

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

HAM-IR-75-2.50 LG JTS HAMILTON COUNTY

FEDERAL PROJECT NUMBER

E240346

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

REHABILITATION OF LONGITUDINAL JOINTS ON IR-75 IN HAMILTON COUNTY.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 0.0 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: "NA" (NOI NOT REQUIRED)

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

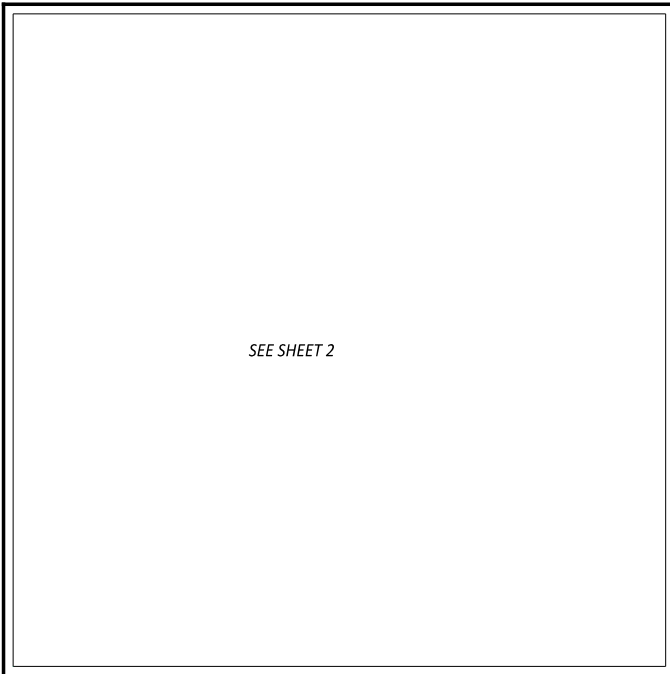
2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEARBY 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 THE PLANS AND ESTIMATE.

Tammy K. Campbell
District Deputy Director

Jack Marchbanks
Jack Marchbanks, PhD
Director, Department of Transportation

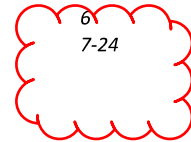


LOCATION MAP

LATITUDE: 39°7'26" LONGITUDE: -84°32'5"

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DESIGN DESIGNATION

	HAM-75			
	2.52-3.53	3.53-3.70	3.70-4.67	4.67-6.31
CURRENT ADT (2024)	149,000	134,000	113,000	130,000
DESIGN YEAR ADT (2036)	151,000	135,000	118,000	146,000
DESIGN HOURLY VOLUME (2036)	15,500	12,000	14,000	13,000
DIRECTIONAL DISTRIBUTION	57.9%	70.0%	68.4%	70.0%
TRUCKS (24 HOUR B&C)	18.0%	15.0%	18.0%	18.0%
DESIGN SPEED				
LEGAL SPEED				
DESIGN FUNCTIONAL CLASSIFICATION:				
01 INTERSTATE (URBAN)				
NHS PROJECT		YES		

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

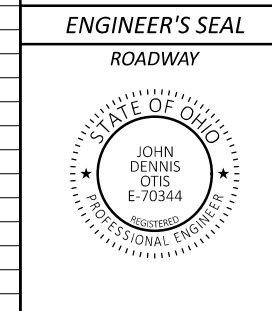
UNDERGROUND UTILITIES
Contact Two Working Days
Before You Dig

OHIO811.org
Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:
ODOT DISTRICT 8 ENGINEERING
505 S. STATE ROUTE 741
LEBANON, OHIO 45036

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
MT-95.30	7/19/19	MT-101.90	7/17/20	800-2023	1/19/24
MT-95.50	7/21/17			808	1/18/19
MT-98.10	1/17/20			821	4/20/12
MT-98.11	1/17/20			832	7/21/23
MT-98.20	4/19/19			908	10/20/17
MT-98.22	1/17/20			921	4/20/12
MT-98.29	1/17/20				
MT-98.30	7/16/21				
MT-99.20	4/19/19				
MT-102.30	10/16/15				
MT-104.10	1/19/24				
MT-105.10	1/17/20				
TC-65.10	1/17/14				
TC-65.11	1/19/24				



TITLE SHEET

DESIGN AGENCY



DESIGNER	MLA
REVIEWER	JDO
PROJECT ID	12-22-23
SHEET TOTAL	19894
P. 1	24

HAM-IR-75-2.50 LG JTS

MODEL: Sheet_SurvF1 PAPER SIZE: 17x11 (in.) DATE: 6/21/2024 TIME: 4:12:38 PM USER: ssaylor1 pwc:\ohio\dot-pw\c\benley.com\shahid\pww-02\Documents\01 Active Projects\District 08\Hamilton\1198941999-Scratch\Addendum 001119894_G1001.dgn



**BEGIN PROJECT
HAM-IR 75
S.L.M. 2.41**

**END PROJECT
HAM-IR 75
S.L.M. 7.90**



NOT TO SCALE

623 ITEM- CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN PRIOR TO THE START OF ROADWAY OPERATION, 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 1000' FEET INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMI-PERMANENT CONDITION.

ITEM 621-RPM, 1-WAY/WHITE

THE FOLLOWING RPM QUANTITIES ARE TO BE USED AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY

ITEM 621- RPM..... 1426 EA

ITEM 621- RAISED PAVEMENT MARKER REMOVED..... 1426 EA

ITEM 644- PERMANENT PAVEMENT MARKINGS

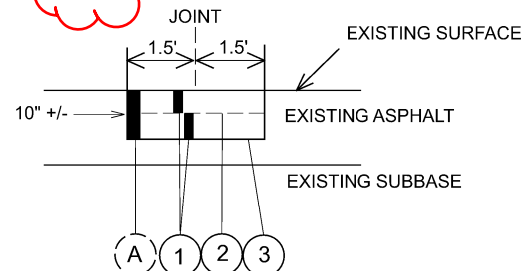
THE CONTRACTOR SHALL REFERENCE THE EXISTING LANE LINE PAVEMENT MARKINGS BEFORE THE START OF THE LONGITUDINAL JOINT REPAIR OPERATION. THIS WILL BE NECESSARY TO ASSURE THE CORRECT PLACEMENT OF THE LANE LINE MARKINGS IN ORIGINAL LOCATION.

THE FOLLOWING LANE LINE QUANTITIES ARE TO BE USED ON HAM/I-75/NB-SB/2.52-7.90 AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 807- WET REFLECTIVE TRAFFIC PAINT, LANE LINE, 6"..... 32.4 MILES.

ITEM 253- PAVEMENT REPAIR
 HAM/I-75 SLM 2.50- 7.90, NB & SB

AN ESTIMATED QUANTITY OF 2500 CU YD OF ITEM 253- PAVEMENT REPAIR, HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED ON HAM-75 FROM SLM 2.50 TO 7.90 NB & SB. THIS OPERATION SHALL INCLUDE THE NORTH AND SOUTH BOUND LONGITUDINAL JOINTS AND SHALL BE PERFORMED PER DIRECTION OF THE ENGINEER. SEE SHEETS 7-26 FOR APPROXIMATE LOCATIONS.

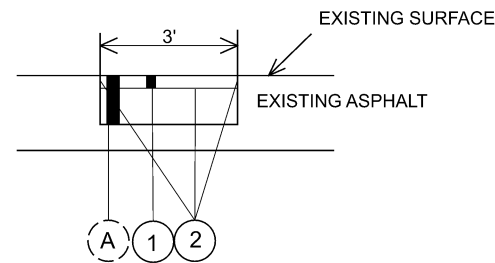


- (A) EXISTING ASPHALT AND SUBBASE
- (1) ITEM 301- 5" ASPHALT CONCRETE BASE COURSE (449)
- (2) ITEM 407- NON TRACKING TACK COAT, 0.06 GAL/SQ YD
- (3) ITEM 407- NON TRACKING TACK COAT, 0.09 GAL/SQ YD

ALL EXISTING ASPHALT/DETERIORATED ASPHALT AT THE LONGITUDINAL JOINT SHALL BE REMOVED TO A DEPTH OF 10" AND A WIDTH OF 3" AND REPLACED WITH 10" OF ITEM 301- ASPHALT CONCRETE BASE.

ITEM 442 SURFACE COURSE PLACEMENT

AFTER COMPLETION OF THE 253 PAVEMENT REPAIR WORK, PLACE 1.5" OF THR REPAIR AREA AND PLACE 1.5" OF ITEM 442 AS SHOWN BELOW. PLACE ITEM 407 ON HORIZONTAL AND VERTICAL SURFACES.



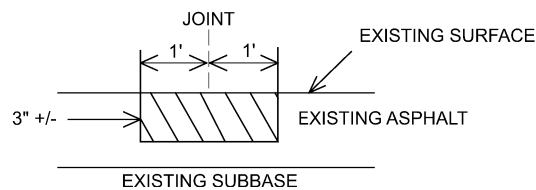
- (A) EXISTING 253 PAVEMENT REPAIR
- (1) ITEM 254- PAVING PLANING ASPHALT CONCRETE, 1.5" ITEM 442- 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM TYPE A (448)
- (2) ITEM 407- NON TRACKING TACK COAT, 0.06 GAL/SQ YD

9360 SY
 390 CY
 563 GAL

QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY

ITEM 251- PARTIAL DEPTH PAVEMENT REPAIR (442)
 HAM/I-75 SLM 2.50- 7.90, NB & SB

AN ESTIMATED QUANTITY OF 700 CU YD OF ITEM 251- PARTIAL DEPTH PAVEMENT REPAIR, HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED ON HAM-75 FROM SLM 2.50 TO 7.90 NB & SB. THIS OPERATION SHALL INCLUDE THE NORTH AND SOUTH BOUND LONGITUDINAL JOINTS AND SHALL BE PERFORMED PER DIRECTION OF ENGINEER. SEE SHEETS 7-26 FOR APPROXIMATE LOCATIONS.



ALL EXISTING ASPHALT/DETERIORATED ASPHALT AT THE LONGITUDINAL JOINT SHALL BE REMOVED TO A DEPTH OF 3" AND A WIDTH OF 2' AND REPLACED WITH ITEM 442- ASPHALT CONCRETE SURFACE COURSE, 12.5MM,TYPE A (448).

ITEM 254 PAVEMENT PLANING, (VARIABLE) AS PER PLAN

THIS ITEM SHALL INCLUDE VARIABLE PLANNING (3.25"MINIMUM) OF THE FAR RIGHT TWO MAINLINE SB IR 75 LANES BEGINNING AT THE NORTHERN BRIDGE APPROACH SLAB OVER HARRISON AVENUE (2.41 S.L.M.) AND CONTINUING NORTH FOR APPROXIMATELY 2000' (2.84 S.L.M). THE HORIZONTAL RESURFACING LIMITS SHALL EXTEND TO THE ADJACENT LONGITUDINAL PHASING JOINT. THE PLANING DEPTH SHALL EXTEND BELOW THE BOTTOM OF ALL RUTS.

ITEM 254- PAVING PLANING ASPHALT CONCRETE, APP. 3.25" 5431 SY
 QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY

QUANTITIES BELOW ARE FOR THE AREA OF THE PAVEMENT PLANNING SECTION.

- ITEM 442 ASPHALT SURFACE COURSE, 12.5MM TYPE A (448) 1.5" 226 CU YD
- ITEM 442 ASPHALT INTERMEDIATE COURSE, 12.5MM TYPE A (448), 1.75" 264 CU YD
- ITEM 407 NON TRACKING TACK COAT 815 GAL
- ITEM 621 RAISED PAVEMENT MARKERS REMOVED 32 EACH
- ITEM 621 RPM 32 EACH
- ITEM 644 LANE LINE 6" 0.76 MILE
- ITEM 644 CHANNELIZING LINE 12" 1742 FEET
- ITEM 614 WORK ZONE LANE LINE, CLASS I, 6" 0.76 MILE
- ITEM 614 WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT 0.76 MILE
- ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS I, 12" 1742 FEET
- ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS III, 12" 642 PAINT 1742 FEET

QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY

ITEM 423- CRACK SEAL, TYPE I (423)
 HAM/I-75 SLM 2.50- 7.90, NB & SB

AN ESTIMATED QUANTITY OF 250 SYD OF ITEM 423- CRACK SEAL, TYPE I, HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED ON HAM-75 FROM SLM 2.50 TO 7.90 NB & SB. THIS OPERATION SHALL INCLUDE THE NORTH AND SOUTH BOUND CRACKS AND SHALL BE PERFORMED PER DIRECTION OF ENGINEER. SEE SHEETS 7-26 FOR APPROXIMATE LOCATIONS.

DESIGN AGENCY



DESIGNER

MLA

REVIEWER

JDO 12-22-23

PROJECT ID

119894

SHEET TOTAL

P.3 24

ITEM 614- MAINTAINING TRAFFIC

MAINTAIN ALL EXISTING LANES AT ALL TIMES, EXCEPT AS PERMITTED BY THE LANE VALUE CONTRACT TABLE, BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT.

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

HOLIDAYS OR EVENTS:

Table with 2 columns: Holiday/Event and Date. Includes Christmas, New Years, Labor Day, Thanksgiving, Fourth of July, Easter, Memorial Day.

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

DAY OF HOLIDAY OR EVENT TIME ALL LANES MUST BE OPEN TO TRAFFIC

Table with 2 columns: Day and Time Range. Lists days from Sunday to Saturday with corresponding time ranges for lane closures.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THE TEM 642-8 REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$250 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE 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.

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 PLAN.

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.

ITEM 614- 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.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614-WORK ZONE LANE LINE 6", CLASS III, 642 PAINT - 32.4 MILES

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 WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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: 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).

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 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 LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

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 _300_ 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

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 SPECIAL HAULING (HAULING.PERMITS@DOT.OHIO.GOV) AND THE PERMITS SECTION 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 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 TIME TABLE ITEM DURATION OF:

Table with 3 columns: Closure Type, Duration, and Notice Due. Includes RAMP & ROAD CLOSURES, LANE CLOSURES & RESTRICTIONS, and START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES.

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

PERMITTED LANE CLOSURE TIMES

SHORT TERM LANE CLOSURES ARE THOSE WHICH ARE PERMITTED BY THE PERMITTED LANE CLOSURE NOTE. THESE TIMES SHALL NOT BE REVISED WITHOUT PRIOR APPROVAL FROM THE DISTRICT 8 WORK ZONE TRAFFIC CONTROL ENGINEER. SHORT TERM LANE CLOSURES SHALL ONLY BE IMPLEMENTED WHEN WORK IS BEING CONTINUOUSLY PERFORMED IN THE LANE. THE CLOSURE SHALL BE REMOVED AS SOON AS POSSIBLE AFTER WORK HAS STOPPED. PERMITTED LANE CLOSURES SHALL ONLY BE ALLOWED DURING THE TIMES SPECIFIED IN THE LANE VALUE CONTRACT TABLE INCLUDED IN THESE PLANS. NO LANE OR SHOULDER CLOSURE SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED.

4 LANE SECTION (LINN STREET TO VINE STREET)

Table with 4 columns: Description of Critical Lane/Ramp to be Maintained, Restricted Time Period, Time Unit, and Disincentive \$ per Time Unit per Lane. Lists various lane closure scenarios and their associated costs.

3 LANE SECTION (VINE STREET TO THE NORTH): LANE CLOSURES BEGINNING OR ENDING NORTH OF VINE STREET OVER PASS SHALL FOLLOW THE 3 LANE SECTION TIMES

Table with 4 columns: Description of Critical Lane/Ramp to be Maintained, Restricted Time Period, Time Unit, and Disincentive \$ per Time Unit per Lane. Lists various lane closure scenarios for the 3-lane section.

NOTE:

- 1. ALL LANES SHALL BE OPEN FROM 2 HOURS BEFORE (SOUTHBOUND) TO 2 HOURS AFTER (NORTHBOUND) EVENTS AT GREAT AMERICAN BALL PARK, PAYCOR STADIUM, HERITAGE BANK ARENA, TQL STADIUM. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE GENERATING AN EVENT ATTENDANCE OF 15,000+.
2. IN THE 5 AND 6 LANE (AUXILIARY LANE) SECTIONS OF IR 75, LANE CLOSURES WILL FOLLOW THE TIMES ABOVE BASED ON THE NUMBER OF NUMBER OF MAINLINE I-75 LANES MAINTAINED.

DESIGN AGENCY



DESIGNER MLA

REVIEWER JDO 12-22-23

PROJECT ID

119894

SHEET TOTAL P.4 24

ITEM 614, 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	DIRECTION
WZ-45125	HAM-75	NB/SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF =55 MPH, 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. THE PRIMARY SIGNING STRATEGY USES DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLIES. WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, SUPPLEMENTAL SPECIFICATION (SS) 808, 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 OMTUCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRE-CONSTRUCTION, 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 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) 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(IES),..... 6 SIGN MONTH(S) ASSUMING 3 DSL SIGN ASSEMBLY(IES) FOR 2 MONTH(S)

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S)

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE: RAMP CLOSURE OF THE RAMP FROM NB IR 75 TO EB SR 562

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF [30] CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND AS WELL AS THE

CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED []/[]/[] FOR PID 119894" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

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.

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.

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.) 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 2 SIGN MONTH (ASSUMING 2 PCMS SIGN(S) FOR 1 MONTH(S)

DESIGN AGENCY



DESIGNER

MLA

REVIEWER

JDO 12-22-23

PROJECT ID

119894

SHEET TOTAL

P. 1 24

SHEET NUM.			PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	5	01/IMS/06							
PAVEMENT										
	700			700	251	01030	700	CY	PARTIAL DEPTH PAVEMENT REPAIR (442)	
	2,500			2,500	253	02000	2,500	CY	PAVEMENT REPAIR	3
	9,360			9,360	254	01000	9,360	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"	
	5,431			5,431	254	01001	5,431	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN, 3.25"	3
	1,378			1,378	407	20000	1,378	GAL	NON-TRACKING TACK COAT	
	250			250	423	00200	250	SY	CRACK SEALING, TYPE I	
	616			616	442	20000	616	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)	
	264			264	442	20170	264	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (448)	3
TRAFFIC CONTROL										
	1,458			1,458	621	00100	1,458	EACH	RPM	
	1,458			1,458	621	54000	1,458	EACH	RAISED PAVEMENT MARKER REMOVED	
	32.4			32.4	644	00204	32.4	MILE	LANE LINE, 6"	
	1,742			1,742	644	00404	1,742	FT	CHANNELIZING LINE, 12"	
MAINTENANCE OF TRAFFIC										
			2	2	614	18600	2	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN	
	0.76			0.76	614	20010	0.76	MILE	WORK ZONE LANE LINE, CLASS I, 6"	
	0.76	32.4		33.16	614	20560	33.16	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
	1,742			1,742	614	23010	1,742	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12"	
	1,742			1,742	614	23690	1,742	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
		300		300	614	11110	300	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
			6	6	808	18700	6	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
INCIDENTALS										
				LUMP	614	11000	LS		MAINTAINING TRAFFIC	
				LUMP	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	3
				LUMP	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

MLA

REVIEWER

JDO 12-22-23

PROJECT ID

119894

SHEET TOTAL

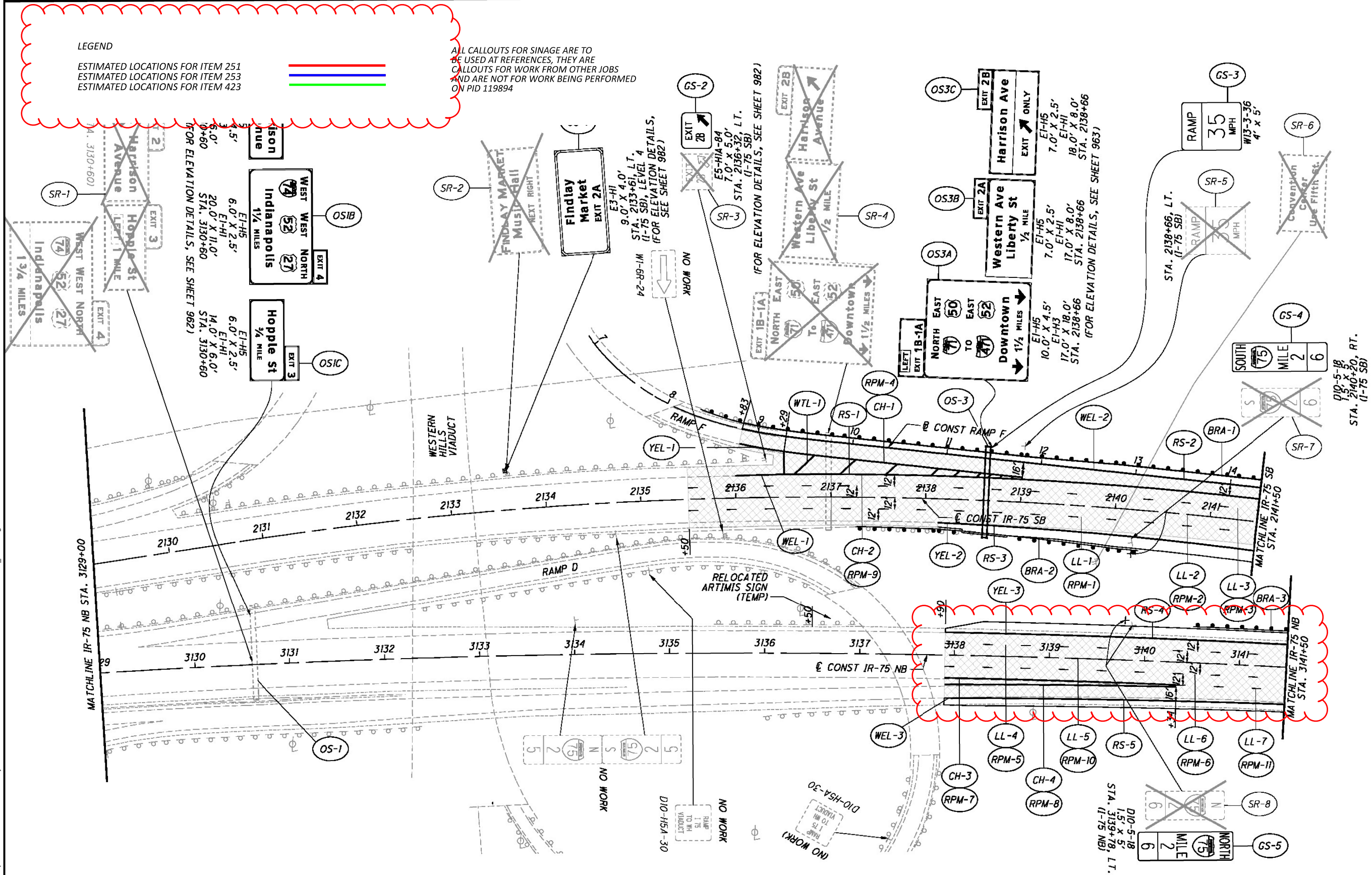
P.6 | 27

LEGEND

ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



ALL CALLOUTS FOR SIGNAGE ARE TO BE USED AT REFERENCES, THEY ARE CALLOUTS FOR WORK FROM OTHER JOBS AND ARE NOT FOR WORK BEING PERFORMED ON PID 119894



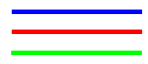
IR-75 NB & SB TRAFFIC CONTROL PLAN
STA 3129+00 TO STA 3141+50

JOINT REPAIR LOCATIONS

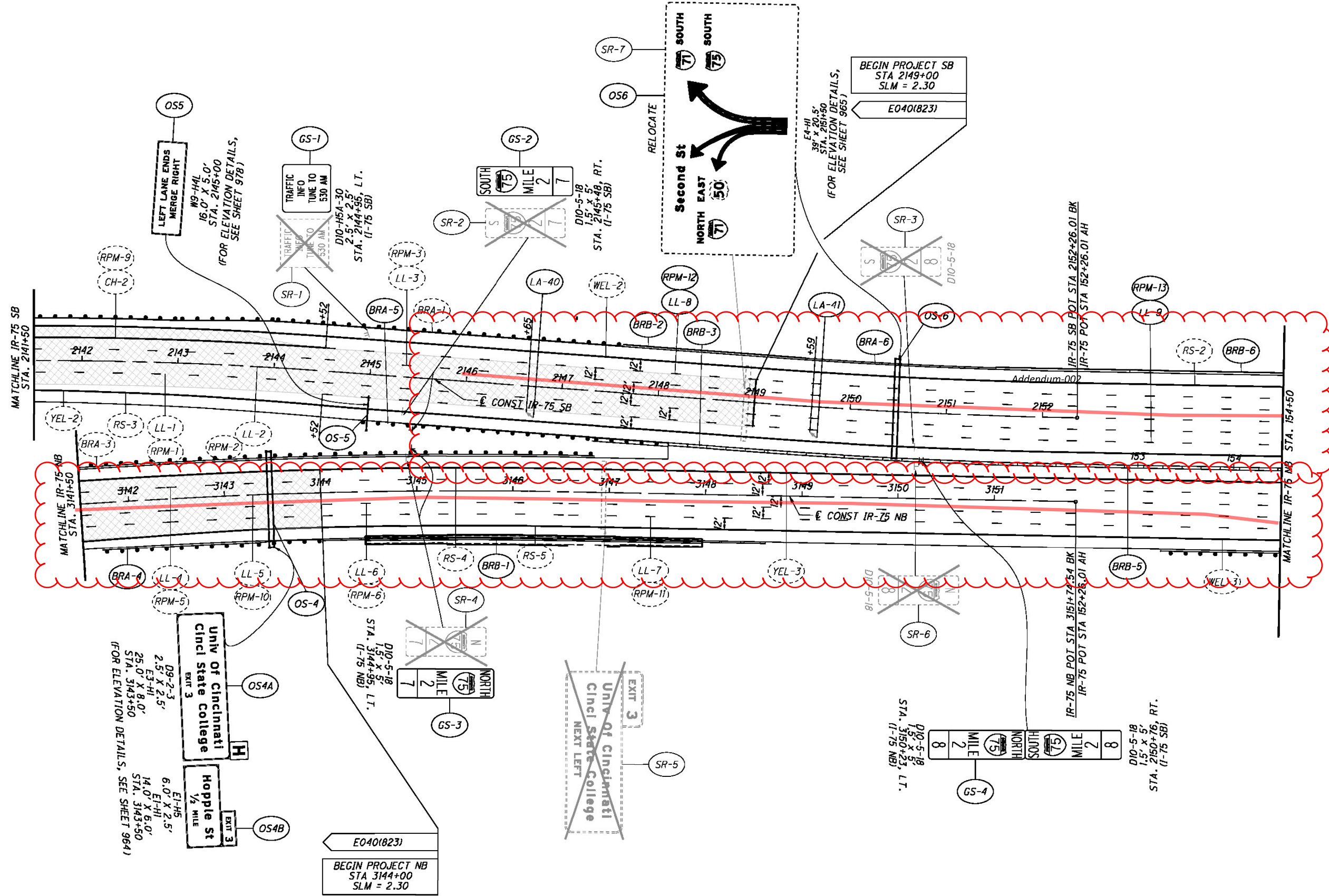
DESIGN AGENCY	
DESIGNER	SAS
REVIEWER	JDO
PROJECT ID	119894
SHEET TOTAL	24
P. TOTAL	24

LEGEND

ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



ALL CALLOUTS FOR SIGNAGE ARE TO BE USED AT REFERENCES, THEY ARE CALLOUTS FOR WORK FROM OTHER JOBS AND ARE NOT FOR WORK BEING PERFORMED ON PID 119894



IR-75 NB & SB TRAFFIC CONTROL PLAN
STA 3141+50 TO STA 154+50

JOINT REPAIR LOCATIONS

UNIV OF CINCINNATI
CINCL STATE COLLEGE
EXIT 3
D9-2-3
2.5' X 2.5'
E3-HI
25.0' X 8.0'
STA. 3143+50
FOR ELEVATION DETAILS, SEE SHEET 9641

HOPPLE ST
1/2 MILE
E1-HS
6.0' X 2.5'
E1-HI
14.0' X 6.0'
STA. 3143+50

BEGIN PROJECT NB
STA 3144+00
SLM = 2.30

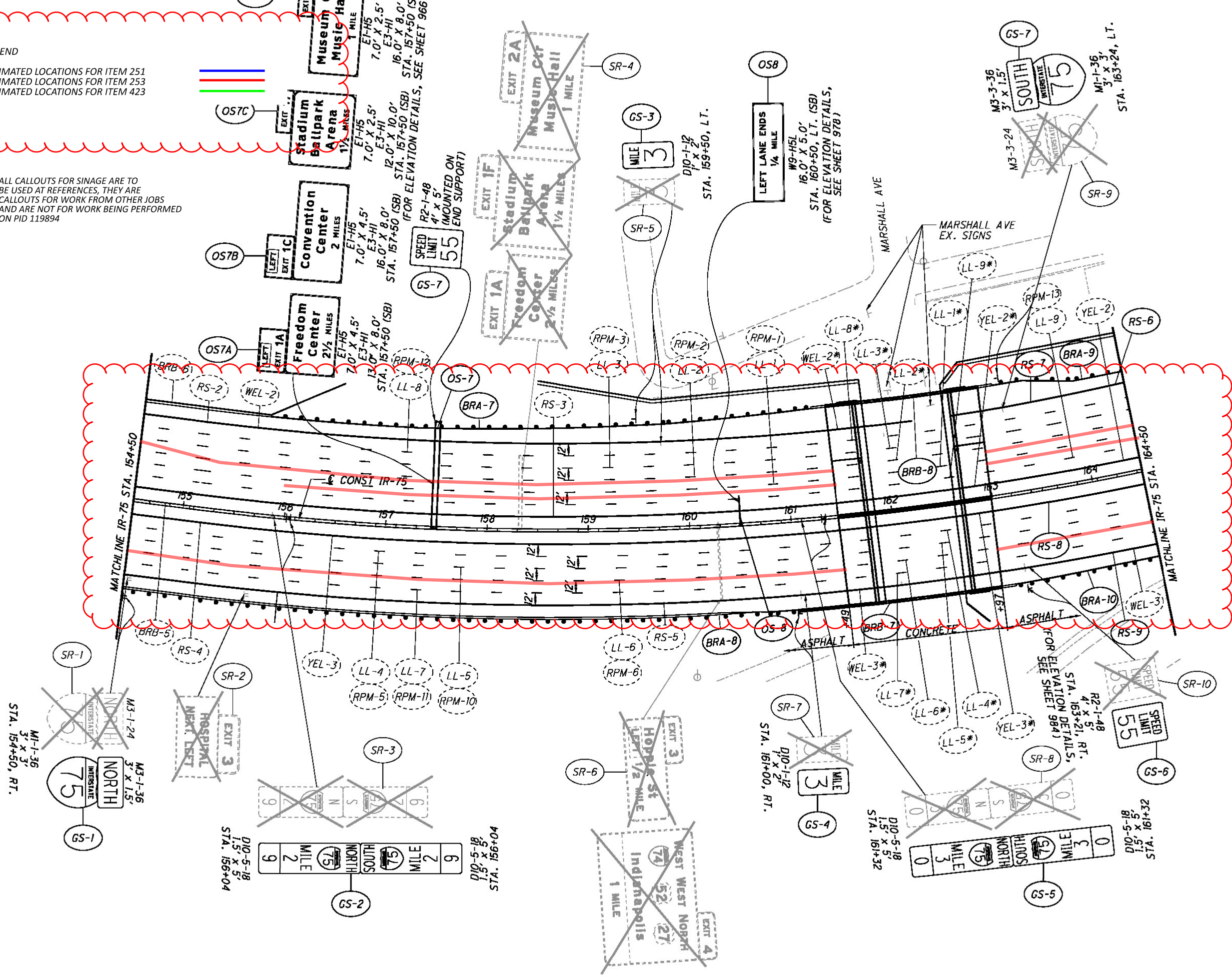
BEGIN PROJECT SB
STA 2149+00
SLM = 2.30

DESIGN AGENCY: SAS
DESIGNER: SAS
REVIEWER: JDO
PROJECT ID: 119894
SHEET TOTAL: P.8 / 24

LEGEND

ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423

ALL CALLOUTS FOR SIGNAGE ARE TO BE USED AT REFERENCES, THEY ARE CALLOUTS FOR WORK FROM OTHER JOBS AND ARE NOT FOR WORK BEING PERFORMED ON PID 119894



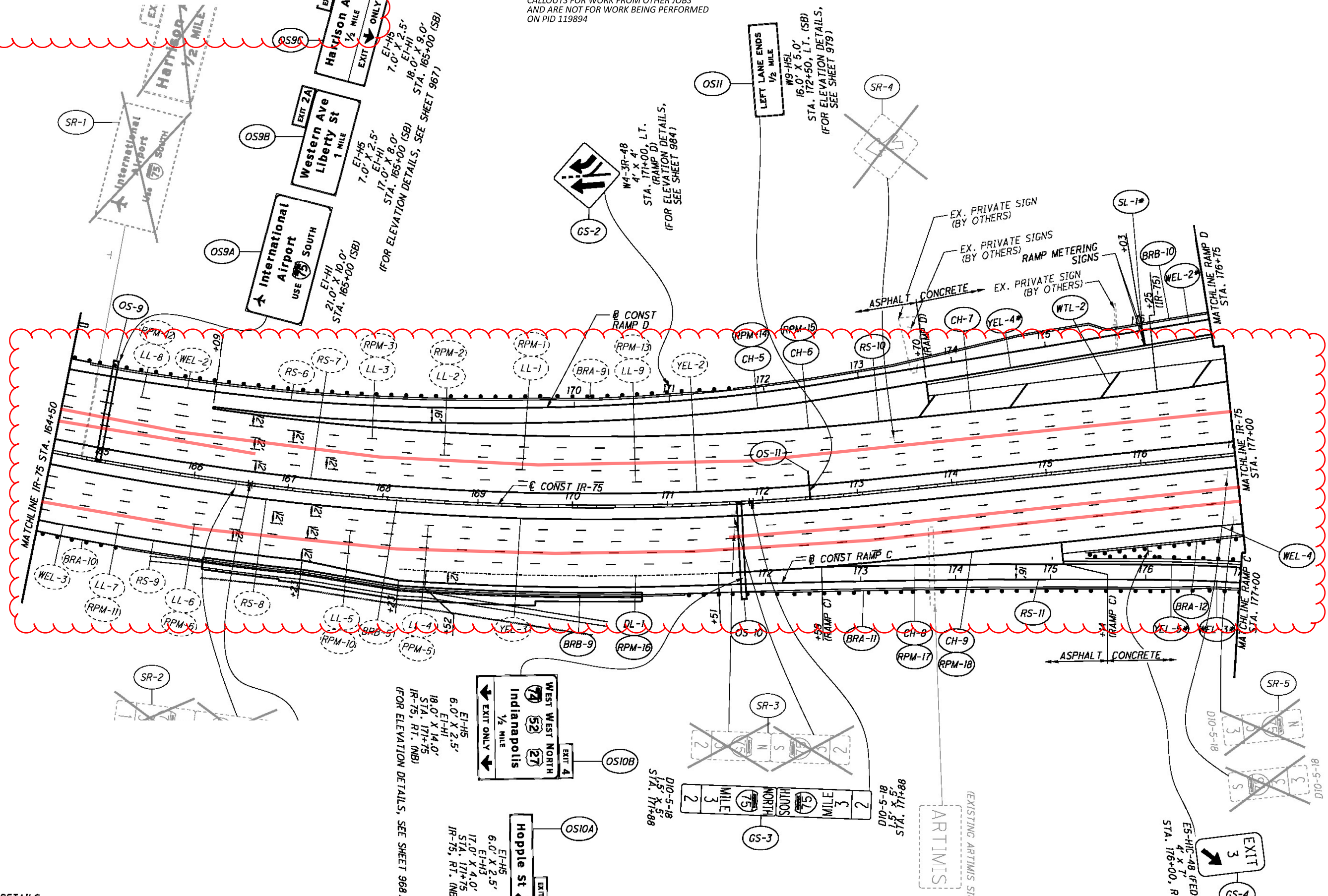
IR-75 TRAFFIC CONTROL PLAN
STA 154+50 TO STA 164+50

JOINT REPAIR LOCATIONS

DESIGN AGENCY	
DESIGNER	SAS
REVIEWER	JDO
PROJECT ID	119894
SHEET TOTAL	P.9 / 24

LEGEND
ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423

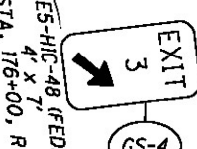
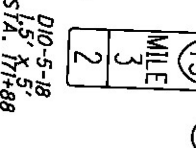
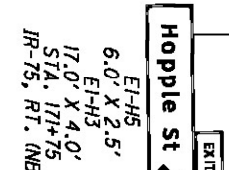
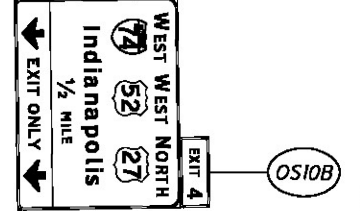
ALL CALLOUTS FOR SIGNAGE ARE TO BE USED AT REFERENCES, THEY ARE CALLOUTS FOR WORK FROM OTHER JOBS AND ARE NOT FOR WORK BEING PERFORMED ON PID 119894



IR-75 TRAFFIC CONTROL PLAN
STA 164+50 TO STA 177+00

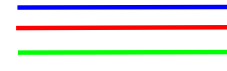
JOINT REPAIR LOCATIONS

DESIGN AGENCY	
DESIGNER	SAS
REVIEWER	JDO
PROJECT ID	119894
SHEET TOTAL	P.10 24

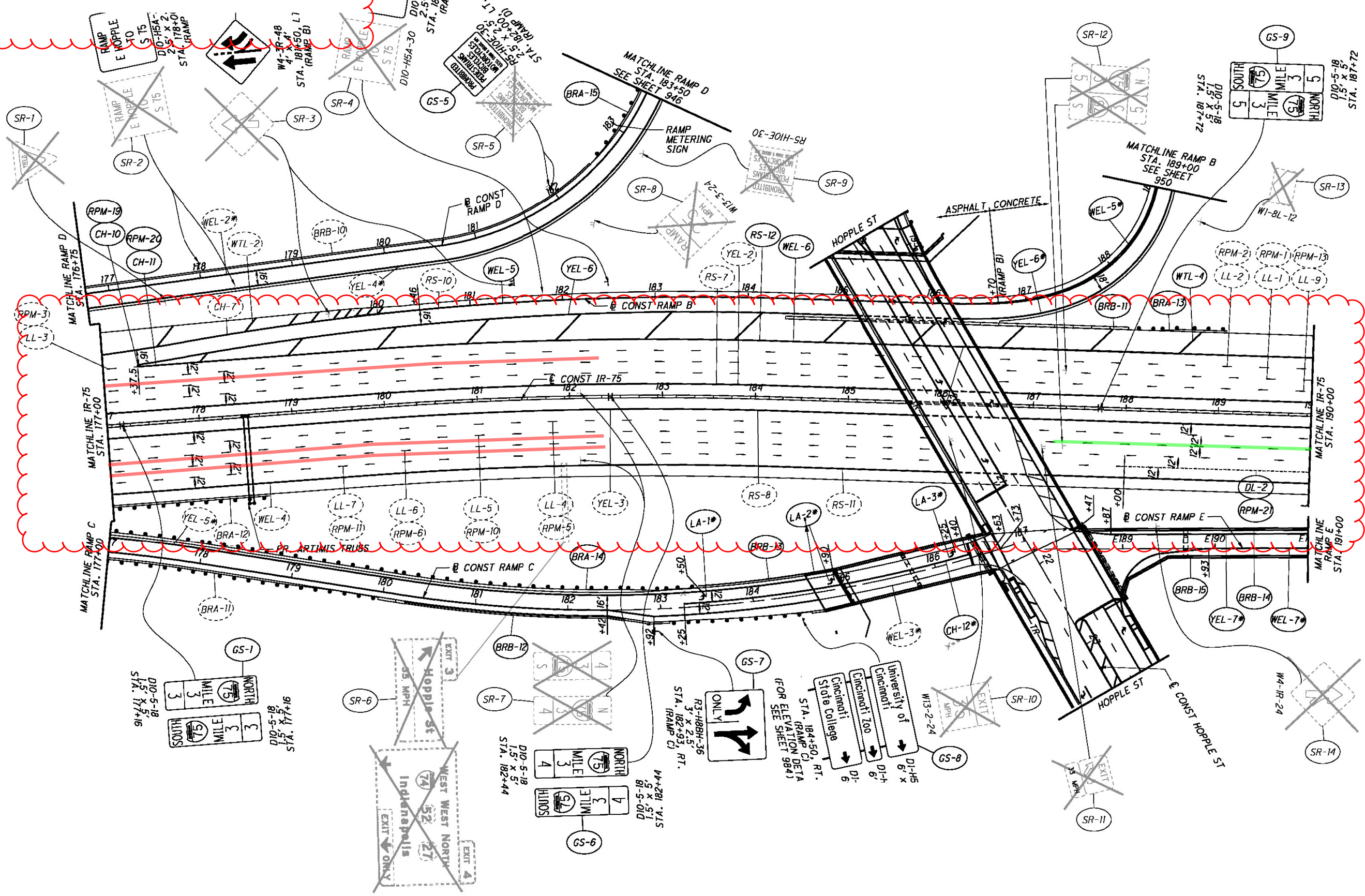


LEGEND

- ESTIMATED LOCATIONS FOR ITEM 251
- ESTIMATED LOCATIONS FOR ITEM 253
- ESTIMATED LOCATIONS FOR ITEM 423



ALL CALLOUTS FOR SIGNAGE ARE TO BE USED AT REFERENCES, THEY ARE CALLOUTS FOR WORK FROM OTHER JOBS AND ARE NOT FOR WORK BEING PERFORMED ON PID 119894



IR-75, IR-74 W, & RAMPS C,D & E TRAFFIC CONTROL PLAN
STA 177+00 TO STA 190+00

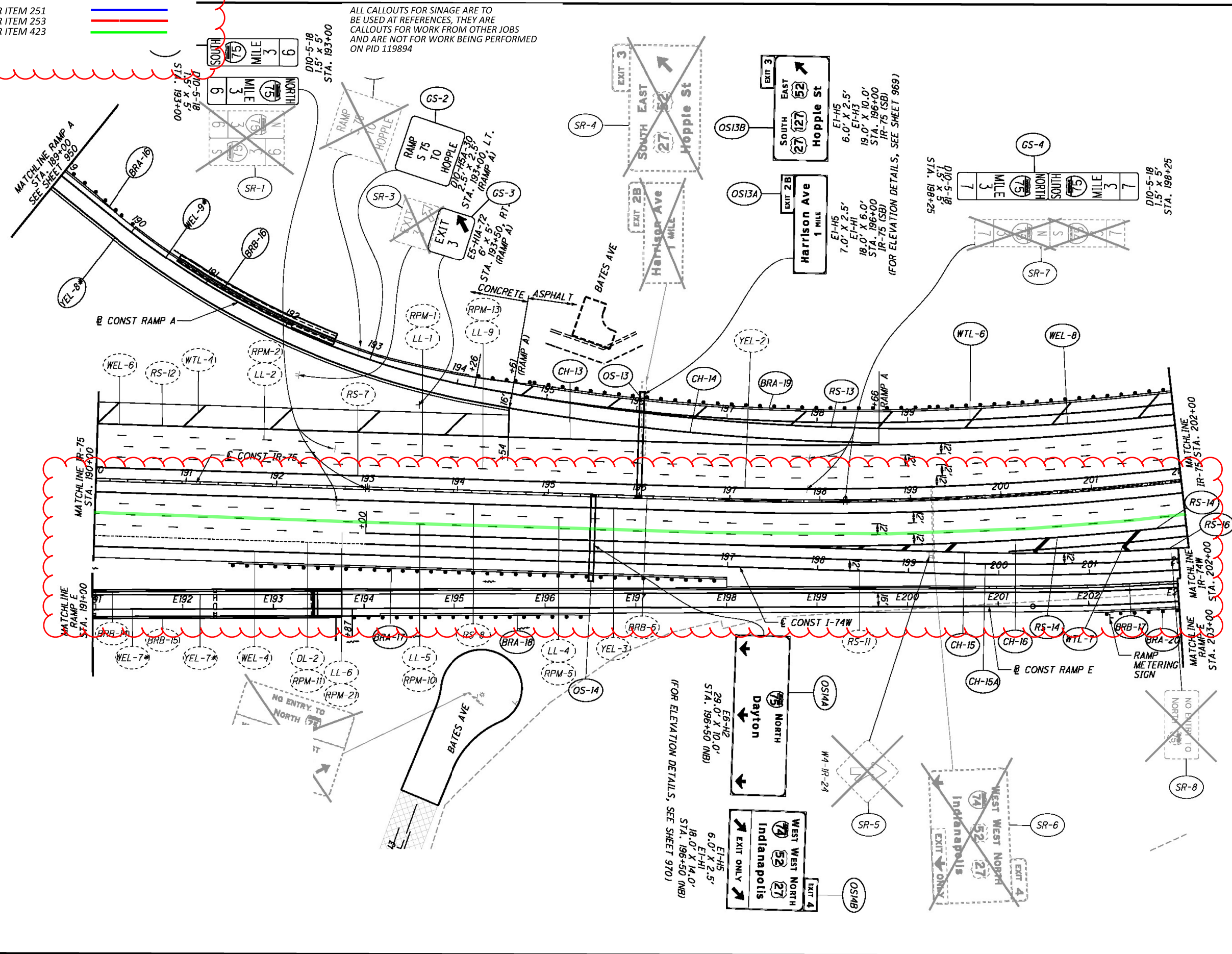
JOINT REPIAR LOCATIONS

DESIGN AGENCY



DESIGNER	SAS
REVIEWER	JDO
PROJECT ID	119894
SHEET TOTAL	P. 11 24

LEGEND
ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



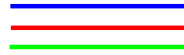
IR-75 TRAFFIC CONTROL PLAN
STA. 190+00 TO STA. 202+00

JOINT REPAIR LOCATIONS

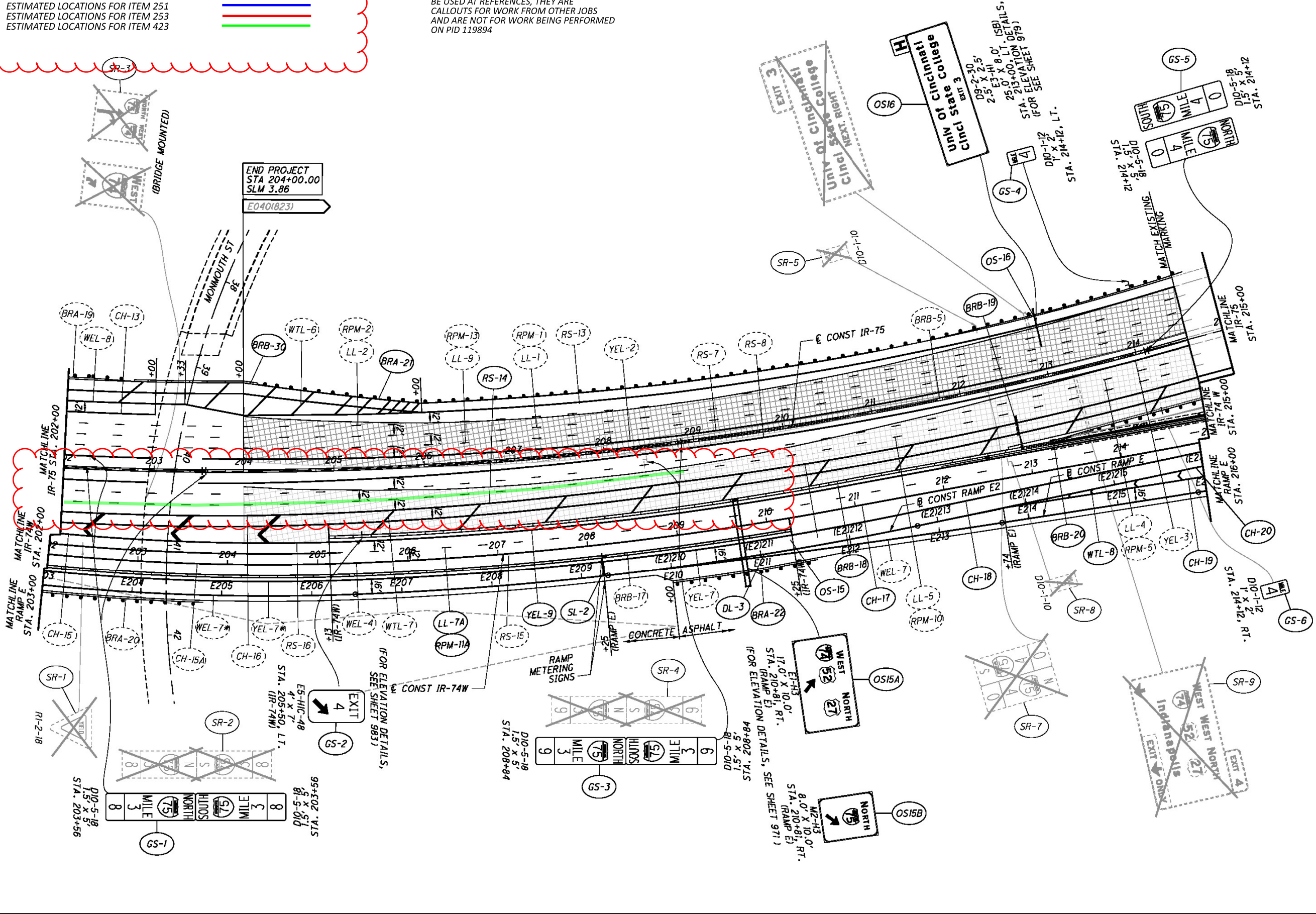
DESIGN AGENCY	
DESIGNER	SAS
REVIEWER	JED
DATE	12-23-23
PROJECT NO.	119894
SHEET TOTAL	P.12 24

LEGEND

ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



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IR-75, IR-74 W, & RAMP E TRAFFIC CONTROL PLAN
STA 202+00 TO STA 215+00

JOINT REPAIR LOCATIONS

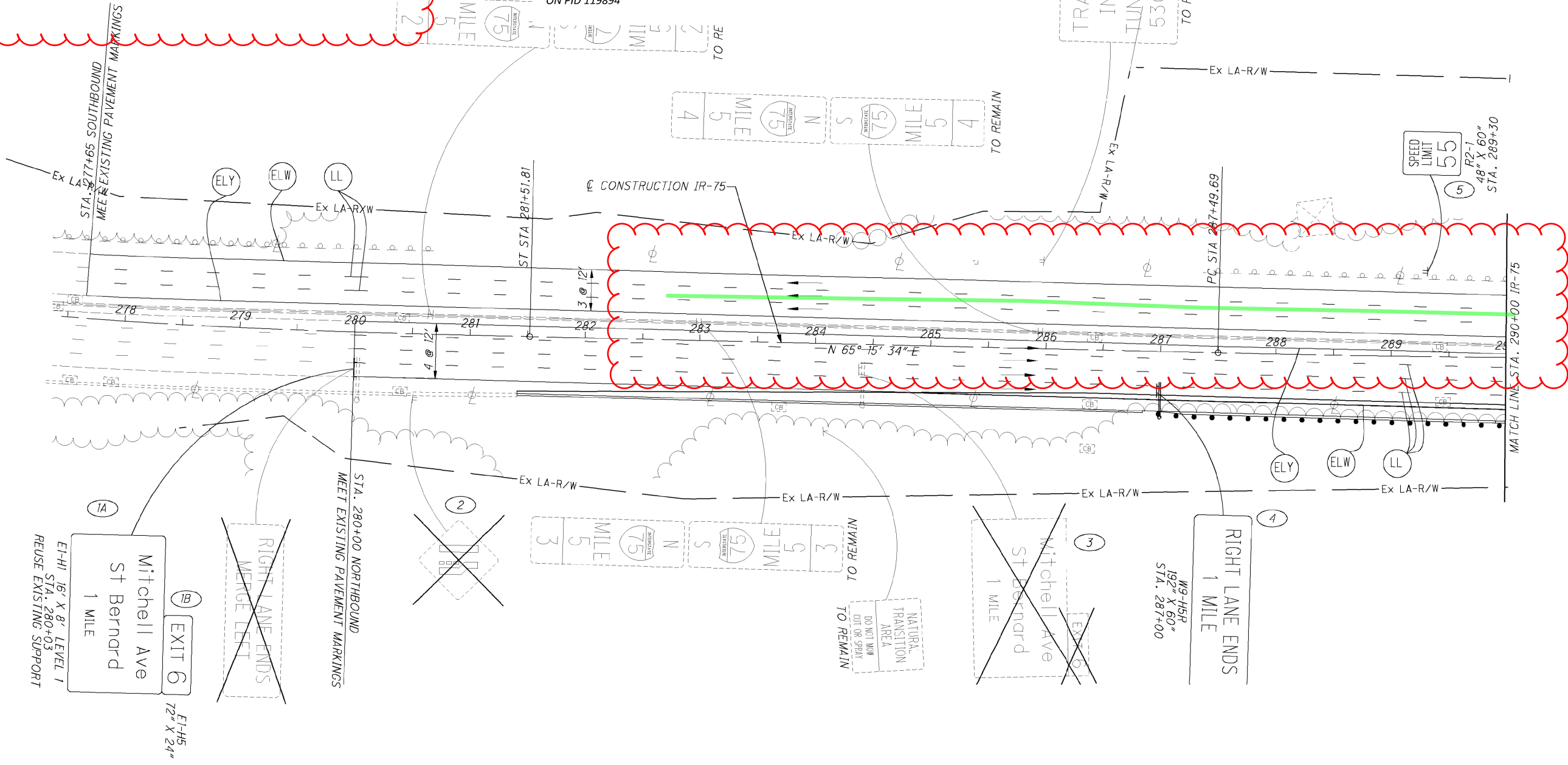
DESIGN AGENCY	
DESIGNER	SAS
REVIEWER	JDO
PROJECT ID	119894
SHEET TOTAL	P.13 24

LEGEND

ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



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TRAFFIC CONTROL PLAN - IR-75
STA. 277+50 TO STA. 290+00



DESIGN AGENCY

DESIGNER
SAS

REVIEWER
JED 12-23-23

PROJECT
119894

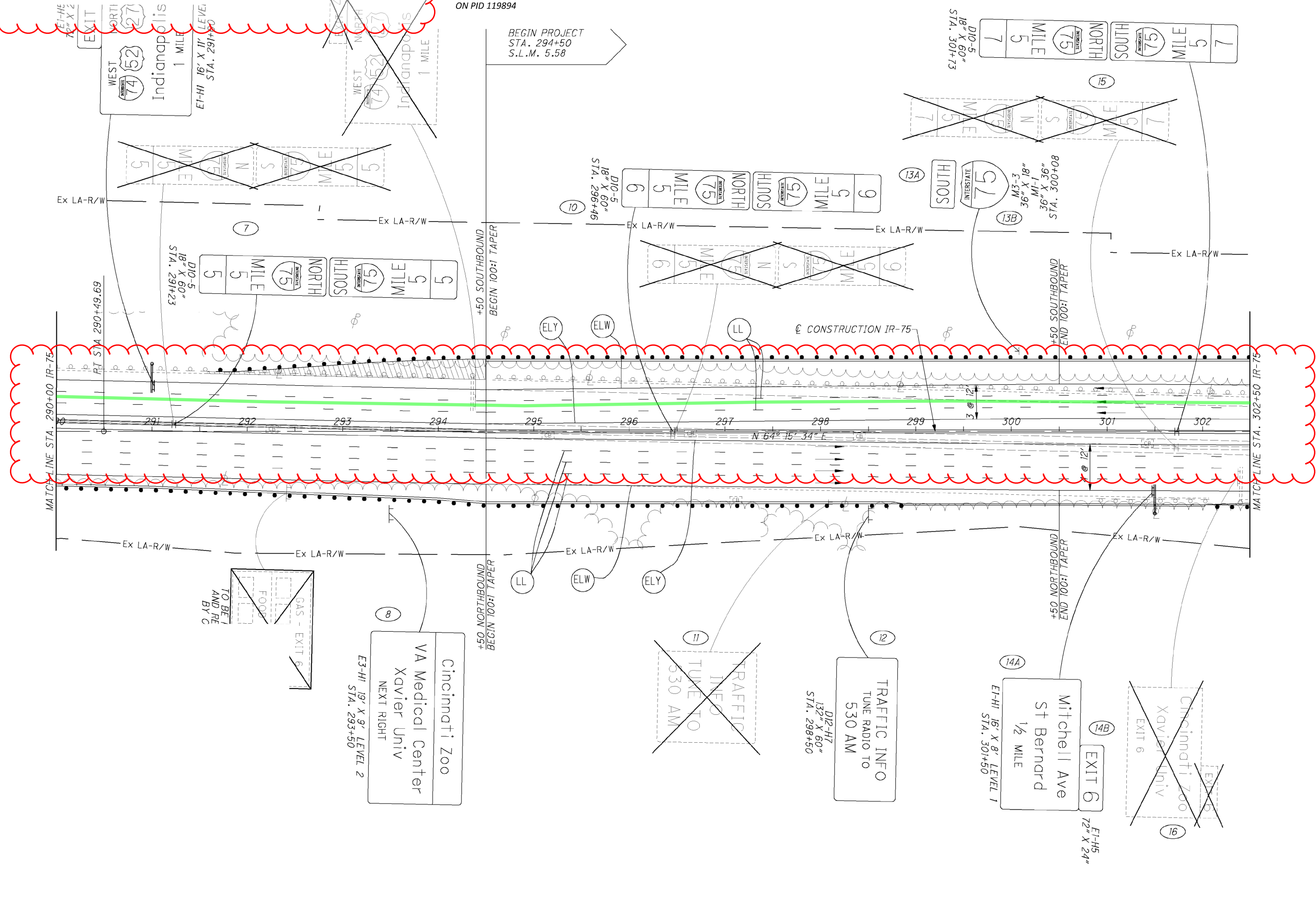
SHEET TOTAL
P.14 24

JOINT REPAIR LOCATIONS

LEGEND
ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



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TRAFFIC CONTROL PLAN - IR-75
STA. 290+00 TO STA. 302+50

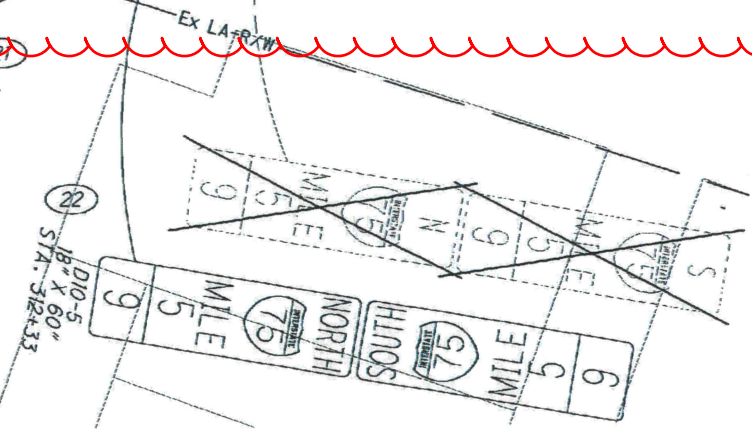
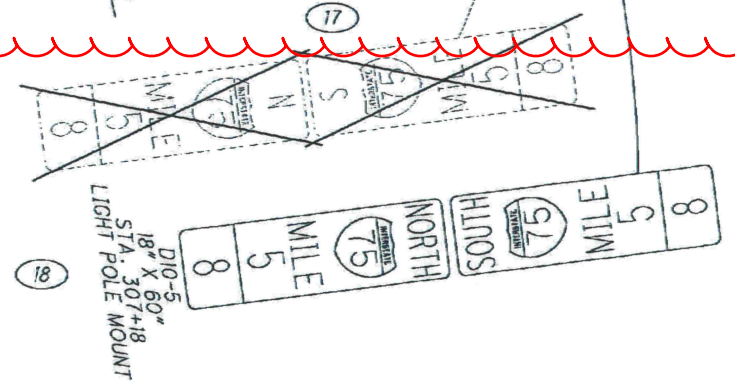
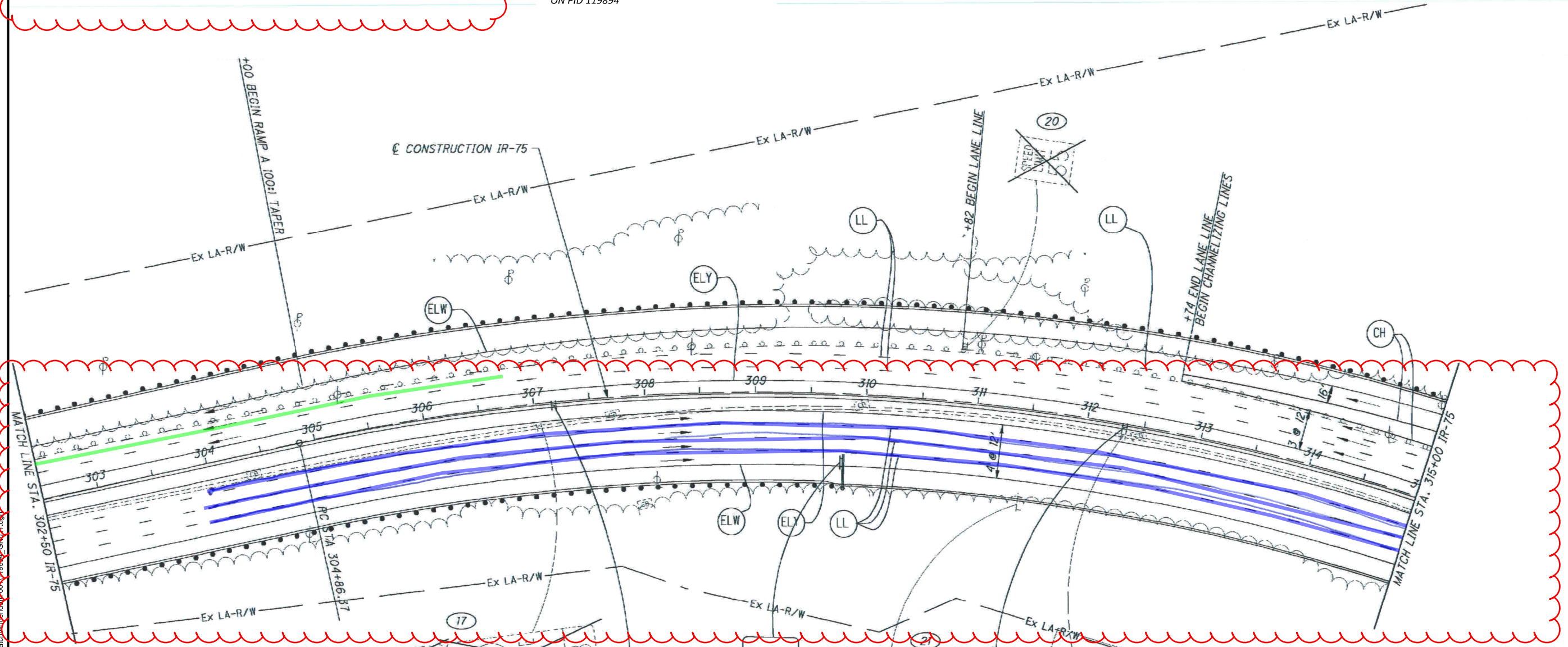
JOINT REPAIR LOCATIONS

DESIGN AGENCY	
DESIGNER	SAS
REVIEWER	JED
PROJECT ID	119894
SHEET	P.15
TOTAL	24

LEGEND
ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



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TRAFFIC CONTROL PLAN - IR-75
STA. 302+50 TO STA. 315+00

JOINT REPAIR LOCATIONS

DESIGN AGENCY



DESIGNER
SAS

REVIEWER
JED 12-23-23

PROJECT ID
119894

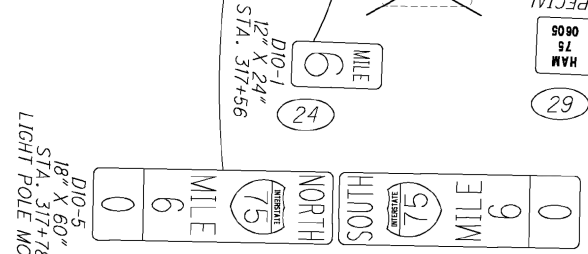
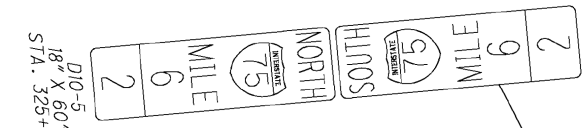
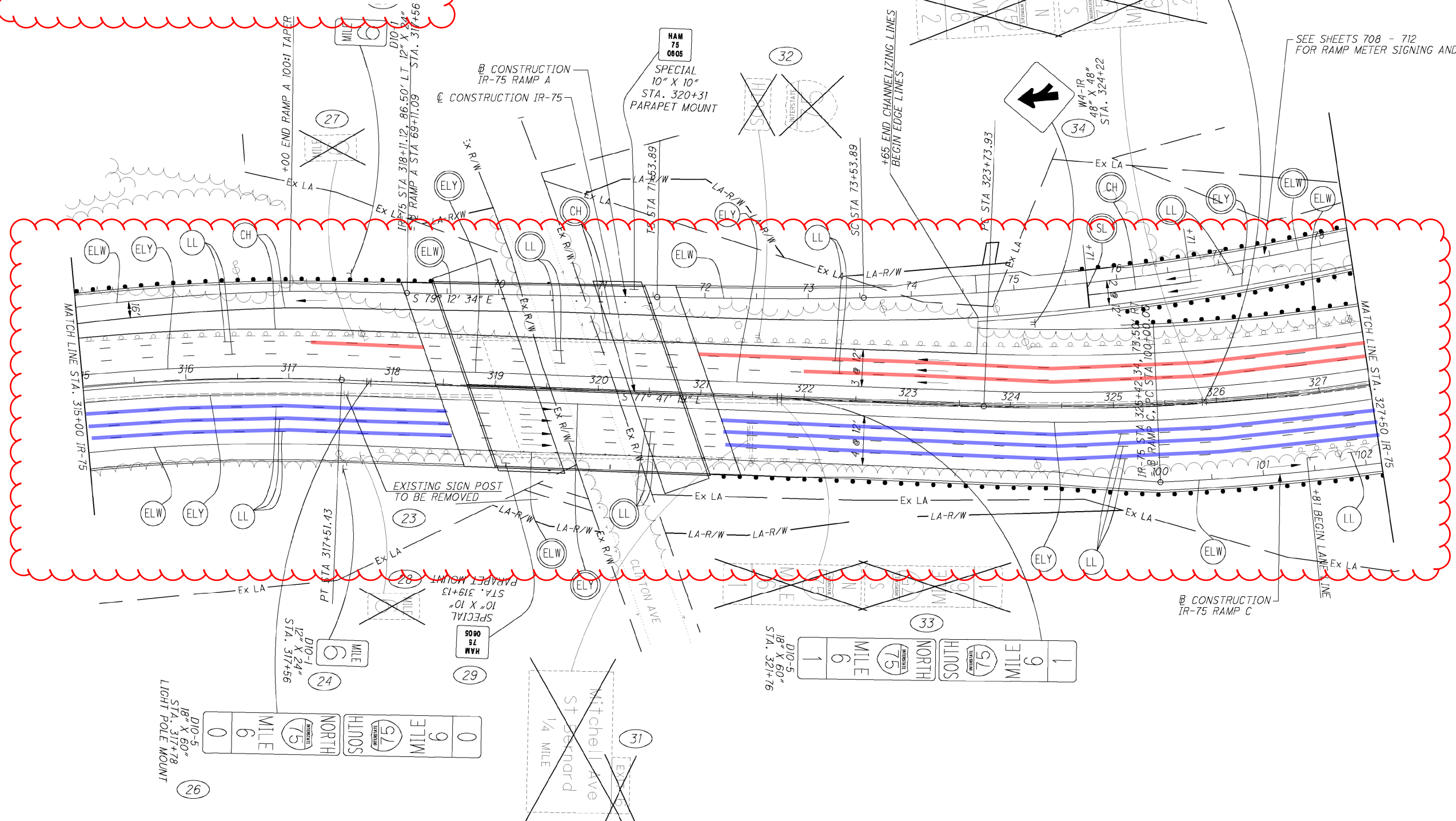
SHEET TOTAL
P.16 24

LEGEND

ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



ALL CALLOUTS FOR SIGNAGE ARE TO BE USED AT REFERENCES, THEY ARE CALLOUTS FOR WORK FROM OTHER JOBS AND ARE NOT FOR WORK BEING PERFORMED ON PID 119894



SEE SHEETS 708 - 712 FOR RAMP METER SIGNING AND DETAILS

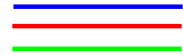
TRAFFIC CONTROL PLAN - IR-75
STA. 315+00 TO STA. 327+50

JOINT REPAIR LOCATIONS

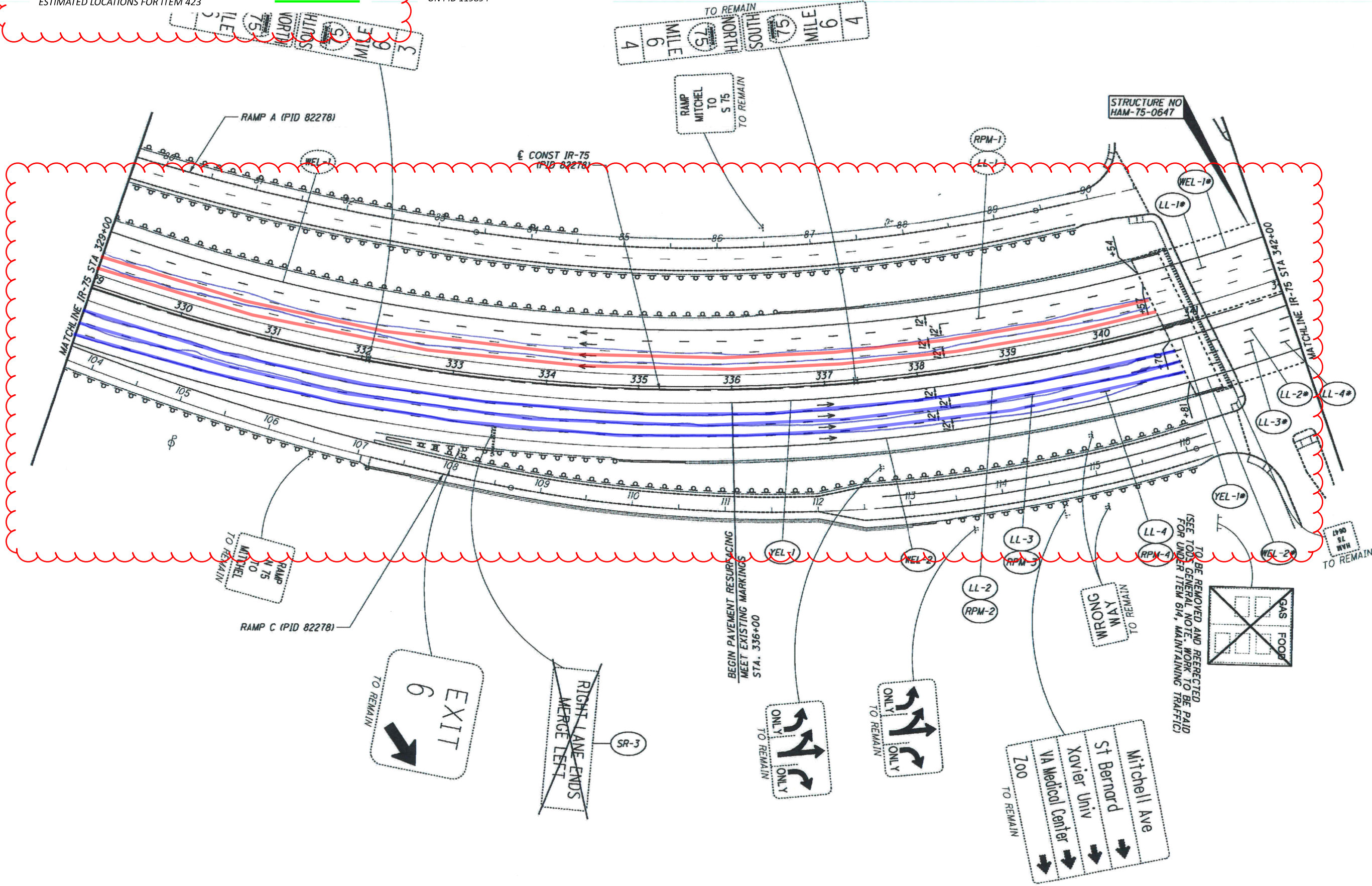
DESIGN AGENCY	
DESIGNER	SAS
REVIEWER	JDO
PROJECT ID	119894
SHEET TOTAL	P.17 24

LEGEND

- ESTIMATED LOCATIONS FOR ITEM 251
- ESTIMATED LOCATIONS FOR ITEM 253
- ESTIMATED LOCATIONS FOR ITEM 423



ALL CALLOUTS FOR SIGNAGE ARE TO BE USED AT REFERENCES, THEY ARE CALLOUTS FOR WORK FROM OTHER JOBS AND ARE NOT FOR WORK BEING PERFORMED ON PID 119894



CALCULATED	ACW
	CHECKED
	WAA

SIGNING AND PAVEMENT MARKING PLAN
STA 329+00 TO STA 342+00

JOINT REPAIR LOCATIONS

DESIGN AGENCY

DESIGNER
SAS

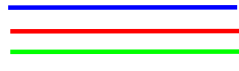
REVIEWER
JDO

PROJECT NO.
119894

SHEET TOTAL
P.18 | 24

LEGEND

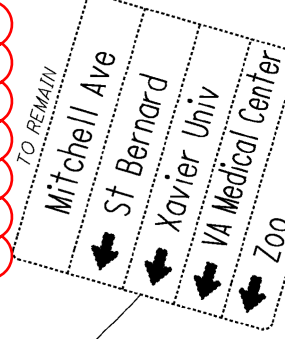
ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



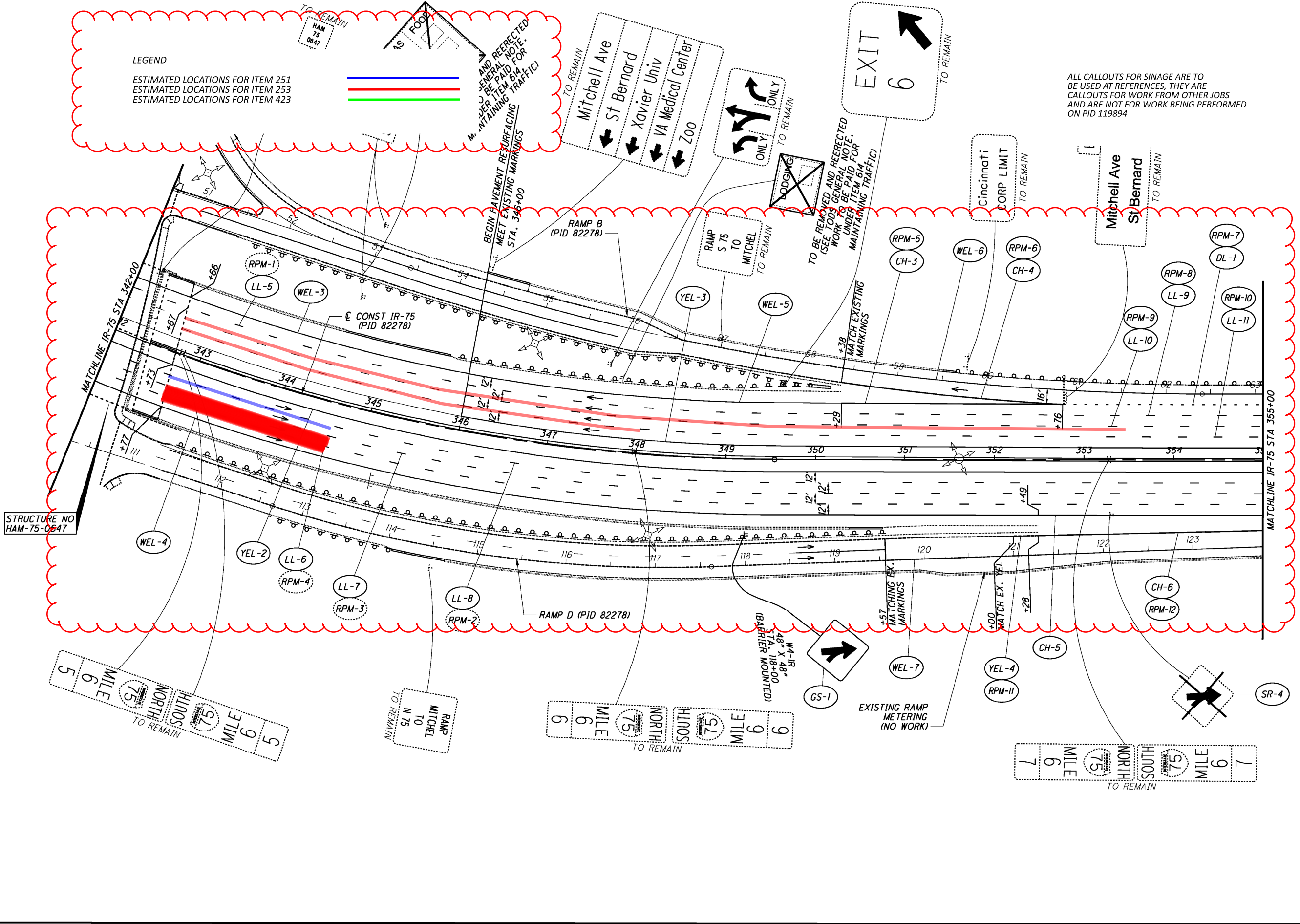
TO REMAIN
HAM 75
0647



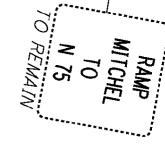
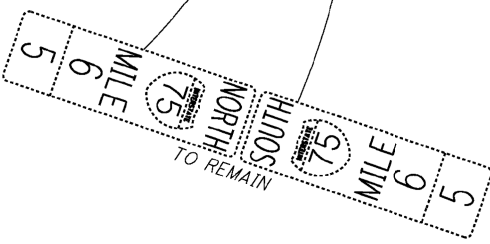
AND REJECTED
GENERAL NOTE:
USER BE PAID FOR
UNDER ITEM 614
MAINTAINING TRAFFIC



ALL CALLOUTS FOR SIGNAGE ARE TO BE USED AT REFERENCES, THEY ARE CALLOUTS FOR WORK FROM OTHER JOBS AND ARE NOT FOR WORK BEING PERFORMED ON PID 119894



STRUCTURE NO
HAM-75-0647



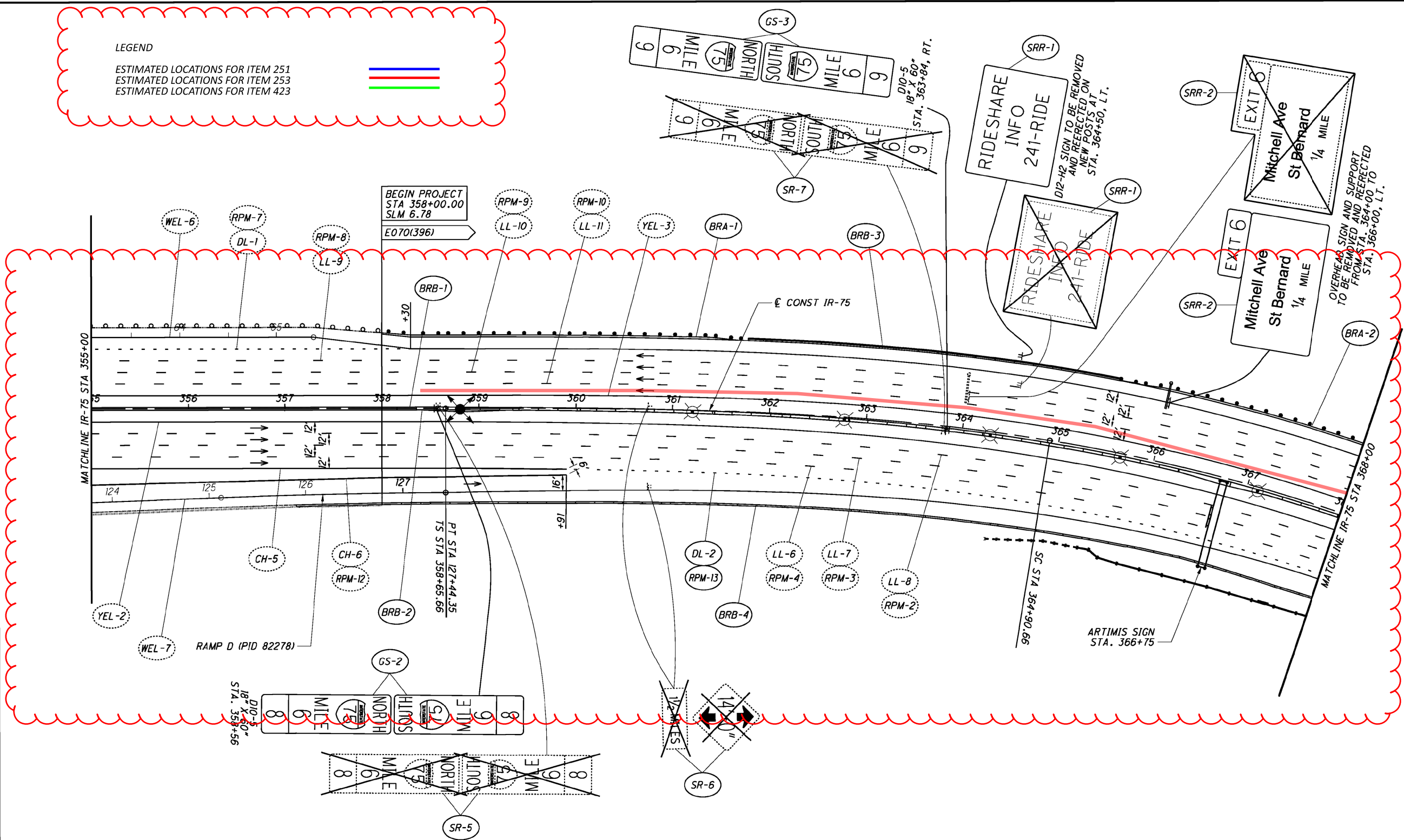
SIGNING AND PAVEMENT MARKING PLAN
STA 342+00 TO STA 355+00

JOINT REPAIR LOCATIONS

DESIGN AGENCY	
DESIGNER	SAS
REVIEWER	JDO
PROJECT NO	119894
SHEET TOTAL	P.19 24

LEGEND

ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



ALL CALLOUTS FOR SIGNAGE ARE TO BE USED AT REFERENCES, THEY ARE CALLOUTS FOR WORK FROM OTHER JOBS AND ARE NOT FOR WORK BEING PERFORMED ON PID 119894

SIGNING AND PAVEMENT MARKING PLAN
STA 355+00 TO STA 368+00

JOINT REPAIR LOCATIONS

DESIGN AGENCY



DESIGNER
SAA

REVIEWER
JDO 12-23-23

PROJECT ID
119894

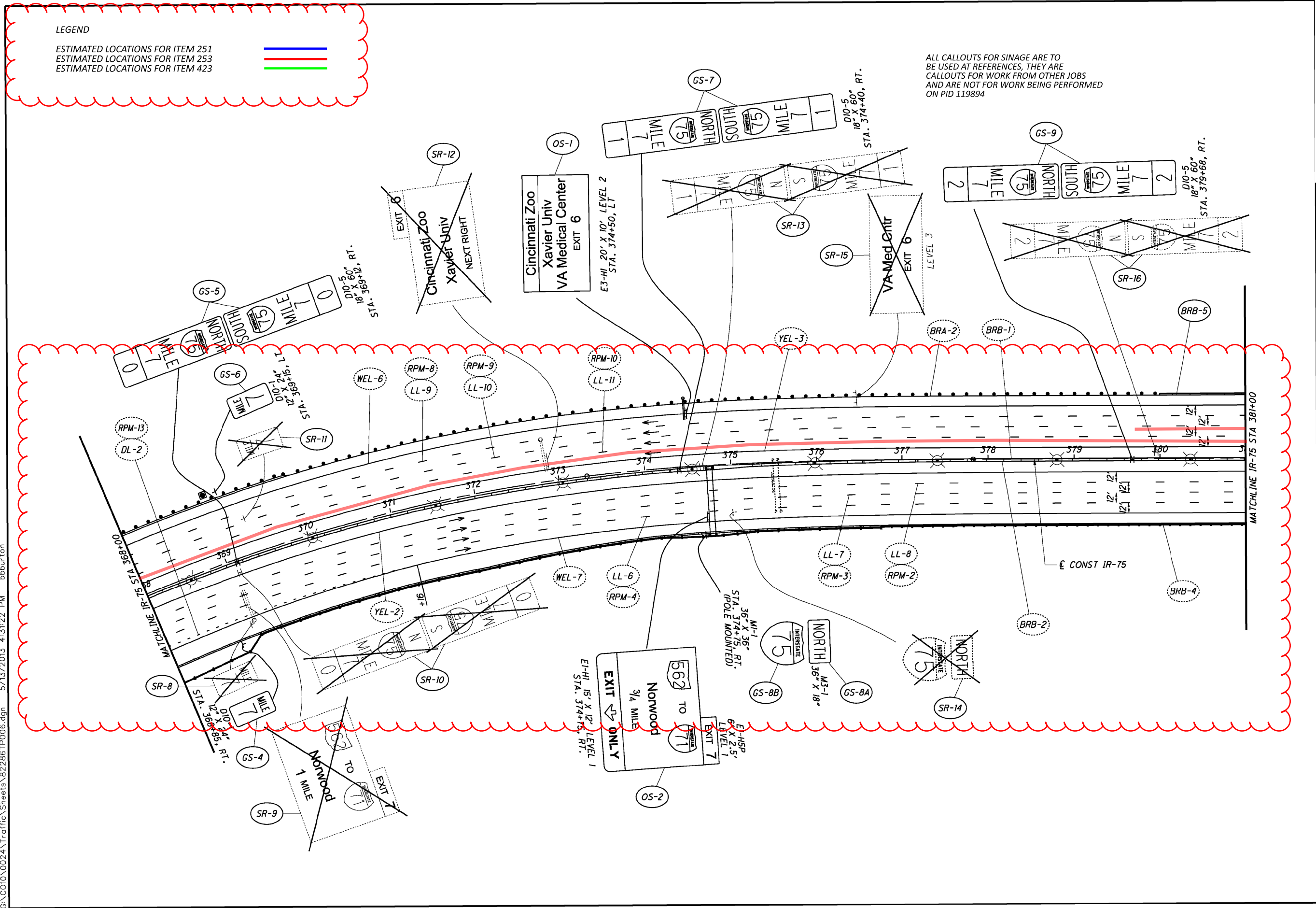
SHEET TOTAL
P.20 24

LEGEND

ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



ALL CALLOUTS FOR SIGNAGE ARE TO BE USED AT REFERENCES, THEY ARE CALLOUTS FOR WORK FROM OTHER JOBS AND ARE NOT FOR WORK BEING PERFORMED ON PID 119894



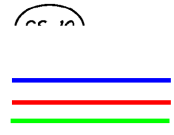
SIGNING AND PAVEMENT MARKING PLAN
STA 368+00 TO STA 381+00

JOINT REPAIR LOCATIONS

DESIGN AGENCY	
DESIGNER	SAS
REVIEWER	JDO
PROJECT ID	119894
SHEET TOTAL	P.21 24

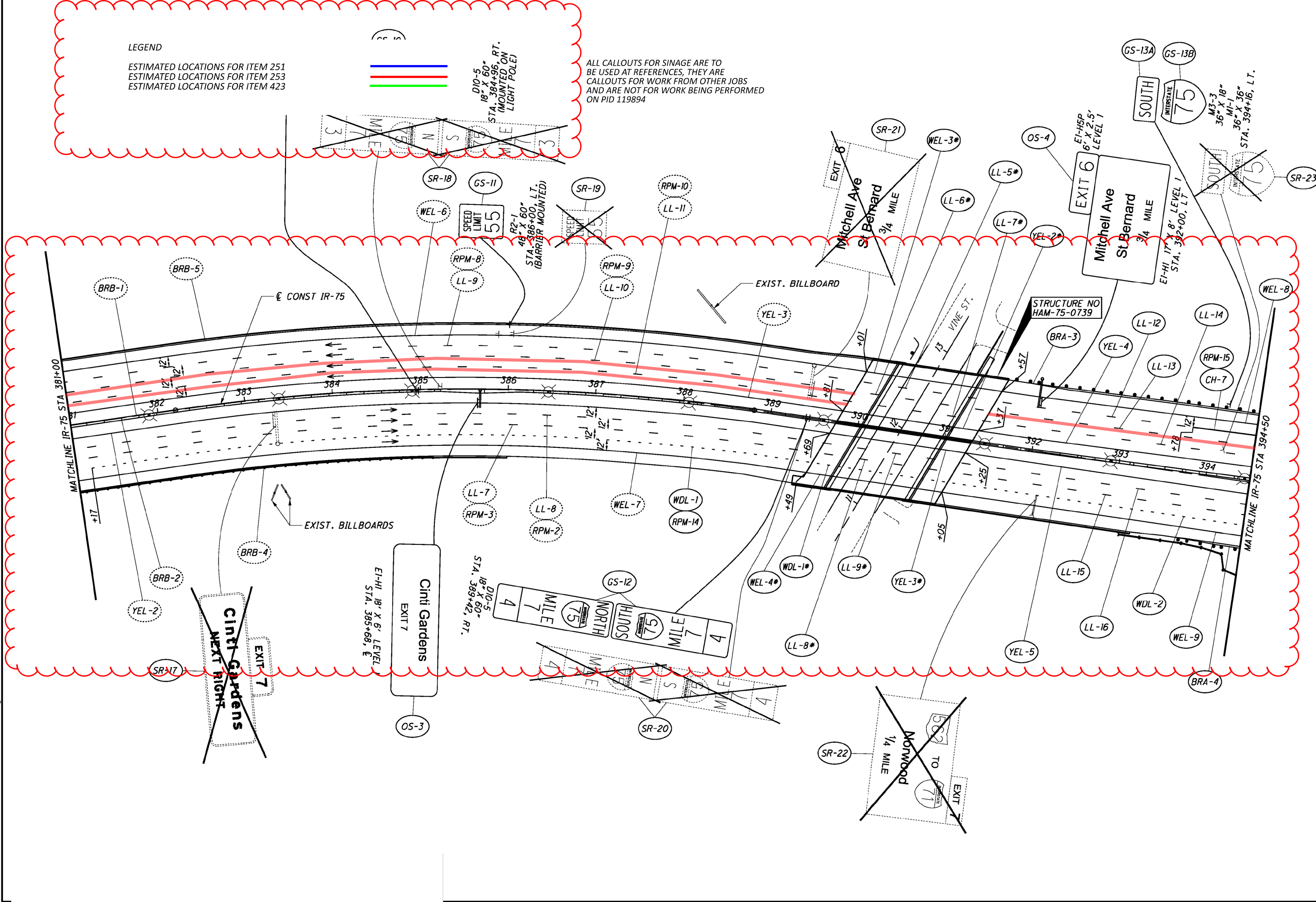
LEGEND

ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



D10-5
18" X 60"
STA. 384+96, RT.
(MOUNTED ON
LIGHT POLE)

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BE USED AT REFERENCES, THEY ARE
CALLOUTS FOR WORK FROM OTHER JOBS
AND ARE NOT FOR WORK BEING PERFORMED
ON PID 119894



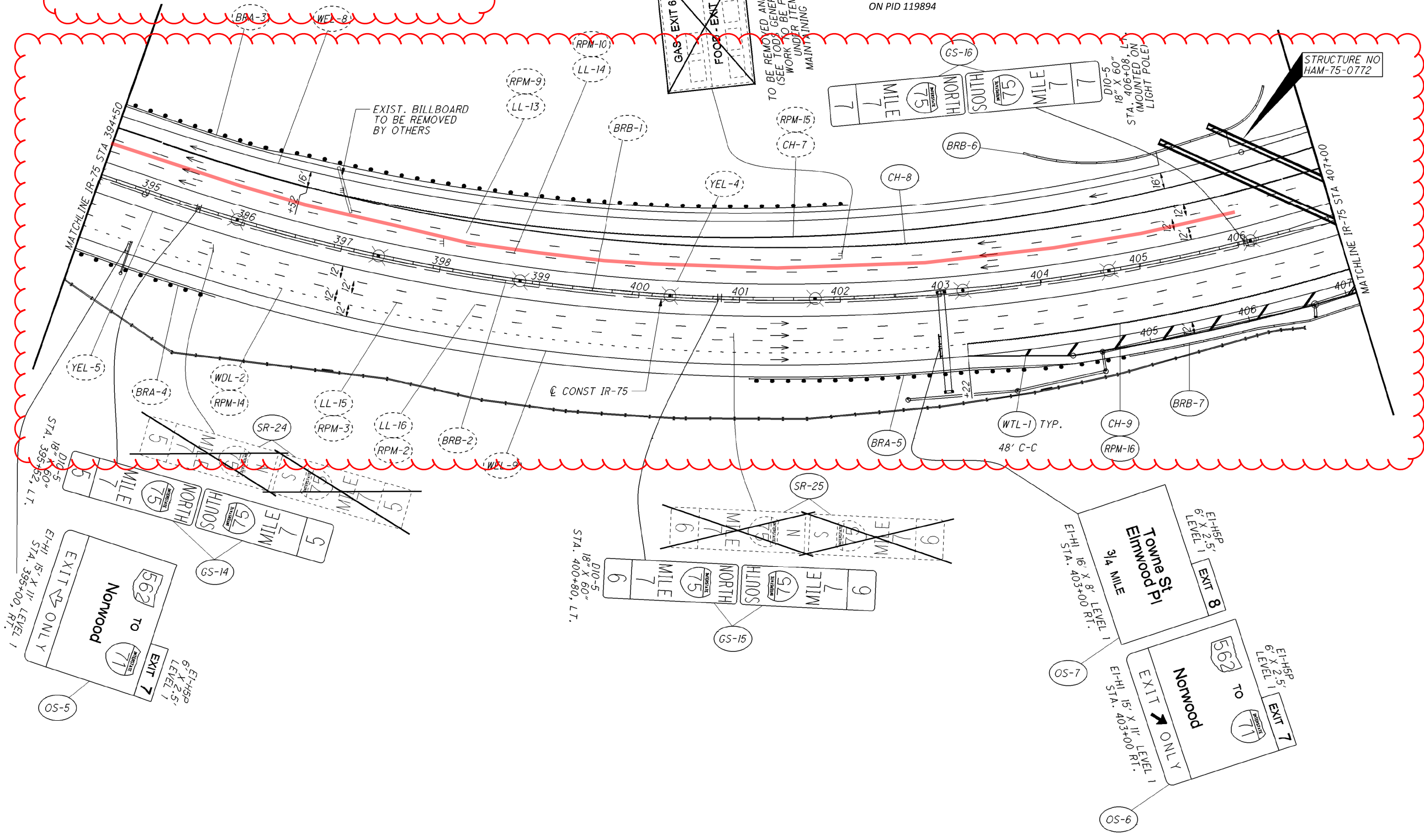
SIGNING AND PAVEMENT MARKING PLAN
STA 381+00 TO STA 394+50

JOINT REPAIR LOCATIONS

DESIGN AGENCY	
DESIGNER	SAS
REVIEWER	JDO
PROJECT ID	119894
SHEET TOTAL	P.22 24

LEGEND

ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



ALL CALLOUTS FOR SIGNAGE ARE TO BE USED AT REFERENCES, THEY ARE CALLOUTS FOR WORK FROM OTHER JOBS AND ARE NOT FOR WORK BEING PERFORMED ON PID 119894

TO BE REMOVED AND REERECTED
GENERAL NOTE:
(SEE TODAY'S GENERAL NOTE FOR
WORK TO BE PAID FOR
UNDER ITEM 614
MAINTAINING TRAFFIC)

SIGNING AND PAVEMENT MARKING PLAN
STA 394+50 TO STA 407+00

JOINT REPAIR LOCATIONS

DESIGN AGENCY



DESIGNER
SAS

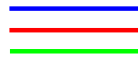
REVIEWER
JDO 12-23-23

PROJECT ID
119894

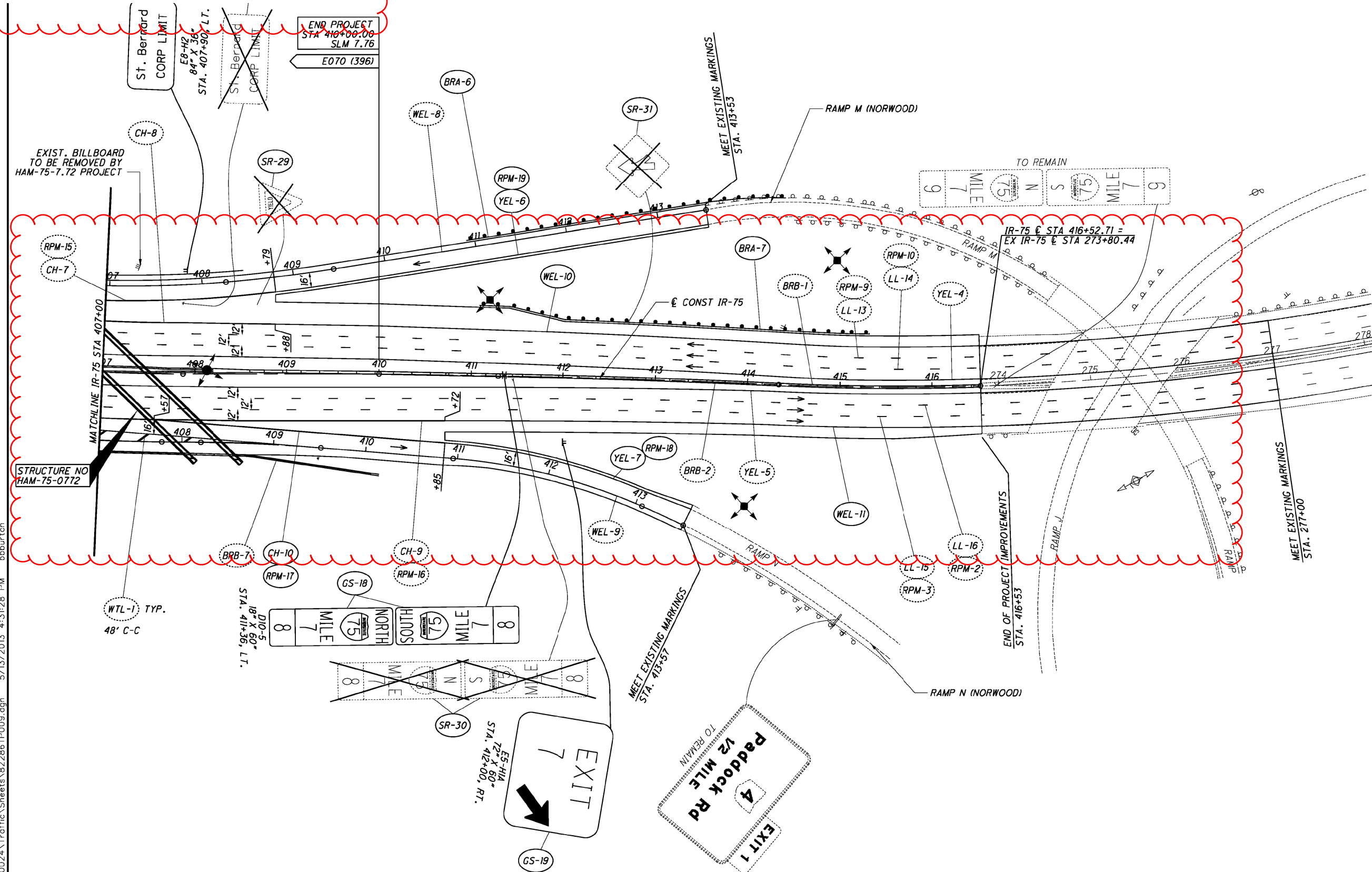
SHEET TOTAL
P.23 24

LEGEND

ESTIMATED LOCATIONS FOR ITEM 251
ESTIMATED LOCATIONS FOR ITEM 253
ESTIMATED LOCATIONS FOR ITEM 423



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SIGNING AND PAVEMENT MARKING PLAN
STA 407+00 TO STA 278+00

JOINT REPAIR LOCATIONS

DESIGN AGENCY



DESIGNER
SAS

REVIEWER
JDO 12-23-23

PROJECT ID
119894

SHEET TOTAL
P.24 24