PROFILE AND ALIGNMENT

UNLESS SHOWN OTHERWISE IN THESE PLANS, PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY WITH AN UNIFORM INTERMEDIATE ASPHALT CONCRETE OVERLAY THICKNESS OF 1.75 INCHES AND AN UNIFORM SURFACE ASPHALT CONCRETE OVERLAY THICKNESS OF 1.5 INCHES, AS SHOWN IN THE TYPICAL SECTIONS AND IN THESE PLANS.

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC RS

PRIOR TO PLACING THE MAINLINE RESURFACING ASPHALT COURSES, THE CONTRACTOR SHALL REPAIR THE EXISTING CONCRETE PAVEMENT SLABS. THIS ITEM SHALL BE USED FOR THESE REPAIRS. THE CONTRACTOR SHALL CONFIRM THE SLABS AND/OR AREAS TO BE REPAIRED WITH THE PROJECT ENGINEER. THE PROJECT ENGINEER WILL APPROVE THE AREAS TO BE REPAIRED WITH THIS ITEM.

THE CONCRETE MIX DESIGN FOR THE MATERIAL FOR THIS ITEM SHALL MEET THE ROADWAY/RAMP CLOSURE RESTRICTIONS NOTED IN THE PLANS. THE CONTRACTOR SHALL PROVIDE A QC RS HIGH-EARLY STRENGTH CONCRETE MIX DESIGN TO PROVIDE STRENGTH AND CURE TIMES TO MEET THE PERMITTED CLOSURE DURATIONS.

A TABLE OF POTENTIAL LOCATIONS FOR FULL DEPTH PAVEMENT REPAIRS IS AVAILABLE IN THE PROJECT FOR REFERENCE ONLY FILES. SOME REPAIRS WILL BE LIMITED HALF SLAB REPAIRS.
LOCATIONS AND AREA OF FULL DEPTH REPAIRS SHALL BE PER THE APPROVAL OF THE PROEJCT ENGINEER. ALL FULL DEPTH REPAIRS SHALL BE COMPLETED PRIOR TO JUNE 1.

THE FOLLOWING ITEMS AND ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO PERFORM THIS ITEM OF WORK:

ITEM 255, FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC RS = 1,000 SY

ITEM 255, FULL DEPTH PAVEMENT SAWING = 2,700 FT

ITEM 254, PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN (VARIABLE DEPTH)

THIS ITEM IS PROVIDED TO ADDRESS LOCALIZED ROUGHNESS AT THE FOLLOWING MAINLINE IR 75 STRUCTURES PRIOR TO PLACING WATER-PROOFING ASPHALT AT THESE BRIDGES OR THE MAINLINE RE-SURFACING ASPHALT COURSES:

BRIDGE NO. ALL-75-0701 L&R BRIDGE NO. ALL-75-0808 L&R
BRIDGE NO. ALL-75-0829 L&R BRIDGE NO. ALL-75-0874 L&R

COLLECT SURFACE SMOOTHNESS USING EQUIPMENT AND OPERATORS CONFORMING TO SUPPLEMENTAL 1058. FURNISH THE DEPARTMENT'S APPROVAL LETTER OF THE PROFILER AND OPERATOR TO THE ENGINEER.

SMOOTHNESS MEASUREMENT:
MEASURE THE PAVEMENT SURFACES SMOOTHNESS IN BOTH WHEEL PATHS. WHEEL PATHS ARE LOCATED PARALLEL TO THE CENTERLINE OR BASELINE OF THE ROADWAY OR RAMP AND APPROXIMATELY 3.0 FEET (1.0 M) FROM THE CENTERLINE OF THE LANE, MEASURED TRANSVERSELY IN BOTH DIRECTIONS. ENSURE THE PATH OF THE PROFILER IS PARALLEL TO THE LANE CENTER-LINE AT ALL TIMES. MEASURE THE ENTIRE LENGTH OF PAVEMENT, EVENT MARKING THE PROFILE RUNS SUCH THAT PROFILE DATE CAN LATER BE IDENTIFIED WHEN THE PROFILE SENSOR(S) IS WITH-IN 1.0 FOOT (0.3 M) OF ANY EXISTING PAVEMENT NOT CONSTRUCT-ED ON THE PROJECT, PRESSURE RELIEF JOINT, APPROACH SLAB, OR OTHER NON-PAVEMENT FEATURES (I.E. MANHOLES, VALVE BOXES). IT IS THE OPERATOR'S RESPONSIBILITY TO NOTE SUCH LOCATIONS IN THE COLLECTED INERTIAL PROFILES. REMOVE ANY OBJECTS SUCH AS DIRT, DEBRIS, CURING COVERS, ETC., PRIOR TO PERFORMING THE SURFACE SMOOTNESS MEASUREMENTS.

DEVELOP AN IRI ACCORDING TO ASTM E 1926 FOR EACH 0.1 - MILE (0.16 KM) SECTION. SUBMIT ELECTRONIC FILES OF THE SUMMARY REPORT FROM PROVAL CONFORMING TO SUPPLEMENT 1110 AND ELECTRONIC FILES OF ALL LONGITUDINAL PAVEMENT PROFILES IN PROVAL COMPATIBLE FORMAT TO THE ENGINEER. THE ENGINEER WILL SUBMIT ELECTRONIC FILES TO THE OFFICE OF TECHNICAL SERVICES.

PROVIDE NECESSARY TRAFFIC CONTROL AND SURVEY STATIONING FOR ALL SURFACE SMOOTHNESS MEASUREMENTS.

IN EACH LANE AT EACH LOCATION, DEVELOP AND PROVIDE A VARIABLE DEPTH GRINDING PLAN THAT WILL RESULT IN A SURFACE SMOOTHNESS WITH NO LOCALIZED IRI OVER 250 IN EACH WHEEL PATH OF EACH LANE IN EACH SECTION. THE SHOULDERS SHALL BE MILLED TO MATCH THE VARIABLE DEPTH GRINDING OF THE (MAINLINE) LANES WITH A 2.1% - 4.0% CROSS SLOPE TO THE EDGE OF THE PAVEMENT (TO PROVIDE POSITIVE DRAINAGE). PAVEMENT PLANING ON THE APPROACH SLAB SHALL NOT EXCEED A DEPTH OF 1.5"(ONE AND A HALF OF AN INCHES) AS PART OF THE VARIABLE PLANING/GRINDING PLAN.

CARE NEEDS TO BE TAKEN SO THERE IS SMOOTH TRANSITION BETWEEN LANES AND SHOULDERS. PROVIDE THE PLAN TO THE ENGINEER FOR APPROVAL A MINIMUM OF 3 (THREE) DAYS PRIOR TO PERFORMING THIS WORK.

THE CONTRACTOR SHALL PROVIDE CORRECTIVE PAVEMENT PLANING AND VARIABLE DEPTH OF INTERMEDIATE ASPHALT CONCRETE COURSE TO IMPROVE THE RIDEABILITY ACROSS ALL-I.R. 75 MAINLINE BRIDGES, APPROACH SLABS, AND THE APPROACHING MAINLINE PAVEMENT. THE CORRECTIVE PLANING AND VARIABLE DEPTH OF INTERMEDIATE ASPHALT CONCRETE COURSE SHALL BE COMPLETED BEFORE PAVING ALL-I.R. 75 MAINLINE AND ALL-I.R. 75 MAINLINE BRIDGES. THE INTENT IS TO HAVE THE CORRECTIVE PLANING COMPLETED OVER THE APPROACH SLABS AND APPROACHING MAINLINE PAVEMENT. A TRANSITION DETAIL IS PROVIDED ON PLAN SHEET 53 DEPICTING THE INTENDED CORRECTIVE PLANING AND VARIABLE INTERMEDIATE ASPHALT COURSE ALONG WITH THE WATERPROOFING ASPHALT WORK ON THE MAINLINE BRIDGES AND THE ASPHALT RESURFACING WORK ON THE MAINLINE APPROACHES.

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ITEM 254, PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN (VARIABLE DEPTH) (CONTINUED)

PAYMENT FOR COLLECTING ALL SURFACE SMOOTHNESS PROFILES AND DEVELOPING THE CORRECTIVE ACTION PLAN IS INCLUDED WITH THIS VARIABLE DEPTH PLANING ITEM. ALSO, ALL LABOR, MATERIALS AND INCIDENTAILS FOR THE INSTALLATION OF THE REINFORCING JOINT MESH DETAILED ON THE "TANSITION DETAILS"ON PLAN SHEET 53 IS INCLUDED WITH THIS VARIABLE DEPTH PLANING ITEM.

THE FOLLOW ESTIMATED QUANTITIES ARE BEING PROVIDED FOR THE PAVEMENT PLANING AND PLACEMENT OF ASPHALT TO ADDRESS THE ROUGHNESS AT THE NOTED BRIDGES AND TO IMPROVE SMOOTHNESS OVER APPROACHING PAVEMENT AND APPROACH SLABS. THESE ITEMS AND ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY. FOR ADDITIONAL DETAILS SEE PLAN SHEET 53.

ITEM 254, PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN (VARIABLE DEPTH) = 12,128 SY

ITEM 407, TACK COAT = 848 GAL

ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449) (VARIABLE DEPTH) = 336 CY

REPLACEMENT OF EXISTING LONGITUDINAL CONCRETE JOINT REPAIR

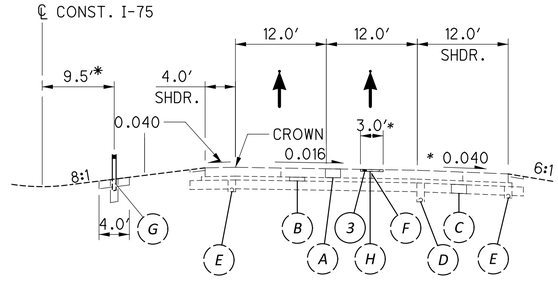
PRIOR TO PLACING THE MAINLINE RESURFACING ASPHALT COURSES, THE CONTRACTOR SHALL REPLACE SECTIONS OF PREVIOUSLY REPAIRED LONG-ITUDINAL CONCRETE JOINTS. THE CONTRACTOR SHALL USE THE BELOW ITEMS TO REMOVE AND REPLACE THESE REPAIRED AREAS AS SHOWN BELOW. THE CONTRACTOR SHALL CONFIRM WITH THE PROJECT ENGINEER THE SECTION OF LONGITUDINAL CONCRETE JOINTS NEEDING REPLACED. THE PROJECT ENGINEER WILL APPROVE THE SECTIONS OF LONGITUDINAL JOINTS TO BE REPLACED.

THE FOLLOW ESTIMATED QUANTITIES ARE BEING PROVIDED FOR THE PAVE-MENT PLANING AND PLACEMENT OF ASPHALT TO REMOVE AND REPLACE REPAIRS ALONG THE EXISTING LONGITUDINAL PAVEMENT JOINTS. THESE ITEMS AND ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

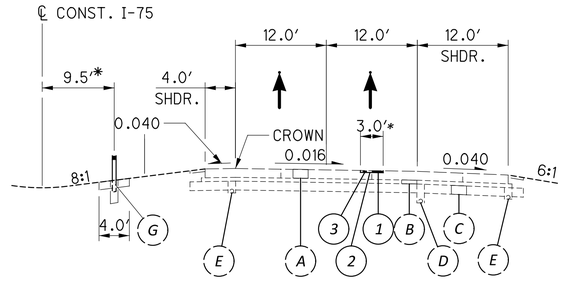
ITEM 254, PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (3" DEPTH) = 6,178 SY

ITEM 407, TACK COAT (702.13) = 433 GAL

ITEM 442, 3" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (448) = 515 CY



* CENTERED OVER EX. LONGITUDINAL JT.



* CENTERED OVER EX. LONGITUDINAL JT.

PROPOSED PAVEMENT LEGEND

1. ITEM 442 - 3" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (448)
2. ITEM 407 - TACK COAT (702.13)
3. ITEM 254 - PAVEMENT PLANING, PORTLAND CEMENT CONCRETE

EXISTING PAVEMENT LEGEND

- A. 14"± PORTLAND CEMENT CONCRETE PAVEMENT
- B. 6"± AGGREGATE BASE
- C. 14"± CEMENT STABALIZED SUBGRADE
- D. 6" SHALLOW PIPE UNDERDRAINS
- E. 6" BASE PIPE UNDERDRAINS
- F. EXISTING LONGITUDINAL PAVEMENT JOINT
- G. CABLE RAIL
- H. EXISTING LONGITUDINAL CONCRETE JOINT REPAIR

GENERAL NOTES

DESIGN AGENCY

DESIGNER EJS
REVIEWER XXX MM-DD-YY
PROJECT ID 116704
SHEET P.7 TOTAL 104

ALL/HAN-75/VAR-5.53/VAR

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ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN (IR 75)

THE CONTRACTOR SHALL MAINTAIN TWO ELEVEN (11) FOOT LANES OF TRAFFIC IN EACH DIRECTION AT ALL TIMES ON MAINLINE I.R. 75, EXCEPT WHEN A LANE CLOSURE IS PERMITTED. WHEN PERMITTED TO CLOSE A LANE ON I.R. 75, THE CONTRACTOR SHALL MAINTAIN ONE ELEVEN (11) FOOT LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES ON MAINLINE I.R. 75 IN ACCORDANCE WITH THE REQUIREMENT OF C&MS 614 AND THESE MAINTENANCE OF TRAFFIC NOTES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ORGANIZE THEIR WORK IN SUCH A MANNER TO PROVIDE THE MOST SAFETY WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC.

ONE LANE CLOSURES ON ALL-I.R. 75 WILL ONLY BE PERMITTED BETWEEN 8:00 P.M. AND 6:00 A.M. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127) TABLE ON SHEET 11 .

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS ON I.R. 75 SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT OF THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATED WITHIN THE WORK IN PROGRESS.

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THE CONTRACTOR SHALL BE RESPONSIBLE FOR ERECTING AND MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL 24 HOURS A DAY FOR THE DURATION OF THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, AND MAINTAINED, AND REMOVED BY THE CONTRACTOR. THIS CONSISTS OF NOTIFYING THE OHIO STATE PATROL AFTER ENCOUNTERING ANY ACCIDENTS OR DISABLED VEHICLES OR OBJECTS HINDERING THE FLOW OF TRAFFIC.

THE CONTRACTOR SHALL DESIGNATE TO THE ENGINEER, A PERSON RESPONSIBLE FOR MAINTENANCE OF TRAFFIC CONTROL DURING NON-WORK HOURS WHO SHALL BE AVAILABLE ON SITE WITHIN THIRTY (30) MINUTES AFTER NOTIFICATION.

UNLESS PHYSICALLY IMPOSSIBLE, ALL CONSTRUCTION EQUIPMENT SHALL EXIT ALL WORK ZONES FROM THE DOWNSTREAM END OF THE WORK ZONE OR BY INTERCHANGE RAMPS.

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO DIRECTLY TRANSPORT OR OPERATE EQUIPMENT ACROSS THE OPEN LANES OF I.R. 75. THE CONTRACTOR WILL NOT BE PERMITTED TO UTILIZE THE EMERGENCY TURN-AROUNDS AS PART OF THE HAUL ROUTE.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 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, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

PAVEMENT MARKING

PRIOR TO PLACEMENT OF ANY WORK ZONE PAVEMENT MARKINGS, THE CONTRACTOR SHALL COMPLETELY OBLITERATE, AS PER SPEC. 641.10, ALL EXISTING PAVEMENT MARKINGS THAT WOULD CREATE CONFUSION OR CONFLICT WITH THE WORK ZONE PAVEMENT MARKINGS. PAYMENT FOR THIS COMPLETE REMOVAL SHALL BE INCLUDED IN ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 614, MAINTAINING TRAFFIC (IR 75 RAMPS & VARIOUS 2-LANE ROUTES)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR PERIODS NOT TO EXCEED THE CONSECUTIVE CALENDAR DAYS NOTED IN THE WINDOW CONTRACT TABLE ON SHEET 11, WHEN THROUGH TRAFFIC MAY BE MAY BE DETOURED AS SHOWN ON SHEETS 12-27. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT NOTED IN THE WINDOW CONTRACT TABLE FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. SEE THE APPLICABLE WINDOW CONTRACT (PN 129) TABLES ON SHEET 11 FOR ADDITIONAL INFORMATION.

ACCESS TO ADJACENT PROPERTY WITHIN THE WORK LIMITS SHALL BE MAINTAINED BY THE CONTRACTOR AT ALL TIMES PER 614.02(a).

THE CONTRACTOR WILL NOT BE PERMITTED TO CLOSE THE ROAD AT SOME LOCATIONS CONCURRENTLY. THE CONTRACTOR SHALL FOLLOW THE CONCURRENT CLOSURE RESTRICTIONS NOTED IN THE WINDOW CONTRACT (PN 129) TABLE FOR STATE & U.S. ROUTES ON SHEET 11.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS SHOWN ON SHEETS 12-27.

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ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 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 PLANS.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

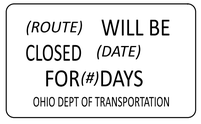
NOTICE OF CLOSURE SIGNS (W20-H14) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLAT SHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/ RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H14 SIGN LISTS THE APPLICABLE AGENCY NAME IN WHICH MOTORIST MAY CONTACT FOR ADDITIONAL INFORMATION.



(#) - NUMBER OF DAYS

W20-H14-60

NOTES: THE CONTRACTOR WILL SUPPLY THE DATE, ROUTE AND NUMBER OF DAYS. SEE PLAN FOR APPLICABLE ROUTES.

ITEM 614, MAINTAINING TRAFFIC (I.R. 75 LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING I.R. 75 LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
CHRISTMAS (OBSERVED)	THANKSGIVING
MEMORIAL DAY	FOURTH OF JULY (OBSERVED)
LABOR DAY	

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

DAY OF HOLIDAY OR SPECIAL 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
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127) TABLE ON SHEET 11 .

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NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

DESIGN AGENCY
DESIGNER EJS
REVIEWER XXX MM-DD-YY
PROJECT ID 116704
SHEET P.9 TOTAL 104

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DETOUR SIGNING BY CONTRACTOR

THE FOLLOWING ESTIMATED QUANTITY IS PROVIDED FOR USE AS PER THESE PLANS AND AS DETERMINED BY THE ENGINEER TO HAVE THE CONTRACTOR SET UP, MAINTAIN, AND SUBSEQUENTLY REMOVE THE OFFICIAL SIGNED DETOUR ROUTES FOR CLOSURES OF IR 75 RAMPS, SR 12, AND SR 18 (SEE SHEET NO. 12-17, 26 AND 27).

ITEM 614, DETOURING SIGNING = LUMP SUM

DESIGNATED LOCAL DETOUR ROUTE(S)

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTES, LOCAL ROUTES HAVE BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTES OR "DESIGNATED LOCAL DETOUR ROUTE(S)." THESE ROUTES ARE SHOWN ON SHEET NO. 18 - 27. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THESE ROUTES IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTES SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTES.

ITEM 253, PAVEMENT REPAIR = 100 CU. YD.
ITEM 441, ASPHALT CONCRETE SURFACE COURSE,
TYPE 1, (449), PG 64-22 = 50 CU. YD.
ITEM 407, TACK COAT = 100 GAL.
ITEM 616, WATER = 1.3 M. GAL.
ITEM 617, COMPACTED AGGREGATE = 250 CU. YD.

EXTRA ADVANCE WARNING SIGNS

AN EXTRA ADVANCE WARNING SIGN GROUP CONSISTS OF TWO W20-1 (ROAD WORK AHEAD) SIGNS, TWO W20-5 (RIGHT/LEFT LANE CLOSED AHEAD) SIGNS WITH W16-3A DISTANCE PLATES, AND TWO W3-H4b (WATCH FOR STOPPED TRAFFIC) SIGNS AND REQUIRED WARNING LIGHTS.

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND REMOVE EXTRA ADVANCE WARNING SIGN GROUPS AS SHOWN ON TRAFFIC SCD MT-95.50 AT THE FOLLOWING DISTANCES IN ADVANCE OF THE LANE TAPERS WITH THE APPROPRIATE W16-3A DISTANCE PLATES:

1) LANE TAPER NB ALL-IR 75, SLM 5.00 (NORTH OF MM 123), BEGINNING OF PAVEMENT WORK NB IR 75; PROVIDE SIGN GROUPS AT 3 MILES.

2) LANE TAPER SB ALL-IR 75, SLM 10.10 (NORTH OF MM 128), BEGINNING OF PAVEMENT WORK SB IR 75; PROVIDE SIGN GROUPS AT 3 MILES.

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

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

WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER	COUNTY-ROUTE-SECTION	DIRECTIONS
WZ-10184	ALL-IR 75 SLM 5.53 TO 9.82	NB & SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE

WORK ZONE SPEED ZONES (WZSZS)(CONTINUED)

EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

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

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 192 SIGN MNTH
(ASSUMING 32 DSL SIGN ASSEMBLYIES FOR 6 MONTHS)

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK.
THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUT-DOWNS.

THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER,

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)(CONTINUED)

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 24 EACH
WORK ZONE INCREASED PENALTIES SIGNS WILL BE PLACED AT THE FOLLOWING LOCATIONS:

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 SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

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

ITEM 614, REPLACEMENT SIGN

FLAT SHEET 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 50 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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DESIGN AGENCY

DESIGNER EJS

REVIEWER XXX MM-DD-YY

PROJECT ID 116704

SHEET P.10 TOTAL 104

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 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) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

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

IN ADDITION TO THE REQUIREMENT OF C&MS 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 THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- *FOR LANE CLOSURES THAT MEET ALL OF THE CRITERIA LISTED BELOW: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).*
  - *CRITERIA:*
    1.) *ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND,*
    2.) *AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,*
    3.) *AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)*

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S 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 WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOSâ?? DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (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) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 160 HOURS

THE HOURS PAID SHALL INCLUDE ANY 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 FOR ASSISTANCE.

LANE VALUE CONTRACT

SHOULD THE CONTRACTOR FAIL TO MEET THE REQUIREMENTS OF THESE PLANS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

LANE VALUE CONTRACT TABLE			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE $ PER TIME UNIT
ALL LANES OF ALL-75 OPEN TO TRAFFIC	6:00 AM - 8:00 PM	EVERY 15 MIN. PERIOD	$4,650
ALL LANES OF ALL-75 OPEN TO TRAFFIC	#	EVERY 15 MIN. PERIOD	$4,650

 # - AS SPECIFIED PER MOT NOTE FOR LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS

WINDOW CONTRACT - I.R. 75 & PROJECT

WINDOW CONTRACT TABLE (PN 129) - I.R. 75 & PROJECT				
DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE $ PER DAY	WORK WINDOW START	WORK WINDOW END
&	5	$5,900	5/1/2027	9/1/2027
&&	5	$5,900	5/1/2027	9/1/2027
&&&	210	PER C&MS 108.07	##	###

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& - CLOSURE OF 4TH STREET RAMPS FROM IR 75 FOR ALL PAVING TRANSITION WORK NEEDING COMPLETED AT GORES OF RAMPS

&& - CLOSURE OF SR 81 & SR 309 RAMPS FROM IR 75 FOR ALL PAVING TRANSITION WORK NEEDING COMPLETED AT GORES OF RAMPS

&&& - ALL WORK ON PROJECT (INCLUDING WORK LISTED ABOVE)

- CONTRACT EXECUTION DATE

- PROJECT COMPLETION DATE

COORDINATION OF WORK/COORDINATING MAINTENANCE OF TRAFFIC WITH ADJACENT PROJECTS

DURING THE CONSTRUCTION OF THIS PROJECT, OTHER CONSTRUCTION PROJECTS WILL BE ONGOING. THE CONTRACTOR SHALL COORDINATE THEIR WORK AND MAINTENANCE OF TRAFFIC WITH THE CONTRACTORS OF THESE ABOVE PROJECTS.

THE CONTRACTOR SHALL COOPERATE WITH THE CONTRACTORS FOR THESE PROJECTS IN A MANNER TO NOT HINDER THE PROGRESS OR COMPLETION OF THE WORK BEGIN PERFORMED BY EACH OTHER. THE TIMING OF THESE PROJECT SHALL BE COORDINATED TO ALLOW FOR COMPLETION OF EACH PROJECTS WORK AS DEFINED IN THE CONSTRUCTION PLANS AND RELATED BID DOCUMENTS.

MAINTENANCE OF TRAFFIC DESIGN SPEED LIMIT

THE EXISTING FUNCTIONALITY OF I.R. 75 WILL BE REDUCED AT THE BEGINNING OF THE LANE CLOSURE TAPER. THIS IS CONSIDERED THE BEGINNING OF THE WORK ZONE. THE LANE CLOSURE SHALL BE SET UP PER CONSTRUCTION DRAWING MT-95.30. USE A SPEED LIMIT OF 65 MPH TO DETERMINE THE TAPER FOR THIS STANDARD DRAWING.

ONCE INSIDE THE CONSTRUCTION ZONE, THE MAINTENANCE OF TRAFFIC MUST BE DESIGNED FOR THE HIGHEST SPEED LIMIT THAT WILL BE PRESENT.

WINDOW CONTRACT TABLE (PN 129) - STATE ROUTES & U.S. ROUTES				
DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE $ PER DAY	WORK WINDOW START	WORK WINDOW END
CLOSURE OF ROADWAY FOR WORK ON ALL-66-10.96	7	$7,500	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON ALL-309-2.02	7	$10,000	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON ALL-309-5.60	7	$10,000	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON ALL-696-1.31	7	$5,000	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON HAN-12-27.14 #	7	$10,000	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON HAN-68-2.58 ## & ###	7	$10,000	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON HAN-18-2.98 #	7	$10,000	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON HAN-235-1.21	7	$10,000	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON HAN-235-2.04	7	$10,000	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON HAN-235-3.36	7	$10,000	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON HAN-235-15.09	7	$10,000	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON HAN-103-10.43 ##	7	$5,000	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON HAN-37-11.48 ###	7	$7,500	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON HAN-37-13.50 ###	7	$7,500	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON HAN-37-15.38 ###	7	$7,500	5/1/2027	10/1/2027
CLOSURE OF ROADWAY FOR WORK ON HAN-568-0.52	7	$7,500	5/1/2027	10/1/2027
ALL BRIDGE WORK ON S.R. & U.S. ROUTES (INCLUDING ABOVE WORK)	150	PER C&MS 108.07	4/1/2027	10/1/2027

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- CANNOT BE CLOSED CONCURRENTLY

- CANNOT BE CLOSED CONCURRENTLY

- CANNOT BE CLOSED CONCURRENTLY

MAINTAINING TRAFFIC NEAR RUMBLE STRIPS

TRAFFIC IS NOT PERMITTED TO RUN OR CROSS OVER ANY RUMBLE STRIPS AT ANY TIME. RUMBLE STRIPS MUST BE FILLED WHEN THEY CONFLICT WITH THE MAINTENANCE OF TRAFFIC LANE CONFIGURATION. THIS INCLUDES LOCATIONS OF LANE SHIFTS ENTERING AND EXITING A WORK ZONE, AS WELL AS, CONFLICTING RUMBLE STRIPS AT THE ENTRANCE AND EXIT RAMPS. THE RUMBLE STRIPS SHALL BE FILLED TO PROVIDE A SMOOTH RIDE TO THE SATISFACTION OF THE PROJECT ENGINEER.

ONCE TRAFFIC IS RETURNED TO ITS FINAL LANE CONFIGURATION, RUMBLE STRIPS THAT WERE REMOVED IN ANY EXISTING PAVEMENT NOT BEING RESURFACED, SHALL BE RESTORED TO THE PRE-CONSTRUCTION CONDITION TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL MATERIALS, LABOR, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

LANE CLOSURES

THE CONTRACTOR SHALL PROVIDE AN ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN IN ADVANCE WARNING OF ANY LANE CLOSURES. SEE NOTE ON PLAN SHEET 11A.

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614 - WORK ZONE MARKING SIGNS NO EDGE LINE SIGNS
10 EACH

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 6"
18.34 MI

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 6"
34.88 MI

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 12"
11,200 FT

MAINTENANCE OF TRAFFIC

DESIGN AGENCY

DESIGNER EJS

REVIEWER XXX MM-DD-YY

PROJECT ID 116704

SHEET P.11 TOTAL 104

ALL/HAN-75/VAR-5.53/VAR

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ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, 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. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS WILL BE AT THE BEGIN OF WORK ZONES. 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 AWAY FROM ALL 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 ONE (1) HOUR FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

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

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 DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONTINUED)

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 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 14 SIGN MONTH ASSUMING 2 PCMS SIGN(S) FOR 7 MONTH(S)

TRANSITIONS FOR WATERPROOFING ASPHALT AT BRIDGES

THE PLANS CALL FOR WATERPROOFING ASPHALT TO BE PLACED ON ALL-I.R. 75 MAINLINE BRIDGES: ALL-75-0701 L&R, ALL-75-0808 L&R, AND ALL-75-0829 L&R. THIS WORK NEEDS TO BE PHASED WITH THE PLACEMENT OF THE ALL-I.R. 75 MAINLINE ASPHALT PAVEMENT OVERLAY. PRIOR TO STARTING WORK ON ALL-I.R. 75, PHASING OF THIS WORK WITH THE REST OF THE PROJECT SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR APPROVAL. TO MEET THE MAINTENANCE OF TRAFFIC REQUIREMENTS ON ALL-I.R. 75 AND THE NECESSARY PHASING OF WORK, THE CONTRACTOR WILL NEED TO PROVIDE TEMPORARY TRANSITIONS ON THE APPROACHES TO THE NOTED BRIDGES PER THE DETAILS ON PLAN SHEET 53 AND PER STANDARD CONSTRUCTION DRAWING (SCD) BP-3.1 USING THE WATERPROOFING ASPHALT MATERIALS OR MAINLINE ASPHALT PAVEMENT MATERIALS. THE TRANSITIONS SHALL END IN BUTT JOINTS AS SHOWN IN SCD BP-3.1.

01

IN ADDITION, THE ALL-I.R. 75 MAINLINE PROPOSED OVERLAY PAVEMENT SHALL BE TRANSITIONED INTO THE PROPOSED WATER-PROOFING ASPHALT ON THE ALL-I.R. 75 MAINLINE BRIDGES. PLAN SHEET 53 DETAILS TRANSITIONS FROM THE ALL-I.R. 75 MAINLINE PROPOSED OVERLAY PAVEMENT TO THE PROPOSED WATER-PROOFING ASPHALT ON THE BRIDGES.

01

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS TO PROVIDE THE NOTED AND DETAILED TRANSITIONS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLANS.

DESIGN AGENCY

DESIGNER EJS

REVIEWER EJS MM-DD-YY

PROJECT ID 116704

SHEET P.11A TOTAL 104

ALL/HAN-75/VAR-5.53/VAR

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SHEET NUMBER												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
6		7		33		34		35		36		01/IMS	02/BRO						
																		ROADWAY	
LS												LS		201	11000	LS		CLEARING AND GRUBBING	
								2,885				2,885		202	32000	2,885	FT	CURB REMOVED	
						21,818						21,818		202	38000	21,818	FT	GUARDRAIL REMOVED	
						888						888		202	38300	888	FT	GUARDRAIL REMOVED, BARRIER DESIGN	
						25						25		202	42010	25	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
						24						24		202	42040	24	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T	
						29						29		202	47000	29	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
						12						12		202	47800	12	EACH	IMPACT ATTENUATOR REMOVED	
						185				5,722		5,907		203	20000	5,907	CY	EMBANKMENT	
								57				57		204	10000	57	SY	SUBGRADE COMPACTION	
						253						253		209	15000	253	STA	RESHAPING UNDER GUARDRAIL	
						5,094						5,094		606	15051	5,094	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	6
						16,361						16,361		606	15101	16,361	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS, AS PER PLAN	6
						375						375		606	17360	375	FT	GUARDRAIL, TYPE MGS, LONG-SPAN	
						37						37		606	26150	37	EACH	ANCHOR ASSEMBLY, MGS TYPE E	
						24						24		606	26550	24	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
						20						20		606	35003	20	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1, AS PER PLAN	6
						9						9		606	35102	9	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
																		EROSION CONTROL	
6,692												6,692		651	10000	6,692	CY	TOPSOIL STOCKPILED	
6,692												6,692		652	10000	6,692	CY	PLACING STOCKPILED TOPSOIL	
1												1		659	00100	1	EACH	SOIL ANALYSIS TEST	
835												835		659	00300	835	CY	TOPSOIL	
						740				62,470		63,210		659	10000	63,210	SY	SEEDING AND MULCHING	
3,162												3,162		659	14000	3,162	SY	REPAIR SEEDING AND MULCHING	
3,162												3,162		659	15000	3,162	SY	INTER-SEEDING	
8.97												8.97		659	20000	8.97	TON	COMMERCIAL FERTILIZER	
13.72												13.72		659	31000	13.72	ACRE	LIME	
342												342		659	35000	342	MGAL	WATER	
3,014												3,014		670	00500	3,014	SY	SLOPE EROSION PROTECTION	
												LS		832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
												LS		832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
												LS		832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
50,000												50,000		832	30000	50,000	EACH	EROSION CONTROL	
																		DRAINAGE	
200												200		611	00510	200	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
								12				12		611	98630	12	EACH	CATCH BASIN ADJUSTED TO GRADE	
10												10		611	99710	10	EACH	PRECAST REINFORCED CONCRETE OUTLET	
																		PAVEMENT	
				50								50		251	01030	50	CY	PARTIAL DEPTH PAVEMENT REPAIR (442)	
		6,178										6,178		254	01010	6,178	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (3" Depth)	
		12,128										12,128		254	01011	12,128	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN (VARIABLE DEPTH)	7
		1,000										1,000		255	19000	1,000	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC RS	
		2,700										2,700		255	20000	2,700	FT	FULL DEPTH PAVEMENT SAWING	
								10				10		304	20000	10	CY	AGGREGATE BASE	
								43				43		305	13011	43	SY	9" CONCRETE BASE, CLASS QC 1P, AS PER PLAN	
		1,281		15,569								16,850		407	13900	16,850	GAL	TACK COAT, 702.13	
				12,233								12,233		407	20000	12,233	GAL	NON-TRACKING TACK COAT	
		252										252		441	70300	252	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449), VARIABLE DEPTH	
				8,568								8,568		442	00100	8,568	CY	ANTI-SEGREGATION EQUIPMENT	
				9,268								9,268		442	10300 01	9,268	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) 01	
		515										515		442	20200	515	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448) (3")	
				10,813								10,813		442	10080	10,813	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
								122				122		609	24000	122	FT	CURB, TYPE 4-A	
								108				108		609	24511	108	FT	CURB, TYPE 4-C, AS PER PLAN	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER LMD

REVIEWER XXX MM-DD-YY

PROJECT ID 116704

SHEET P.28 TOTAL 104

ALL/HAN-75/VAR-5.53/VAR

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Logan.Davis@dot.ohio.gov

SHEET NUMBER												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
33	34	35		55	56	57	58		75	78	81	01/IMS	02/BRO						
		2,777										2,777		609	98000	2,777	FT	CURB, MISC.: TYPE 4-A RETROFIT	
1,842												1,842		617	10100	1,842	CY	COMPACTED AGGREGATE	
88,734												88,734		618	40100	88,734	FT	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
																		TRAFFIC CONTROL	
	20											20		620	00500	20	EACH	DELINEATOR, POST GROUND MOUNTED (TYPE C)	
	18											18		620	00500	18	EACH	DELINEATOR, POST GROUND MOUNTED (TYPE D)	
					981	176						1,157		621	00100	1,157	EACH	RPM	
					980	176						1,156		621	54000	1,156	EACH	RAISED PAVEMENT MARKER REMOVED	
	60											60		626	00102	60	EACH	BARRIER REFLECTOR, TYPE 1 (ONE-WAY)	
	140											140		626	00110	140	EACH	BARRIER REFLECTOR, TYPE 2 (BI-DIRECTIONAL)	
	161											161		626	00110	161	EACH	BARRIER REFLECTOR, TYPE 2 (ONE-WAY)	
							818					818		630	03100	818	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
							39					39		630	06500	39	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9	
							18					18		630	08600	18	EACH	SIGN POST REFLECTOR, YELLOW	
							2					2		630	09000	2	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION	
							411					411		630	80100	411	SF	SIGN, FLAT SHEET	
							40					40		630	80200	40	SF	SIGN, GROUND MOUNTED EXTRUSHEET	
							2					2		630	84500	2	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
							32					32		630	84900	32	EACH	REMOVAL OF GROUND MOUNTED SIGN	
							5					5		630	84901	5	EACH	REMOVAL OF GROUND MOUNTED SIGN, AS PER PLAN, REMOVE AND REERECT	
							1					1		630	85400	1	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN	
							62					62		630	86002	62	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT	
							2					2		630	86102	2	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT	
				11								11		642	40001	11	EACH	SPEED MEASUREMENT MARKING, AS PER PLAN 01	55
					29.03	0.55						29.58		646	50300	29.58	MILE	REMOVAL OF PAVEMENT MARKING	
					8.83	1.8						10.63		807	10010	10.63	MILE	WET REFLECTIVE TRAFFIC PAINT, EDGE LINE, 6", WHITE	
					8.99	1.77						10.76		807	10010	10.76	MILE	WET REFLECTIVE TRAFFIC PAINT, EDGE LINE, 6", YELLOW	
					8.73							8.73		807	10110	8.73	MILE	WET REFLECTIVE TRAFFIC PAINT, LANE LINE, 6"	
					10,284	1,336						11,620		807	10310	11,620	FT	WET REFLECTIVE TRAFFIC PAINT, CHANNELIZING LINE, 12"	
					7,893	1,535						9,428		807	10410	9,428	FT	WET REFLECTIVE TRAFFIC PAINT, DOTTED LINE, 6" 01	
					28.04	0.29						28.33		850	10010	28.33	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
					1.95	0.25						2.2		850	10030	2.2	MILE	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
						3.57						3.57		850	20010	3.57	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
																		STRUCTURE REPAIR (ALL-75-7.30 L & R)	
									160				160	407	13900	160	GAL	TACK COAT, 702.13	
									126				126	407	20000	126	GAL	NON-TRACKING TACK COAT	
									176				176	409	30000	176	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
									338				338	512	10050	338	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
									1,798				1,798	512	10301	1,798	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	75
									1,104				1,104	512	74500	1,104	FT	REMOVAL OF EXISTING PAVEMENT MARKING	
									20				20	843	50000	20	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	
									192				192	856	10000	192	CY	BRIDGE DECK WATERPROOFING ASPHALT CONCRETE	
																		STRUCTURE REPAIR (ALL-75-8.13 L & R)	
										216			216	407	13900	216	GAL	TACK COAT, 702.13	
										170			170	407	20000	170	GAL	NON-TRACKING TACK COAT	
										176			176	409	30000	176	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
										410			410	512	10050	410	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
										2,610			2,610	512	10301	2,610	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN	78
										1,602			1,602	512	74500	1,602	FT	REMOVAL OF EXISTING PAVEMENT MARKING	
										258			258	856	10000	258	CY	BRIDGE DECK WATERPROOFING ASPHALT CONCRETE	
																		STRUCTURE REPAIR (ALL-75-8.32 L & R)	
											166		166	407	13900	166	GAL	TACK COAT, 702.13	
											132		132	407	20000	132	GAL	NON-TRACKING TACK COAT	
											176		176	409	30000	176	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
											354		354	512	10100	354	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER LMD

REVIEWER XXX MM-DD-YY

PROJECT ID 116704

SHEET P.29 TOTAL 104

ALL/HAN-75/VAR-5.53/VAR

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SLM			DESCRIPTION	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	407 TACK COAT, 702.13	407 NON-TRACKING TACK COAT	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) T = 1.5"	442 ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) T =1.75"	442 ANTI-SEGREGATION EQUIPMENT	617 COMPACTED AGGREGATE (3.25" AVERAGE THICKNESS)		618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)		251 PARTIAL DEPTH PAVEMENT REPAIR (442) T = 4"
				FT	FT	SQ YD	SQ YD	GAL	GAL	CY	CY	CY	CY		FT		CY
MAINLINE I.R. 75 (NB)																	
5.51	TO	5.54	TRANSITION	113.7	40.0	505.2		35	28	21.1	24.6	27.4	5		228		12.5
5.54		6.99		7656.9	40.0	34030.5		2382	1872	1417.9	1654.3	1843.3	308		15364		
MAINLINE STRUCTURE - ALL-75-7.001 R																	
7.03		8.08		5531.8	40.0	24585.8		1721	1352	1024.4	1195.1	717.1	224		11164		
MAINLINE STRUCTURE - ALL-75-8.089 R																	
8.14		8.28		743.3	42.0	3468.7		243	191	144.5	168.6	96.4	32		1587		
MAINLINE STRUCTURE - ALL-75-8.286 R												0.0					
8.32		8.73		2148.0	40.0	9546.7		668	525	397.8	464.1	278.4	88		4396		
MAINLINE STRUCTURE - ALL-75-8.742 R																	
8.78		9.85		5660.0	40.0	25155.6		1761	1384	1048.1	1222.8	733.7	228		11370		
9.85		9.87	TRANSITION	113.7	40.0	505.2		35	28	21.1	24.6	14.7	5		228		12.5
INTERCHANGE RAMPS (EXTRA AREAS)																	
4TH ST EXIT FROM I.R. 75 NB					VARIES		638.2	45	35	26.6	31.0	149.5	5				
4TH ST ENTRANCE TO I.R. 75 NB					VARIES		3096.5	217	170	129.0	150.5	279.7	5				
SR 117/SR 309 EXIT FROM I.R. 75 NB					VARIES		1480.9	104	81	61.7	72.0	119.4	5				
SR 117/SR 309 ENTRANCE TO I.R. 75 NB					VARIES		2204.8	154	121	91.9	107.2	196.3	5				
SR 81 EXIT FROM I.R. 75 NB					VARIES		513.0	36	28	21.4	24.9	121.3	5				
SR 81 ENTRANCE TO I.R. 75 NB					VARIES		2218.3	155	122	92.4	107.8	121.3	5				
MAINLINE I.R. 75 (SB)																	
9.87	TO	9.85	TRANSITION	113.7	40.0	505.2		35	28	21.0	24.6	14.7	5		228		12.5
9.85		8.77		5677.8	40.0	25234.4		1766	1388	1051.4	1226.7	736.0	229		11406		
MAINLINE STRUCTURE - ALL-75- 8.737 L																	
8.73		8.32		2131.3	40.0	9472.4		663	521	394.7	460.5	276.3	88		4363		
MAINLINE STRUCTURE - ALL-75- 8.288 L																	
8.28		8.14		749.7	42.0	3498.6		245	192	145.8	170.1	97.2	32		1600		
MAINLINE STRUCTURE - ALL-75- 8.084 L																	
8.08		7.99		478.3	42.0	2232.3		156	123	93.0	108.5	62.0	20		1007		
7.99		7.03		5047.2	40.0	22432.0		1570	1234	934.7	1090.4	654.3	204		10145		
MAINLINE STRUCTURE - ALL-75-7.008 L																	
6.99		6.52		2445.1	40.0	10867.3		761	598	452.8	528.3	317.0	99		4941		
6.52		6.34	AUXILLARY LANE	958.0	48.0	5109.3		358	281	212.9	248.4	186.3	38		1916		
6.34		5.53		4281.3	48.0	22833.8		1598	1256	951.4	1110.0	555.0	172		8563		
5.53		5.51	TRANSITION	113.7	40.0	505.2		35	28	21.1	24.6	14.7	5		228		12.5
INTERCHANGE RAMPS (EXTRA AREAS)																	
SR 81 EXIT FROM I.R. 75 SB					VARIES		2408.6	169	132	100.4	117.1	123.9	5				
SR 81 ENTRANCE TO I.R. 75 SB					VARIES		926.7	65	51	38.6	45.0	217.1	5				
SR 117/SR 309 EXIT FROM I.R. 75 SB					VARIES		3166.0	222	174	131.9	153.9	125.0	5				
SR 117/SR 309 ENTRANCE TO I.R. 75 SB					VARIES		3151.6	221	173	131.3	153.2	265.2	5				
4TH ST EXIT FROM I.R. 75 SB					VARIES		1182.0	83	65	49.3	57.5	88.4	5				
4TH ST ENTRANCE TO I.R. 75 SB					VARIES		948.8	66	52	39.5	46.1	136.2	5				
							SUBTOTALS	15569.0	12233.0	9267.6	10812.3	8567.9	1842.0		88734.0		50.0
							TOTALS CARRIED TO GENERAL SUMMARY	15569	12233	9268	10813	8568	1842		88734		50

PAVEMENT SUBSUMMARY

DESIGN AGENCY

DESIGNER CP

REVIEWER LMD 08/05/26

PROJECT ID 116704

SHEET P.33 TOTAL 104

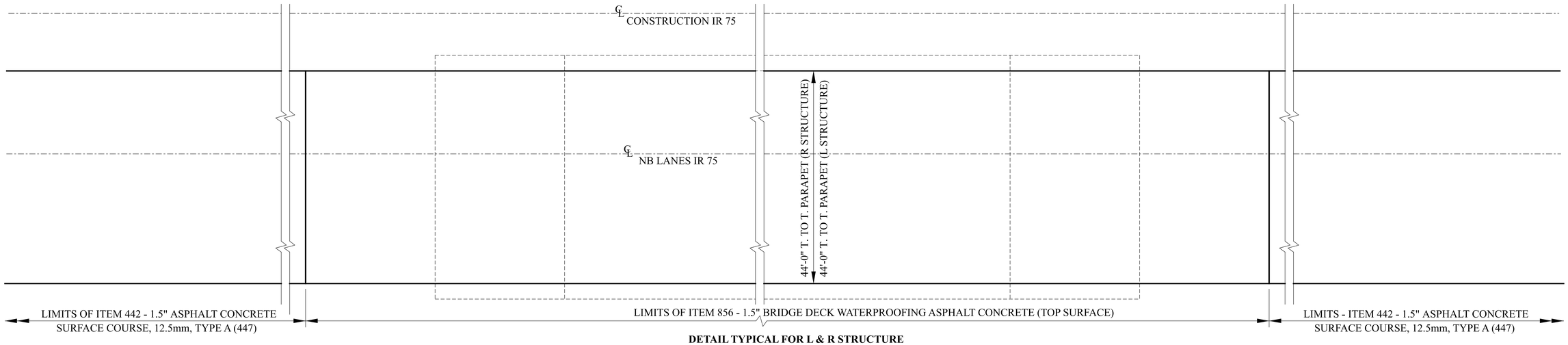
ALL/HAN-75/VAR-5.53/VAR

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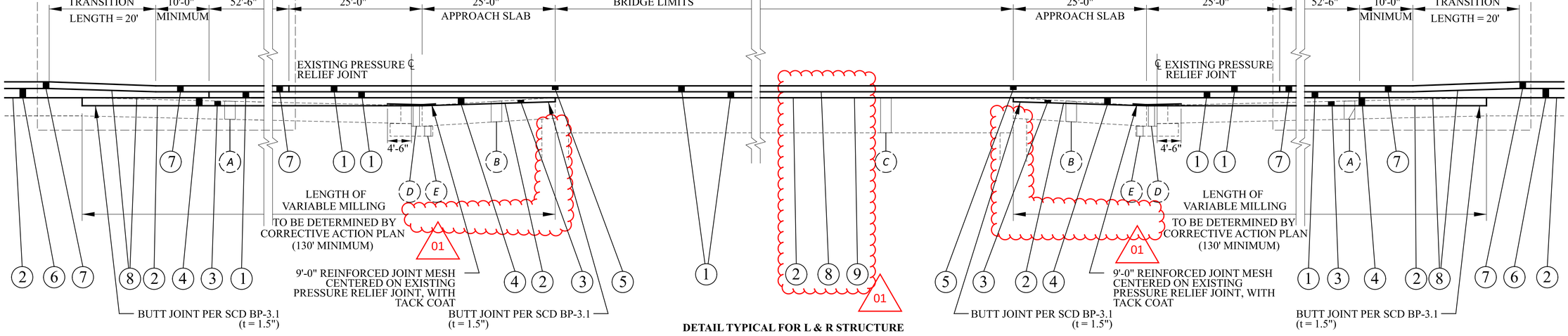
APPLIES AT STRUCTURE NUMBER:

ALL-75-0701 L & R
ALL-75-0808 L & R
ALL-75-0829 L & R
ALL-75-0874 L & R

DRAWINGS NOT TO SCALE



DETAIL TYPICAL FOR L & R STRUCTURE



DETAIL TYPICAL FOR L & R STRUCTURE

PROPOSED LEGEND

1. ITEM 856 - 1.5" BRIDGE DECK WATERPROOFING ASPHALT CONCRETE
2. ITEM 407 - TACK COAT (702.13 ON CONCRETE SURFACES)
3. ITEM 254 - VARIABLE DEPTH PAVEMENT PLANING, PORTLAND CEMENT CONCRETE, AS PER PLAN (2" AVG.)
4. ITEM 442 - VARIABLE DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449) (2" AVG.)
5. ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINT (PER SCD AS-1-15, DETAIL A, NOTE 5)
6. ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5mm, TYPE A (446)
7. ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (447)
8. ITEM 407 - NON-TRACKING TACK COAT
9. ITEM 512 - SEALING BRIDGE DECKS W/ HMWM RESIN, AS PER PLAN (SEE BRIDGE PLAN SHEETS FOR FURTHER DETAILS, PLAN SHEETS 74-85) 01

EXISTING LEGEND

- A 14"± PORTLAND CEMENT CONCRETE PAVEMENT
- B APPROACH SLAB
- C BRIDGE
- D PRESSURE RELIEF JOINT
- E CONCRETE SLEEPER SLAB

REINFORCED JOINT MESH:

THIS ITEM SHALL BE USE TO REINFORCE THE EXISTING TRANSVERSE PRESSURE RELIEF JOINTS. PLACE REINFORCING MESH SO IT IS CENTERED OVER THE EXISTING PRESSURE RELIEF JOINTS, AS SHOWN IN THE ABOVE DETAILS. THE MESH SHALL BE 9'-0" WIDE AND EXTEND THE WIDTH OF THE EXISTING PRESSURE RELIEF JOINTS (MEASURED ALONG THE SKEW). APPLY A TACK COAT (702.13) TO MAXIMIZE THE BOND BETWEEN THE ADJOINING SURFACES (EXISTING APPROACH SLAB, EXISTING PRESSURE RELIEF JOINT, AND EXISTING CONCRETE PAVEMENT). AFTER PLACEMENT OF THE REINFORCED JOINT MESH, PLACE THE ASPHALT CONCRETE AS SHOWN ON THE ABOVE DETAILS AND AS NOTED IN THE PLANS.

THE REINFORCED JOINT MESH MATERIAL SHALL BE GLASGRID 8512 OR MACGRID AR 20.7. THE REINFORCED JOINT MESH AND A TACK COAT SHALL BE PLACED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

TRANSITION DETAIL

ALL-75-5.53

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/5/2026 TIME: 8:32:54 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Eric.Scheckelhoff@dot.ohio.gov WORKSPACE: OHDOTCE.v02 WORKSET: 116704 PRODUCT: OpenRoadsDesigner 24.00.00.205
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DESIGN AGENCY

DESIGNER EJS

REVIEWER MBP X-X-26

PROJECT ID 116704

SHEET 53 TOTAL 104

FIELD REVIEW AND SIGN VERIFICATION

PROSPECTIVE BIDDERS ARE EXPECTED TO FIELD REVIEW THE SIGN SUPPORT LOCATIONS PER CONSTRUCTION AND MATERIAL SPECIFICATIONS (CMS) 102.05. THIS WILL PROPERLY ORIENT THE BIDDERS TO THE PROJECT. THE AWARDED CONTRACTOR SHALL CONDUCT A FIELD REVIEW OF ALL THE SIGN SUPPORT LOCATIONS TO DOCUMENT THE WORK NECESSARY AND NEEDED AS NOTED IN THE PLANS.

VERIFICATION OF EXTRUSHEET SIGN SIZES, SIGN LOCATIONS SIGN POST, I-BEAMS, BREAKAWAY SUPPORTS AND ELEVATIONS SHALL BE DONE BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS.

SIGNS WERE DESIGNED USING DISTRICT ONE SURVEY DATA AND EXISTING PLANS LOCATED AT THE DISTRICT ONE OFFICE.

SIGN POSITION

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THE FOLLOWING CONDITIONS SHALL APPLY:

GROUND MOUNTED SIGNS SHOULD HAVE THE CORRECT LATERAL AND VERTICAL CLEARANCE WITH REGARDS TO THE EDGE OF PAVEMENT IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DRAWINGS AND OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OUMTCD) WHERE PHYSICAL CONDITIONS PERMIT.

SIGNS ERECTED OR RE-ERECTED ON NEW POST SUPPORTS SHALL BE LOCATED LONGITUDINALLY TO THE ROADWAY IN THE SAME POSITION AS THE EXISTING SIGNS. EXCEPT THE EXIT SIGN ON SUPPORTS WHICH SHALL BE ERECTED APPROXIMATELY 5' IN FRONT OF THE EXISTING EXIT SIGN.

THE PLANS ARE APPROXIMATED TO SHOW THE ORDER OF SIGNS IN RELATIONSHIP TO EACH OTHER AND ARE NOT TO BE CONSIDERED EXACT LOCATIONS.

IF THERE IS A CONFLICT WITH ANY OF THE PROPOSED LOCATIONS, THE CONTRACTOR SHOULD GET THE APPROVAL OF THE PROJECT ENGINEER FIRST BEFORE INSTALLING THE NEW SIGN(S) AND SUPPORT(S).

EXISTING SIGNS NOT SHOWN ON THE SUMMARY OF WORK LOCATIONS SHALL NOT BE DISTURBED, UNLESS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL USE A VEHICLE DISTANCE MEASURING DEVICE TO DETERMINE SIGN LOCATIONS ON THE PLAN.

SPEED MEASUREMENT MARKING, AS PER PLAN

CONSTUCT THIS ITEM ACCORDING TO THE REQUIREMENTS OF THE C&MS AND THE STANDARD CONSTRUCTION DRAWINGS EXCEPT THAT THE LOCATIONS SHALL BE PROVIDED BY ODOT D1 SURVEY. PROVIDED NOTICE TO THE ENGINEER AT LEAST 2 WEEKS PRIOR TO ALLOW TIME FOR THE LOCATIONS TO BE MARKED.

THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPEMENT, AND MATERIALS NECESSARY TO COMPLETE THE WORK. PAYMENT FOR ALL WORK WILL BE INCLUDED IN THE PRICE BID PER ITEM 642 , SPEED MEASUREMENT MARKING, AS PER PLAN

01

ITEM 642 , SPEED MEASUREMENT MARKING, AS PER PLAN = 11 EACH

01

ALL/HAN-75/VAR-5.53/VAR

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 11/5/2026 TIME: 3:35:46 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Logan.Davis@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 116704 PRODUCT: OpenRoadsDesigner 24.00.00.205
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TRAFFIC CONTROL NOTES

DESIGN AGENCY

DESIGNER LMD

REVIEWER XXX MM-DD-YY

PROJECT ID 116704

SHEET P.55 TOTAL 104

SHEET NO.	REFERENCE NO.	LOCATION	SLM			621		621		807	807	807	807	807		850	850	850		646					
						RPM		RAISED PAVEMENT MARKER REMOVED		WET REFLECTIVE TRAFFIC PAINT, EDGE LINE, 6", WHITE	WET REFLECTIVE TRAFFIC PAINT, EDGE LINE, 6", YELLOW	WET REFLECTIVE TRAFFIC PAINT, LANE LINE, 6"	WET REFLECTIVE TRAFFIC PAINT, DOTTED LINE, 6"	WET REFLECTIVE TRAFFIC PAINT, CHANNELIZING LINE, 12"	01	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)		REMOVAL OF PAVEMENT MARKING					
						WHITE/RED	YELLOW/RED																		
			FROM	TO		EACH	EACH	EACH		MILE	MILE	MILE	FT	FT		MILE	MILE	MILE		MILE					
59-72	YL1	IR 75 (SB)	5.51	9.87							4.36					4.36				4.21					
59-72	LL1	IR 75 (SB)	5.51	9.87		288		288				4.36				4.36				4.21					
59-60	WL1	IR 75/RAMP 'C' (SB)	5.51	6.13						0.62						0.62				0.62					
59-72	YL2	IR 75 (NB)	5.51	9.87							4.36					4.36				4.21					
59-72	LL2	IR 75 (NB)	5.51	9.87		288		288				4.36				4.36				4.21					
59-60	WL2	IR 75/RAMP 'A' (NB)	5.51	5.88						0.30						0.30				0.30					
59-60	BL1	IR 75 (SB)	5.75	5.96		19		19					1168			0.22				0.22					
59	BL2	IR 75 (NB)	5.71	5.81		9		9					521			0.10				0.10					
59	CL1	IR 75/RAMP 'A' (NB)	5.81	5.86		7		7						280			0.05			0.05					
59	CL2	IR 75 (NB)	5.81	5.86		7		7						280			0.05			0.05					
59-60	WL3	IR 75 (NB)	5.86	6.02						0.16						0.16				0.16					
60	YL3	RAMP 'A' (NB)	5.86	5.88			1	1			0.02					0.02				0.02					
60	CL3	IR 75/RAMP 'C' (SB)	5.96	6.11		20		20						807			0.15			0.15					
60	CL4	IR 75 (SB)	5.96	6.11		20		20						807			0.15			0.15					
60	YL4	RAMP 'B' (NB)	6.11	6.13			1	1			0.02					0.02				0.02					
60-63	WL4	RAMP 'B'/IR 75/RAMP 'E' (NB)	6.11	6.83						0.83						0.83				0.83					
60	CL5	IR 75/RAMP 'B' (SB)	6.02	6.17		20		20						812			0.15			0.15					
60	CL6	IR 75 (NB)	6.02	6.17		20		20						812			0.15			0.15					
60	YL5	RAMP 'C' (NB)	6.11	6.13							0.02					0.02				0.02					
60	WL5	IR 75 (NB)	6.11	6.25						0.14						0.14				0.14					
60-61	BL3	IR 75 (NB)	6.17	6.37		17		17					1045			0.20				0.20					
60-63	WL6	RAMP 'D'/IR 75/RAMP 'F' (SB)	6.23	6.84						0.61						0.61				0.61					
60	YL6	RAMP 'D' (SB)	6.23	6.25			1	1			0.02					0.02				0.02					
60-61	CL7	RAMP 'D'/IR 75 (SB)	6.25	6.31		7		7						295			0.06			0.06					
60-61	CL8	IR 75 (SB)	6.25	6.31		7		7						295			0.06			0.06					
61	BL4	IR 75 (SB)	6.31	6.59		25		25					1513			0.29				0.29					
61-63	CL9	RAMP 'E' (SB)	6.59	6.82		30		30						1200			0.23			0.23					
61-63	CL10	IR 75 (SB)	6.59	6.82		30		30						1200			0.23			0.23					
62	BL5	IR 75 (NB)	6.66	6.75		9		9					511			0.10				0.10					
62	CL11	IR 75/RAMP 'F' (NB)	6.75	6.81		8		8						306			0.06			0.06					
62	CL12	IR 75 (NB)	6.75	6.81		8		8						306			0.06			0.06					
62-63	YL7	RAMP 'E' (NB)	6.81	6.83			1	1			0.02					0.02				0.02					
62-64	WL7	IR 75 (NB)	6.81	7.17						0.36						0.36				0.33					
63	YL8	RAMP 'F' (SB)	6.82	6.84			1	1			0.02					0.02				0.02					
63-64	WL8	IR 75 (SB)	6.82	7.15						0.33						0.33				0.29					
64-68	WL9	RAMP 'G'/IR 75/RAMP 'I' (SB)	7.13	8.62						1.49						1.49				1.4					
64	YL9	RAMP 'G' (SB)	7.13	7.15			1	1			0.02					0.02				0.02					
64	YL10	RAMP 'H' (NB)	7.15	7.17			1	1			0.02					0.02				0.02					
64-68	WL10	RAMP 'H'/IR 75/RAMP 'J' (NB)	7.15	8.64						1.44						1.44				1.36					
64-65	CL13	RAMP 'G'/IR 75 (SB)	7.15	7.20		7		7						273			0.05			0.05					
64-65	CL14	IR 75 (SB)	7.15	7.20		7		7						273			0.05			0.05					
64-65	CL15	RAMP 'H'/IR 75 (NB)	7.17	7.25		10		10						401			0.08			0.08					
64-65	CL16	IR 75 (NB)	7.17	7.25		10		10						401			0.08			0.08					
65	BL6	IR 75 (SB)	7.20	7.30		9		9					536			0.10				0.10					
65	BL7	IR 75 (NB)	7.25	7.46		17		17					1046			0.20				0.20					
67-68	BL8	IR 75 (SB)	8.31	8.51		17		17					1030			0.20				0.20					
68	BL9	IR 75 (NB)	8.47	8.57		9		9					523			0.10				0.10					
68	CL17	IR 75/RAMP 'I' (SB)	8.51	8.60		12		12						481			0.09			0.09					
68	CL18	IR 75 (SB)	8.51	8.60		12		12						481			0.09			0.09					
68-69	YL11	RAMP 'I' (SB)	8.60	8.62			1	1			0.02					0.02				0.02					
68	CL19	RAMP 'J'/IR 75 (NB)	8.57	8.62		7		7						287			0.05			0.05					
68	CL20	IR 75 (NB)	8.57	8.62		7		7						287			0.05			0.05					
68-69	WL11	IR 75 (SB)	8.60	8.93						0.34						0.34				0.3					
68	YL12	RAMP 'J' (NB)	8.62	8.64			1	1			0.02					0.02				0.02					
68-69	WL12	IR 75 (SB)	8.62	8.92						0.31						0.31				0.27					
69	YL13	RAMP 'K' (SB)	8.91	8.93			1	1			0.02					0.02				0.02					
69-72	WL13	RAMP 'K'/IR 75 (NB)	8.91	9.87						0.94						0.94				0.94					
TOTALS CARRIED TO GENERAL SUMMARY						965	15	979		7.88	8.97	8.73	7893	10284		27.07	1.95			28.06					

ALL/HAN-75/VAR-5.53/VAR

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER AMD

REVIEWER LMD MM-DD-YY

PROJECT ID 116704

SHEET P.56 TOTAL 104

01

MODEL: Sheet_Surf1 PAPERSIZE: 34x22 (in.) DATE: 11/9/2026 TIME: 2:36:02 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Logan.Davis@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 116704 PRODUCT: OpenRoadsDesigner 24.00.00.205
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REF NO.	SHEET NO.	LOCATION	SLM			621		621		807	807	807	807	807		850	850	850		646					
						RPM		RAISED PAVEMENT MARKER REMOVED		WET REFLECTIVE TRAFFIC PAINT, EDGE LINE, 6", WHITE	WET REFLECTIVE TRAFFIC PAINT, EDGE LINE, 6", YELLOW	WET REFLECTIVE TRAFFIC PAINT, LANE LINE, 6"	WET REFLECTIVE TRAFFIC PAINT, DOTTED LINE, 6"	WET REFLECTIVE TRAFFIC PAINT, CHANNELIZING LINE, 12"	01	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)		REMOVAL OF PAVEMENT MARKING					
			FROM	TO		WHITE/RED EACH	YELLOW/RED EACH	EACH		MILE	MILE	MILE	FT	FT		MILE	MILE	MILE		MILE					
69	YL14	RAMP 'L' (NB)	8.90	8.92			1	1			0.02					0.02				0.02					
69-72	WL14	RAMP 'L'/IR 75 (NB)	8.90	9.87						0.95						0.95				0.95	01				
69	CL21	RAMP 'K'/IR 75 (SB)	8.92	8.98		7		7						260			0.05			0.05					
69	CL22	IR 75 (SB)	8.92	8.98		7		7						260			0.05			0.05					
69	CL23	RAMP 'L'/IR 75 (NB)	8.92	9.00		10		10						408			0.08			0.08					
69	CL24	IR 75 (NB)	8.92	9.00		10		10						408			0.08			0.08					
69	BL10	IR 75 (SB)	8.98	9.08		9		9					527			0.10				0.10					
69-70	BL11	IR 75 (NB)	9.00	9.21		17		17					1008			0.19				0.19					
60	*WL15	RAMP 'A'	5.88	6.08						0.20								0.20							
60	*YL15	RAMP 'A'	5.88	6.08			13	13			0.20							0.20							
60	*WL16	RAMP 'B'	5.98	6.11						0.13								0.13							
60	*YL16	RAMP 'B'	5.98	6.11			9	9			0.13							0.13							
60	*WL17	RAMP 'C'	6.13	6.28						0.14								0.14							
60	*YL17	RAMP 'C'	6.13	6.26			9	9			0.13							0.13							
60	*WL18	RAMP 'D'	6.02	6.23						0.21								0.21							
60	*YL18	RAMP 'D'	6.04	6.23			12	12			0.19							0.19							
63	*WL19	RAMP 'F'	6.84	7.00						0.16								0.16							
63	*YL19	RAMP 'F'	6.84	7.00			10	10			0.16							0.16							
63	*WL20	RAMP 'E'	6.83	7.00						0.17								0.17							
63	*YL20	RAMP 'E'	6.83	7.00			11	11			0.17							0.17							
64	*WL21	RAMP 'G'	7.02	7.13						0.11								0.11							
64	*YL21	RAMP 'G'	7.02	7.13			7	7			0.11							0.11							
64	*WL22	RAMP 'H'	7.02	7.17						0.14								0.14							
64	*YL22	RAMP 'H'	7.02	7.17			9	9			0.14							0.14							
68	*WL23	RAMP 'I'	8.62	8.74						0.12								0.12							
68	*YL23	RAMP 'I'	8.62	8.74			8	8			0.12							0.12							
68	*WL24	RAMP 'J'	8.64	8.76						0.12								0.12							
68	*YL24	RAMP 'J'	8.64	8.76			8	8			0.12							0.12							
69	*WL25	RAMP 'K'	8.75	8.91						0.16								0.16							
69	*YL25	RAMP 'K'	8.75	8.91			11	11			0.16							0.16							
69	*WL26	RAMP 'L'	8.90	9.05						0.15								0.15							
69	*YL26	RAMP 'L'	8.90	9.04			9	9			0.14							0.14							
TOTALS CARRIED TO GENERAL SUMMARY						59	119	178		2.75	1.79		1535	1336		1.26	0.25	3.57		1.52	01				

ALL/HAN-75/VAR-5.53/VAR

TRAFFIC CONTROL SUBSUMMARY

DESIGN AGENCY

DESIGNER AMD

REVIEWER LMD MM-DD-YY

PROJECT ID 116704

SHEET P.57 TOTAL 104

MODEL: Sheet_SurvFt PAPERSIZE: 34x22 (in.) DATE: 11/5/2026 TIME: 3:26:04 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Logan.Davis@dot.ohio.gov
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 01\Allen\116704\400-Engineering\Traffic\Sheets\116704_TS002.dgn
PRODUCT: OpenRoadsDesigner 24.00.00.205 WORKSET: 116704 WORKSPACE: OHDOTCEv02