

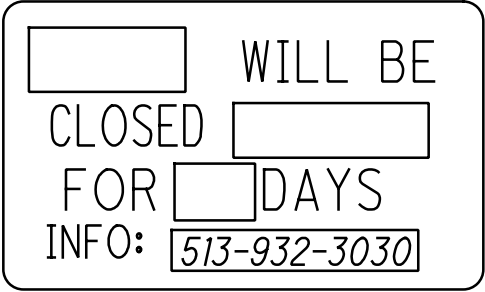
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NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET 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 AREA TO AVOID DISTRACTING MOTORISTS.

NOTIFICATION TIME FRAME TABLE			
ITEM	DURATION OF CLOSURE	SIGN DISPLAY TO PUBLIC	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE
RAMP & ROAD CLOSURES	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	21 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	<12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE	4 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-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.



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.

POTHOLE PATCHING
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR USE AS DETERMINED BY THE ENGINEER FOR POTHOLE PATCHING:

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 90 CU YD

DRUM REQUIREMENTS
IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED. PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

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.

DUST CONTROL
THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 1230 M. GAL.

PORTABLE BARRIER
32" PORTABLE BARRIER SHALL BE ANCHORED ANYTIME THERE IS LESS THAN 2' BETWEEN THE BACK OF BARRIER AND THE WORK ZONE. PORTABLE BARRIER QUANTITIES HAVE BEEN SPLIT INTO ANCHORED AND UNANCHORED LENGTHS ACCORDINGLY.

WORK ZONE MARKINGS
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11. THESE QUANTITIES HAVE BEEN PROVIDED AS A CONTINGENCY FOR PLACEMENT ON THE ASPHALT SURFACE COURSE PRIOR TO APPLICATION OF PERMANENT PAVEMENT MARKINGS.

ITEM 614, WORK ZONE LANE LINE, CLASS III, 642 PAINT 11.33 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS III, 642 PAINT 11.34 MILE
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT 10,758 FEET
ITEM 614, WORK ZONE DOTTED LINE, CLASS III, 642 PAINT 17,387 FEET

ITEM 614, REPLACEMENT SIGN
FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 15 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 150 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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 MANAGER. 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 PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE INCLUDED IN THESE PLANS. NO LANE OR SHOULDER CLOSURE SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED.

PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE											
LOCATION	DIRECTION	EX. NO. OF THRU	1 LANE CLOSED		2 LANES CLOSED		15 MINUTE SHORT DURATION	COMPLETE CLOSURE	TIME UNIT	DISINCENTIVE PER LANE PER TIME UNIT	NOTES
			WEEKDAY	WEEKEND	WEEKDAY	WEEKEND					
IR-75	BOTH	3	8 PM - 6 AM	7 PM - 6 AM	11 PM - 5 AM	10 PM - 6 AM	12 AM - 4 AM	11 PM - 5 AM	1 MINUTE	\$540	NOTE 1 (SOUTHBOUND), NOTE 2 (NORTHBOUND), NOTE 3, NOTE 4
SR-562	BOTH	2	8 PM - 6 AM	7 PM - 7 AM	NONE	NONE	11 PM - 5 AM	11 PM - 5 AM	1 MINUTE	\$305	
RAMPS	BOTH		NONE	NONE	NONE	NONE	NONE	10 PM - 5 AM	1 MINUTE	\$540	NOTE 5, NOTE 6
LAIDLAW AVE.	BOTH	1	9AM-4PM 6PM-7AM	9AM-4PM 6PM-7AM	NONE	NONE	NONE	NONE	1 MINUTE	\$50	
TOWNE ST.	BOTH	1	ANYTIME	ANYTIME	NONE	NONE	11 PM - 5 AM	NONE	1 MINUTE	\$50	
PADDOCK	BOTH	2	8 PM - 6 AM	7 PM - 7 AM	NONE	NONE	NONE	NONE	1 MINUTE	\$130	
SEYMOUR AVE.	BOTH	2	ANYTIME	ANYTIME	NONE	NONE	NONE	NONE	1 MINUTE	\$40	
PROSSER AVE	BOTH	1	ANYTIME	ANYTIME	NONE	NONE	NONE	9 AM - 3 PM	1 MINUTE	\$50	NOTE 7
NOTES											
1 NO CLOSURES 2 HOURS BEFORE TO 1 HOUR AFTER THE START TIME OF EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR HERITAGE BANK ARENA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE REACHING AN ATTENDANCE OF 20,000+											
2 NO CLOSURES FROM 30 MINUTES BEFORE THE SCHEDULED FINISH TIME TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR HERITAGE BANK ARENA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE REACHING AN ATTENDANCE OF 20,000+											
3 COMPLETE CLOSURES OF IR-75 AND SR-562 ARE PERMITTED ACCORDING TO THE APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION NOTE ONLY.											
4 NO SHORT TERM SHOULDER CLOSURES BETWEEN THE HOURS OF 6 AM TO 9 AM AND 3 PM TO 7 PM MONDAY THROUGH FRIDAY.											
5 APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION RAMP CLOSURES: DISINCENTIVES SHALL BE ASSESSED FOR FAILURE TO REOPEN THE RAMP IN THE SPECIFIED TIME PERIOD.											
6 RAMPS ARE PERMITTED TO BE CLOSED OVERNIGHT FOR MOT TRAFFIC SWITCHES AND FINAL SURFACING ONLY. ONLY ONE RAMP IS PERMITTED TO BE CLOSED AT A TIME.											
7 PROSSER AVE IS PERMITTED TO BE CLOSED BETWEEN THE HOURS OF 9 AM AND 3 PM FOR DEMO/ERECTION OF THE STRUCTURE AS WELL AS FOR SEWER/WATERLINE WORK WITHIN THE ROADWAY.											

THE CONTRACTOR WILL BE PERMITTED TO REDUCE SB IR-75 TO ONE LANE FOR A PERIOD OF ONE WEEKEND TO CONSTRUCT THE TRANSITION AREA OF THE TEMPORARY ROAD DURING PHASE 1 PART 2.

ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 (449), AS PER PLAN

THIS ITEM IS USED FOR TEMPORARY MOT PAVING WITHIN THE CROSS OVER AREAS INDICATED IN THE PLANS. THE ITEM IS VARIABLE DEPTH AND TO BE PLACED FROM EDGE OF LANE TO EDGE OF LANE TO CREATE A SMOOTH TRANSITION WITHIN THE CROSSOVER AREA.

ALL MATERIAL, LABOR AND EQUIPMENT NECESSARY TO PERFORM THE WORK IS INCLUDED IN THIS ITEM.

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NOTIFICATION CONTACT INFO:

DISTRICT PUBLIC INFORMATION OFFICER BY EMAIL AT DOT.D08.PIO@dot.ohio.gov
DISTRICT PERMIT SECTION BY EMAIL AT D08.Permits@dot.ohio.gov
CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT DOT.D08.Detours@dot.ohio.gov
DISTRICT TRAFFIC, DETOUR SECTION BY EMAIL AT DOT.D08.Detours@dot.ohio.gov

ITEM 615, ROADS FOR MAINTAINING TRAFFIC

PER THE REQUIREMENTS OF THE 2023 CONSTRUCTION AND MATERIALS SPECIFICATIONS (CMS), ALL COSTS ASSOCIATED WITH DRAINAGE RELATED TO TEMPORARY PAVEMENT CONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, ROADS FOR MAINTAINING TRAFFIC. THE MAINTENANCE OF TRAFFIC PLANS IDENTIFY SPECIFIC LOCATIONS WHERE TEMPORARY DRAINAGE CONDUITS AND TEMPORARY GUARDRAIL ARE EXPECTED TO BE NEEDED. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE ACTUAL DESIGN NEEDS. THESE SPECIFIC ITEMS, AS WELL AS ALL OTHER REQUIREMENTS OF THE CMS SHALL BE INCLUDED IN THE BASE BID OF ROADS FOR MAINTAINING TRAFFIC.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR INFORMATION ONLY. THESE QUANTITIES DO NOT INCLUDE ALL ASPECTS OF ITEM 615, BUT HAVE BEEN PROVIDED FOR ASSISTANCE IN BIDDING:

12" CONDUIT, TYPE B = 300 FEET
12" CONDUIT, TYPE C = 100 FEET
DRAINAGE MISC.: CONVERT MEDIAN INLET TO CB-6 = 3 EACH

EXCAVATION FOR MAINTAINING TRAFFIC 590 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC 355 CU. YD.

PAYMENT FOR ALL COSTS SHALL BE INCLUDED IN THE CONTRACT PRICE PER LUMP SUM FOR ITEM 615, ROADS FOR MAINTAINING TRAFFIC.

ITEM 615, ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN

THIS ITEM OF WORK SHALL INCLUDE EARTHWORK AND PAVEMENT FOR CONSTRUCTING THE PAVEMENT TRANSITION AREA IN THE OPTIONAL SUB-PHASE (PHASE 1 PART 2) ON IR-75.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR INFORMATION ONLY. THESE QUANTITIES DO NOT INCLUDE ALL ASPECTS OF ITEM 615, BUT HAVE BEEN PROVIDED FOR ASSISTANCE IN BIDDING:

EMBANKMENT FOR MAINTAINING TRAFFIC 1760 CU. YD.
PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A 995 SQ. YD.

PAYMENT FOR ALL COSTS SHALL BE INCLUDED IN THE CONTRACT PRICE PER LUMP SUM FOR ITEM 615, ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

IN ORDER TO REMOVE EXISTING RUMBLE STRIPS PRIOR TO SHIFTING TRAFFIC ONTO SHOULDERS, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN SHALL INCLUDE MILLING 2' WIDE BY 1.5" DEEP STRIP OF EXISTING INSIDE AND OUTSIDE SHOULDERS FOR THE STATION RANGES DETAILED BELOW. THE MILLED AREAS SHALL THEN BE RESURFACED WITH 1.5" OF ASPHALT CONCRETE SURFACE COURSE (ITEM 448, TYPE I). THIS WORK SHALL BE COMPLETED PRIOR TO SHIFTING MAINLINE TRAFFIC ONTO THE SHOULDERS.

PAYMENT FOR ALL MATERIALS AND LABOR ASSOCIATED WITH MILLING AND RESURFACING EXISTING SHOULDERS SHALL BE INCIDENTAL TO ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

A QUANTITY OF 5480 S.Y. FOR THIS ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY.

THE MILLING AND RESURFACING DESCRIBED ABOVE SHALL BE APPLIED TO THE FOLLOWING LENGTHS OF EXISTING SHOULDER:

IR 75 NB INSIDE SHOULDER STA. 401+00 - STA. 483+00
IR 75 NB OUTSIDE SHOULDER STA. 401+00 - STA. 471+00
IR 75 SB INSIDE SHOULDER STA. 408+00 - STA. 461+00
SR 562 WB OUTSIDE SHOULDER STA. 14+00 - STA. 36+00

ITEM 622, PORTABLE BARRIER, 50"

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

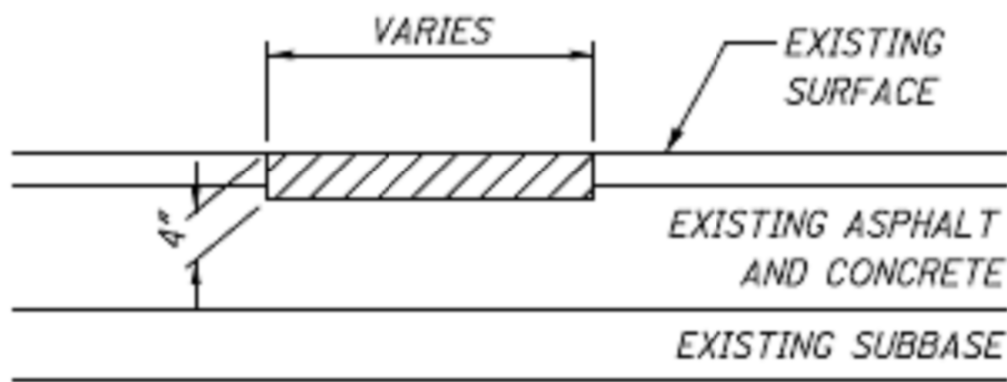
FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

50" PORTABLE BARRIER SHALL BE ANCHORED ANYTIME THERE IS LESS THAN 2' BETWEEN THE BACK OF BARRIER AND WORK ZONE.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN.

ITEM, 253 PARTIAL DEPTH PAVEMENT REPAIR

THE FOLLOWING ESTIMATED QUANTITIES OF ITEM 253 PARTIAL DEPTH PAVEMENT REPAIR HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED IN EACH YEAR OF MOT AS DIRECTED BY THE ENGINEER FOR MAINTAINING TRAFFIC.



EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A MINIMUM DEPTH OF 4 INCHES OR TOP OF CONCRETE OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE BASE. THE 301 SHALL BE COMPACTED AS PER 401.15 AND IN APPROXIMATELY EQUAL LAYERS. IF REQUIRED DUE TO THE DEPTH OF REPAIR, PARTIAL DEPTH PAVEMENT REPAIRS SHALL HAVE A MINIMUM WIDTH OF 4'. THE LOCATIONS AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2027
400 CU YDS

ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2028
400 CU YDS

ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2029
400 CU YDS

ITEM 503, COFFERDAMS AND EXCAVATION BRACING

TEMPORARY SHORING WILL BE REQUIRED TO FACILITATE MAINTAINING TRAFFIC IN THE LOCATIONS DEPICTED IN THE MAINTENANCE OF TRAFFIC PLANS. APPROXIMATE LENGTHS OF THE TEMPORARY SHORING HAS BEEN PROVIDED IN PLAN TO AID IN THE BIDDING OF THESE WALLS. SEPERATE PAY ITEMS HAVE BEEN INCLUDED FOR EACH LOCATION. THE SHORING IS ANTICIPATED TO HAVE AN EXPOSED HEIGHT OF LESS THAN 8'-0". THE CONTRACTOR IS RESPONSIBLE FOR THEIR CHOSEN METHOD OF SHORING. PLANS, INCLUDING DESIGN AND GEOTECHNICAL EVALUATION, FOR THE TEMPORARY SHORING SHALL BE PREPARED AND PROVIDED PER CMS 501.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS ITEM. ALL COSTS ASSOCIATED WITH TEMPORARY SHORING SHALL BE INCIDENTAL TO THE LUMP SUM FOR ITEM 503, COFFERDAMS AND EXCAVATION BRACING, FOR EACH LOCATION IN THE GENERAL SUMMARY.

ID	PHASE	LOCATION	TYPE	STATION	TEMP. SHORING LENGTH (FT)	TEMP. SHORING AREA (SF)
TS1	1	IR-75	SHEET PILE	439+50- 442+00	250	1000
TS2	1	IR-75	TWFMSE WALL	453+50- 465+00	1150	6325
TS3	1	IR-75	SHEET PILE	465+00- 472+10	710	2840
TS4	1	RAMP N	SHEET PILE	412+35 - 415+50	315	1260
TS5	1	RAMP N	TWFMSE WALL	420+25- 422+00	175	525
TS6	1	RAMP N	SHEET PILE	422+00- 428+13	613	4904
TS7	1 PT 1	RAMP Q	SHEET PILE	28+00 - 34+50	650	2600
TS8	2	IR-75	SHEET PILE	453+00- 470+27	1727	6908
TS9	2	IR-75	SHEET PILE	410+00 - 412+50	250	1000

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS1
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS2
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS3
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS4
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS5
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS6
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS7
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS8
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS9

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER5#32S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS. WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

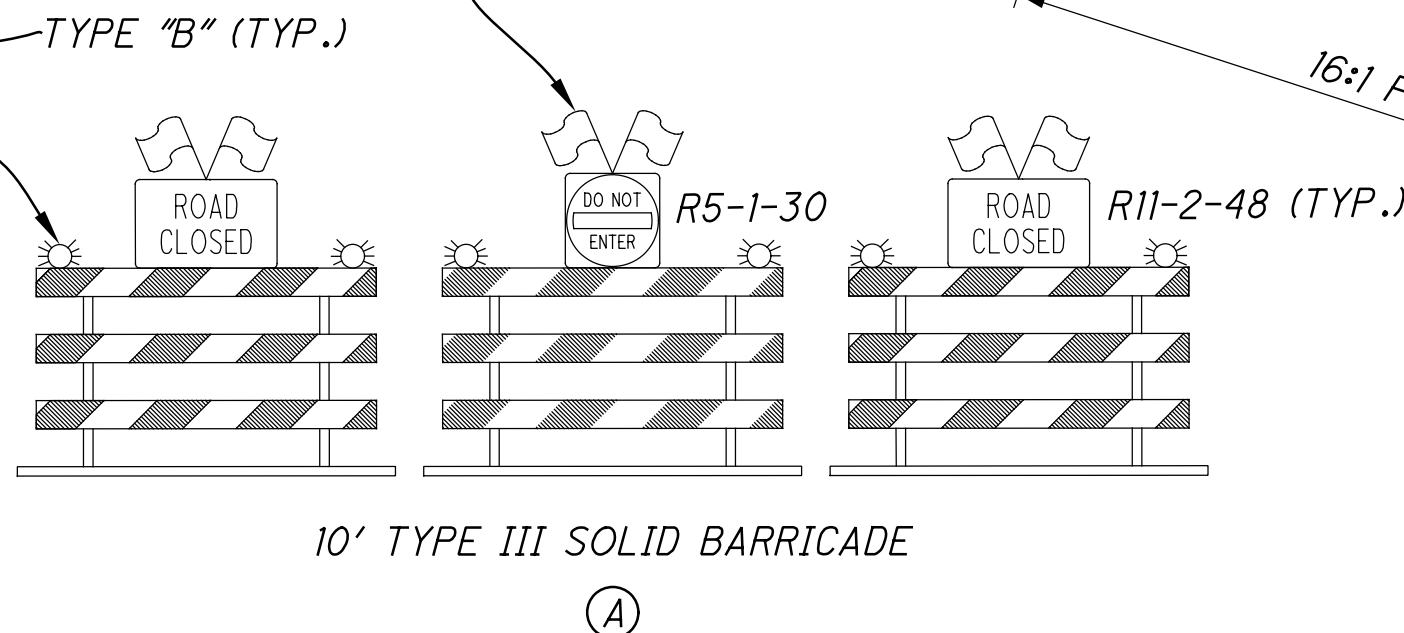
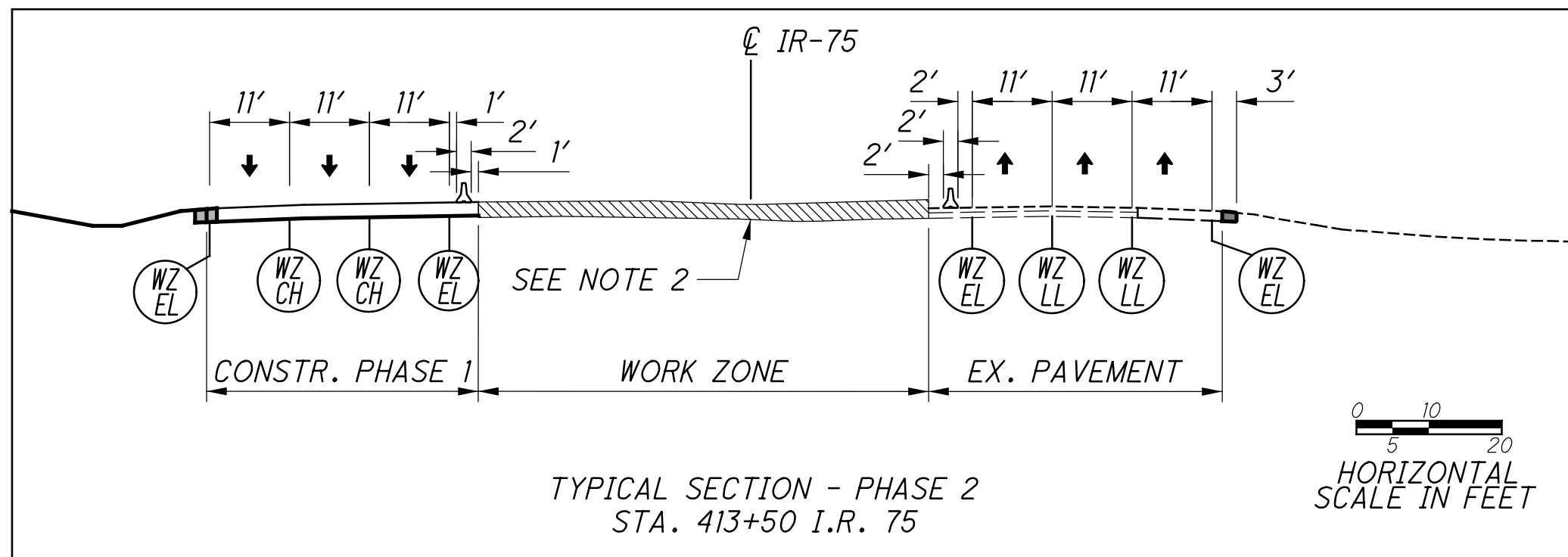
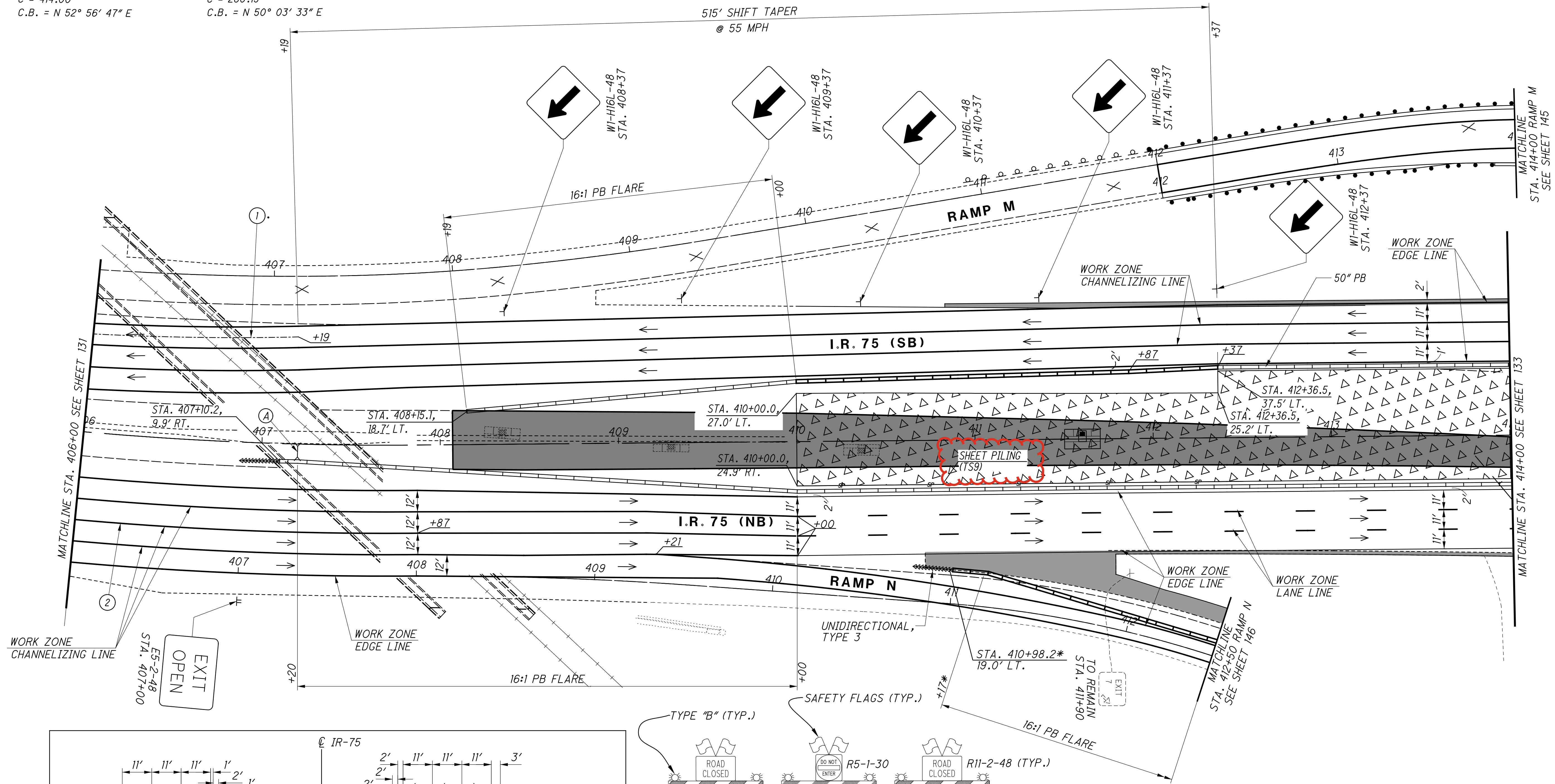
PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

MAINTENANCE OF TRAFFIC SUBSUMMARY

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① $\Delta = 15^\circ 34' 36''$ (LT)
 $Dc = 03^\circ 45' 03''$
 $R = 1527.00'$
 $T = 208.93'$
 $L = 415.28'$
 $E = 14.22'$
 $C = 414.00'$
 $C.B. = N 52^\circ 56' 47'' E$

② $\Delta = 08^\circ 12' 02''$ (LT)
 $Dc = 02^\circ 55' 28''$
 $R = 1959.33'$
 $T = 140.46'$
 $L = 280.43'$
 $E = 5.03'$
 $C = 280.19'$
 $C.B. = N 50^\circ 03' 33'' E$



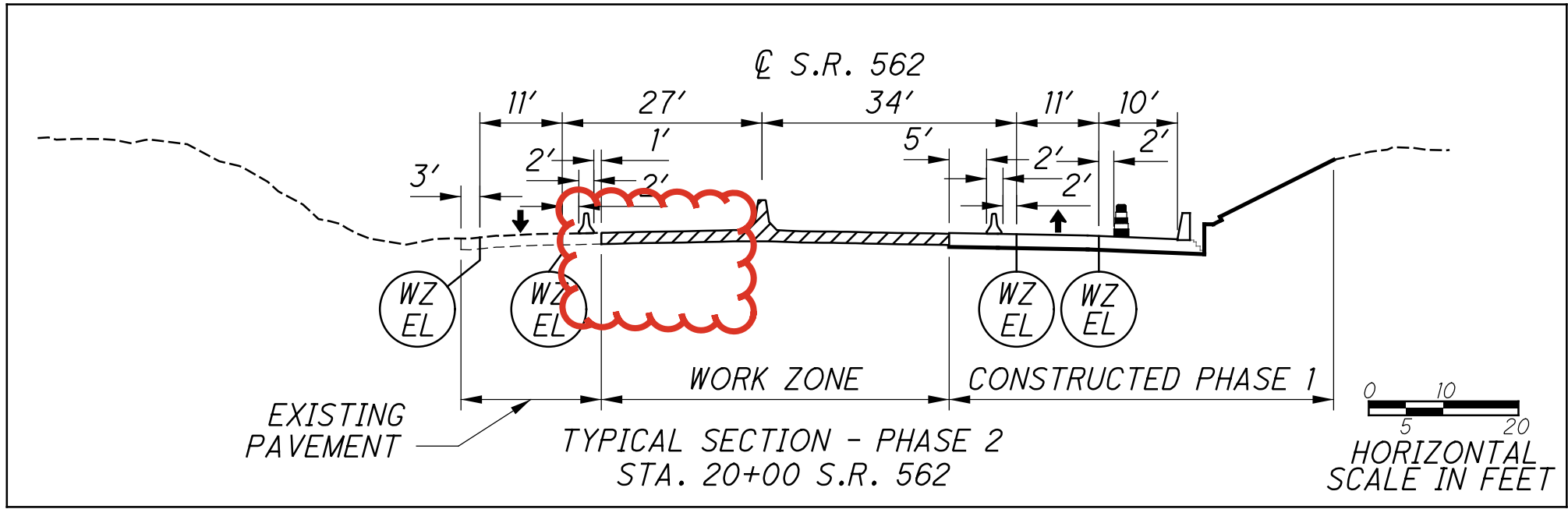
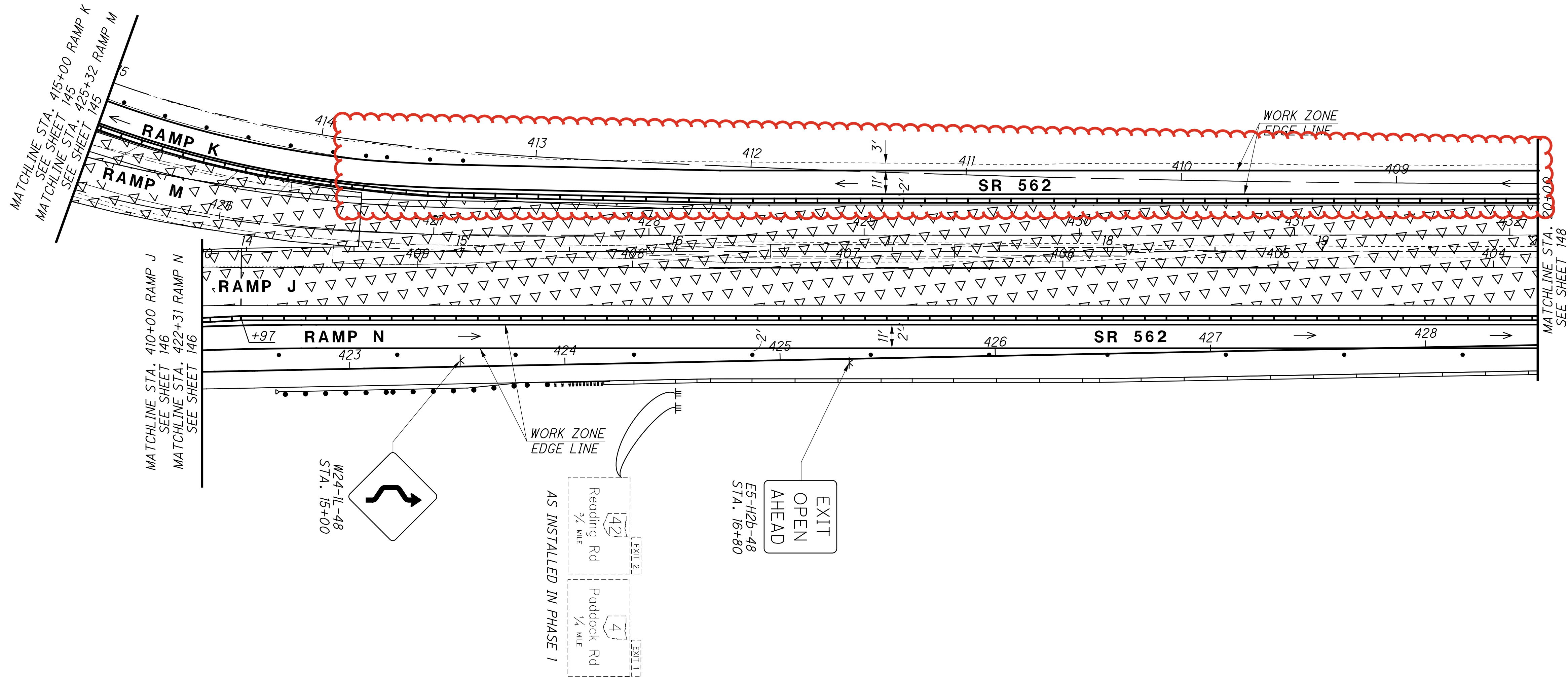
NOTES:
1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.
2. TO ALLOW FOR THE PHASE 3 CROSSOVER, THE CONTRACTOR SHALL NON-PERFORM PROPOSED MEDIAN BARRIER SOUTH OF STA. 414+13 UNTIL PHASE 4.

* DENOTES STATIONING FROM RAMP N

- LEGEND
- PHASE 2 WORK ZONE
 - PORTABLE BARRIER
 - TEMPORARY PAVEMENT
 - IMPACT ATTENUATOR
 - PROPOSED SIGN SUPPORT
 - OPEN TRAVEL LANE
 - CLOSED TRAVEL LANE
 - TYPE III BARRICADE

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII	10' c/c

NOTES:
1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS
AND HAVE ALL UNDERGROUND UTILITIES MARKED IN
THE FIELD PRIOR TO PLACING SHEET PILING.



DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII/CLOSURE	10' c/c

- LEGEND
- PHASE 2 WORK ZONE
 - PORTABLE BARRIER
 - DRUM
 - OPEN TRAVEL LANE
 - TEMPORARY SIGN SUPPORT
 - PROPOSED SIGN SUPPORT

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NOTES:
1. RAMP D TRAFFIC (I-75) NB TO SEYMOUR/PADDOCK) WILL BE REROUTED TO RAMP K IN PHASE 3A. THIS PHASE SHALL BE LIMITED TO 30 DAYS MAXIMUM DURATION.

LEGEND

DETOUR ROUTE

EXISTING SIGN SUPPORT

TEMPORARY SIGN SUPPORT

WEST

TO

562

75

CENTER MOUNTED SIGN

1

EXIT 10B

Galbraith Rd
LEFT 1 1/4 MILES

EXIT 10A

126
Ronald Reagan Highway
3/4 MILE

EXIT 9

4 561
Paddock Rd
Seymour Ave

TRUSS MOUNTED SIGNS

2

EXIT 9

4 561
Paddock Rd
Seymour Ave
1/4 MILE

GROUND MOUNTED SIGN

3

EXIT 9

4 561
Paddock Rd
Seymour Ave
3/4 MILE

TRUSS MOUNTED SIGNS

4

PORTABLE CHANGEABLE MESSAGE SIGNS

DURING CLOSURE

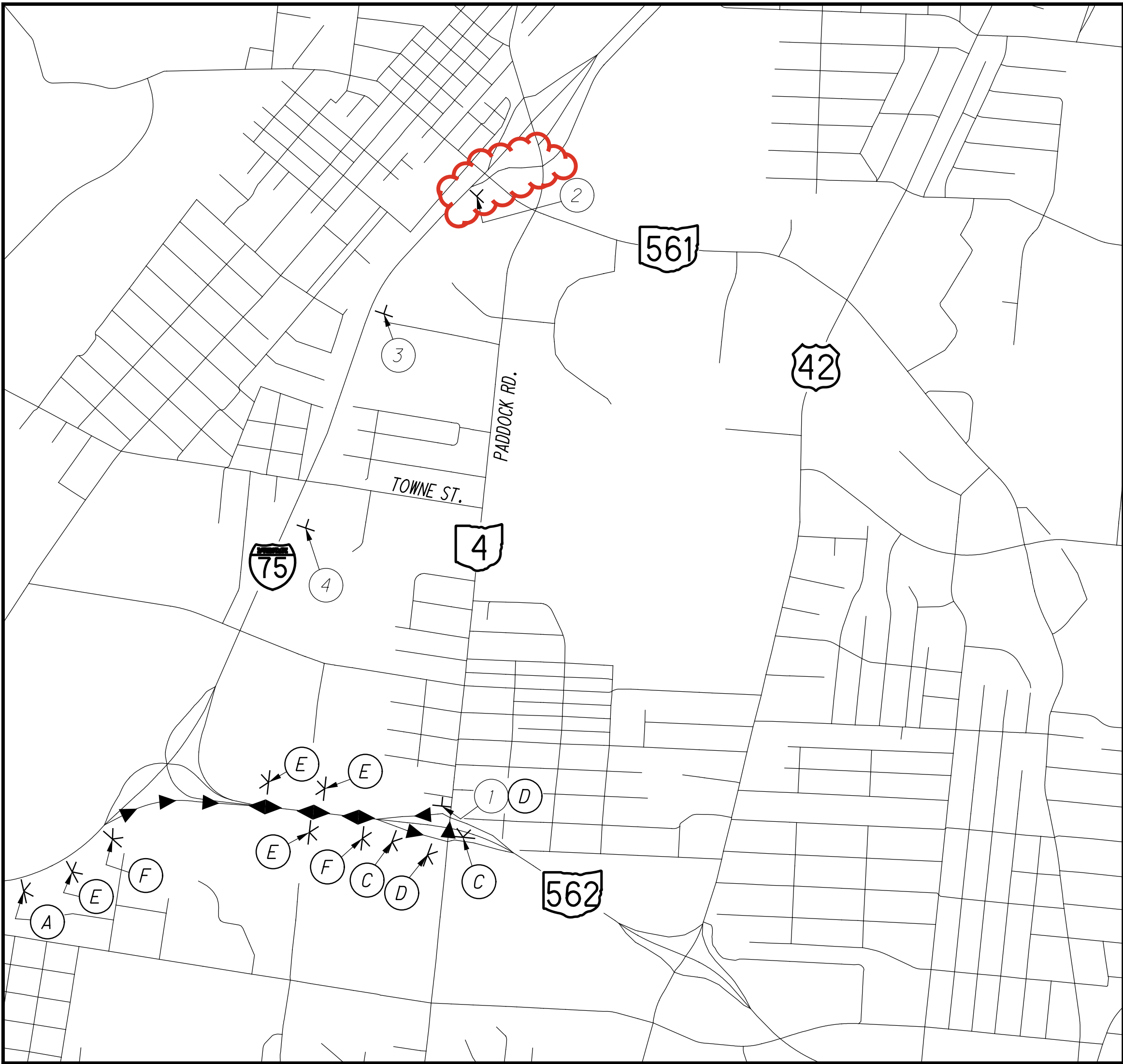
NO I-75
ACCESS TO
PADDOCK

FOLLOW
DETOUR

A

NOT USED

B



DETOUR

M4-8-30

Paddock Rd

54"x12"
BLK/ORG

M5-1L-30

C

DETOUR

M4-8-30

Paddock Rd

54"x12"
BLK/ORG

M5-2R-30

E

DETOUR

M4-8-30

Paddock Rd

54"x12"
BLK/ORG

M6-1L-30

D

DETOUR

M4-8-30

Paddock Rd

54"x12"
BLK/ORG

M6-2R-30

F

217

219
1047

229
1047

ESTIMATED QUANTITIES SHEET NO.		601	602		611	611	611	611	611	611		611	611			611	611	611	611	611	611		611	611	611	611	611	611						611			
		ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	CONCRETE MASONRY		8" CONDUIT, TYPE B WITH CLASS II BEDDING	15" CONDUIT, TYPE B, AS PER PLAN	15" CONDUIT, TYPE B, 706.02, JOINTS PER 706.11	15" CONDUIT, TYPE C	15" CONDUIT, TYPE C, 706.02, JOINTS PER 706.11	15" CONDUIT, TYPE F, 707.05 TYPE C, 707.21 OR 707.33		18" CONDUIT, TYPE B, AS PER PLAN	18" CONDUIT, TYPE C			21" CONDUIT, TYPE B, AS PER PLAN	21" CONDUIT, TYPE C	24" CONDUIT, TYPE B, AS PER PLAN	24" CONDUIT, TYPE C	24" CONDUIT, TYPE C, 748.01, 748.02	30" CONDUIT, TYPE B, AS PER PLAN	30" CONDUIT, TYPE C		36" CONDUIT, TYPE B, AS PER PLAN		36" CONDUIT, TYPE C	36" CONDUIT, TYPE C, 748.01, 748.02	42" CONDUIT, TYPE B, AS PER PLAN	42" CONDUIT, TYPE B WITH CLASS II BEDDING	42" CONDUIT, TYPE C	42" CONDUIT, TYPE C WITH CLASS II BEDDING				60" CONDUIT, TYPE B WITH CLASS II BEDDING		
		CU YD	CU YD		FT	FT	FT	FT	FT	FT		FT	FT			FT	FT	FT	FT	FT	FT	FT		FT		FT	FT	FT	FT	FT	FT	FT	FT	FT	FT		
248		11	9			917		220		173		743	247			85	6	210	553			119				479	226	190									
249			1			1,163	198	80	66	117		445					6	318				256			125	488				340							
250						457						141							209			201															
251			1			1,554		97				1,517			116	43	57		11	21	402			148		181											
252					192																								21		60				233		
TOTALS CARRIED TO GENERAL SUMMARY		11	11		192	4,091	198	397	66	290		2,846	247			201	55	585	773	21	402	576				1,148	226	929	21	340	60				233		
ESTIMATED QUANTITIES SHEET NO.					611	611	611		611		611	611	611	611	611	611	611	611	611		611	611	611	611	611	611	611	611	611	611	611	611	638	638			
					CONDUIT MISC.: CONDUIT INSTALLED WITH TRENCHLESS METHOD, 21" TYPE B	CONDUIT MISC.: CONDUIT INSTALLED WITH TRENCHLESS METHOD, 24" TYPE B	CONDUIT MISC.: CONDUIT INSTALLED WITH TRENCHLESS METHOD, 30" TYPE A		CONDUIT MISC.: CONDUIT INSTALLED WITH TRENCHLESS METHOD, 36" TYPE B		CATCH BASIN, NO. 3	CATCH BASIN, NO. 3A	CATCH BASIN, NO. 4	CATCH BASIN, NO. 5	CATCH BASIN, NO. 5A	CATCH BASIN, NO. 6	CATCH BASIN, NO. 8	CATCH BASIN, NO. 8A	CATCH BASIN, NO. 2-2B	CATCH BASIN ADJUSTED TO GRADE	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, A		INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1, AS PER PLAN	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN	INLET ADJUSTED TO GRADE	MANHOLE NO. 3	MANHOLE ADJUSTED TO GRADE	MANHOLE RECONSTRUCTED TO GRADE	DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 24" CONDUIT	DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 36" CONDUIT	30" STEEL PIPE ENCASEMENT, OPEN CUT	48" STEEL PIPE ENCASEMENT, BORED OR JACKED	
248					380	192				191		1	3	3							1	4			2	2	3		1	14	4	1		211			
249										340					1	3	1					4					9		11					72			
250																						4					4		1								
251							167					7					3	1	1			1					14			6	3		1				
252																																					
TOTALS CARRIED TO GENERAL SUMMARY					380	192	167			531		1	12	3	3	3	1	16	2	1		1	9	1	10			2	5	30	5	1	32	7	1	72	211
		SPECIAL - MISC.: STORMWATER DETENTION SYSTEM 1	SPECIAL - MISC.: STORMWATER DETENTION SYSTEM 2	SPECIAL - MISC.: STORMWATER DETENTION SYSTEM 3			MANHOLE MISC.: SANITARY MANHOLE ADJUSTED TO GRADE PER MSD SCD ACC NO. 49068-A	MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49037	MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49040	MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49049	MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49003																										
248	LUMP			LUMP																																	
249																																					
250																																					
251			LUMP							1																											
252							2	1	2	1	1																										
TOTALS CARRIED TO GENERAL SUMMARY		LUMP	LUMP	LUMP			2	1	3	1	1																										

249
1047