		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
220	200		509	20000	420	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
4.4	4.0		511	71100	8.4	CU. YD.	CONCRETE MISC.: BACKWALLS	58
5	5		SPECIAL	519E11710	10	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
10	10		SPECIAL	519E12300	20	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
1706	1535		SPECIAL	530E00300	3241	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1044 (I.R.-75 OVER GREAT MIAMI RIVER) SFN:5707056

TYPE: CONTINUOUS WELDED PLATE GIRDER BRIDGE WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: = 116'-0", 5 SPANS 120'-0", 105'-0 ", 111'-0" c/c END BEARINGS MEASURED ALONG ℄ IR-75
ROADWAY: SB VARIES, 54'-2"± TO 71'-4 3/4"± (1984)
NB VARIES, 53'-6"± TO 61'-4 7/8"± (1984)
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: VARIES 25°04'01" TO 31°01'37"
ALIGNMENT: 1°00'00" CURVE AND FLARED
SUPERELEVATION: 0.022
APPROACH SLABS: 25'-0" (AS-1-54)

DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

REVIEWED | DATE
STRUCTURE FILE NUMBER 5707056
DRAWN JBS | REVISED
DESIGNED JBS | CHECKED

℄ SURVEY IR-75
STA. 550+61.52
STA. 210+89.81

SITE PLAN
MOT-75-1044
IR-75 OVER GREAT MIAMI RIVER

MOT-75-10.42
PID No. 83205

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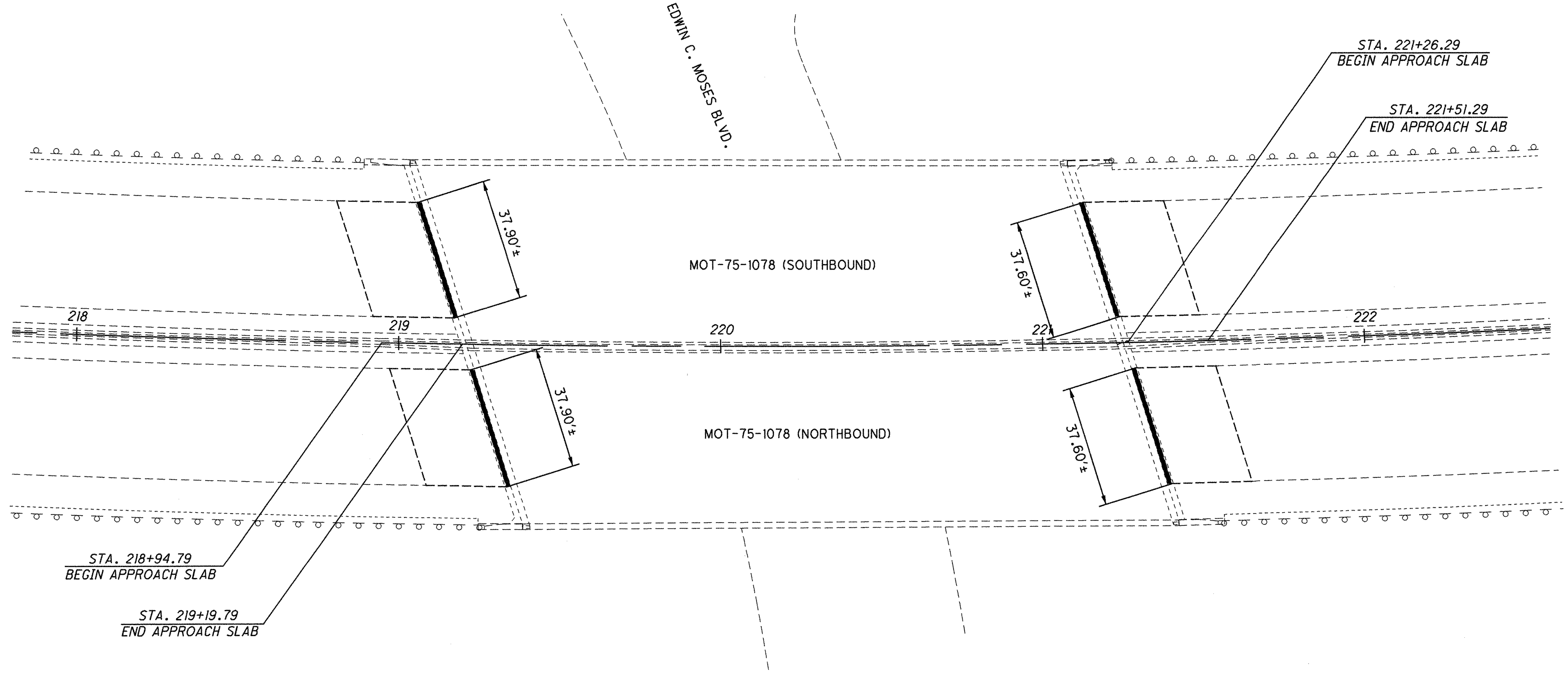


ESTIMATED QUANTITIES FOR STRUCTURE MOT-75-1078

SB IR-75	NB IR-75		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
160	160		509	20000	320	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
3.2	3.2		511	71100	6.4	CU. YD.	CONCRETE MISC.: BACKWALLS	58
4	4		SPECIAL	519E11710	8	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
5	5		SPECIAL	519E12300	10	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
1324	1324		SPECIAL	530E00300	2648	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1078 (I.R.-75 OVER EDWIN C. MOSES BLVD.) SFN:5707080

TYPE: THREE SPAN CONTINUOUS ROLLED BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: = 59'-0", 84'-0", 59'-0 " = 202'-0" C/C END BEARINGS
ROADWAY: SOUTHBOUND IR-75 = 54'-2" F/F CURB (1984)
NORTHBOUND IR-75 = 53'-5" F/F CURB (1984)
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: 16°12'42"
ALIGNMENT: 1°00'00" CURVE LEFT
APPROACH SLABS: 25' (AS-1-54)

DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

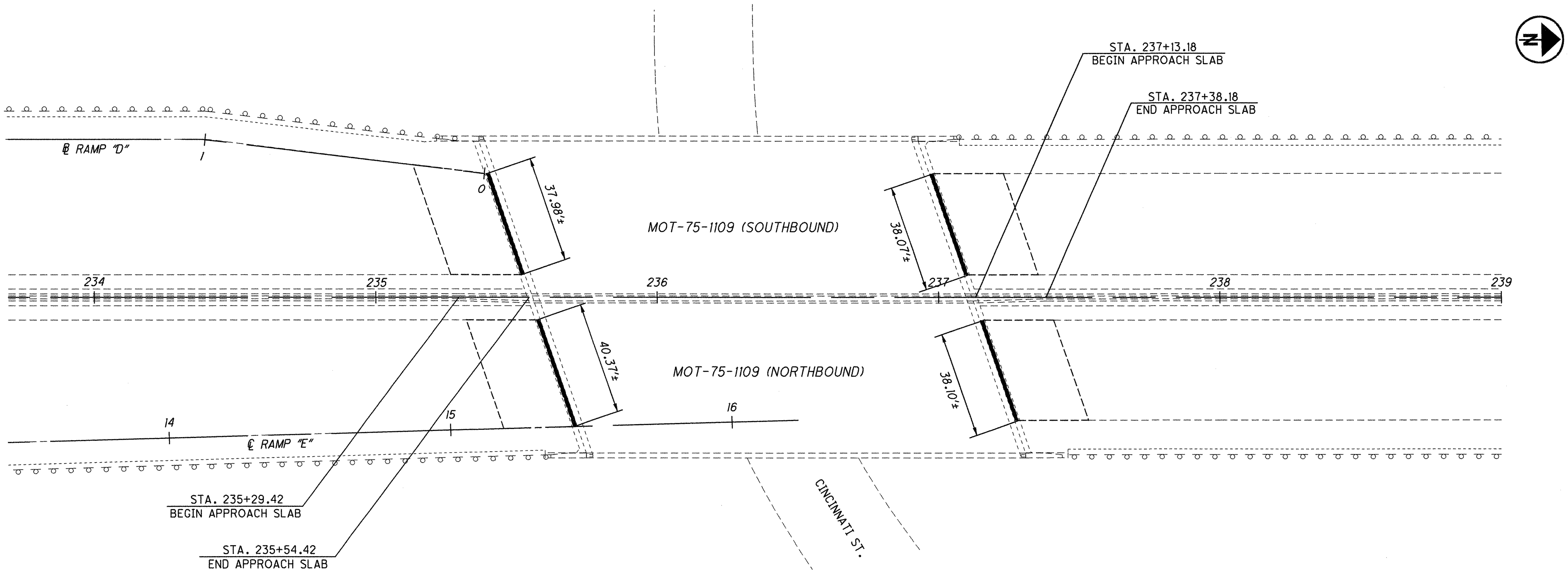
DESIGNED JBS | CHECKED | DRAWN JBS | REVISED | REVIEWED | DATE | STRUCTURE FILE NUMBER 5707080

℄ SURVEY IR-75
STA. 218+94.79
STA. 221+51.29

SITE PLAN
MOT-75-1078
IR-75 OVER EDWIN C. MOSES BLVD.

MOT-75-10.42
PID No. 83205

1/1



ESTIMATED QUANTITIES FOR STRUCTURE MOT-75-1109

SB IR-75	NB IR-75		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
160	170		509	20000	330	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
3.2	3.3		511	71100	6.5	CU. YD.	CONCRETE MISC.: BACKWALLS	58
4	4		SPECIAL	519E11710	8	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
5	5		SPECIAL	519E12300	10	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
1351	1369		SPECIAL	530E00300	2720	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1109 (I.R.-75 OVER CINCINNATI ST.) SFN:5707110

TYPE: THREE SPAN CONTINUOUS ROLLED BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: 45'-0", 64'-0", 45'-0 " = 154-0"' C/C END BEARINGS
ROADWAY: SOUTHBOUND IR-75 = 51'-10" F/F CURB (1984)
NORTHBOUND IR-75 = 51'-10" F/F CURB (1984)
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: 19°00'00"
ALIGNMENT: TANGENT EXPRESSWAY
APPROACH SLABS: 25' (AS-1-54)

DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

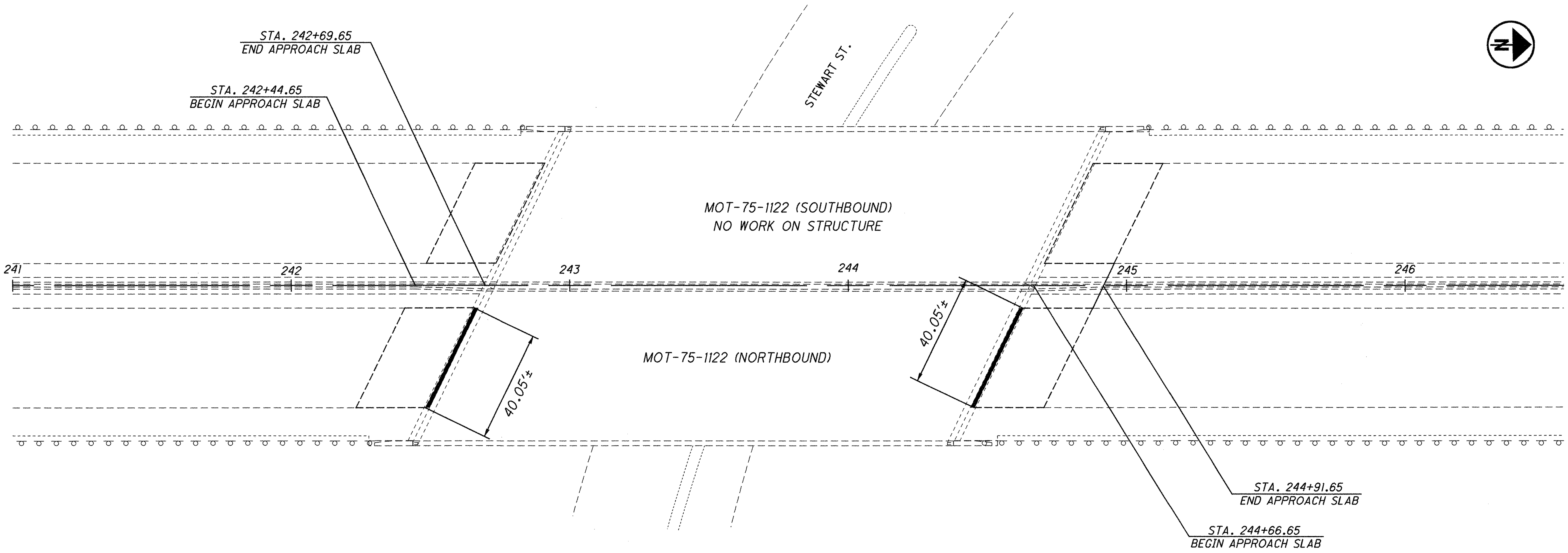
REVIEWED | DATE
STRUCTURE FILE NUMBER 5707110
DRAWN JBS | REVISED
DESIGNED JBS | CHECKED

℄ SURVEY IR-75
STA. 235+29.42
STA. 237+38.18

SITE PLAN
MOT-75-1109
IR-75 OVER CINCINNATI ST.

MOT-75-10.42
PID No. 83205

1/1



ESTIMATED QUANTITIES FOR STRUCTURE MOT-75-1122

SB IR-75	NB IR-75		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	170		509	20000	170	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL (SEE SHEET 59)	59
	3.4		511	71100	3.4	CU. YD.	CONCRETE MISC.: BACKWALLS (SEE SHEET 58)	58
	4		SPECIAL	519E11710	4	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS (SEE SHEET 58)	58

EXISTING STRUCTURE

MOT-75-1122 (I.R.-75 OVER STEWART ST.) SFN:5707145

TYPE: THREE SPAN CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: 44'-0", 104'-0", 44'-0 " = 192'-0"' C/C END BEARINGS
ROADWAY: SOUTHBOUND IR-75 = 51'-10" F/F CURB (1984)
NORTHBOUND IR-75 = 51'-10" F/F CURB (1984)
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: 25°54'23"
ALIGNMENT: TANGENT
APPROACH SLABS: 25' (AS-1-54)

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DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

REVIEWED | DATE
STRUCTURE FILE NUMBER 5707145
DRAWN JBS | REVISED
DESIGNED JBS | CHECKED

℄ SURVEY IR-75
STA. 242+44.65
STA. 244+91.65

SITE PLAN
MOT-75-1122
IR-75 OVER STEWART ST.

MOT-75-10.42
PID No. 83205

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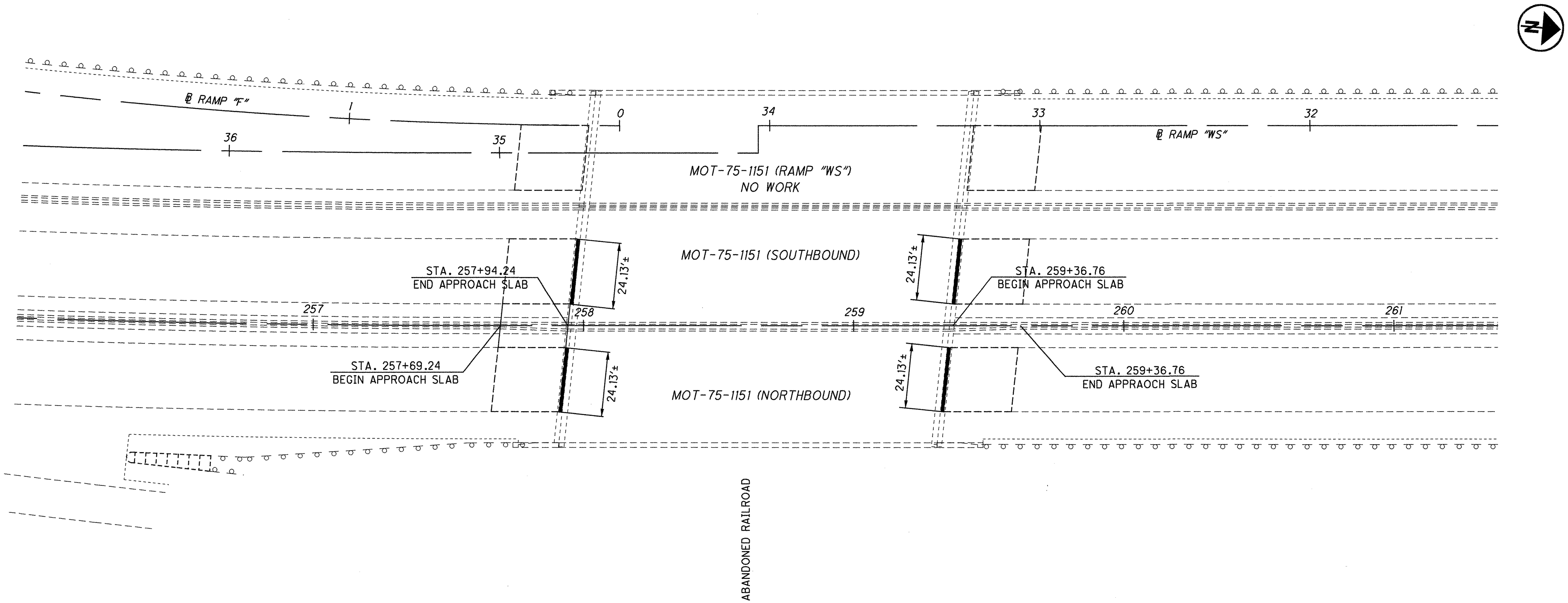

ESTIMATED QUANTITIES FOR STRUCTURE MOT-75-1151

SB IR-75	NB IR-75		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
110	110		509	20000	220	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
2.1	2.1		511	71100	4.2	CU. YD.	CONCRETE MISC.: BACKWALLS	58
12	12		513	21001	24	EACH	TRIMMING BEAM END, AS PER PLAN	58
6	6		SPECIAL	519E11710	12	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
12	12		SPECIAL	519E12300	24	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
882	882		SPECIAL	530E00300	1764	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1151 (I.R.-75 OVER ABANDONED RAILROAD) SFN:5707269

TYPE: THREE SPAN CONTINUOUS ROLLED BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: 42'-6", 53'-0", 42'-6 " = 138'-0" C/C END BEARINGS
ROADWAY: SOUTHBOUND IR-75 = 41'-6" F/F CURB (1984)
NORTHBOUND IR-75 = 41'-6" F/F CURB (1984)
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: 6°00'00"
ALIGNMENT: TANGENT
APPROACH SLABS: 25' (AS-1-54)

DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

DESIGNED JBS | CHECKED | DRAWN JBS | REVISED | REVIEWED | DATE | STRUCTURE FILE NUMBER 5707269

℄ SURVEY IR-75
STA. 257+69.24
STA. 259+36.76

SITE PLAN
MOT-75-1151
IR-75 OVER ABANDONED RAILROAD

MOT-75-10.42
PID No. 83205

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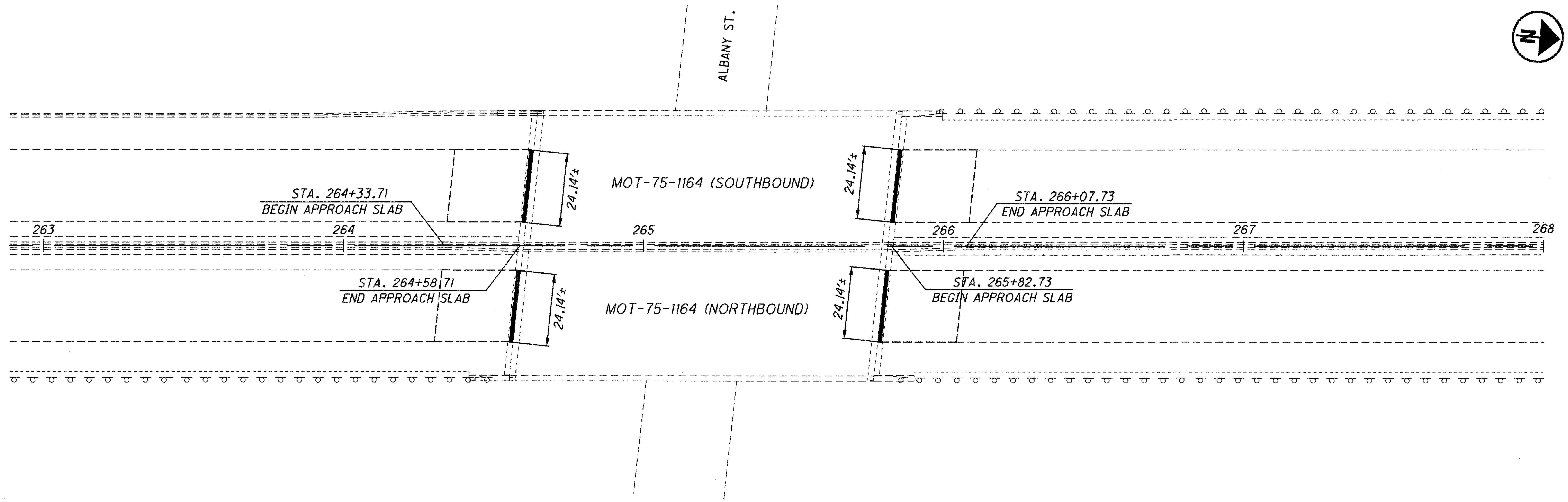


ESTIMATED QUANTITIES FOR STRUCTURE MOT-75-1164

SB IR-75	NB IR-75		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	
110	110		509	20000	220	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
2.1	2.1		511	71100	4.2	CU. YD.	CONCRETE MISC.: BACKWALLS	58
26	26		SPECIAL	519E11710	52	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
15	15		SPECIAL	519E12300	30	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
882	882		SPECIAL	530E00300	1764	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1164 (I.R.-75 OVER ALBANY ST.) SFN:5707382

TYPE: THREE SPAN CONTINUOUS ROLLED BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: 35'-0", 49'-6", 35'-0 " = 119'-6" C/C END BEARINGS
ROADWAY: SOUTHBOUND IR-75 = 42'-3" F/F CURB (1984)
NORTHBOUND IR-75 = 41'-6" F/F CURB (1984)
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: 6°06'43.5"
ALIGNMENT: TANGENT EXPRESSWAY
APPROACH SLABS: 25' (AS-1-54)

DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

REVIEWED | DATE
STRUCTURE FILE NUMBER 5707382

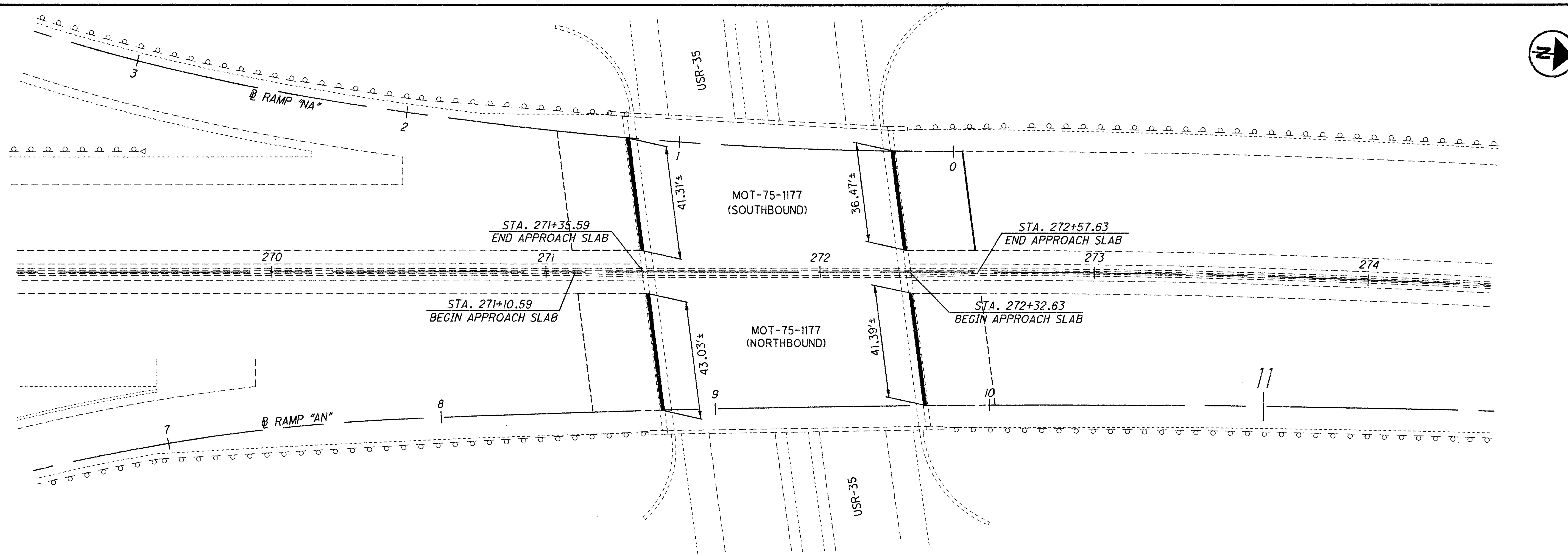
DRAWN JBS | REVISED
DESIGNED JBS | CHECKED

℄ SURVEY IR-75
STA. 264+33.71
STA. 266+07.73

SITE PLAN
MOT-75-1164
IR-75 OVER ALBANY ST.

MOT-75-10.42
PID No. 83205

1/1



ESTIMATED QUANTITIES FOR STRUCTURE MOT-75-1177

SB IR-75	NB IR-75		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
170	180		509	20000	350	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
3.3	3.6		511	71100	6.9	CU. YD.	CONCRETE MISC.: BACKWALLS	58
43	46		SPECIAL	519E11710	89	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
15	12		SPECIAL	519E12300	27	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
1437	1544		SPECIAL	530E00300	2981	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1177 (I.R.-75 OVER USR-35.) SFN:5707536

TYPE: CONTINUOUS ROLLED BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: 2 @ 46'-0" = 92'-0" C/C END BEARINGS
ROADWAY: S.B. IR-75 = 50'-4 3/8" MIN. TO 55'-1 5/8" MAX. F/F CURB (1984)
N.B. IR-75 = 54'-5 7/8" MIN. TO 56'-0 5/8" MAX. F/F CURB (1984)
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: 7°15'30"
APPROACH SLABS: 25' (AS-1-54)

DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

REVIEWED | DATE
STRUCTURE FILE NUMBER 5707536
DRAWN JBS | REVISED
DESIGNED JBS | CHECKED

℄ SURVEY IR-75
STA. 271+10.59
STA. 272+57.63

SITE PLAN
MOT-75-1177
IR-75 OVER USR-35

MOT-75-10.42
PID No. 83205

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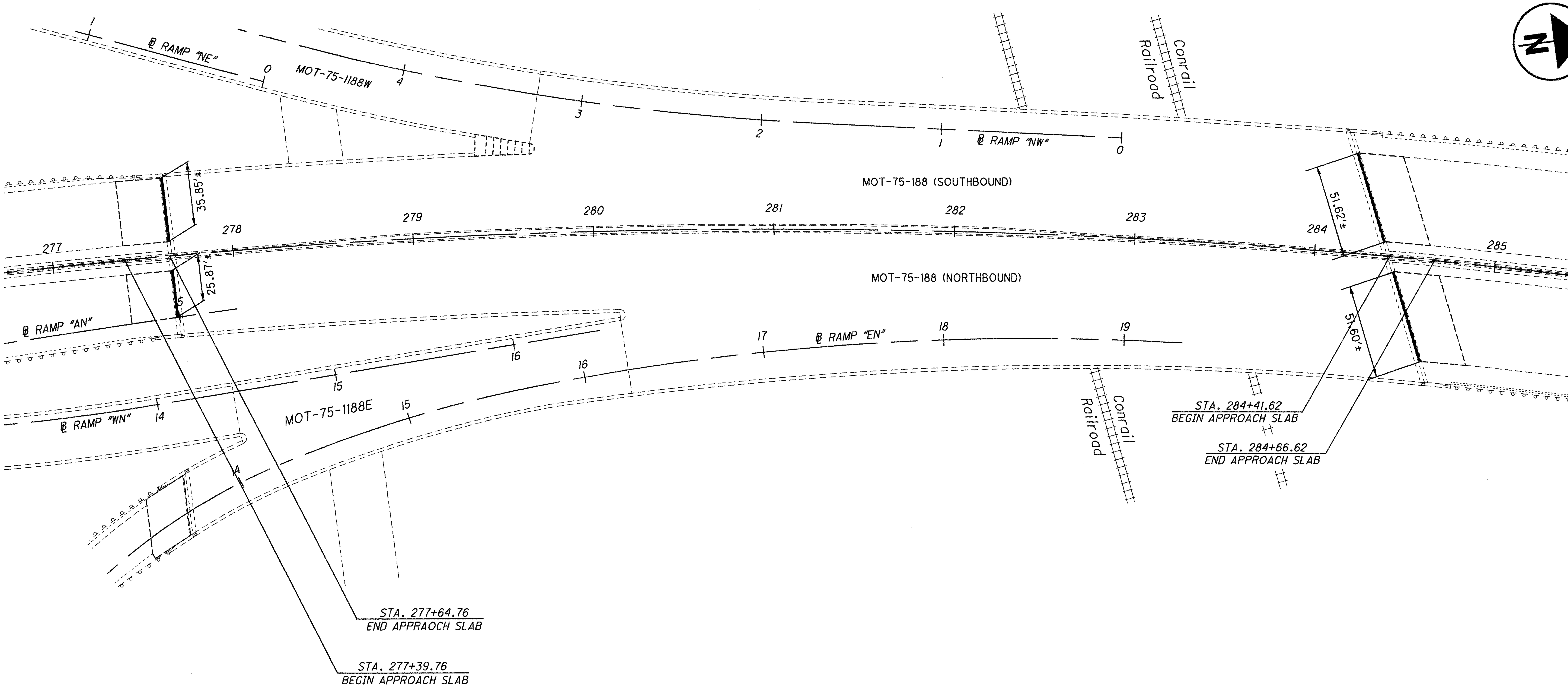

ESTIMATED QUANTITIES FOR STRUCTURE MOT-75-1188

SB IR-75	NB IR-75		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
190	170		509	20000	360	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
3.7	3.3		511	71100	7.0	CU. YD.	CONCRETE MISC.: BACKWALLS	58
23	21		SPECIAL	519E11710	44	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
15	15		SPECIAL	519E12300	30	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
1554	1368		SPECIAL	530E00300	2922	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1188 (I.R.-75 OVER WASHINGTON ST. AND R.R. SFN:5707625

TYPE: CONTINUOUS WELDED STEEL DECK PLATE GIRDERS AND ROLLED SPANS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: VARIES
51'-0" MINIMUM TO 154'-0" MAXIMUM
BRIDGE LENGTH BETWEEN BRIDGE LIMITS = 676'-10 3/8" ALONG ℄ EXPRESSWAY.
ROADWAY: VARIES
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: VARIES
APPROACH SLABS: 25' (AS-1-54)

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DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

DATE | REVIEWED | STRUCTURE FILE NUMBER 5707625
DRAWN JBS | REVISED
DESIGNED JBS | CHECKED

℄ SURVEY IR-75
STA. 277+39.76
STA. 284+66.62

SITE PLAN
MOT-75-1188
IR-75 OVER WASHINGTON ST. AND RAILROAD

MOT-75-10.42
PID No. 83205

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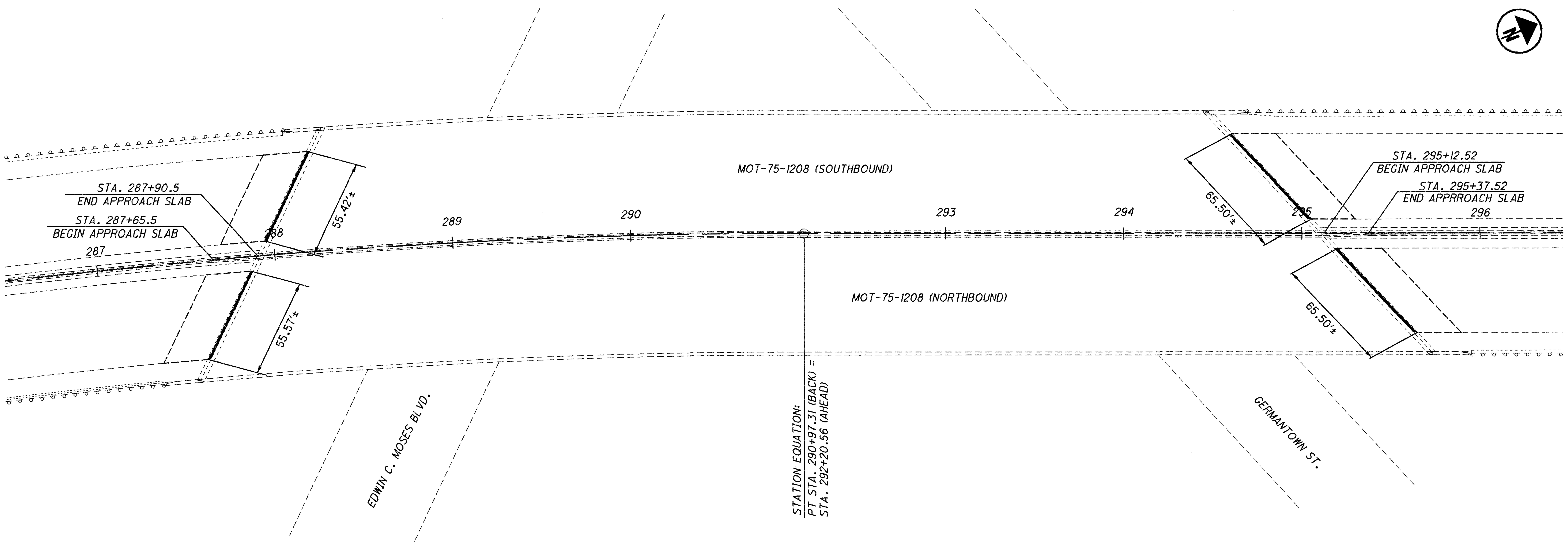

ESTIMATED QUANTITIES FOR STRUCTURE MOT-75-1208

SB IR-75	NB IR-75		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
260	260		509	20000	520	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
5.1	5.1		511	71100	10.2	CU. YD.	CONCRETE MISC.: BACKWALLS	58
26	26		SPECIAL	519E11710	52	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
12	12		SPECIAL	519E12300	24	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
1754	1756		SPECIAL	530E00300	3510	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1208 (I.R.-75 OVER EDWIN C. MOSES BLVD AND GERMANTOWN ST.)
SFN:5707684

TYPE: CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: SOUTHBOUND: 75.8', 116.7', 118.2', 117.4', 100.0', 65.0' = 593.1' C/C END BEARINGS
NORTHBOUND: 75.8', 116.7', 59.0', 59.2', 117.4', 100.0', 65.0'= 593.1' C/C END BEARINGS
ROADWAY: SOUTHBOUND IR-75 = 66'-2" F/F CURB (1984)
NORTHBOUND IR-75 = 65'-5" F/F CURB (1984)
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: SOUTHBOUND: VARIES 19°20'00" TO 42°52'00"
NORTHBOUND: VARIES 11°48'00" TO 42°52'00"
APPROACH SLABS: 25' (AS-1-54)

DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

DATE | REVIEWED | STRUCTURE FILE NUMBER 5707684
DRAWN JBS | REVISED
DESIGNED JBS | CHECKED

℄ SURVEY IR-75
STA. 287+65.50
STA. 295+37.52

SITE PLAN
MOT-75-1208
IR-75 OVER EDWIN C. MOSES BLVD. AND GERMANTOWN ST.

MOT-75-10.42
PID No. 83205

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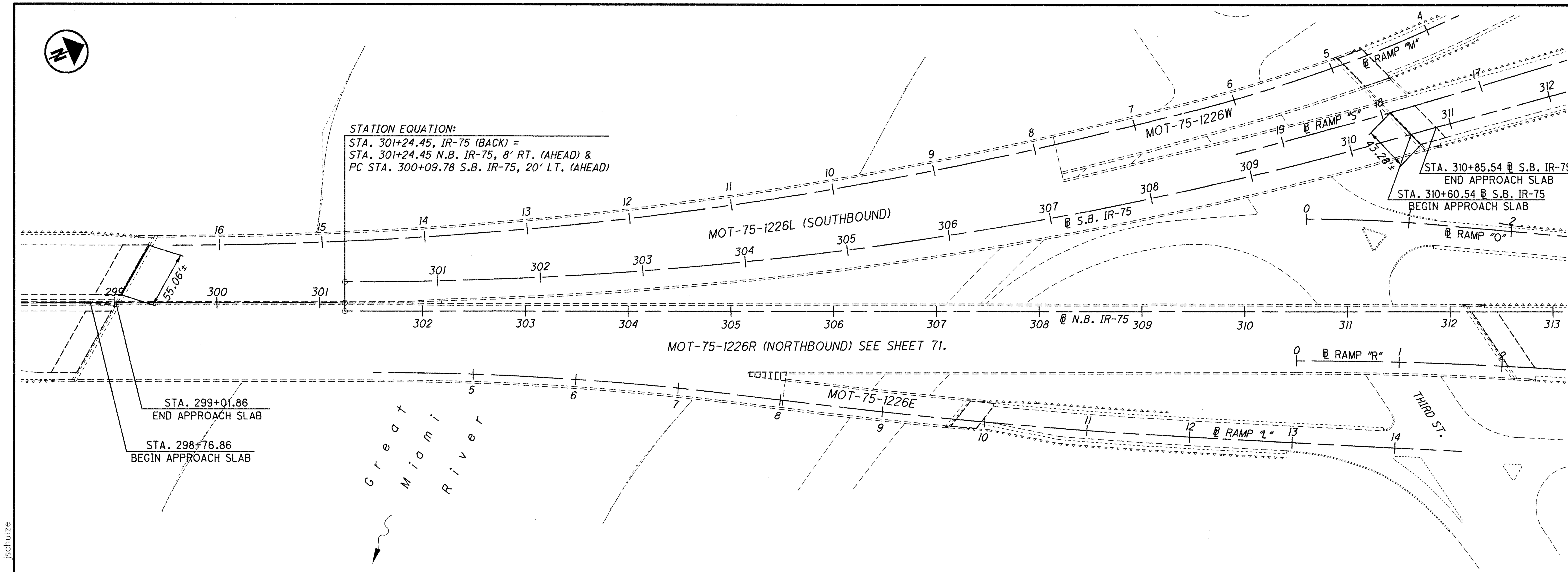

ESTIMATED QUANTITIES MOT-75-1226L SOUTHBOUND

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
509	20000	210	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
511	71100	4.1	CU. YD.	CONCRETE MISC.: BACKWALLS	58
SPECIAL	519E11710	24	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
SPECIAL	519E12300	15	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
SPECIAL	530E00300	1585	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1226L (SOUTHBOUND I.R.-75 OVER ROBERT DR., THIRD ST. AND GREAT MIAMI RIVER)
SFN:5707749

TYPE: CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE SLAB AND SUBSTRUCTURE.
SPAN: 105', 138', 122', 124', 117', 117', 112', 116', 115', 119', 79' = 1264'-0" C/C END BEARINGS
ROADWAY: VARIES
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: VARIES
ALIGNMENT: TANGENT, 1°-30'
SUPERELEVATION: VARIES
APPROACH SLABS: 25'-0" (AS-1-54)

DESIGN AGENCY: ODOT, DISTRICT 7 PRODUCTION DEPARTMENT

REVIEWED | DATE | STRUCTURE FILE NUMBER 5707749

DRAWN JBS | REVISED

DESIGNED JBS | CHECKED

℄ I-75 & ℄ S.B. I-75
STA. 298+76.86 (75)
STA. 310+85.54 (SB)

SITE PLAN
MOT-75-1226L
S.B. IR-75 OVER MIAMI RIVER, THIRD ST. AND ROBERT DR.

MOT-75-10.42
PID No. 83205

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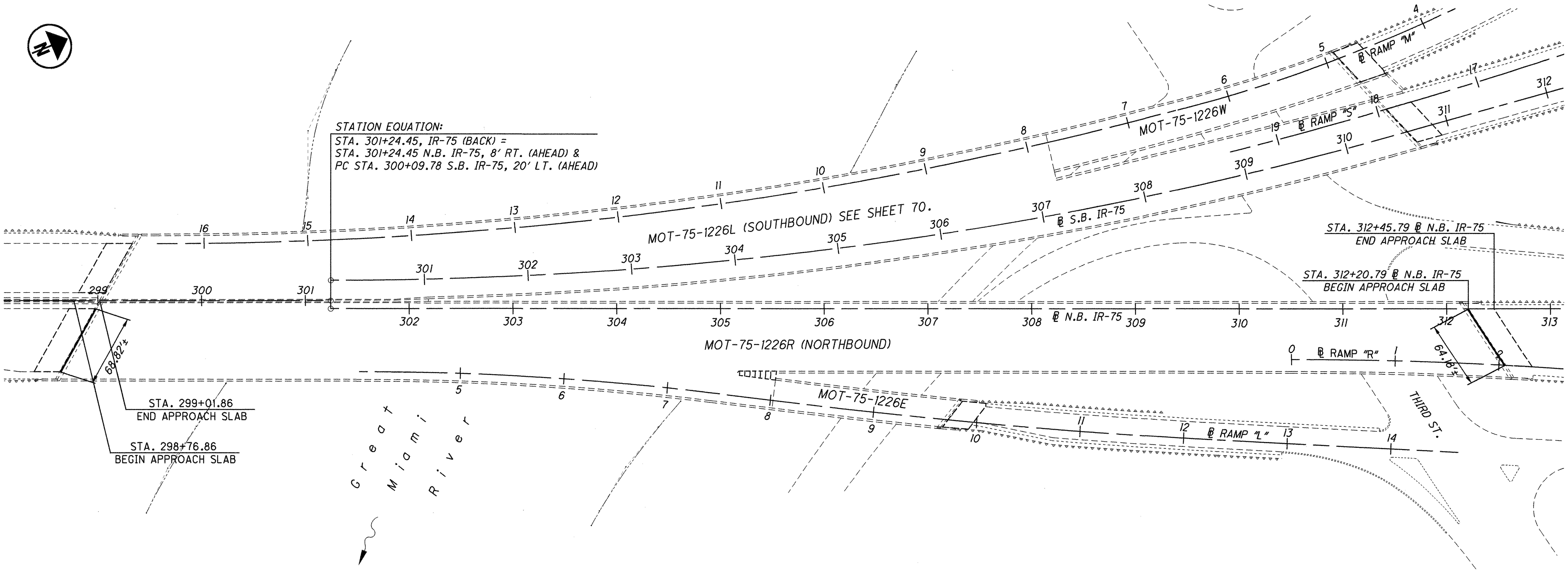

ESTIMATED QUANTITIES MOT-75-1226R NORTHBOUND

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
509	20000	280	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
511	71100	5.6	CU. YD.	CONCRETE MISC.: BACKWALLS	58
SPECIAL	519E11710	31	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
SPECIAL	519E12300	15	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
SPECIAL	530E00300	2095	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1226R (NORTHBOUND I.R.-75 OVER ROBERT DR., THIRD ST. AND GREAT MIAIMI RIVER)
SFN:5707773

TYPE: CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE SLAB AND SUBSTRUCTURE.
SPAN: 105', 131', 116', 116', 108', 100', 144', 88', 86', 86', 86', 92', 60' = 1318' C/C END BEARING
ROADWAY: MOT-75-1226 R - VARIES
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: VARIES
ALIGNMENT: TANGENT
SUPERELEVATION: VARIES
APPROACH SLABS: 25'-0" (AS-1-54)

DESIGN AGENCY: ODOT, DISTRICT 7 PRODUCTION DEPARTMENT

REVIEWED | DATE | STRUCTURE FILE NUMBER 5707773

DRAWN JBS | REVISED

DESIGNED JBS | CHECKED

℄ I-75 & ℄ NB I-75
STA. 298+76.86 (75)
STA. 312+45.79 (NB)

SITE PLAN
MOT-75-1226R
S.B. IR-75 OVER MIAMI RIVER, THIRD ST. AND ROBERT DR.

MOT-75-10.42
PID No. 83205

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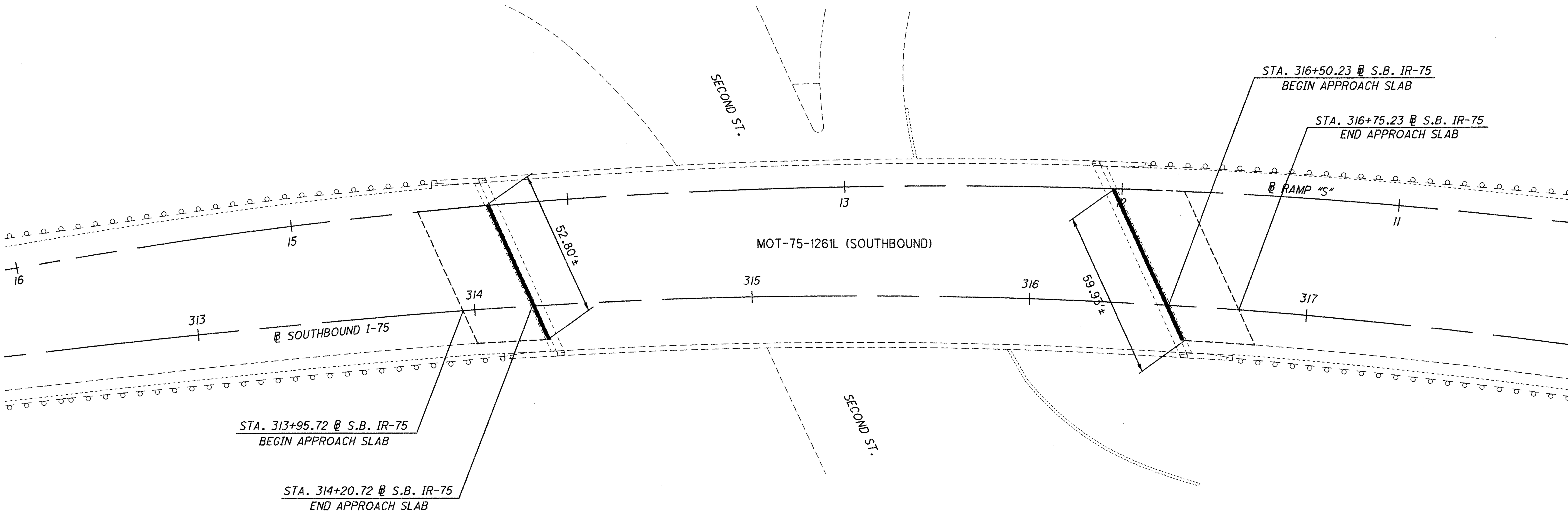


ESTIMATED QUANTITIES MOT-75-1261L SOUTHBOUND

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
509	20000	240	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
511	71100	4.7	CU. YD.	CONCRETE MISC.: BACKWALLS	58
SPECIAL	519E11710	28	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
SPECIAL	519E12300	8	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
SPECIAL	530E00300	1883	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1261 L (SOUTHBOUND I.R.-75 OVER SECOND ST.) SFN:5707862

TYPE: THREE SPAN CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: = 56'-0", 112'-0", 56'-0 " = 224'-0" C/C END BEARINGS
ROADWAY: VARIES = 61'-4" TO 64'-2 1/4" F/F CURB (1984)

LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: 25°04'56"
ALIGNMENT: SPIRAL AND 3° CURVE RIGHT
APPROACH SLABS: 25' (AS-1-54)

DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

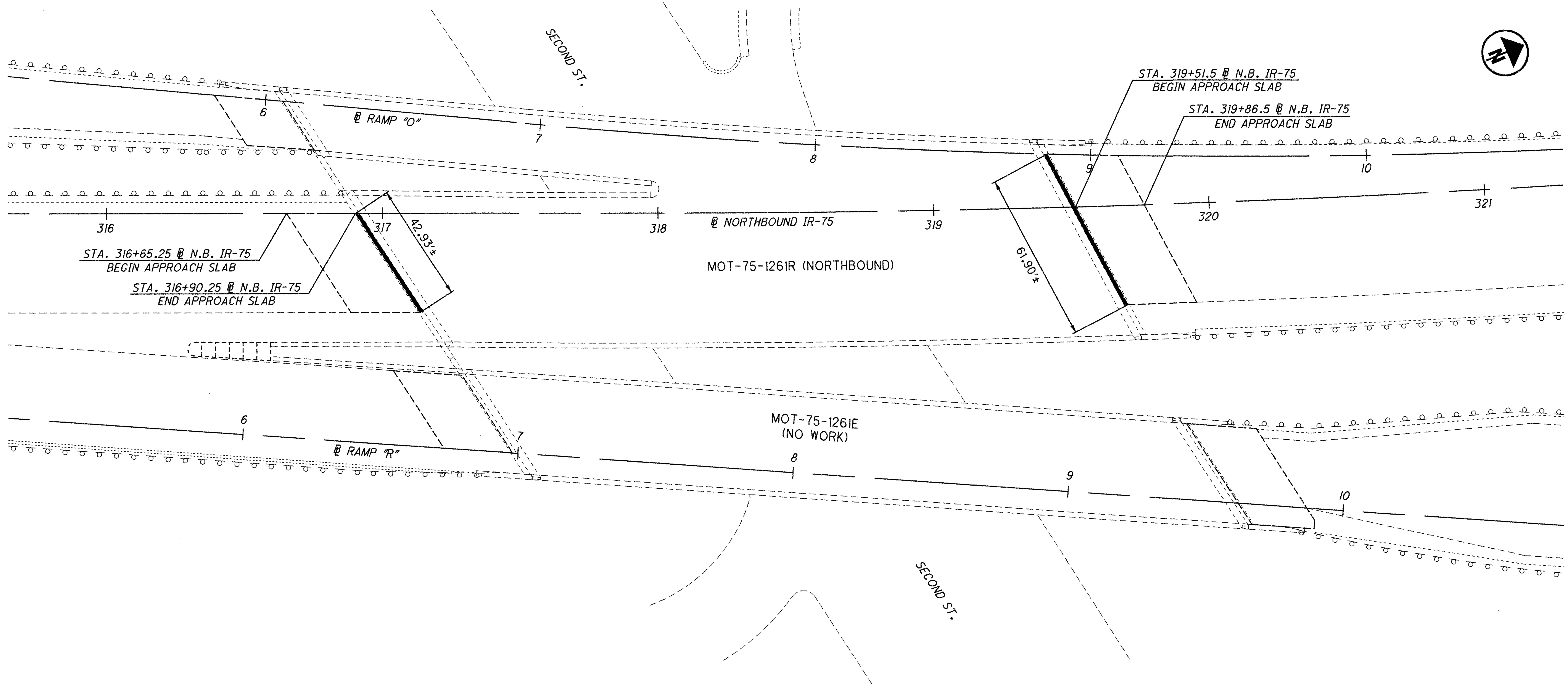
DESIGNED JBS | CHECKED | DRAWN JBS | REVISED | REVIEWED | DATE | STRUCTURE FILE NUMBER 5707862

℄ S.B. IR-75
STA. 313+95.72
STA. 316+75.23

SITE PLAN
MOT-75-1261 L
SOUTHBOUND IR-75 OVER SECOND ST.

MOT-75-10.42
PID No. 83205

1/1



ESTIMATED QUANTITIES MOT-75-1261R NORTHBOUND

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
509	20000	220	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
511	71100	4.4	CU. YD.	CONCRETE MISC.: BACKWALLS	58
SPECIAL	519E11710	25	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
SPECIAL	519E12300	10	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
SPECIAL	530E00300	1661	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1261R (NORTHBOUND I.R.-75 OVER SECOND ST.) SFN:5707897

TYPE: THREE SPAN CONTINUOUS WELDING GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: = 63'-9 11/16"", 125'-10 7/8", 65'-9 1/2" " = 255'-5 5/8"" C/C END BEARINGS
ROADWAY: VARIES
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: 32°49'46" NORTHBOUND IR-75
ALIGNMENT: TANGENT AND 1° CURVE LEFT NORTHBOUND IR-75
APPROACH SLABS: 25' (AS-1-54)

DESIGN AGENCY: ODOT, DISTRICT 7 PRODUCTION DEPARTMENT
DATE
REVIEWED
STRUCTURE FILE NUMBER 5707781
DRAWN JBS
REVISED
DESIGNED JBS
CHECKED

℄ N.B. IR-75
STA. 316+65.25
STA. 319+86.50

SITE PLAN
MOT-75-1261R
NORTHBOUND IR-75 OVER SECOND ST.

MOT-75-10.42
PID No. 83205

1/1

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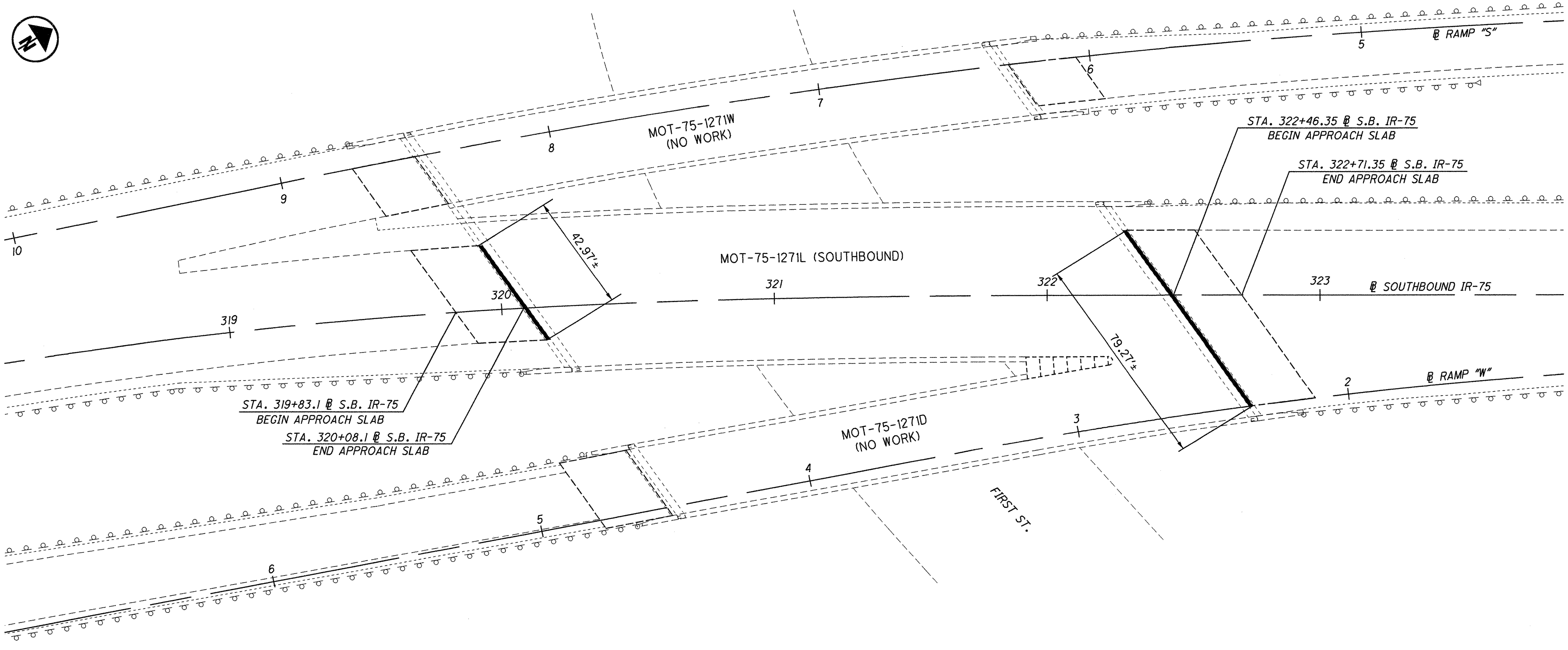


ESTIMATED QUANTITIES MOT-75-1271L SOUTHBOUND

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
509	20000	260	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
511	71100	5.1	CU. YD.	CONCRETE MISC.: BACKWALLS	58
SPECIAL	519E11710	27	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
SPECIAL	519E12300	10	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
SPECIAL	530E00300	1813	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1271L (SOUTHBOUND I.R.-75 OVER FIRST ST.) SFN:5707927

TYPE: THREE SPAN CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: = 59'-4 13/16", 118'-0", 58'-1 3/16" = 235'-6" C/C END BEARINGS
ROADWAY: 58'-0" F/F CURB (1984)
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: 41°01'10"
ALIGNMENT: 3° CURVE RIGHT
APPROACH SLABS: 25' (AS-1-54)

DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

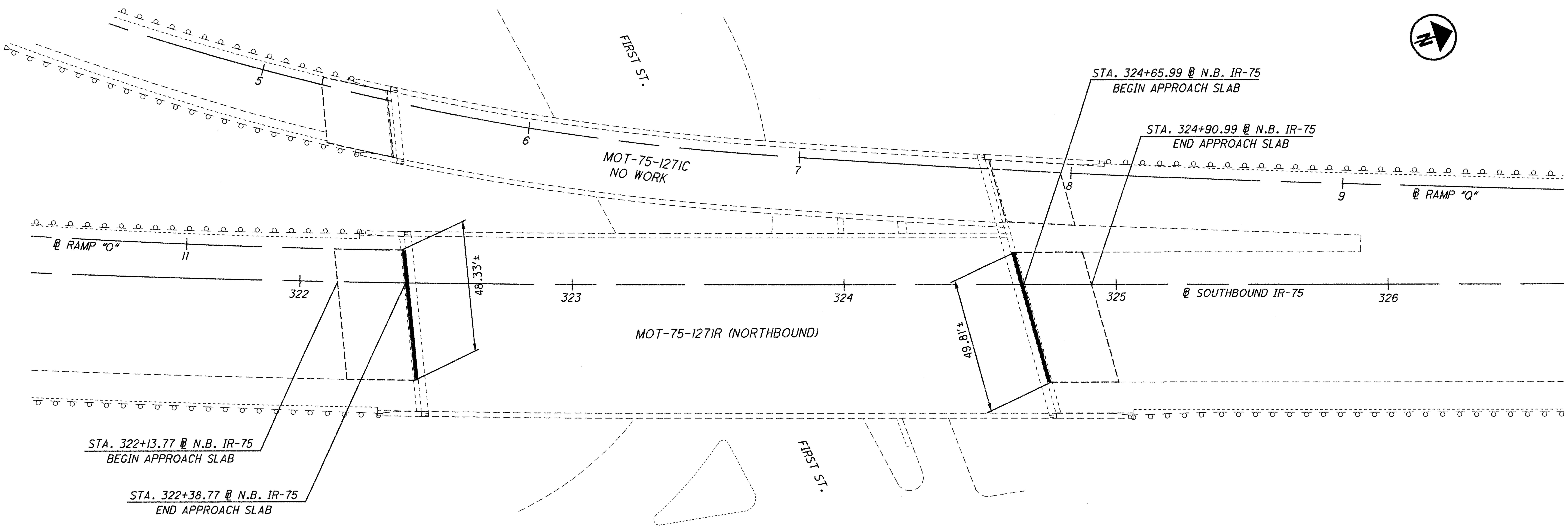
REVIEWED | DATE
STRUCTURE FILE NUMBER 5707927
DRAWN JBS | REVISED
DESIGNED JBS | CHECKED

℄ S.B. IR-75
STA. 319+83.10
STA. 322+71.35

SITE PLAN
MOT-75-1271L
SOUTHBOUND IR-75 OVER FIRST ST.

MOT-75-10.42
PID No. 83205

1/1



ESTIMATED QUANTITIES MOT-75-1271R NORTHBOUND

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
509	20000	210	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
511	71100	4.1	CU. YD.	CONCRETE MISC.: BACKWALLS	58
SPECIAL	519E11710	26	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
SPECIAL	519E12300	10	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
SPECIAL	530E00300	1764	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1271R (NORTHBOUND I.R.-75 OVER FIRST ST.) SFN:5707986

TYPE: THREE SPAN CONTINUOUS WELDED GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: = 56'-1 11/16", 98'-0 1/2", 67'-11 3/16" = 222'-1 3/8" C/C END BEARINGS
ROADWAY: 64'-10" F/F CURB (1984)
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: 28°04'31.9"
ALIGNMENT: TANGENT AND 1° CURVE LEFT
APPROACH SLABS: 25' (AS-1-54)

DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

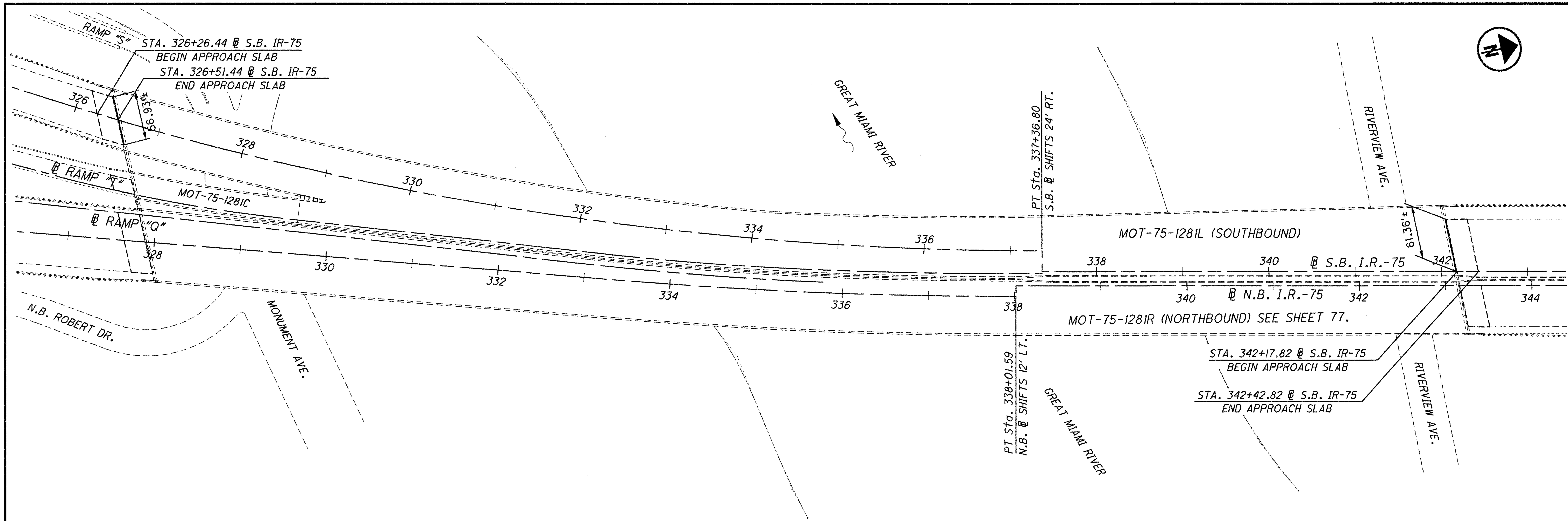
DESIGNED JBS | DRAWN JBS | REVIEWED | DATE
CHECKED | REVISED | STRUCTURE FILE NUMBER 5707986

℄ N.B. IR-75
STA. 322+13.77
STA. 324+90.99

SITE PLAN
MOT-75-1271R
NORTHBOUND IR-75 OVER FIRST ST.

MOT-75-10.42
PID No. 83205

1/1



ESTIMATED QUANTITIES MOT-75-1281L SOUTHBOUND

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
509	20000	250	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	59
511	71100	5.0	CU. YD.	CONCRETE MISC.: BACKWALLS	58
SPECIAL	519E11710	60	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS	58
SPECIAL	519E12300	15	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
SPECIAL	530E00300	2019	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE	59

EXISTING STRUCTURE

MOT-75-1281L (SOUTHBOUND I.R.-75 OVER MONUMENT AVE. AND GREAT MIAMI RIVER) SFN:5708133

TYPE: CONTINUOUS ROLLED BEAMS AND WELDED GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPAN: 75'-10 11/16", 118'-1 3/16", 90'-0", 100'-0", 125'-1 3/8", 133'-0 7/8", 132'-6 7/8", 130'-8 5/16", 140'-6 5/8", 142'-9 11/16", 114'-3 1/2", 117'-2", 50'-9", 56'-6", 34'-0" = 1561'-6 1/8" C/C END BEARINGS

ROADWAY: VARIES (1984)

LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING

WEARING SURFACE: 2 " MICRO-SILICA (1984)

SKEW: VARIES

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

DESIGN AGENCY
ODOT, DISTRICT 7
PRODUCTION DEPARTMENT

REVIEWED | DATE | STRUCTURE FILE NUMBER 5708133

DRAWN JBS | REVISED

DESIGNED JBS | CHECKED

℄ S.B. IR-75
STA. 326+26.44
STA. 342+42.82

SITE PLAN
MOT-75-1281L
S.B. IR-75 OVER MONUMENT AVE. AND GREAT MIAMI RIVER

MOT-75-10.42
PID No. 83205

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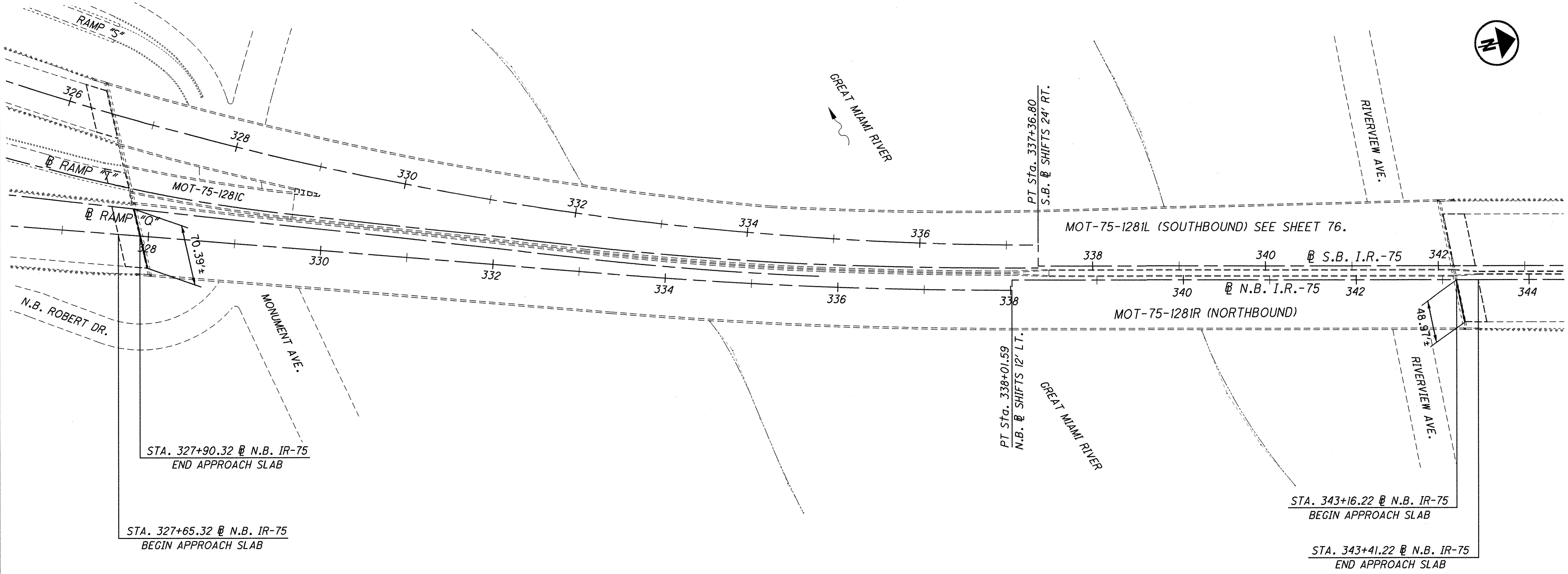

ESTIMATED QUANTITIES MOT-75-1281R NORTHBOUND

ITEM	ITEM EXTENSION	QUANTITY	UNIT	DESCRIPTION	SEE SHEET NO.
509	20000	250	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL (SEE SHEET 59)	59
511	71100	5.0	CU. YD.	CONCRETE MISC.: BACKWALLS (SEE SHEET 58)	58
SPECIAL	519E11710	63	SQ. YD.	PATCHING CONCRETE STRUCTURE MISC.: APPROACH SLABS (SEE SHEET 58)	58
SPECIAL	519E12300	15	SQ. YD.	PATCHING CONCRETE BRIDGE DECK - TYPE B	
SPECIAL	530E00300	2123	POUND	STRUCTURE MISC.: FILLING VOIDS BENEATH CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE (SEE SHEET 59)	59

EXISTING STRUCTURE

MOT-75-1281R (NORTHBOUND I.R.-75 OVER MONUMENT AVE. AND GREAT MIAMI RIVER) SFN:5708168

TYPE: CONTINUOUS ROLLED BEAMS AND WELDED GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPAN: 70'-0", 104'-0", 85'-6", 87'-0", 102'-0", 104'-0", 114'-0", 121'-0", 117'-6", 125'-0", 125'-0", 113'-0", 112'-0", 50'-9", 56'-0", 34'-0" = 1521'-3" C/C END BEARINGS
ROADWAY: VARIES (1984)
LOAD FREQUENCY: CF 2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING
WEARING SURFACE: 2 " MICRO-SILICA (1984)
SKEW: VARIES
APPROACH SLABS: 25'-0" (AS-1-54)

DESIGN AGENCY ODOT, DISTRICT 7 PRODUCTION DEPARTMENT
REVIEWED DATE STRUCTURE FILE NUMBER 5708168
DRAWN JBS REVISED
DESIGNED JBS CHECKED
℄ N.B. IR-75 STA. 327+65.32 STA. 343+41.22

SITE PLAN
MOT-75-1281R
N.B. IR-75 OVER MONUMENT AVE. AND GREAT MIAMI RIVER