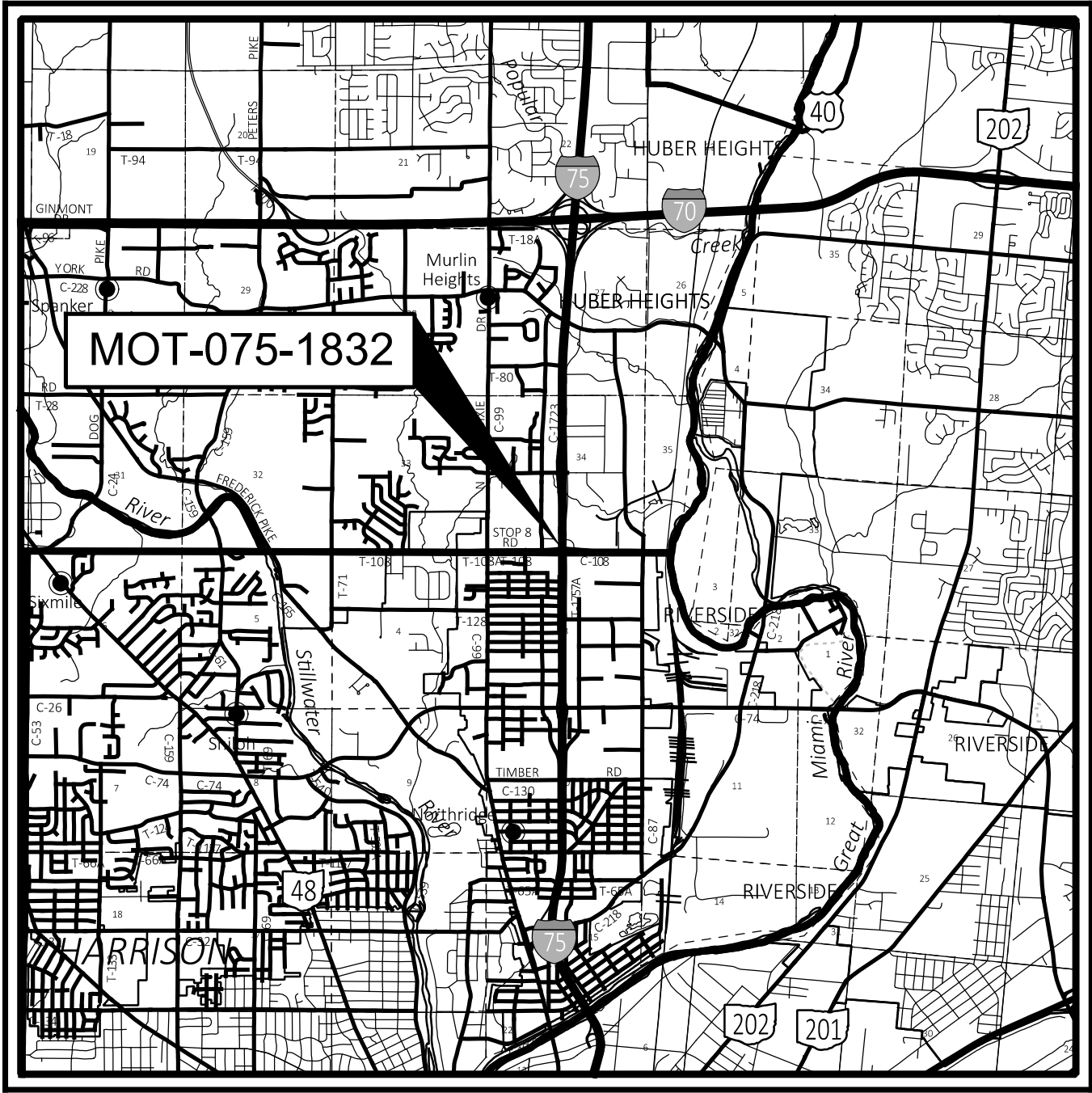


MOT IR 75 18.32 BRIDGE HIT

MODEL: Sheet PAPER SIZE: 34x22 (in.) DATE: 3/4/2025 TIME: 2:17:26 PM USER: mbylthe pvc:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 07\Montgomery\122512\400-Engineering\Roadway\Sheets\122512_GT001.dgn



LOCATION MAP

LATITUDE: 39°50'05" LONGITUDE: 84°11'22"



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

DESIGN DESIGNATION	STOP 8 RD	I.R. 75
CURRENT ADT (2025)	2,700	115,000
DESIGN YEAR ADT (2045)	3,500	119,000
DESIGN HOURLY VOLUME (2045)	450	10,500
DIRECTIONAL DISTRIBUTION	63%	59%
TRUCKS (24 HOUR B&C)	0%	17%
DESIGN SPEED	40 MPH	70 MPH
LEGAL SPEED	35 MPH	65 MPH
DESIGN FUNCTIONAL CLASSIFICATION	MAJOR COLLECTOR (URBAN)	INTERSTATE (URBAN)
NHS ROUTE	NO	YES

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES
Contact Two Working Days
Before You Dig

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

PLAN PREPARED BY:
ODOT DISTRICT 7 - ENGINEERING
1001 ST. MARYS AVE.
SIDNEY, OH

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

MOT IR 75 18.32 BRIDGE HIT

CITY OF VANDALIA, HARRISON TOWNSHIP MONTGOMERY COUNTY

INDEX OF SHEETS:

TITLE SHEET	1
GENERAL NOTES	2-4
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STRUCTURES OVER 20' SPAN MOT-075-1832	8-16

FEDERAL PROJECT NUMBER

NON-FEDERAL

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

REPAIR BRIDGE DAMAGE FROM VEHICLE STRIKE

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	* ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	* ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	* ACRES
* - 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.

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 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 SHEETS P.5-6, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

John W. O'Brien
District 07 Deputy Director

Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
GSD-1-19 (RET.)	7/19/02			800-2023 7/19/24	OEPA DEMO 11/19/24
SBR-1-99 (RET.)	7/19/02			808 7/19/24	
VPF-1-90 (RET.)	4/15/11			821 4/20/12	
				832 7/19/24	
MT-95.30	7/19/19			849 1/18/13	
MT-95.45	7/21/23			908 10/20/17	
MT-97.10	4/19/19			921 7/19/24	
MT-98.20	4/19/19				
MT-99.50	7/21/23				
MT-101.60	1/17/25				
MT-105.10	1/17/20				
TC-41.20	10/18/13				
TC-42.20	10/18/13				
TC-52.10	10/18/13				
TC-52.20	1/15/21				

ENGINEER'S SEAL

DESIGN AGENCY	
DISTRICT 7 ENGINEERING	
DESIGNER	MRB
REVIEWER	DHG
PROJECT ID	122512
SHEET	P.1
TOTAL	16

ITEM 614, MAINTAINING TRAFFIC

STOP 8 RD: THE ROAD IS CURRENTLY CLOSED AND WILL REMAIN CLOSED FOR THE DURATION OF THE PROJECT. UPON COMPLETING THE NECESSARY REPAIRS, THE ENGINEER WILL CONTACT ODOT MONTGOMERY COUNTY, TRANSPORTATION ADMINISTRATOR PH. NO. 937-497-6889, TO REMOVE THE BARRICADES, PORTABLE BARRIER, AND SIGNAGE TO OPEN THE ROAD TO TRAFFIC.

I.R. 75 NORTHBOUND: LANE CLOSURES ON I-75 SHALL ONLY BE IMPLEMENTED BETWEEN THE TIMES LISTED BELOW:

ONE LANE CLOSURE = 7:30PM - 6 AM
TWO LANE CLOSURE = 11PM - 6 AM

A TRUCK-MOUNTED ATTENUATOR IS REQUIRED FOR EACH LANE THAT IS CLOSED TO PROTECT THE WORK ZONE.

APPROVED MOT POLICY EXCEPTION: A LIMITED NUMBER OF NIGHTTIME FULL CLOSURES OF I-75 NORTHBOUND TRAFFIC IS PERMITTED FOR BEAM REMOVAL & ERECTION USING MT-99.50 WITH THE FOLLOWING EXCEPTIONS: A TRUCK-MOUNTED ATTENUATOR SHALL BE USED IN EACH LANE CLOSED TO PROTECT THE WORK AREA IN LIEU OF PORTABLE BARRIER. EXISTING PAVEMENT MARKINGS ARE NOT NEEDED TO BE REMOVED. WORK ZONE PAVEMENT MARKINGS ARE NOT NEEDED. SIGNAL AHEAD SIGNS SHALL BE INSTALLED ON THE EXIT RAMP.

THE DETOUR ROUTE IS NEEDMORE RD TO N. DIXIE DR TO BENCHWOOD RD.

DURING THE NIGHTTIME DETOUR, THE LEFT TURN LANE FROM WESTBOUND BENCHWOOD RD TO N. DIXIE DR SHALL BE CLOSED WITH DRUMS TO GIVE EXTRA SPACE FOR N. DIXIE DR TRUCKS TO MAKE THE RIGHT HAND TURN ONTO BENCHWOOD RD.

MAINTAIN THE BENCHWOOD-WYSE RD. OFF RAMP AT ALL TIMES.

POE AVE.: MAINTAIN ONE-LANE, TWO-WAY TRAFFIC USING SCD MT-97.10 AS NEEDED.

PRJ#23-0039 PHASE COORDINATION: THE ADJACENT I-75 PROJECT IS ANTICIPATED TO CHANGE PHASING DURING THE DURATION OF THIS PROJECT. THIS PHASE SWITCH WILL IMPACT THE MOT APPROACH REQUIRED TO COMPLETE THE BRIDGE IMPACT REPAIRS.

PRJ#23-0039 IS CURRENTLY IN PHASE 3. THE INSIDE SOUTHBOUND LANE IS CROSSING OVER ONTO NORTHBOUND AT THE CROSSOVER JUST NORTH OF NEEDMORE RD.

LANE CLOSURES USING MT-95.30 DURING PHASE 3 MUST OCCUR OUTSIDE OF THE LIMITS WHERE NORTHBOUND LANE ARE SHIFTING BACK TO THE ORIGINAL CONFIGURATION.

NIGHTTIME FULL CLOSURES OF I-75 NORTHBOUND USING MT-99.50 DURING PHASE 3 WILL REQUIRE CLOSING ALL 3 LANES.

DURING PHASE 4 THE INSIDE NORTHBOUND LANE WILL BE CROSSING BACK FROM SOUTHBOUND AT THE CROSSOVER JUST NORTH OF NEEDMORE RD.

THE NORTHBOUND CONTRAFLOW LANE SHALL BE CLOSED PER MT-95.30 AND ALL CONFLICTING SIGNAGE COVERED DURING DOUBLE INSIDE LANE CLOSURES AND NIGHTTIME FULL CLOSURES OF I-75 NORTHBOUND DURING PHASE 4.

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

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
MEMORIAL DAY	CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED)	DAYTON AIR SHOW
LABOR DAY	2025 NATO PARLIAMENTARY ASSEMBLY
THANKSGIVING	

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

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

SUNDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY 12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)
5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY 12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY 12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)
6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY 12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE OF \$200/MIN/LN.

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.

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.

ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 7 COMMUNICATIONS OFFICE
	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
RAMP & ROAD CLOSURES	>= 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-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.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

1. ACROSS THE NORTHBOUND I-75 LANES AT THE NEEDMORE RD OFF-RAMP AS DETAILED IN MT-99.50.
2. ACROSS THE NEEDMORE RD. ON-RAMP TO NORTHBOUND I-75.

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. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

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

ITEM 614, 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.

PLACE ONE SIGN ADJACENT TO THE I-75 NB LANES PRIOR TO THE NEEDMORE RD OFF-RAMP. PLACE THE SECOND SIGN AT THE TOP OF THE NEEDMORE RD ON-RAMP.

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 2.0 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 PREPROGRAMMED 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.

DURING THE NIGHTTIME DETOUR OF I-75 NORTHBOUND, THE FOLLOWING MESSAGES ARE TO BE DISPLAYED:

PANEL 1	PANEL 2
I75	FOLLOW
TRAFFIC	DIXIE TO
TURNLEFT	BENCHWOOD

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
8 SIGN MONTH ASSUMING 2 PCMS SIGN(S) FOR 4 MONTH(S)

COORDINATION OF WORK:
PRJ#23-0039 MOT-75-14.74, SALE 2/23/23, COMPLETION DATE 9/30/27

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.

DESIGN AGENCY



DISTRICT 7 ENGINEERING

DESIGNER

MRB

REVIEWER

NKH 12/06/24

PROJECT ID

122512

SHEET

P.5

TOTAL

16

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).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND

AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,

AAOT OF 50,000 (OR AAOT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

“WITHOUT POSITIVE PROTECTION” MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS “WITHOUT POSITIVE PROTECTION”. FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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 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, 600 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.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

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

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

NOTIFICATION OF SIGNAL MODIFICATIONS

NOTIFY THE FOLLOWING INDIVIDUALS 4 CALENDAR DAYS PRIOR TO IMPLEMENTING NIGHTTIME DETOURS OF INTERSTATE TRAFFIC IN ORDER TO MAKE NECESSARY SIGNAL TIMING MODIFICATIONS.

OHIO DEPARTMENT OF TRANSPORTATION
 JANIE HOLLINGSWORTH, P.E., D07 TRAFFIC OPERATIONS ENGINEER
 janie.hollingsworth@dot.ohio.gov
 937-497-6897

MONTGOMERY COUNTY
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APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION

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:

6EA NIGHTTIME CLOSURES OF I-75 NORTHBOUND FROM NEEDMORE RD. TO BENCHWOOD WYSE RD. BETWEEN 12AM - 5AM FOR THE FOLLOWING WORK:

BRIDGE WORK INCLUDING BEAM SETTING, BEAM REMOVAL.

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 HARRISON TOWNSHIP, MONTGOMERY COUNTY ENGINEER, AND EMERGENCY SERVICES 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 1/16/25 FOR PID 122512" 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.

DESIGN AGENCY



DISTRICT 7 ENGINEERING

DESIGNER

MRB

REVIEWER

NKH 12/06/24

PROJECT ID

122512


SHEET TOTAL

P.6 | 16

SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.	
2		5		6		11		12		16	CALCS.	01/IMS/47	EXT	TOTAL				
											1,000	1,000	832	30000	1,000	EACH	EROSION CONTROL	
																	TRAFFIC CONTROL	
0.03												0.03	646	10000	0.03	MILE	EDGE LINE, 4"	
0.02												0.02	646	10200	0.02	MILE	CENTER LINE	
																	STRUCTURE REPAIR (MOT-75-1832)	
												LS	202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	P.3
											18,656	18,656	202	11401	18,656	LB	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	P.3
											130	130	202	75267	130	FT	VANDAL PROTECTION FENCE REMOVED AND RESET, AS PER PLAN	P.2
										21,287		21,287	509	10000	21,287	LB	EPOXY COATED STEEL REINFORCEMENT	
											100	100	509	20001	100	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN	P.3
										28		28	510	10000	28	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
											62	62	511	34444	62	CY	CLASS QC2 CONCRETE, BRIDGE DECK	
											19	19	511	34448	19	CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)	
											167	167	512	10100	167	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
											19,440	19,440	513	10241	19,440	LB	STRUCTURAL STEEL MEMBERS, LEVEL 2, AS PER PLAN	P.3
						405						405	513	20000	405	EACH	WELDED STUD SHEAR CONNECTORS	
							714					714	514	20001	714	SF	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN	P.4
												LS	514	80030	LS		SHOP PAINTING AND FIELD TOUCH-UP OF STRUCTURAL STEEL	
											1	1	516	46900	1	EACH	BEARING DEVICE, MISC.: HEAT STRAIGHTENING SUPPORT	P.2
												LS	849	10001	LS		DAMAGE ASSESSMENT, AS PER PLAN	P.2
												LS	849	10500	LS		SURFACE PREPARATION	
											1	1	849	10600	1	HOUR	REPAIRING DAMAGED MEMBERS BY GRINDING	
												LS	849	10700	LS		STRAIGHTENING DAMAGED MEMBERS	
																	MAINTENANCE OF TRAFFIC	
		8		600								600	614	11110	600	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
												8	614	18601	8	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.5
																	INCIDENTALS	
												LS	614	11000	LS		MAINTAINING TRAFFIC	
												LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



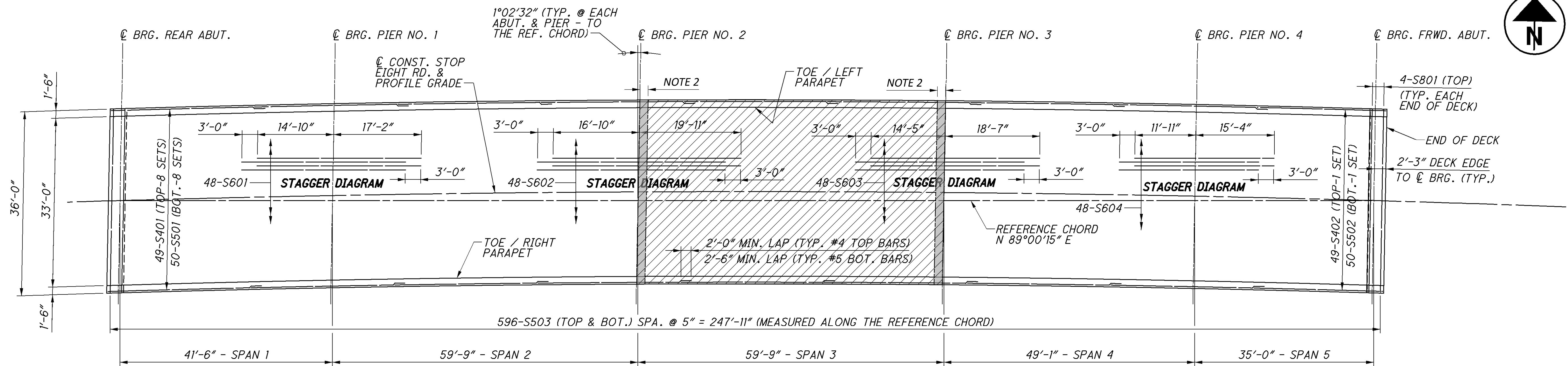
DISTRICT 7 ENGINEERING

DESIGNER
MRB

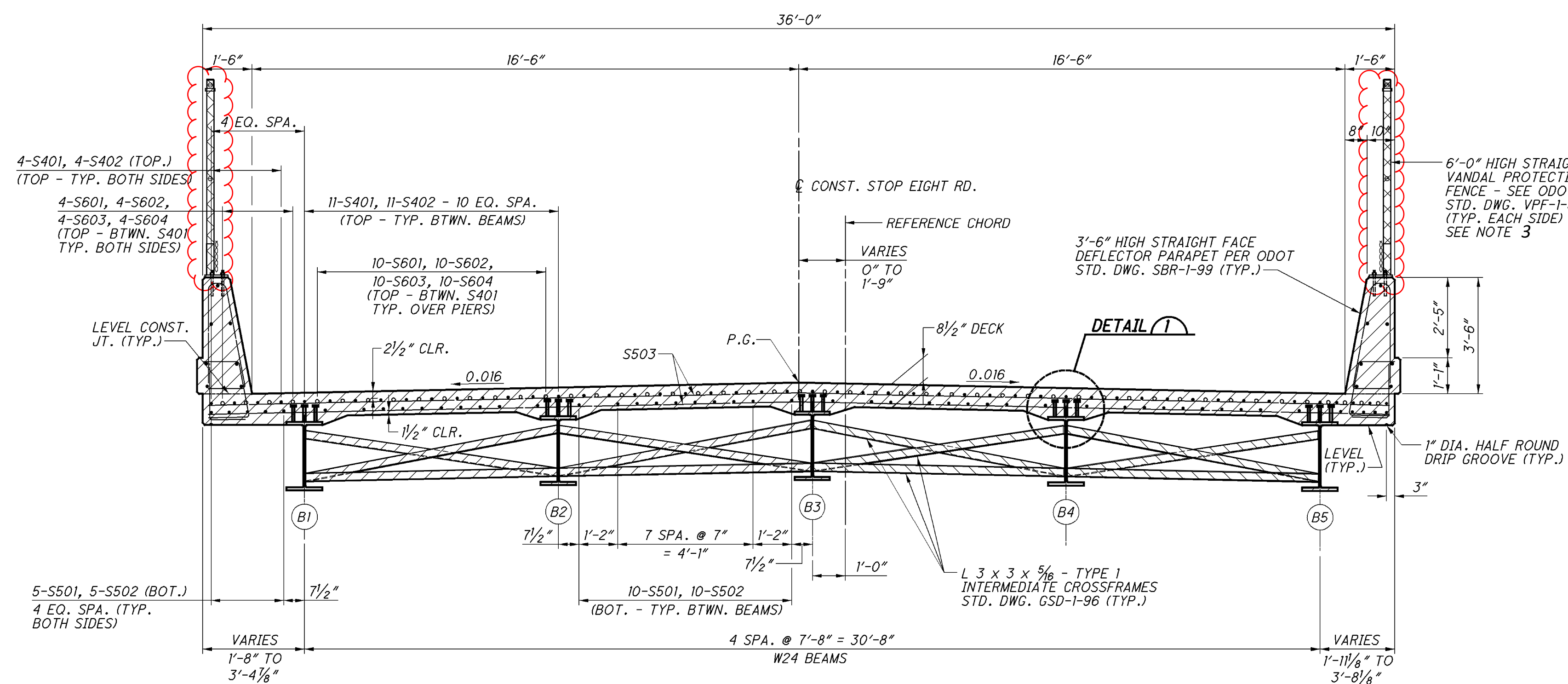
REVIEWER
DHG 11/26/24

PROJECT ID
122512

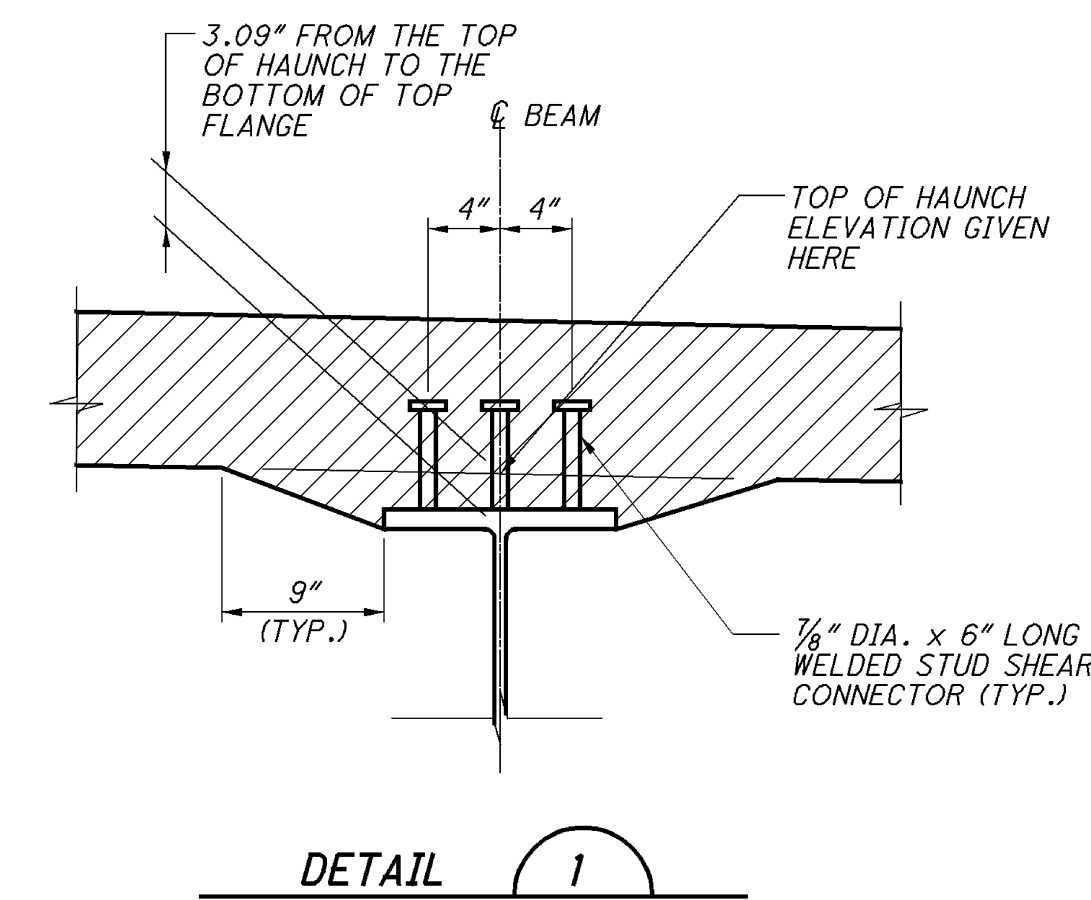
SHEET TOTAL
P.7 | 16



DECK PLAN

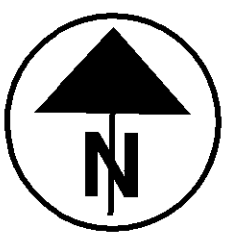
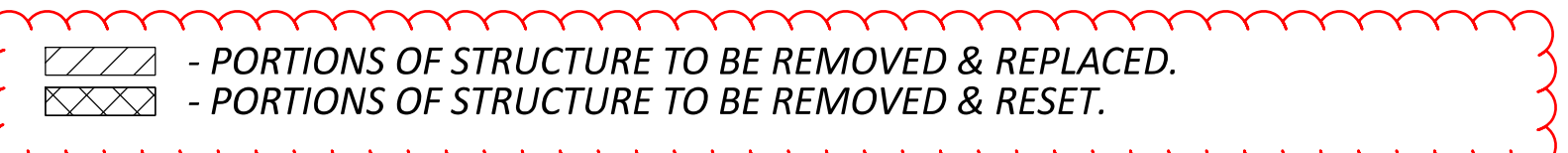


TRANSVERSE SECTION



NOTES & LEGEND

- DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENT. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED +/- AND FOR REFERENCE ONLY.
 - LOCATE 1\"/>
- THE ABOVE PROCEDURE APPLIES TO THE DECK ONLY. DO NOT SALVAGE EXISTING LONGITUDINAL REBAR IN THE PARAPETS. PROPOSED PARAPET REBAR TO BE DOWELED INTO THE EXISTING REMAINING PARAPETS.
- EXISTING FENCE MESH TO BE CUT AND ROLLED BACK BEYOND REMOVAL LIMITS. EXISTING POSTS, RAILS, AND BASE PLATES TO BE REMOVED AND STORED FOR REUSE.
 - STORAGE OF HEAVY MATERIALS ON THE BRIDGE IS PROHIBITED.
 - VEHICLES ARE PROHIBITED ON THE BRIDGE UNTIL THE DECK IS CURED.
 - MATERIAL DELIVERY AND HAUL VEHICLES SHALL ACCESS STOP 8 RD. ONLY FROM THE EAST.



SFN	5708915
DESIGN AGENCY	
DISTRICT 7 ENGINEERING	
DESIGNER	CHECKER
MRB	DHG
REVIEWER	
LCG 11/26/24	
PROJECT ID	
122512	
SUBSET	TOTAL
2	9
SHEET	TOTAL
P.9	16