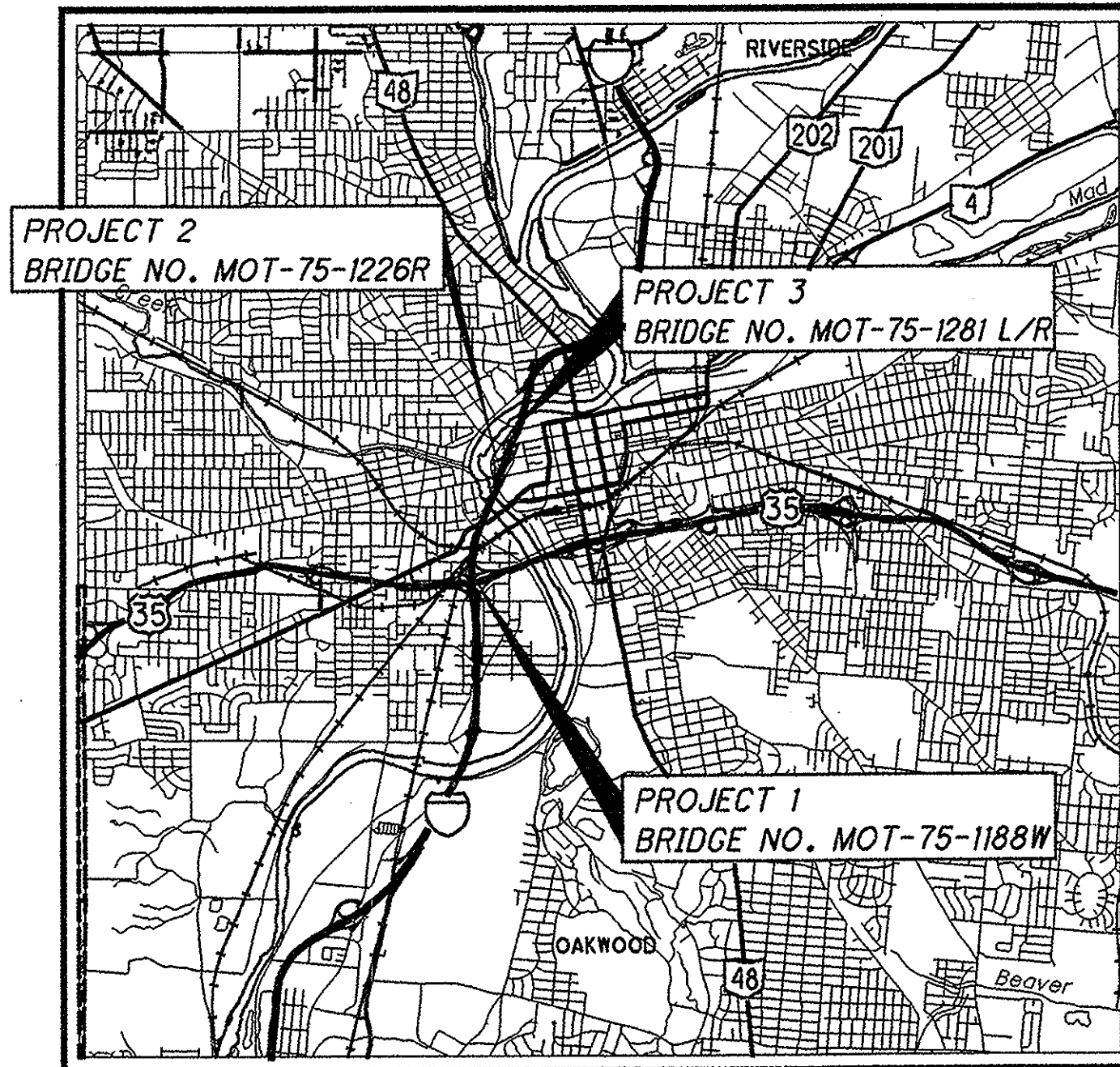


STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

MOT-75-11.88

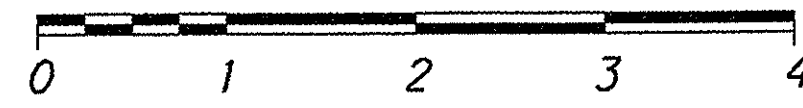
CITY OF DAYTON MONTGOMERY COUNTY



LOCATION MAP

LATITUDE: 39°44'41" N LONGITUDE: 84°12'17" W

SCALE IN MILES



PORTION TO BE IMPROVED ----- **—————**

INTERSTATE HIGHWAY ----- **—————**

STATE & FEDERAL ROUTES ----- **—————**

COUNTY & TOWNSHIP ROADS ----- **—————**

OTHER ROADS ----- **—————**

DESIGN DESIGNATION

FOR DESIGN DESIGNATION - SEE PLANS SHEETS 8-II.

DESIGN EXCEPTIONS

NONE REQUIRED

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 7
PRODUCTION DEPARTMENT
SIDNEY, OHIO

INDEX OF SHEETS:

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PROJECT DESCRIPTION

THIS PROJECT WILL INVOLVE THE REMOVAL AND REPLACEMENT OF EXISTING OVERHEAD SIGN SUPPORTS AND SIGNS AT THERE CURRENT MIDSPAN BRIDGE MOUNTING LOCATIONS.

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

STANDARD CONSTRUCTION DRAWINGS

STANDARD CONSTRUCTION DRAWINGS			SUPPLEMENTAL SPECIFICATIONS
		MT-35.10 4/20/01	
		MT-95.30 9/05/06	800-2008 7/18/08
TC-15.115	1/19/07	MT-95.50 9/05/06	
		MT-105.10 10/18/02	
		MT-105.11 10/18/02	

ENGINEERS SEAL:



SIGNED: Paul Robert Hartker
DATE: 7-7-08

SPECIAL PROVISIONS

APPROVED: Rep. Dickey, R.E., P.E./P.R.
DATE: 7-7-08 DISTRICT DEPUTY DIRECTOR

APPROVED: James J. Bardsley III
DATE: 8-6-08 DIRECTOR, DEPARTMENT OF TRANSPORTATION

MOT - IR-75-11.88
080595 PID - 84441
Dist 7 10/22/2008

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FEDERAL PROJECT NO.
NONE

PID NO.
84441

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

MOT-75-11.88

UTILITIES

IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT ALL ELECTRIC HAS BEEN TURNED OFF TO THE EXISTING TRUSS AND END FRAMES BEFORE REMOVAL.

ITEM 630 - SIGN, OVERHEAD EXTRUSHEET, AS PER PLAN

ALL OVERHEAD SIGNS SHALL HAVE TYPE G REFLECTIVE SHEETING FOR BACKGROUND AND TYPE H SHEETING FOR ALL REFLECTIVE LEGENDS, SHIELD AND SYMBOLS.

ITEM 630 - REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, AS PER PLAN

SR-1 (STA. 303+64.3± @ N.B. IR-75 LT. & RT.) OVER N.B. IR-75

THE ENTIRE TRUSS OVERHEAD SIGN SUPPORT INCLUDING END FRAMES SHALL BE REMOVED. REMOVE SIGN SERVICE TO THE SUPPORT BY DISCONNECTING AND REMOVING CABLE TO THE MAIN LIGHTING CIRCUIT. CUT OUT THE EXISTING SPLICE KITS, AND INSTALL NEW SPLICE KITS TO RECONNECT THE MAIN LIGHTING CIRCUIT.

SR-2 (STA. 6+57.50± @ RAMP "T") OVER S.B. IR-75

THE ENTIRE TRUSS OVERHEAD SIGN SUPPORT INCLUDING END FRAMES SHALL BE REMOVED. REMOVE SIGN SERVICE TO THE SUPPORT BY DISCONNECTING AND REMOVING CABLE TO THE MAIN LIGHTING CIRCUIT. CUT OUT THE EXISTING SPLICE KITS, AND INSTALL NEW SPLICE KITS TO RECONNECT THE MAIN LIGHTING CIRCUIT.

SR-3 (STA. 337+69.8± @ N.B. IR-75) OVER N.B. IR-75

THE TRUSS PORTION OF THE TRUSS OVERHEAD SIGN SUPPORT HAS BEEN REMOVED. THE REMAINING END FRAMES SHALL BE REMOVED. REMOVE SIGN SERVICE TO THE SUPPORT BY DISCONNECTING AND REMOVING CABLES TO THE MAIN LIGHTING CIRCUIT. CUT OUT THE EXISTING SPLICE KITS, AND INSTALL NEW SPLICE KITS TO RECONNECT THE MAIN LIGHTING CIRCUIT.

PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE PER EACH OF REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, AS PER PLAN.

ITEM 631 - REMOVAL OF LUMINAIRE AND DISPOSAL, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS ITEM 631.10, THE REMOVAL SHALL ALSO INCLUDE LUMINAIRE, GLARE SHIELDS AND FIXTURE SUPPORT ARMS.

MEASUREMENT FOR THIS ITEM SHALL BE ONE EACH PER LUMINAIRE, WHICH SHALL INCLUDE THE GLARE SHIELD AND FIXTURE SUPPORT ARM.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE BID PER EACH OF ITEM 631 REMOVAL OF LUMINAIRE AND DISPOSAL, AS PER PLAN

FIELD VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING OVERHEAD TRUSS AND END FRAMES HAVE BEEN OBTAINED FROM EXISTING PLANS AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING OVERHEAD TRUSS 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 OVERHEAD TRUSS AND END FRAMES 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.

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GENERAL NOTES

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ITEM 614, MAINTAINING TRAFFIC

PROPOSED SIGN WORK SHALL BE PERFORMED ON THE FOLLOWING STRUCTURES:

STRUCTURE NO. MOT-75-1226R (REF. NO. S-1 & SR-1, STA. 303+64.3±, @ N.B. IR-75)

REMOVAL OF EXISTING SIGNS AND TRUSS SHALL BE PERFORMED DURING SHORT DURATION CLOSURES AS DESCRIBED ON SHEET 5. THE SHORT DURATION CLOSURES SHALL BE PERFORMED BETWEEN THE HOURS OF 12:00 AM AND 4:00 AM. REMOVAL OF THE EXISTING END FRAMES AND ERECTION OF THE PROPOSED END FRAMES SHALL BE PERFORMED DURING A NIGHTTIME LANE CLOSURE AS PER STANDARD CONSTRUCTION DRAWING MT-95.30 BETWEEN THE HOURS OF 12:00 AM AND 4:00 AM.

THE PROPOSED TRUSS AND SIGNS SHALL BE ERECTED DURING SHORT DURATION CLOSURES AS DESCRIBED ON SHEET 5. THE SHORT DURATION CLOSURES SHALL BE PERFORMED BETWEEN THE HOURS OF 12:00 AM AND 4:00 AM.

STRUCTURE NO. MOT-75-1281L (REF. NO. S-2 & SR-2, STA. 6+57.5±, @ RAMP "T")

REMOVAL OF EXISTING SIGNS AND TRUSS SHALL BE PERFORMED DURING SHORT DURATION CLOSURES AS DESCRIBED ON SHEET 5. THE SHORT DURATION CLOSURES SHALL BE PERFORMED BETWEEN THE HOURS OF 12:00 AM AND 4:00 AM. REMOVAL OF THE EXISTING END FRAMES AND ERECTION OF THE PROPOSED END FRAMES SHALL BE PERFORMED DURING A NIGHTTIME LANE CLOSURE AS PER STANDARD CONSTRUCTION DRAWING MT-95.30 BETWEEN THE HOURS OF 12:00 AM AND 4:00 AM.

THE PROPOSED TRUSS AND SIGNS SHALL BE ERECTED DURING SHORT DURATION CLOSURES AS DESCRIBED ON SHEET 5. THE SHORT DURATION CLOSURES SHALL BE PERFORMED BETWEEN THE HOURS OF 12:00 AM AND 4:00 AM.

STRUCTURE NO. MOT-75-1281R (REF. NO. S-3 & SR-3, STA. 337+69.8±, @ N.B. IR-75)

REMOVAL OF THE EXISTING END FRAMES AND ERECTION OF THE PROPOSED END FRAMES SHALL PERFORMED DURING A NIGHTTIME LANE CLOSURE AS PER STANDARD CONSTRUCTION DRAWING MT-95.30 BETWEEN THE HOURS OF 12:00 AM AND 4:00 AM.

THE PROPOSED TRUSS SHALL BE ERECTED DURING SHORT DURATION CLOSURES AS DESCRIBED ON SHEET 5. THE SHORT DURATION CLOSURES SHALL BE PERFORMED BETWEEN THE HOURS OF 12:00 AM AND 4:00 AM.

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, DAYTON POLICE DEPARTMENT, 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 AND RAMPS. 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.

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.

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.

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.

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 5 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 20 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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MAINTENANCE OF TRAFFIC NOTES

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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 PERMITTED 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 PROVIDE 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 200 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, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN, ON SITE, FOR THE DURATION OF THE PROJECT. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THIS LIST IS AVAILABLE ON THE ODOT WEBSITE AT [HTTP://WWW.DOT.STATE.OH.US/TESTLAB/APPLISTS/MISC/PCMS.HTM](http://www.dot.state.oh.us/testlab/applists/misc/pcms.htm). THE LIST CURRENTLY CONTAINS CLASS I, II, AND III UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 1250 FT., 850 FT. AND 650 FT., RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHOULD BE DELINEATED ON A PERMANENT BASIS BY AFFIXING RETROREFLECTIVE MATERIAL, IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATION ARE SHOWN ON SHEET 7 OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC, AND SHALL DISPLAY ONE OR MORE HIGH-INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9-INCH BY 15 INCH MINIMUM SIZE FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST ONCE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

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

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

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

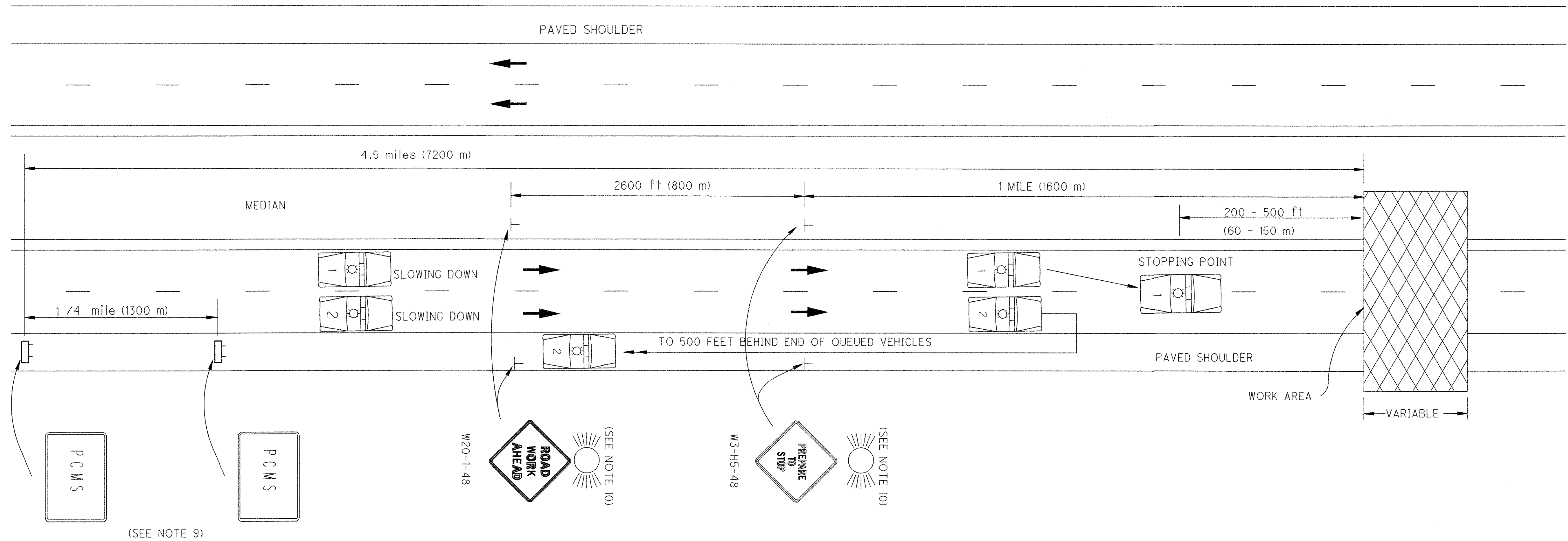
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MAINTENANCE OF TRAFFIC NOTES

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1. This type of highway closure shall be used for all construction, maintenance and utility operations when the duration of closure will not exceed 15 minutes.
2. A minimum of two Law Enforcement Officers (LEO) with patrol cars per direction shall be provided to block traffic and pace motorists to a stop. The number of patrol cars shall equal the number of lanes closed on the highway.
3. Patrol cars, with lights flashing, should enter the stream of traffic at approximately three (3) miles before the point of closure. At approximately two (2) miles before the point of closure, they should begin the gradual slow down. Traffic shall be brought to a complete stop a safe distance, between 200 feet and 500 feet (60 and 150 m), from the work area. This slowing operation shall take no more than ten (10) minutes. After traffic has been stopped, one patrol car shall travel along the roadway shoulder 500 feet (150 m) behind the end of the queued vehicles.
4. The contractor shall not begin work until traffic has been brought to a complete stop.
5. All entrance ramps located between the stopped traffic and the work area shall be closed.
6. After the highway has been closed and reopened via this procedure, both of the following requirements shall have been met before implementation of another short duration closure, except with the approval of the engineer:
 - A. A minimum period of 15 minutes shall have elapsed
 - B. The queued traffic shall have dissipated
7. The time frame for stopping traffic shall be specified in the plans or by the District District Deputy Director.
8. The public shall be given advance notice of the upcoming closure by providing Portable Changeable Message signs at the site at least one week in advance of the scheduled closing. Closure information should also be provided through the news media.
9. Two ODOT approved Portable Changeable Message Signs, as per plan, shall be provided. The first message sign shall be placed at approximately 4.5 miles in advance of the closure or as directed by the engineer. The second message sign shall be placed at approximately one quarter mile beyond the first message sign. The first message sign shall read ROAD CLOSED AHEAD (0.8 sec.), PREPARE TO STOP (0.8 sec.), (Black screen for 0.3 sec.) The second message sign shall read ROAD CLOSED AHEAD (0.8 sec.), "EXPECT 30 MIN. DELAY" (0.8 sec.), (Black screen for 0.3 sec.)
10. The contractor shall erect and maintain 48 inch "ROAD WORK AHEAD" and "PREPARE TO STOP" signs on each side of the highway. During night operations, each sign shall be illuminated with one (1) Type A flashing warning light or two (2) flares. The flares shall be replaced if they burn out.

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SHEET NUMBER													ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	3	4	7															
													MAINTENANCE OF TRAFFIC					
													614	11100	200	HOURS	LAW ENFORCEMENT OFFICER WITH PATROL CAR	
	5												614	12500	5	EACH	REPLACEMENT SIGN	
	20												614	12600	20	EACH	REPLACEMENT DRUM	
													614	18601	2	SIGN MONTH	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	4
													TRAFFIC CONTROL					
													630	74500	1	EACH	OVERHEAD SIGN SUPPORT MISC.: 816, NO. 7.5, DESIGN 3	15
													630	74500	1	EACH	OVERHEAD SIGN SUPPORT MISC.: 816, NO. 7.6, DESIGN 3	16
													630	74500	1	EACH	OVERHEAD SIGN SUPPORT MISC.: 816, NO. 7.6, DESIGN 1	16
													819	80225	819	SQ. FT.	SIGN, OVERHEAD EXTRUSHEET, AS PER PLAN	2
													12	87400	12	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
													3	89703	3	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, AS PER PLAN	2
													13	94201	13	EACH	REMOVAL OF LUMINAIRE AND DISPOSAL, AS PER PLAN	2
													614	11000		LUMP	MAINTAINING TRAFFIC	
													624	10000		LUMP	MOBILIZATION	

GENERAL SUMMARY

MOT-75-11.88

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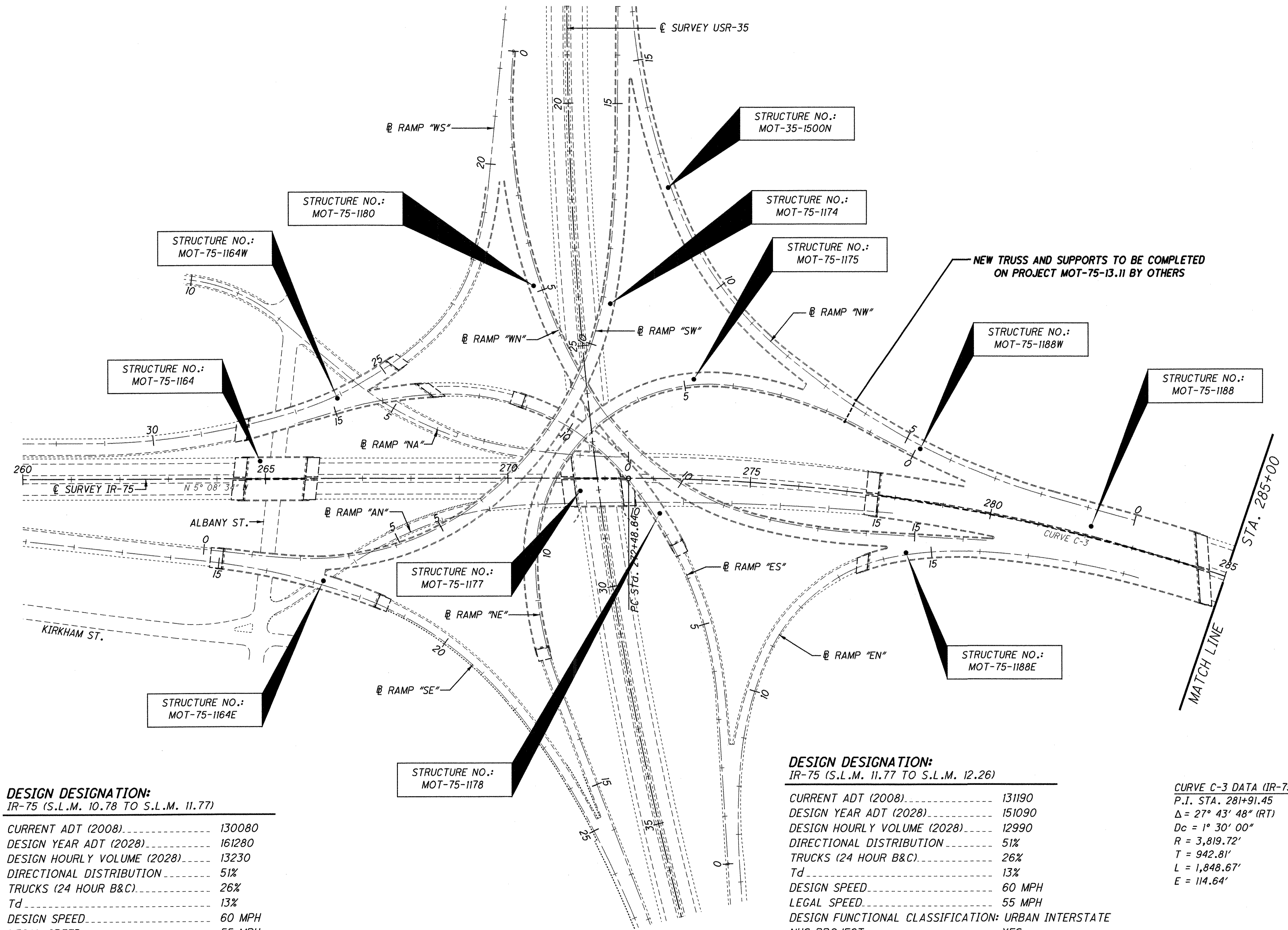
REFERENCE NO.	SHEET NO.	LOCATION	STATION	SIDE	CODE	SIZE (FOOT)	630		630		630		630		630		631				
							REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, AS PER PLAN	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	SIGN, OVERHEAD EXTRUSHEET, AS PER PLAN	OVERHEAD SIGN SUPPORT MISC.: 816, NO. 7.5, DESIGN 3	OVERHEAD SIGN SUPPORT MISC.: 816, NO. 7.6, DESIGN 1	OVERHEAD SIGN SUPPORT MISC.: 816, NO. 7.6, DESIGN 3	REMOVAL OF LUMINAIRE AND DISPOSAL, AS PER PLAN								
							EACH	EACH	SQ. FT.	EACH	EACH	EACH	EACH								
SR-1	9	NORTHBOUND IR-75	STA. 303+64.3± @ NB IR-75	L&R			1	5										5			
S-1	9	NORTHBOUND IR-75	STA. 303+64.3± @ NB IR-75	L&R	E1-H1	15' X 9'			135		1										
					E1-H5	8' X 2'			16												
					E1-H3	15' X 4'			60												
					E1-H5	8' X 2'			16												
SR-2	10	SOUTHBOUND IR-75	STA. 6+57.50± @ RAMP "T"	L&R			1	7										8			
S-2	10	SOUTHBOUND IR-75	STA. 6+57.50± @ RAMP "T"	L&R	E1-H3	14' X 5'			70				1								
					E1-H5	8' X 2'			16												
					E1-H1	15' X 7'			105												
					E1-H5	8' X 2'			16												
					E1-H2	16' X 9'			144												
S-3	11	NORTHBOUND IR-75	STA. 337+69.80± @ NB IR-75	L&R	E1-H1	15' X 15'			225												
					E1-H5	8' X 2'			16												
TOTALS CARRIED TO GENERAL SUMMARY							3	12	819			1	1	1			13				

SIGNING SUBSUMMARY

MOT-75-11.88

CALCULATED
CHECKED

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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).....	13190
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
 $\Delta = 27^\circ 43' 48''$ (RT)
 $D_c = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 942.81'$
 $L = 1,848.67'$
 $E = 114.64'$

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

PLAN SHEET - I-75
 STA. 260+00 TO STA. 285+00

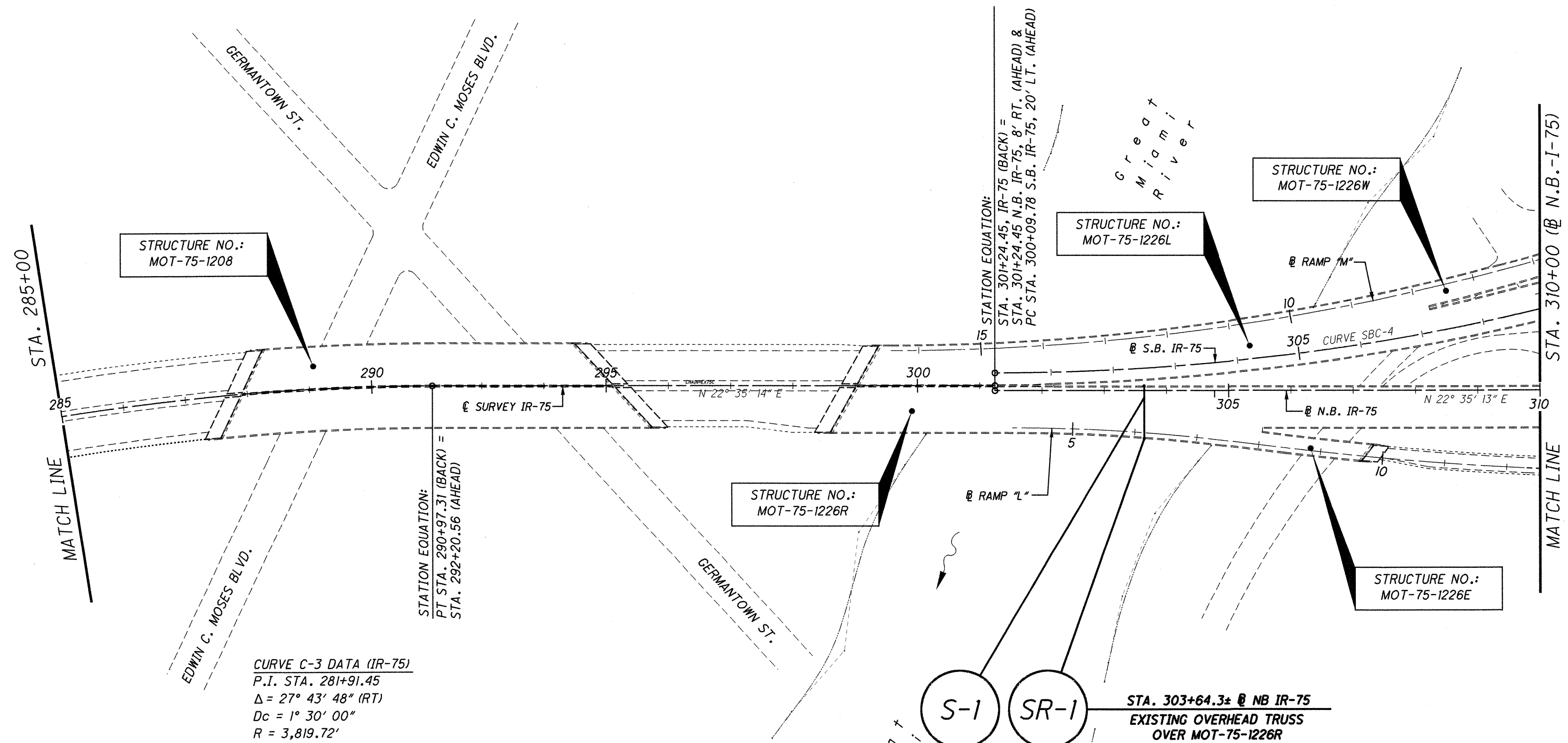
MOT-75-11.88

FOR BALLOONED QUANTITIES SEE SHEET 7.
FOR ELEVATION VIEW OF SIGN S-1 SEE SHEET 12.

CURVE SBC-4 DATA
P.I. STA. 305+27.70
 $\Delta = 15^\circ 26' 37''$ (LT)
 $D_c = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 517.92'$
 $L = 1,029.57'$
 $E = 34.95'$

CALCULATED
JBS
CHECKED

0 50 100 200
HORIZONTAL
SCALE IN FEET



CURVE C-3 DATA (IR-75)
P.I. STA. 281+91.45
 $\Delta = 27^\circ 43' 48''$ (RT)
 $D_c = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 942.81'$
 $L = 1,848.67'$
 $E = 114.64'$

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

STA. 303+64.3± @ NB IR-75
EXISTING OVERHEAD TRUSS
OVER MOT-75-1226R

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

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PLAN SHEET - I-75
STA. 285+00 TO STA. 310+00 NB

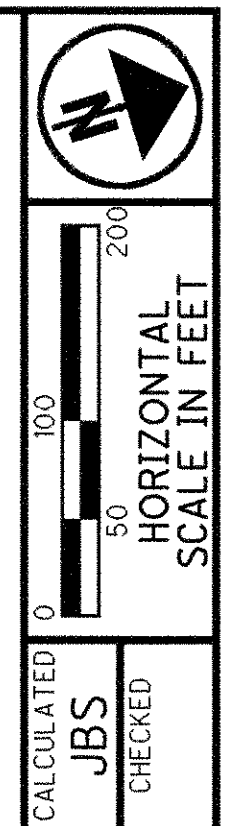
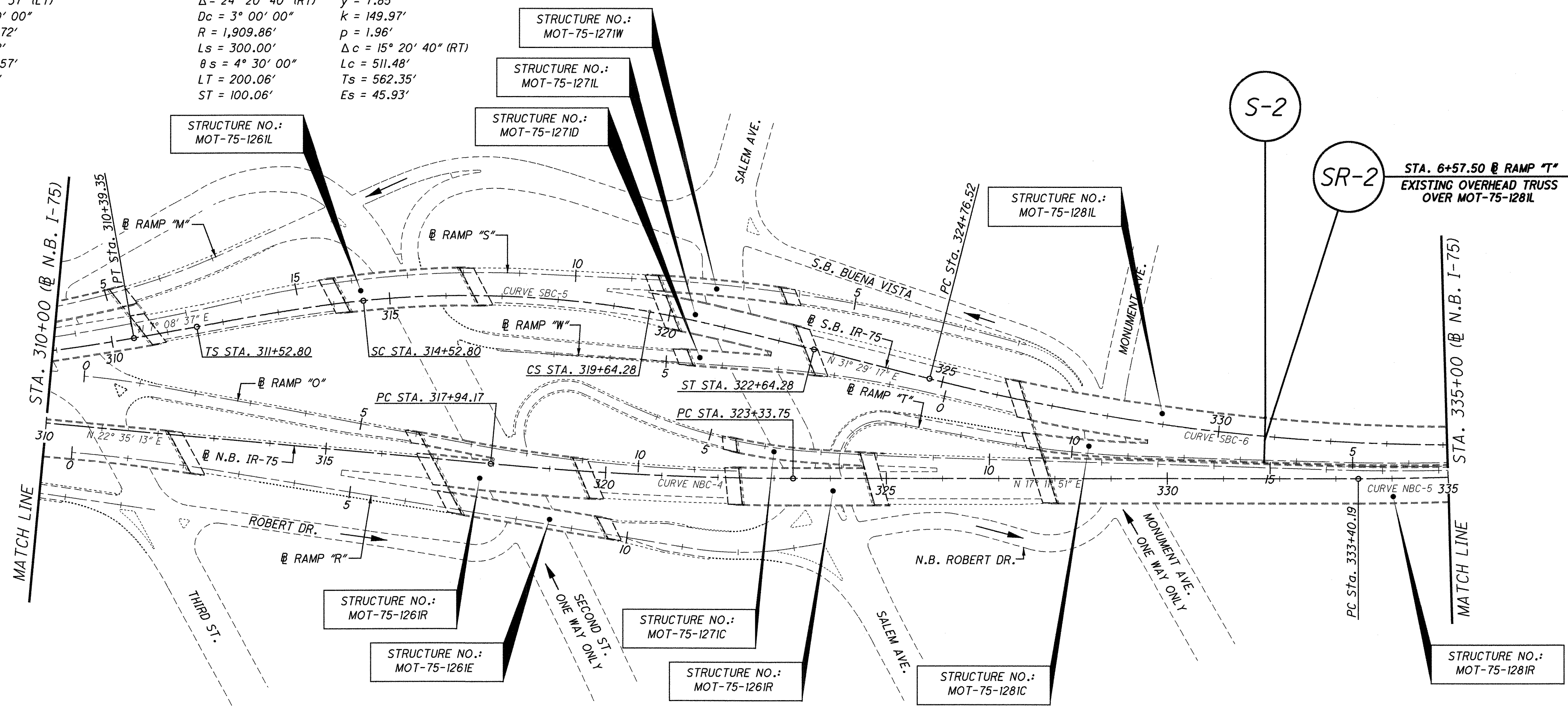
MOT-75-11.88

FOR BALLOONED QUANTITIES SEE SHEET 7.
FOR ELEVATION VIEW SIGN S-2 SEE SHEET 13.

CURVE SBC-6 DATA
P.I. STA. 331+12.44
 $\Delta = 18^\circ 54' 15''$ (LT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 635.92'$
 $L = 1,260.28'$
 $E = 52.57'$

CURVE SBC-4 DATA
P.I. STA. 305+27.70
 $\Delta = 15^\circ 26' 37''$ (LT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 517.92'$
 $L = 1,029.57'$
 $E = 34.95'$

CURVE SBC-5 DATA
P.I. STA. 317+15.15 $x = 299.81'$
 $\Delta = 24^\circ 20' 40''$ (RT) $y = 7.85'$
 $Dc = 3^\circ 00' 00''$ $k = 149.97'$
 $R = 1,909.86'$ $p = 1.96'$
 $Ls = 300.00'$ $\Delta c = 15^\circ 20' 40''$ (RT)
 $\theta s = 4^\circ 30' 00''$ $Lc = 511.48'$
 $LT = 200.06'$ $Ts = 562.35'$
 $ST = 100.06'$ $Es = 45.93'$



PLAN SHEET - IR-75
 STA. 310+00 NB TO STA. 335+00 NB

MOT-75-11.88

10
16

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
 $\Delta = 5^\circ 23' 23''$ (LT)
 $Dc = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 269.69'$
 $L = 538.98'$
 $E = 6.34'$

CURVE NBC-5 DATA
P.I. STA. 335+71.02
 $\Delta = 4^\circ 36' 50''$ (LT)
 $Dc = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 230.82'$
 $L = 461.40'$
 $E = 4.65'$

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

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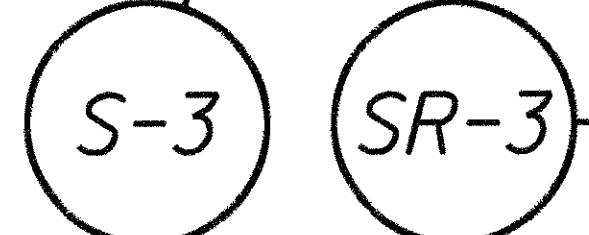
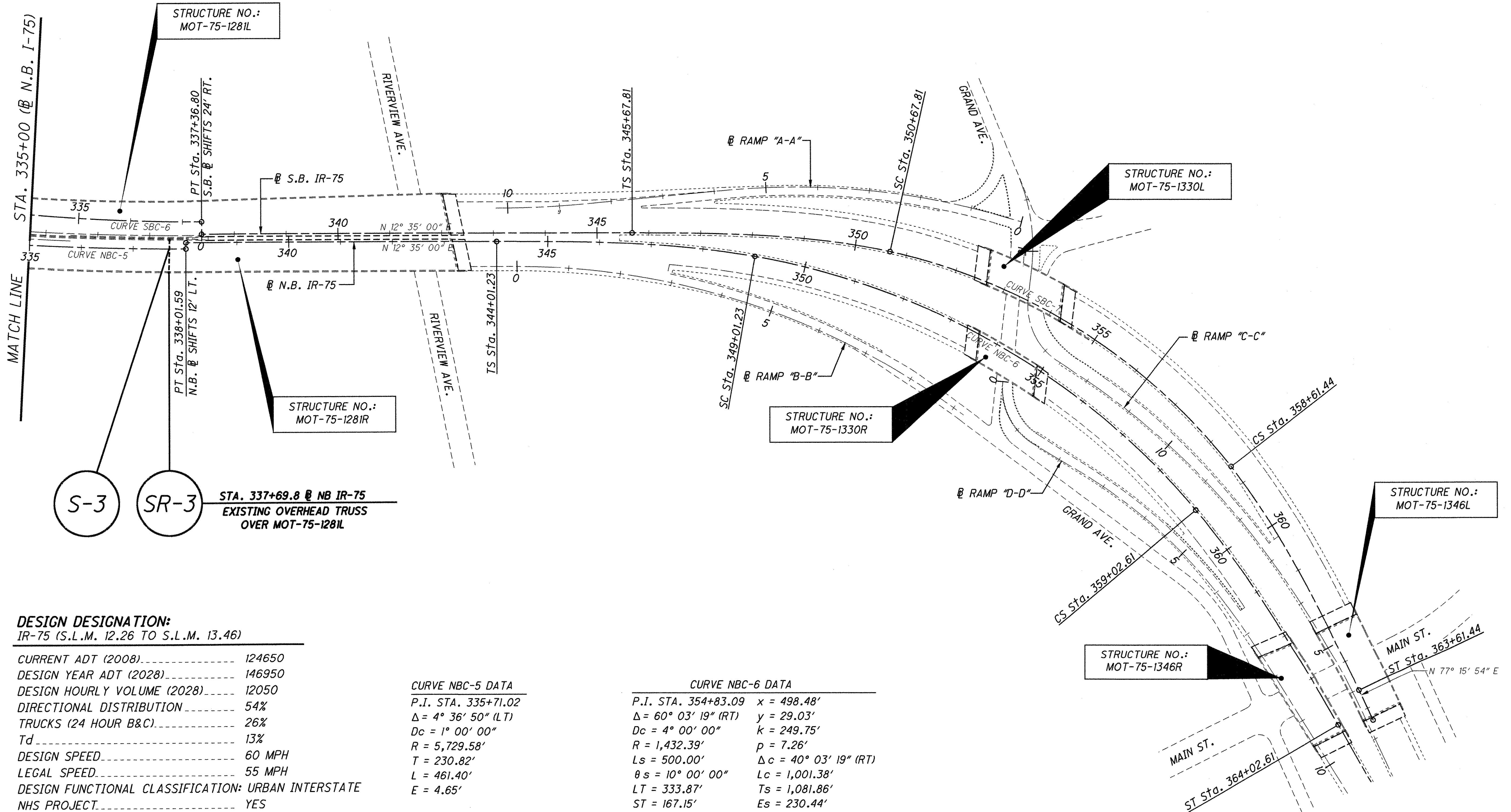
CURVE SBC-6 DATA

P.I. STA. 331+12.44
 $\Delta = 18^\circ 54' 15''$ (LT)
 $Dc = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 635.92'$
 $L = 1,260.28'$
 $E = 52.57'$

FOR BALLOONED QUANTITIES SEE SHEET 7.
 FOR ELEVATION VIEW SIGN S-3 SEE SHEET 14.

CURVE SBC-7 DATA

P.I. STA. 355+48.72 $x = 497.63'$
 $\Delta = 64^\circ 40' 53''$ (RT) $y = 36.24'$
 $Dc = 5^\circ 00' 00''$ $k = 249.60'$
 $R = 1,145.92'$ $p = 9.07'$
 $Ls = 500.00'$ $\Delta c = 39^\circ 40' 53''$ (RT)
 $\theta s = 12^\circ 30' 00''$ $Lc = 793.63'$
 $LT = 334.17'$ $Ts = 980.91'$
 $ST = 167.43'$ $Es = 221.13'$



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-5 DATA

P.I. STA. 335+71.02
 $\Delta = 4^\circ 36' 50''$ (LT)
 $Dc = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 230.82'$
 $L = 461.40'$
 $E = 4.65'$

CURVE NBC-6 DATA

P.I. STA. 354+83.09 $x = 498.48'$
 $\Delta = 60^\circ 03' 19''$ (RT) $y = 29.03'$
 $Dc = 4^\circ 00' 00''$ $k = 249.75'$
 $R = 1,432.39'$ $p = 7.26'$
 $Ls = 500.00'$ $\Delta c = 40^\circ 03' 19''$ (RT)
 $\theta s = 10^\circ 00' 00''$ $Lc = 1,001.38'$
 $LT = 333.87'$ $Ts = 1,081.86'$
 $ST = 167.15'$ $Es = 230.44'$

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

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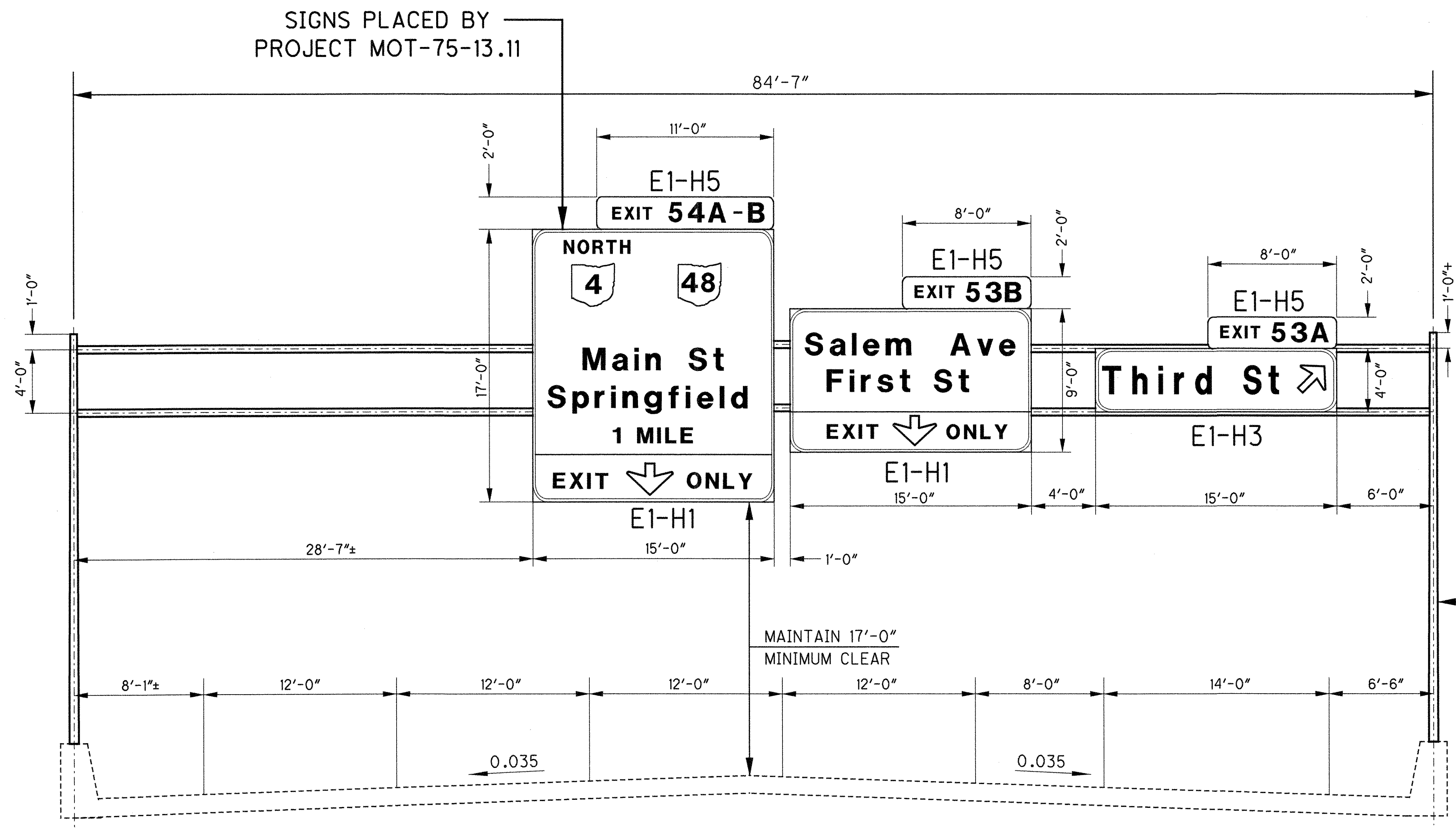
0 100 200
HORIZONTAL
SCALE IN FEET

PLAN SHEET - IR-75

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

MOT-75-11.88

11
16



SIGN REF. NO. (S-1)

STA. 303+64.3±, N.B. IR-75 (OVER NORTHBOUND IR-75)

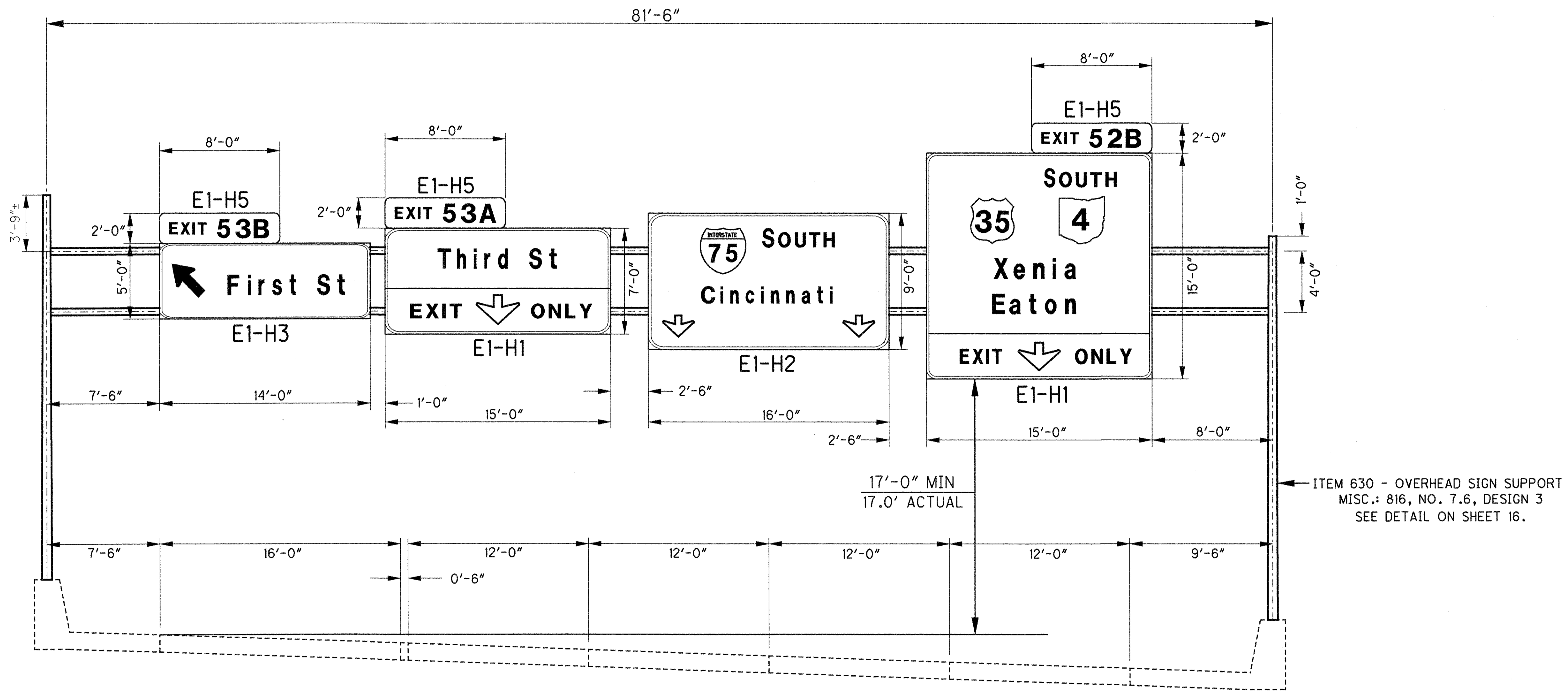
ELEVATION VIEW

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SIGNING DETAIL

MOT-75-11.88

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SIGN REF. NO. (S-2)

STA. 6+57.5±, @ RAMP "T" (OVER SOUTHBOUND IR-75)

ELEVATION VIEW

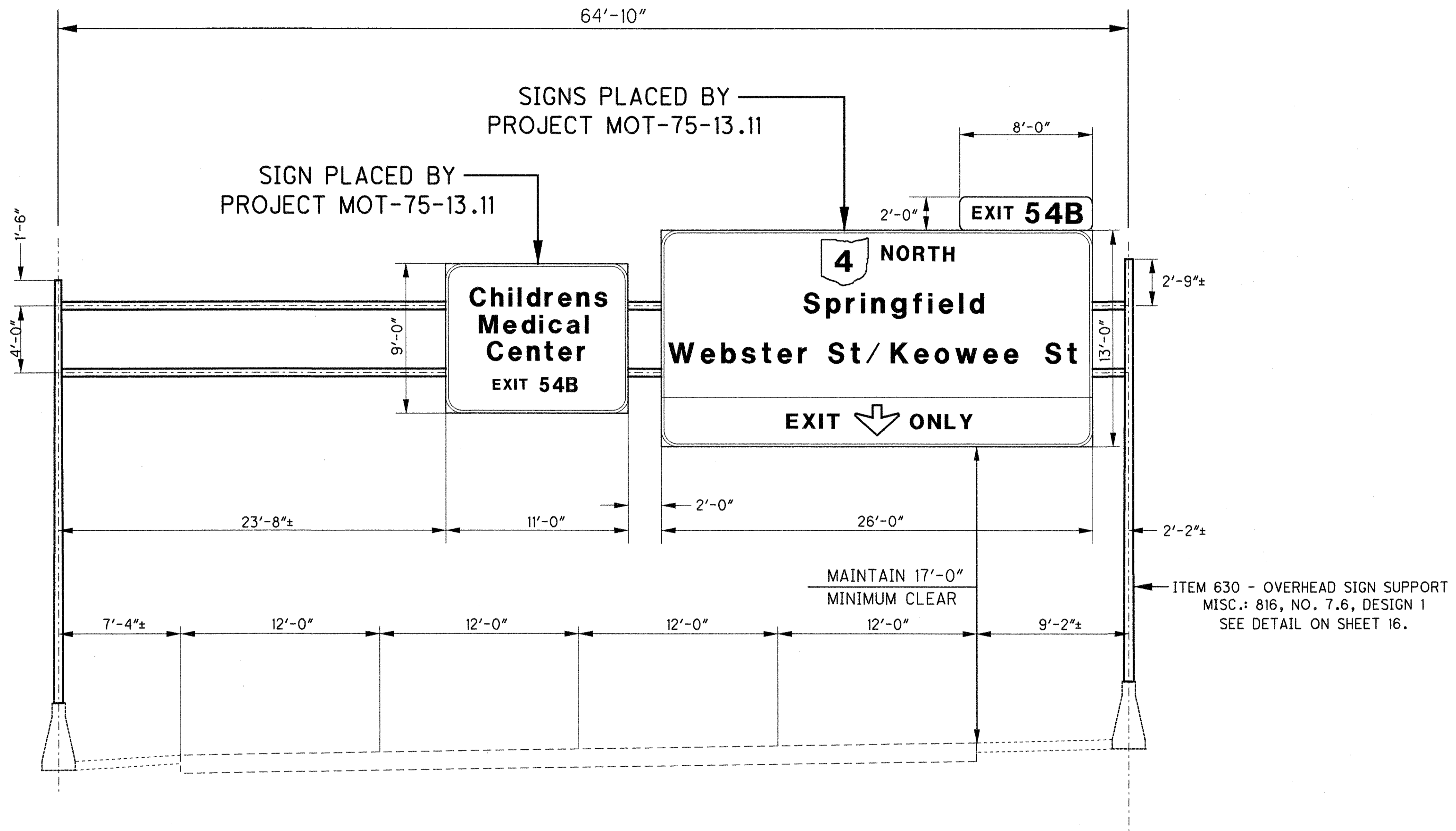
CALCULATED
CHECKED

SIGNING DETAIL

MOT-75-11.88

13
16

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SIGN REF. NO. (S-3)

STA. 337+69.8±, @ N.B. IR-75 (OVER NORTHBOUND IR-75)

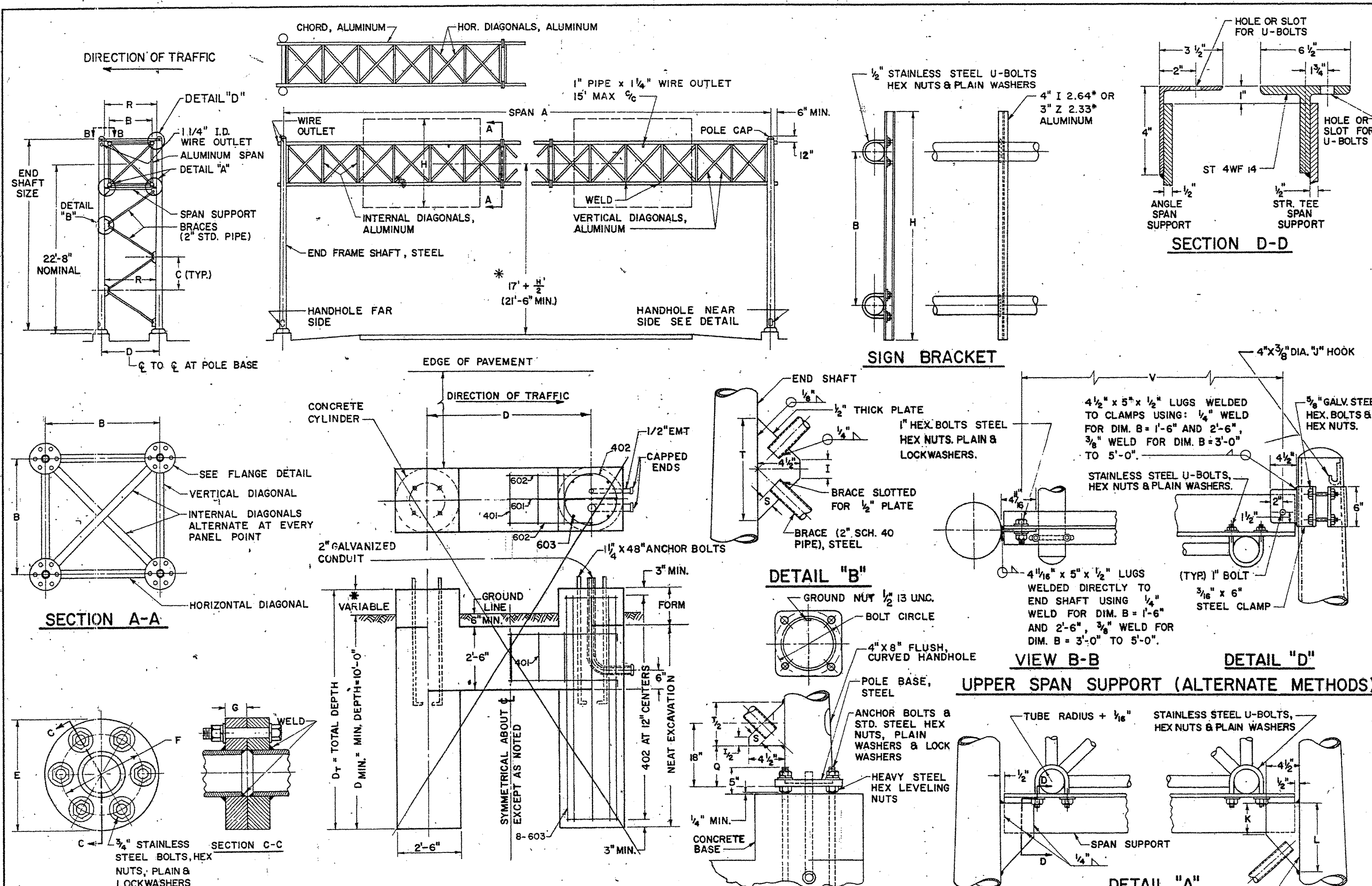
ELEVATION VIEW

CALCULATED
CHECKED

SIGNING DETAIL

MOT-75-11.88

14
16



NOTES

MATERIALS
THE OVERHEAD SPAN TRUSS SHALL BE ALUMINUM AND THE END FRAMES SHALL BE STEEL. SPAN TRUSS AND END FRAMES, INCLUDING HARDWARE, SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 816 UNLESS OTHERWISE NOTED. STEEL POLE BASES AND GUSSETS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A-373. AFTER FABRICATION THE TAPERED POLES SHALL HAVE A MINIMUM YIELD STRENGTH OF 48,000 PSI.

FABRICATION
THE ENTIRE STEEL END FRAME SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH SEC. 711.02. MAXIMUM LENGTH OF SPAN SECTIONS IS 30 FT.

ERECTION
USE A MINIMUM OF 1" CAMBER IN SPAN TRUSS MEMBER FOR A 50' SPAN; ADD 1/4" OF CAMBER FOR EACH 5' OF INCREASE IN SPAN OVER 50'.

PAYMENT
PAYMENT FOR THE GALVANIZED CONDUIT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OVERHEAD SIGN SUPPORTS.

SOILS
THE FOUNDATION DETAILS SHOWN ARE FOR AVERAGE SOIL CONDITIONS (MEDIUM CLAY, CEMENTED SAND AND GRAVEL, SANDY CLAY, OR STIFF CLAY). FOR POOR SOIL CONDITIONS, INCREASE "D" MIN. BY: 50% IN DRY OR WET SAND, 60% IN SILTY CLAY, 100% IN SOFT CLAY, AND FROM 75% TO 150% IN WET SILT, DEPENDING ON QUICKSAND ACTION.

REINFORCING STEEL
COST OF REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM 816 CONCRETE FOR SIGN SUPPORT FOUNDATIONS. BAR SIZE IS INDICATED IN THE BAR MARK THE FIRST DIGIT WHERE THREE DIGITS ARE USED AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATE THE BAR SIZE NUMBER.

***FOUNDATION ELEVATION**
ELEVATION OF TOPS OF FOUNDATIONS SHALL BE BUILT UP SO THAT 17" CLEARANCE IS MAINTAINED OVER THE ENTIRE WIDTH OF PAVEMENT AND SHOULDERS.

DESIGN
THE DESIGN OF OVERHEAD SUPPORTS IS IN ACCORDANCE WITH A.A.S.H.O. SPECIFICATION FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, ADOPTED JUNE 12, 1961.

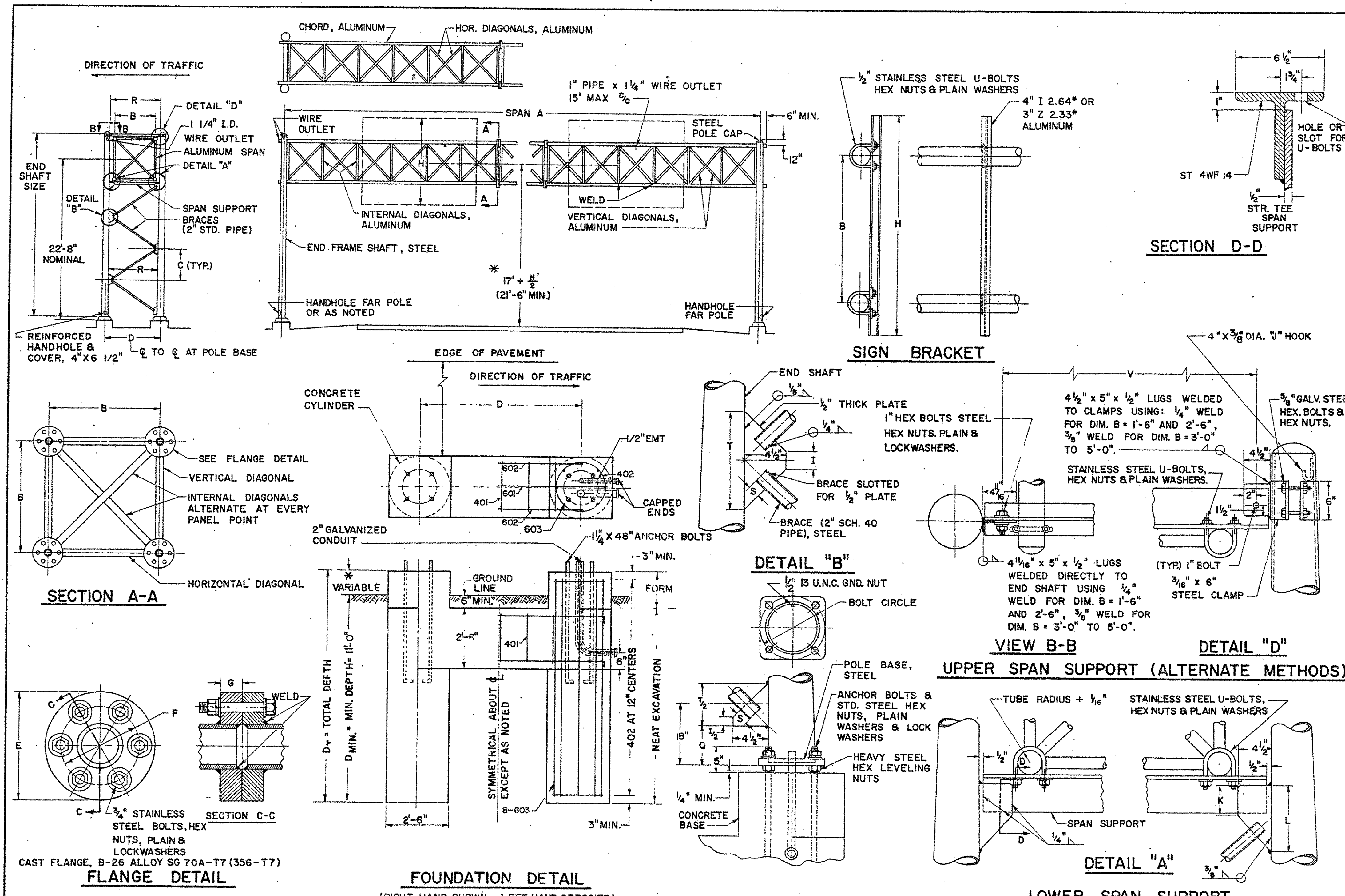
DESIGN NO.	SPAN A	B	C	D	E	END SHAFT	BRACE LENGTH	F	G	I	K	L	P	Q	R	S	T	U	V	BOLT CIRCLE	SPAN SUPPORT SECTION D-D	CHORDS	HORIZONTAL AND INTERNAL DIAGONAL	VERTICAL DIAGONAL	REINFORCEMENT SCHEDULE	DATE
1	50' THRU 70'	3'-0"	4'-1 1/4"	4'-5"	9 1/4"	8" X 4.5" X 25'-0", 3GA	5'-10 3/8"	7 7/8"	1 3/8"	3 1/2"	4 3/4"	8"	12"	6 5/8"	3'-9"	1 1/2"	10"	5 5/8"	3'-3 5/8"	11"	SPLIT TEE 3'-8"	4 3/4" X .188"	1.900" X .145"	1.660" X .140"	401 402 601 602 603	5-2-62 7-25-62 8-28-62 6-22-62
2	71' THRU 80'	4'-0"	4'-10 1/4"	5'-7"	9 1/4"	8" X 6.22" X 25'-6", 3GA	6'-7 7/8"	7 7/8"	1 3/8"	5 5/8"	4 3/8"	7 3/4"	12"	6 1/4"	4'-11"	1 1/2"	9 1/2"	5 5/8"	4'-5 5/8"	11"	SPLIT TEE 4'-10"	4 3/4" X .188"	2" X .188"	1.900" X .145"		
3	81' THRU 86'	4'-0"	4'-10 1/4"	5'-7"	11"	8" X 6.22" X 25'-6", 3GA	6'-7 7/8"	8 1/2"	1 1/2"	5 5/8"	4 3/8"	7 3/4"	12"	6 1/4"	4'-11"	1 1/2"	9 1/2"	5 5/8"	4'-5 5/8"	11"	SPLIT TEE 4'-10"	5 1/2" X .250"	2" X .188"	1.900" X .145"		
4	86' THRU 110'	5'-0"	4'-8 1/2"	6'-7"	11"	8" X 6.16" X 26'-0", 3GA	7'-3 1/4"	8 1/2"	1 1/2"	5 5/8"	4 3/8"	7 3/4"	12"	7 1/4"	5'-11"	1 3/4"	11 1/4"	5 5/8"	5'-5 5/8"	11"	SPLIT TEE 5'-10"	5 1/2" X .250"	2 1/2" X .188"	2 1/2" X .188"		

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

OVERHEAD SIGN SUPPORTS No. 75

APPROVED *Robert E. Comer*
ENGINEER OF TRAFFIC

500 SQ. FT. SIGN AREA OVERHEAD SIGN SUPPORT, 816 NO. 75



NOTES

MATERIALS
THE OVERHEAD SPAN TRUSS SHALL BE ALUMINUM AND THE END FRAMES SHALL BE STEEL.
SPAN TRUSS AND END FRAMES, INCLUDING HARDWARE, SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 816 UNLESS OTHERWISE NOTED.
STEEL POLE BASES AND GUSSETS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A-373.
AFTER FABRICATION THE TAPERED POLES SHALL HAVE A MINIMUM YIELD STRENGTH OF 48,000 PSI.

FABRICATION
THE ENTIRE STEEL END FRAME SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH SEC. 711.02. MAXIMUM LENGTH OF SPAN SECTIONS IS 30 FT.

ERECTION
USE A MINIMUM OF 1" CAMBER IN SPAN TRUSS MEMBER FOR A 50' SPAN; ADD 1/4" OF CAMBER FOR EACH 5' OF INCREASE IN SPAN OVER 50'.

PAYMENT
PAYMENT FOR THE GALVANIZED CONDUIT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OVERHEAD SIGN SUPPORTS.

SOILS
THE FOUNDATION DETAILS SHOWN ARE FOR AVERAGE SOIL CONDITIONS (MEDIUM CLAY, CEMENTED SAND AND GRAVEL, SANDY CLAY, OR STIFF CLAY). FOR POOR SOIL CONDITIONS, INCREASE "D" MIN. BY: 50% IN DRY OR WET SAND, 60% IN SILTY CLAY, 100% IN SOFT CLAY, AND FROM 75% TO 150% IN WET SILT, DEPENDING ON QUICKSAND ACTION.

REINFORCING STEEL
COST OF REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM 816 CONCRETE FOR SIGN SUPPORT FOUNDATIONS.
BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT WHERE THREE DIGITS ARE USED AND THE FIRST TWO DIGITS WHERE FOUR DIGITS ARE USED, INDICATE THE BAR SIZE NUMBER.

FOUNDATION ELEVATION
ELEVATION OF TOPS OF FOUNDATIONS SHALL BE BUILT UP SO THAT 17' CLEARANCE IS MAINTAINED OVER THE ENTIRE WIDTH OF THE PAVEMENT AND SHOULDERS.

DESIGN
THE DESIGN OF OVERHEAD SUPPORTS IS IN ACCORDANCE WITH A.A.S.H.O. SPECIFICATION FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, ADOPTED JUNE 12, 1961.

DESIGN NO.	SPAN A	B	C	D	E	END SHAFT	BRACE LENGTH	F	G	I	K	L	P	Q	R	S	T	U BOLTS	V	BOLT CIRCLE	SPAN SUPPORT SECTION D-D	CHORDS	HORIZONTAL AND INTERNAL DIAGONAL	VERTICAL DIAGONAL	REINFORCEMENT SCHEDULE
1.	50' thru 65'	3'-0"	4'-11 3/4"	4'-5"	9 1/4"	8" X 4.5 X 25'-0", 3GA	5'-10 15/16"	7 7/16"	3 1/8"	3 1/2"	4 3/4"	8"	12"	6 5/8"	3'-9"	1 1/2"	10"	5 5/8"	3'-3 5/8"	11"	Split Tee 3'-8"	4 3/4" X .188"	2" X .188"	1.660" X .140"	MARK NO. LENGTH TYPE 401 12" C/C 8'-6" 102 402 12" C/C 7'-6" 103
2.	70' thru 75'	4'-0"	4'-10 1/4"	5'-7"	9 1/4"	8" X 6.22 X 25'-6", 3GA	6'-7 1/8"	7 7/16"	3 7/8"	5 5/8"	4 3/4"	7 3/4"	12"	6 1/4"	4'-11 1/2"	1 1/2"	9 1/2"	5 5/8"	4'-5 5/8"	11"	Split Tee 4'-10"	4 3/4" X .188"	2" X .188"	1.900" X .145"	601 4 D+4'-0" 101 602 8 D+2'-0" 101 603 32 D+6" STR.
3.	76' thru 80'	4'-0"	4'-10 1/4"	5'-7"	11"	8" X 6.22 X 25'-6", 3GA	6'-7 1/8"	8 1/2"	1 1/2"	5 5/8"	4 3/8"	7 3/4"	12"	6 1/4"	4'-11 1/2"	1 1/2"	9 1/2"	5 5/8"	4'-5 5/8"	11"	Split Tee 4'-10"	5 1/2" X .250"	2 1/2" X .188"	1.900" X .145"	
4.	81' thru 110'	5'-0"	4'-8 1/2"	6'-7"	11"	8" X 6.18 X 26'-0", 3GA	7'-3 1/4"	8 1/2"	1 1/2"	—	3 1/2"	7 3/4"	12"	7 1/4"	5'-11"	1 3/4"	11 1/4"	3 3/4"	5'-5 5/8"	11"	Split Tee 5'-10"	5 1/2" X .250"	2 1/2" X .188"	2 1/2" X .188"	

600 SQ. FT. SIGN AREA

OVERHEAD SIGN SUPPORT, 816 NO.7.6

BUREAU OF TRAFFIC
OHIO DEPARTMENT OF HIGHWAYS

OVERHEAD SIGN SUPPORTS 816 No.7.6

DATE 5-6-64
5-5-64
6-20-60

APPROVED ENGINEER OF TRAFFIC