

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

D07 SYSTEMATIC GR-FY2012

Various Locations In The Following Counties
MOTGOMERY, MIAMI, SHELBY, AUGLAIZE

FOR PROJECT
LOCATIONS
SEE SHEETS
2-5

PROJECT DESCRIPTION

THIS PROJECT IS TO UPGRADE DEFICIENT GUARDRAIL
END TREATMENTS AT VARIOUS LOCATION THROUGHOUT
DISTRICT 7.

PROJECT EARTH DISTURBED AREA: N/A ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A ACRES

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.

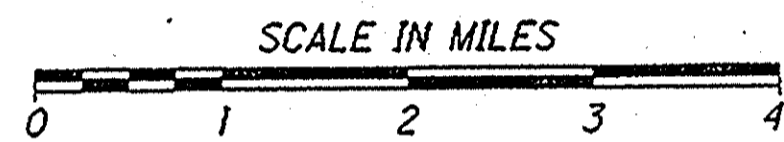
I HEREBY APPROVE THESE PLANS AND DECLARE THAT
THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE
THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT
PROVISIONS FOR THE MAINTENANCE AND SAFETY OF
TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND
ESTIMATES.

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LOCATION MAP

LATITUDE: 40° 37' 59" LONGITUDE: 84° 23' 48"



PORTION TO BE IMPROVED	-----	=====
INTERSTATE HIGHWAY	-----	=====
FEDERAL ROUTES	-----	=====
STATE ROUTES	-----	=====
COUNTY & TOWNSHIP ROADS	-----	=====
OTHER ROADS	-----	=====

DESIGN DESIGNATION

CURRENT ADT (20)	-----
DESIGN YEAR ADT (20)	-----
DESIGN HOURLY VOLUME (20)	-----
DIRECTIONAL DISTRIBUTION	-----
TRUCKS (24 HOUR B&C)	-----
DESIGN SPEED	-----
LEGAL SPEED	-----

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, ENGINEERING

ENGINEERS SEAL:



SIGNED: *Sherry Swampler*
DATE: 3/9/12

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
GR-1.1	7-16-04	TC-41.20	1-19-01	MT-35.10	4-20-01	800	4-20-12		
GR-2.1	1-16-04	TC-42.20	1-21-11	MT-95.30	7-17-09				
GR-3.1	10-16-09			MT-95.50	4-17-09				
		TC-52.10	1-19-07						
GR-4.2	1-20-12	TC-52.20	1-19-07	MT-102.20	4-17-09				
GR-5.1	4-16-10								
GR-5.2	4-16-10			MT-105.10	1-16-09				
GR-5.3	4-16-10								
GR-6.1	4-16-10								
GR-6.2	4-16-10								
DM-4.3	4-17-09								
DM-4.4	4-17-09								

APPROVED *Randy Chevalley P.E., P.S./PRN*
DATE: 3-8-12 DISTRICT DEPUTY DIRECTOR

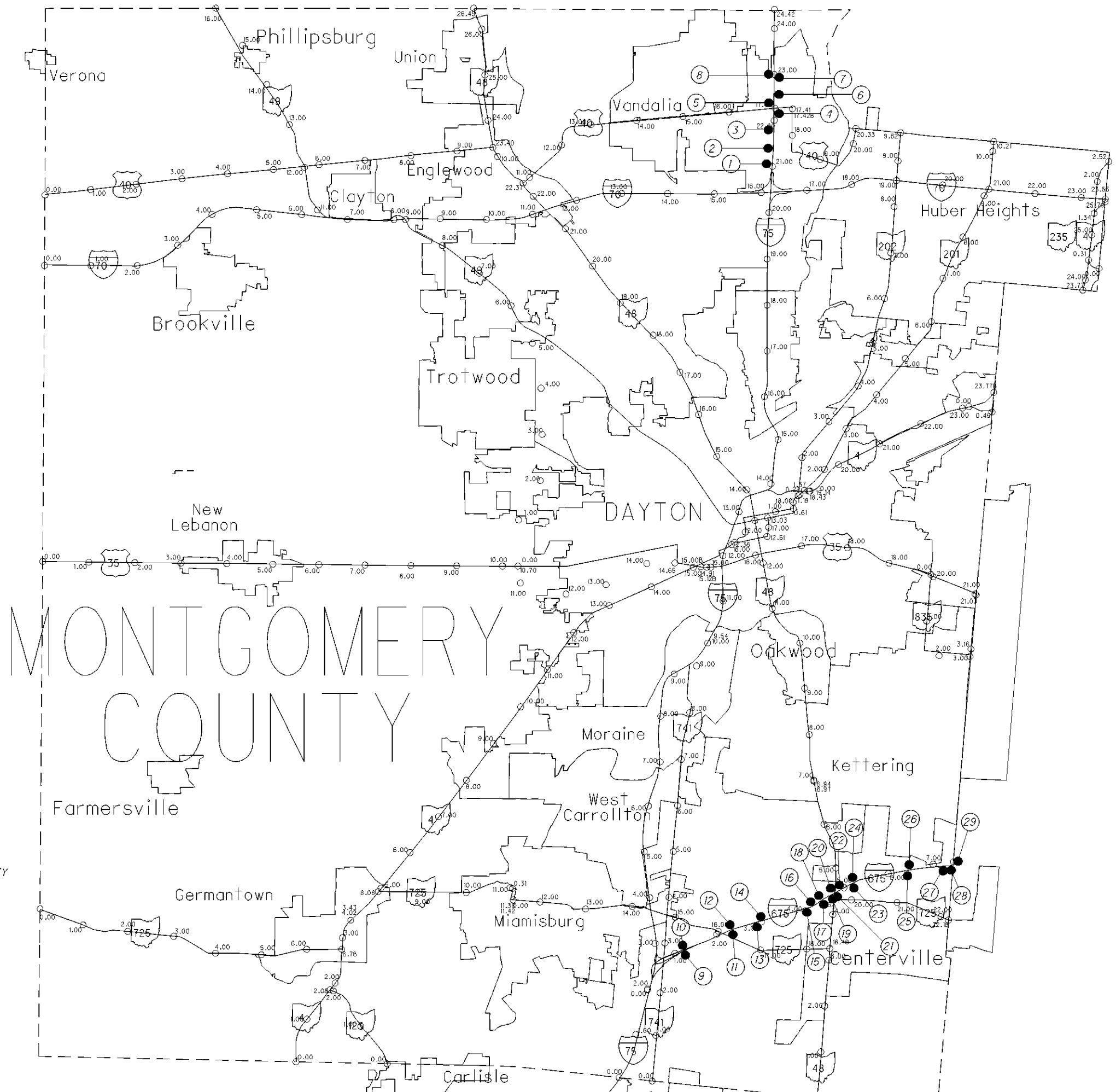
APPROVED *Jerry Wappler*
DATE: 3-16-12 DIRECTOR, DEPARTMENT OF
TRANSPORTATION

D07 - VA-SYSTEMATIC GR-FY2012
 120364 PID - 90316
 Dist 7 6/7/2012
 Contract Proposal Available
 @www.contracts.dot.
 state.oh.us/home

I:\PROJECTS\District Wide\D07-GR-FY2012\90316\sheets\90316\gt.01.dgn 17-FEB-2012 1:24PM burms2

FEDERAL PROJECT NO. E110(262)
 PID NO. 90316
 CONSTRUCTION PROJECT NO.
 RAILROAD INVOLVEMENT NONE
 D07 SYSTEMATIC GR-FY2012
 1/58

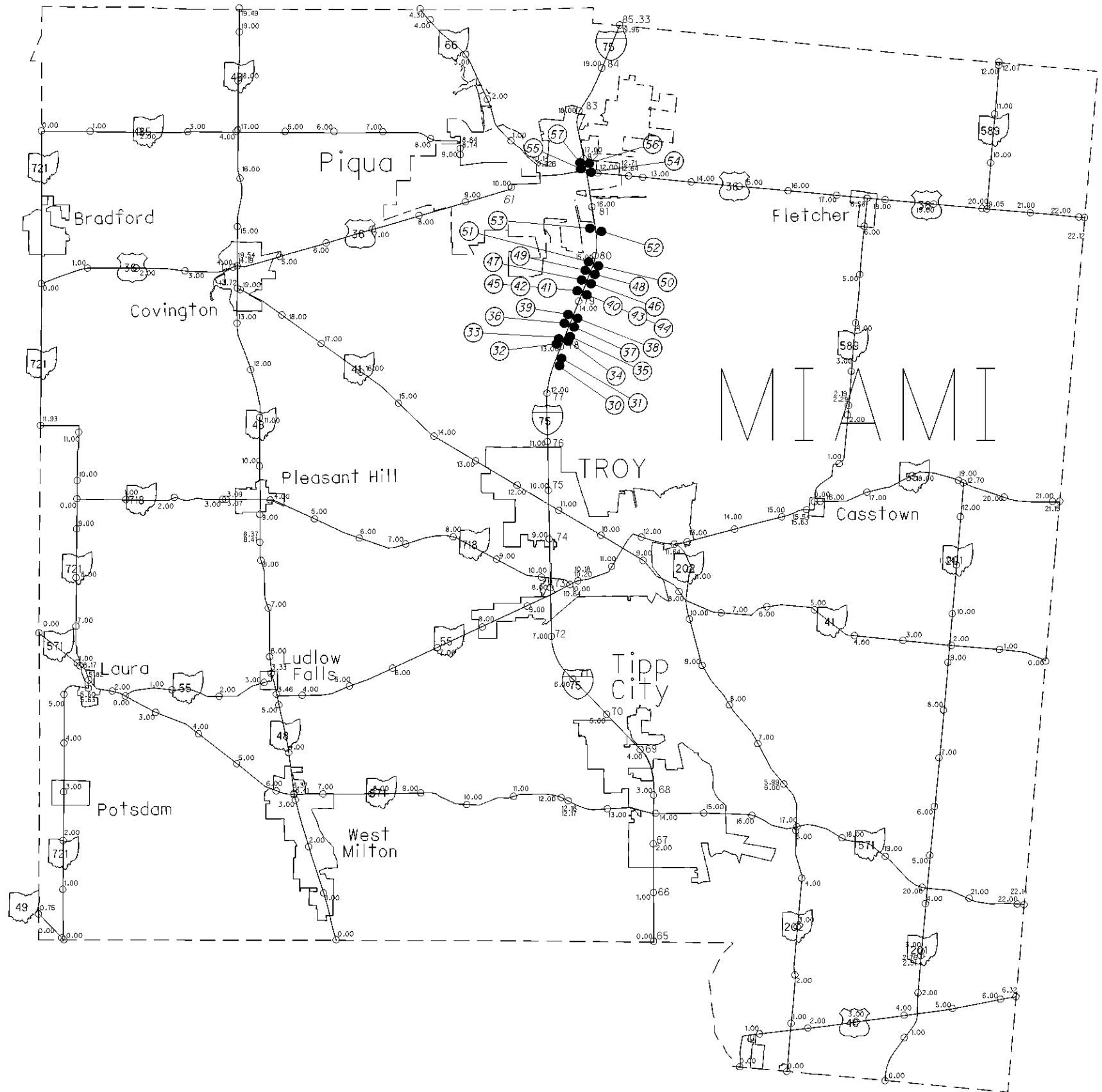
- ① SB IR-75 RT. S.L.M. 21.45 ALONG NOISE WALL
- ② SB IR-75 RT. S.L.M. 21.65 ALONG NOISE WALL
- ③ SB IR-75 RT. S.L.M. 21.79 ALONG NOISE WALL
- ④ NB IR-75 RT. @ US40 S.L.M. 22.22
- ⑤ SB IR-75 RT. @ US40 S.L.M. 22.3
- ⑥ NB IR-75 RT. @ US40-ON RAMP S.L.M. 22.44
- ⑦ NB IR-75 RT. @ NORTHWOOD BLVD S.L.M. 22.88
- ⑧ SB IR-75 RT. @ NORTHWOOD BLVD S.L.M. 22.99
- ⑨ EB I-675 MEDIAN @ LYONS RD. S.L.M. 2.06
- ⑩ WB I-675 MEDIAN @ LYONS RD. S.L.M. 2.15
- ⑪ EB I-675 MEDIAN @ YANKEE ST. S.L.M. 2.28
- ⑫ WB I-675 MEDIAN @ YANKEE ST. S.L.M. 2.38
- ⑬ EB I-675 MEDIAN @ McEWEN RD. S.L.M. 2.90
- ⑭ WB I-675 MEDIAN @ McEWEN RD. S.L.M. 3.06
- ⑮ EB I-675 MEDIAN @ PARAGON RD. S.L.M. 4.07
- ⑯ WB I-675 MEDIAN @ PARAGON RD. S.L.M. 4.21
- ⑰ EB I-675 LT @ OVERHEAD SIGN S.L.M. 4.25
- ⑱ WB I-675 RT @ OVERHEAD SIGN S.L.M. 4.25
- ⑲ EB I-675 MEDIAN @ ALEX-BELL RD. S.L.M. 4.47
- ⑳ WB I-675 MEDIAN @ ALEX-BELL RD. S.L.M. 4.51
- ㉑ EB I-675 MEDIAN @ SR-48 S.L.M. 4.79
- ㉒ WB I-675 MEDIAN @ SR-48 S.L.M. 4.83
- ㉓ EB I-675 MEDIAN @ LOOP RD. S.L.M. 5.32
- ㉔ WB I-675 MEDIAN @ LOOP RD. S.L.M. 5.34
- ㉕ EB I-675 MEDIAN @ BIGGER RD. S.L.M. 6.47
- ㉖ WB I-675 MEDIAN @ BIGGER RD. S.L.M. 6.49
- ㉗ EB I-675 RT. @ WILMINGTON PK. S.L.M. 7.41
- ㉘ EB I-675 MEDIAN @ WILMINGTON PK. S.L.M. 7.42
- ㉙ WB I-675 MEDIAN @ WILMINGTON PK. S.L.M. 0.10 GREEN COUNTY



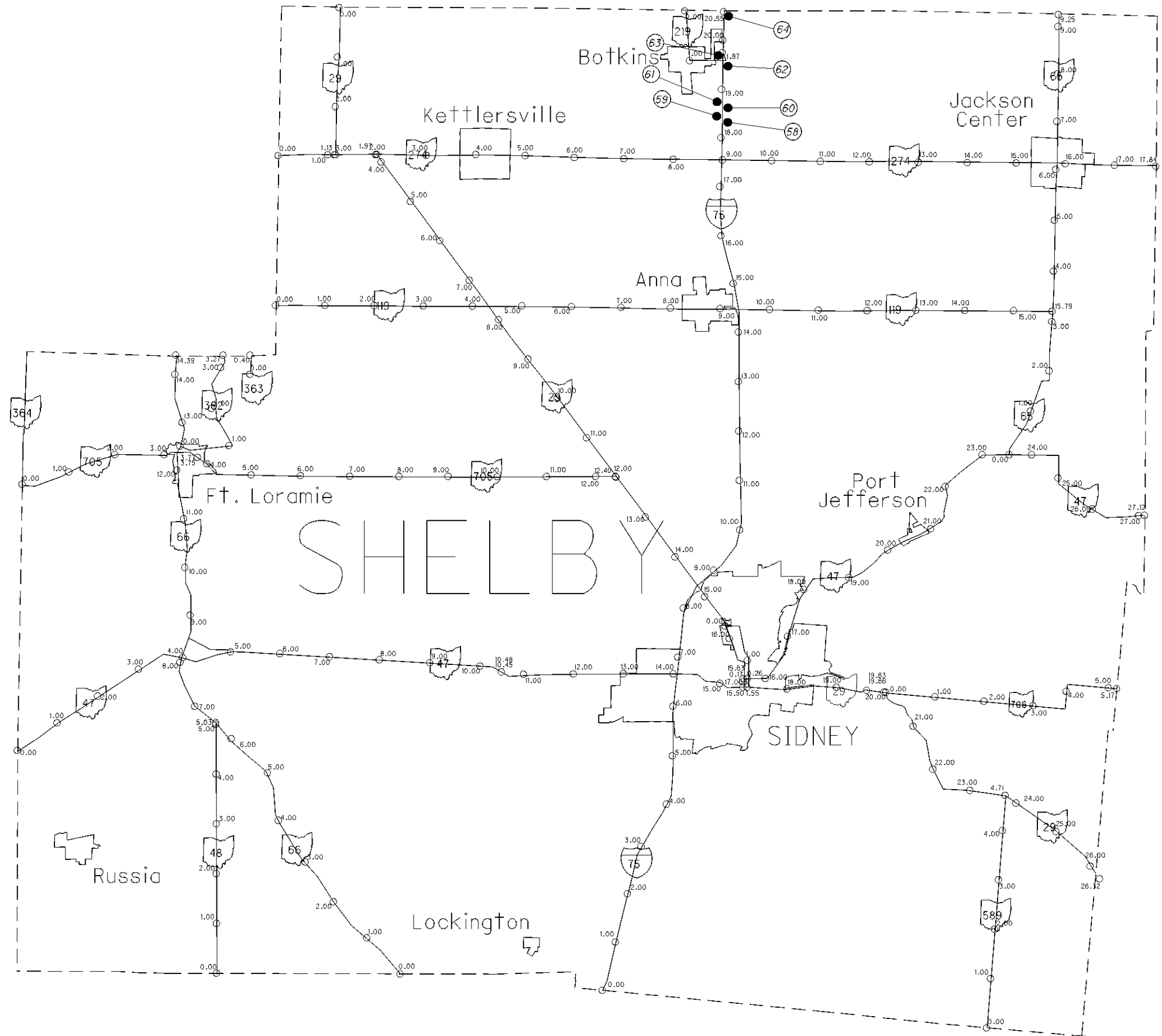
**LOCATION MAP
MONTGOMERY COUNTY**

**D07 SYSTEMATIC
GR-FY2012**

- 30 NB IR-75 RT OFF RAMP @ CR25A BETWEEN TROY & PIQUA S.L.M. 12.81
- 31 NB IR-75 MEDIAN @ R/R SOUTH OF CR25A BETWEEN TROY & PIQUA S.L.M. 12.86
- 32 SB IR-75 MEDIAN @ R/R SOUTH OF CR25A BETWEEN TROY & PIQUA S.L.M. 13.01
- 33 SB IR-75 RT @ CR25A ON RAMP BETWEEN TROY & PIQUA S.L.M. 13.04
- 34 NB IR-75 RT @ CR25A ON RAMP BETWEEN TROY & PIQUA S.L.M. 13.08
- 35 NB IR-75 MEDIAN @ CR25A BETWEEN TROY & PIQUA S.L.M. 13.11
- 36 SB IR-75 MEDIAN @ NORTH OF CR25A/RIVER BRIDGE BETWEEN TROY & PIQUA S.L.M. 13.38
- 37 NB IR-75 RT @ NORTH OF CR25A/RIVER BRIDGE BETWEEN TROY & PIQUA S.L.M. 13.41
- 38 NB IR-75 MEDIAN @ PIQUA-TROY RD. S.L.M. 13.70
- 39 SB IR-75 MEDIAN @ PIQUA-TROY RD. S.L.M. 13.74
- 40 NB IR-75 MEDIAN @ TRIB OF GREAT MIAMI RIVER S.L.M. 14.10
- 41 SB IR-75 RT. @ TRIB OF GREAT MIAMI RIVER S.L.M. 14.13
- 42 SB IR-75 LT. @ TRIB OF GREAT MIAMI RIVER S.L.M. 14.15
- 43 NB IR-75 LT. @ TRIB OF GREAT MIAMI RIVER S.L.M. 14.16
- 44 NB IR-75 RT. @ TRIB OF GREAT MIAMI RIVER S.L.M. 14.17
- 45 SB IR-75 MEDIAN @ TRIB OF GREAT MIAMI RIVER S.L.M. 14.19
- 46 NB IR-75 RT. @ B&O R/R SOUTH OF REST AREA S.L.M. 14.41
- 47 SB IR-75 RT. @ B&O R/R SOUTH OF REAT AREA S.L.M. 14.43
- 48 NB IR-75 MEDIAN @ B&O R/R SOUTH OF REST AREA S.L.M. 14.54
- 49 SB IR-75 MEDIAN @ B&O R/R SOUTH OF REAT AREA S.L.M. 14.68
- 50 NB IR-75 RT. @ B&O R/R SOUTH OF REST AREA S.L.M. 14.74
- 51 SB IR-75 RT. @ B&O R/R SOUTH OF REAT AREA S.L.M. 14.77
- 52 NB IR-75 MEDIAN @ STATLER RD. NORTH OF REST AREA S.L.M. 15.67
- 53 SB IR-75 MEDIAN @ STATLER RD NORTH OF REAT AREA S.L.M. 15.71
- 54 NB IR-75 MEDIAN @ SR-36 S.L.M. 16.69
- 55 SB IR-75 MEDIAN @ SR-36 S.L.M. 16.75
- 56 NB IR-75 RT. @ SR-36 ON RAMP S.L.M. 16.90
- 57 SB IR-75 RT. @ SR-36 OFF RAMP S.L.M. 16.94



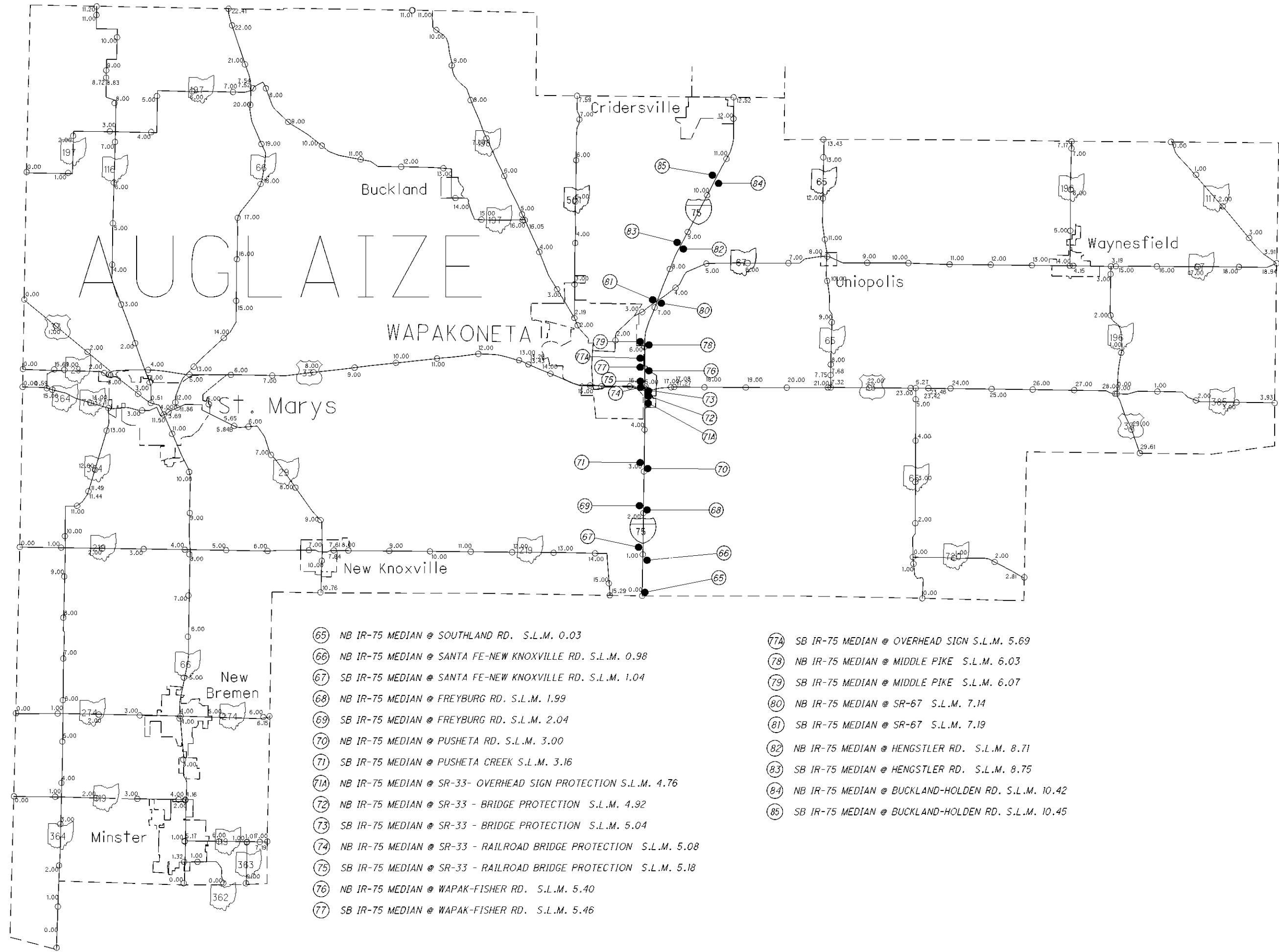
- 58 NB IR-75 MEDIAN @ LOCK TWO RD. S.L.M. 18.51
- 59 SB IR-75 MEDIAN @ LOCK TWO RD. S.L.M. 18.57
- 60 NB IR-75 MEDIAN @ HULLS CREEK S.L.M. 18.78
- 61 SB IR-75 MEDIAN @ HULLS CREEL S.L.M. 18.87
- 62 NB IR-75 MEDIAN @ SR-219 S.L.M. 19.51
- 63 SB IR-75 MEDIAN @ SR-219 S.L.M. 19.57
- 64 NB IR-75 MEDIAN @ SOUTHLAND RD. S.L.M. 20.51



CALCULATED 0 6 12
 CHECKED
 HORIZONTAL SCALE IN FEET

LOCATION MAP
 SHELBY COUNTY

D07 SYSTEMATIC
 GR-FY2012



- ⑥5 NB IR-75 MEDIAN @ SOUTHLAND RD. S.L.M. 0.03
- ⑥6 NB IR-75 MEDIAN @ SANTA FE-NEW KNOXVILLE RD. S.L.M. 0.98
- ⑥7 SB IR-75 MEDIAN @ SANTA FE-NEW KNOXVILLE RD. S.L.M. 1.04
- ⑥8 NB IR-75 MEDIAN @ FREYBURG RD. S.L.M. 1.99
- ⑥9 SB IR-75 MEDIAN @ FREYBURG RD. S.L.M. 2.04
- ⑦0 NB IR-75 MEDIAN @ PUSHETA RD. S.L.M. 3.00
- ⑦1 SB IR-75 MEDIAN @ PUSHETA CREEK S.L.M. 3.16
- ⑦1A NB IR-75 MEDIAN @ SR-33- OVERHEAD SIGN PROTECTION S.L.M. 4.76
- ⑦2 NB IR-75 MEDIAN @ SR-33 - BRIDGE PROTECTION S.L.M. 4.92
- ⑦3 SB IR-75 MEDIAN @ SR-33 - BRIDGE PROTECTION S.L.M. 5.04
- ⑦4 NB IR-75 MEDIAN @ SR-33 - RAILROAD BRIDGE PROTECTION S.L.M. 5.08
- ⑦5 SB IR-75 MEDIAN @ SR-33 - RAILROAD BRIDGE PROTECTION S.L.M. 5.18
- ⑦6 NB IR-75 MEDIAN @ WAPAK-FISHER RD. S.L.M. 5.40
- ⑦7 SB IR-75 MEDIAN @ WAPAK-FISHER RD. S.L.M. 5.46
- ⑦7A SB IR-75 MEDIAN @ OVERHEAD SIGN S.L.M. 5.69
- ⑦8 NB IR-75 MEDIAN @ MIDDLE PIKE S.L.M. 6.03
- ⑦9 SB IR-75 MEDIAN @ MIDDLE PIKE S.L.M. 6.07
- ⑧0 NB IR-75 MEDIAN @ SR-67 S.L.M. 7.14
- ⑧1 SB IR-75 MEDIAN @ SR-67 S.L.M. 7.19
- ⑧2 NB IR-75 MEDIAN @ HENGSTLER RD. S.L.M. 8.71
- ⑧3 SB IR-75 MEDIAN @ HENGSTLER RD. S.L.M. 8.75
- ⑧4 NB IR-75 MEDIAN @ BUCKLAND-HOLDEN RD. S.L.M. 10.42
- ⑧5 SB IR-75 MEDIAN @ BUCKLAND-HOLDEN RD. S.L.M. 10.45



CALCULATED
REB
CHECKED

LOCATION MAP
AUGLAIZE COUNTY

UTILITIES

THERE ARE NO UNDERGROUND OR OVERHEAD UTILITIES SHOWN WITHIN THESE PLANS. THEREFORE IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE THE NECESSARY CALL TO (O.U.P.S.) OHIO UTILITIES PROTECTION SERVICE BEFORE ANY WORK IS TO BEGIN.

EXISTING PLANS

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

WORK LIMITS

THERE ARE NO WORK LIMITS SHOWN ON THESE PLANS. HOWEVER ALL WORK/PHYSICAL CONSTRUCTION ARE LIMITED TO WITHIN THE EXISTING RIGHT OF WAY. THE CONTRACTOR SHALL PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL DEVICES AND WORK ZONE TRAFFIC CONTROL THATS REQUIRED FOR THESE PLANS.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

ALL CASTINGS SHALL BE CAREFULLY REMOVED AND STORED WITHIN THE RIGHT OF WAY FOR SALVAGE BY (STATE) (CITY) (VILLAGE) (COUNTY) FORCES.

PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEM.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

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

ITEM 202 - GUARDRAIL REMOVED, AS PER PLAN, AND ITEM 202-GUARDRAIL REMOVED FOR STORAGE, BARRIER DESIGN, AS PER PLAN

THIS ITEM SHALL CONSIST OF REMOVING EXISTING GUARDRAIL AS INDICATED WITHIN THESE PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DELIVER AND STACK THE REMOVED GUARDRAIL AT LOCATIONS DESIRED BY THE MANAGER OF THAT COUNTY. THE CONTRACTOR SHALL COORDINATE THIS DELIVERY WITH THE COUNTY MANAGER.

MONTGOMERY COUNTY CONTACT BOB LESNER 937497-6901 OR PHIL FISHER 937-497-6994
MIAMI AND SHELBY COUNTY CONTACT TONY BROWN 937-497-6929
AUGLAIZE COUNT CONTACT TED HEMLEBEN 937-497-6701

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID EACH FOR ITEM 202, GUARDRAIL REMOVED, AS PER PLAN AND ITEM 202, GUARDRAIL REMOVED FOR STORAGE, BARRIER DESIGN, AND SHALL INCLUDE ALL LABOR, TOOLS, INCIDENTALS, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THIS WORK.

ITEM 606 - ANCHOR ASSEMBLY, TYPE B

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 27.75 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE B, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - ANCHOR ASSEMBLY, TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 27.75 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 - IMPACT ATTENUATOR, TYPE I (BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY ONE OF THE TYPE I IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE I IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE I (UNIDIRECTIONAL OR BIDIRECTIONAL)), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED TRANSITIONS, HARDWARE, REFLECTIVE SHEETING AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 202 - ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN, AND ITEM 202, MISC.; ANCHOR ASSEMBLY REMOVED, TYPE A, BARRIER DESIGN

THIS ITEM SHALL CONSIST OF REMOVING EXISTING TYPE A ANCHOR ASSEMBLIES, AS INDICATED WITHIN THESE PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO STACK THE REMOVED ANCHOR ASSEMBLIES WITHIN THE RIGHT OF WAY AT A LOCATION THATS SAFE FROM THE TRAVELING PUBLIC. THE CONTRACTOR SHALL COORDINATE WITH THE COUNTY MANAGER A SCHEDULE FOR THE PICK UP OF THIS ITEM. IT SHALL ALSO BE THE RESPONSIBILITY OF THE CONTRACTOR TO COMPLETELY REMOVE THE CONCRETE PAD ASSOCIATED WITH THE TYPE A ANCHOR ASSEMBLIES.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID EACH FOR ITEM 202, ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN AND ITEM 202, MISC.; ANCHOR ASSEMBLY REMOVED, TYPE A, BARRIER DESIGN, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THIS WORK.

ITEM 202 - CONCRETE BARRIER REMOVED, AS PER PLAN

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID EACH FOR ITEM 202, CONCRETE BARRIER REMOVED, AS PER PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING THE E EXISTING CONCRETE BARRIERS WHERE INDICATED IN THESE PLANS. THE CONTRACTOR SHALL ALSO RESTORE THE AREA ONCE BARRIER IS REMOVED TO MATCH THAT OF THE SURROUNDING GROUND. ALL WORK, LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK SHALL BE PAID FOR UNDER THE UNIT PRICE BID PER FOOT, FOR ITEM 202, CONCRETE BARRIER REMOVED, AS PER PLAN.

ITEM 622 - CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL CONCRETE BARRIER END SECTIONS, TYPE D, WHERE INDICATED WITHIN THESE PLANS. INSTALLATION SHALL BE IN ACCORDANCE WITH THE 2010 CMS, AND ROADWAY STANDARDS, EXCEPT THAT THESE INSTALLATIONS SHALL BE AS STANDARD RM-4.5M DATED 10/21/97. FOR MORE DETAILS SEE SHEET 58.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID EACH FOR ITEM 622, CONCRETE BARRIER END SECTION, TYPE D, AS PER, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, INCIDENTALS, AND MATERIALS NECESSARY TO COMPLETE THIS WORK.

ITEM 659 - SEEDING AND MULCHING

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER, FOR THE REPAIR TO THE ORIGINAL CONDITION OF AREAS DISTURBED BY THE WORK. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO CONFINE THE WORK IN ORDER TO MINIMIZE THE DAMAGED AREAS.

659, SEEDING AND MULCHING ESTIMATED QUANTITY FROM GUARDRAIL REMOVAL AND DITCH RESHAPING	2208 SQ. YD.
659, REPAIR SEEDING AND MULCHING 1650 X (5+100)	110 SQ. YD.
659, INTER SEEDING 1650 X (5+100)	110 SQ. YD.
659, COMMERCIAL FERTILIZER (1650 + 7410) + (82 + 7410)	.31 TON
659, LIME (1650 X 9 X 1+43560)	.46 ACRES
659, WATER (2529 x .0027 x 2) + (126 x .0027)	18 M. GAL

ITEM 202 REMOVAL MISC.; - TENSION CABLE/ ITEM 202 REMOVAL MISC.; - TENSION CABLE ANCHOR ASSEMBLY

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REMOVE TENSION CABLE/ ANCHOR ASSEMBLY WHERE INDICATED IN THESE PLANS. INCLUDING REPLACING GUARDRAIL SECTIONS THAT HAVE EXISTING TENSION CABLE ANCHORS ATTACHED TO THEM. THE CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE ANY CABLE NOT SELECTED FOR REMOVAL. IF SO ANY DAMAGE DUE TO CONTRACTOR NEGLIGENCE SHALL BE REPAIRED AT NO COST TO ODOT. ALL LABOR, EQUIPMENT, MATERIAL, TOOLS NECESSARY TO COMPLETE THIS WORK SHALL BE PAID FOR UNDER THE UNIT PRICE BID FOOT FOR ITEM 202 REMOVAL MISC.; TENSION CABLE AND TENSION CABLE ANCHOR ASSEMBLY.

ITEM 606 GUARDRAIL MISC.; - TENSION CABLE/ ITEM 606 GUARDRAIL MISC.; - TENSION CABLE ANCHOR ASSEMBLY

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO INSTALL TENSION CABLE/ ANCHOR ASSEMBLY WHERE INDICATED IN THESE PLANS. THE CONTRACTOR SHALL MATCH EXISTING TENSION CABLE STYLE, AND ITS INSTALLATION. ANY DEVIATIONS FROM THESE PLANS MUST FIRST BE APPROVED BY THE ENGINEER, PRIOR TO ANY WORK BEING PERFORMED.

ALL WORK, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE ALL THE ABOVE MENTIONED WORK SHALL BE PAID FOR AS INDICATED IN THESE PLANS UNDER THE UNIT PRICE BID FOR ITEM 606 GUARDRAIL MISC.; TENSION CABLE AND ITEM 606, GUARDRAIL MISC.; TENSION CABLE ANCHOR ASSEMBLY.

STRUCTURE AUG-75-0754 L&R OVER THE AUGLAIZE RIVER, IS NOT SHOWN ON THESE PLANS, BUT SHALL RECEIVE UPGRADES. THE EXISTING CABLE RAIL ANCHOR TERMINAL IS ATTACHED TO THE EXISTING GUARDRAIL. PROPOSED WORK SHALL REMOVE THE EXISTING CABLE RAIL ANCHOR FROM THE EXISTING GUARDRAIL, AND INSTALL A NEW CABLE RAIL ANCHOR TO BE GROUND MOUNTED. PROPOSED WORK SHALL MATCH EXISTING CABLE RAIL INSTALLATION. A QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS LOCACTION. ALL WORK, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE ALL THE ABOVE MENTIONED WORK SHALL BE PAID FOR AS INDICATED BELOW.

ITEM 202, REMOVAL MISC.; TENSION CABLE ANCHOR ASSEMBLY	2 EACH
ITEM 606, GUARDRAIL, MISC.; TENSION CABLE ANCHOR ASSEMBLY	2 EACH

CALCULATED
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GENERAL NOTES

D07 SYSTEMATIC
GR-FY2012

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GENERAL REQUIREMENTS

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITHIN THESE PLANS WITH THE LEAST INCONVENIENCE TO AND THE MAXIMUM SAFETY OF THE CONTRACTOR AND THE TRAVELING PUBLIC. THE REQUIREMENTS FOR MAINTAINING TRAFFIC AS SPECIFIED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS" (CURRENT EDITION, LATEST REVISIONS, PERTINENT PROVISIONS OF THE "OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS" (INCLUDING SUPPLEMENTAL SPECIFICATIONS) AND APPLICABLE STANDARD CONSTRUCTION DRAWINGS SHALL APPLY TO THIS PROJECT IN ADDITION TO THE FOLLOWING NOTES AND DETAILS.

ITEM 614. MAINTAINING TRAFFIC

THE FOLLOWING SHALL BE PERFORMED:

REMOVING AND INSTALLING GUARDRAIL AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY ON IR-75 AND I-675, TO INCLUDE SOME CATCH BASIN AND CONDUIT RELOCATIONS.

REMOVING AND INSTALLING GUARDRAIL AT VARIOUS LOCATIONS IN MIAMI COUNTY ON IR-75.

REMOVING AND INSTALLING GUARDRAIL AT VARIOUS LOCATIONS IN SHELBY COUNTY ON IR-75.

REMOVING AND INSTALLING GUARDRAIL AT VARIOUS LOCATIONS IN AUGLAIZE COUNTY ON IR-75. INCLUDING THE REPLACEMENT OF HIGH TENSION CABLE GUARDRAIL.

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

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

BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAME(S) AND TELEPHONE NUMBER(S) OF PERSON(S) WHO CAN BE CONTACTED 24 HOURS A DAY BY THE OHIO DEPARTMENT OF TRANSPORTATION, THE HIGHWAY PATROL, AND ALL OTHER INTERESTED POLICE AGENCIES.

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

THE CONTRACTOR SHALL FURNISH AND INSTALL ADVANCE WARNING "SHOULDER WORK AHEAD" (W21-H5), "RIGHT (LEFT) SHOULDER CLOSED" (W21-5a) AND "END ROAD WORK" (WG20-2) SIGNS ON I-75 AND I-675. THE SIGNS SHALL BE DUAL INSTALLATIONS AND THE ACTUAL LOCATIONS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

ACCESS TO AND FROM ALL CROSS ROADS WITHIN THE LIMITS OF THIS PROJECT SHALL BE MAINTAINED AT ALL TIMES ON EITHER THE EXISTING OR PROPOSED PAVEMENTS, UNLESS OTHERWISE SHOWN IN THESE PLANS OR OTHERWISE DIRECTED BY THE ENGINEER.

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

THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY INTENDED CHANGES TO ANY EXISTING OR TEMPORARY TRAFFIC CONTROL DEVICES AND SHALL OBTAIN THE ENGINEER'S APPROVAL PRIOR TO MAKING THE CHANGES. THE CONTRACTOR SHALL ALSO NOTIFY THE ENGINEER FORTY EIGHT (48) HOURS IN ADVANCE OF ANY INTENDED LANE CLOSURES OR LANE SHIFTS.

THE USE OF EXISTING SHOULDERS AREAS TO MAINTAIN TRAFFIC IS PROHIBITED, UNLESS OTHERWISE APPROVED BY THE ENGINEER. SHOULD ANY EXISTING OR NEW SHOULDER AREA USED TO MAINTAIN TRAFFIC BECOME DAMAGED OR DESTROYED DO TO THE NEGLIGENCE OR FAILURE TO PROVIDE ADEQUATE SIGNS OR OTHER APPROPRIATE TRAFFIC CONTROL DEVICES, THE RESTORATION OR REPLACEMENT OF THE SHOULDER AREA WILL BE AT THE CONTRACTORS EXPENSE.

THE CONTRACTOR SHALL MAINTAIN 2 LANES OF DIRECTIONAL TRAFFIC ON BOTH I-75 AND I-675 AT ALL TIMES.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
(OTHER HOLIDAY OR EVENT)	

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 HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	12:00N WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY

SATURDAY 12:00N FRIDAY THROUGH (6:00 AM OR 12:00N) MONDAY

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$50 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

DRUM REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

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 30 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT SIGN

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

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER 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.

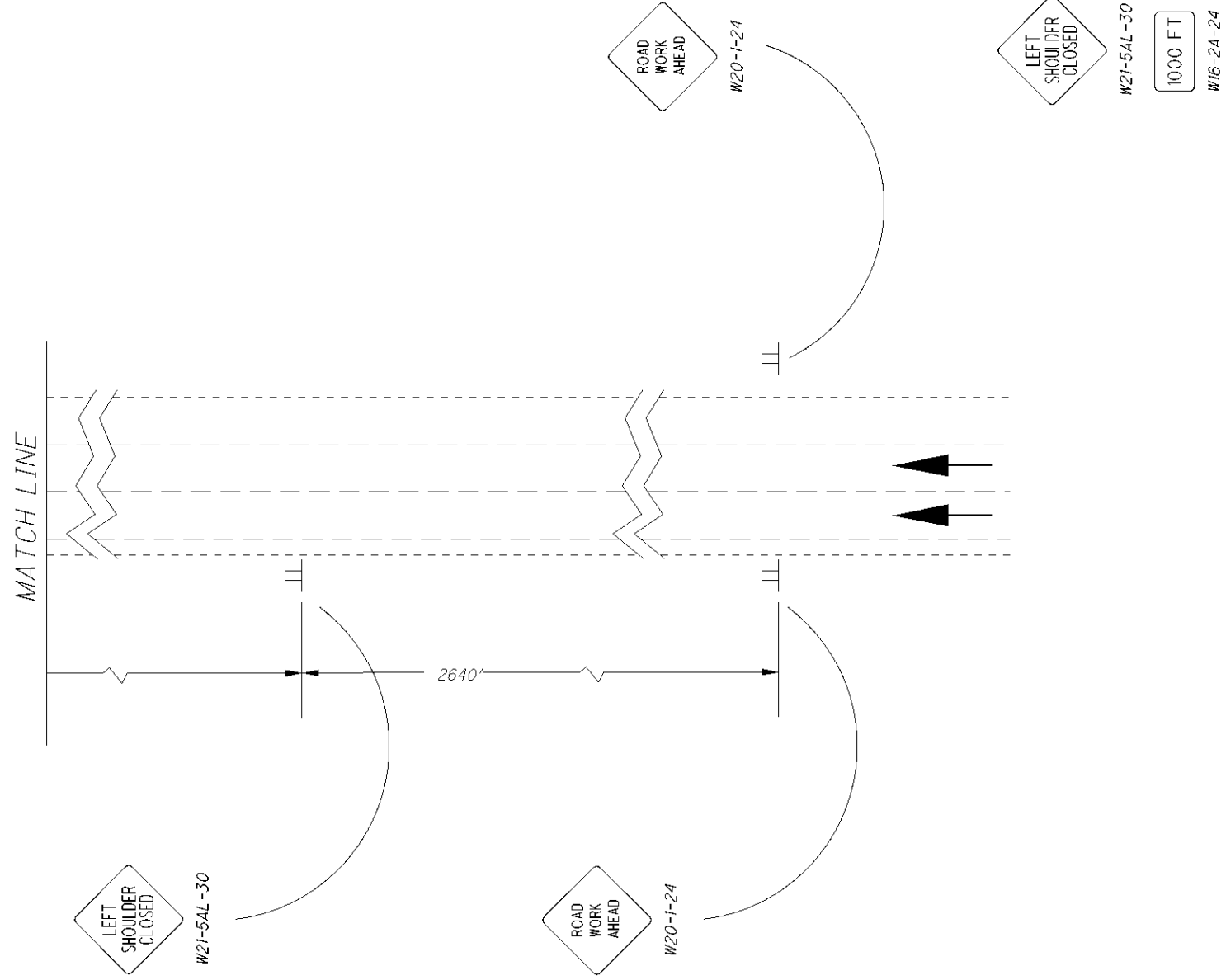
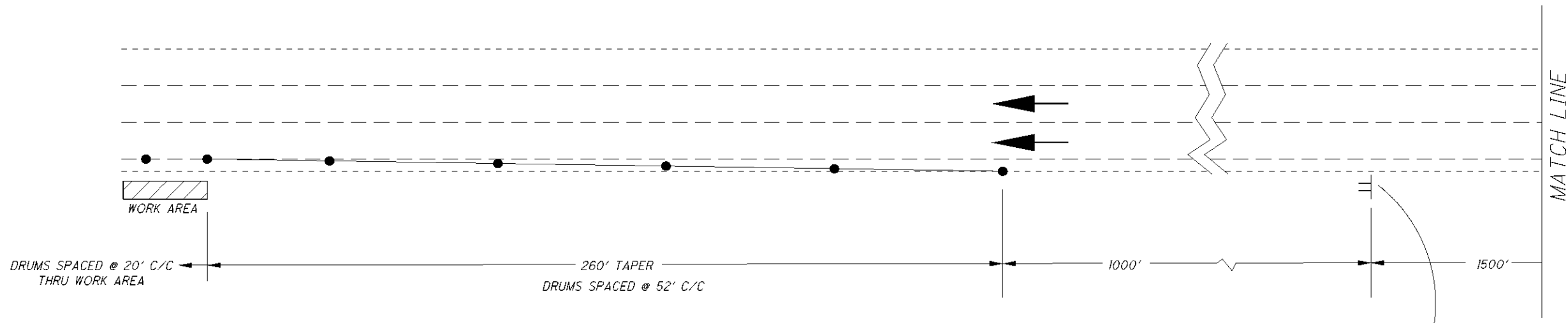
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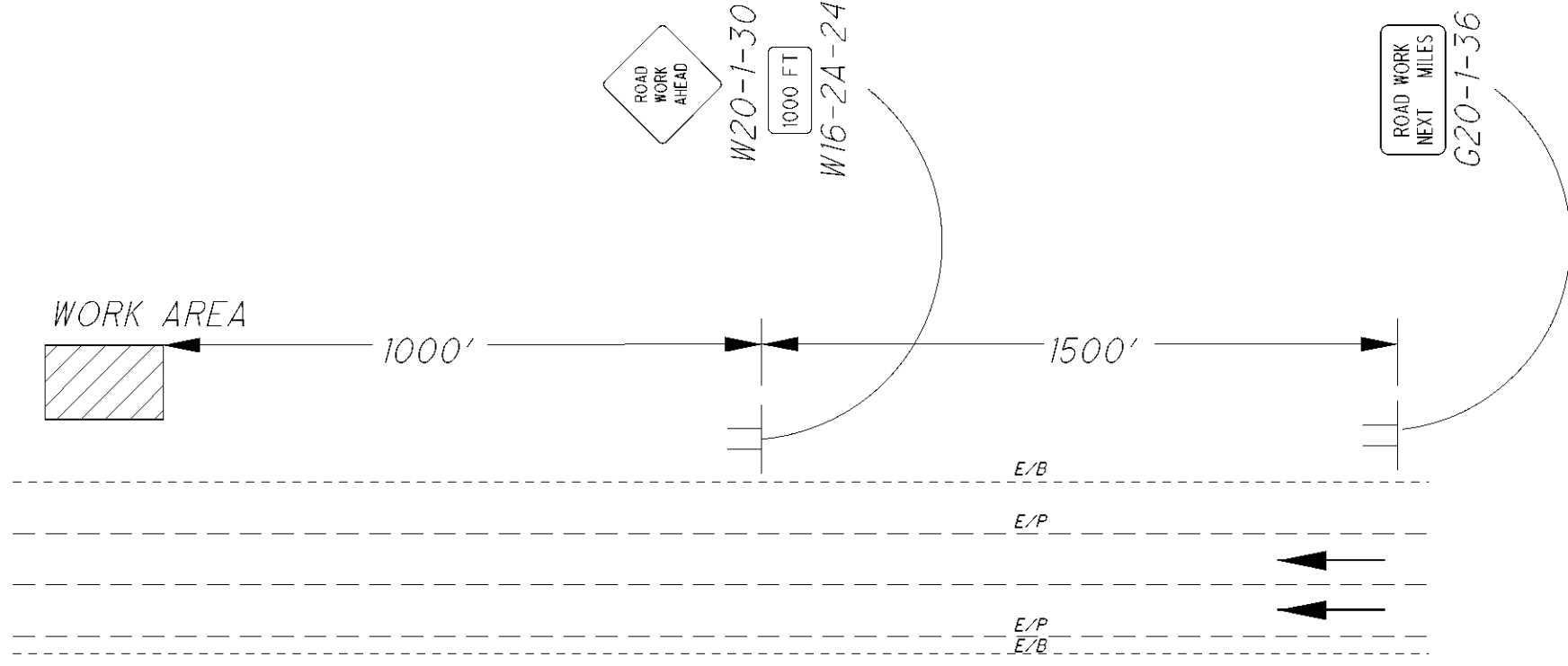
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GR-2012





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REF NO.	SHEET	STATION	SIDE	202	202	202	202	202	202	202	202	202	203	603	603	604	604	606	606	606	606	606	606	606	622														
				REMOVAL MISC: TENSION CABLE ANCHOR TERMINAL REMOVED	REMOVAL MISC: TENSION CABLE REMOVED	CATCH BASIN REMOVED	GUARDRAIL REMOVED FOR STORAGE, AS PER PLAN	GUARDRAIL REMOVED FOR STORAGE, BARRIER DESIGN, AS PER PLAN	CONCRETE BARRIER REMOVED	PIPE REMOVED, 24" AND UNDER	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE A	ANCHOR ASSEMBLY REMOVED FOR STORAGE, TYPE A, BARRIER DESIGN, AS PER PLAN	EMBANKMENT	15" CONDUIT, TYPE C	18" CONDUIT, TYPE C	CATCH BASIN, No. 4	CATCH BASIN, No. 2-2B	GUARDRAIL, MISC: TENSION CABLE ANCHOR ASSEMBLY	GUARDRAIL, MISC: TENSION CABLE WITH CONCRETE FOUNDATION LINE POST (SOCKETED)	GUARDRAIL, TYPE 5	GUARDRAIL, BARRIER DESIGN	ANCHOR ASSEMBLY, TYPE B	ANCHOR ASSEMBLY, TYPE E	ANCHOR ASSEMBLY, TYPE T	FLARED END SECTION	BRIDGE TERMINAL ASSEMBLY, TYPE I	IMPACT ATTENUATOR, TYPE I, BIDIRECTIONAL	CONCRETE BARRIER, TYPE D, AS PER PLAN	EA	FT	EA	FT	FT	FT	EA	EA	EA	EA
MONTGOMERY COUNTY																																							
LOC 1	14	SOUTHBOUND IR-75-21.45	RT							121											266.25				1		1		14										
LOC 2	14	SOUTHBOUND IR-75-21.65	RT							77.5											285				1		1		50										
LOC 3	15	SOUTHBOUND IR-75-21.79	RT							138.5											293.75				1		1		24										
LOC 4	15	NORTHBOUND IR-75-22.22	RT							139											93.75				1		1		14										
LOC 5	16	SOUTHBOUND IR-75-22.3	RT							140											100						1		14										
LOC 6	16	NORTHBOUND IR-75-22.44	RT							85											175						1		14										
LOC 7	17	NORTHBOUND IR-75-22.88	RT							138											87.5						1		14										
LOC 8	17	SOUTHBOUND IR-75-22.99	RT							135											106.25						1		14										
LOC 9	18	EASTBOUND IR-675-2.06	LT				21	189							1						50	12.5					1		1										
LOC 10	18	WESTBOUND IR-675-2.15	LT				23	189							1						50	12.5					1		1										
LOC 11	19	EASTBOUND IR-675-2.28	LT				10.5	190							1						25	50					1		1										
LOC 12	19	WESTBOUND IR-675-2.38	LT				20.75	178							1						25	50					1		1										
LOC 13	20	EASTBOUND IR-675-2.9	LT				25	185							1						43.75	37.5					1		1										
LOC 14	20	WESTBOUND IR-675-3.06	LT				37	53							1						25	12.5					1		1										
LOC 15	21	EASTBOUND IR-675-4.07	LT				31	52							1						25	12.5					1		1										
LOC 16	21	WESTBOUND IR-675-4.21	LT				39	53							1						25	12.5					1		1										
LOC 17	22	EASTBOUND IR-675-4.25	LT				72.5								1												1												
LOC 18	22	EASTBOUND IR-675-4.25	RT				42								1												1												
LOC 19	23	EB I-675 @ ALEX-BELL RD.	LT					113													25	43.75					1		1										
LOC 20	23	WB I-675 @ ALEX-BELL RD.	LT					113													25	62.5					1		1										
LOC 21	24	EB I-675 @ SR-48	LT					105.5													25	37.5					1		1										
LOC 22	24	WB I-675 @ SR-48	LT					105.5													25	62.5					1		1										
LOC 23	25	EB I-675 @ LOOP RD.	LT				1	107						78							25	43.75					1	1	1										
LOC 24	25	WB I-675 @ LOOP RD.	LT					107						78							25	50					1	1	1										
LOC 25	26	EB I-675 @ BIGGER RD.	LT					104						78							25	43.75					1	1	1										
LOC 26	26	WB I-675 @ BIGGER RD.	LT				1	105				10		78	22.5												1	1	1										
LOC 27	27	EB I-675 @ WILMINGTON PK.	LT					31	53.5						1						25	12.5					1		1										
LOC 28	28	WB I-675 @ WILMINGTON PK.	LT					98	52						1						25	12.5					1		1										
LOC 29	28	EB I-675 @ WILMINGTON PK.	RT					132							1						275						1												
MIAMI COUNTY																																							
LOC 30	29	NB IR-75 @ OFF-RAMP TO CR-25A	RT					112.5							1						181						1												
LOC 31	29	NB IR-75 MEDIAN @ R/R SOUTH OF CR-25A	LT						53						1							37.5					1		1										
LOC 32	30	SB IR-75 MEDIAN @ R/R SOUTH OF CR-25A	LT					21	54						1							37.5					1		1										
LOC 33	30	SB IR-75 RT @ CR-25A ON-RAMP 13.06	RT					117							1						175						1		1										
LOC 34	31	NB IR-75 RT. @ CR-25A ON-RAMP 13.07	RT					89							1						87						1		1										
LOC 35	31	NB IR-75 MEDIAN @ CR-25A 13.12	LT					50	53						1						87.5	25					1		1										
LOC 36	32	SB IR-75 MEDIAN @ NORTH OF MIAMI RIVER	LT					34	78						1						50	37.5					1		1										
LOC 37	32	SB IR-75 RT @ NORTH OF MIAMI RIVER 13.43	RT												1																								
TOTALS CARRIED TO GENERAL SUMMARY							3	1866.3	1432.5	974	20	6	1	14	312	22.5	50	2	2		2756.8	706.3	11	3	4	22	8	22	158										

ESTIMATED QUANTITIES

D07-GR-FY2012

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REF NO.	SHEET	STATION	SIDE	202	202	202	202	202	202	202	202	202	202	203	603	603	604	604	606	606	606	606	606	606	606	606	622	CALCULATED REB CHECKED	
				REMOVAL MISC.; TENSION CABLE ANCHOR TERMINAL EA	REMOVAL MISC.; TENSION CABLE REMOVED FT	CATCH BASIN REMOVED EA	GUARDRAIL REMOVED FOR STORAGE, AS PER PLAN FT	GUARDRAIL REMOVED FOR STORAGE, BARRIER DESIGN, AS PER PLAN FT	CONCRETE BARRIER REMOVED FT	PIPE REMOVED, 24" AND UNDER FT	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN EA	ANCHOR ASSEMBLY REMOVED, TYPE A EA	ANCHOR ASSEMBLY REMOVED FOR STORAGE, TYPE A, BARRIER DESIGN, AS PER PLAN EA	EMBANKMENT CU YD	15" CONDUIT, TYPE C FT	18" CONDUIT, TYPE C FT	CATCH BASIN, No. 4 EA	CATCH BASIN, No. 2-2B EA	GUARDRAIL, MISC.; TENSION CABLE ANCHOR ASSEMBLY EA	GUARDRAIL, MISC.; TENSION CABLE WITH CONCRETE FOUNDATION LINE POST (SOCKETED) FT	GUARDRAIL, TYPE 5 FT	GUARDRAIL, BARRIER DESIGN FT	ANCHOR ASSEMBLY, TYPE B EA	ANCHOR ASSEMBLY, TYPE E EA	ANCHOR ASSEMBLY, TYPE T EA	FLARED END SECTION EA	BRIDGE TERMINAL ASSEMBLY, TYPE I EA		IMPACT ATTENUATOR, TYPE I, BIDIRECTIONAL EA
MIAMI COUNTY (continued)																													
LOC 38	33	NB IR-75 MEDIAN @ TROY-PIOUA RD. 13.70	LT				191																						
LOC 39	33	SB IR-75 MEDIAN @ TROY-PIOUA RD. 13.76	LT				187.5																						
LOC 40	34	NB IR-75 MEDIAN @ TRIB. GREAT MIAMI 14.10	LT				25	53																					
LOC 41	34	SB IR-75 MEDIAN @ TRIB. GREAT MIAMI 14.13	RT																										
LOC 42	34	SB IR-75 RT. @ TRIB. GREAT MIAMI 14.15	LT																										
LOC 43	35	NB IR-75 LT. @ TRIB. GREAT MIAMI 14.16	LT																										
LOC 44	35	NB IR-75 RT. @ TRIB. GREAT MIAMI 14.20	RT																										
LOC 45	35	SB IR-75 MEDIAN @ TRIB. GREAT MIAMI 14.20	LT				23	53																					
LOC 46	36	NB IR-75 RT. @ B/O RAILROAD 14.42	RT				107																						
LOC 47	36	SB IR-75 RT. @ B/O RAILROAD 14.42	RT																										
LOC 48	37	NB IR-75 MEDIAN @ B/O RAILROAD 14.53	LT				25	53																					
LOC 49	37	SB IR-75 MEDIAN @ B/O RAILROAD 14.68	LT					53																					
LOC 50	38	NB IR-75 RT. @ B/O RAILROAD 14.74	RT				116																						
LOC 51	38	SB IR-75 RT. @ B/O RAILROAD 14.75	RT				95																						
LOC 52	39	NB IR-75 MEDIAN @ STATLER RD. 15.66	LT				194																						
LOC 53	39	SB IR-75 MEDIAN @ STATLER RD. 15.72	LT				196																						
LOC 54	40	NB IR-75 MEDIAN @ SR-36 16.69	LT				169																						
LOC 55	40	SB IR-75 MEDIAN @ SR-36 16.76	LT				169																						
LOC 56	41	NB IR-75 RT. @ SR-36 ON-RAMP 16.87	RT				10																						
LOC 57	41	SB IR-75 RT. @ SR-36 OFF-RAMP 16.94	RT				10																						
SHELBY COUNTY																													
LOC 58	42	NB IR-75 MEDIAN @ LOCK TWO RD. 18.49	LT					160																					
LOC 59	42	SB IR-75 MEDIAN @ LOCK TWO RD. 18.56	LT					161.5																					
LOC 60	43	NB IR-75 MEDIAN @ HULLS CREEK 18.77	LT				18	53																					
LOC 61	43	SB IR-75 MEDIAN @ HULLS CREEK 18.86	LT				13.5	52																					
LOC 62	44	NB IR-75 MEDIAN @ SR-219 19.49	LT					165																					
LOC 63	44	SB IR-75 MEDIAN @ SR-219 19.58	LT					157																					
LOC 64	45	NB IR-75 MEDIAN @ SOUTHLAND RD. 20.50	LT					163																					
AUGLAIZE COUNTY																													
LOC 65	45	SB IR-75 MEDIAN @ SOUTHLAND RD. 0.06	LT					166																					
LOC 66	46	NB IR-75 MEDIAN @ SANTA FE-NEW KNOXVILLE RD. 0.97	LT					165.5																					
LOC 67	46	SB IR-75 MEDIAN @ SANTA FE-NEW KNOXVILLE RD. 1.05	LT					157																					
LOC 68	47	NB IR-75 MEDIAN @ FREYBURG RD. 2.01	LT					165																					
LOC 69	47	SB IR-75 MEDIAN @ FREYBURG RD. 2.06	LT					162																					
LOC 70	48	NB IR-75 MEDIAN @ PUSHETA ROAD 3.01	LT					162																					
LOC 71	48	SB IR-75 MEDIAN @ PUSHETA CREEK 3.17	LT					78																					
LOC 71A	49	NB IR-75 MEDIAN @ OVERHEAD SIGN PROTECTION 4.76	LT					65																					
LOC 72	50	NB IR-75 MEDIAN @ US33 BRIDGE 4.93	LT					53																					
LOC 75	50	SB IR-75 MEDIAN @ RAILROAD BRIDGE 5.18	LT					52.5																					
TOTALS CARRIED TO GENERAL SUMMARY				3	102.5		1700.5	2350				10								4	50	419	1188	2	1	12	15	26	

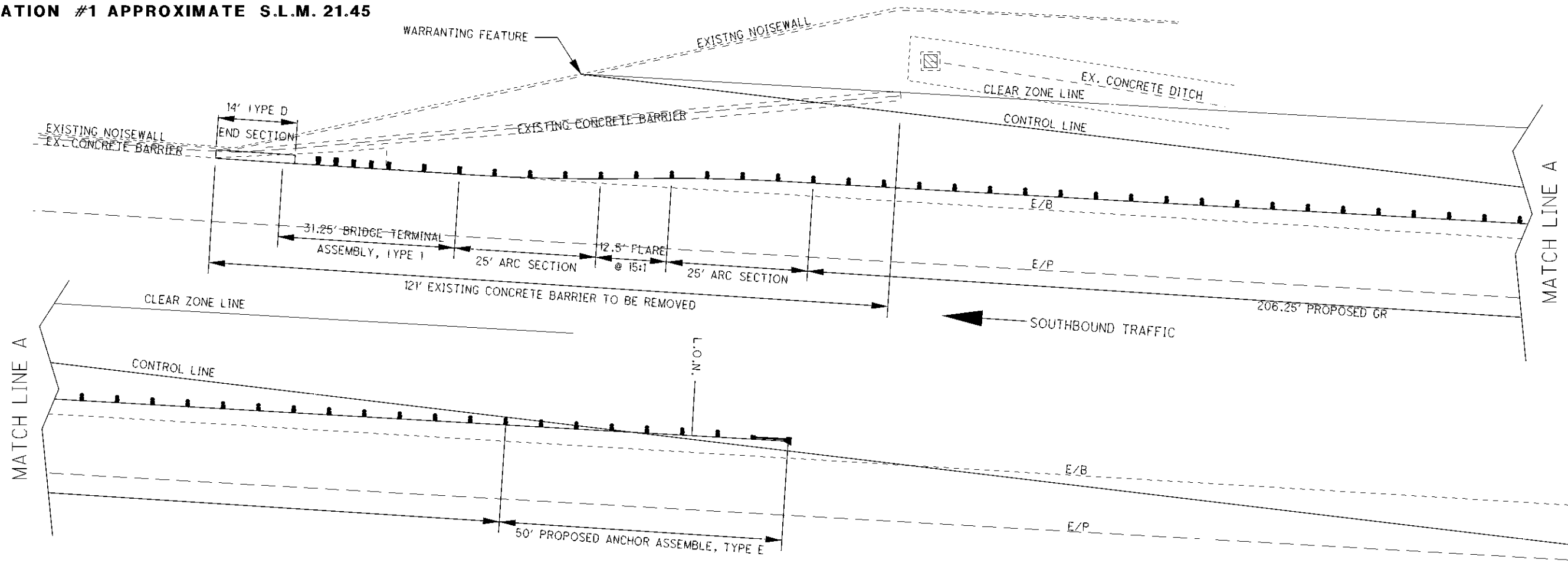
ESTIMATED QUANTITIES

D07-GR-FY2012

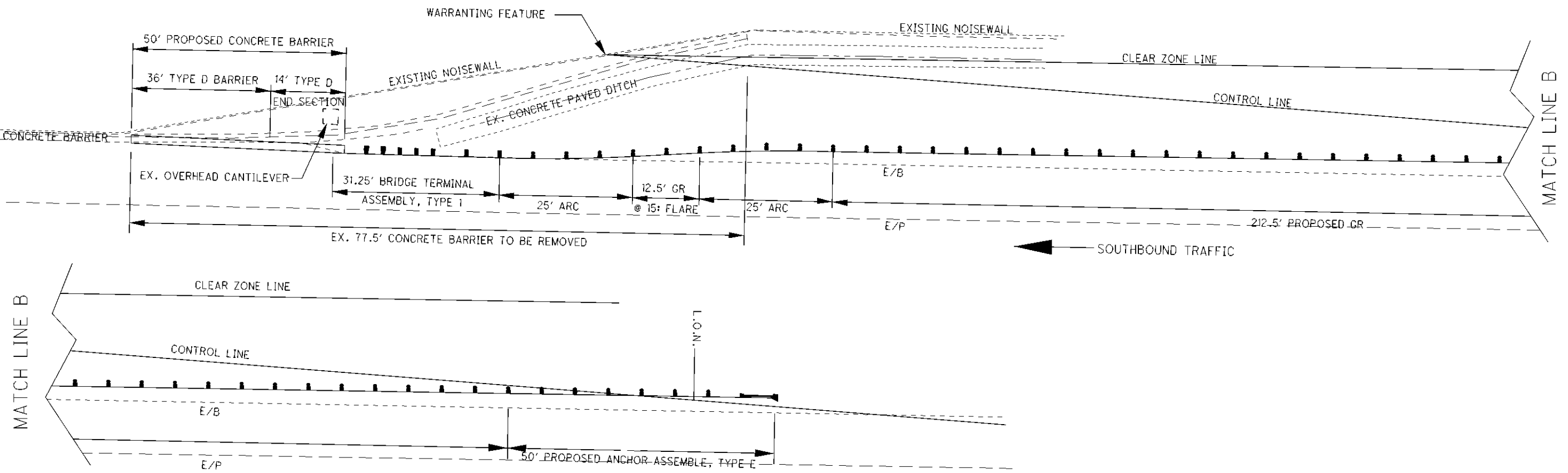
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58

REF NO.	SHEET	STATION	SIDE	202	202	202	202	202	202	202	202	202	203	603	603	604	604	606	606	606	606	606	606	606	606	622		
				REMOVAL MISC.; TENSION CABLE ANCHOR TERMINAL	REMOVAL MISC.; TENSION CABLE REMOVED	CATCH BASIN REMOVED	GUARDRAIL REMOVED FOR STORAGE, AS PER PLAN	GUARDRAIL REMOVED FOR STORAGE, BARRIER DESIGN, AS PER PLAN	CONCRETE BARRIER REMOVED	PIPE REMOVED, 24" AND UNDER	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE A	ANCHOR ASSEMBLY REMOVED FOR STORAGE, TYPE A, BARRIER DESIGN, AS PER PLAN	EMBANKMENT	15" CONDUIT, TYPE C	18" CONDUIT, TYPE C	CATCH BASIN, No. 4	CATCH BASIN, No. 2-2B	GUARDRAIL, MISC.; TENSION CABLE ANCHOR ASSEMBLY	GUARDRAIL, MISC.; TENSION CABLE WITH CONCRETE FOUNDATION LINE POST (SOCKETED)	GUARDRAIL, TYPE 5	GUARDRAIL, BARRIER DESIGN	ANCHOR ASSEMBLY, TYPE B	ANCHOR ASSEMBLY, TYPE E	ANCHOR ASSEMBLY, TYPE T	FLARED END SECTION	BRIDGE TERMINAL ASSEMBLY, TYPE I	IMPACT ATTENUATOR, TYPE I, BIDIRECTIONAL
AUG. CO. (continued)				EA	FT	EA	FT	FT	FT	EA	EA	EA	CU YD	FT	FT	EA	EA	EA	FT	FT	FT	EA	EA	EA	EA	EA	EA	FOOT
LOC 73	51	SB IR-75 MEDIAN @ US33 BRIDGE 5.06	LT					44																				
LOC 74	51	NB IR-75 MEDIAN @ R/R BRIDGE 5.08	LT					26.5																				
LOC 76	52	NB IR-75 MEDIAN @ WAPAK-FISHER RD. 5.38	LT	1	261			191										1	224						1	1		
LOC 77	52	SB IR-75 MEDIAN @ WAPAK-FISHER RD. 5.46	LT	1	90			192										1	115						1	1		
LOC 77A	53	SB IR-75 MEDIAN @ OVERHEAD SIGN 5.69	LT	2	190			65										2										
LOC 78	54	NB IR-75 MEDIAN @ MIDDLE PIKE 6.02	LT	1	221			12.5	187									1	215	12.5					1	1		
LOC 79	54	SB IR-75 MEDIAN @ MIDDLE PIKE 6.08	LT	1	236			12.5	187									1	222	12.5					1	1		
LOC 80	55	NB IR-75 MEDIAN @ SR-67 7.13	LT	1	268			191										1	243							1		
LOC 81	55	SB IR-75 MEDIAN @ SR-67 7.21	LT	1	380			190										1	334							1		
LOC 82	56	NB IR-75 MEDIAN @ HENGSTLER RD. 8.69	LT	1	2.5			189										1	201	12.5					1	1		
LOC 83	56	SB IR-75 MEDIAN @ HENGSTLER RD. 8.77	LT	1				187.5										1	240	12.5					1	1		
LOC 84	57	NB IR-75 MEDIAN @ BUCKLAND-HOLDEN RD. 10.39	LT	1				191										1	133	12.5					1	1		
LOC 85	57	SB IR-75 MEDIAN @ BUCKLAND-HOLDEN RD. 10.48	LT	1			3.5	187										1	252	12.5					1	1		
TOTALS CARRIED TO GENERAL SUMMARY				12	1648.5		116	2028						13				12	2179	75		1381			8	10		

LOCATION #1 APPROXIMATE S.L.M. 21.45



LOCATION #2 APPROXIMATE S.L.M. 21.65



CALCULATED
REB
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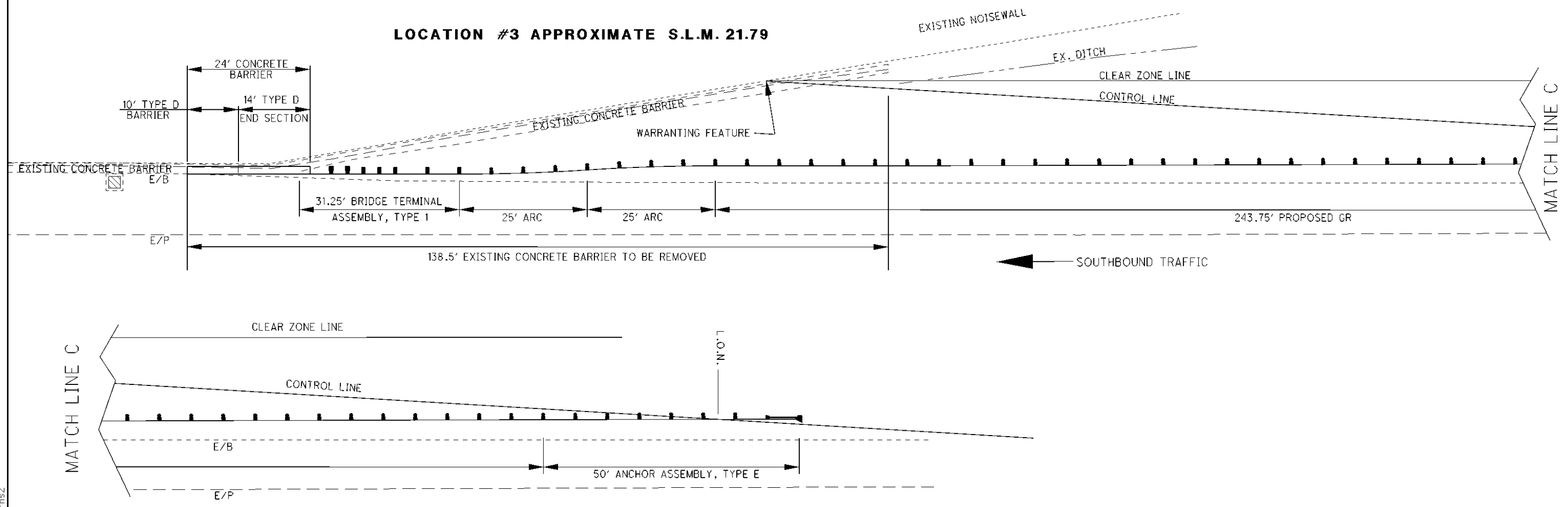
MOT-75-SOUTHBOUND
LOCATIONS 1 & 2

D07-GR-FY2012

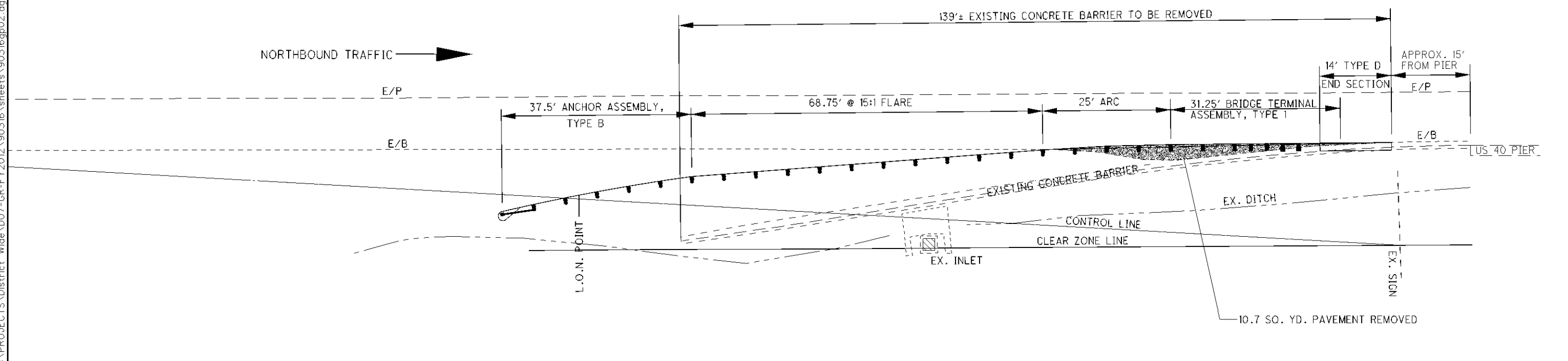
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LOCATION #3 APPROXIMATE S.L.M. 21.79



LOCATION #4 APPROXIMATE S.L.M. 22.22

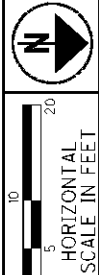


CALCULATED
REB
CHECKED

MOT-75-SOUTHBOUND- LOCATION 3
MOT-75-NORTHBOUND - LOCATION 4

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58



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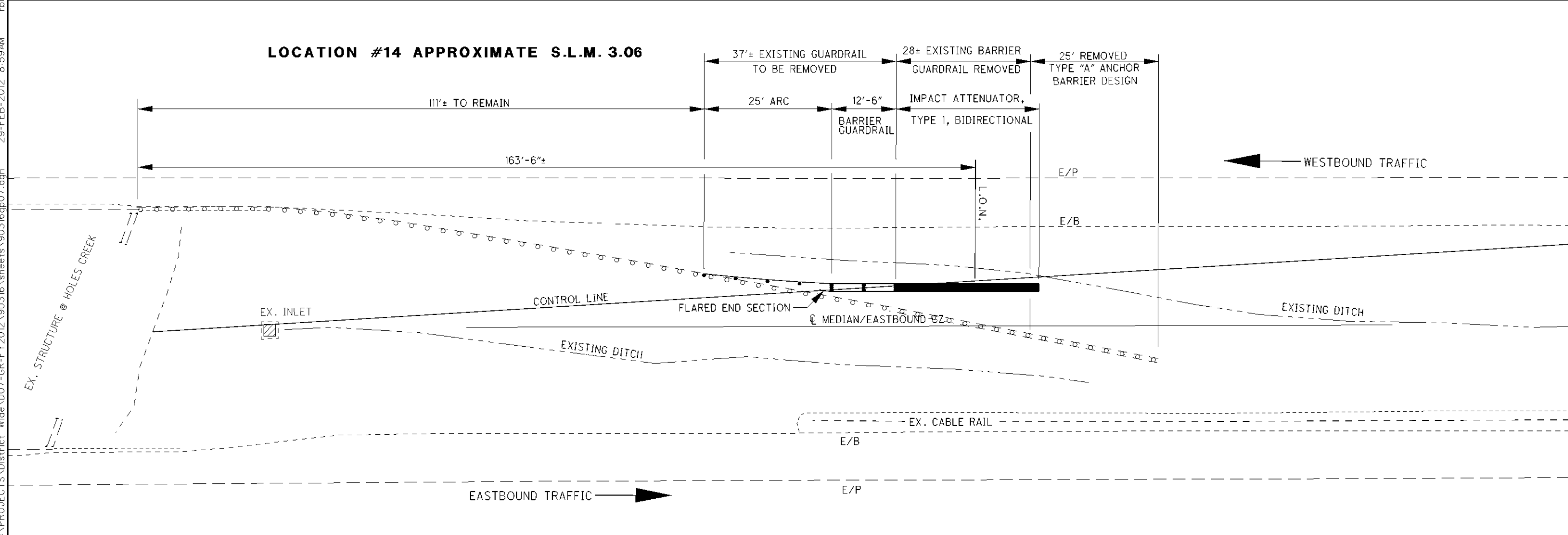
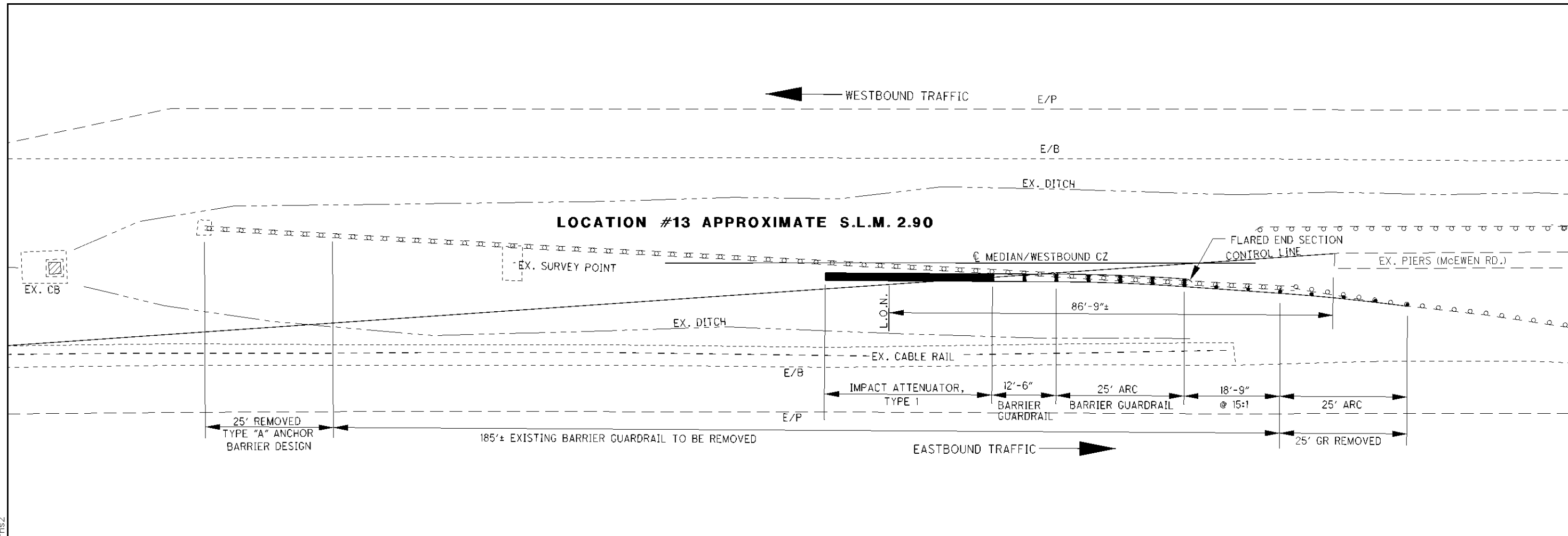


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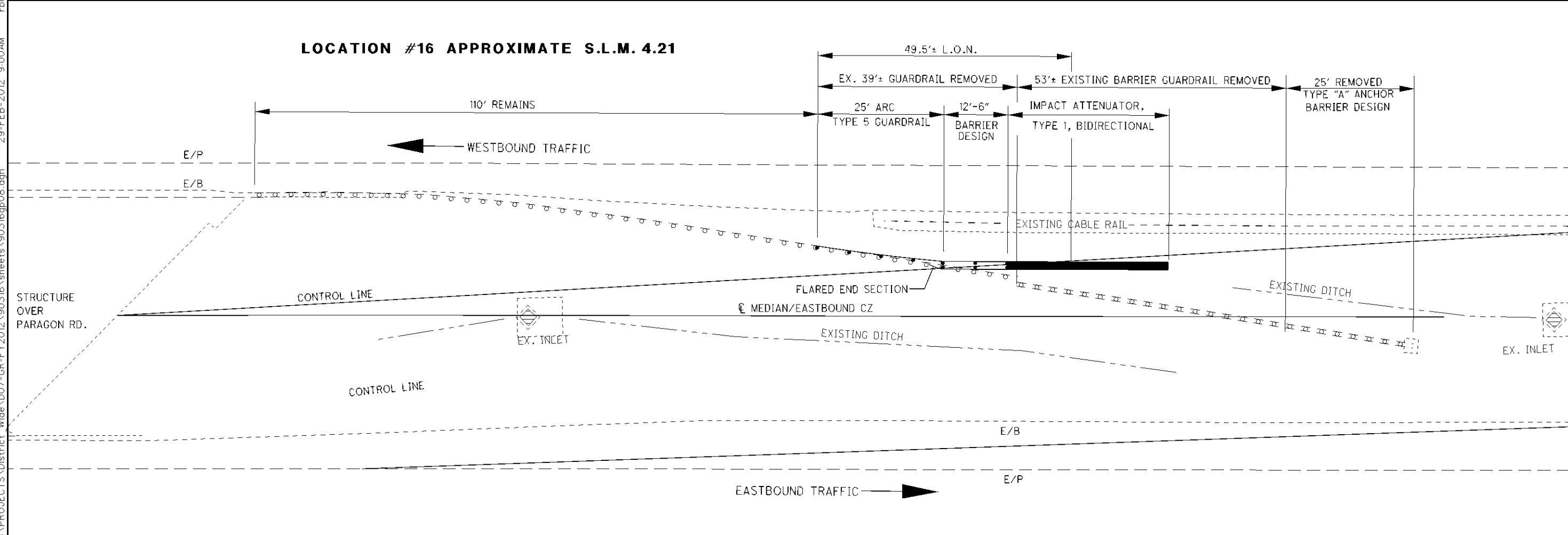
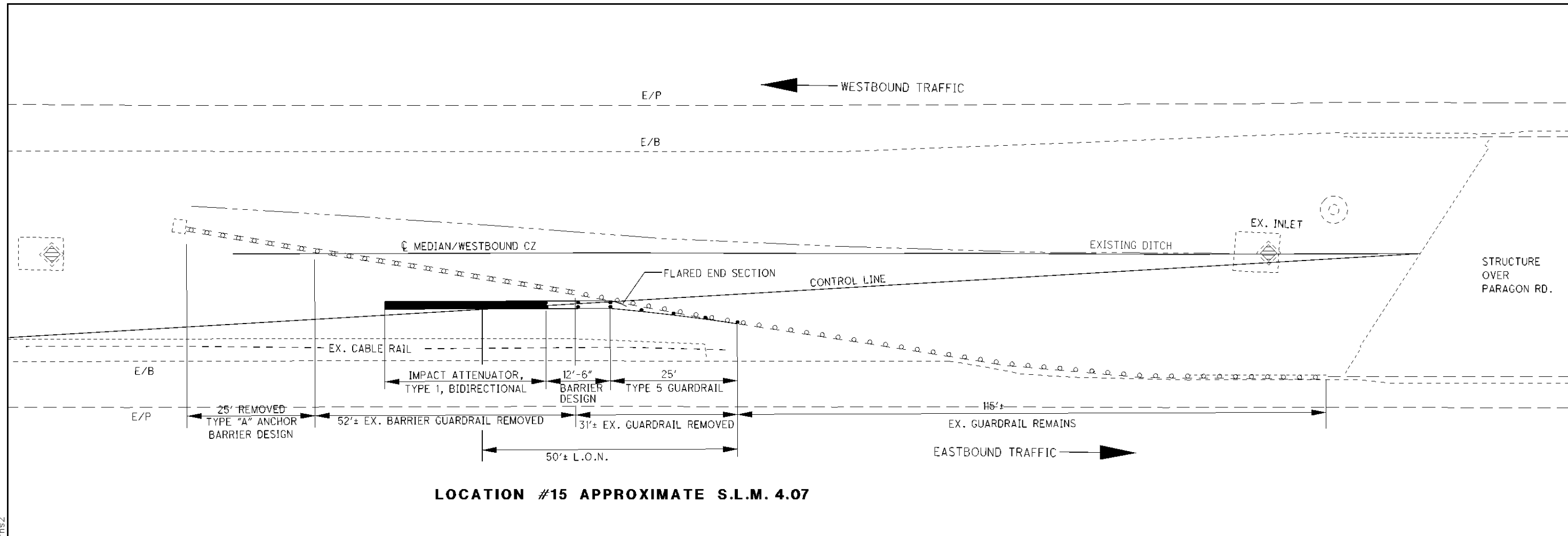
MOT-675 * MCEWEN ROAD / HOLES CREEK
MEDIAN PROTECTION - LOCATIONS 13 & 14

D07-GR-FY2012

20
58



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MOT-675 * PARAGON ROAD - MEDIAN PROTECTION LOCATIONS 15 & 16

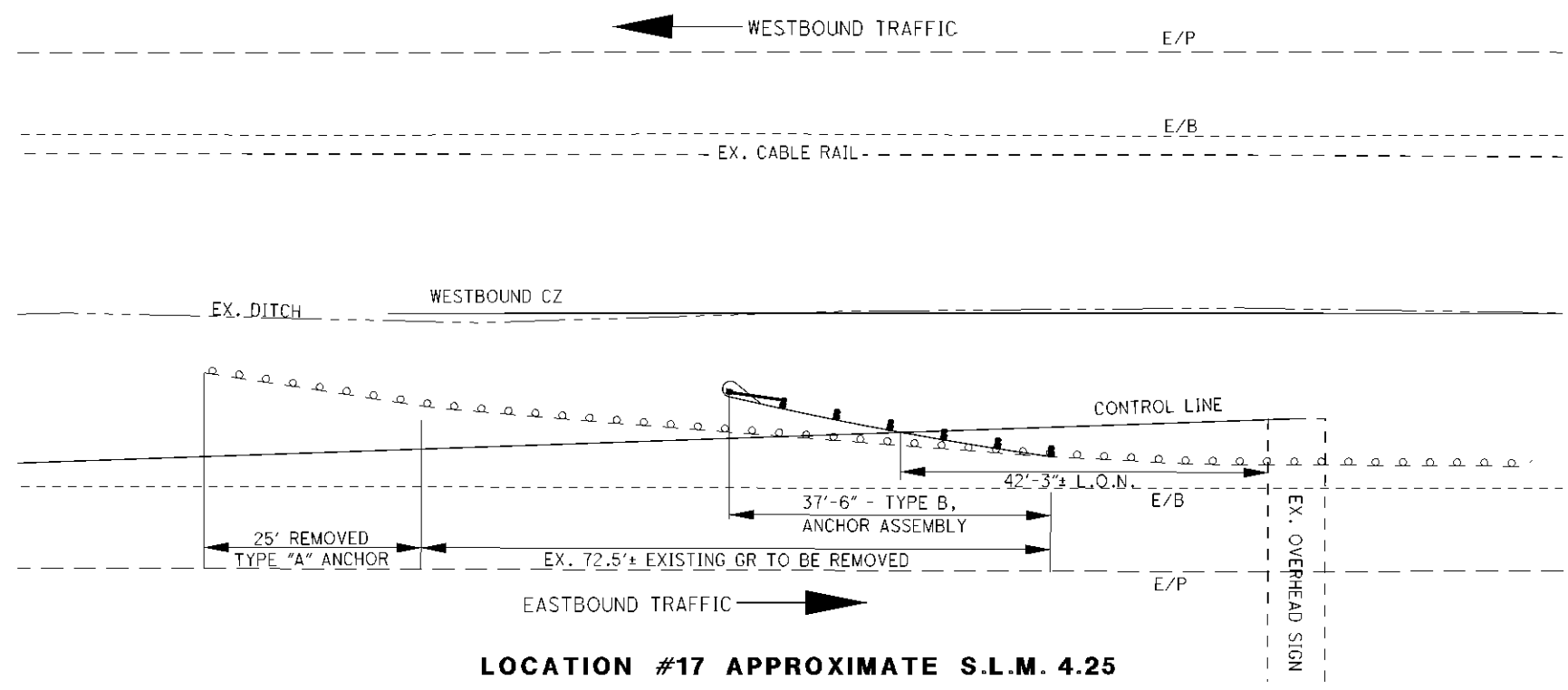
D07-GR-FY2012

21
58

CALCULATED
 REB
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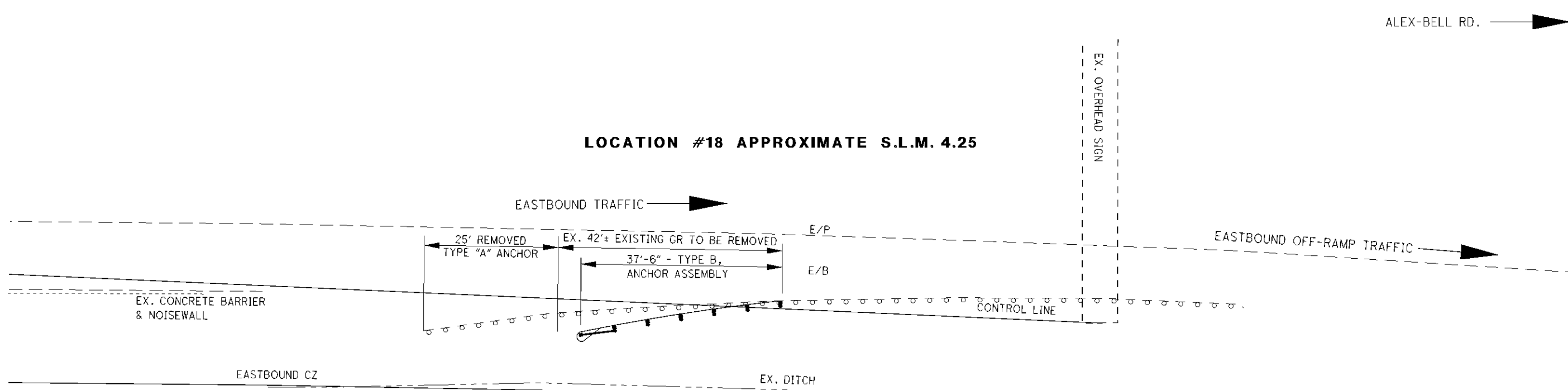
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 HORIZONTAL
 SCALE IN FEET

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LOCATION #17 APPROXIMATE S.L.M. 4.25

ALEX-BELL RD. →



LOCATION #18 APPROXIMATE S.L.M. 4.25

ALEX-BELL RD. →

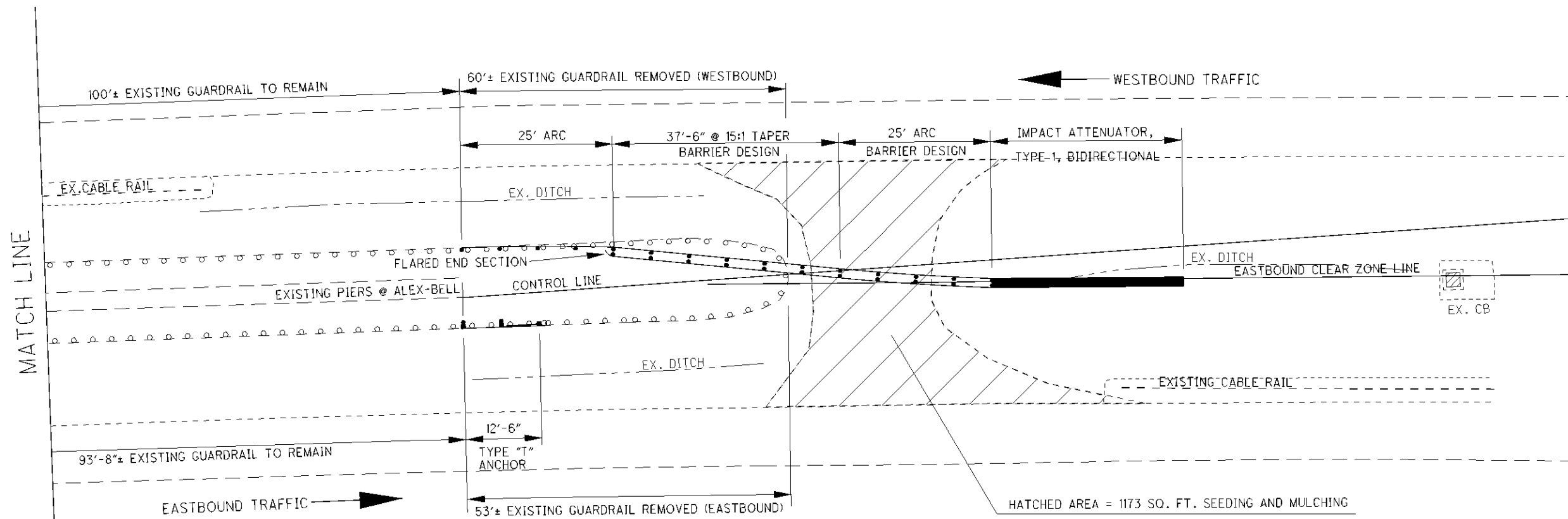
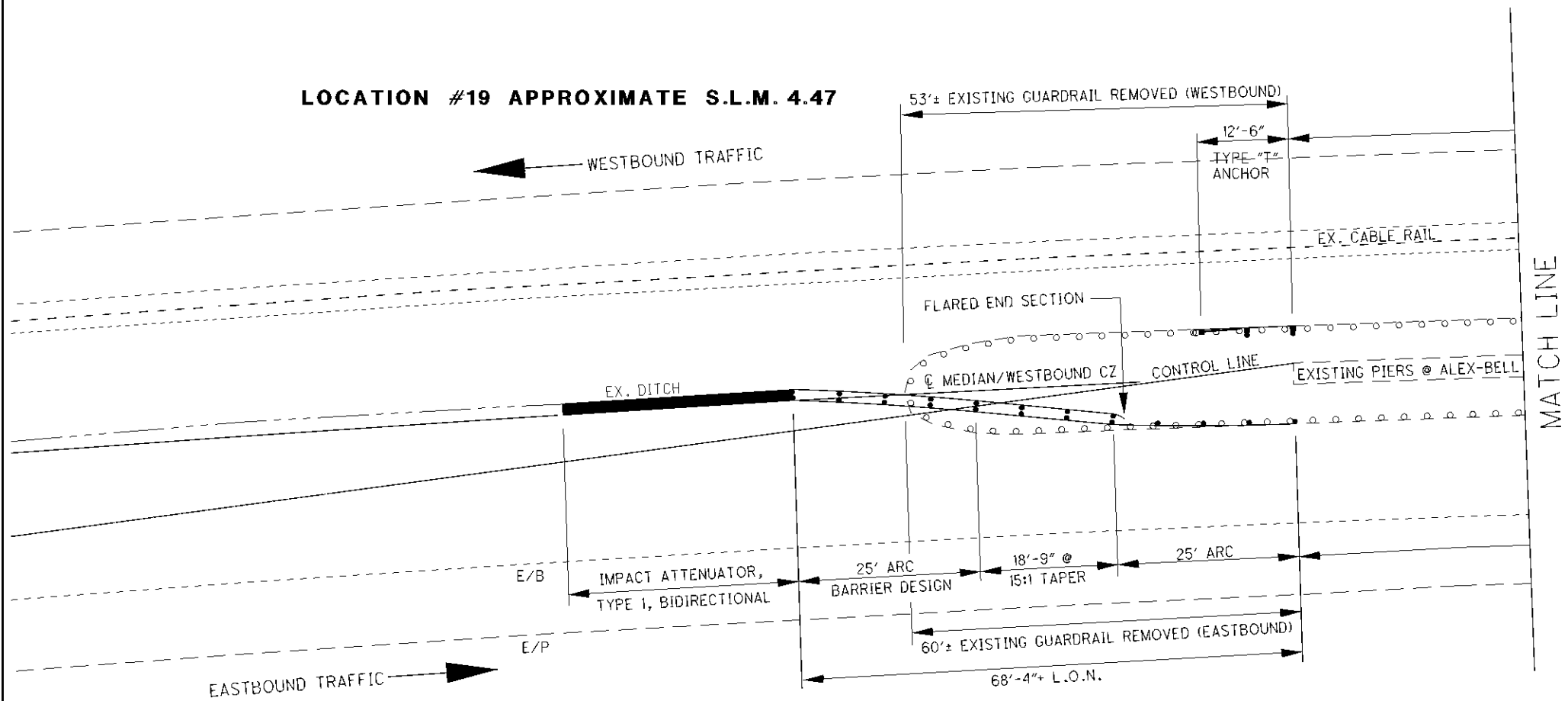
CALCULATED
REB
CHECKED

HORIZONTAL SCALE IN FEET

MOT-675-OVERHEAD SIGN PROTECTION EASTBOUND LOCATIONS 17 & 18

D07-GR-FY2012

LOCATION #19 APPROXIMATE S.L.M. 4.47



HATCHED AREA = 1173 SQ. FT. SEEDING AND MULCHING

LOCATION #20 APPROXIMATE S.L.M. 4.51

CALCULATED
REB
CHECKED

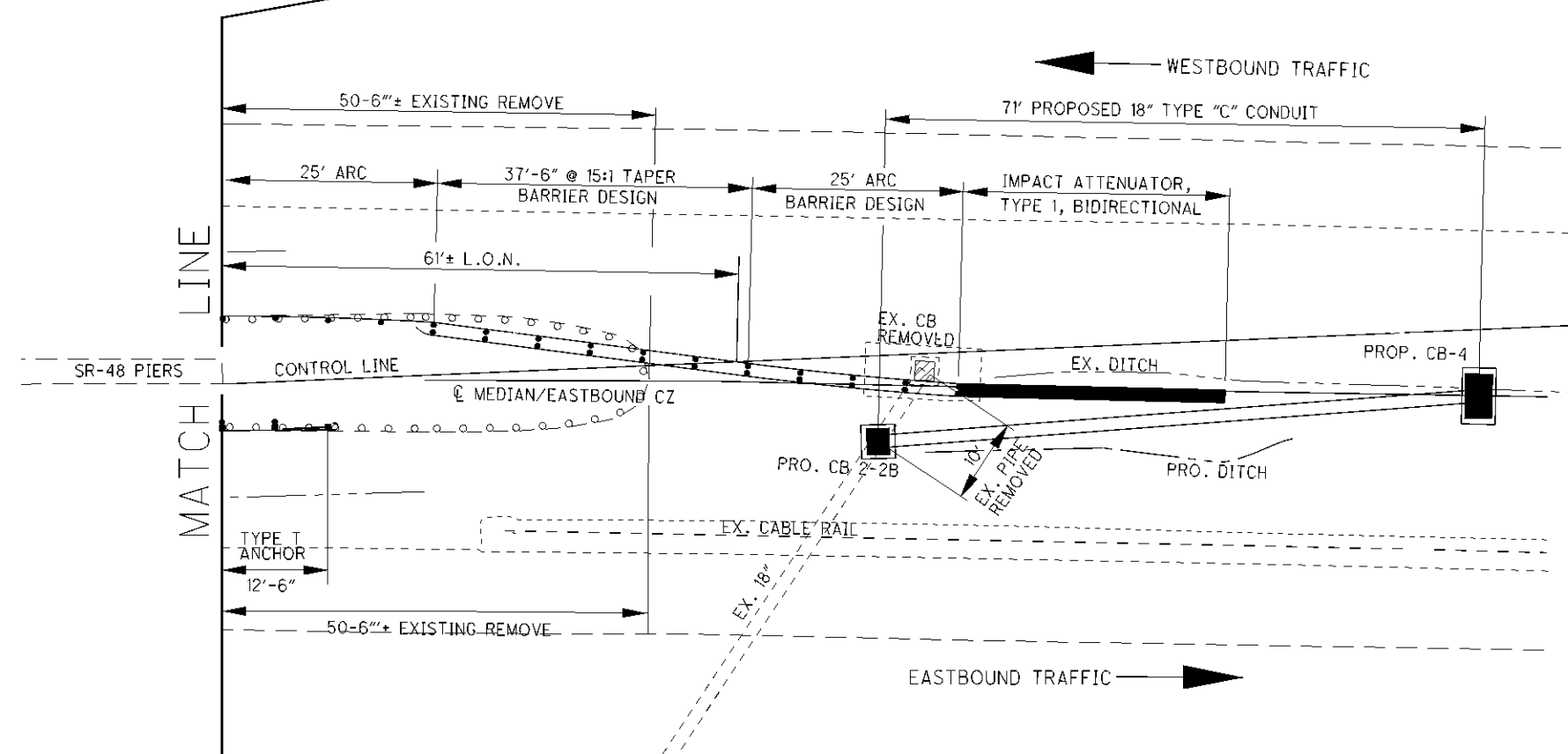
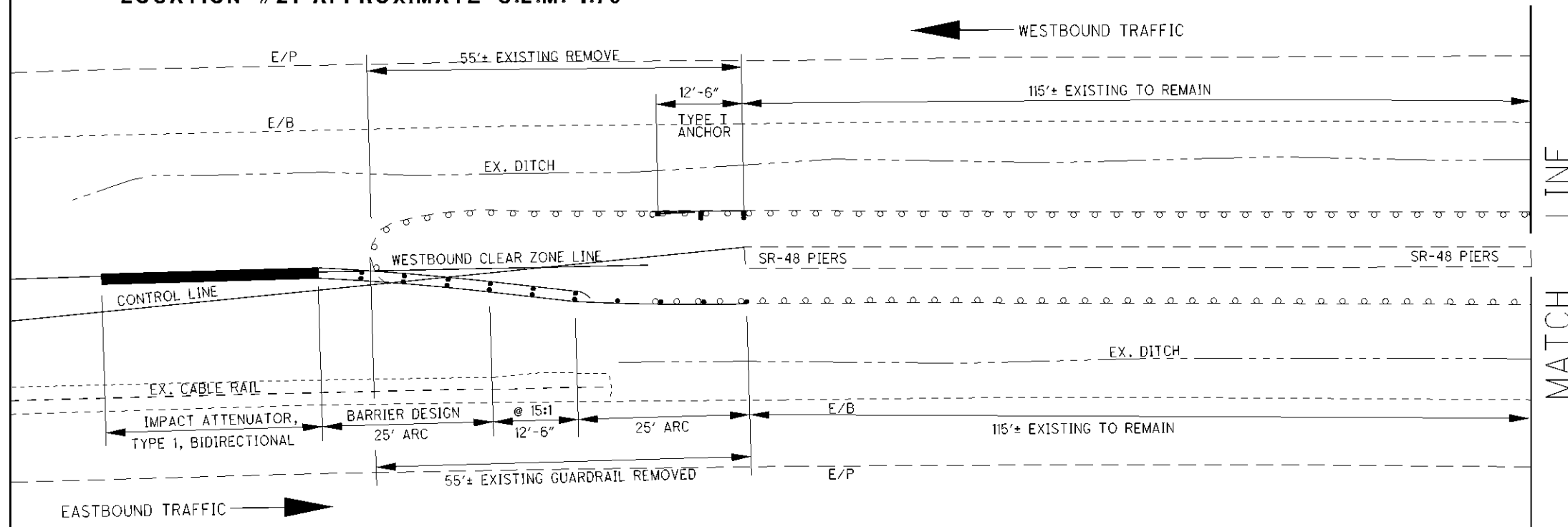
HORIZONTAL SCALE IN FEET

**MOT-675-PIER PROTECTION * ALEX-BELL
EAST & WESTBOUND LOCATIONS 19 & 20**

D07-GR-FY2012

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LOCATION #21 APPROXIMATE S.L.M. 4.79



LOCATION #22 APPROXIMATE S.L.M. 4.83



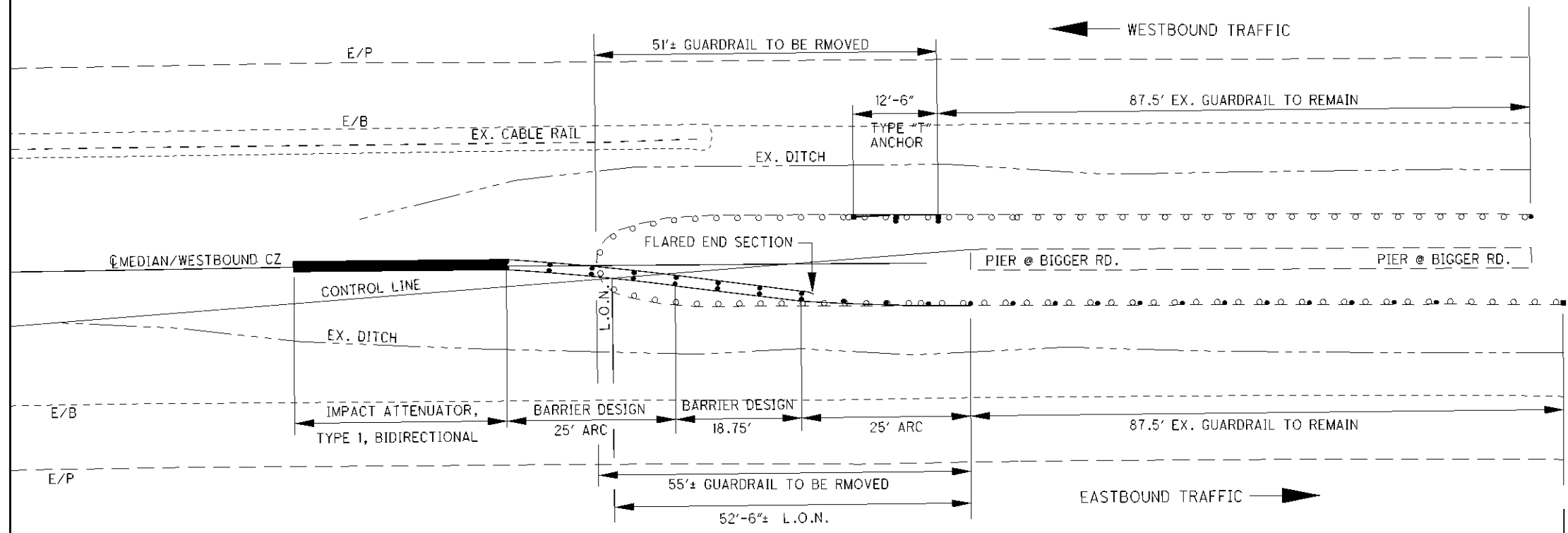
CALCULATED
REB
CHECKED

**MOT-675-PIER PROTECTION * SR-48
EAST & WESTBOUND LOCATIONS 21 & 22**

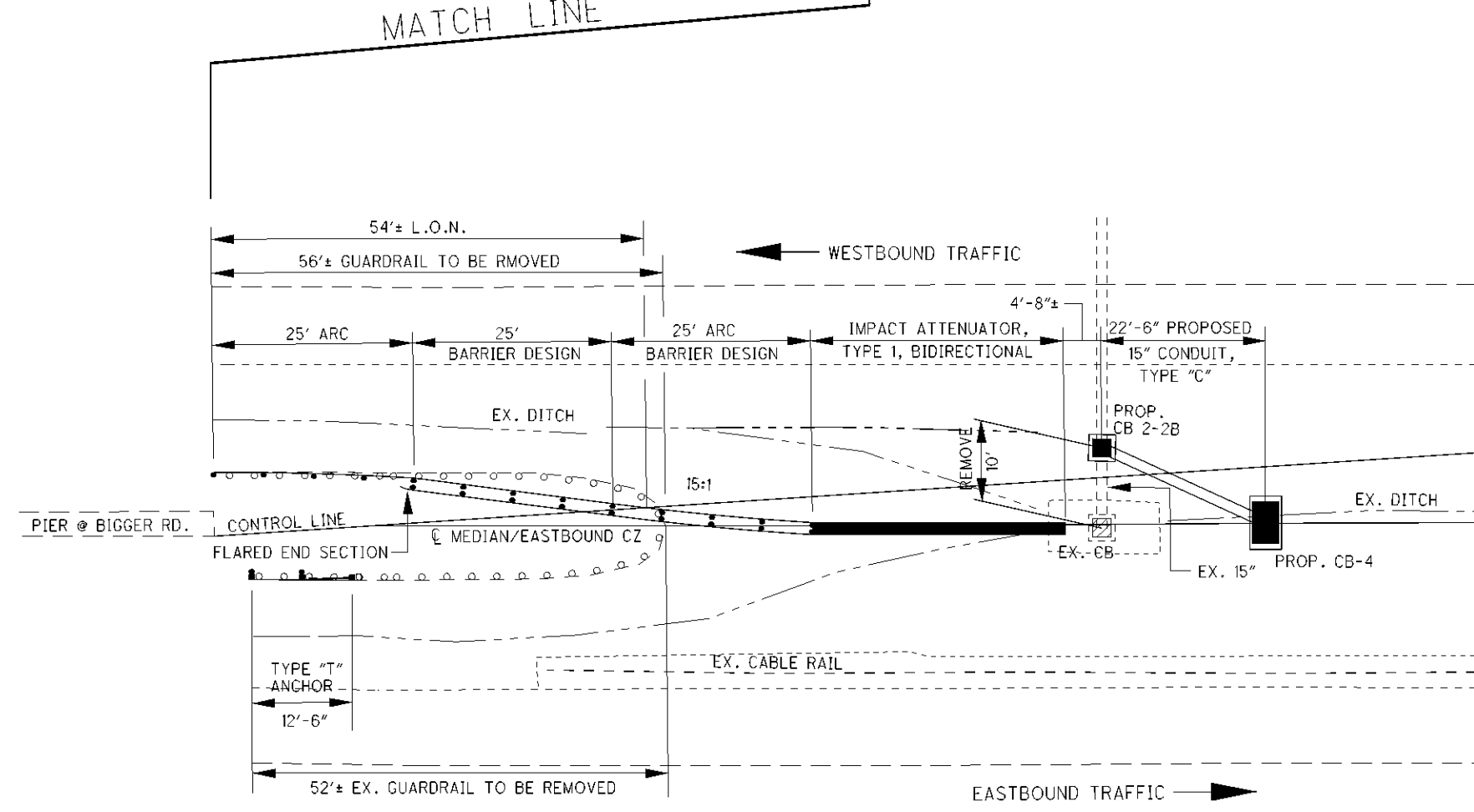
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LOCATION #25 APPROXIMATE S.L.M. 6.47



MATCH LINE



LOCATION #26 APPROXIMATE S.L.M. 6.49

CALCULATED
REB
CHECKED

0 5 10 20
HORIZONTAL SCALE IN FEET

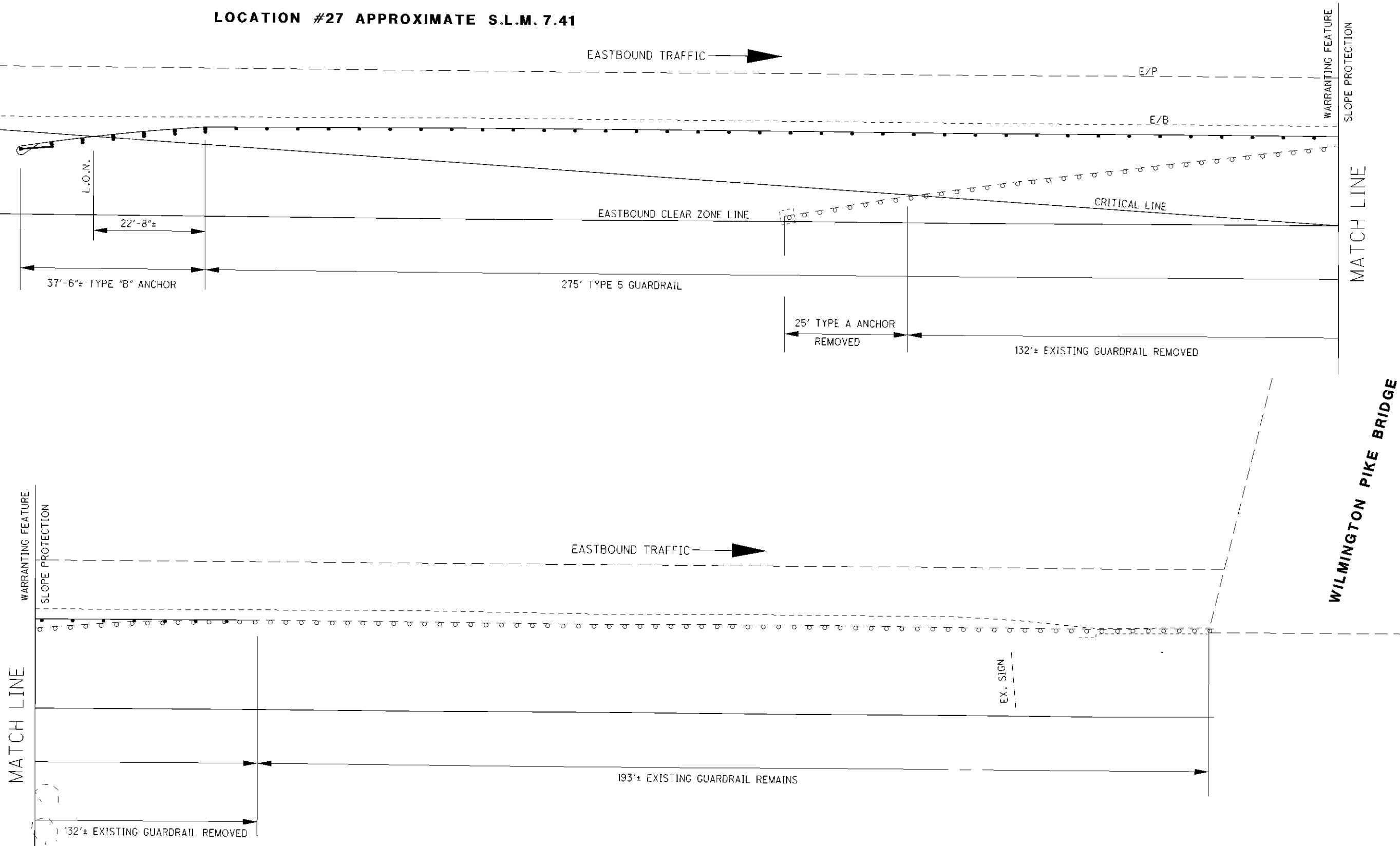
MOT-675-PIER PROTECTION * BIGGER ROAD
EAST & WESTBOUND LOCATIONS 25 & 26

D07-GR-FY2012

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LOCATION #27 APPROXIMATE S.L.M. 7.41



CALCULATED
REB
CHECKED

0 5 10 20
HORIZONTAL
SCALE IN FEET

2

MOT-675-BRIDGE PROTECTION * WILMINGTON PK.
EASTBOUND LOCATION 29

D07-GR-FY2012

27
58

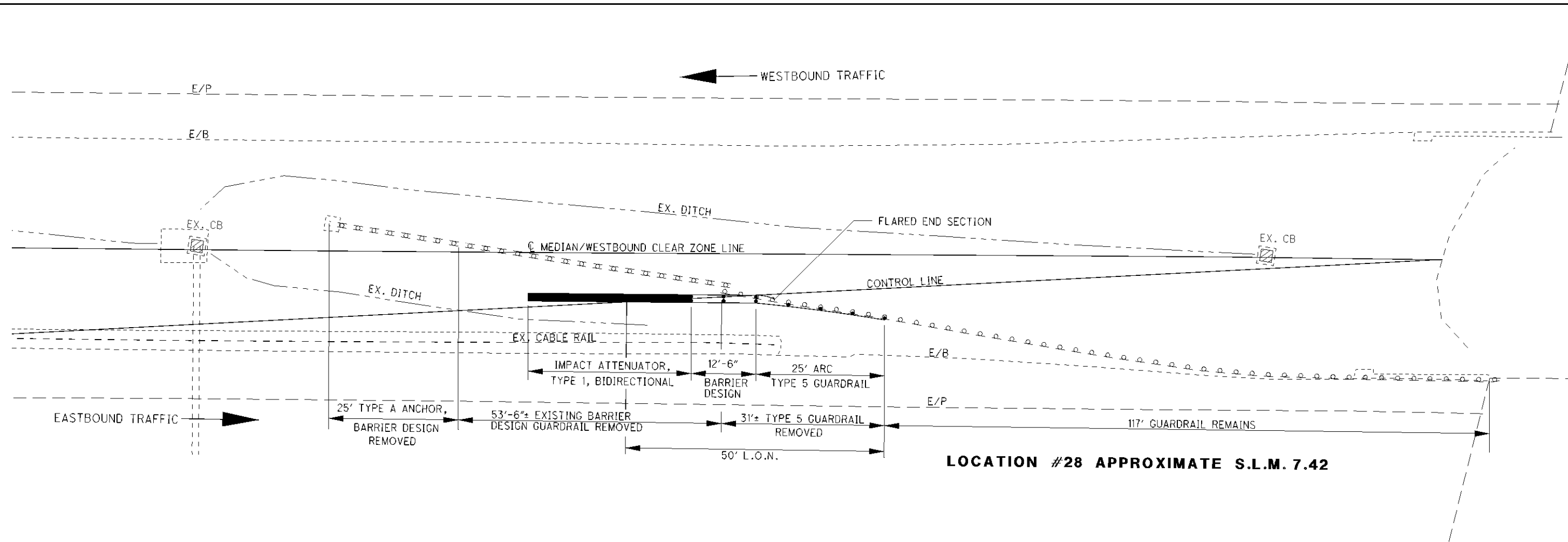
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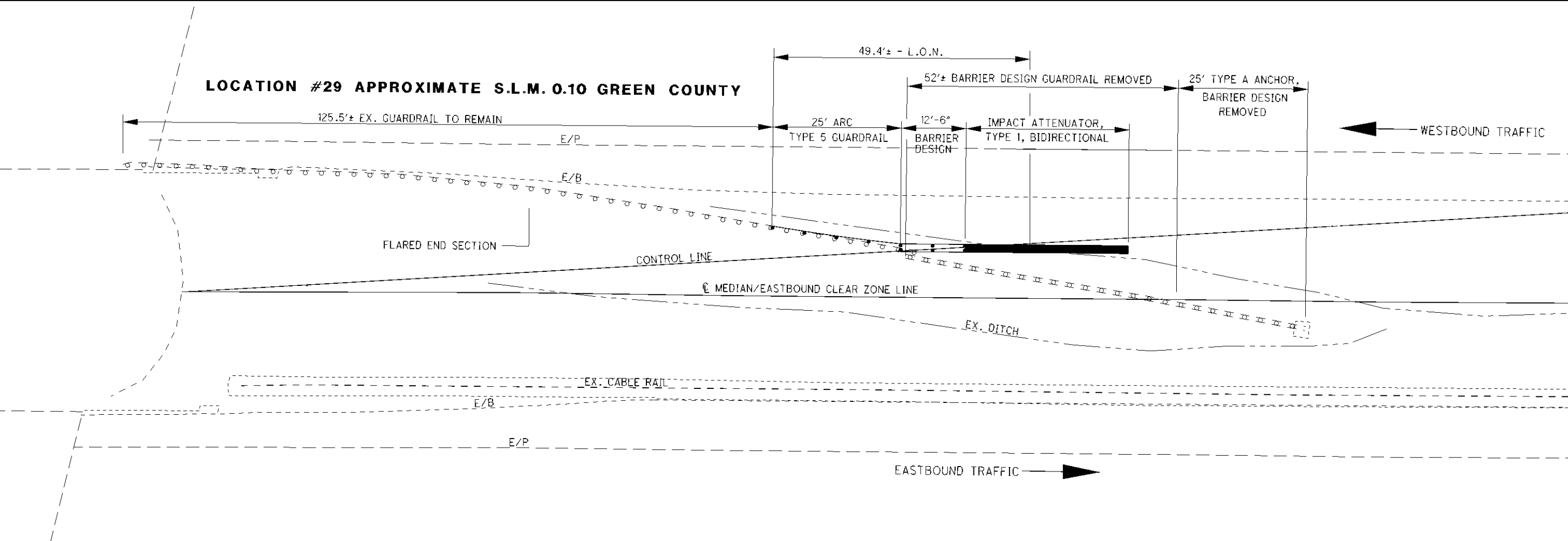
CALCULATED
REB
CHECKED

MOT-675-BRIDGE PROTECTION * WILMINGTON PK.
EAST & WESTBOUND LOCATIONS 27 & 28

D07-GR-FY2012

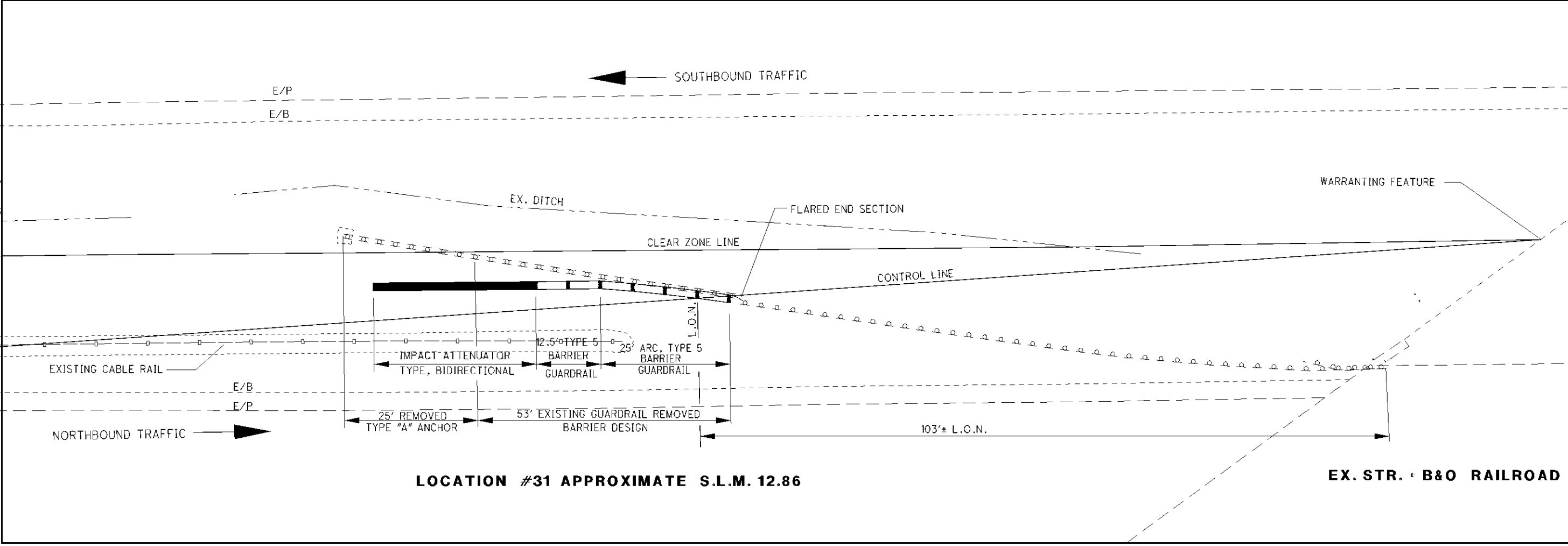
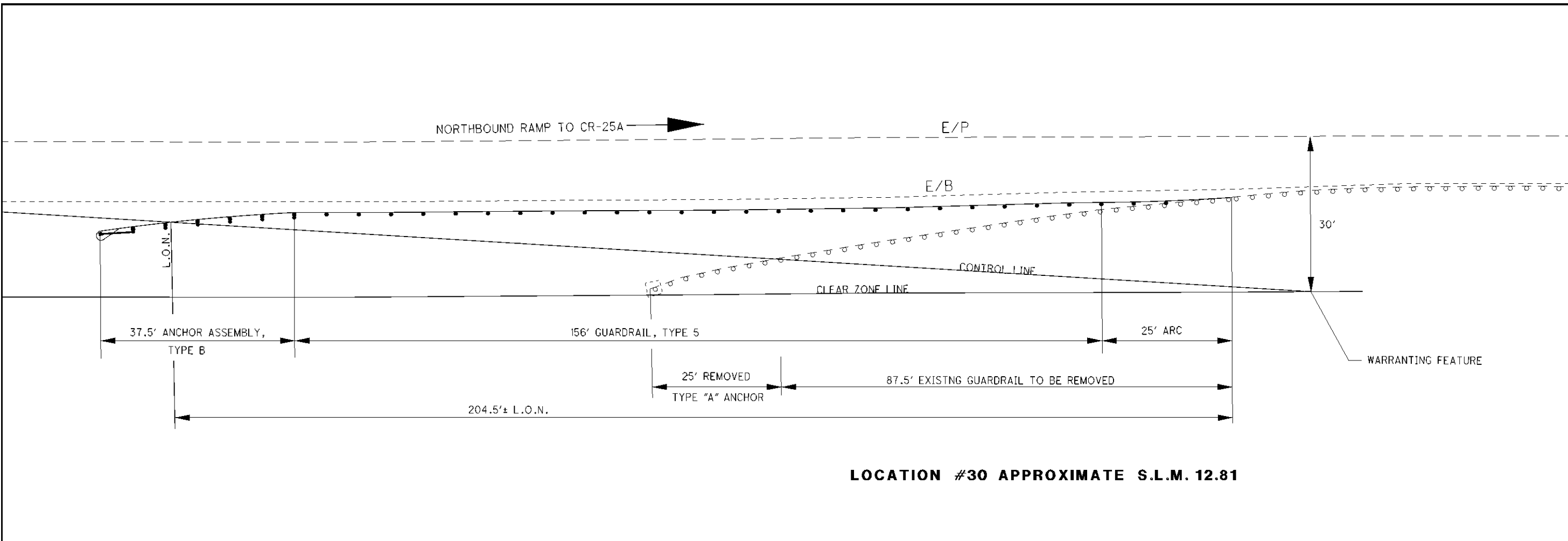


LOCATION #28 APPROXIMATE S.L.M. 7.42



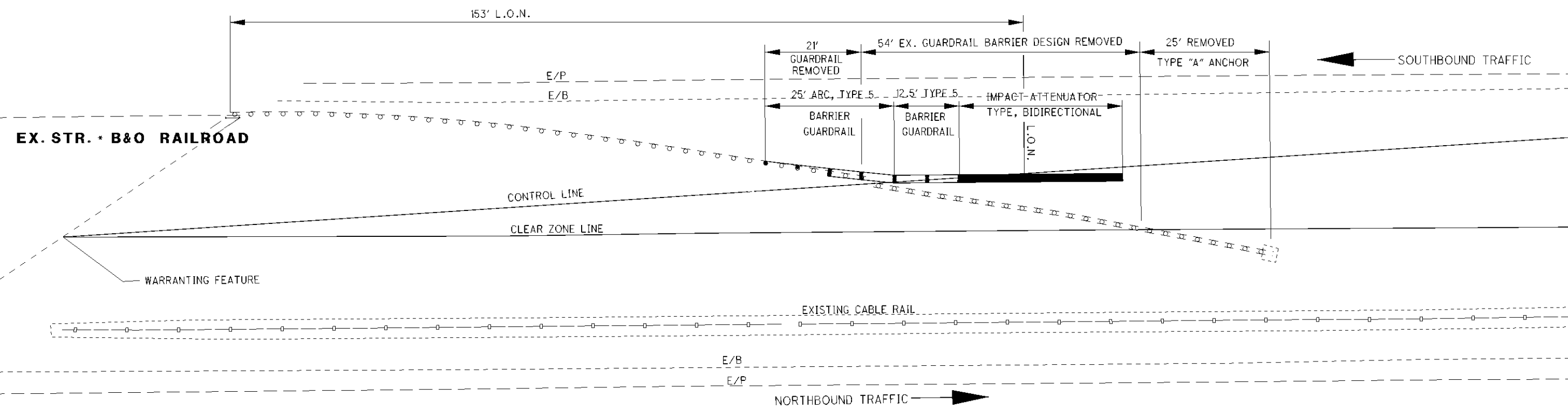
LOCATION #29 APPROXIMATE S.L.M. 0.10 GREEN COUNTY

N	
HORIZONTAL SCALE IN FEET 0 5 10 20	
CALCULATED	REB
CHECKED	
MIA-75 * B&O RAILROAD NORTH OF TROY	
LOCATIONS 30 & 31	
D07-GR-FY2012	
29	
58	



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LOCATION #32 APPROXIMATE S.L.M. 13.01



0 10 20

HORIZONTAL SCALE IN FEET

CALCULATED

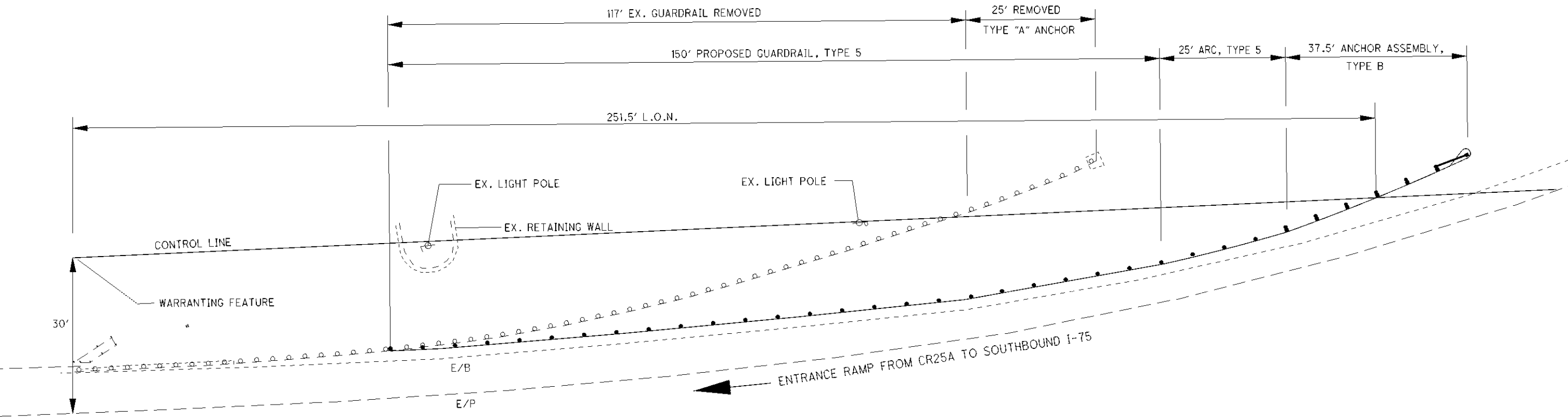
REB

CHECKED

MIA-75 * B&O RAILROAD / CR25A NORTH OF TROY

LOCATIONS 32 & 33

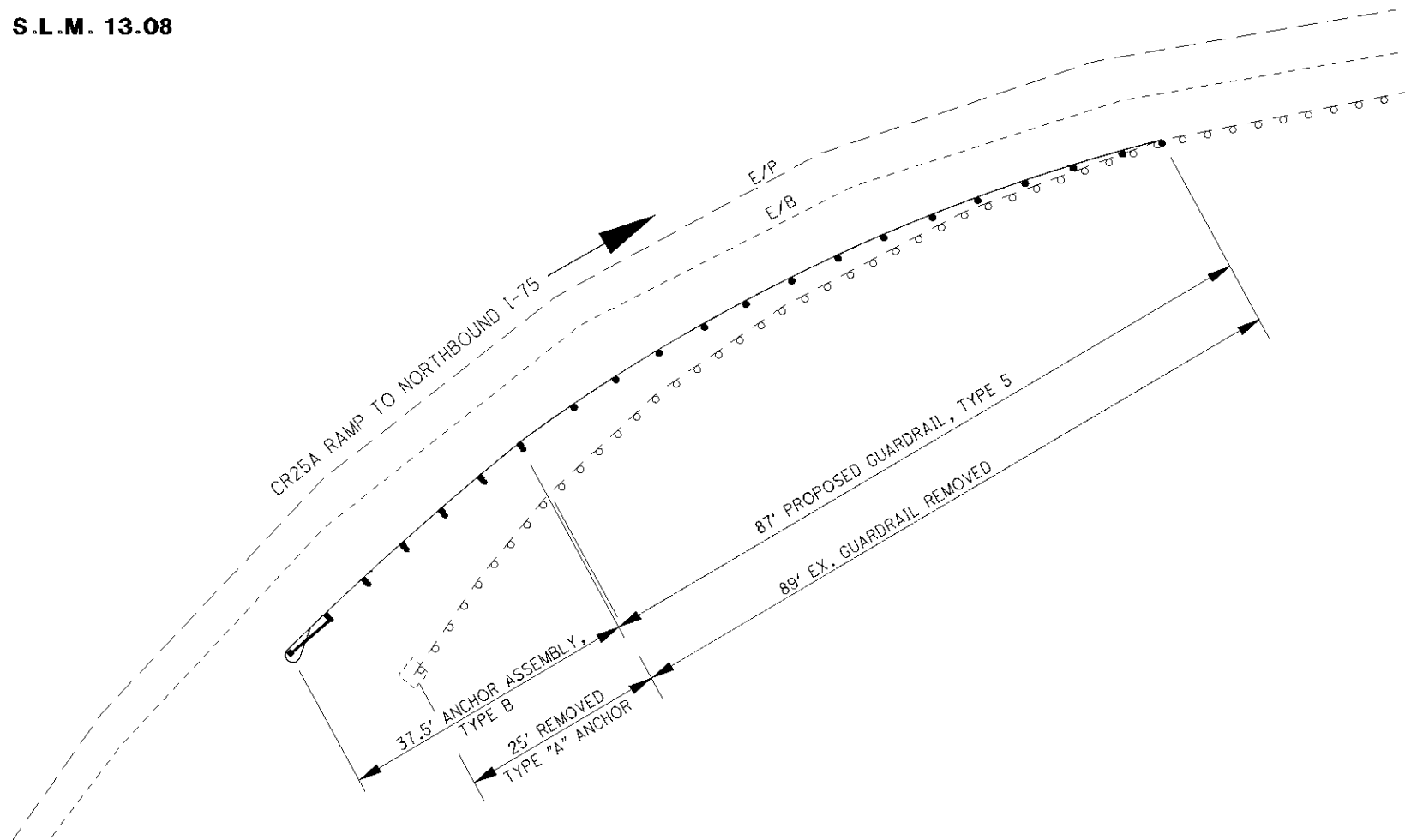
LOCATION #33 APPROXIMATE S.L.M. 13.04



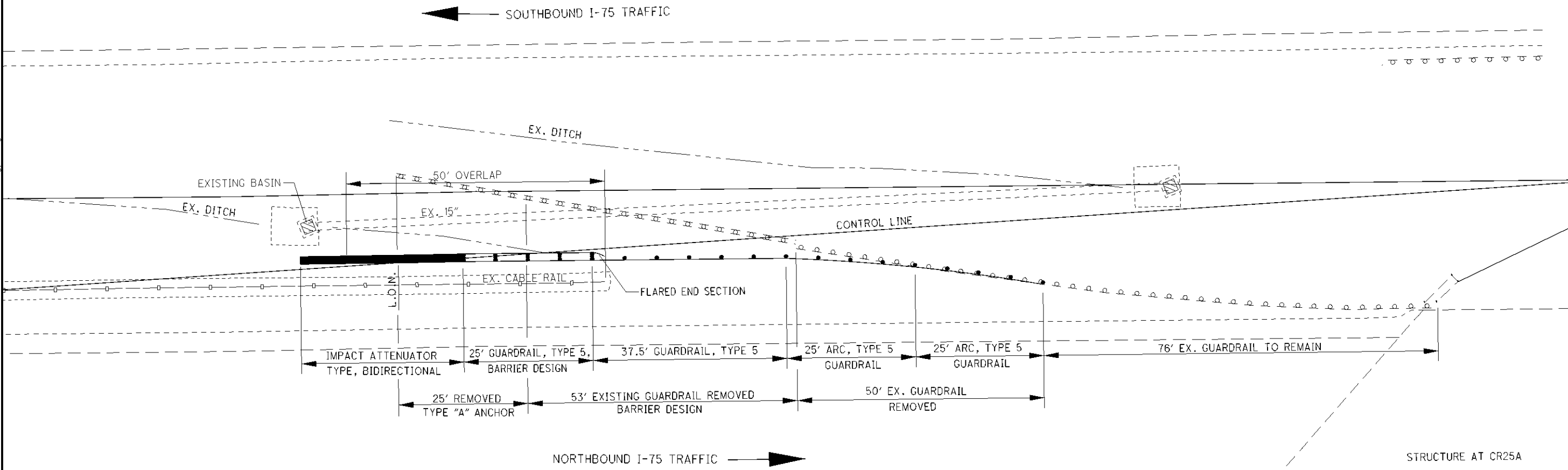
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LOCATION #34 APPROXIMATE S.L.M. 13.08



LOCATION #35 APPROXIMATE S.L.M. 13.11



CALCULATED	REB	CHECKED
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CR25A TO NB IR-75 & MEDIAN AT CR25A
LOCATIONS 34 & 35

D07-GR-FY2012

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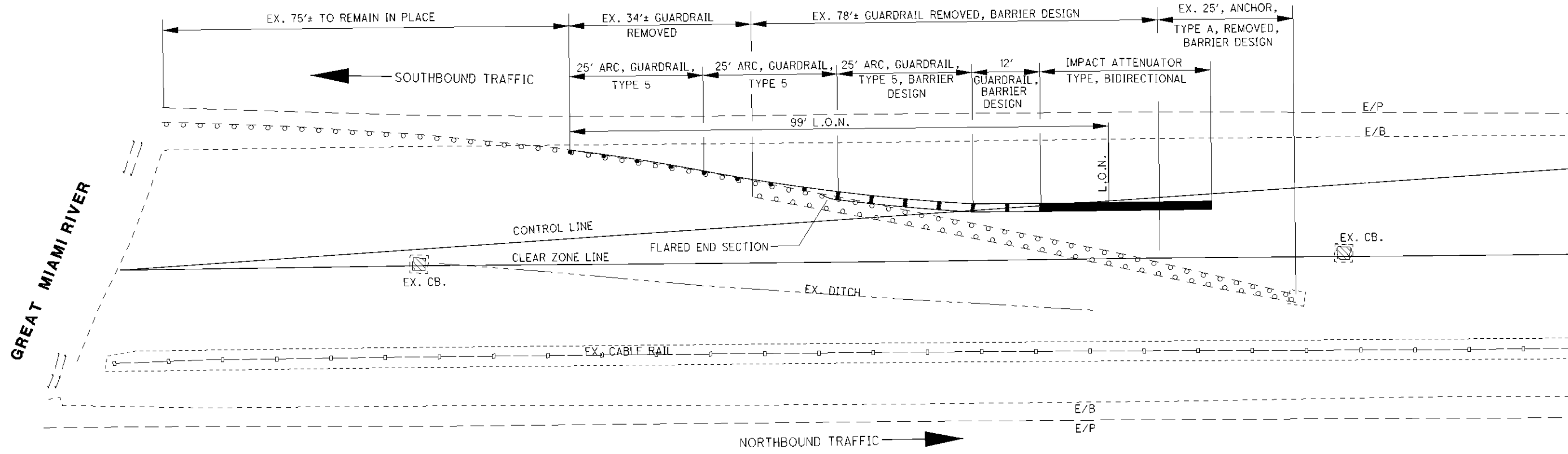
LOCATION #36 APPROXIMATE S.L.M. 13.38



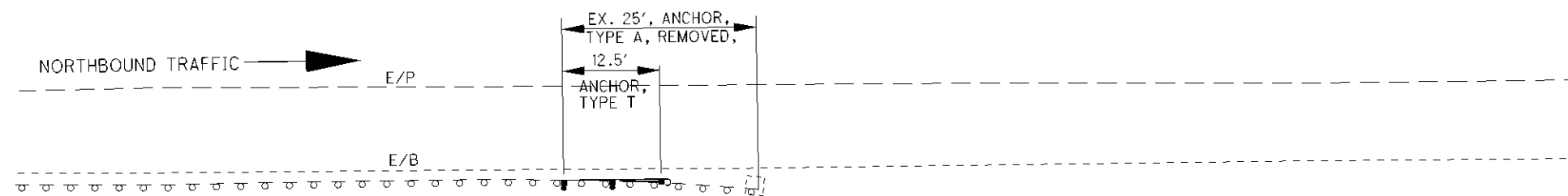
CALCULATED
REB
CHECKED

MIA-75 NORTH OF GREAT MIAMI RIVER
LOCATIONS 36 N & 37

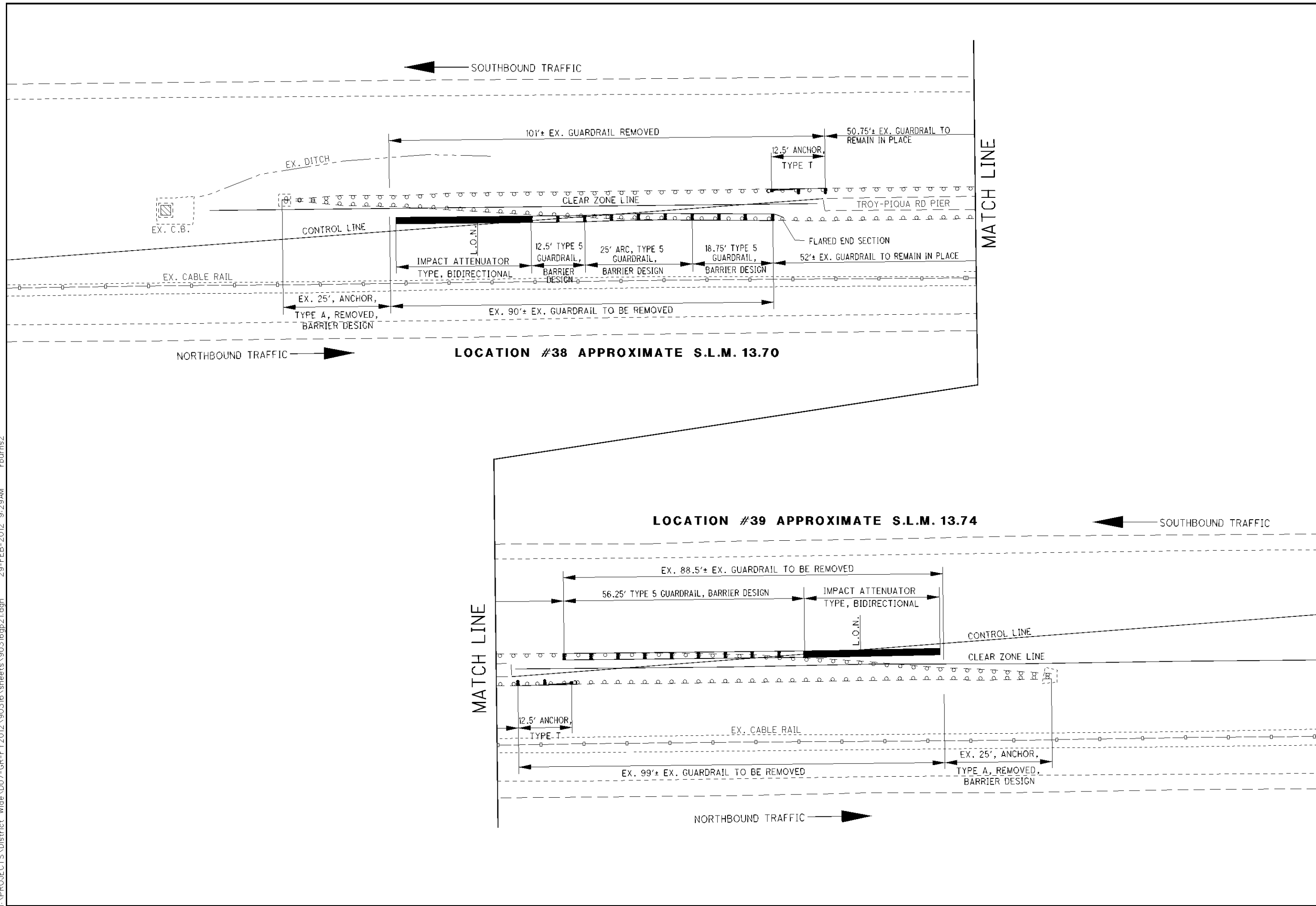
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LOCATION #37 APPROXIMATE S.L.M. 13.41



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CALCULATED
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CHECKED

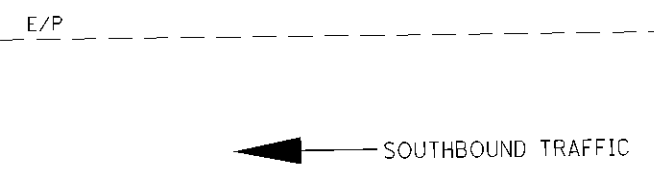
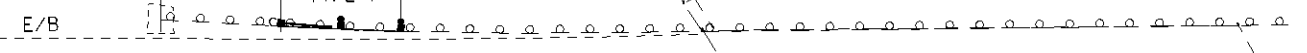
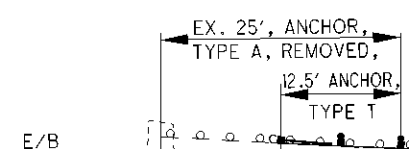
0 5 10 20
HORIZONTAL
SCALE IN FEET

N

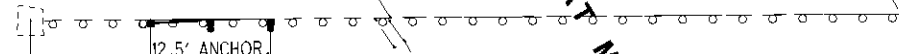
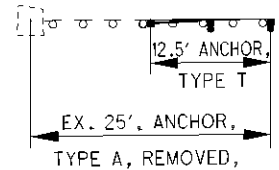
NB / SB MIA-75 * TROY-PIQUA RD OVERPASS
LOCATIONS 38 & 39

D07-GR-FY2012

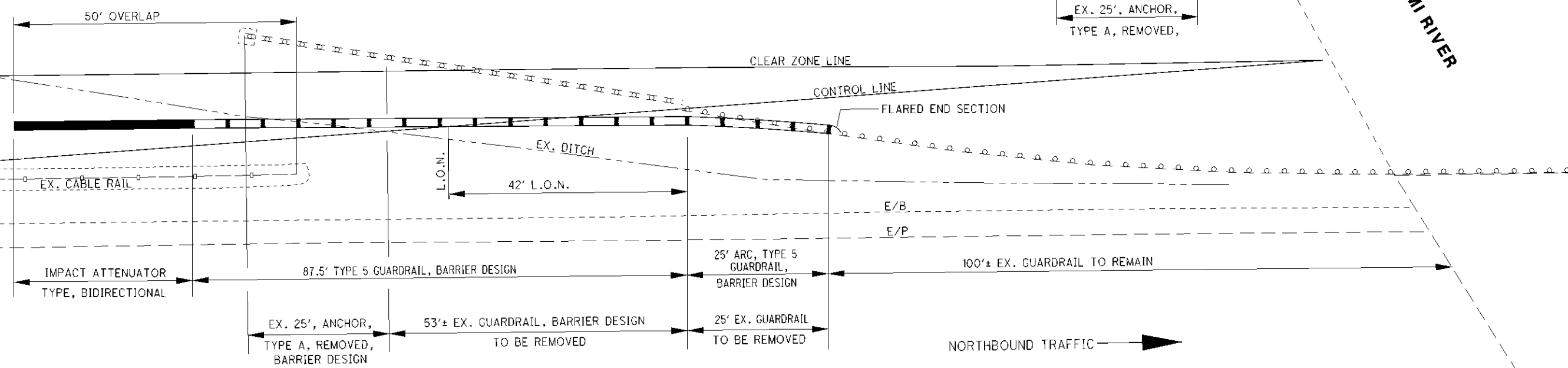
LOCATION #43 APPROXIMATE S.L.M. 14.13



LOCATION #42 APPROXIMATE S.L.M. 14.15



TRIBUTARY OF GREAT MIAMI RIVER



LOCATION #40 APPROXIMATE S.L.M. 14.10

IMPACT ATTENUATOR
TYPE, BIDIRECTIONAL

87.5' TYPE 5 GUARDRAIL, BARRIER DESIGN

25' ARC, TYPE 5
GUARDRAIL,
BARRIER DESIGN

100'± EX. GUARDRAIL TO REMAIN

EX. 25', ANCHOR,
TYPE A, REMOVED,
BARRIER DESIGN

53'± EX. GUARDRAIL, BARRIER DESIGN
TO BE REMOVED

25' EX. GUARDRAIL
TO BE REMOVED

NORTHBOUND TRAFFIC

50' OVERLAP

CLEAR ZONE LINE

CONTROL LINE

FLARED END SECTION

EX. DITCH

L.O.N.

42' L.O.N.

EX. CABLE RAIL

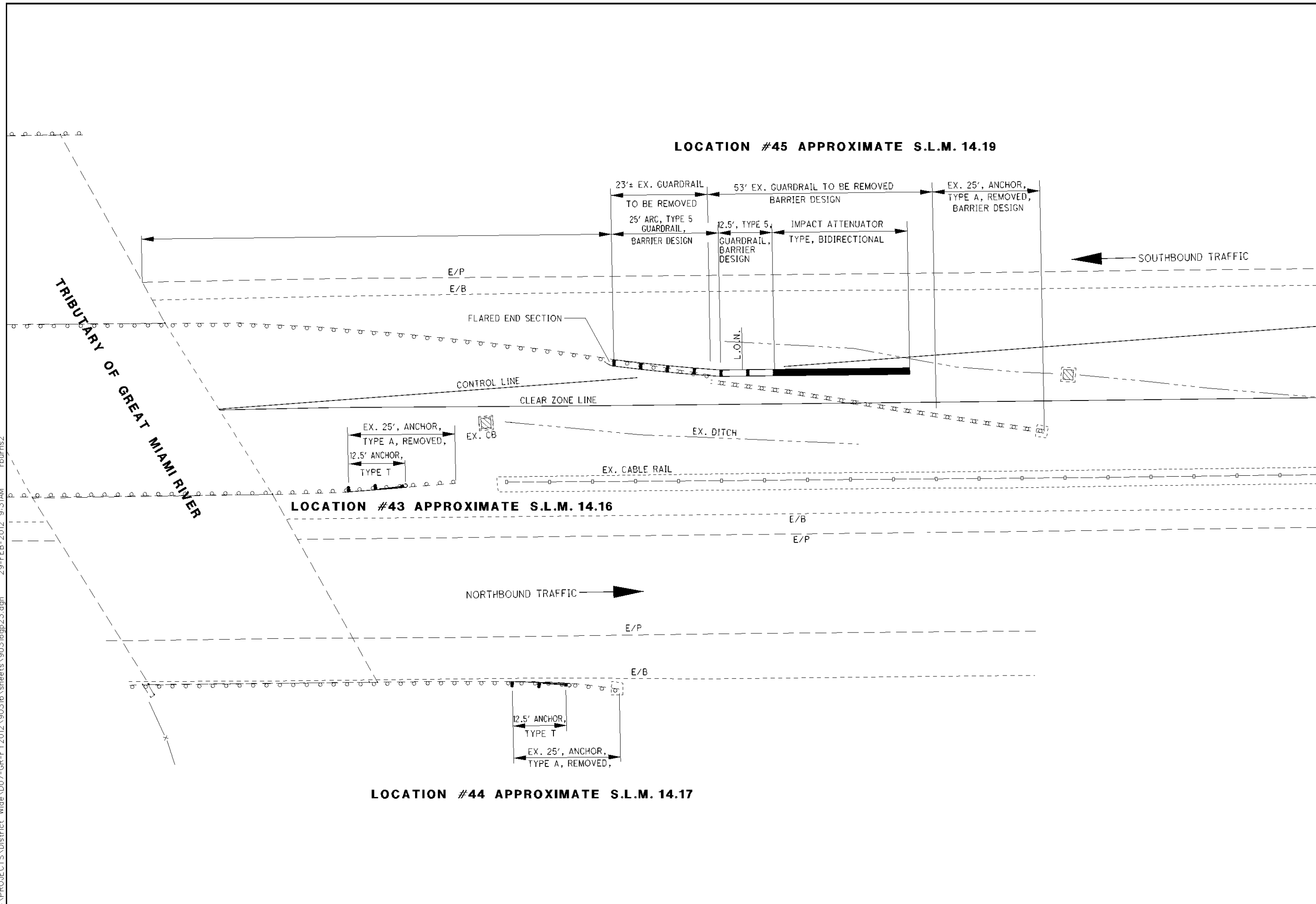
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NB/SB MIA-75 AT TRIB. GREAT MIAMI RIVER
LOCATIONS 40 & 42

D07-GR-FY2012

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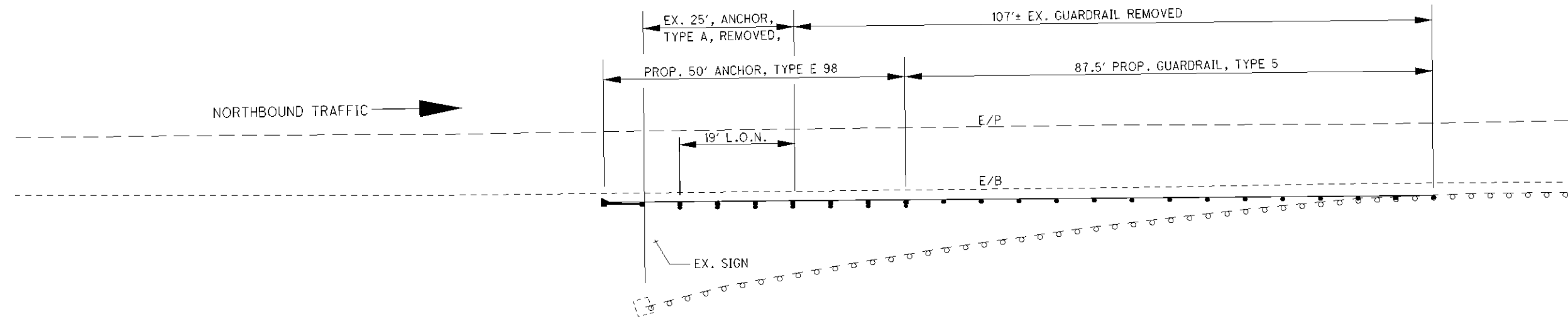
CALCULATED	REB	CHECKED

NB / SB MIA-75 AT TRIB. GREAT MIAMI RIVER
LOCATIONS 43-45

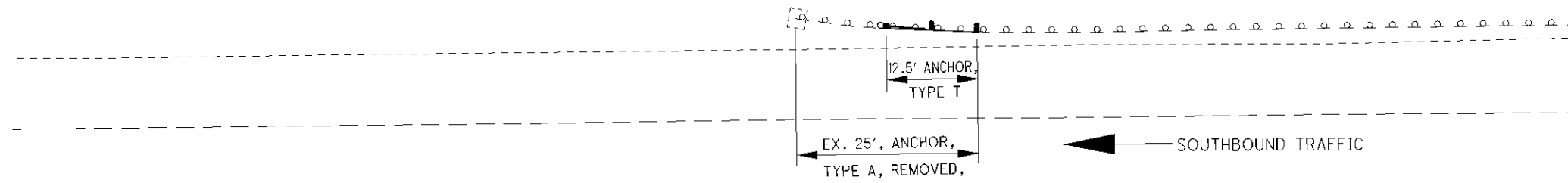
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LOCATION #46 APPROXIMATE S.L.M. 14.41



LOCATION #47 APPROXIMATE S.L.M. 14.43



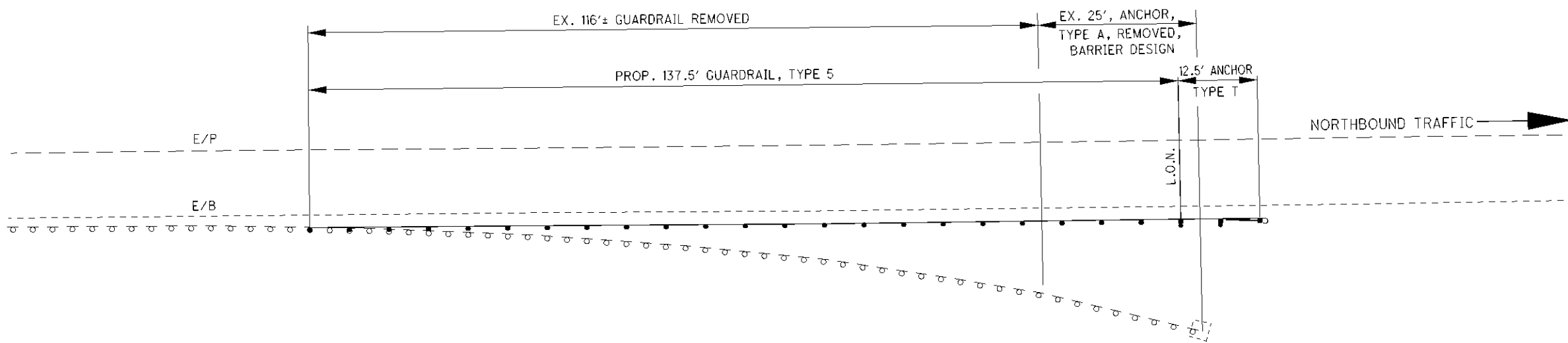
CALCULATED
 REB
 CHECKED

NB/SB MIA-75 * B&O R/R SOUTH OF REST AREAS
 LOCATIONS 46 & 47

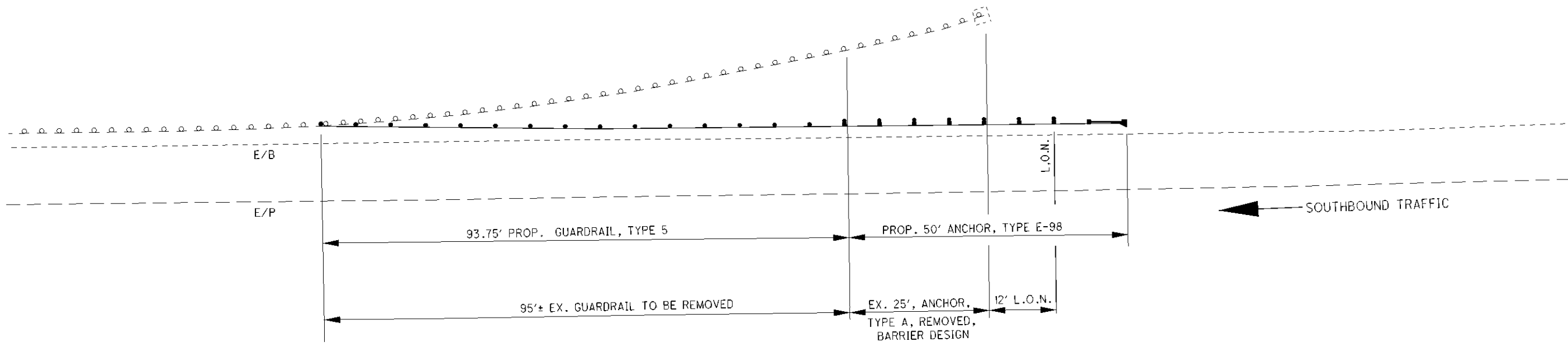
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 58

LOCATION #50 APPROXIMATE S.L.M. 14.74



LOCATION #51 APPROXIMATE S.L.M. 14.77



CALCULATED
REB
CHECKED

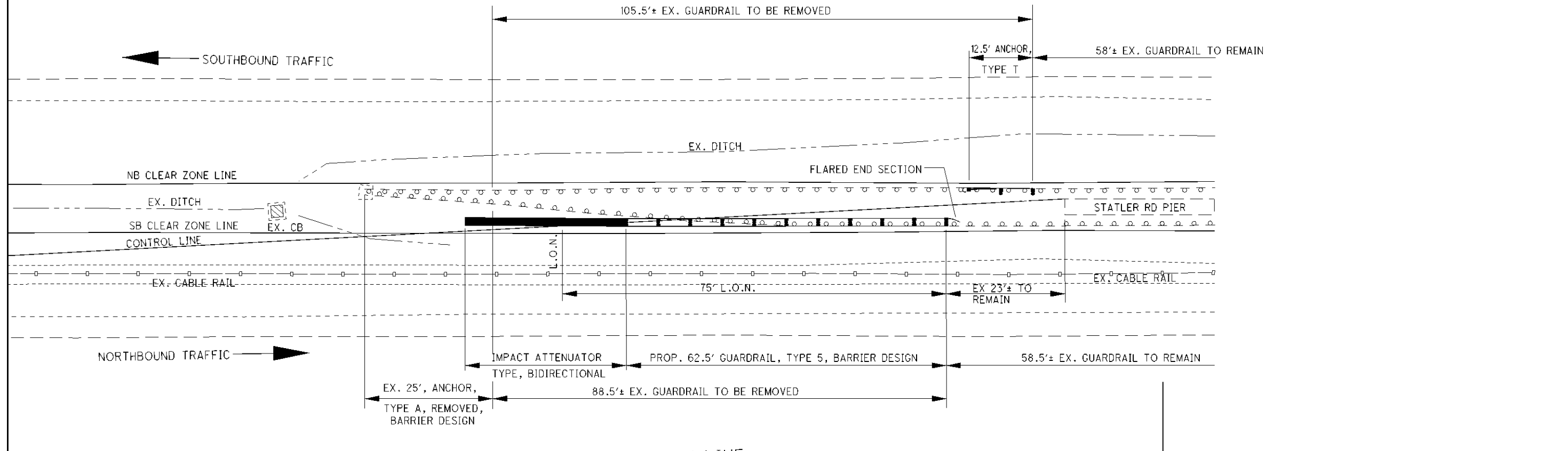
HORIZONTAL SCALE IN FEET

NB/ SB MIA-75 * B&O R/R SOUTH OF REST AREAS
LOCATIONS 50 & 51

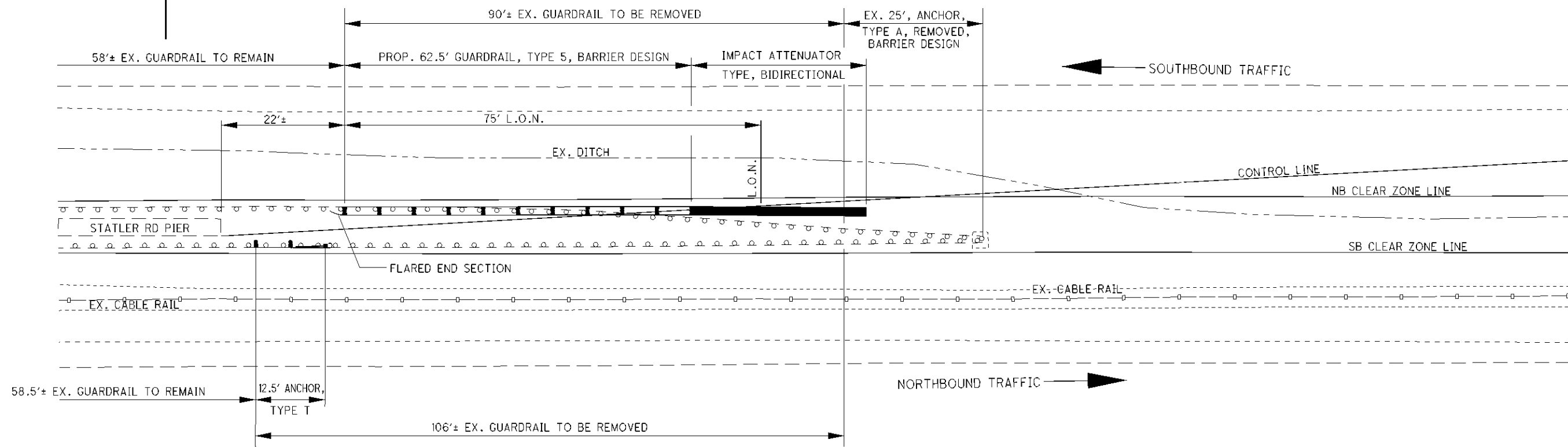
D07-GR-FY2012

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LOCATION #52 APPROXIMATE S.L.M. 15.67



MATCH LINE



LOCATION #53 APPROXIMATE S.L.M. 15.71



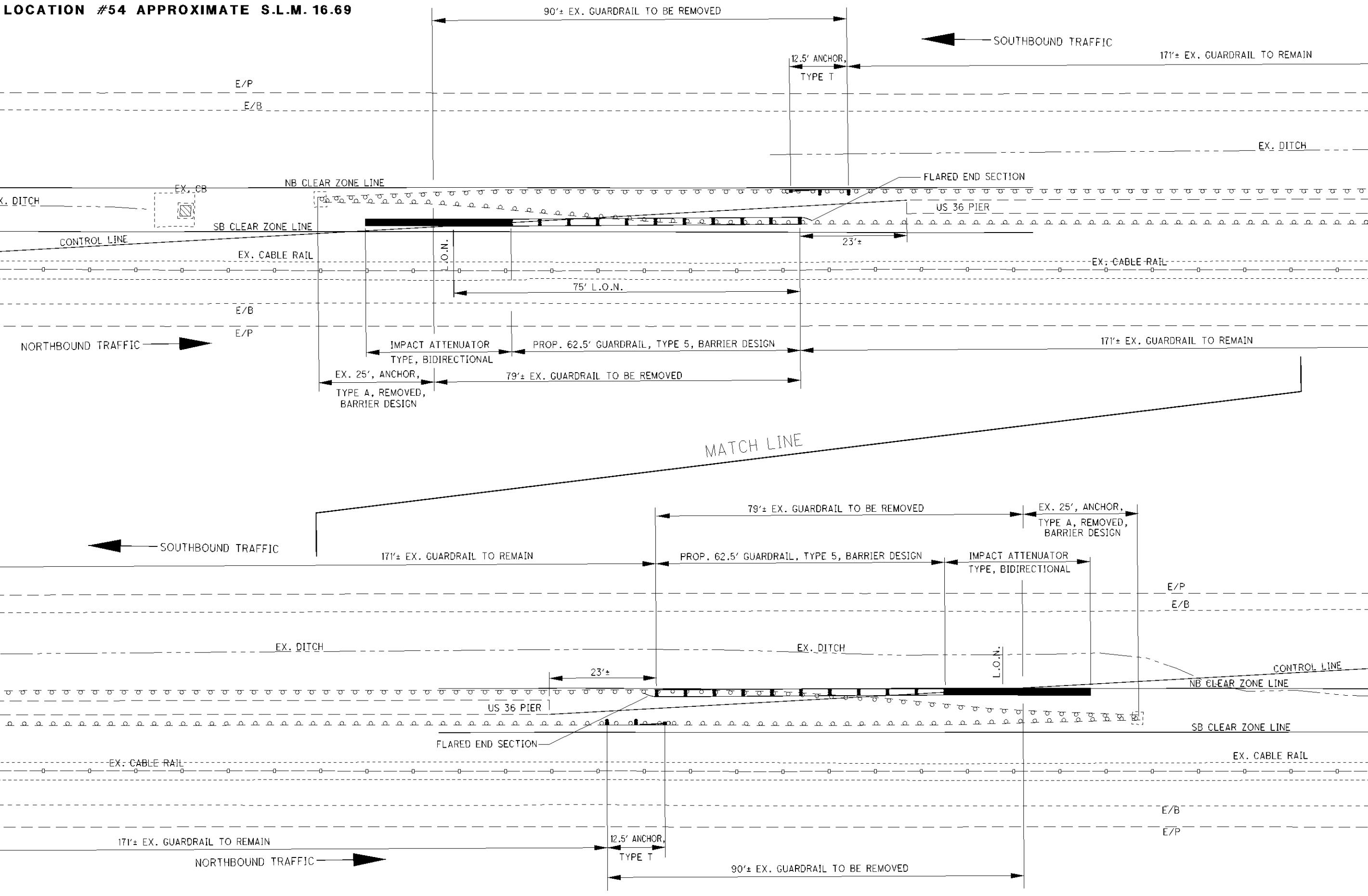
CALCULATED
REB
CHECKED

NB/SB MIA-75 * STATLER RD.
LOCATIONS 52 & 53

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LOCATION #54 APPROXIMATE S.L.M. 16.69



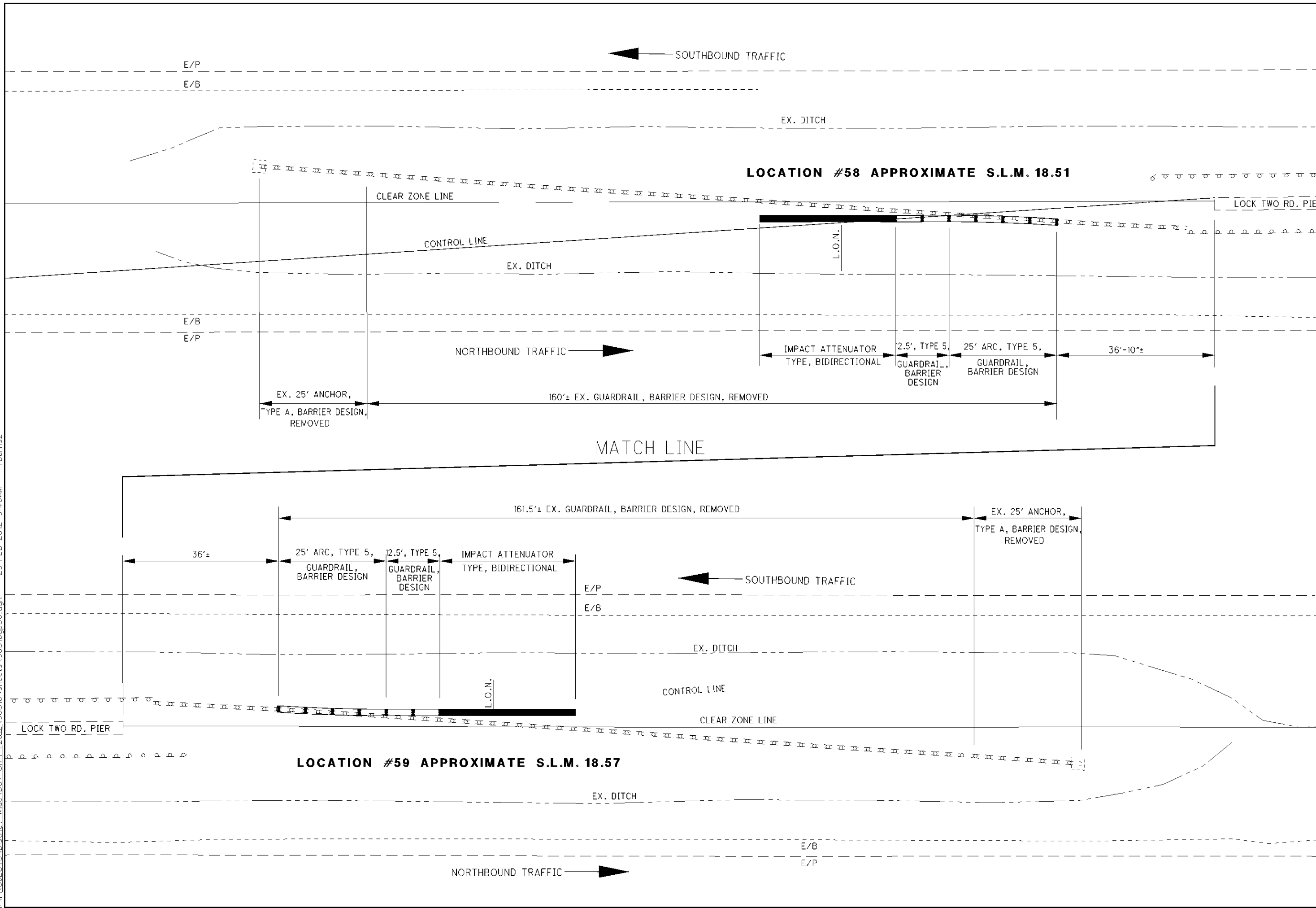
NB/ SB MIA-75 * US 36
LOCATIONS 54 & 55

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LOCATION #55 APPROXIMATE S.L.M. 16.75

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CALCULATED	REB	CHECKED

NB/SB SHE-75 * LOCK TWO RD.
LOCATIONS 58 & 59

D07-GR-FY2012

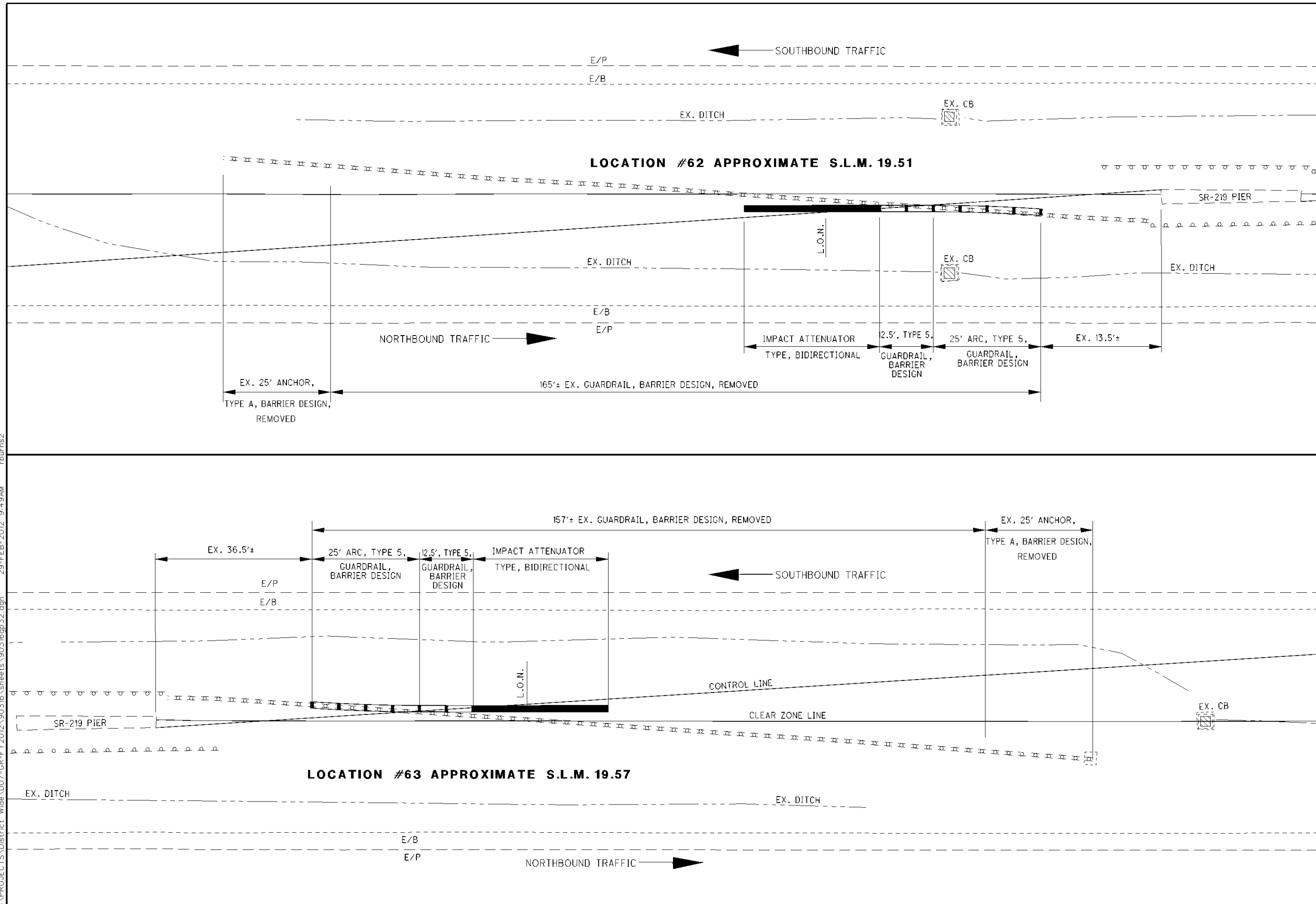


CALCULATED
REB
CHECKED

NB/SB SHE-75 * SR-219
LOCATIONS 62 & 63

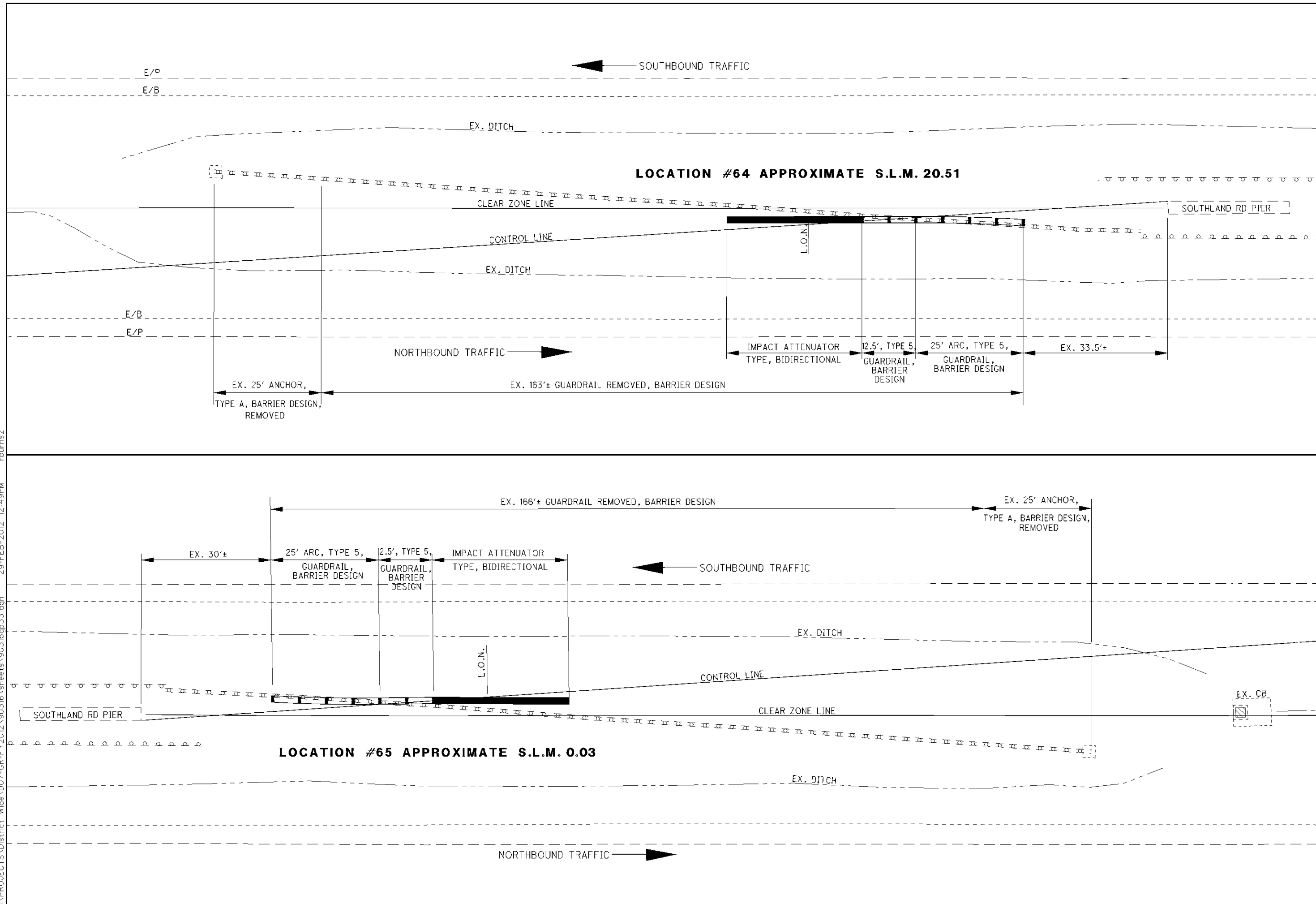
D07-GR-FY2012

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LOCATION #64 APPROXIMATE S.L.M. 20.51

LOCATION #65 APPROXIMATE S.L.M. 0.03



0 5 10 20
HORIZONTAL
SCALE IN FEET

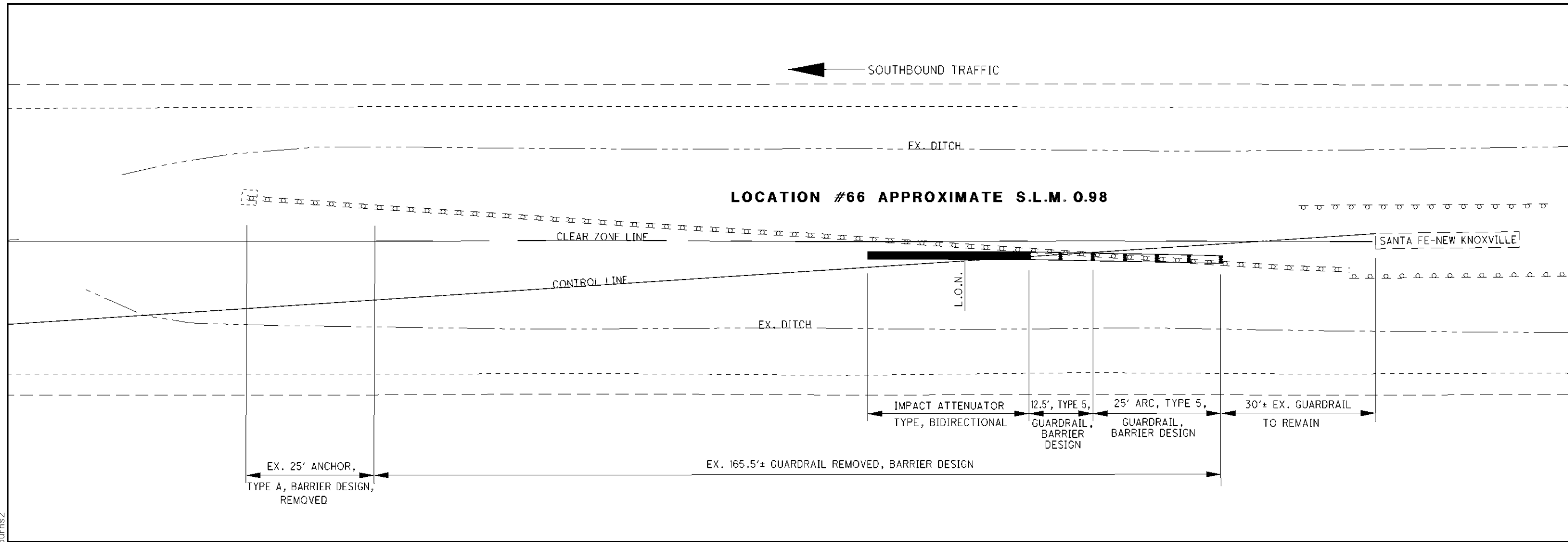
CALCULATED
REB
CHECKED

NB/ SB SHE/ AUG-75 * SOUTHLAND RD.
LOCATIONS 64 & 65

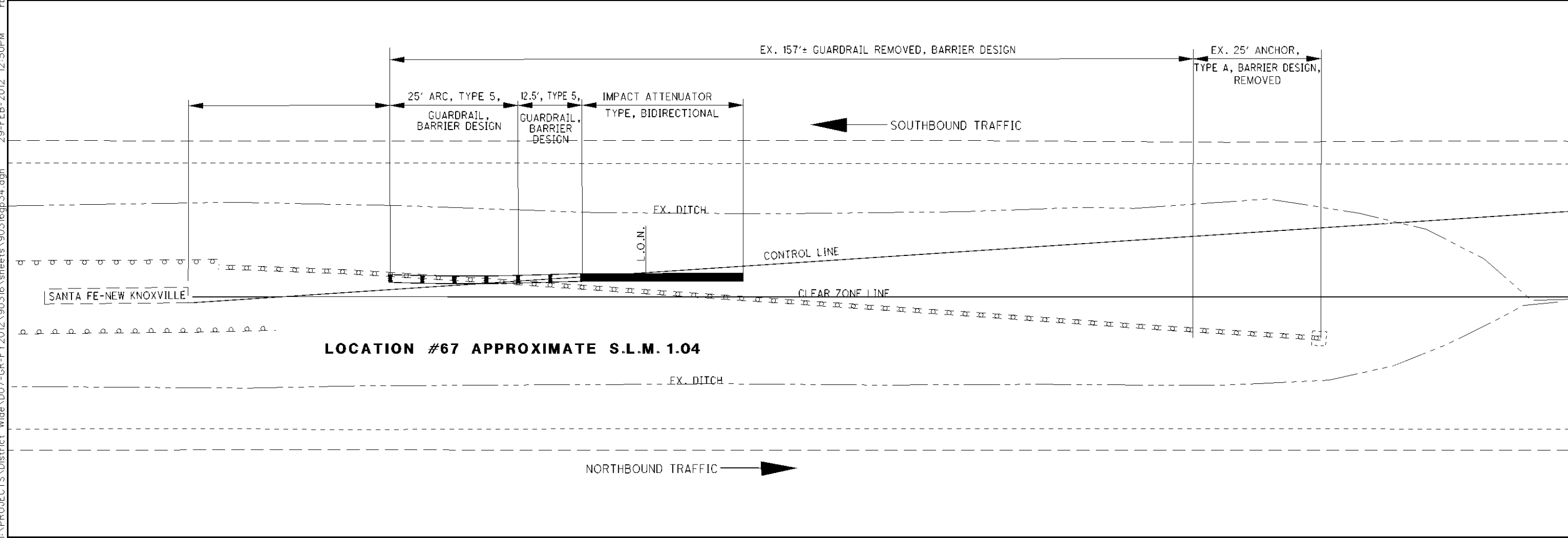
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SOUTHBOUND TRAFFIC



SOUTHBOUND TRAFFIC



CALCULATED	REB	CHECKED

NB/SB AUG-75 * SANTA FE-NEW KNOXVILLE RD.
LOCATIONS 66 & 67

D07-GR-FY2012

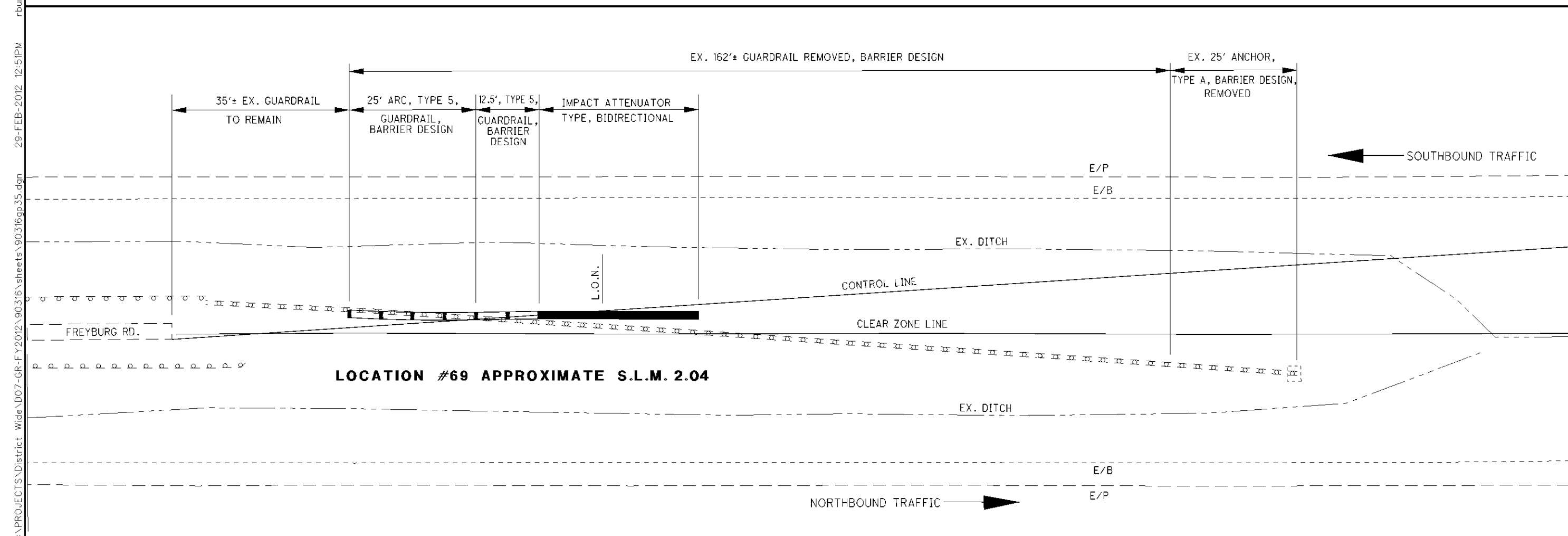
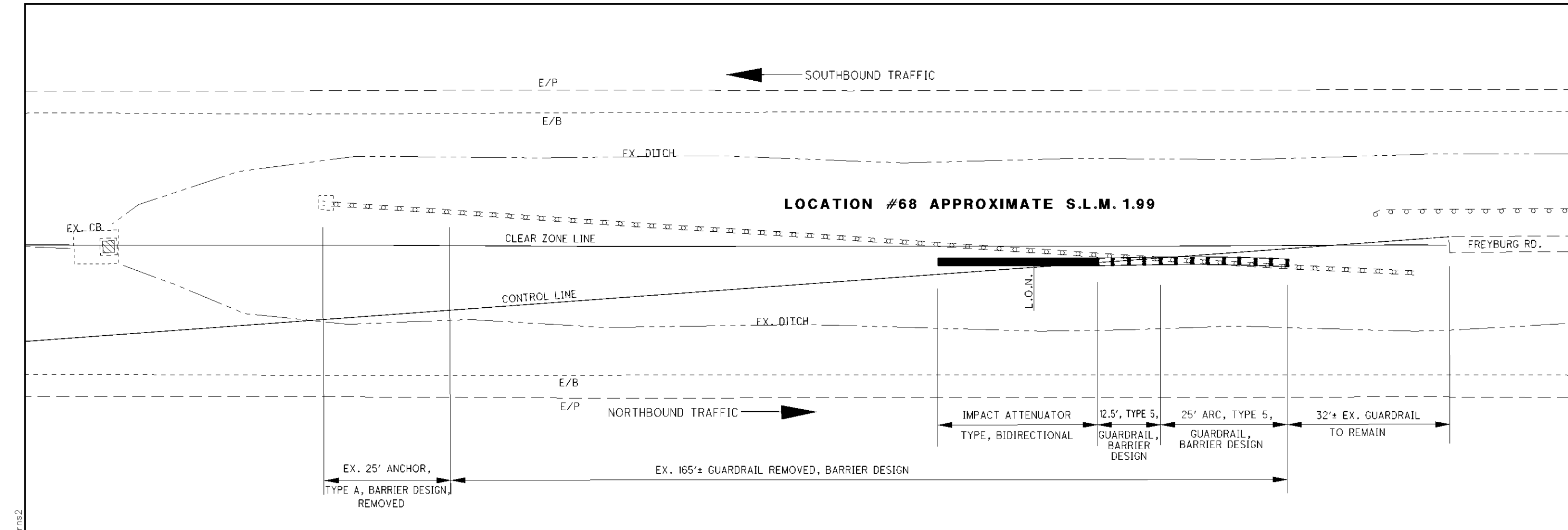


CALCULATED
REB
CHECKED

NB/SB AUG-75 * FREYBURG RD.
 LOCATIONS 68 & 69

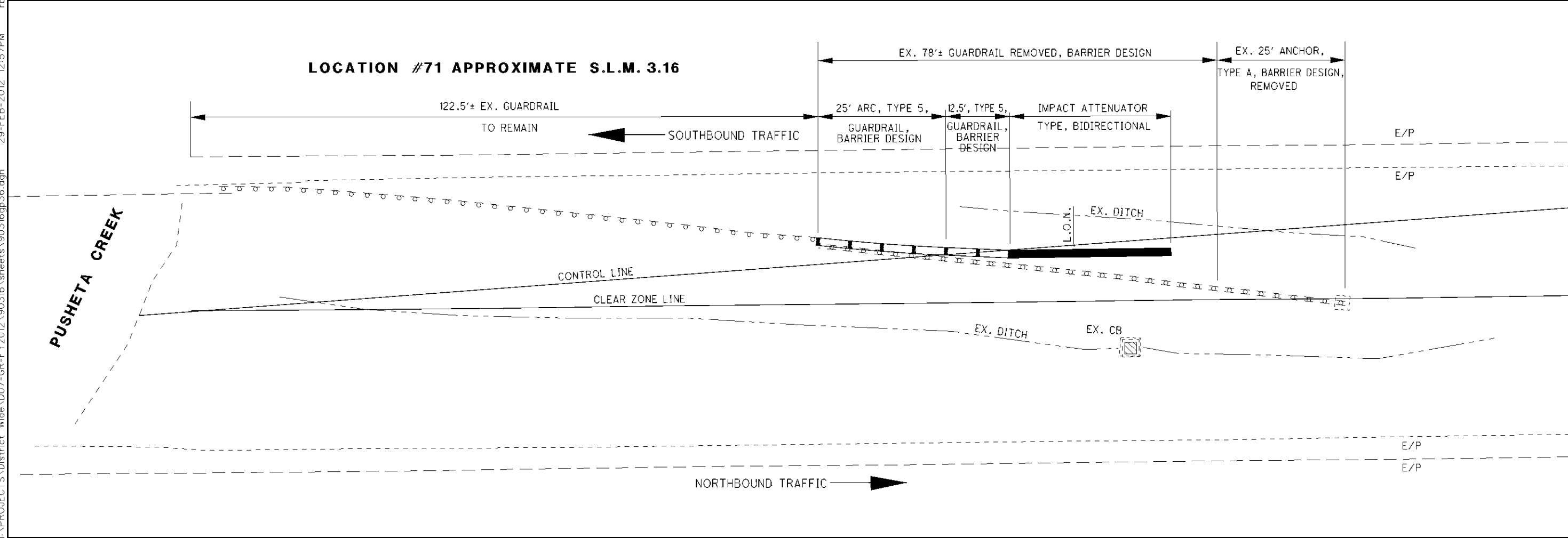
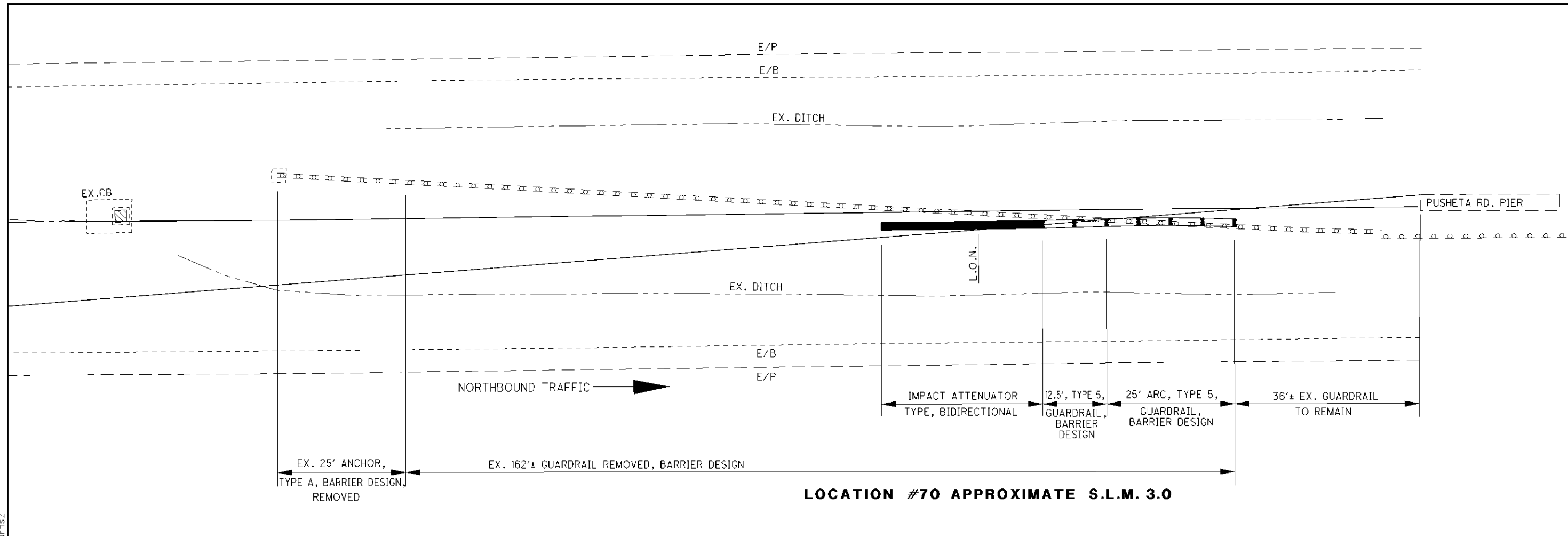
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0 5 10 20
HORIZONTAL SCALE IN FEET

CALCULATED	REB	CHECKED

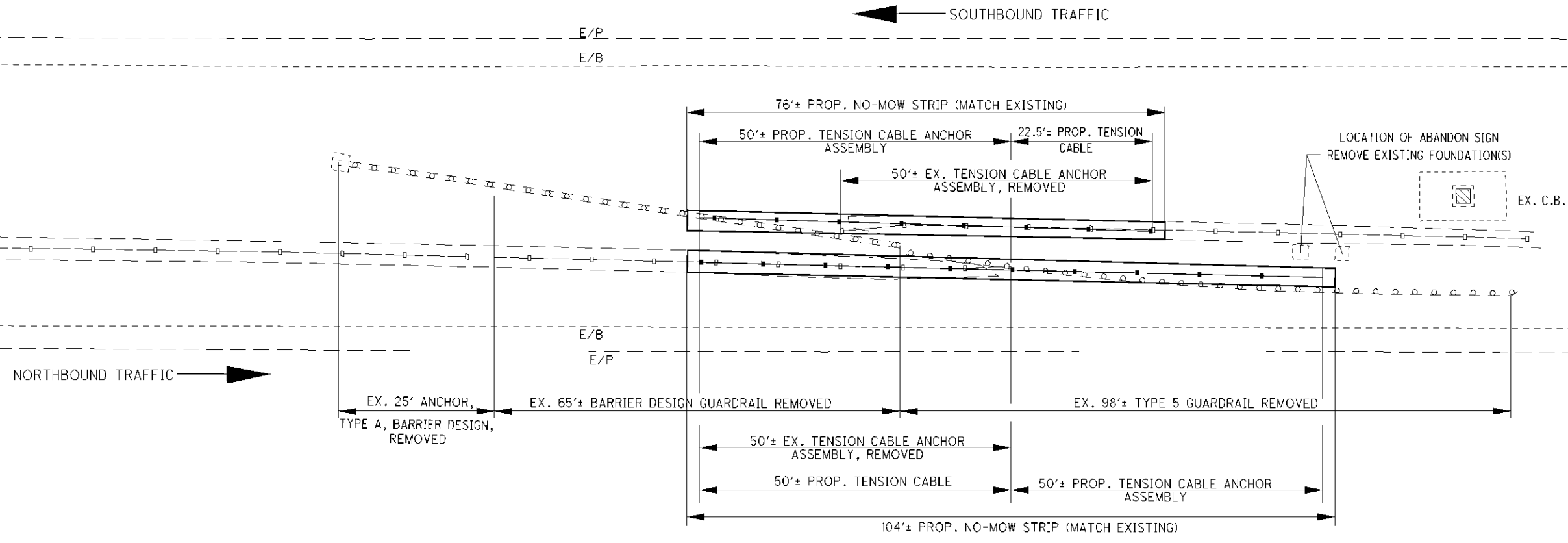
NB/SB AUG-75 * PUSHETA RD/ PUSHETA CREEK

LOCATIONS 70 & 71

D07-GR-FY2012

48
58

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LOCATION #71A APPROXIMATE S.L.M. 4.76

CALCULATED
REB
CHECKED

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HORIZONTAL
SCALE IN FEET

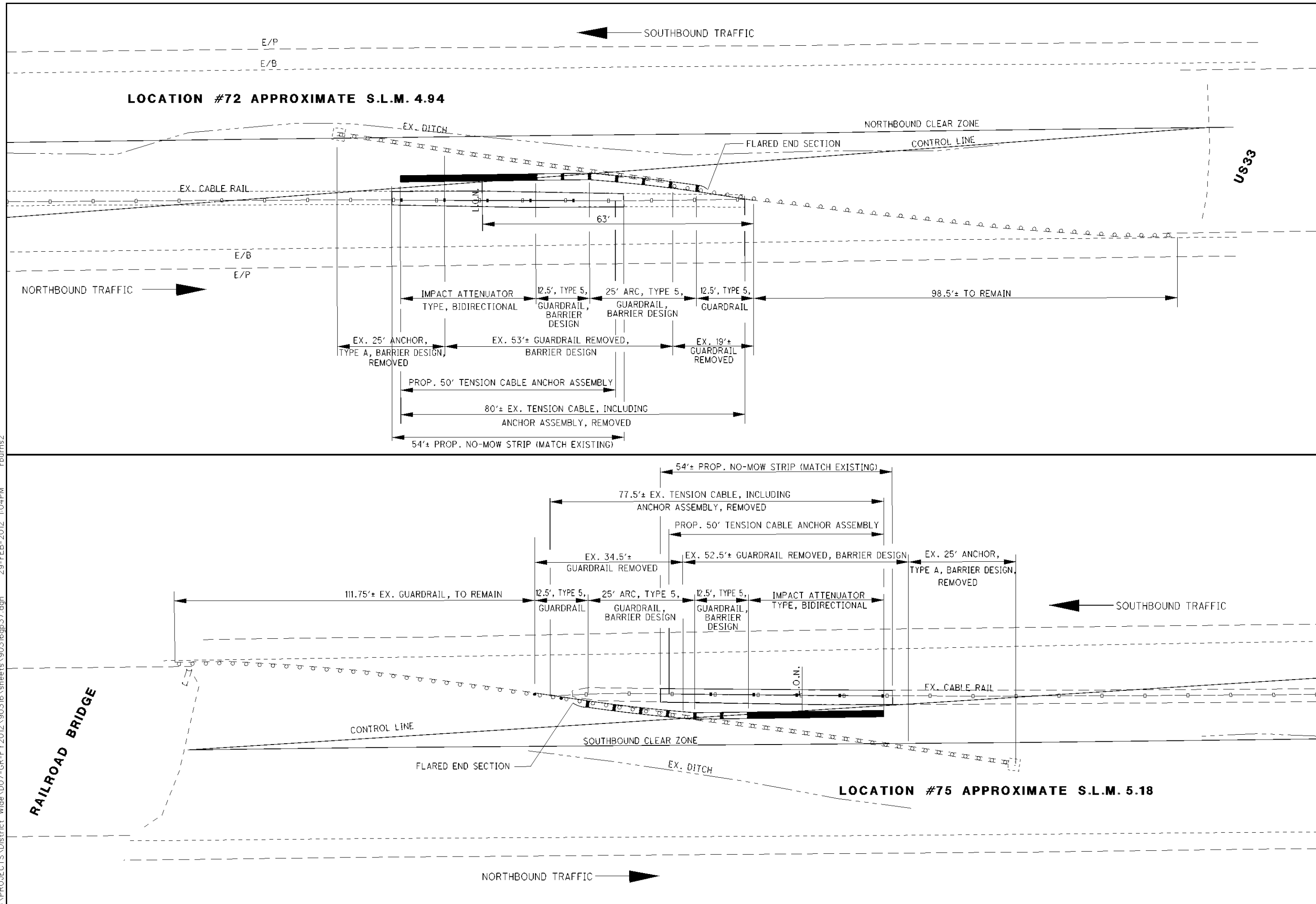
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SB AUG-75 * ABANDON SIGN LOCATION
LOCATIONS 71A

GR-FY2012

49
58

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NB/SB AUG-75 * US33 BRIDGE/RAILROAD BRIDGE

LOCATIONS 72 & 75

D07-GR-FY2012

50

58

0 5 10 20

HORIZONTAL SCALE IN FEET

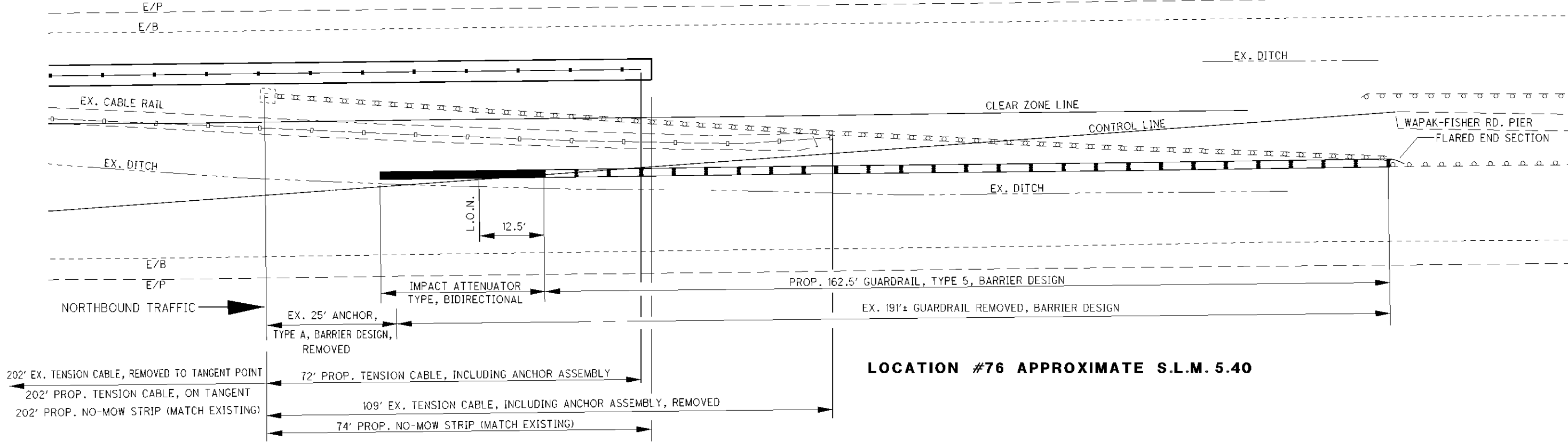
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REB
CHECKED

← SOUTHBOUND TRAFFIC



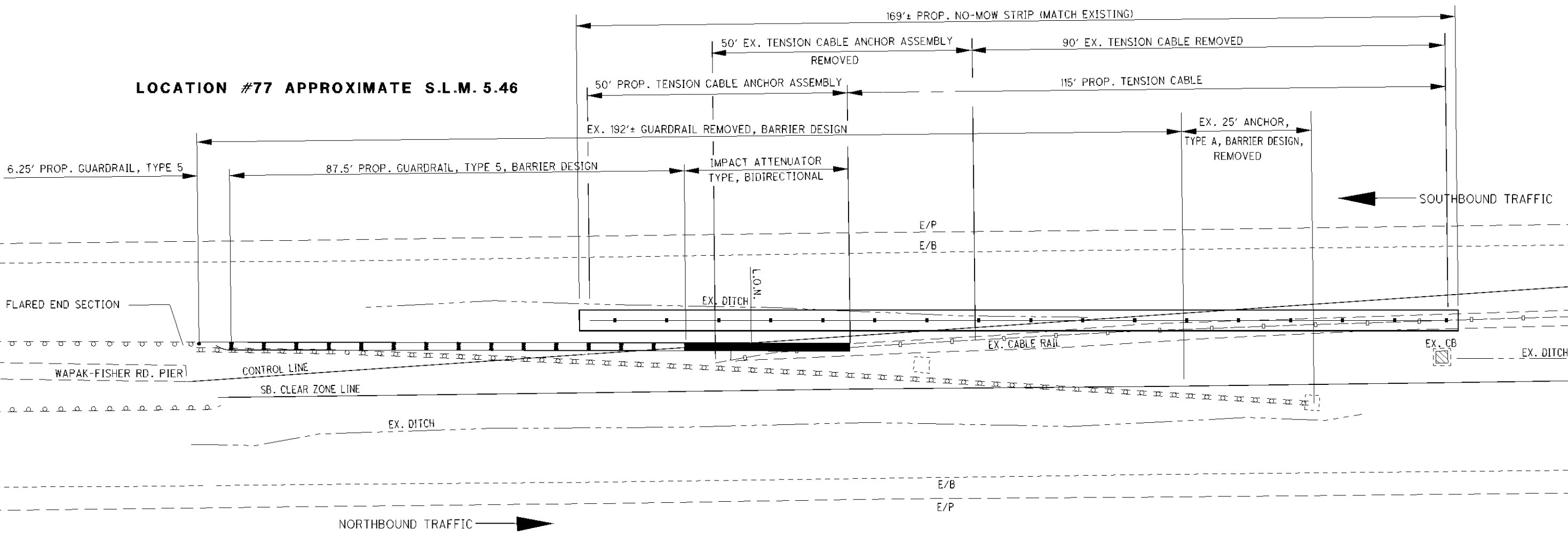
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10
20
HORIZONTAL
SCALE IN FEET

CALCULATED
REB
CHECKED



LOCATION #76 APPROXIMATE S.L.M. 5.40

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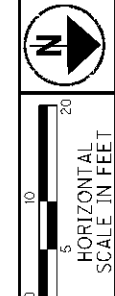


LOCATION #77 APPROXIMATE S.L.M. 5.46

NB/SB AUG-75 * WAPAK-FISHER RD.
LOCATIONS 76 & 77

D07-GR-FY2012

LOCATION #77A APPROXIMATE S.L.M. 5.69

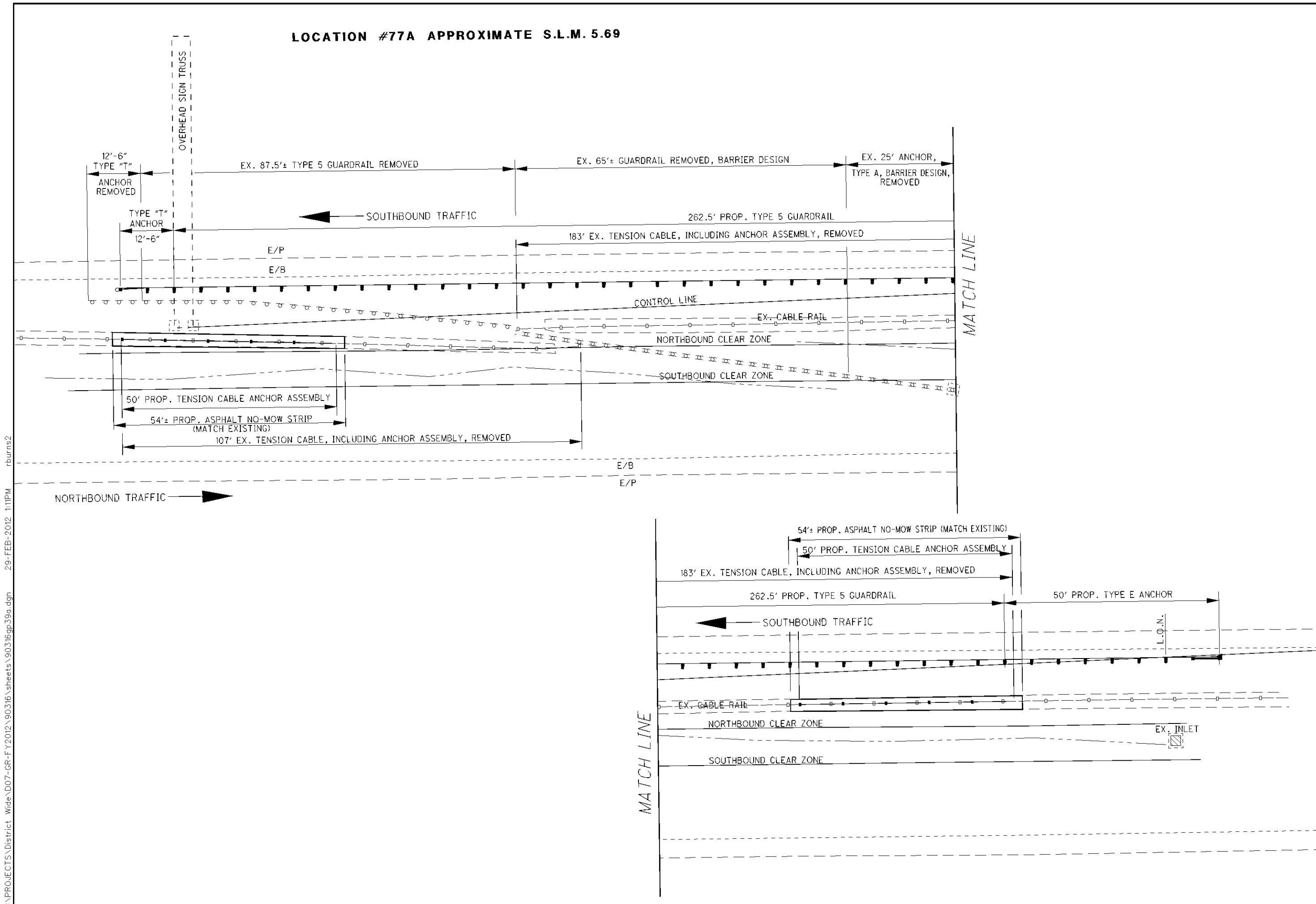


CALCULATED
REB
CHECKED

SB AUG-75 * OVERHEAD SIGN
LOCATIONS 77A

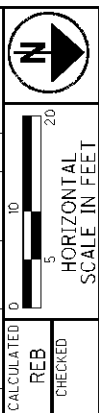
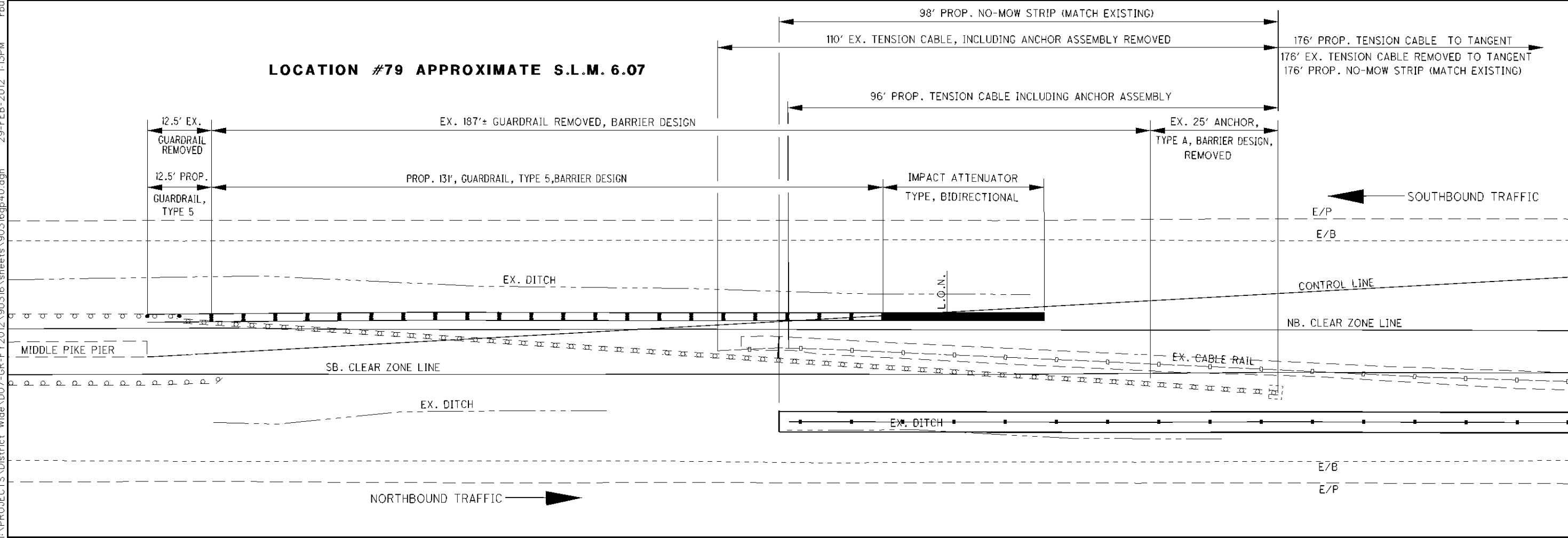
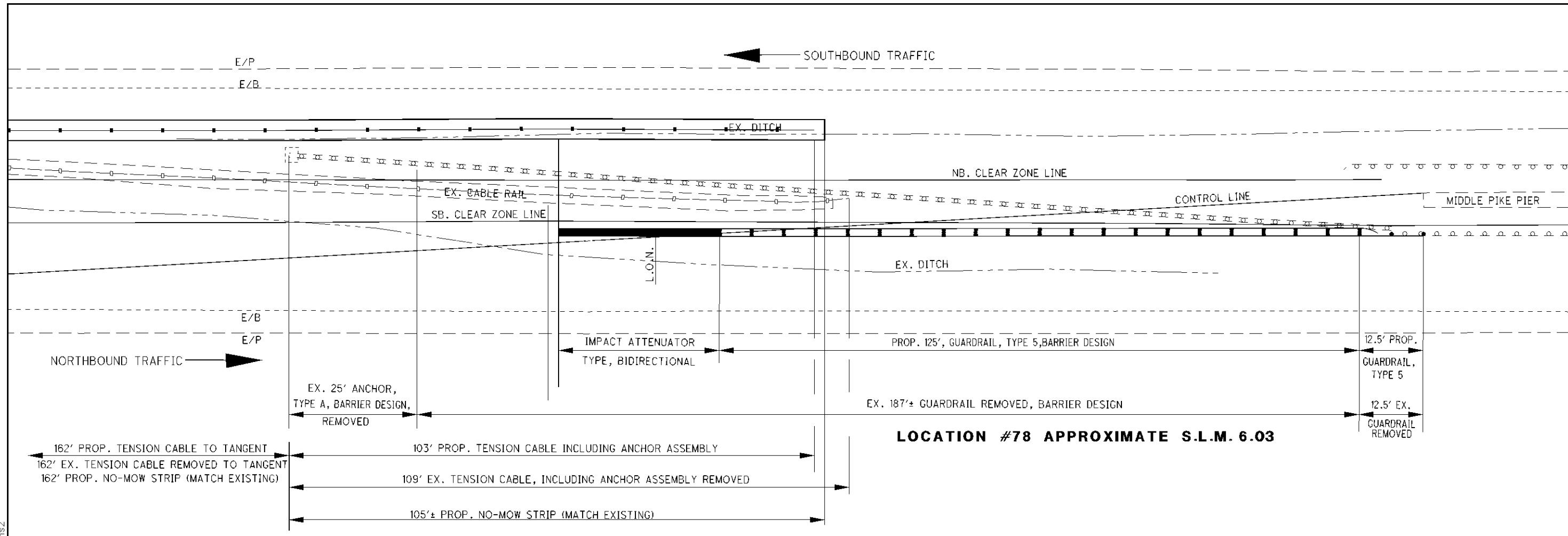
GR-FY 2012

53
58



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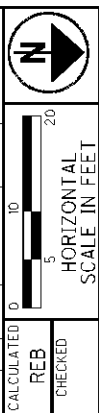
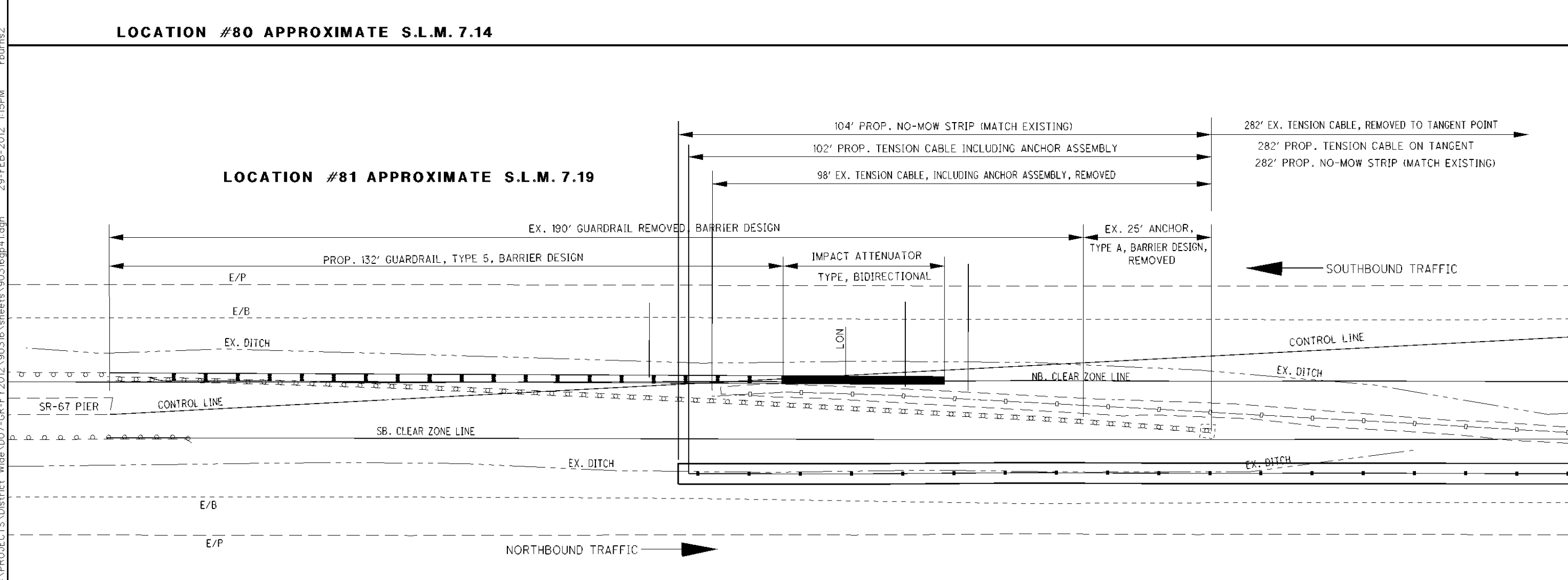
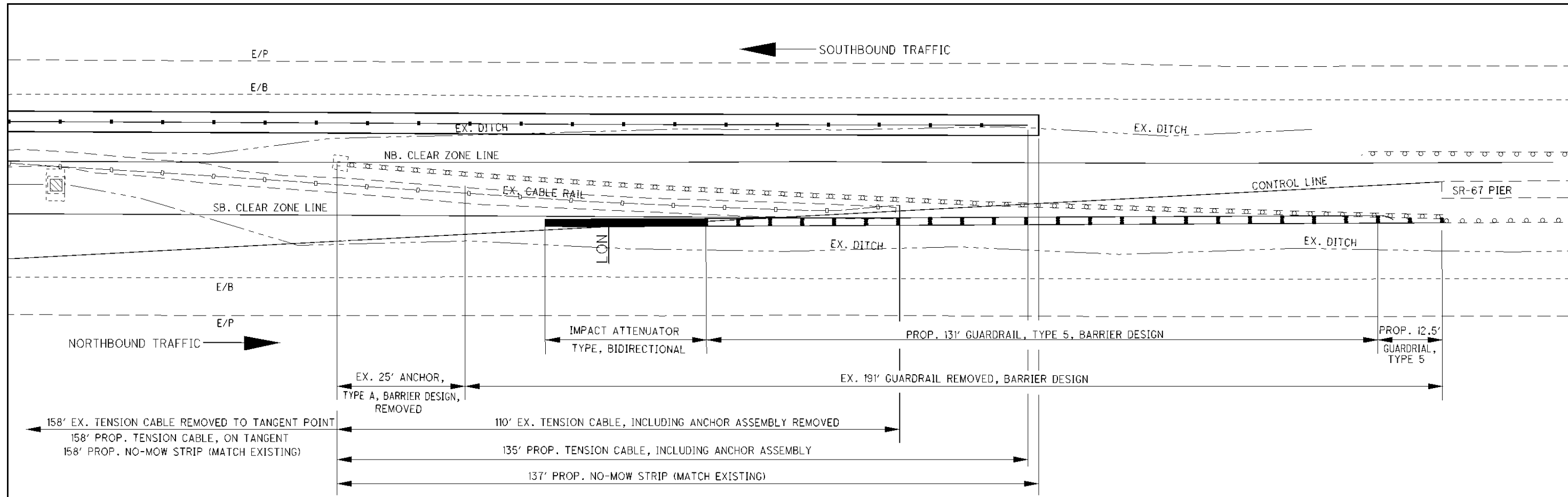
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NB/SB AUG-75 * MIDDLE PIKE RD. LOCATIONS 78 & 79

D07-GR-FY2012

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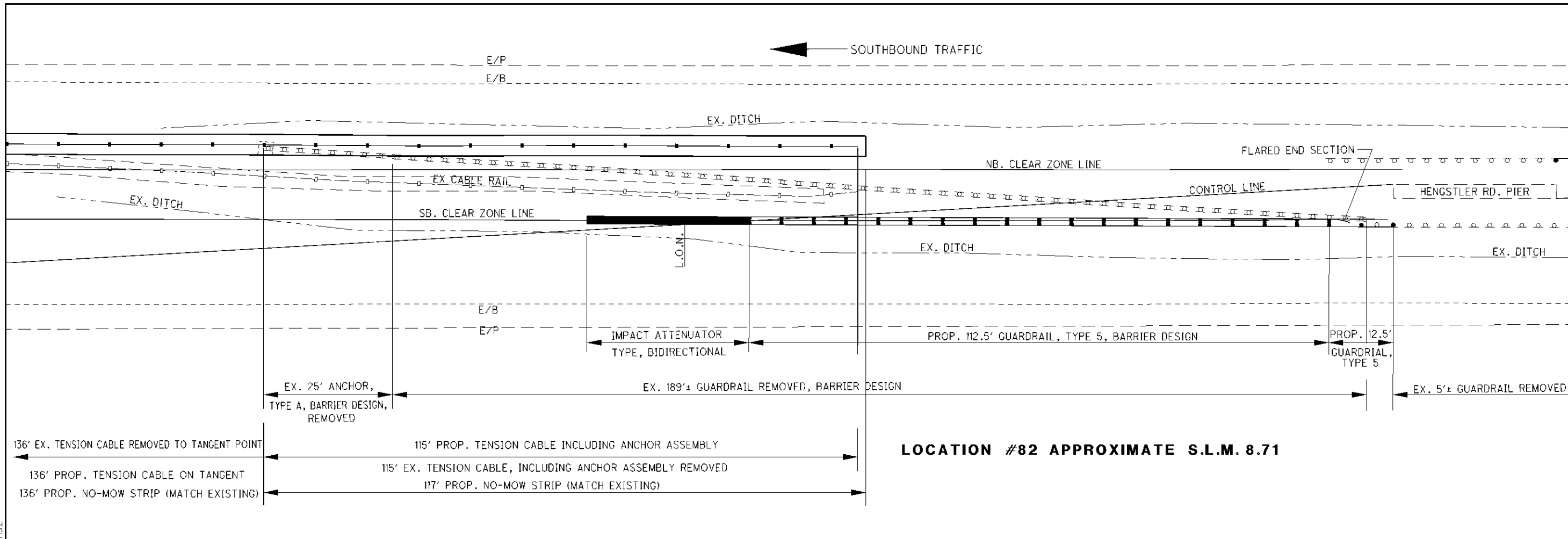
CALCULATED
 REB
 CHECKED

NB/SB AUG-75 * SR-67
LOCATIONS 80 & 81

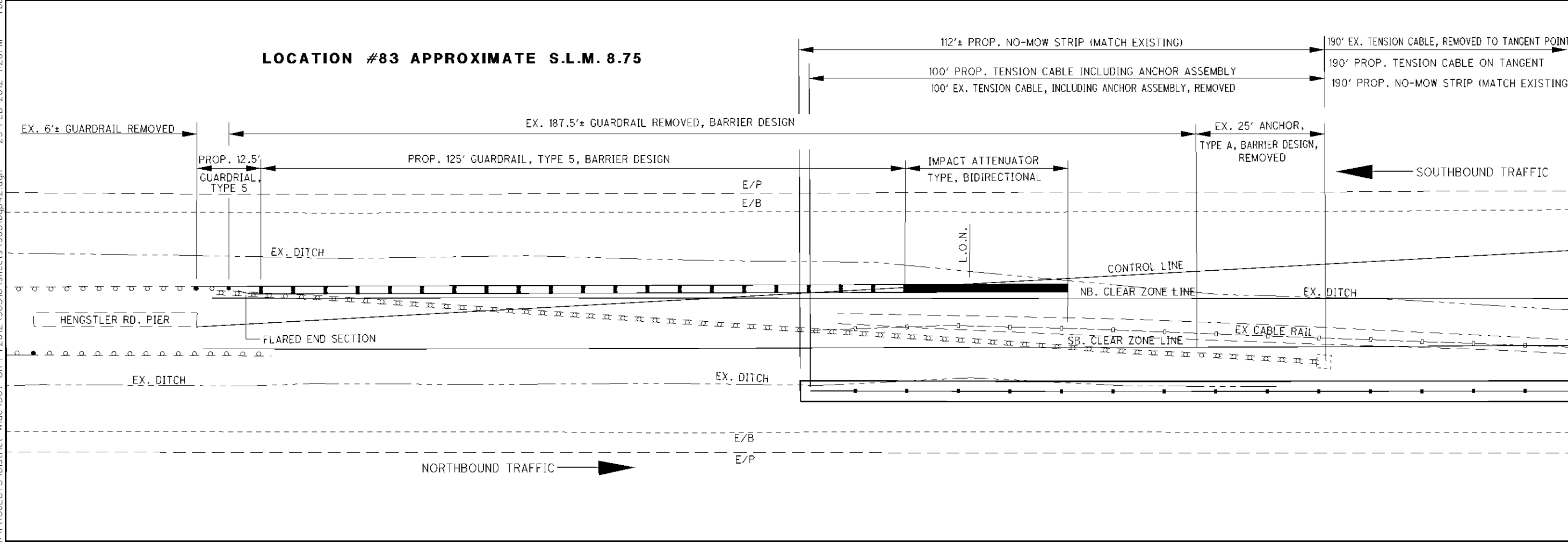
D07-GR-FY2012

55
 58

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LOCATION #82 APPROXIMATE S.L.M. 8.71



LOCATION #83 APPROXIMATE S.L.M. 8.75

N

HORIZONTAL SCALE IN FEET

0 5 10 20

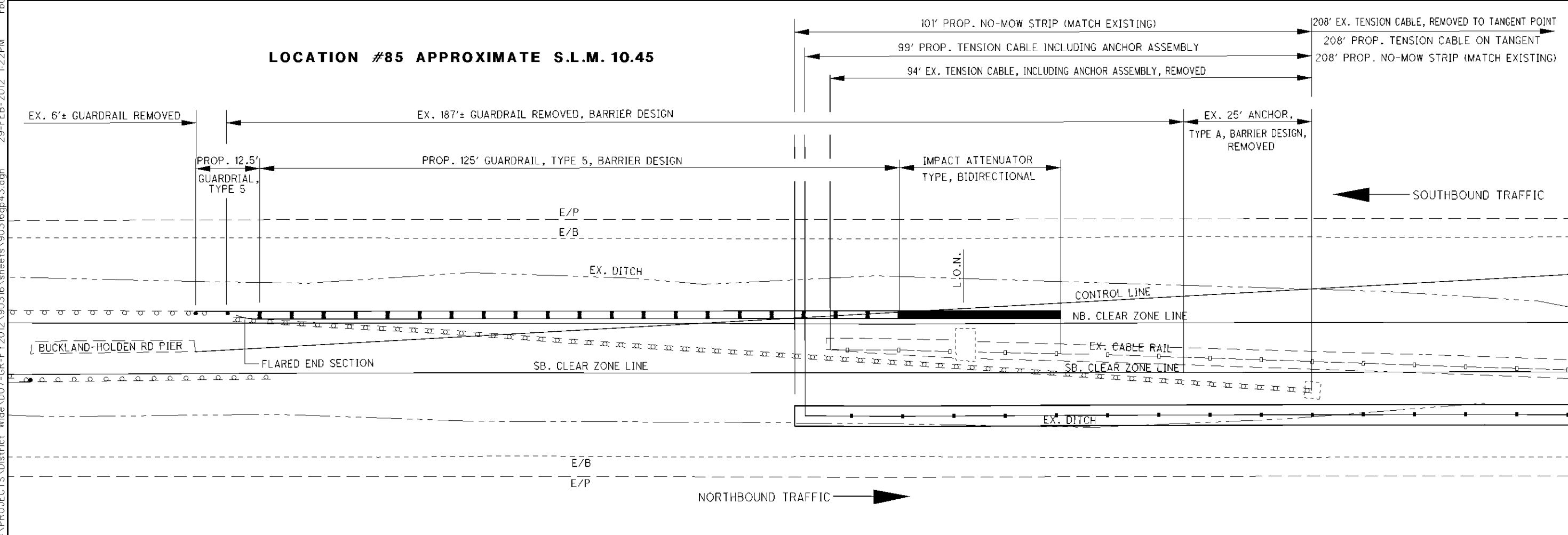
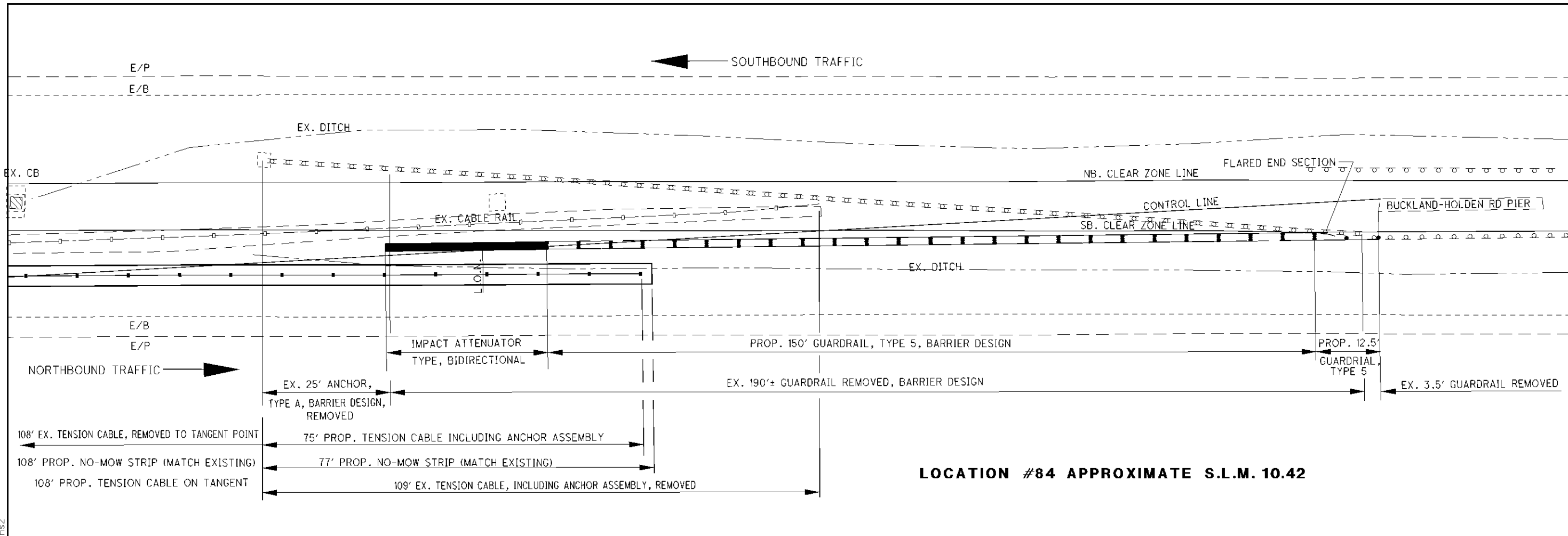
CALCULATED	REB	CHECKED
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NB/SB AUG-75 * HENGSTLER RD. LOCATIONS 82 & 83

D07-GR-FY2012

56	58
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N

HORIZONTAL SCALE IN FEET

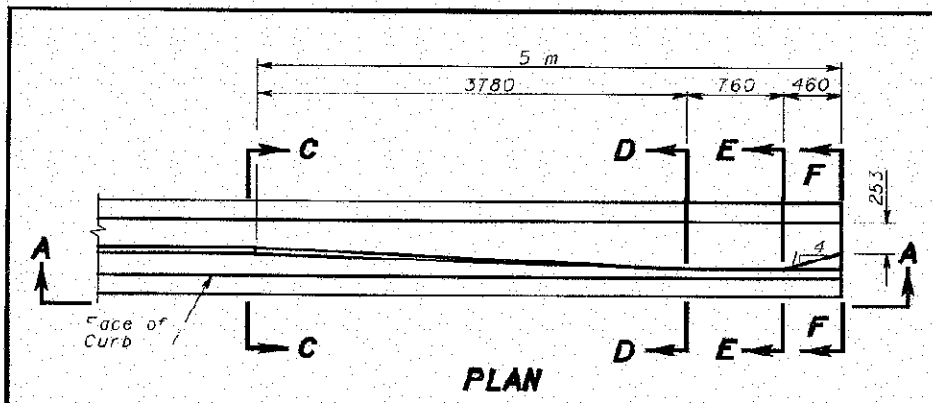
0 5 10 20

CALCULATED	REB	CHECKED
p	p	p

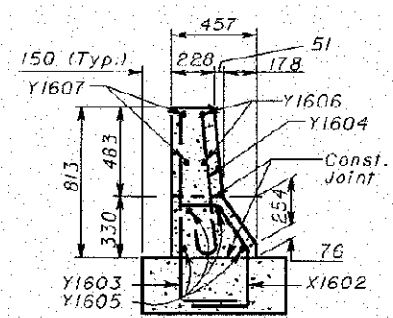
NB/SB AUG-75 * BUCKLAND-HOLDEN RD. LOCATIONS 84 & 85

D07-GR-FY2012

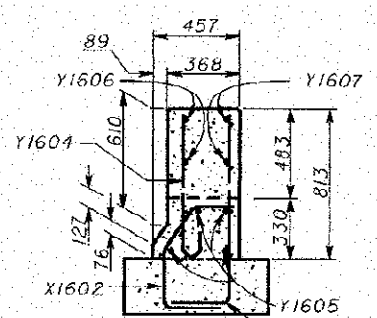
57
58



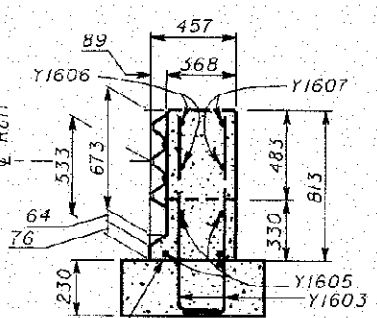
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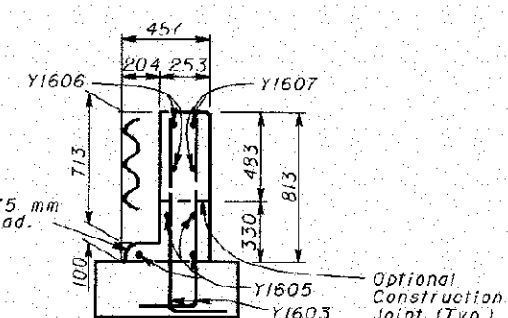
SECTION C-C



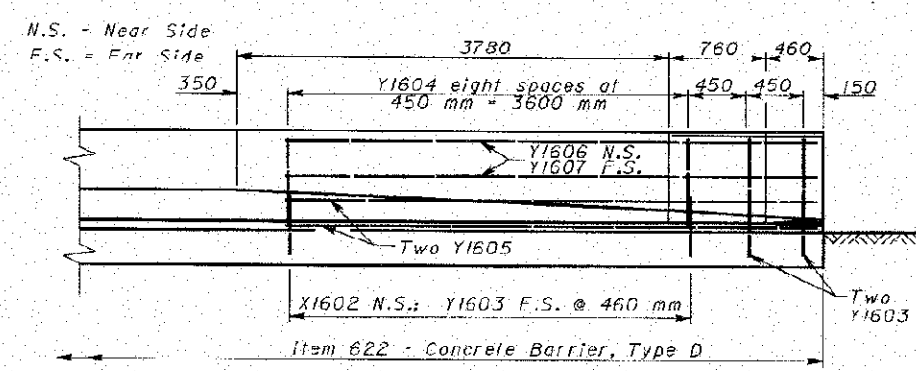
SECTION D-D



SECTION E-E



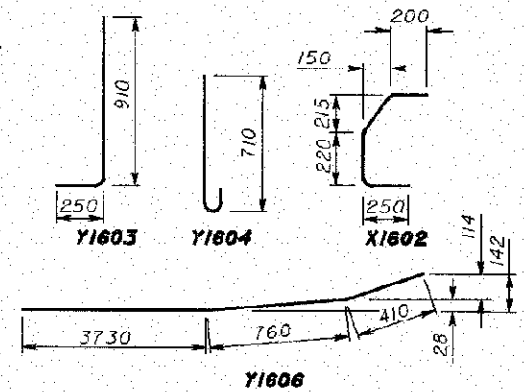
SECTION F-F



SECTION A-A

REINFORCING BAR LIST

MARK	LENGTH (mm)	SHAPE	NO.	MASS (kg)
X1602	850	Bent	9	12
Y1603	1120	Bent	13	23
Y1604	880	Bent	9	13
Y1605	4900	Str.	4	31
Y1606	4900	Bent	2	15
Y1607	4900	Str.	2	15
TOTAL MASS (For Info. only)				109



BENDING DIAGRAMS

NOTES

LOCATION: Concrete barrier at obstructions shall be constructed with the toe of the barrier slope at the normal guardrail offset from the roadway. Installations within continuous runs shall be constructed so that no approach or trailing guardrail tapers are required to connect to the barrier.

Installations that cannot be constructed at the normal guardrail offset and are to be connected to approach or trailing guardrail runs shall have a 25:1 guardrail taper to meet the existing or normal guardrail offset.

Installations that are not to be connected to approach or trailing guardrail runs shall include the standard guardrail flare as per SCD GR-5.1M.

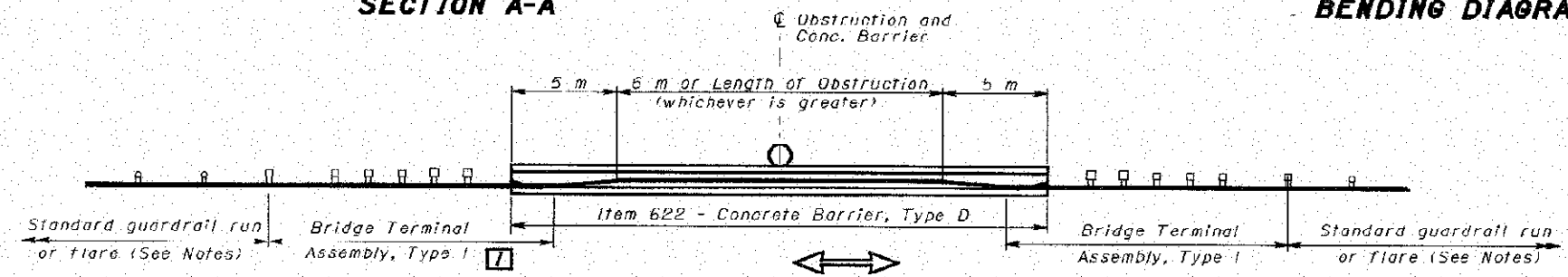
INCORPORATED INSTALLATIONS: For barrier installations that cannot be constructed at the normal guardrail offset, the incorporated installations shown may be installed at vertical walls, piers or other similar obstructions. For pier-incorporated installations the contractor may use the optional treatment, forming the back face of the Type D Concrete Barrier to the location shown (between piers only), with any additional cost being included in the cost of Item 622.

REINFORCING: All reinforcing bars shall be epoxy coated and shall meet the requirements of CMS 509.

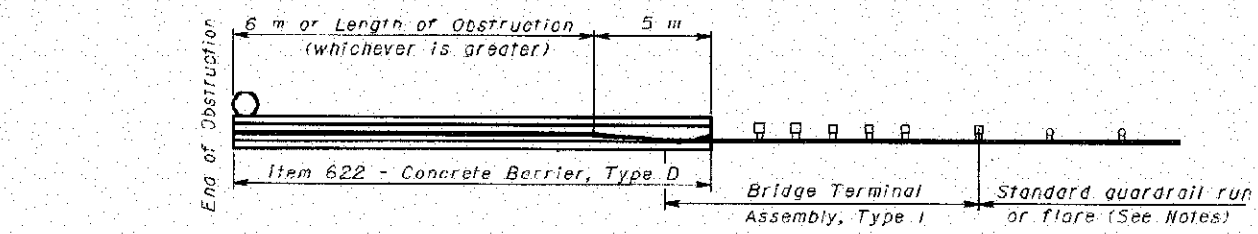
MISCELLANEOUS: For Bridge Terminal Assembly, Type 1 and Type 2 details and connections, see SCD's GR-3.1M and GR-3.2M, respectively. For Type D Concrete Barrier details see SCD RM-4.3M.

PAYMENT: Payment for Item 622, Concrete Barrier, Type D shall include all materials, labor and reinforcing steel required to construct the barrier as shown.

All dimensions are in millimeters unless otherwise noted.



TYPICAL INSTALLATIONS



INCORPORATED INSTALLATIONS

1 Bridge Terminal Assembly, Type 2 shall be used for directional roadways where trailing guardrail is used and is out of the clear zone of opposite direction traffic.



This Drawing Replaces GR-8J.

OHIO DEPARTMENT OF TRANSPORTATION	
CONCRETE BARRIER AT OBSTRUCTIONS	DATE 6-30-95 10-21-97
STANDARD CONSTRUCTION DRAWING RM-4.5M	APPROVED <i>[Signature]</i>