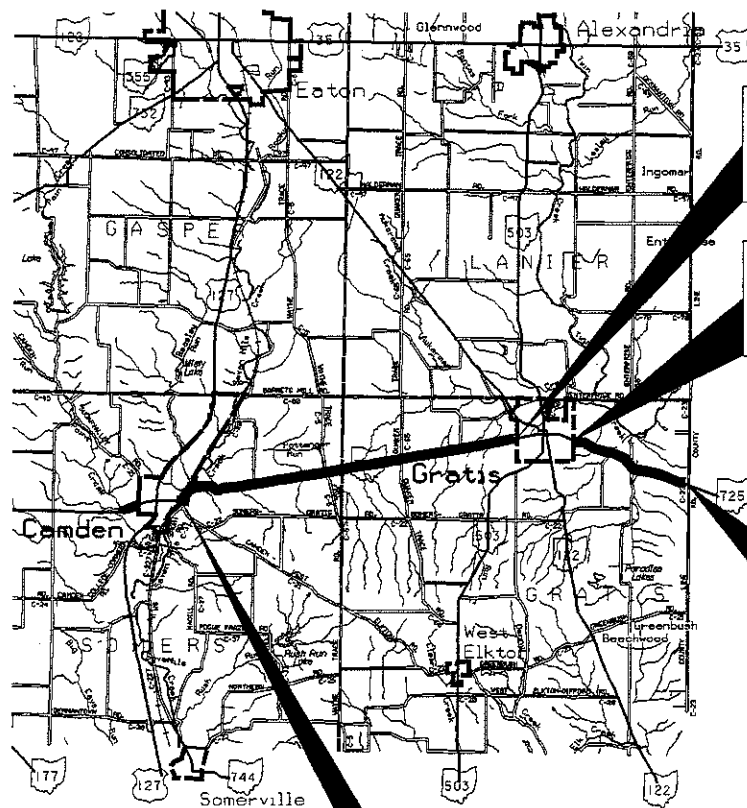


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OHIO DEPARTMENT OF TRANSPORTATION

LOCATION MAP



SUSPEND PROJECT
PRE-725-15.17

RESUME PROJECT
PRE-725-16.18

END PROJECT
PRE-725-18.37

BEGIN PROJECT
PRE-725-9.22

PREBLE COUNTY

PORTION TO BE IMPROVED

PROJECT DESCRIPTION

PLANE 1" AND PAVE WITH 1" OF INTERMEDIATE COURSE AND 1" OF SURFACE COURSE.
PERFORM PAVEMENT REPAIRS AND STRIPE ROADWAY.

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

PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINII		NET LENGTH MILES	VILLAGE	CITY
				BEGIN	END			
I	PRE	SR-725	9.22-15.17	9.22	15.17	5.95		
	PRE	SR-725	16.18-18.37	16.81	18.37	1.56		

INDEX OF SHEETS:

TITLE	1
SCHEMATIC	2
ASPHALT CONCRETE	3
EXTRA AREAS AND DEDUCTIONS	4
PAVED SHOULDERS	5
GENERAL NOTES	6-7
MAINTENANCE OF TRAFFIC NOTES	8
PAVEMENT MARKING	9
RAISED PAVEMENT MARKER	10
DROPOFFS IN WORKZONES	11
GENERAL SUMMARY	12

2002 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Transportation, including changes and supplemental specifications listed in the proposal shall govern this improvement.

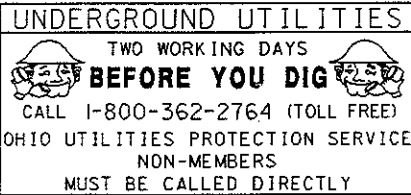
I hereby approve these plans and declare that the making of this improvement will not require the closing to traffic of the highway and that provisions for the maintenance and safety will be as set forth on plans and estimates.

ENGINEERS SEAL:



SIGNED: *J.P. Pietch*

DATE: 11/4/03



PLAN PREPARED BY:

DISTRICT 8
PRODUCTION

STANDARD DRAWINGS		STANDARD DRAWINGS		STANDARD DRAWINGS	
BP-3.1	07-28-00	TC-41.20	01-19-01		
BP-4.1	07-28-00	TC-52.10	04-20-01		
MT-97.10	04-19-02	TC-52.20	04-20-01		
MT-97.11	04-19-02	TC-65.10	10-19-01		
MT-99.20M	01-30-95	TC-65.12	10-19-01		
MT-105.10	10-18-02	TC-71.10	04-19-02	SUPPLEMENTAL SPECIFICATIONS	
MT-105.11	10-18-02				
				832	02-12-03
				833	02-12-03
				908	04-18-03

Approved: *[Signature]*
Date: 11/3/03 District Deputy Director of Transportation

Approved: *[Signature]*
Date: 11-29-03 Director, Department of Transportation

FEDERAL PROJECT NO.
E040246

PID NO.
17364

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

PRE-725-9.22

BEGIN PROJECT
SLM 9.22

CAMDEN WEST ELKON RD.
9.25

RESUME PROJECT

GRATIS E. CORP 16.18

UPPER SOMERS RD.
10.60

WAYNE TRACE RD.
11.85

JOHNSON RD.
16.83

PLEASANT VALLEY RD.
17.36

PLEASANT VALLEY RD.
17.33

QUAKER TRACE RD.
13.13

QUAKER TRACE RD.
13.13

PREBLE CO. LINE RD.
18.37

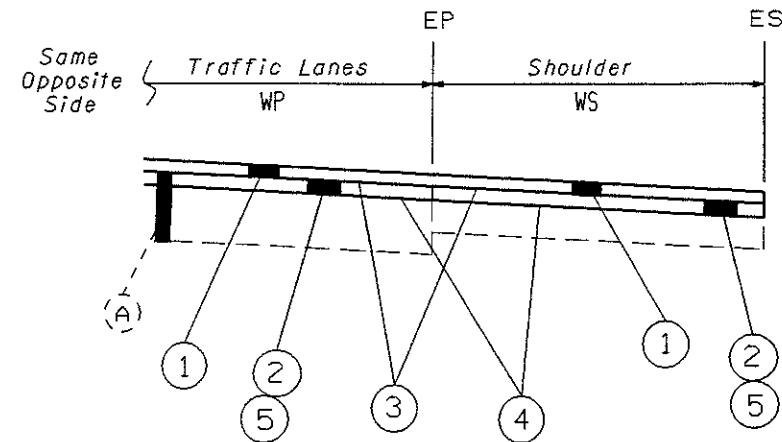
PREBLE CO. LINE RD.
18.37

END PROJECT
MONTGOMERY CO.
SLM 18.37

SUSPEND PROJECT
SLM 15.17
GRATIS W. CORP

NOT TO SCALE

PREBLE SR 725



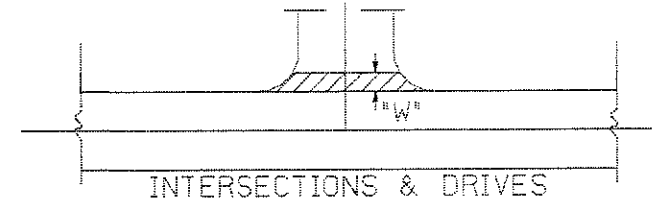
- (A) Existing Pavement
- ① Item 448 - 1" Asphalt Concrete Surface Course, Type 1, PG64-22
 - ② Item 448 - 1" Asphalt Concrete Intermediate Course, Type 1, PG64-22
 - ③ Item 407 - Tack Coat For Intermediate Course
 - ④ Item 407 - Tack Coat
 - ⑤ Item 254 - 1" Pavement Planing, Asphalt Concrete

QUANTITIES CARRIED TO THE GENERAL SUMMARY

								PAVEMENT DATA										
PART	ROUTE	LOG POINT TO LOG POINT (MILES)	LENGTH		WP FEET AVG.	T Y P I C A L	EXISTING TYPE PAVEMENT	PAVEMENT AREA SQ. YDS.	407		448						254	
			MILES	LIN. FT.					TACK COAT FOR INTERMEDIATE COURSE @ 0.050 GAL./S.Y. GAL.	TACK COAT @ 0.075 GAL./S.Y. GAL.	INTERMEDIATE COURSE,TYPE I PG64-22		SURFACE COURSE TYPE I, PG64-22				PAVEMENT PLANING ASPHALT CONCRETE	PATCHING PLANED SURFACE
												CU. YD.	THICK INCHES	CU. YD.		DEPTH IN.	SQ. YD.	SQ. YD.
I	SR-725	9.22 - 15.17	5.95	31416	20	I	ASPHALT	69813	3491	5236	1.00	1939	1.00	1939		1.00	69813	3491
		16.18 - 17.05	0.87	4594	19	I	ASPHALT	9698	485	727	1.00	269	1.00	269		1.00	9698	485
		17.05 - 17.82	0.77	4066	22	I	ASPHALT	9939	497	745	1.00	276	1.00	276		1.00	9939	497
		17.82 - 18.37	0.55	2904	19	I	ASPHALT	6131	307	460	1.00	170	1.00	170		1.00	6131	307
											</							

EXTRA AREA AND DEDUCTIONS

QUANTITIES CARRIED TO GENERAL SUMMARY

[illegible]

The diagram illustrates a road cross-section with the following components:

- Labels:**
 - Same Opposite Side:** Located on the left side of the road.
 - Traffic Lanes:** The central portion of the road, labeled **WP** (Working Portion).
 - Shoulder:** The right side of the road, labeled **WS** (Working Shoulder).
 - EP:** End Point, marked by a vertical line.
 - ES:** End of Shoulder, marked by a vertical line on the far right.
- Markers:**
 - Black rectangular markers are placed along the top edge of the road.
 - Numbered circles (1, 2, 3, 4, 5) are positioned below the road surface, with lines connecting them to specific markers.
 - Circle 1 is connected to a marker on the left side of the traffic lanes.
 - Circle 2 is connected to a marker on the right side of the traffic lanes.
 - Circle 3 is connected to a marker on the left side of the traffic lanes.
 - Circle 4 is connected to a marker on the right side of the traffic lanes.
 - Circle 5 is connected to a marker on the left side of the traffic lanes.
- Other Features:**
 - A dashed line labeled **(A)** is shown on the left side, extending from the bottom towards the road.

- (A) Existing Pavement
- ① Item 448 - 1" Asphalt Concrete Surface Course, Type I, PG64-22
 - ② Item 448 - 1" Asphalt Concrete Intermediate Course, Type I, PG64-22
 - ③ Item 407 - Tack Coat For Intermediate Course
 - ④ Item 407 - Tack Coat
 - ⑤ Item 254 - 1" Pavement Planing, Asphalt Concrete

* omit shoulders on brides 0435, 0478 and approach slabs

[illegible]

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DIRECTION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THE PROJECT.

R.A.P. IDENTIFICATION FOR 441 ASPHALT DESIGNS

FOR THE PURPOSES OF ASPHALT DESIGNS UTILIZING RECYCLED ASPHALT PAVEMENT, (R.A.P.), THE EXISTING ASPHALT WAS PLACED UNDER PROJECTS 748(88) AND 309(89). THE CONTRACTOR SHALL FURNISH THIS INFORMATION WITH THE REQUIRED DESIGN PACKET TO THE BITUMINOUS CONCRETE SECTION IN COLUMBUS.

ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN

PRIOR TO THE START OF ROADWAY OPERATIONS, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER. THE PAVEMENT SHALL BE REFERENCED IN 500 FEET INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMIPERMANENT CONDITION.

ITEM 407 - TACK COAT

THE RATE OF APPLICATION OF 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT, AS DIRECTED BY THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF:

0.075 GALLONS PER SQUARE YARD OF TACK COAT.

0.050 GALLONS PER SQUARE YARD OF TACK COAT FOR INTERMEDIATE COURSE.

CONSTRUCTION NOTIFICATION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. THE CONTRACTOR FOURTEEN (14) DAYS PRIOR TO ANY RAMP CLOSURES OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THE INFORMATION TO THE DISTRICT PUBLIC INFORMATION OFFICER BY FAX 513-933-6611 OR EMAIL Ron.Moser@dot.state.oh.us.

ITEM 614 - WORK ZONE PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED AS FOLLOWS: THE CONTRACTOR SHALL APPLY ALL OF THE FOLLOWING MARKINGS, AFTER PAVEMENT PLANING, AFTER APPLICATION OF THE INTERMEDIATE COURSE AND AFTER APPLICATION OF THE SURFACE COURSE.

24.42	MILE	ITEM 614	WORK ZONE CENTER LINE, CLASS I
48.84	MILE	ITEM 614	WORK ZONE EDGE LINE, CLASS I
30	FEET	ITEM 614	WORK ZONE STOP LINE, CLASS I
3	EACH	ITEM 614	WORK ZONE RAILROAD SYMBOL MARKING, CLASS I

ITEM 614 - WORK ZONE MARKING SIGNS

A QUANTITY OF 15 EACH WORK ZONE MARKING SIGNS, 15 EACH "NO EDGE LINES" OW-167 HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER.

CONVERSION OF METRIC STANDARD DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE 2002 CONSTRUCTION AND MATERIALS SPECIFICATIONS. THE APPENDIX OF ASTM E 380 SHALL BE UTILIZED FOR ANY ADDITIONAL CONVERSION FACTORS REQUIRED. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

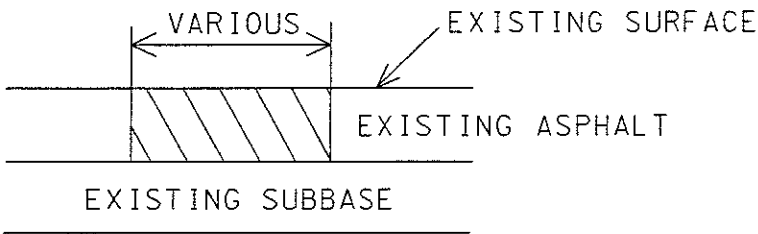
INTERIM COMPLETION DATE

AN INTERIM DATE OF COMPLETION FOR THIS CONTRACT IS SET 30 DAYS PRIOR TO THE FINAL COMPLETION DATE. ALL CONTRACT ITEMS OF WORK MUST BE COMPLETED BY THE INTERIM COMPLETION DATE. THE INTERIM DATE WILL BE SUBJECT TO LIQUIDATED DAMAGES AS INDICATED BY SECTION 108.07 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS BOOK. REQUEST FOR TIME EXTENSIONS TO THE INTERIM COMPLETION DATE WILL BE PROCESSED AS PER SECTION 108.06 OF THE SPECIFICATIONS BOOK. THE PERIOD OF TIME BETWEEN THE INTERIM COMPLETION DATE AND THE FINAL COMPLETION DATE IS STRICTLY TO ALLOW FOR COMPLETION OF THE "PUNCH LIST" ITEMS AND REMOVAL OF THE PROJECT FIELD OFFICES. FAILURE TO COMPLETE THE "PUNCH LIST" AND REMOVE THE FIELD OFFICES BY THE FINAL COMPLETION DATE WILL RESULT IN ASSESSMENT OF LIQUIDATED DAMAGES AS PER SECTION 108.07 OF THE SPECIFICATIONS BOOK. A GRANTED TIME EXTENSION TO THE INTERIM COMPLETION DATE WILL NOT INCLUDE A CORRESPONDING EXTENSION TO THE FINAL COMPLETION DATE. EXTENSIONS OF TIME TO THE FINAL COMPLETION DATE WILL ONLY BE GRANTED IF IT CAN BE JUSTIFIED THAT NOT ENOUGH TIME EXIST TO COMPLETE "PUNCH LIST" ITEMS AND REMOVE THE PROJECT FIELD OFFICES PRIOR TO THE FINAL COMPLETION DATE.

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ITEM 253 - PAVEMENT REPAIRS

AN ESTIMATED QUANTITY OF 1100 CU. YDS. OF ITEM 253 - PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THIS OPERATION SHALL BE PERFORMED BEFORE PAVEMENT PLANING OF ROADWAY.



EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A MINIMUM DEPTH OF 6" OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE BASE. THE 301 SHALL BE COMPACTED AS PER 401.14 AND IN APPROXIMATELY EQUAL LAYERS. THE LOCATION AND SIZE OF REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

THESE QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

SUBBASE FAILURES

IF, AFTER REMOVAL OF THE ASPHALT MATERIAL THE PROJECT ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING, HE SHALL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE IT WITH COMPACTED 304 AGGREGATE BASE AS NECESSARY. PAYMENT FOR THIS WORK WILL BE MADE AT THE CONTRACT BID PRICE FOR:

ITEM 203
EXCAVATION

CU. YDS.

85

ITEM 304
AGGREGATE BASE

CU. YDS.

85

THESE QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

PERMANENT PAVEMENT MARKINGS

THE CONTRACTOR SHALL REFERENCE ALL PAVEMENT MARKINGS INCLUDING AUXILIARY PAVEMENT MARKINGS BEFORE THE START OF THE PLANING OPERATION. THIS WILL BE NECESSARY TO ASSURE CORRECT PLACEMENT OF MARKINGS IN ORIGINAL LOCATIONS. PAY FOR THIS OPERATION SHALL BE INCLUDED WITH EACH RESPECTIVE PAVEMENT MARKING ITEM.

UTILITY OWNERSHIP

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT:

TIME WARNER CABLE - CABLE T.V.
4195 N. BARRON STREET
EATON, OHIO 45320
937-477-7621

THE DAYTON POWER & LIGHT CO. - ELECTRIC
1900 DRYDEN ROAD
DAYTON, OHIO 45439
937-331-4924

VECTREN - GAS
1335 E. DAYTON YELLOW SPRINGS ROAD
FAIRBORN, OHIO 45324
937-440-1918

AMERITECH - TELEPHONE
3233 WOODMAN DRIVE
DAYTON, OHIO 45420
937-296-3555

VERIZON - TELEPHONE
6464 WESTBROOK ROAD
CLAYTON, OHIO 45315
937-382-4224

THE VILLAGE OF CAMDEN - WATER
P.O. BOX 1
56 N. MAIN STREET
CAMDEN, OHIO 45311
937-452-0037

THE CITY OF GRATIS - WATER
P.O. BOX 574
GRATIS, OHIO 45330
937-787-4513

GENERAL NOTES

PRE-725-9.22

7
12

ITEM 614-MAINTAINING TRAFFIC

IT IS THE INTENTION OF THESE PLANS TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO AND THE MAXIMUM SAFETY OF, THE CONTRACTOR AND THE TRAVELING PUBLIC. THE REQUIREMENTS FOR MAINTAINING TRAFFIC SHALL BE AS INDICATED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION. THE PROPOSAL, THE SPECIFICATIONS AND THE PLANS. ANY VARIANCE FROM THESE REQUIREMENTS SHALL BE APPROVED BY THE DIRECTOR IN WRITING.

- A. 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 AND ALL INTERESTED POLICE AGENCIES. THESE PERSONS SHALL BE RESPONSIBLE FOR PLACING OR REPLACING NECESSARY TRAFFIC CONTROL DEVICES TO MAINTAIN THE TRAVELED PAVEMENT SAFELY.
- B. TRAFFIC SHALL BE MAINTAINED AT ALL INTERSECTIONS AND DRIVES AT ALL TIMES AND SHALL BE CONTROLLED WITH FLAGGERS AND TRAFFIC CONTROL DEVICES AS REQUIRED AND SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER.
- C. ON TWO LANE ROADS, AT LEAST ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES WORK IS BEING PERFORMED. TRAFFIC SHALL BE CONTROLLED USING FLAGGERS AND TRAFFIC CONTROL DEVICES AS REQUIRED.
- D. DURING NON-WORKING HOURS, TRAFFIC SHALL BE RESTORED TO THE FULL WIDTH OF EXISTING PAVEMENT.
- E. PAYMENT FOR ALL THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614-MAINTAINING TRAFFIC.

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ALL QUANTITIES CARRIED TO GENERAL SUMMARY																			
PART	COUNTY	ROUTE	FROM MILE MARKER	TO MILE MARKER	642 QUANTITIES				642 CENTER LINE										
					CENTER LINE MILES														
					TOTAL	DASHED	SOLID		REMARKS										
I	PRE	725	9.22	15.17	5.95	4.01	5.84												
			16.18	18.37	2.19	0.48	3.78												
CENTER LINE TOTAL					8.14	4.49	9.62												
PART	COUNTY	ROUTE	FROM MILE MARKER	TO MILE MARKER	642 EDGE LINE				EDGE LINE QUANTITIES										
					TOTAL MILES	HWY. MILES	RAMP MILES	PART.	WHITE	YELLOW									
I	PRE	725	9.22	15.17	11.90	11.90			11.90										
			16.18	18.37	4.38	4.38			4.38										
EDGE LINE TOTAL					16.28				16.28										
PART	COUNTY	ROUTE	FROM MILE MARKER	TO MILE MARKER	642 QUANTITIES			PARTICIPATION	REMARKS										
					LANE LINE, MILES														
					TOTAL	DASHED													
LANE LINE TOTAL																			
AUXILIARY MARKING										644									
PART	CO.	ROUTE	S.L.M.		24" TRANSVERSE LINES		STOP LINES	12" CROSS-WALK	WORD ON PAVEMENT		RAILROAD SYMBOL MARKING		LANE ARROWS			ISLAND MARKING	8" CHANNELIZING LINE	REMARKS	
					WHITE	YELLOW			ONLY	ONLY			TURN	THRU	COMB.				
			FROM	TO	FEET	FEET	FEET	FEET	72"	96"	EACH	EACH	LEFT	RIGHT	EACH	EACH	SQ.FT.		FEET
I	PRE	725		9.24			10												
				9.26							I								
AUXILIARY MARKING TOTALS							10				I								

Detail	

PART	LOCATION				D E T A I L	621			PRISMATIC RETRO-REFLECTOR COLORS					REMARKS
	COUNTY	ROUTE	S.L.M. SECTION (MILES)			RPM INSTALLATION ONLY			ONE-WAY		TWO-WAY			
			FROM	TO					WHITE	YELLOW	WHITE/ WHITE	YELLOW/ YELLOW	WHITE/ RED	
I	PRE	725	9.22	15.17	1/3	EACH 514	EACH	EACH				514		
			16.18	18.37	1/3	215						215		
			9.22	9.24	2	6						6		
				</										

ITEM 202-RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, APP
AN ESTIMATED QUANTITY OF 1086 EACH ITEM 202-RAISED PAVEMENT MARKERS REMOVED FOR STORAGE, AS PER PLAN,
HAS BEEN PROVIDED. THE CONTRACTOR SHALL REMOVE ALL RAISED PAVEMENT MARKERS WITHIN THE LIMITS
OF WORK AND DELIVER THEM TO THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT EIGHT, LEBANON,
OHIO, IN A RELATIVELY CLEAN CONDITION (NO MUD OR DEBRIS MIXED IN). THE DEPRESSIONS LEFT BY
THEIR REMOVAL SHALL BE TACKED WITH ITEM 407 MATERIAL AND THEN ITEM 448 MATERIAL SHALL BE
PLACED AND COMPACTED. THE COST FOR THIS ITEM SHALL INCLUDE ALL OF THE MATERIALS, EQUIPMENT
AND LABOR DESCRIBED ABOVE. EXISTING RAISED PAVEMENT MARKERS SHALL NOT BE REMOVED UNLESS
THEY WILL BE REPLACED IN THE SAME CONSTRUCTION SEASON.

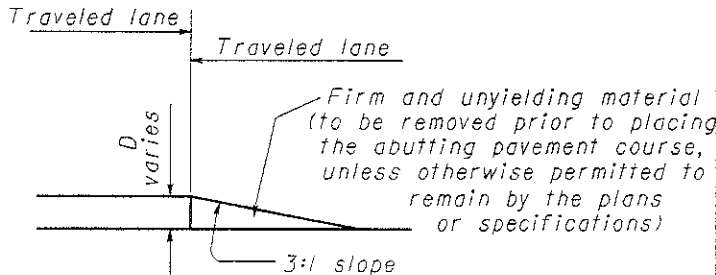
QUANTITIES CARRIED TO THE GENERAL SUMMARY

GENERAL NOTES

1. It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
2. While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
3. In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown hereon may be required.
4. The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
5. Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing MC-9.2 and Item 622.
6. When drums are specified for a dropoff condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
7. When OW-151 (Low Shoulder) signs or OW-171 (Uneven Lanes) and OWP-171 signs are required, they shall be placed 750' in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the dropoff condition extends more than one-half mile, additional signs should be erected at intervals of one mile or less.
8. For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
9. Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10', drums may be placed on the opposite level from that of traffic provided the dropoff depth does not exceed 5" and approval is granted by the Project Engineer.
10. Pavement Repairs (or similar work):
 - a. Lengths greater than 60 feet - utilize appropriate treatment from Condition I.
 - b. Lengths of 60 feet or less - repairs shall be effected in accordance with 255.08. Drums may be used as a separator adjacent to the traveled lane.

OPTIONAL WEDGE TREATMENT
(MILLING OR RESURFACING)

1. This treatment may be used when permitted for Condition I only.
2. OW-171 and OWP-171 signs required.



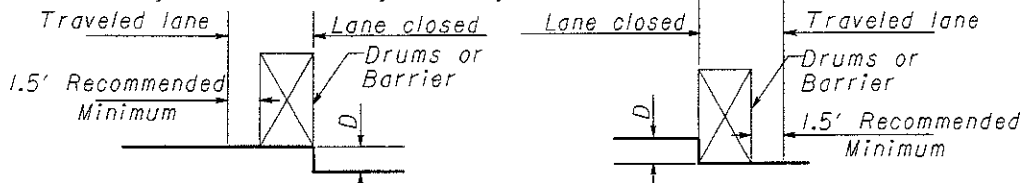
CONDITION I

DROPOFFS BETWEEN TRAVELED LANES

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

D (In.)	Treatment
≤1½	Erect OW-171 and OWP-171 signs.
>1½-3	1) Lane closure utilizing drums* as shown below OR 2) Optional Wedge Treatment
>3-5	Lane closure utilizing drums as shown below.
>5	Lane closure utilizing portable concrete barrier as shown below.

*Cones may be used for daytime only conditions.



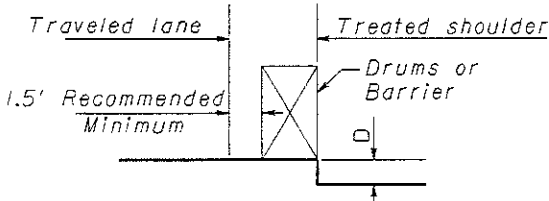
CONDITION II

DROPOFFS WITHIN GRADED SHOULDER AREA

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

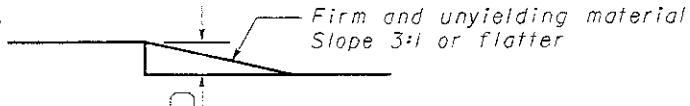
D (In.)	Treatment
≤1½	1) If edgelines are present, no treatment necessary OR 2) Erect OW-171 and OWP-171 signs.
>1½-5	1) If min. lane width requirements can be met, maintain lanes utilizing drums as shown below OR 2) If min. lane width requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
>5-12 Daylight only	If min. lane width requirements can be met, maintain lanes utilizing drums as shown below.
>5-24	1) If min. lane width requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If min. lane width requirements cannot be met, close adjacent lane utilizing drums.
>24	Lane closure utilizing portable concrete barrier as shown below.

*Minimum lane widths shall be 10' unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

1. This treatment may not be used within a bituminous shoulder where a hot longitudinal joint per 401.15 is required.
2. OW-151 signs required.



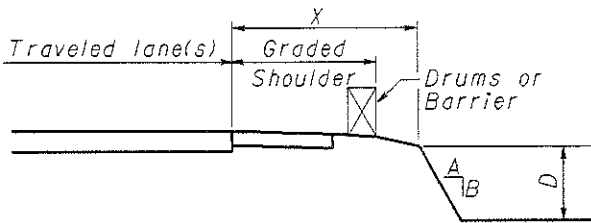
CONDITION III

DROPOFFS BEYOND GRADED SHOULDER OR BACK OF CURB

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

CHART A

- USE FOR:
1. Uncurbed Facilities.
 2. Curbed Facilities, where:
 - a. Curbs are less than 6" in height.
 - b. Curbs are 6" or greater in height and the legal speed is greater than 40 mph.

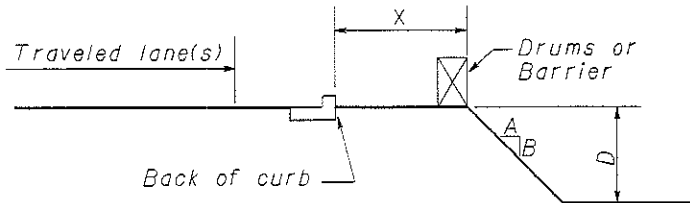


X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-4	Any	Any	(a)	(a)
4-30	Any	3:1 or Flatter	None	None
4-12	<3	Steeper than 3:1	None	None
4-12	>3-12	Steeper than 3:1	Drums	Drums
4-12	>12	Steeper than 3:1	Drums	Barrier
>12-20	<12	Steeper than 3:1	None	None
>12-20	>12-24	Steeper than 3:1	Drums	Drums
>12-20	>24	Steeper than 3:1	Drums	Barrier
>20-30	<24	Steeper than 3:1	None	Drums
>20-30	>24	Steeper than 3:1	Drums	Barrier
>30	Any	Any	None	None

(a) Use treatment specified under Condition II.

CHART B

- USE FOR: Curbed facilities, where the curb is 6" or greater in height and the legal speed is 40 mph or less.



X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-10	<12	Any	None	Drums
0-10	>12	Any	Drums	Drums
>10	Any	Any	None	None

