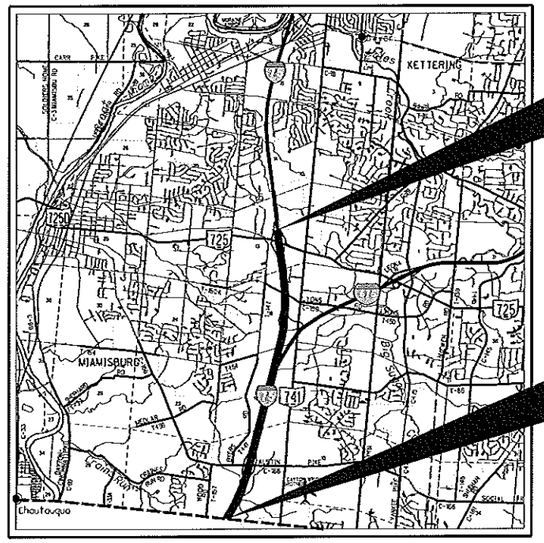
MOT - IR 75-00.00
190222 PID - 101123
Dist 7 4/4/2019



LOCATION MAP

LATITUDE: 39° 36' 50" N LONGITUDE: 84° 14' 00" W

SCALE IN MILES
0 1 2 3 4

N

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

DESIGN DESIGNATION

ROUTE	ADT	TRUCKS
I-75	129,100	21,185

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

MOT-75-0.00

CITY OF MIAMISBURG

MIAMI TOWNSHIP

MONTGOMERY COUNTY

INDEX OF SHEETS:

PROJECT DESCRIPTION

THIS PROJECT SHALL CONSIST OF MILLING AND PLACEMENT OF ASPHALT CONCRETE OVERLAY ON INTERSTATE 75 AND ON RAMP TERMINALS IN MONTGOMERY COUNTY SLM 0.00 TO SLM 3.92. WORK WILL ALSO INCLUDE PAVEMENT REPAIR.

EARTH DISTURBED AREAS

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

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.

2016 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET 4 , AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED Randy Chevalley, P.E. P.S. / RPH
DATE 12-18-18 DISTRICT DEPUTY DIRECTOR

APPROVED
DATE 1/24/19 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.	PID NO.	CONSTRUCTION PROJECT NO.	RAILROAD INVOLVEMENT
E180(371)	101123		NONE

MOT-75-0.00

1/15

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.
OHIO Utilities Protection Service — Call Before You Dig 1-800-362-2764
(Non-members must be called directly)
OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE 1-800-925-0988

PLAN PREPARED BY:
AECOM
525 VINE STREET, SUITE 1800 CINCINNATI, OHIO 45202
(513) 651-3440

ENGINEERS SEAL:

STATE OF OHIO NATHAN PERA E-80557 REGISTERED PROFESSIONAL ENGINEER

SIGNED: Nathan S. Pera
DATE: 12/14/18

STANDARD CONSTRUCTION DRAWINGS

										SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
BP-3.1	7/18/14	MT-95.30	7/21/17	TC-41.20	10/18/13					800	1/18/19	
BP-9.1	7/21/17	MT-95.50	7/21/17	TC-42.20	10/18/13					806	3/2/15	
		MT-98.10	1/20/17	TC-52.10	10/18/13					808	7/20/18	
		MT-98.11	1/20/17	TC-52.20	7/20/18					809	10/19/18	
		MT-98.20	7/18/14	TC-65.10	1/17/14							
		MT-98.22	1/20/17	TC-65.11	7/21/17					821	4/20/12	
		MT-98.28	1/20/17	TC-71.10	1/19/18					832	10/19/18	
		MT-98.29	1/20/17	TC-72.20	7/20/18					908	10/20/17	
		MT-98.30	7/21/17	TC-82.10	7/17/15					921	4/20/12	
		MT-99.20	7/20/18									
		MT-101.90	7/21/17									
		MT-104.10	10/16/15									
		MT-105.10	7/19/13									

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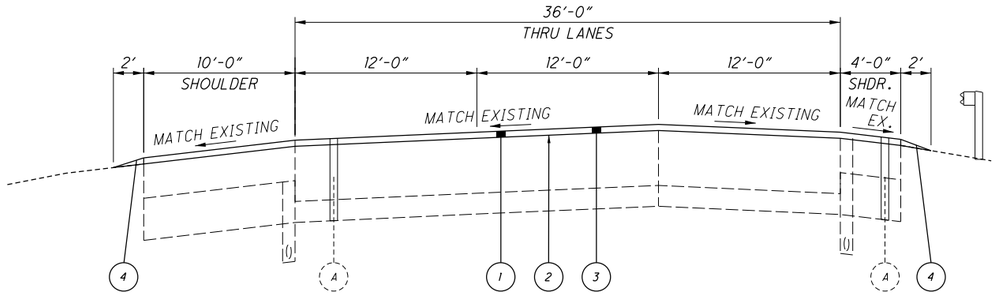
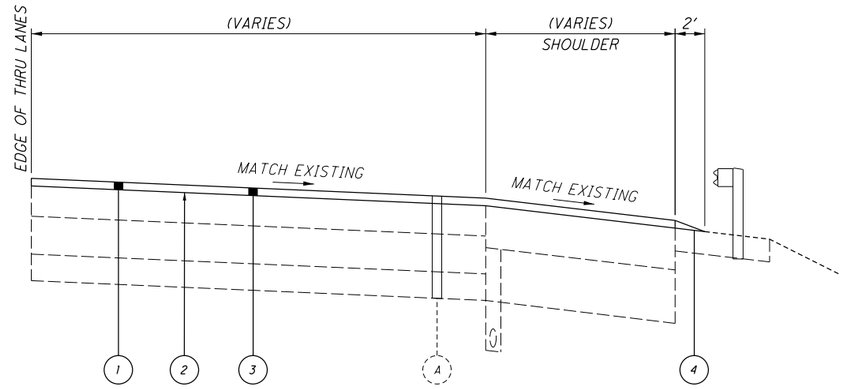


TYPICAL NO. 1

IR 75 NORMAL SECTION
SLM 0.00 TO SLM 4.01 (SOUTHBOUND)
SLM 0.00 TO SLM 3.92 (NORTHBOUND OPP. HAND)



TYPICAL NO. 2

DECEL/ACCEL AND GORE AREAS (NORTHBOUND)
(SOUTHBOUND OPPOSITE HAND)

PROPOSED LEGEND

(1) *ITEM 806 - 1.75" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, AS PER PLAN*

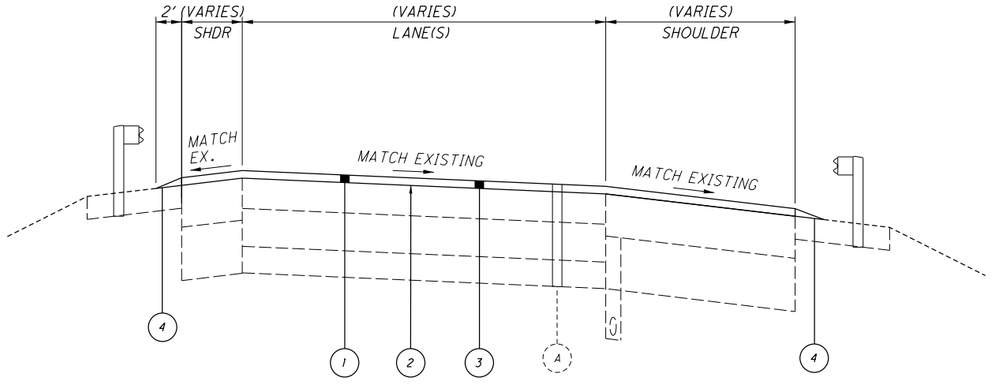
(2) *ITEM 407 - NON-TRACKING TACK COAT (0.085 GAL/SY.)*

(3) *ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.75" DEPTH)*

(4) *ITEM 617 - COMPACTED AGGREGATE (2" AVERAGE)*

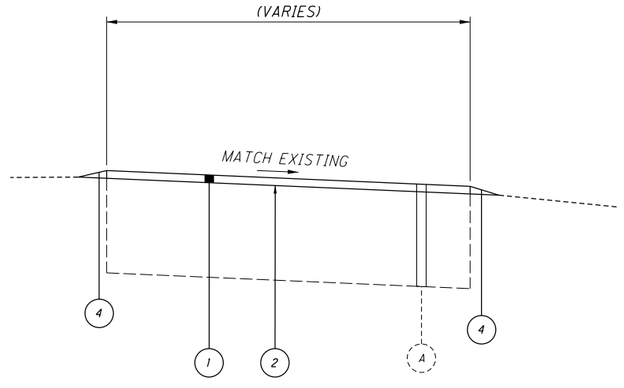
EXISTING LEGEND

(A) *EXISTING PAVEMENT WITH ASPHALT CONCRETE SURFACE*



TYPICAL NO. 3

RAMP SECTION (NORTHBOUND)
(SOUTHBOUND OPPOSITE HAND)



TYPICAL NO. 4

MEDIAN CROSSOVER

TYPICAL SECTIONS

MOT-75-0.00

2
15

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF REPAIRING, PLANING, AND RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

PAVEMENT MARKING LAYOUT

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE LAYOUT OF THE EXISTING PAVEMENT MARKINGS, INCLUDING EXISTING LANE AND SHOULDER WIDTHS IN A LOG AND SUBMIT TO THE DEPARTMENT FOR ACCEPTANCE. THE DEPARTMENT WILL NOT ALLOW THE CONTRACTOR TO PERFORM ANY PAVEMENT WORK FUNCTIONS (MILLING, OVERLAY, ETC.) UNTIL ACCEPTANCE OF THE SUBMITTED EXISTING MARKING LOG.

MARKINGS SHALL BE REPLACED IN KIND EXCEPT WHERE EXISTING MARKINGS DO NOT MEET CURRENT STANDARD CONSTRUCTION DRAWINGS. IN SCD TC-72.20, 12" SOLID WHITE LANE LINE IS INTERPRETED TO BE 12" WHITE CHANNELIZING LINE. THE CONTRACTOR SHALL COORDINATE AND CORRABORATE THE PROPOSED LAYOUT OF ALL PAVEMENT MARKINGS PER APPLICABLE STANDARD CONSTRUCTION DRAWINGS WITH ODOT.

NO PERMANENT PAVEMENT MARKINGS, RAISED PAVEMENT MARKERS, NOR RUMBLE STRIPS SHALL BE INSTALLED UNTIL ODOT HAS APPROVED THE LOCATION AND/OR LAYOUT OF THE WORK ZONE PAVEMENT MARKINGS.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

PAVEMENT REPAIR SHALL BE COMPLETED PRIOR TO PAVEMENT PLANING AND IN ACCORDANCE WITH ITEM 253 - PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS:

THE PAVEMENT REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE REPLACEMENT MATERIAL SHALL BE ITEM 301, ASPHALT CONCRETE BASE PG64-22.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF FOUR (4) FEET WIDE AND FOUR (4) INCHES IN DEPTH MEASURED FROM THE MILLED SURFACE OR AS DIRECTED BY THE ENGINEER AND SHALL BE FINISHED TO ACCOMMODATE THE PROPOSED OVERLAY.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN 4000 SQ. YD.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

AN ESTIMATED QUANTITY OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE HAS BEEN INCLUDED IN THE PLANS. THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE ONE AND THREE FOURTH INCHES (1¾").

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING SHALL VARY.

NO AREA OF PAVEMENT PLANING SHALL BE OPENED TO THE TRAVELING PUBLIC. PAVEMENT PLANING AND THE PLACEMENT OF ITEM 806 ASPHALT CONCRETE SHALL BE COMPLETED PRIOR TO OPENING THE ROAD TO THE TRAVELING PUBLIC.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED TWO (2) INCHES DEEP. CLEAN AREAS OF LOOSE MATERIAL, APPLY TACK COAT, AND FILL AREA WITH ITEM 806 (ITEM 442) MATERIAL. LEVEL AND COMPACT NEW MATERIAL FLUSH WITH ADJACENT PLANED SURFACE. THE CONTRACTOR SHALL REPLACE ANY MILLED SURFACE IN THE SAME NIGHT OF OPERATION.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN 350 SQ. YD.

ITEM 618 - RUMBLE STRIPS, (ASPHALT CONCRETE)

A QUANTITY OF ITEM 618 - RUMBLE STRIPS, (ASPHALT CONCRETE) HAS BEEN LISTED IN THE SUBSUMMARY. THE LOCATIONS ARE EACH SIDE OF IR-75 NB AND IR-75 SB AND AS SHOWN IN SCD BP-9.1.

ITEM SPECIAL - AIR SPEED ZONE MARKING

AIR SPEED ZONE MARKINGS SHALL BE WHITE AND 24 INCHES WIDE MEASURED IN THE DIRECTION OF TRAVEL AND 4 FEET IN LENGTH, AND SHALL BE PLACED ON THE SHOULDERS.

PLACE THE MARKINGS AT 0.25 MILE INTERVALS OVER A 1 MILE LENGTH OF ROADWAY.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE MARKINGS LAID OUT BY A REGISTERED SURVEYOR. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT TRAFFIC ENGINEER AND ONE COPY IS TO BE SENT TO THE DISTRICT CONSTRUCTION ENGINEER.

MATERIALS, EQUIPMENT AND APPLICATION SHALL BE ACCORDING TO THE TYPE OF PAVEMENT MARKING MATERIAL USED.

PAYMENT SHALL BE ACCORDING TO THE PAVEMENT MARKING MATERIAL USED AND SHALL INCLUDE THE SURVEYING WORK. THE FIVE MARKINGS PLACED IN EACH 1 MILE OF ROADWAY SHALL EQUAL ONE ZONE. ONE ZONE SHALL BE MEASURED AS 1 EACH FOR AIR SPEED ZONE MARKING.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL - AIR SPEED ZONE MARKING 4 EACH.

ITEM 806 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, AS PER PLAN

THE MATERIAL USED FOR THE RESURFACING SHALL CONSIST OF ONE AND THREE QUARTERS INCH (1.75") OF ITEM 806 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A. THE BINDER SHALL BE PG 76-22M.

809 ADVANCE RADAR DETECTION

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR ADVANCE DETECTION UNIT (MODEL SS-200E). THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
5. THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ONSITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.

PAYMENT FOR ITEM 809 ADVANCE RADAR DETECTION SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT, CONNECTIONS TESTED AND ACCEPTED, AND ANY OTHER NECESSARY HARDWARE TO ESTABLISH A FULLY FUNCTIONAL DETECTION SYSTEM.

AN ESTIMATED QUANTITY OF 4 EACH OF ITEM 809, ADVANCE RADAR DETECTION HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS PURPOSE.

809 STOP-LINE RADAR DETECTION

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR MATRIX DETECTION UNIT. THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CAL- TRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
5. THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ONSITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.

PAYMENT FOR ITEM 809 STOP-LINE RADAR DETECTION SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT AND CONNECTIONS TESTED AND ACCEPTED. AN ESTIMATED QUANTITY OF 4 EACH OF ITEM 809, STOP LINE RADAR DETECTION HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS PURPOSE.

ITEM 632, SIGNALIZATION, MISC.: UNLASH AND RELASH MESSENGER WIRE

THE CONTRACTOR SHALL REMOVE EXISTING MESSENGER WIRE LASHING RODS AND REINSTALL THEM AS NECESSARY FOR THE INSTALLATION OF ANY NEW CABLES ON THE EXISTING INTERSECTION SIGNAL SPANS. THE CABLES SHALL ENTER THE EXISTING STRAIN POLE THROUGH THE POLE CABLE ENTRANCE FITTING AND USE THE EXISTING CONDUIT SYSTEM TO GET TO THE CONTROLLER CABINET. THE NEW CABLES SHALL BE SUPPORTED BY A NEW CABLE SUPPORT ASSEMBLY AT THE TOP OF THE STRAIN POLE. THE NEW SIGNAL CABLES SHALL BE BID BY SEPARATE BID ITEMS.

PAYMENT FOR ITEM 632, SIGNALIZATION, MISC.: UNLASH AND RELASH MESSEGER WIRE SHALL BE MADE AT THE CONTRACT UNIT PRICE PER FOOT AND SHALL INCLUDE ALL LABOR, MATERIALS, CABLE SUPPORT ASSEMBLIES AND EQUIPMENT TO INSTALL NEW CABLES ON EXISTING SIGNAL SPAN WIRE INSTALLATIONS.

A QUANTITY OF 400 FEET IS ESTIMATED FOR THIS PURPOSE AT BOTH THE NB AND SB EXIT TO SR-725. AN ESTIMATED TOTAL QUANTITY OF 800 FEET OF ITEM 632, SIGNALIZATION, MISC.: UNLASH AND RELASH MESSENGER WIRE IS INCLUDED IN THE GENERAL SUMMARY.

CALCULATED SCC CHECKED NSP

GENERAL NOTES

MOT-75-0.00

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 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 DRIVEABLE PAVEMENT DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO D7 PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HRS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES AND RESTRICTIONS	>= 2 WKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WKS	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.

ITEM 614 - MAINTAINING TRAFFIC

TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE LENGTH OF RESTRICTED TRAFFIC WORK ZONES SHALL BE KEPT TO A MAXIMUM TWO (2.0) MILE WORK ZONE CONSISTENT WITH THE SPECIFICATION REQUIREMENTS FOR A PROTECTION OF COMPLETED COURSES. IN ADDITION TO THE REQUIREMENTS AS INDICATED IN THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND PERTINENT ITEMS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, THE FOLLOWING REQUIREMENTS SHALL APPLY.

IT IS THE INTENTION TO PERFORM THE REQUIRED WORK WITH THE LEAST INCONVENIENCE TO AND THE MAXIMUM SAFETY OF THE CONTRACTOR AND THE TRAVELING PUBLIC. ANY VARIANCES FROM THESE MAINTENANCE OF TRAFFIC NOTES MUST BE APPROVED IN ADVANCE IN WRITING BY THE DIRECTOR. TRAFFIC IS TO BE MAINTAINED IN A UNIFORM PATTERN THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT AND NOT BE SUBJECTED TO CONSTANT LANE SHIFTS.

THE CONTRACTOR'S OPERATIONS SHALL BE ARRANGED TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE, ERECT, MAINTAIN (IN PROPER POSITION, CLEAN, LEGIBLE AND GOOD WORKING CONDITION) AND REMOVE ALL LIGHTS, SIGNS BARRICADES, CONES AND ALL OTHER TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC, INCLUDING PAVEMENT MARKINGS.

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

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

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

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

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $125 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

PERMITTED LANE CLOSURE

THE PERMITTED LANE CLOSURE TIMES ON IR-75 SHALL BE AS FOLLOWS: ONE LANE MAY BE CLOSED FROM 7:00 PM TO 6:00 AM EACH NIGHT, BEGINNING SATURDAY AT 7:00 PM THROUGH THURSDAY AT 6:00 AM.

TWO LANES MAY BE CLOSED FROM 11:00 PM TO 5:00 AM EACH NIGHT, BEGINNING SATURDAY AT 11:00 PM THROUGH THURSDAY AT 5:00 AM.

NO WORK WITHIN ACTIVE TRAVEL LANES OR WHICH WILL SLOW TRAFFIC IS PERMITTED AT ANY OTHER TIMES.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $200 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

OTHER CLOSURES WITH PERMITTED DETOURS ARE AS FOLLOWS:
- IR-75 NB EXIT RAMP TO AUSTIN BLVD MAY BE DETOURED FOR UP TO ONE NIGHT (SHEET 7).
- IR-75 NB ENTRANCE RAMP FROM IR-675 MAY BE DETOURED FOR UP TO THREE NIGHTS (SHEET 8).
- IR-75 SB EXIT RAMP TO IR-675 MAY BE DETOURED FOR UP TO THREE NIGHTS (SHEET 9).
- IR-75 NB EXIT RAMP TO SR-725 MAY BE DETOURED FOR UP TO TWO NIGHTS (SHEET 10).
- IR-75 NB SLIP RAMP FROM SR-725 WB TO IR-75 NB ENTRANCE RAMP MAY BE DETOURED FOR UP TO ONE NIGHT. (TRAFFIC CAN CONTINUE ON SR-725 WB TO SIGNAL, THEN TURN RIGHT ONTO RAMP. PLAN NOT SHOWN).
- IR-75 SB ENTRANCE RAMP FROM SR-725 MAY BE DETOURED FOR UP TO TWO NIGHTS (SHEET 11).

LANE CLOSURE/REDUCTION REQUIRED

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. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

WORK ZONES MARKING 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 CMS 614.04 AND 614.11.

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT = 17.52 MILE
ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT = 20.36 MILE
ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT = 13,244 FT
ITEM 614 - WORK ZONE DOTTED LINE, CLASS III, 642 PAINT = 6,234 FT

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, ECT.

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 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

CALCULATED SCC
CHECKED NSP

MAINTENANCE OF TRAFFIC NOTES

MOT-75-0.00

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 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.

* DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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.

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 WHICH SHALL BE RE-TURNED 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 325 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.

COORDINATION OF WORK:

THE CONTRACTOR IS ADVISED THAT ADJACENT CONSTRUCTION PROJECTS WITHIN OR NEAR THE WORK LIMITS OF THIS PLAN MAY IMPACT THE PROJECT SCHEDULE, SEQUENCE OF CONSTRUCTION AND/OR TRAFFIC CONTROL BETWEEN ADJACENT ZONES. THE CONTRACTOR IS REQUIRED TO COORDINATE ALL MAINTENANCE OF TRAFFIC OPERATIONS WITH ADJACENT CONSTRUCTION PROJECTS. COOPERATION WITH THE ENGINEER, INSPECTORS AND ALL OTHER CONTRACTORS ON OR ADJACENT TO THE PROJECT IS REQUIRED PER CMS 105.08.

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.

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 THREE (3) HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

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 PRE-CONSTRUCTION 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.

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

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, SOFT-WARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 6 SIGN MONTH
(ASSUMING THREE (3) PCMS FOR TWO (2) MONTHS)

CALCULATED SCC CHECKED NSP

MAINTENANCE OF TRAFFIC NOTES

MOT-75-0.00

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-40314	MOT-IR 75	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.

ITEM 614, WORK ZONE SPEED ZONES (WZSZS) (CONTINUED)

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 OR GREATER) MULTI-LANE HIGHWAYS

Original Posted Speed Limit	WITH Positive Protection: Workers Present	WITH Positive Protection: Workers NOT Present	WITHOUT Positive Protection: Workers Present	WITHOUT Positive Protection: 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 8 SIGN MNTH
ASSUMING 4 DSL SIGN ASSEMBLIES FOR 2 MONTH(S)

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.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.

2. NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE OR THE CITY OF MIAMISBURG FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 4 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6 AM TO 10 AM AND 2 PM TO 6 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS, EXCEPT FOR THE FOLLOWING INTERSECTIONS WHICH SHALL BE PROTECTED BY OFF-DUTY CITY OF MIAMISBURG POLICE, HIRED BY THE CONTRACTOR:

1. IR-75 AND SR-725 RAMPS A, B, AND D.

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION;

2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;

3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;

4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;

5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

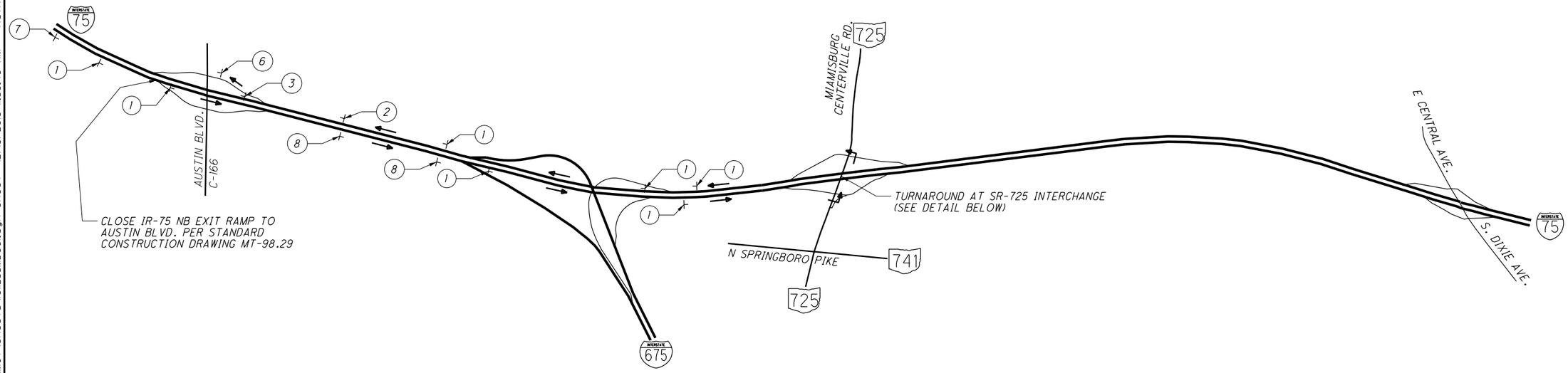
A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

CALCULATED SCC CHECKED NSP

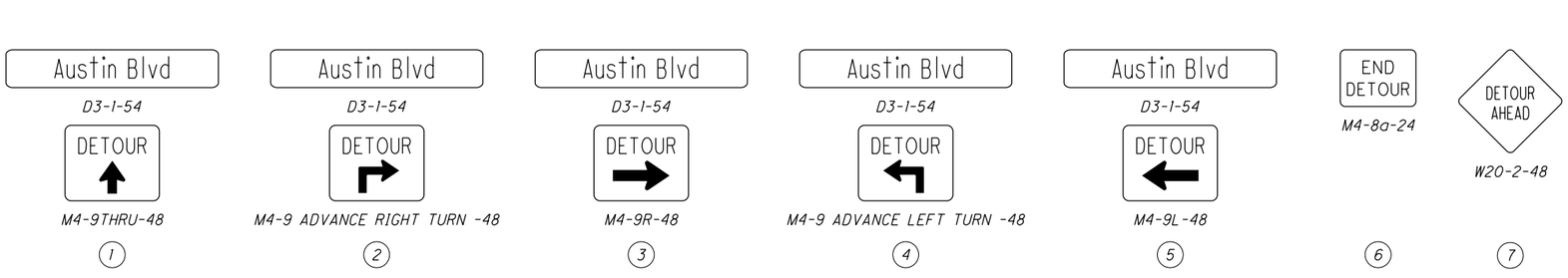
MAINTENANCE OF TRAFFIC NOTES

MOT-75-0.00

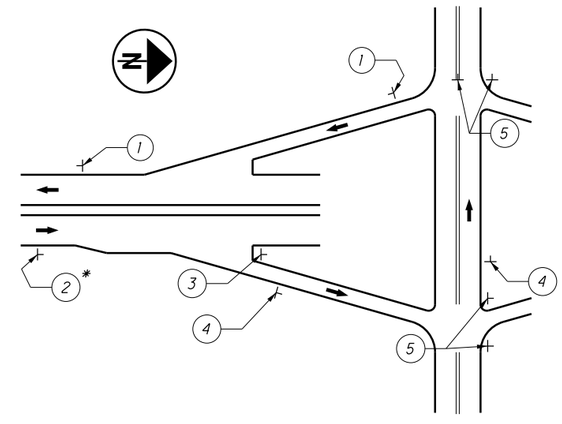


DETOUR PLAN

IR-75 NB EXIT RAMP TO AUSTIN BLVD MAY BE DETOURED FOR UP TO ONE NIGHT. PROPOSED DETOUR: NORTH TO SR-725, THEN BACK SOUTH ON IR-75.



SIGN LEGEND



TURNAROUND AT INTERCHANGE

NOT TO SCALE

* 0.25 - 0.5 MILE IN ADVANCE OF DECEL. LANE.

0 660 1320 2640 HORIZONTAL SCALE IN FEET

CALCULATED SCC CHECKED NSP

MAINTENANCE OF TRAFFIC
DETOUR IR-75 NB EXIT RAMP TO AUSTIN BLVD

MOT-75-0.00

7
15

DETOUR IR-75 NB EXIT RAMP TO AUSTIN BLVD

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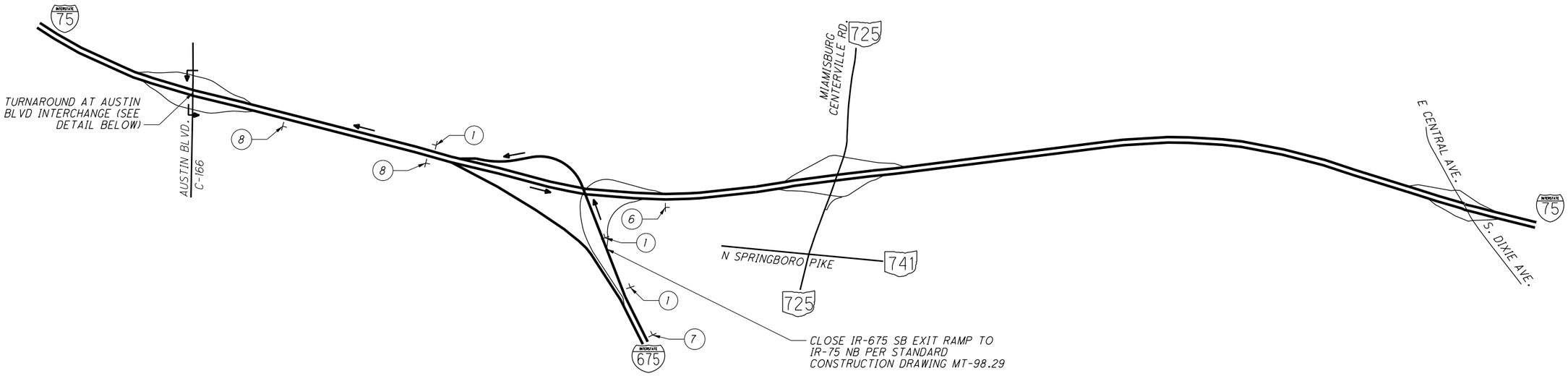
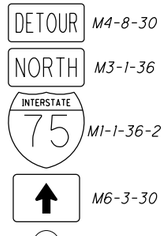
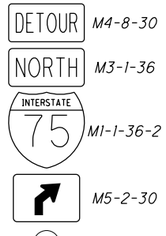


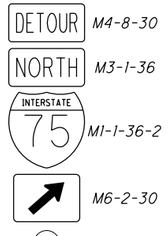
DETOUR PLAN

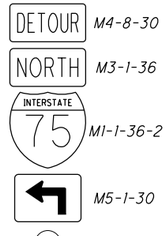
IR-75 NB ENTRANCE RAMP FROM IR-675 MAY BE DETOURED FOR UP TO THREE NIGHTS. PROPOSED DETOUR: SOUTH TO AUSTIN BLVD, THEN BACK NORTH ON IR-75.

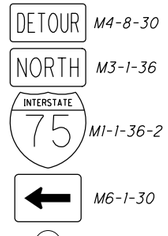
DETOUR IR-75 NB ENTRANCE RAMP FROM IR-675

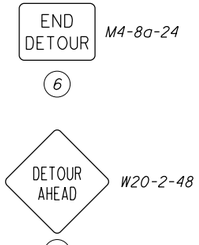


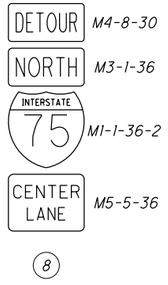




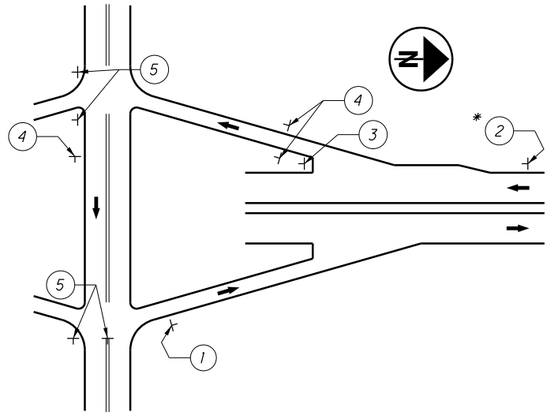








SIGN LEGEND



TURNAROUND AT INTERCHANGE

NOT TO SCALE

* 0.25 - 0.5 MILE IN ADVANCE OF DECEL. LANE.

HORIZONTAL SCALE IN FEET
0 660 1320 2640

CALCULATED SCC
CHECKED NSP

MAINTENANCE OF TRAFFIC
DETOUR IR-75 NB ENTRANCE RAMP FROM IR-675

MOT-75-0.00

8
15

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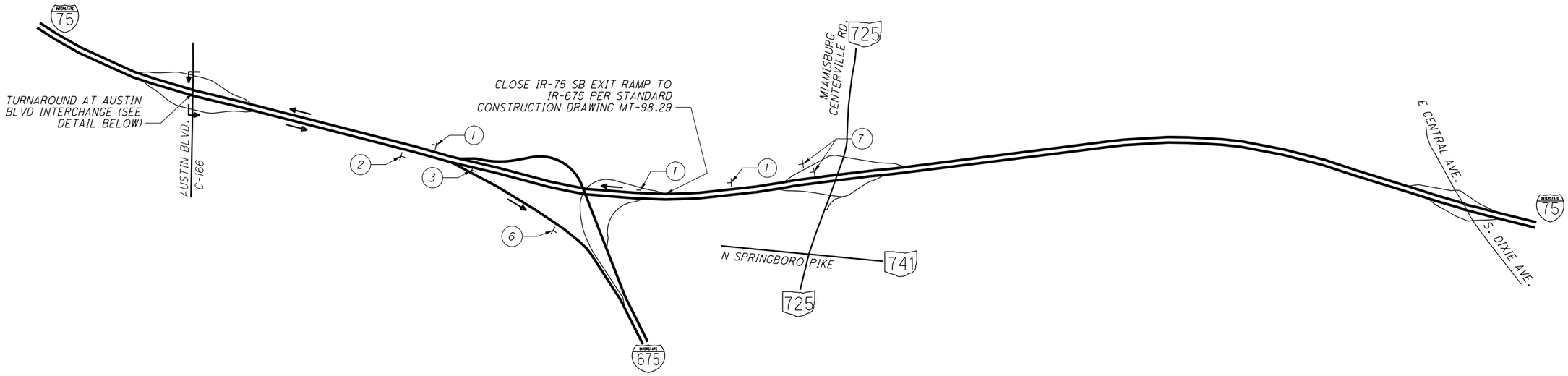
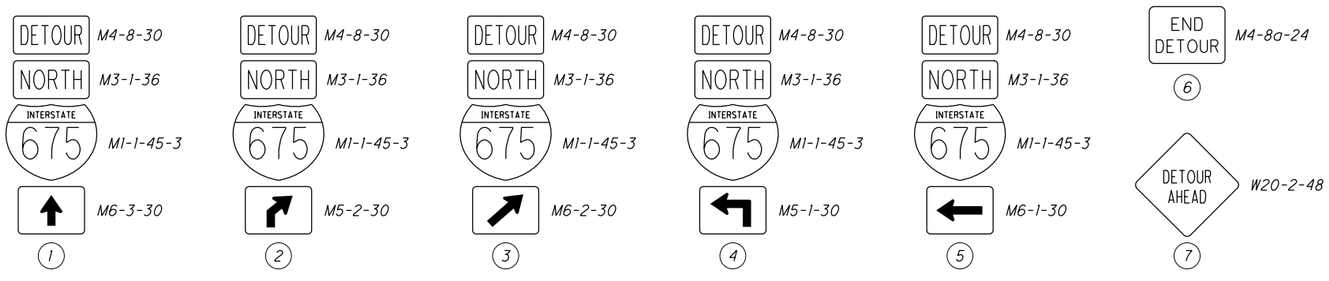


DETOUR PLAN

IR-75 SB EXIT RAMP TO IR-675 MAY BE DETOURED FOR UP TO THREE NIGHTS. PROPOSED DETOUR: SOUTH TO AUSTIN BLVD, THEN BACK NORTH ON IR-75.



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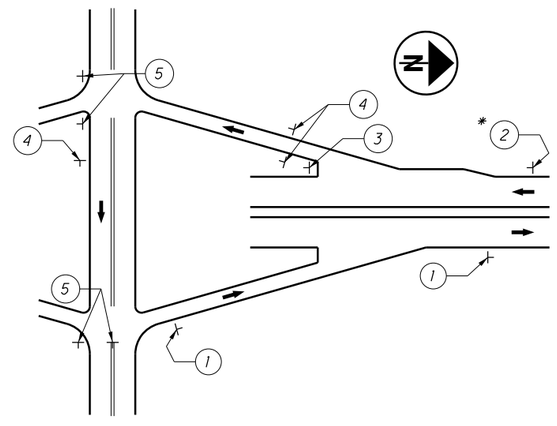

TURNAROUND AT INTERCHANGE

NOT TO SCALE

* 0.25 - 0.5 MILE IN ADVANCE OF DECEL. LANE.

DETOUR IR-75 SB EXIT RAMP TO IR-675

MAINTENANCE OF TRAFFIC
DETOUR IR-75 SB EXIT RAMP TO IR-675

CALCULATED SCC
CHECKED NSP

0 660 1320 2640 HORIZONTAL SCALE IN FEET

MOT-75-0.00

9
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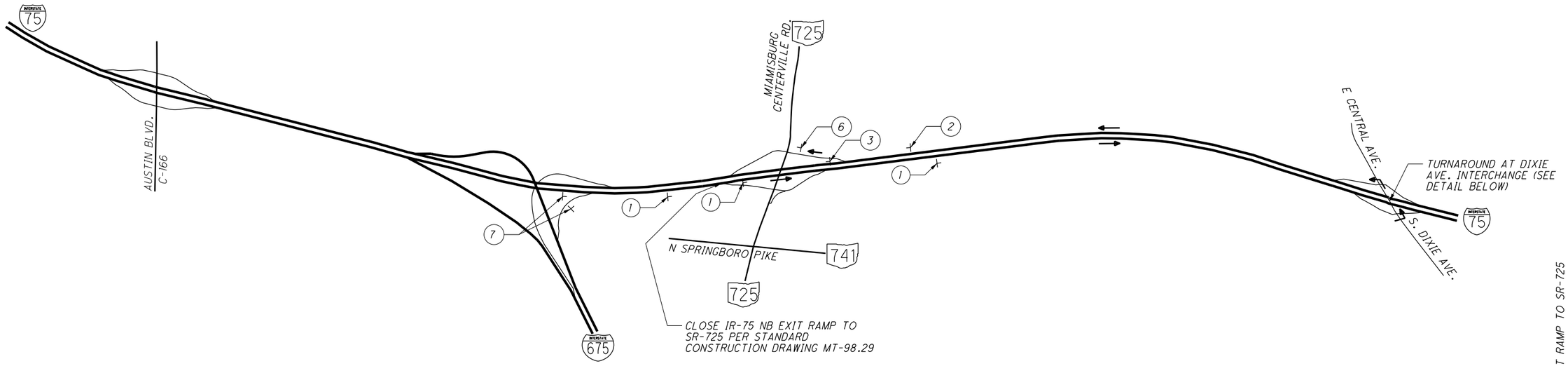


DETOUR PLAN

IR-75 NB EXIT RAMP TO SR-725 MAY BE DETOURED FOR UP TO TWO NIGHTS. PROPOSED DETOUR: NORTH TO DIXIE AVE, THEN BACK SOUTH ON IR-75.

M1-5-45

M4-9THRU-48

1

M1-5-45

M4-9 ADVANCE RIGHT TURN -48

2

M1-5-45

M4-9R-48

3

M1-5-45

M4-9 ADVANCE LEFT TURN -48

4

M1-5-45

M4-9L-48

5

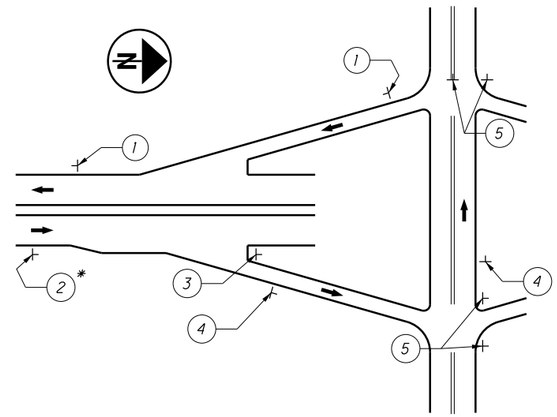
M4-8a-24

6

W20-2-48

7

SIGN LEGEND



TURNAROUND AT INTERCHANGE

NOT TO SCALE

* 0.25 - 0.5 MILE IN ADVANCE OF DECEL. LANE.

DETOUR IR-75 NB EXIT RAMP TO SR-725

CALCULATED SCC
CHECKED NSP

0 660 1320 2640
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC
DETOUR IR-75 NB EXIT RAMP TO SR-725

MOT-75-0.00

10
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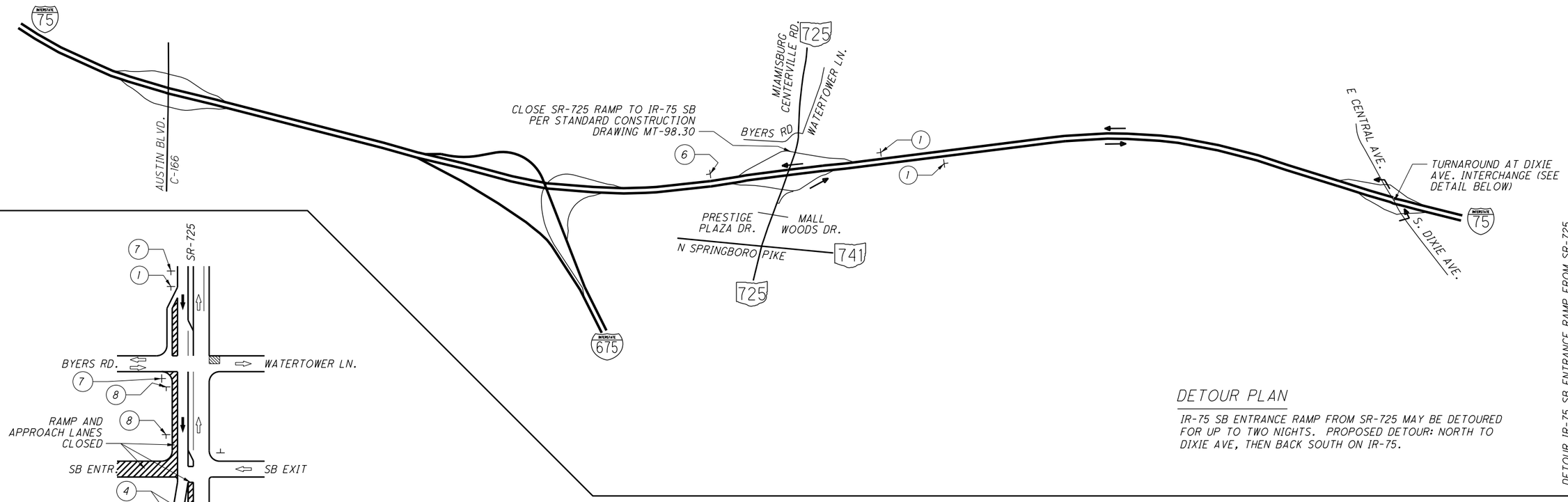
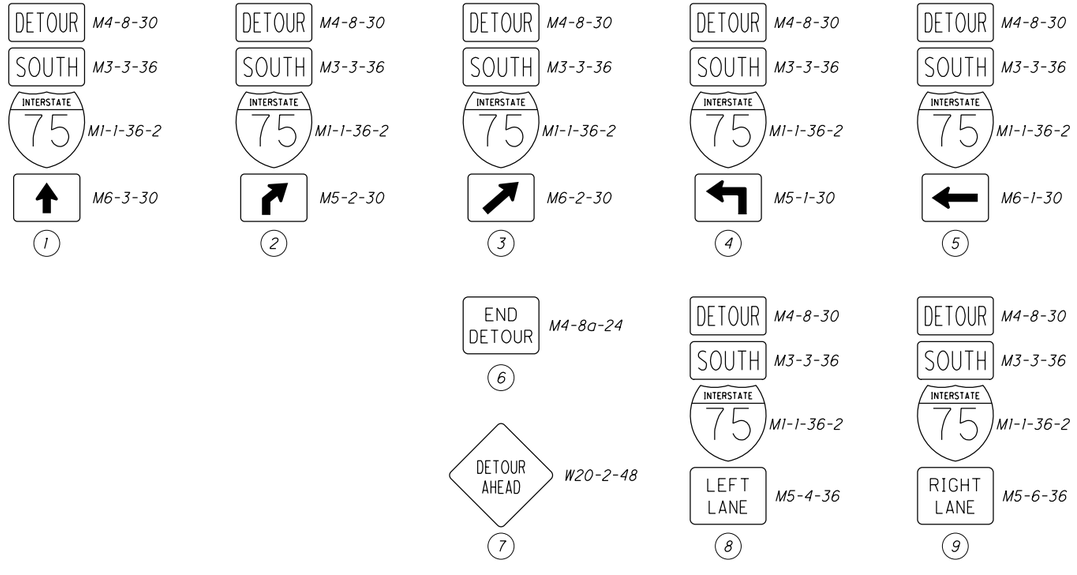


DETOUR PLAN

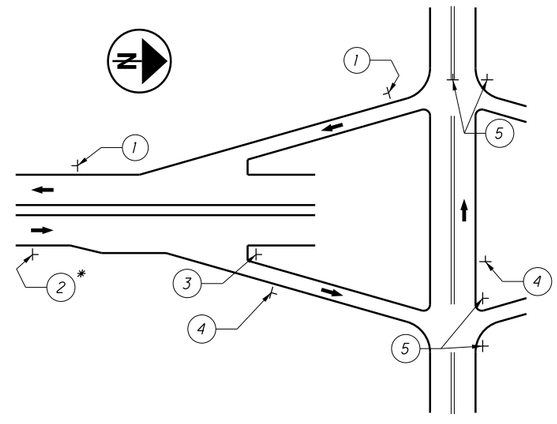
IR-75 SB ENTRANCE RAMP FROM SR-725 MAY BE DETOURED FOR UP TO TWO NIGHTS. PROPOSED DETOUR: NORTH TO DIXIE AVE, THEN BACK SOUTH ON IR-75.

SR-725 INTERCHANGE SCHEMATIC

SB ENTRANCE RAMP CLOSURE DETAIL.
CLOSE APPROACH LANES PER STD. DWGS.
SCHEMATIC NOT TO SCALE.



SIGN LEGEND



TURNAROUND AT INTERCHANGE

NOT TO SCALE

* 0.25 - 0.5 MILE IN ADVANCE OF DECEL. LANE.

DETOUR IR-75 SB ENTRANCE RAMP FROM SR-725

MAINTENANCE OF TRAFFIC
DETOUR IR-75 SB ENTRANCE RAMP FROM SR-725

MOT-75-0.00

CALCULATED SCC
CHECKED NSP

HORIZONTAL SCALE IN FEET
0 660 1320 2640

11
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SHEET NUM. 3	4	5	6	8	10										PART. 01/IMS/PV	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
																				PAVEMENT	
4,000															4,000	253	01001	4,000	SY	PAVEMENT REPAIR, AS PER PLAN	3
				320,967											320,967	254	01000	320,967	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.75"	3
350															350	254	01601	350	SY	PATCHING PLANED SURFACE, AS PER PLAN	3
				27,351											27,351	407	20000	27,351	GAL	NON-TRACKING TACK COAT	
				15,642											15,642	442	00100	15,642	CY	ANTI-SEGREGATION EQUIPMENT	
				1,327											1,327	617	10100	1,327	CY	COMPACTED AGGREGATE	
				15.66											15.66	618	40600	15.66	MILE	RUMBLE STRIPS, (ASPHALT CONCRETE)	3
				15,642											15,642	806	00101	15,642	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, AS PER PLAN	3
																				TRAFFIC CONTROL	
					1,230										1,230	621	00100	1,230	EACH	RPM	
					1,186										1,186	621	54000	1,186	EACH	RAISED PAVEMENT MARKER REMOVED	
800															800	632	90500	800	FT	SIGNALIZATION, MISC.:UNLASH AND RELASH MESSENGER WIRE	3
					10.18										10.18	644	00104	10.18	MILE	EDGE LINE, 6", WHITE	
					10.18										10.18	644	00104	10.18	MILE	EDGE LINE, 6", YELLOW	
					17.52										17.52	644	00204	17.52	MILE	LANE LINE, 6"	
					13,244										13,244	644	00404	13,244	FT	CHANNELIZING LINE, 12"	
					63										63	644	00500	63	FT	STOP LINE	
					380										380	644	00720	380	FT	CHEVRON MARKING	
					11										11	644	01300	11	EACH	LANE ARROW	
					1										1	644	01350	1	EACH	LANE REDUCTION ARROW	
					1										1	644	01410	1	EACH	WORD ON PAVEMENT, 96", MERGE	
					6,234										6,234	644	01510	6,234	FT	DOTTED LINE, 6"	
4															4	SPECIAL	64440000	4	EACH	AIR SPEED ZONE MARKING	3
					0.27										0.27	646	10010	0.27	MILE	EDGE LINE, 6", WHITE	
					0.27										0.27	646	10010	0.27	MILE	EDGE LINE, 6", YELLOW	
					0.2										0.2	646	10110	0.2	MILE	LANE LINE, 6"	
4															4	809	69000	4	EACH	ADVANCE RADAR DETECTION	3
4															4	809	69100	4	EACH	STOP LINE RADAR DETECTION	3
																				MAINTENANCE OF TRAFFIC	
		325													325	614	11110	325	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	5
	5														5	614	12500	5	EACH	REPLACEMENT SIGN	4
	10														10	614	12600	10	EACH	REPLACEMENT DRUM	4
		6													6	614	18601	6	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	5
	17.52														17.52	614	20560	17.52	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	4
	20.36														20.36	614	22360	20.36	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	4
	13,244														13,244	614	23690	13,244	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	4
	6,234														6,234	614	24610	6,234	FT	WORK ZONE DOTTED LINE, CLASS III, 642 PAINT	4
			8												8	808	18700	8	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	6
																				INCIDENTALS	
															LS	614	11000	LS		MAINTAINING TRAFFIC	
															LS	624	10000	LS		MOBILIZATION	

CALCULATED SCC CHECKED NSP

GENERAL SUMMARY

MOT-75-0.00

PARTICIPATION	ROUTE	TYPICAL SECTION	LOCATION SLM FROM	LOCATION SLM TO	LENGTH (L) MILE	LENGTH (L) FT	AVERAGE WIDTH (W) FT	SURFACE AREA (A) A=LxW SY	254 PAVEMENT PLANING, ASPHALT CONCRETE, 1.75" SY	407 NON-TRACKING TACK COAT GAL	442 ANTI-SEGREGATION EQUIPMENT CY	617 COMPACTED AGGREGATE CY	618 RUMBLE STRIPS, (ASPHALT CONCRETE) MILE	806 ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, AS PER PLAN CY
	MAINLINE													
1	I-75 NB	1	0.00	3.36	3.36	17741	50.0	98560	98560	8378	4791	438	6.72	4791
1	I-75 NB	1	3.36	3.72	0.36	1901	70.0	14784	14784	1257	719	47	0.72	719
1	I-75 NB		3.72	3.77					I-75 STRUCTURE OVER SR-725 W/ APPR. SLABS					
1	I-75 NB	1	3.77	3.92	0.15	792	70.0	6160	6160	524	299	20	0.30	299
1	I-75 SB	1	0.00	3.53	3.53	18639	50.0	103547	103547	8801	5034	460	7.06	5034
1	I-75 SB	1	3.53	3.72	0.19	1004	70.0	7803	7803	663	379	25	0.38	379
1	I-75 SB		3.72	3.77					I-75 STRUCTURE OVER SR-725 W/ APPR. SLABS					
1	I-75 SB	1	3.77	4.01	0.24	1268	70.0	9856	9856	838	479	31	0.48	479
	AUSTIN BLVD. RAMPS (ADDITIONAL WIDTH)													
1	NB EXIT	2	0.43	0.58	0.15	792	15.0	1320	1320	112	64			64
1	NB ENTR	2	1.00	1.54	0.54	2852	17.0	5386	5386	458	262			262
1	SB ENTR	2	0.26	0.53	0.27	1426	17.5	2772	2772	236	135			135
1	SB EXIT	2	0.99	1.54	0.55	2904	18.0	5808	5808	494	282			282
	AUSTIN BLVD. RAMPS (FULL WIDTH)													
1	NB EXIT	3	0.58	0.72	0.14	740	35.0	2875	2875	244	140	18		140
1	NB ENTR	3	0.86	1.00	0.14	740	37.5	3080	3080	262	150	18		150
1	SB ENTR	3	0.53	0.68	0.15	792	36.5	3212	3212	273	156	20		156
1	SB EXIT	3	0.82	0.99	0.17	898	45.0	4488	4488	381	218	22		218
	I-675 RAMPS (ADDITIONAL WIDTH)													
1	NB EXIT	2	1.54	1.98	0.44	2324	17.5	4517	4517	384	220			220
1	NB ENTR	2	2.82	3.06	0.24	1268	16.5	2323	2323	197	113			113
1	SB ENTR	2	1.54	1.95	0.41	2165	28.0	6735	6735	572	327			327
1	SB EXIT	2	2.93	3.08	0.15	792	10.5	924	924	79	45			45
	I-675 RAMPS (FULL WIDTH)													
1	NB ENTR	3	2.63	2.82	0.19	1004	25.0	2787	2787	237	135	25		135
1	SB EXIT	3	2.05	2.34	0.29	1532	25.0	4253	4253	362	207	38		207
1	SB EXIT		2.34	2.40					RAMP STRUCTURE OVER SR-741 W/ APPR. SLABS					
1	SB EXIT	3	2.40	2.52	0.12	634	25.0	1760	1760	150	86	16		86
1	SB EXIT		2.52	2.63					RAMP STRUCTURE OVER RAMP S & I-75 W/ WEST APPR. SLAB					
1	SB EXIT	3	2.63	2.93	0.30	1584	25.0	4400	4400	374	214	39		214
	SR-725 (ADDITIONAL WIDTH)													
1	NB EXIT	2	3.30	3.52	0.22	1162	14.0	1807	1807	154	88			88
1	SB ENTR	2	3.24	3.53	0.29	1532	19.5	3318	3318	282	161			161
	SR-725 (FULL WIDTH)													
1	NB EXIT	3	3.52	3.62	0.10	528	28.5	1672	1672	142	81	13		81
1	NB ENTR	3	3.70	3.92	0.22	1162	48.0	6195	6195	527	301	29		301
1	SB ENTR	3	3.53	3.80	0.27	1426	30.0	4752	4752	404	231	35		231
1	SB EXIT	3	3.79	4.01	0.22	1162	45.5	5873	5873	499	285	29		285
	CROSSOVER (APPROX. SLM)													
1	I-75	4	0.562	0.570	0.008	43	172.0	807		69	39	4		39

LEGEND FOR AUXILIARY AREAS IN "TYPICAL" COLUMN

PART.							
	SUBTOTALS						
1	320967	27351	15642	1327	15.66	15642	
TOTALS CARRIED TO GENERAL SUMMARY	320967	27351	15642	1327	15.66	15642	

CALCULATED SCC
CHECKED NSP

PAVEMENT SUBSUMMARY

MOT-75-0.00

13
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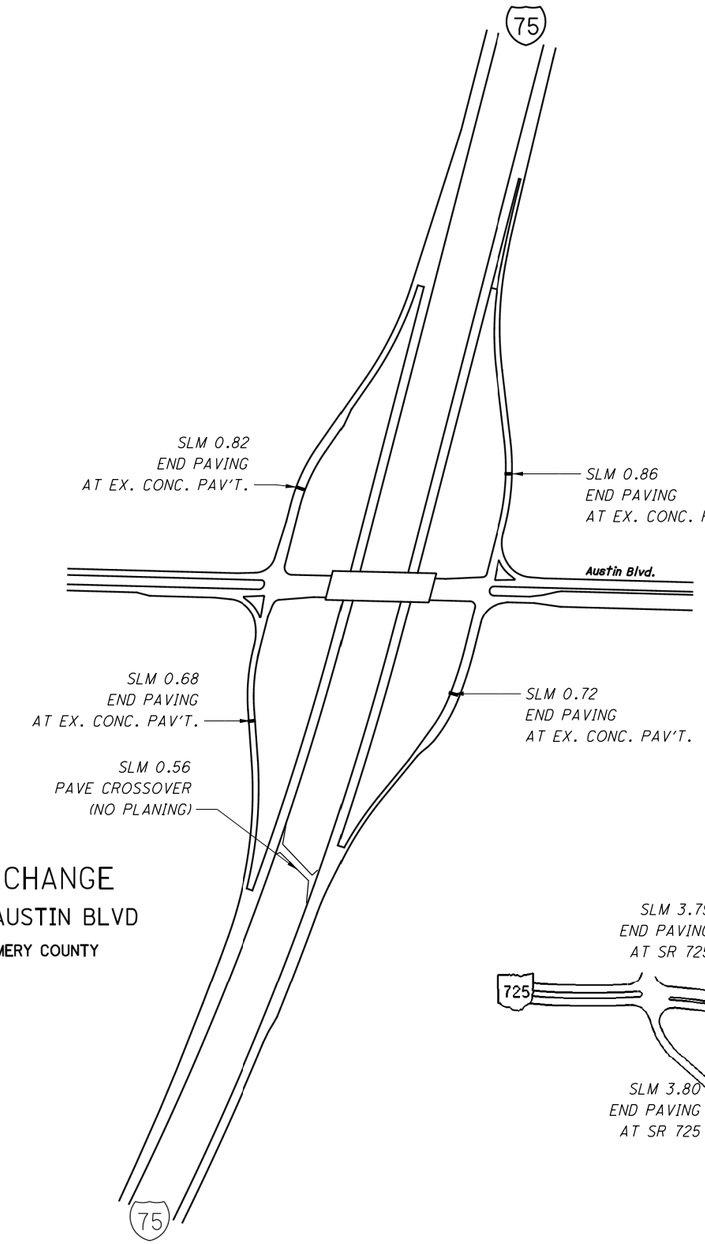
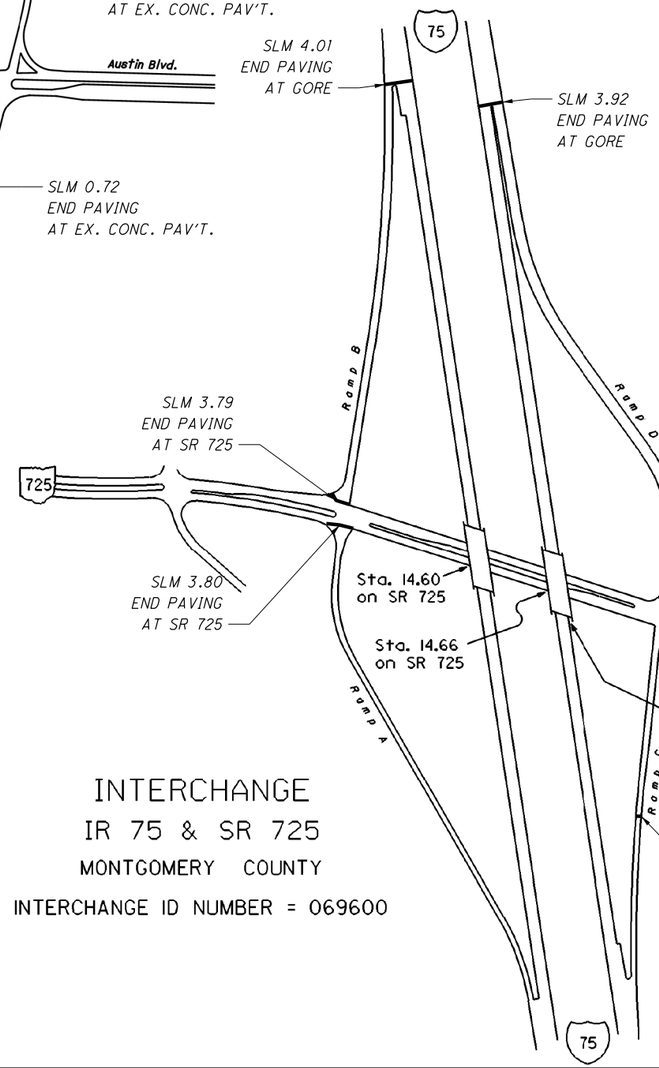
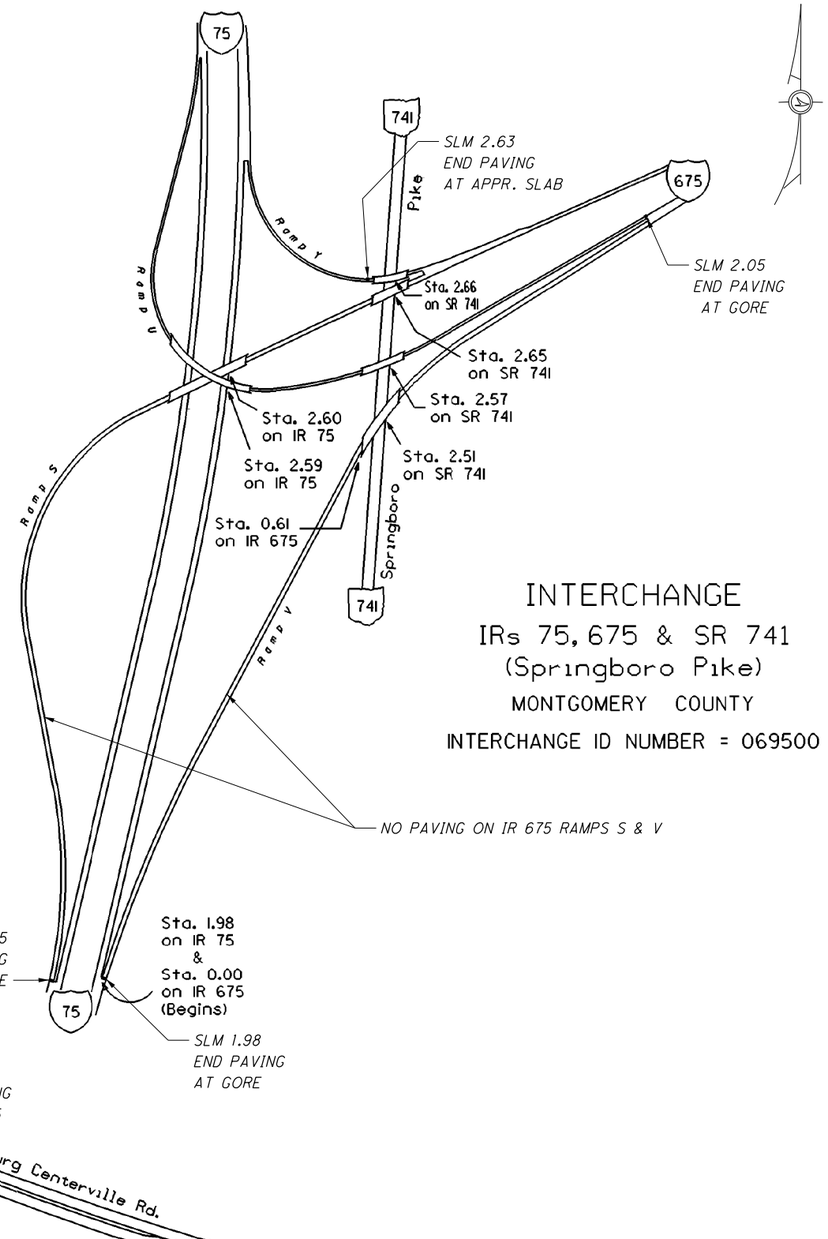


INTERCHANGE
IR 75 & AUSTIN BLVD
MONTGOMERY COUNTY



INTERCHANGE
IR 75 & SR 725
MONTGOMERY COUNTY
INTERCHANGE ID NUMBER = 069600



INTERCHANGE
IRs 75, 675 & SR 741
(Springboro Pike)
MONTGOMERY COUNTY
INTERCHANGE ID NUMBER = 069500

CALCULATED SCC
CHECKED NSP

INTERCHANGE DETAILS

MOT-75-0.00

PARTICIPATION	ROUTE	SLM / LOCATION FROM	SLM / LOCATION TO	LANE WIDTH	SOLID LINE EQUIVALENT	621 RPM, 1-WAY, WHITE	621 RPM, 2-WAY, WHITE / RED	621 RPM, 2-WAY, YELLOW / RED	621 RAISED PAVEMENT MARKER REMOVED		644 EDGE LINE, 6", WHITE	644 EDGE LINE, 6", YELLOW	644 LANE LINE, 6"	644 CHANNELIZING LINE, 12"	644 STOP LINE, 24"		644 CHEVRON MARKING	644 LANE ARROW	644 LANE REDUCTION ARROW	644 WORD ON PAVEMENT, 96", MERGE	644 DOTTED LINE, 6"		646 EDGE LINE, 6", WHITE	646 EDGE LINE, 6", YELLOW	646 LANE LINE, 6"
		FROM	TO	FT	MILE	EACH	EACH	EACH	EACH		MILE	MILE	MILE	FT	FT		FT	EACH	EACH	EACH	FT		MILE	MILE	MILE
	MAINLINE																								
1	I-75 NB	0.00	3.36			296			296		3.36	3.36	6.72												
1	I-75 NB	3.36	3.72			32			32		0.36	0.36	0.72												
1	I-75 NB	3.72	3.77																				0.05	0.05	0.10
1	I-75 NB	3.77	3.92			13			13		0.15	0.15	0.30												
1	I-75 SB	0.00	3.53			311			311		3.53	3.53	7.06												
1	I-75 SB	3.53	3.72			17			17		0.19	0.19	0.38												
1	I-75 SB	3.72	3.77																				0.05	0.05	0.10
1	I-75 SB	3.77	4.01			21			21		0.24	0.24	0.48												
	AUSTIN BLVD. RAMPS (ADDITIONAL WIDTH)																								
1	NB EXIT	0.43	0.58				9							358							600				
1	NB ENTR	1.00	1.54			20	11		31				0.46	874											
1	SB ENTR	0.26	0.53				12		12					960							885				
1	SB EXIT	0.99	1.54			10	48		39				0.22	1920											
	AUSTIN BLVD. RAMPS (FULL WIDTH)																								
1	NB EXIT	0.58	0.72				4	10	14		0.14	0.14	0.02	100											
1	NB ENTR	0.86	1.00				6	10	16		0.14	0.14	0.09												
1	SB ENTR	0.53	0.68				2	10	12		0.15	0.15	0.02												
1	SB EXIT	0.82	0.99				23	12	35		0.17	0.17	0.09	650				3							
	I-675 RAMPS (ADDITIONAL WIDTH)																								
1	NB EXIT	1.54	1.98			11	46		41				0.26	1815			190								
1	NB ENTR	2.82	3.06				12		12					920							811				
1	SB ENTR	1.54	1.95			18	23		41				0.41	1790							1015				
1	SB EXIT	2.93	3.08				11		11					404			100				624				
	I-675 RAMPS (FULL WIDTH)																								
1	NB ENTR	2.63	2.82					13	13		0.19	0.19													
1	SB EXIT	2.05	2.34					20	20		0.29	0.29													
1	SB EXIT	2.34	2.40																				0.06	0.06	
1	SB EXIT	2.40	2.52					8	8		0.12	0.12													
1	SB EXIT	2.52	2.63																				0.11	0.11	
1	SB EXIT	2.63	2.93					20	20		0.30	0.30													
	SR-725 (ADDITIONAL WIDTH)																								
1	NB EXIT	3.30	3.52				15		15					600							915				
1	SB ENTR	3.24	3.53				14		14					1120							1000				
	SR-725 (FULL WIDTH)																								
1	NB EXIT	3.52	3.62					7	7		0.10	0.10													
1	NB ENTR	3.70	3.92				34	18	52		0.26	0.26	0.08	1127			90		1	1	384				
1	SB ENTR	3.53	3.80					18	18		0.27	0.27													
1	SB EXIT	3.79	4.01				30	15	45		0.22	0.22	0.21	606	63			8							
					PART.										SUBTOTALS										
					1	749	300	161	1166		10.18	10.18	17.52	13244	63		380	11	1	1	6234		0.27	0.27	0.20
TOTALS CARRIED TO GENERAL SUMMARY						1210			1166		10.18	10.18	17.52	13244	63		380	11	1	1	6234		0.27	0.27	0.20

CALCULATED SCC
CHECKED NSP

TRAFFIC CONTROL SUBSUMMARY

MOT-75-0.00

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