

LOCATION MAP

LATITUDE: 41°24'28.48"N LONGITUDE: 81°38'13.19"W



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

DESIGN DESIGNATION

	IR-480 LOCAL LANES	IR-480 EXPRESS LANES
CURRENT ADT (2026)	120,000	52,300
DESIGN YEAR ADT (2046)	125,280	54,600
DESIGN HOURLY VOLUME (2046)	15,033	6,500
DIRECTIONAL DISTRIBUTION	0.64	0.64
TRUCKS (24 HOUR B&C)	0.05	0.05
DESIGN SPEED	65	65
LEGAL SPEED	60	60
DESIGN FUNCTIONAL CLASSIFICATION:	PRINCIPAL ARTERIAL INTERSTATE	PRINCIPAL ARTERIAL INTERSTATE
NHS PROJECT	YES	YES

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES

Contact Two Working Days Before You Dig

OHIO811.org

Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764

(Non members must be called directly)

PLAN PREPARED BY:
ODOT DISTRICT 12
PLANNING AND ENGINEERING
5500 TRANSPORTATION BLVD
GARFIELD HEIGHTS, OHIO 44125

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

CUY-480-18.42

DECK SEALING

CUYAHOGA COUNTY

CITIES OF VALLEY VIEW, INDEPENDENCE AND GARFIELD HEIGHTS

INDEX OF SHEETS:

TITLE SHEET	1
GENERAL NOTES	2
MAINTENANCE OF TRAFFIC	3-13
GENERAL SUMMARY	14
TRAFFIC CONTROL	15-17
STRUCTURES OVER 20 FEET	
SFN 1812521	18-19
SFN 1812522	20-24
SFN 1812548	25-27

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
MT-95.30	7/18/25				800-2023	7/18/25
MT-95.45	7/21/23				832	7/18/25
MT-98.11	1/17/20					
MT-98.20	4/19/19					
MT-98.22	1/17/20					
MT-98.29	1/17/20					
MT-99.20	4/19/19					
MT-99.50	7/18/25					
MT-102.20	4/19/19					
MT-105.10	1/17/20					

FEDERAL PROJECT NUMBER

E250868

RAILROAD INVOLVEMENT

CUYAHOGA VALLEY SCENIC RAILWAY

PROJECT DESCRIPTION

DECK SEALING OF THE IR-480 BRIDGES OVER THE CUYAHOGA RIVER VALLEY IN GARFIELD HEIGHTS, VALLEY VIEW AND INDEPENDENCE LOCATED IN CUYAHOGA COUNTY.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	N/A
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	N/A
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

LIMITED ACCESS

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

2023 SPECIFICATIONS

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

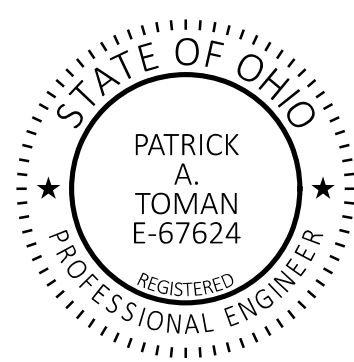
I HEARBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE PART-TIME CLOSING OF THE HIGHWAY TO TRAFFIC, AS NOTED ON SHEETS P.9-P.13/27. DURING WHICH TIME DETOURS WILL BE PROVIDED AS SHOWN HEREIN. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES


John Picuri, P.E., P.S.
District 12 Deputy Director


Pamela Boratyn
Director, Department of Transportation

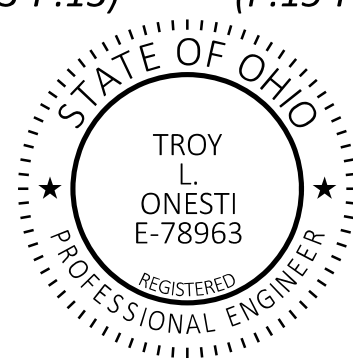
ENGINEER'S SEAL

BRIDGE



ENGINEER'S SEAL

MAINTENANCE OF TRAFFIC (P.3-P.13) (P.15-P.17)



UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER, OR ADJACENT TO, THE WORK AREA.

EXISTING PLANS

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 12 OFFICE AT 5500 TRANSPORTATION BLVD., GARFIELD HEIGHTS, OH 44125.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PROTECTION OF RIGHT-OF-WAY LANDSCAPING

PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER AND A REPRESENTATIVE OF THE MAINTAINING AGENCY WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT-OF-WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS). A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER'S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE.

CONSTRUCT ALL ACTIVITIES, EQUIPMENT STORAGE AND STAGING TO WITHIN THE CONSTRUCTION LIMITS. UNLESS OTHERWISE IDENTIFIED IN THE PLANS OR PROPOSAL, THE CONSTRUCTION LIMITS ARE IDENTIFIED AS 30 FEET FROM THE EDGE OF PAVEMENT.

SUBMIT A WRITTEN REQUEST TO THE PROJECT ENGINEER TO USE ANY AREA OUTSIDE THESE LIMITS. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. USE OF THESE AREAS FOR OF WASTE MATERIAL AND CONSTRUCTION DEBRIS, EXCAVATION OF BORROW MATERIAL AND PLACEMENT OF PORTABLE PLANTS IS PROHIBITED. THE REQUEST MUST BE APPROVED, IN WRITING, BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA.

ANY ITEMS DAMAGED BEYOND THE CONSTRUCTION LIMITS, AS DEFINED ABOVE, WILL BE REPLACED IN KIND OR AS APPROVED BY THE PROJECT ENGINEER.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

RIGHT OF WAY

ALL WORK SHALL BE PERFORMED WITHIN THE EXISTING RIGHT OF WAY OR EASEMENTS.

EQUIPMENT AND MATERIAL STORAGE

IN ORDER TO PROVIDE FOR THE SAFETY OF THE TRAVELING PUBLIC, THE CONTRACTOR'S ATTENTION IS DIRECTED TO 614.035. IN ADDITION, NO STORAGE OF EQUIPMENT MATERIALS AND VEHICLES WITH THE HIGHWAY RIGHT-OF-WAY WILL BE PERMITTED WITHOUR PRIOP APPROVAL FROM THE ENGINEER AND OBTAINING AN ODOT R/W PERMIT FROM THE D12 ROADWAY SERVICES. ALL RESTORATION WILL BE AT NO COST TO STATE

STAGING AREAS

THERE ARE NO SPECIFIC AREAS GIVEN IN THE PLANS FOR THE CONTRACTOR TO USE AS A STAGING AREA(S). IF THE CONTRACTOR WANTS TO USE AN AREA(S) FOR STAGING, REGARDLESS IF IT FALLS WITHIN THE PROJECT LIMITS OR NOT, THE CONTRACTOR IS TO USE THE RIGHT OF WAY E-PERMITTING SYSTEM AT [HTTPS://ODHCP.BEMCORP.NET/ACCOUNTS/ACCOUNT/ACCOUNT](https://odhcp.bemcorp.net/accounts/account/account) IN ORDER TO APPLY FOR A PERMIT PER SECTION 107.02 OF THE CMS. FOR SPECIFIC PERMITTING QUESTIONS, THE CONTRACTOR CAN CONTACT THE DISTRICT PERMITTING OFFICE, (MELVIN SAFFORD) AT 216-584-2137, (ANDREW TOMKO) AT 216-584-2195 OR AT DISTRICT12PERMITS@DOT.OHIO.GOV.

IF A PERMIT IS GRANTED, ALL CONDITIONS OF THE PERMIT SHALL BE MET IN ADDITION TO THE REQUIREMENTS OF 104.04 OF THE CMS, AT NO ADDITIONAL COST TO THE STATE. IF THE PROJECT ENGINEER DEEMS THAT ALL THE CONDITIONS OF THE PERMIT WERE NOT MET, THEN 10% OF THE CONTRACT BID AMOUNT FOR MOBILIZATION SHALL BE WITHHELD UNTIL ALL THE CONDITIONS OF THE PERMIT ARE SATISFIED.

RAISED PAVEMENT MARKERS (RPM)

DURING ALL DECK CLEANING AND DECK SEALING OPERATIONS, THE CONTRACTOR SHALL PROTECT ALL EXISTING RAISED PAVEMENT MARKERS (RPM) WITHIN THE PROJECT LIMITS. PROTECTION METHODS SHALL PREVENT DAMAGE OR DISLODGEMENT DUE TO HIGH-PRESSURE WATER, MECHANICAL EQUIPMENT, RESIN COATINGS, OR OTHER CONSTRUCTION ACTIVITIES. PRIOR TO DECK SEALING, ALL RPMS SHALL BE INDIVIDUALLY MASKED USING A DURABLE, NON-ABSORBENT, AND REMOVABLE MATERIAL TO PREVENT RESIN FROM COVERING OR BONDING TO THE MARKERS. ANY RPMS DAMAGED OR OBSCURED DURING THE COURSE OF WORK SHALL BE REPLACED IN KIND AND LOCATION AT NO ADDITIONAL COST TO THE DEPARTMENT, SUBJECT TO THE APPROVAL OF THE ENGINEER.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR SHALL COOPERATE AND COORDINATE OPERATIONS WITH THE CONTRACTORS ON PID 105815, PID 110810, PID 120469 OR OTHER PROJECTS THAT MAY BE IN FORCE DURING THE LIFE OF THE CONTRACT.

ITEM 518 - STRUCTURE DRAINAGE, MISC.: SCUPPER CLEANOUT:

DESCRIPTION: THIS WORK CONSISTS OF REMOVING DIRT AND DEBRIS FROM THE EXISTING DECK SCUPPERS. ALL MATERIAL REMOVED SHALL BE DISPOSED OF AS PER C&MS 105.16 AND 105.17. ALL SCUPPERS SHALL BE CLEANED OUT TO THE SATISFACTION OF THE ENGINEER.

EXECUTION: REMOVE ACCUMULATED DIRT AND DEBRIS FROM SCUPPERS BY METHODS THAT DO NOT FLUSH THE MATERIALS INTO THE DOWNSPOUTS. REMOVE AND REINSTALL THE EXISTING BOLTED SCUPPER GRATES AS REQUIRED TO COMPLETE THE WORK. ALL SCUPPERS SHALL BE FREE OF SEDIMENT AND DEBRIS AT THE COMPLETION OF THE PROJECT. INCLUDE THE COST OF ANY FOLLOW-UP CLEANING REQUIRED TO SATISFY THIS REQUIREMENT IN THE UNIT COST BID.

MEASUREMENT AND PAYMENT: THE DEPARTMENT WILL MEASURE THIS WORK BY THE NUMBER OF EACH ACCEPTED IN PLACE. THE BID PRICE SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE SCUPPER CLEANOUT. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICES BID FOR ITEM 518 - STRUCTURE DRAINAGE, MISC.: SCUPPER CLEANOUT.

THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY:
STRUCTURE REPAIR (CUY-480-18.723L): 30 EACH
STRUCTURE REPAIR (CUY-480-18.723C): 30 EACH
STRUCTURE REPAIR (CUY-480-18.723R): 30 EACH

ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER TO REPAIR CONCRETE SEALING ON THE INTERIOR SURFACE OF EXISTING BRIDGE RAILINGS:

STRUCTURE REPAIR (CUY-480-18.723L): 150 SY
STRUCTURE REPAIR (CUY-480-18.723C): 150 SY
STRUCTURE REPAIR (CUY-480-18.723R): 150 SY

PERFORM WORK IN CONJUNCTION WITH THE DECK SEALING OPERATIONS OR WITH SHOULDER CLOSURES IN ACCORDANCE WITH STANDARD DRAWING MT-95.45.

ITEM 512 – REMOVAL OF EXISTING COATINGS CONCRETE SURFACE

THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER TO REPAIR CONCRETE SEALING ON THE INTERIOR SURFACE OF EXISTING BRIDGE RAILINGS:

STRUCTURE REPAIR (CUY-480-18.723L): 150 SY
STRUCTURE REPAIR (CUY-480-18.723C): 150 SY
STRUCTURE REPAIR (CUY-480-18.723R): 150 SY

PERFORM WORK IN CONJUNCTION WITH THE DECK SEALING OPERATIONS OR WITH SHOULDER CLOSURES IN ACCORDANCE WITH STANDARD DRAWING MT-95.45.

ITEM 621 – RPM REFLECTOR, AS PER PLAN

THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER TO REPLACE MISSING OR DAMAGED RPM REFLECTORS ON THE EXISTING BRIDGE DECKS:

TRAFFIC CONTROL: 50 EACH

PERFORM WORK IN CONJUNCTION WITH THE DECK SEALING OPERATIONS OR WITH SHOULDER CLOSURES IN ACCORDANCE WITH STANDARD DRAWING MT-95.45.

ITEM 626 – BARRIER REFLECTOR, TYPE 1 (1WAY)

THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER TO REPLACE MISSING OR DAMAGED BARRIER REFLECTORS ON THE EXISTING BRIDGE RAILINGS:

TRAFFIC CONTROL: 100 EACH

PERFORM WORK IN CONJUNCTION WITH THE DECK SEALING OPERATIONS OR WITH SHOULDER CLOSURES IN ACCORDANCE WITH STANDARD DRAWING MT-95.45.

ITEM 646 - LANE LINE, 6", AS PER PLAN

THE MAINLINE LANE LINE PAVEMENT MARKING ACROSS BRIDGES AND APPROACH SLABS SHALL INCLUDE SHADOW MARKING USING A SPACING CONSISTING OF A 10 FOOT WHITE DASH STRIPE, 10 FOOT BLACK DASH STRIPE, AND 20 FOOT GAP SPACING.

DESIGN AGENCY



DESIGNER

TSR

REVIEWER

PAT 08/01/25

PROJECT ID

120625

SHEET

P.2

TOTAL

27

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

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 RAMP AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMP, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTIFICATION TIME TABLE			
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND PIO	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENADAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS AND < 2 WEEKS	14 CALENADAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-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.

CONTINUOUS ACCESS

THE CONTRACTOR SHALL MAINTAIN SAFE AND ADEQUATE DRIVEWAYS AND WALKWAYS IN ORDER TO PROVIDE CONTINUOUS ACCESS FOR PEDESTRIANS, PASSENGER VEHICLES, TRUCKS, AND SAFETY EQUIPMENT TO ALL ADJOINING PROPERTIES. THE COST FOR ALL MATERIALS, EQUIPMENT AND LABOR NECESSARY TO PROVIDE CONTINUOUS ACCESS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

CONSTRUCTION TRAFFIC

ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY.

LANE CLOSURE DISINCENTIVE

A LANE CLOSURE IS DEFINED AS ANY RESTRICTION OF A LANE OF TRAFFIC INCLUDING, BUT NOT LIMITED TO, SET-UP AND TEAR- DOWN OF TRAFFIC CONTROL ZONES. THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE AS PER THE LANE VALUE CONTRACT TABLE FOR LANES THAT ARE CLOSED TO TRAFFIC DURING TIMES DESIGNATED AS "LANE CLOSURE NOT PERMITTED" AS STATED IN THESE PLANS AND ON THE ODOT PLCS WEBSITE.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTION TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE
EB I-480	PER THE PLCS	EACH MINUTE	\$245
WB I-480	PER THE PLCS	EACH MINUTE	\$245
RAMP I-480 W TO I-77 N/S	PER THE PLCS	EACH MINUTE	\$205
RAMP I-77 N/S TO I-480 E	PER THE PLCS	EACH MINUTE	\$205

THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE EQUAL TO THE LARGEST DISINCENTIVE WITHIN ALL SECTIONS IMPACTED BY THE PHYSICAL LANE RESTRICTION, INCLUDING THE TRANSITION AREA, ACTIVITY AREA, AND TERMINATION AREA AS DEFINED BY THE OMUTCD. HOLIDAY DISINCENTIVES SHALL BE APPLIED PER SECTION PER LANE PER TIME UNIT.

HOLIDAY CLOSURES

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

NEW YEARS	GENERAL/REGULAR ELECTION DAY (NOV)
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY (OBSERVED)	CHRISTMAS
LABOR DAY	(OTHER HOLIDAY OR SPECIAL EVENT)

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:

HOLIDAY CLOSURES

<u>DAY OF HOLIDAY OR SPECIAL EVENT</u>	<u>TIMES ALL LANES MUST BE OPEN TO TRAFFIC</u>
SUNDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00AM WEDNESDAY
TUESDAY (GEN. / REG. ELECTION	5:00AM TUESDAY THROUGH 12:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00AM THURSDAY
THURSDAY (THANKSGIVING DAY)	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 PER THE LANE VALUE CONTRACT (PN 127).

SUSPENSION OF WORK

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OMUTCD, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

MAINTENANCE OF TRAFFIC CONTROL ZONES

THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN THE SIGNS, DRUMS OR CONES SPECIFIED IN THE STANDARD CONSTRUCTION DRAWINGS. WHEN THE CONTRACTOR IS NOTIFIED OF DEFICIENCIES, HE SHALL CORRECT THE DEFICIENCIES AS SOON AS POSSIBLE, PREFERABLY WITHIN 12 HOURS AND NO LATER THAN 24 HOURS. IF ANY NOTED DEFICIENCIES ARE NOT CORRECTED WITHIN 24 HOURS THE ENGINEER SHALL DEDUCT ONE DAY PAY FOR ITEM 614 – MAINTAINING TRAFFIC, NOT AS A PENALTY BUT AS ROAD USER COSTS. THE CONTRACTOR SHALL BE SUBJECT TO THESE ROAD USER COSTS FOR EACH AND EVERY DAY THAT THESE PROVISIONS ARE NOT MET. ALL COSTS FOR MAINTAINING THE WORK ZONES AS DESCRIBED ABOVE SHALL BE INCLUDED UNDER ITEM 614 – MAINTAINING TRAFFIC.

CONSTRUCTION EQUIPMENT MAINTENANCE CROSSING

CONSTRUCTION EQUIPMENT IS PERMITTED TO ONLY CROSS THE MEDIAN AT THE EXISTING INTERCHANGES, INTERSECTIONS, AND U-TURN CROSSEOVERS.

COVERING OF GROUND-MOUNTED SIGNS – GENERAL

WHEN REQUIRED BY OTHER ITEMS OR INCIDENTALLY TO ITEM 614 – MAINTAINING TRAFFIC, COVER EXISTING GROUND-MOUNTED SIGNS WITH PLYWOOD OR OSB BLANKS (1/2" MINIMUM THICKNESS) COVERING 80% OF THE SIGN AREA AND ALL OF THE SIGN LEGEND. THE USE OF LOW QUALITY MATERIALS SUCH AS DUCT TAPE AND BLACK PLASTIC IS NOT PERMITTED.

CONTRACTOR'S EQUIPMENT – OPERATION AND STORAGE

VEHICLES AND EQUIPMENT SHALL ALWAYS MOVE WITH, AND NOT ACROSS OR AGAINST THE FLOW OF TRAFFIC. VEHICLES AND OTHER EQUIPMENT SHALL NOT PARK OR STOP EXCEPT WITHIN DESIGNATED WORK AREAS; AND SHALL NOT ENTER AND LEAVE WORK AREAS IN A MANNER WHICH WILL BE HAZARDOUS TO OR INTERFERE WITH THE NORMAL TRAFFIC FLOW. PERSONAL VEHICLES WILL NOT BE PERMITTED TO PARK WITHIN THE RIGHT OF WAY EXCEPT IN SPECIFIC AREAS DESIGNATED BY THE ENGINEER.

EQUIPMENT, VEHICLES AND MATERIALS SHALL NOT BE STORED OR PARKED WITHIN 30 FEET OF THE TRAVELED WAY UNLESS 6 FEET BEHIND PCB OR GUARDRAIL.

ALL WORK VEHICLES AND EQUIPMENT THAT ENTERS THE WORK ZONE MORE THAN ONCE A DAY MUST BE EQUIPPED WITH AT LEAST ONE FLASHING, ROTATING, OR OSCILLATING AMBER LIGHT THAT IS VISIBLE IN ALL DIRECTIONS OF TRAFFIC FOR AT LEAST ONE QUARTER OF A MILE, DAY OR NIGHT.

MAJOR WORK ITEMS

THE FOLLOWING MAJOR WORK ITEMS WILL REQUIRE TRAFFIC MAINTENANCE WHICH SHALL BE INCORPORATED INTO THE CONTRACTOR'S SEQUENCE OF OPERATIONS.

- A. REMOVAL OF EXISTING PAVEMENT MARKINGS ON BRIDGE DECKS.
- B. CLEANING OF DECK SURFACE.
- C. SEALING OF DECK SURFACE GRAVITY FED RESIN.

SEQUENCE OF CONSTRUCTION

THE DECK SEALING ON THE I-480 EASTBOUND AND WESTBOUND EXPRESS LANES, SFN 1812522, SHALL BE COMPLETED BEFORE THE DECK SEALING ON THE I-480 EASTBOUND AND WESTBOUND LOCAL LANES, SFN 1812521 AND SFN 1812548. SIMULTANEOUS LANE REDUCTIONS ON I-480 EASTBOUND AND WESTBOUND LOCAL LANES ARE NOT PERMITTED.

I-480 EASTBOUND EXPRESS LANES
A SINGLE LEFT LANE CLOSURE WILL BE IMPLEMENTED PRIOR TO THE EB EXPRESS LANES. ALL I-480 EB TRAFFIC WILL BE DIRECTED TO THE LOCAL LANES.

I-480 WESTBOUND EXPRESS LANES
A SINGLE LEFT LANE CLOSURE WILL BE IMPLEMENTED PRIOR TO THE WB EXPRESS LANES. ALL I-480 WB TRAFFIC WILL BE DIRECTED TO THE LOCAL LANES.

I-480 EASTBOUND LOCAL
ALL I-480 EB TRAFFIC WILL BE DIRECTED INTO THE EXPRESS LANES. THE I-77 RAMPS WILL BE CLOSED AND THE DETOUR WILL FOLLOW THE ROUTE SHOWN ON P.12/27.
THE EXIT TO TRANSPORTATION WILL BE CLOSED AND THE DETOUR WILL FOLLOW THE ROUTE SHOWN ON P.13/27.

I-480 WESTBOUND LOCAL
ALL I-480 WB TRAFFIC WILL BE DIRECTED INTO THE EXPRESS LANES. THE I-77 RAMPS WILL BE CLOSED AND THE DETOUR WILL FOLLOW THE ROUTE SHOWN ON P.10/27.
THE RAMP FROM TRANSPORTATION TO I-480 WB WILL BE CLOSED. THE DETOUR ROUTE WILL FOLLOW THE ROUTE SHOWN ON P.11/27.



ITEM 630 – SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER

WHEN ADDITIONAL SIGNING IS NEEDED TO MAINTAIN TRAFFIC, THE CONTRACTOR SHALL FURNISH THE SIGN OR SIGNS AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE GROUND MOUNTED AND MEET ALL THE SPECIFICATIONS OF THE PLAN, PROPOSAL AND CURRENT YEAR CMS.

PAYMENT FOR THIS ITEM SHALL INCLUDE, BUT NOT BE LIMITED TO, THE COST TO FURNISH AND ERECT THE SIGN, INCLUDING DRIVING POSTS OR OTHER APPROVED METHODS OF SIGN SUPPORT, MAINTAINING THE SIGN AND REMOVAL OF THE SIGN.

THIS ITEM OF WORK SHALL BE USED TO PROVIDE SIGNS THAT ARE BEYOND THE REQUIREMENTS OF THE SIGNAGE DETAILED IN THE STANDARD CONSTRUCTION DRAWINGS AND THE OMUTCD.

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

ITEM 630 – SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER **300 SQ FT**

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

ITEM 614 - DETOUR SIGNING

THE CONTRACTOR SHALL PROVIDE, MAINTAIN, AND SUBSEQUENTLY REMOVE ALL REQUIRED DETOUR SIGNING AND SUPPORTS ACCORDING TO THE DETOUR PLAN. PAYMENT FOR ALL MATERIALS, LABOR AND MAINTENANCE OF DETOUR SIGNING WILL BE PAID FOR UNDER THE LUMP SUM FOR ITEM 614- DETOUR SIGNING.

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER’S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

- BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
- BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
- ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
- BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
- BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
- COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
- COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
- BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
- ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.

WORKSITE TRAFFIC SUPERVISOR (CONT.)

10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.

11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:

- INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
- DAILY TTC SETUP AND REMOVAL.
- WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
- CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
- REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
- ALL OTHER EMERGENCY TTC NEEDS.

12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORKDAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION’S INSPECTION FORMS WEBSITE.

13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

- THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
- 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.
- 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

WORKSITE TRAFFIC SUPERVISOR (CONT.)

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

DESIGN AGENCY



DESIGNER

TSR

REVIEWER

TLO 09/26/25

PROJECT ID

120625

SHEET

P.5

TOTAL

27

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,
 - AADT OF 50,000 (OR AADT 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.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
- THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR
- OTHER LOCATION AS APPROVED BY THE ENGINEER.

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.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (CONT.)

IN GENERAL, LEO’S 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 **500 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.

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. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS 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.

ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT.)

THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL HAVE A WEB BASED COMMUNICATION SYSTEM THAT WILL ALLOW THE CONTRACTOR OR ODOT TO CHANGE OR PROGRAM THE MESSAGE BOARD REMOTELY. THIS SYSTEM SHALL BE PASSWORD PROTECTED AND MAY BE OPERATED FROM A COMPUTER OR HAVE AN APPLICATION THAT CAN BE OPENED FROM A CELL PHONE, ANDROID OR I PHONE. THE WEB BASED COMMUNICATION SYSTEM WILL SHOW THE LOCATION OF EACH MESSAGE BOARD ON A MAP. ALL CHARGES FOR THE WEB BASED COMMUNICATION SYSTEM WILL BE INCLUDED IN THE COST OF THIS ITEM, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN.

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 **32 SIGN MONTH(S)**

DESIGN AGENCY

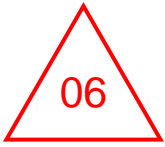


DESIGNER
TSR

REVIEWER
TLO 09/26/25

PROJECT ID
120625

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

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

APPROVED MOT EXCEPTION(S) INCLUDE:
5 WEEKEND CLOSURES OF IR480 WB LOCAL.
5 WEEKEND CLOSURES OF IR480 EB LOCAL.

WEEKEND IS DEFINED AS: FRIDAY 8PM TO MONDAY 5AM.

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 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 02/03/2026 FOR PID 120625" 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.

PCMS REQUIRED TO BE PLACED PER THE DIRECTION OF THE ENGINEER FOR THE FULL CLOSURES.

INCENTIVE/DISINCENTIVE CONTRACT

THE PROJECT SHALL HAVE THE FOLLOWING INCENTIVES/DISINCENTIVES:

COMPLETION TIME	INCENTIVE	DISINCENTIVE
4 WEEKENDS	\$30,000	\$0
5 WEEKENDS	\$20,000	\$0
6 WEEKENDS	\$10,000	\$0
7-10 WEEKENDS	\$0	\$0
ANY ADDITIONAL OVER 10 WEEKENDS	\$0	\$75,000

COMPLETE DECK SEALING CRITICAL WORK WITHIN THE ALLOWABLE WEEKEND CLOSURES IDENTIFIED IN THE INCENTIVE/DISINCENTIVE CONTRACT TABLE.

DECK SEALING CRITICAL WORK IS ANY OPERATION THAT REQUIRES A FULL CLOSURE OF EITHER DIRECTION OF TRAFFIC AS SHOWN IN THE APPROVED MAINTENANCE OF TRAFFIC PHASES. USE FULL CLOSURES ONLY DURING ALLOWABLE WEEKENDS.
AN ALLOWABLE WEEKEND IS FROM THE PERIOD FRIDAY 8:00 PM UNTIL MONDAY 5:00 AM BETWEEN 04/01/2026 AND 10/15/2026, EXCLUDING THE BLACKOUT WEEKENDS. DO NOT SCHEDULE OR PERFORM FULL CLOSURES DURING BLACKOUT WEEKENDS AS SPECIFIED IN THE PLCS.

COMPLETE CRITICAL WORK BY REOPENING THE DESIGNATED SECTION OF ROADWAY TO UNRESTRICTED TRAFFIC WITH ALL REQUIRED TEMPORARY OR PERMANENT TRAFFIC CONTROL AND SAFETY ITEMS INSTALLED. PROVIDE UNRESTRICTED TRAFFIC BY MAKING ALL LANES AVAILABLE AT THEIR FINAL DESIGN WIDTH WITH ALL PAVEMENT MARKINGS, RAISED PAVEMENT MARKERS, AND SAFETY FEATURES INSTALLED, AND ENSURE NO RESTRICTIONS EXIST WITHIN TWO FEET OF THE EDGE LINE ON THE SHOULDERS. PN-127 SHALL APPLY FOR EARLY CLOSURE OR LATE OPENING ON THE ALLOWABLE WEEKEND CLOSURES.

THE CONTRACTOR WILL BE PAID AN INCENTIVE OR INCUR A DISINCENTIVES ACCORDING TO THE INCENTIVE/DISINCENTIVE CONTRACT TABLE. THE MAXIMUM INCENTIVE SHALL BE CAPPED AT \$30,000. IF ADDITIONAL WEEKEND CLOSURES (OR ANY DURATION OF A FULL CLOSURE) OCCURS BEYOND THE MAXIMUM ALLOWABLE, A DISINCENTIVE WILL BE ASSESSED ACCORDING TO THE INCENTIVE/DISINCENTIVE CONTRACT TABLE. THE DISINCENTIVE WILL NOT BE CAPPED.

HOURLY LANE CLOSURES THAT COMPLY WITH THE PERMITTED LANE CLOSURE SCHEDULE (PLCS) WILL NOT BE CONSIDERED AS "IMPEDING TRAFFIC" OR A WEEKEND CLOSURE. FOLLOW PLCS REQUIREMENTS AS PUBLISHED ON THE ODOT WEBSITE. IF HOURLY LANE CLOSURES EXCEED ALLOWABLE DURATIONS UNDER PLCS, COMPLY WITH PN-127.

BEFORE STARTING ANY WEEKEND CLOSURE, REVIEW THE WEATHER FORECAST WITH THE PROJECT ENGINEER AND AGREE THAT CONDITIONS ARE APPROPRIATE. KEEP A COPY OF THE FORECAST IN THE PROJECT RECORD. RESCHEDULE CRITICAL WORK IF NECESSARY. REQUEST EXTENSIONS OF TIME ONLY FOR CALENDAR DAYS AND CALCULATE THEM UNDER C&MS 108.06 EXCEPT AS FOLLOWS: DO NOT REQUEST EXTENSIONS FOR MATERIAL DELIVERY DELAYS UNLESS INDUSTRY-WIDE, LABOR STRIKES UNLESS AREA-WIDE, OR INCLEMENT WEATHER EXCEPT IN CASES OF AREA FLOODING, BLIZZARD CONDITIONS, DAMAGING WIND, OR LOCAL TORNADO DAMAGE.

IF YOU BEGIN CRITICAL WORK, REMAIN ONSITE DURING ANY WEATHER EVENT AND RESUME WORK IMMEDIATELY AFTER THE EVENT ENDS. RECEIVE HOURLY TIME EXTENSIONS FOR WEATHER-SENSITIVE CRITICAL WORK ONLY FOR THE ACTUAL DURATION OF THE UNANTICIPATED WEATHER EVENT AND ANY SUBSEQUENT REMEDIATION WORK CAUSED BY WEATHER. PURSUE ALL REMEDIATION WORK IMMEDIATELY AND ACTIVELY.

DESIGN AGENCY



DESIGNER

TSR

REVIEWER

TLO 02/05/26

PROJECT ID

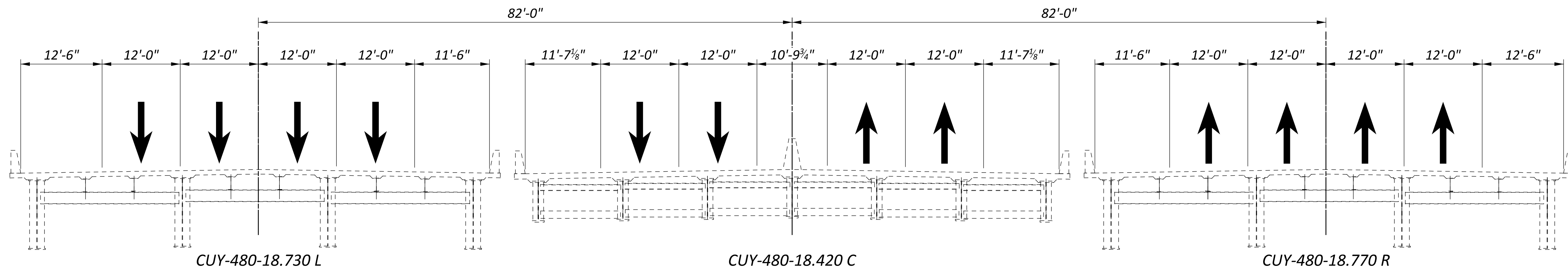
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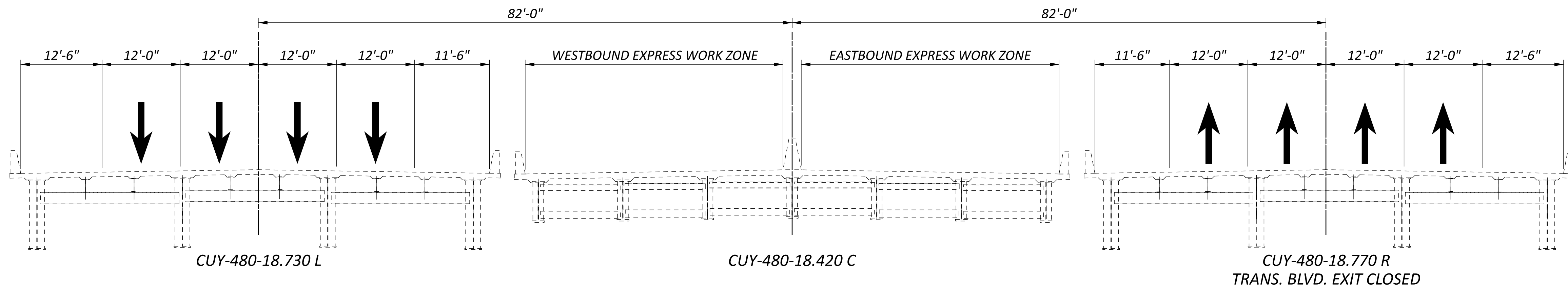
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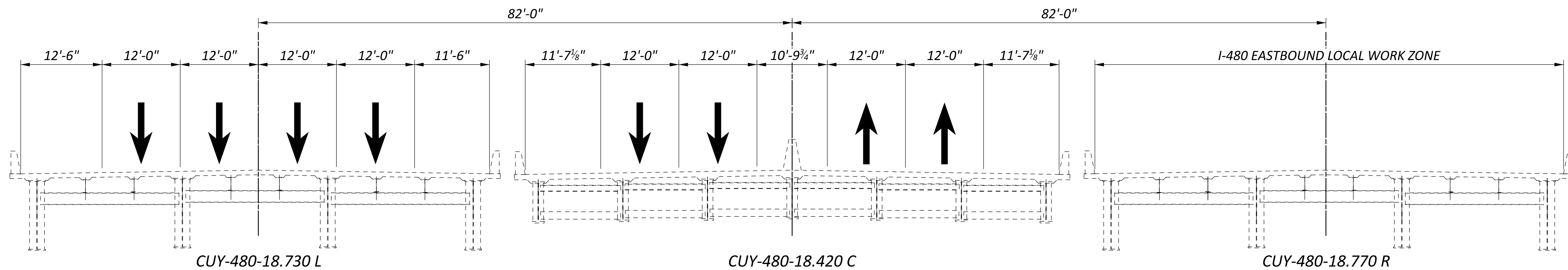
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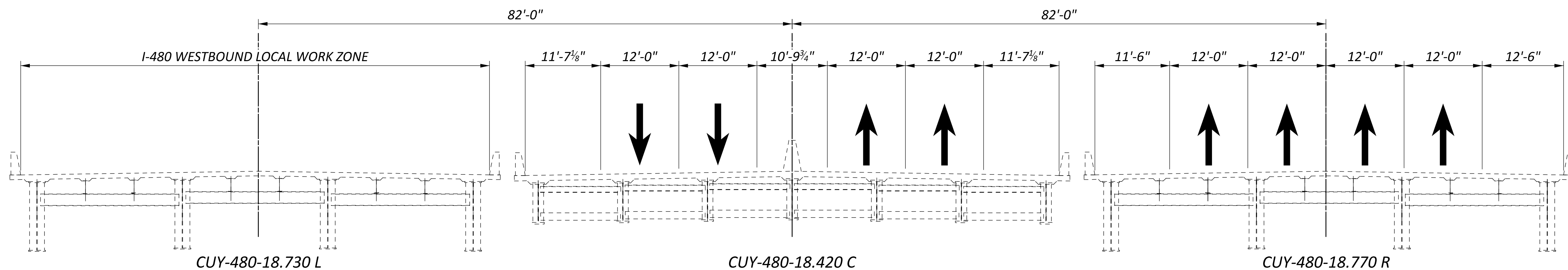
EXISTING MAINTENANCE OF TRAFFIC TYPICAL SECTIONS



MAINTENANCE OF TRAFFIC TYPICAL SECTIONS- EXPRESS LANES

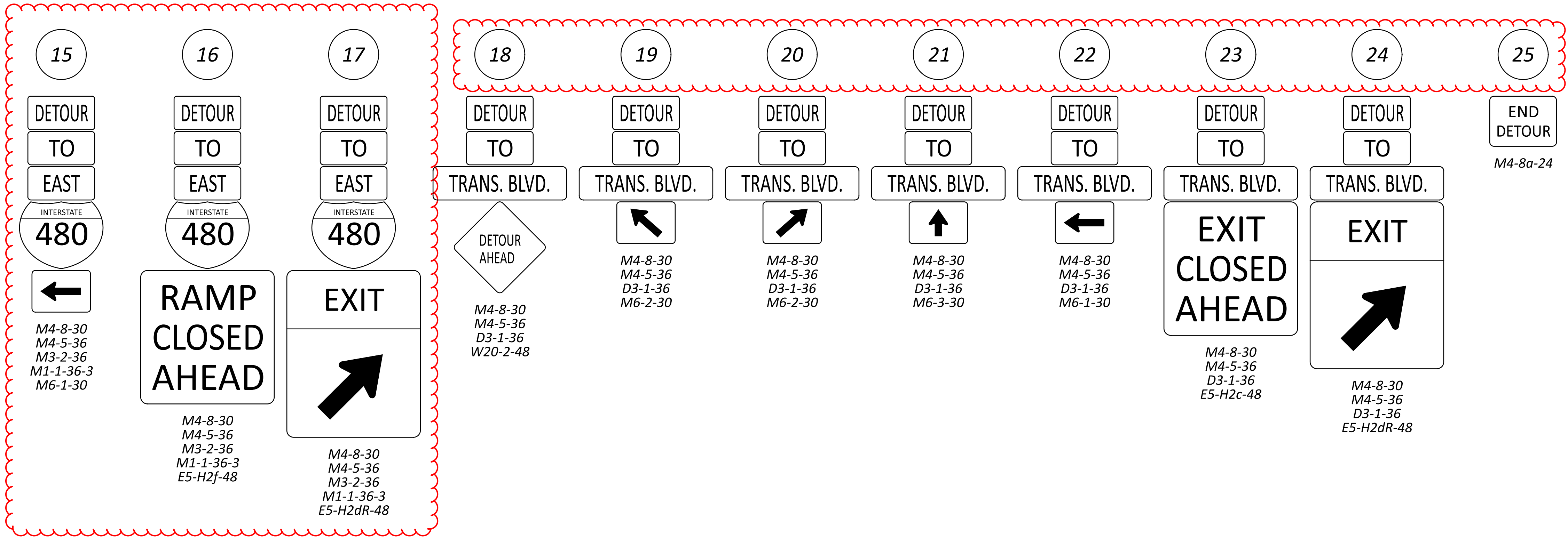
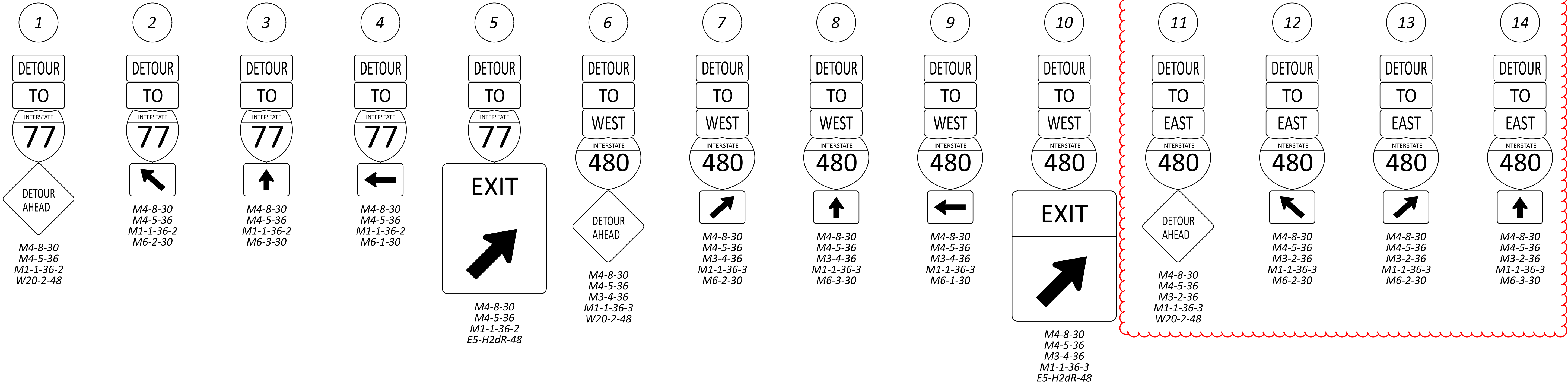


MAINTENANCE OF TRAFFIC TYPICAL SECTIONS- EASTBOUND LOCAL



MAINTENANCE OF TRAFFIC TYPICAL SECTIONS- WESTBOUND LOCAL





26

PORTABLE CHANGEABLE MESSAGE SIGN

	PRIOR TO CLOSURE	DURING CLOSURE
MESSAGE 1	RAMP TO I-480 EB CLOSED	RAMP TO I-480 EB CLOSED
MESSAGE 2	XX/XX 9P TO XX/XX 5A	USE DETOUR

27

PORTABLE CHANGEABLE MESSAGE SIGN

	PRIOR TO CLOSURE	DURING CLOSURE
MESSAGE 1	I-77 RAMP CLOSED	I-77 RAMP CLOSED
MESSAGE 2	XX/XX - XX/XX 9P-5A	USE DETOUR

28

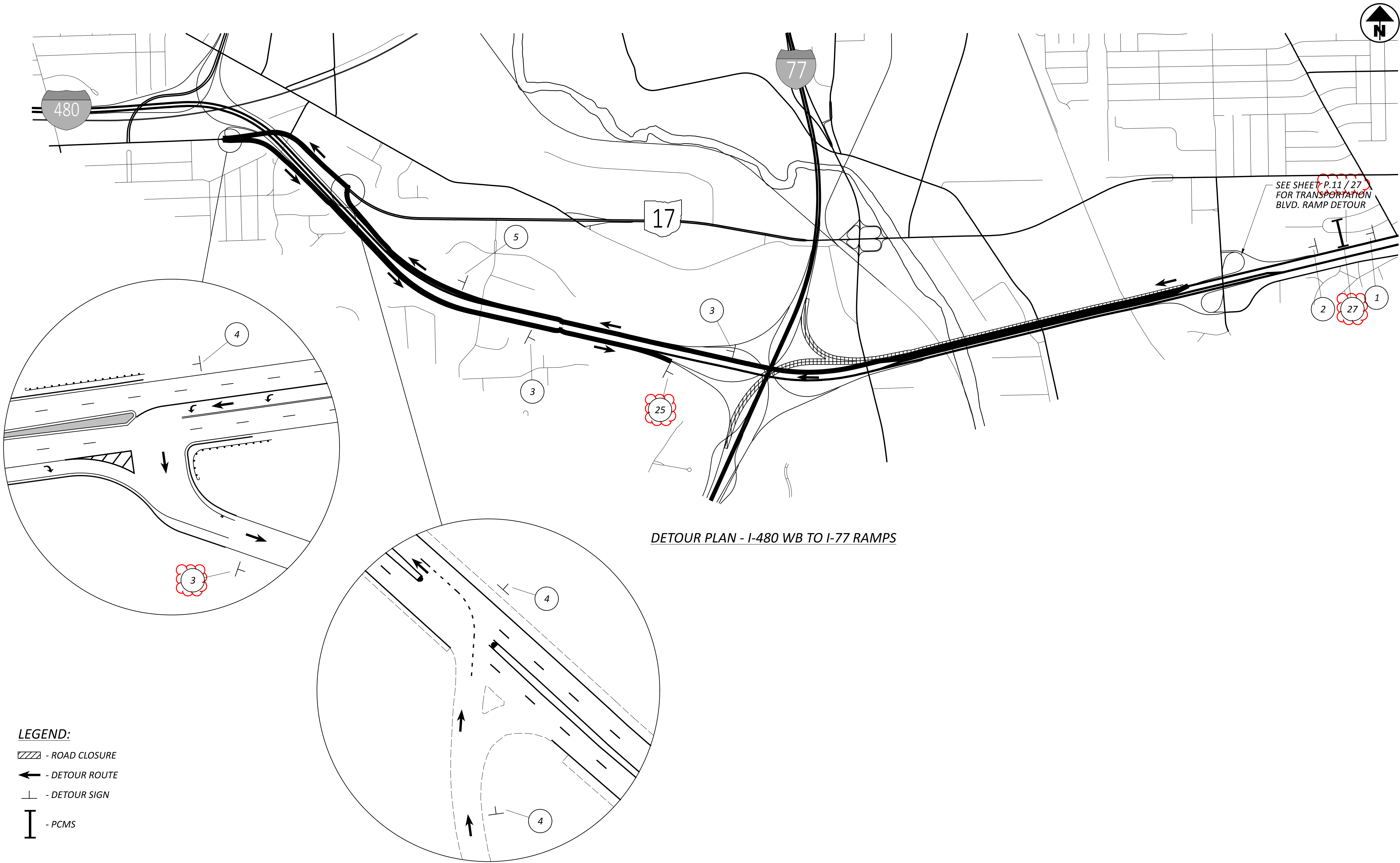
PORTABLE CHANGEABLE MESSAGE SIGN

	PRIOR TO CLOSURE	DURING CLOSURE
MESSAGE 1	RAMP TO I-480 WB CLOSED	RAMP TO I-480 WB CLOSED
MESSAGE 2	XX/XX 9P TO XX/XX 5A	USE DETOUR

29




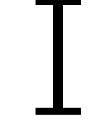
PORTABLE CHANGEABLE MESSAGE SIGN

	PRIOR TO CLOSURE	DURING CLOSURE
MESSAGE 1	EXIT TO TRANS. CLOSED	EXIT TO TRANS. CLOSED
MESSAGE 2	XX/XX 9P TO XX/XX 5A	USE DETOUR



DETOUR PLAN - I-480 WB TO I-77 RAMPS

LEGEND:

-  - ROAD CLOSURE
-  - DETOUR ROUTE
-  - DETOUR SIGN
-  - PCMS

NOTES:

- THIS DETOUR SHALL BE ACTIVE DURING THE I-480 WB LOCAL PHASE.
- SEE SHEET P.9 / 27 FOR SIGNING LEGEND.

DETOUR PLAN - I-480 WB TO I-77 INTERCHANGE

DESIGN AGENCY



DESIGNER

TSR

REVIEWER

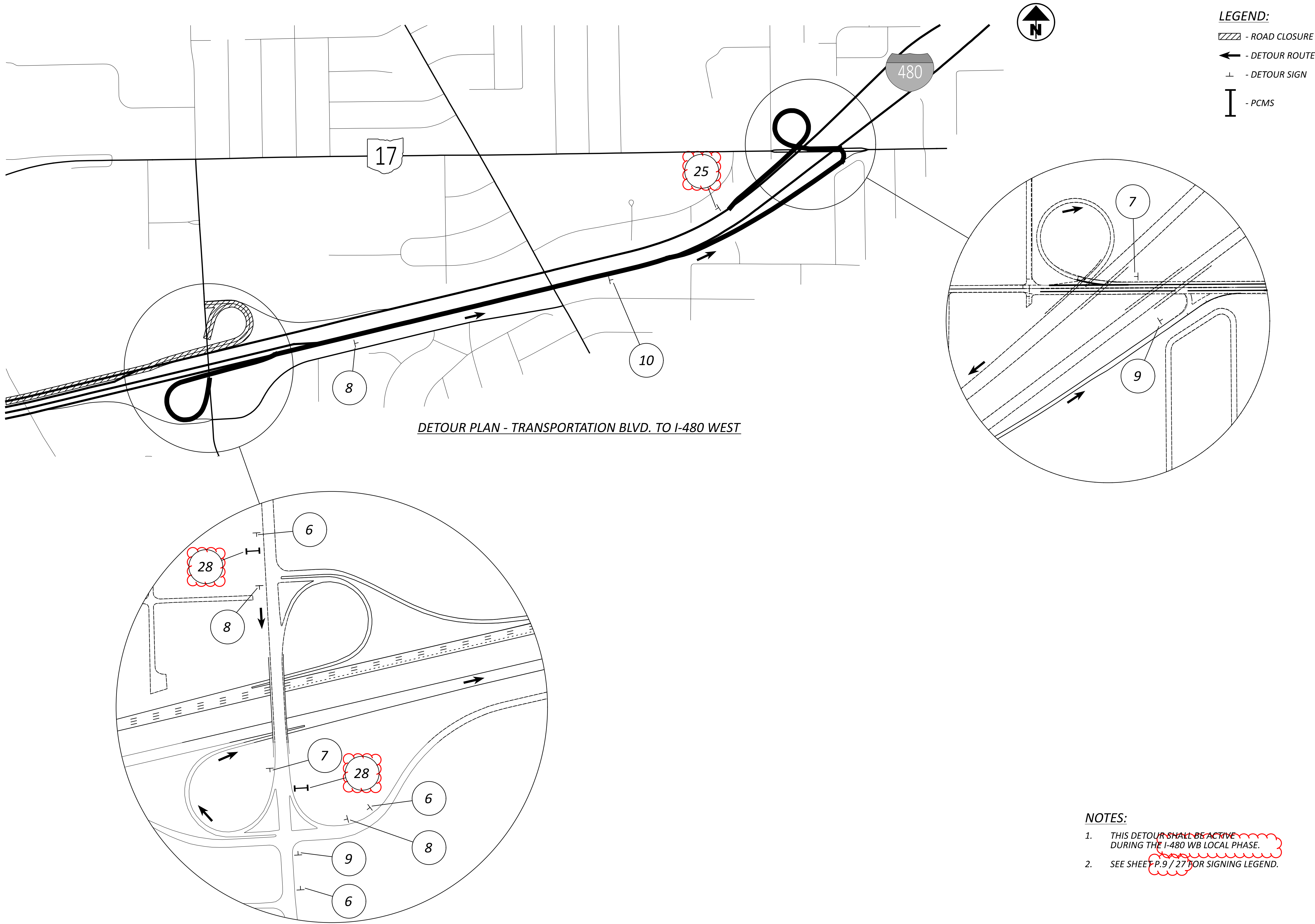
TLO 09/26/25

PROJECT ID

120625

SHEET TOTAL

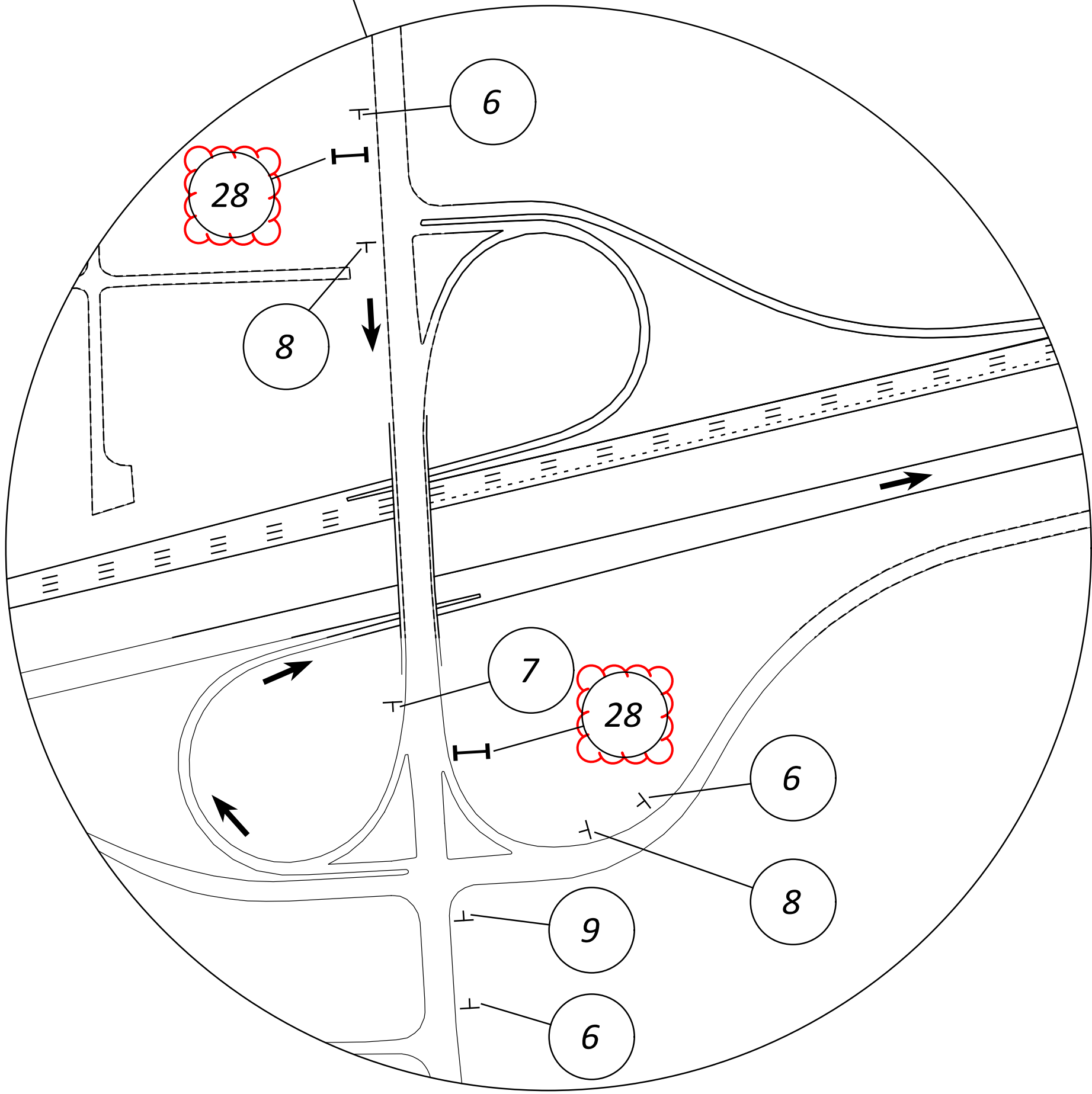
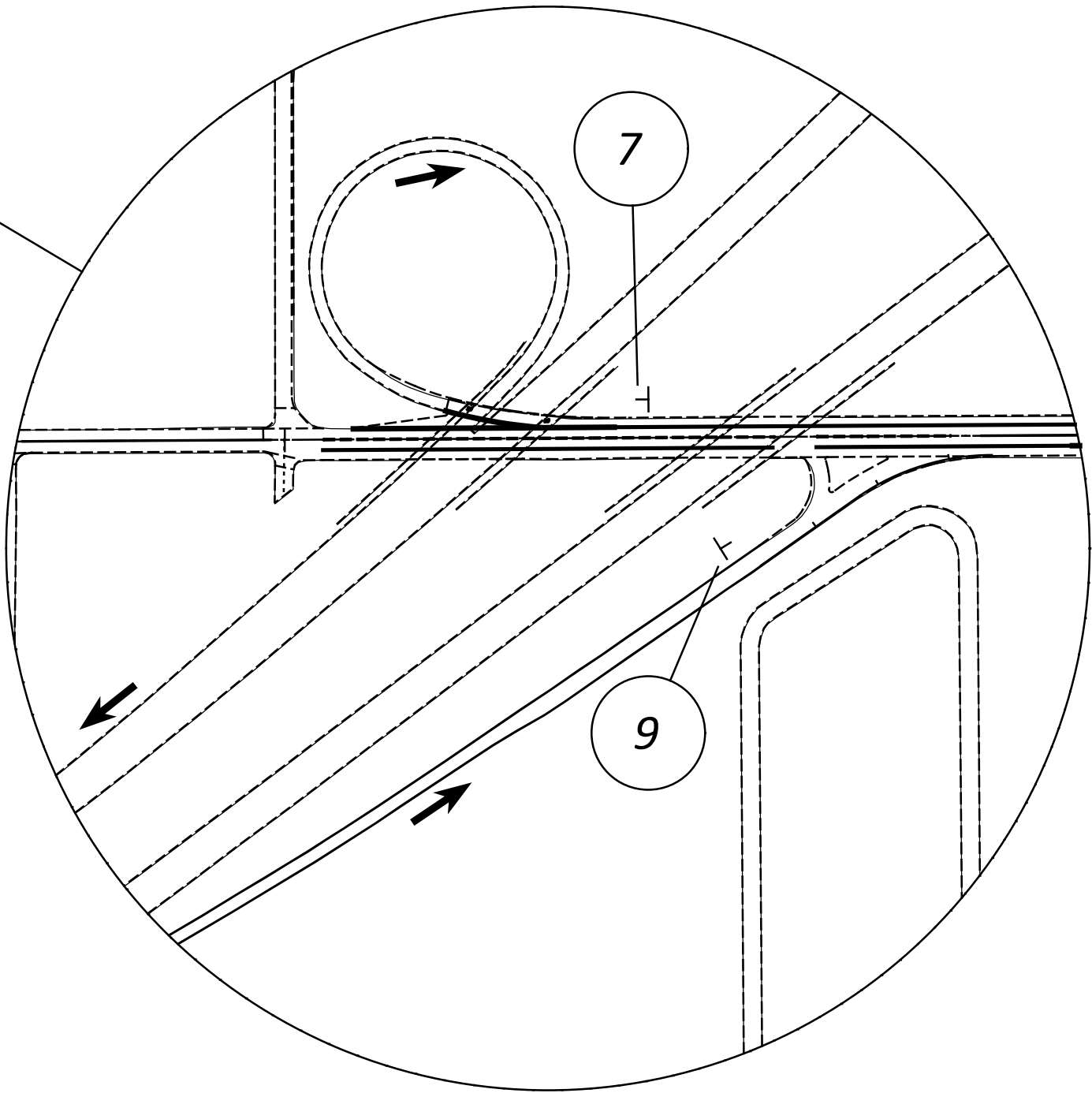
P.10 27



DETOUR PLAN - TRANSPORTATION BLVD. TO I-480 WEST

LEGEND:

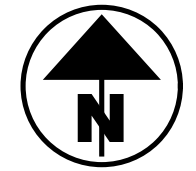
- ROAD CLOSURE
- DETOUR ROUTE
- DETOUR SIGN
- PCMS



NOTES:

- THIS DETOUR SHALL BE ACTIVE DURING THE I-480 WB LOCAL PHASE.
- SEE SHEET P.9 / 27 FOR SIGNING LEGEND.





DESIGN AGENCY







DESIGNER
TSR

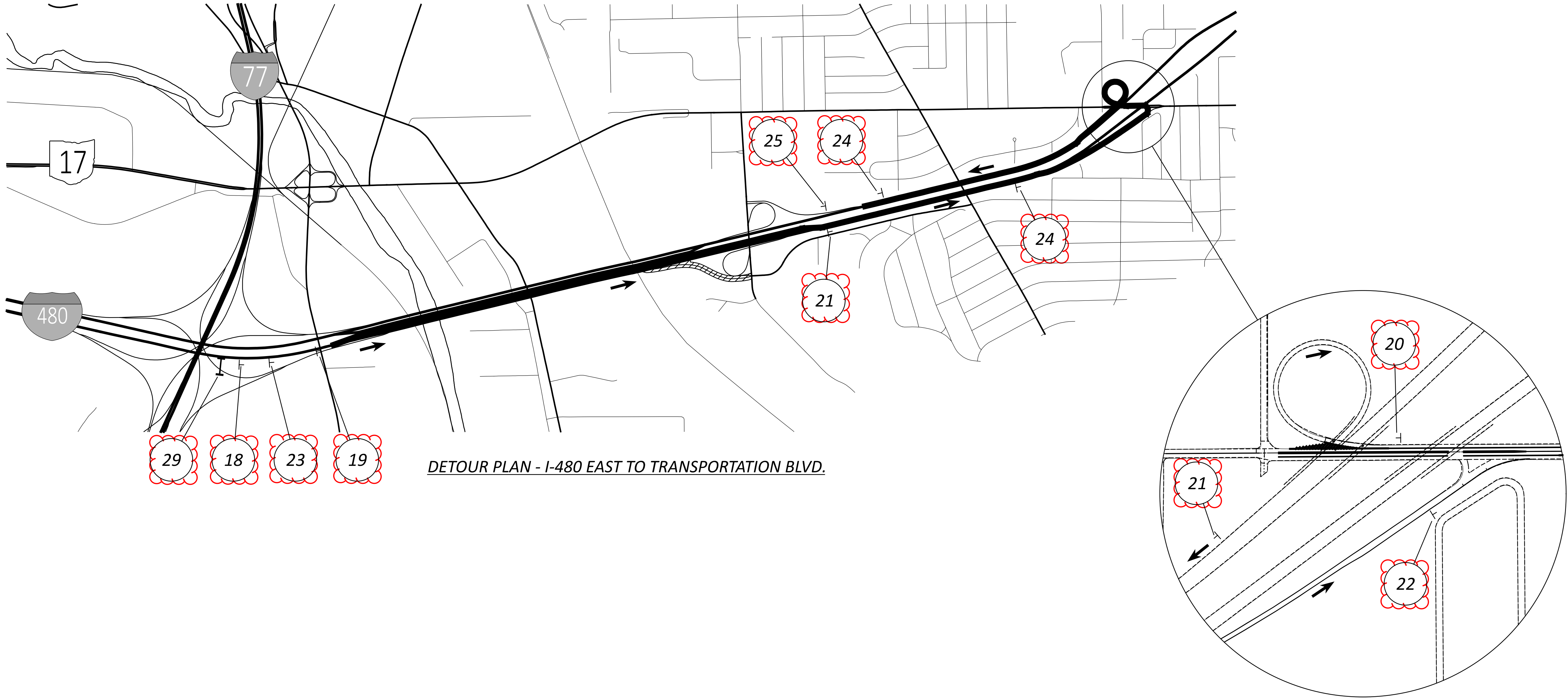
REVIEWER
TLO 02/05/26

PROJECT ID
120625

SHEET	TOTAL
P.12	2

 - ROAD CLOSURE
 - DETOUR ROUTE
 - DETOUR SIGN
 - PCMS

1. *THIS DETOUR SHALL BE ACTIVE DURING THE I-480 EB LOCAL PHASE.*
2. *SEE SHEET P.9 / 27 FOR SIGNING LEGEND.*



DETOUR PLAN - I-480 EAST TO TRANSPORTATION BLVD.


LEGEND:

- ROAD CLOSURE
- DETOUR ROUTE
- DETOUR SIGN
- PCMS

NOTES:

- THIS DETOUR SHALL BE ACTIVE DURING THE I-480 EB LOCAL PHASE.
- SEE SHEET P.9 / 27 FOR SIGNING LEGEND.

DESIGN AGENCY	
DESIGNER	TSR
REVIEWER	TLO
PROJECT ID	120625
SHEET	TOTAL
P.13	27

GENERAL SUMMARY	
DESIGN AGENCY	
	
DESIGNER	TSR
REVIEWER	PAT 08/01/25
PROJECT ID	120625
SHEET	TOTAL
P.14	27