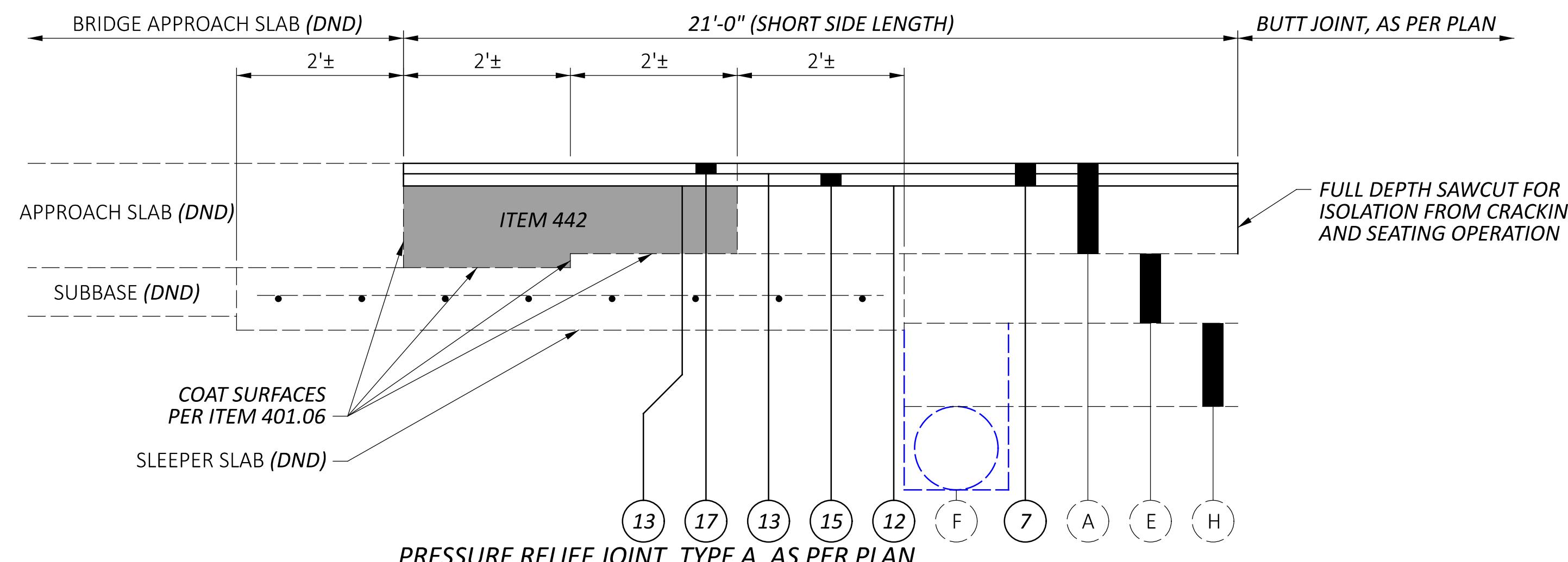


PROPOSED LEGEND

- 1 **NOT USED**
- 2 **NOT USED**
- 3 **NOT USED**
- 4 **NOT USED**
- 5 ITEM 209 - LINEAR GRADING, AS PER PLAN
- 6 ITEM 209 - LINEAR GRADING AND BORROW
- 7 ITEM 254 - PAVEMENT PLANNING, PORTLAND CEMENT CONCRETE [$T = 3.25"$] (A)
- 8 **NOT USED**
- 9 **NOT USED**
- 10 **NOT USED**
- 11 ITEM 321 - CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN
- 12 ITEM 407 - TACK COAT, 702.13
- 13 ITEM 407 - NON-TRACKING TACK COAT
- 14 ITEM 408 - PRIME COAT, AS PER PLAN [APPLIED @ 0.4 GAL/SY]
- 15 ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446) [$T = 1.75"$] (B)
- 16 ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) [$T = 3"$] (B)
- 17 ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) [$T = 1.5"$] (B)
- 18 **NOT USED**
- 19 ITEM 605 - AGGREGATE DRAINS
- 20 ITEM 617 - COMPAKTED AGGREGATE [$W = 2'$ | $T = 1"$] R1
- 21 ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) [PER BP-9.1]
- 22 ITEM 659 - SEEDING AND MULCHING [SEE GENERAL NOTES FOR MORE INFORMATION]
- 23 ITEM 606 - GUARDRAIL, TYPE MGS
- 24 ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS
- 25 ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN [$T = 3"$]
- 26 ITEM 606 - CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION

NOTES:

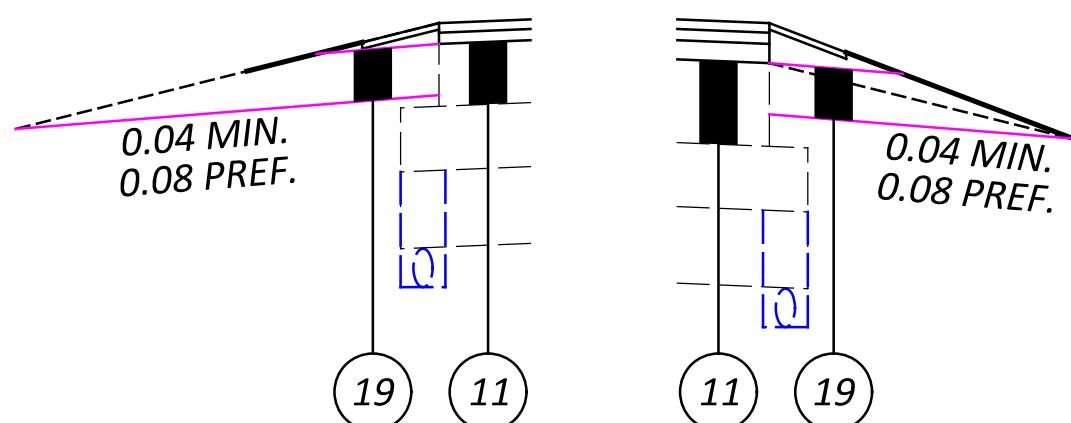
(A) ITEM 254 WORK SHALL BE PERFORMED PRIOR TO CRACKING AND SEATING OPERATIONS (WHERE APPLICABLE).
 (B) ALL ITEM 442 LANE PAVEMENT SHALL INCLUDE ITEM 442 - ANTI-SEGREGATION EQUIPMENT.



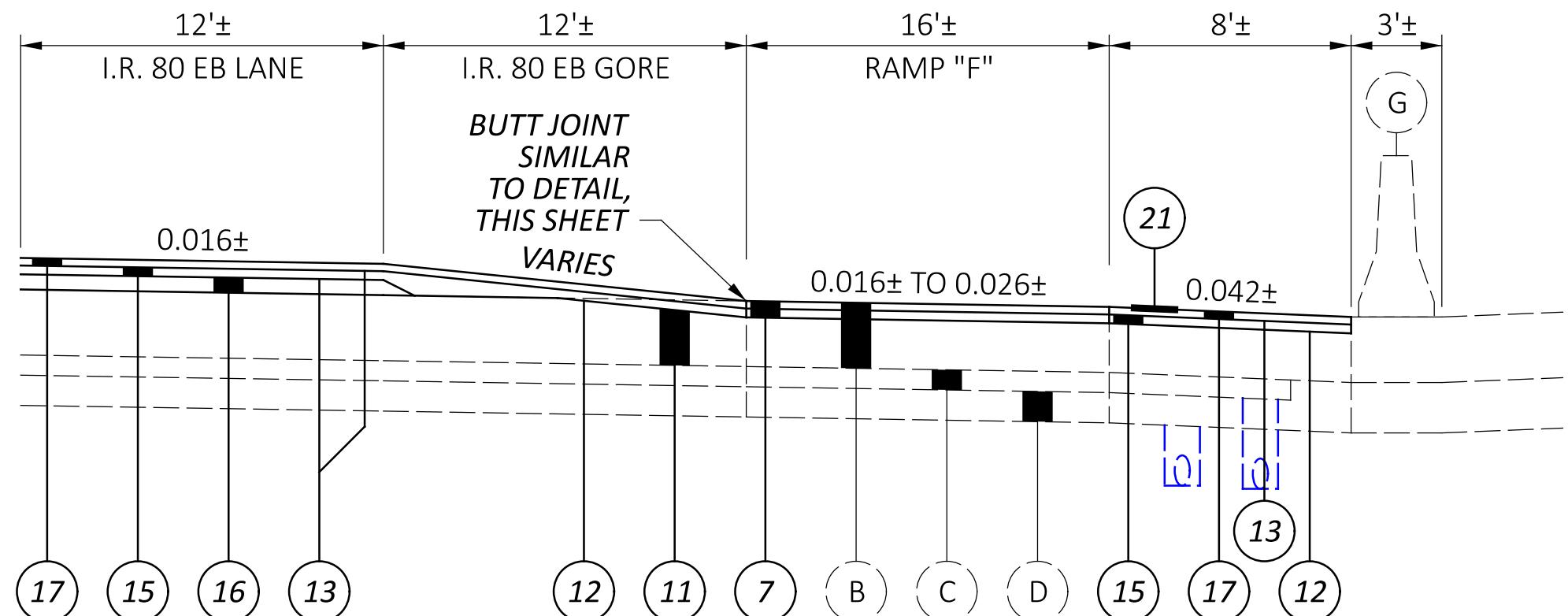
REQUIREMENTS OF BP-2.3 SHALL STILL APPLY WITH THE FOLLOWING MODIFICATIONS:

- THE EXISTING SLEEPER SLAB, CONCRETE PAVEMENT, UNDERDRAIN AND AGGREGATE BASE SHALL REMAIN IN PLACE.
- THE CONTRACTOR SHALL PROVIDE A FULL DEPTH ISOLATION SAWCUT AT THE PRESSURE RELIEF JOINT LIMIT PRIOR TO CRACKING AND SEATING OPERATIONS.
- ASPHALT CONCRETE: COMPACT THE ASPHALT CONCRETE IN EQUAL LIFTS NOT EXCEEDING 3" WITH COMPACTION EQUIPMENT AS APPROVED BY THE ENGINEER. USE ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449).
- PAYMENT SHALL BE PER LINEAR FOOT OF ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A, AS PER PLAN AND SHALL INCLUDE SAWCUT, REMOVAL OF EXISTING ASPHALT JOINT, ITEM 442 AND ALL LABOR, MATERIALS AND INCIDENTALS NEEDED TO CONSTRUCT THE JOINT AS SHOWN.

R1 1-26-26: AS PER PLAN REMOVED FROM ITEM 617 - COMPAKTED AGGREGATE, AS PER PLAN

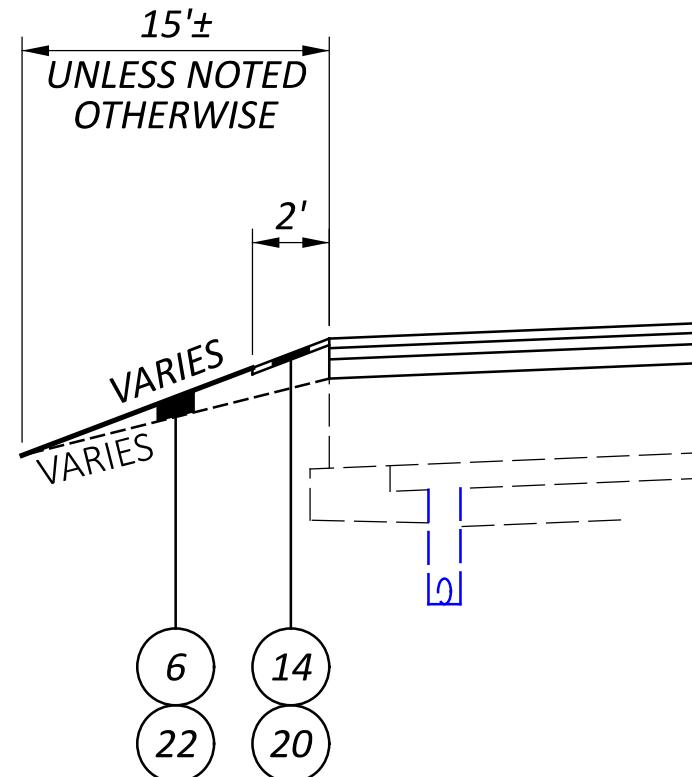
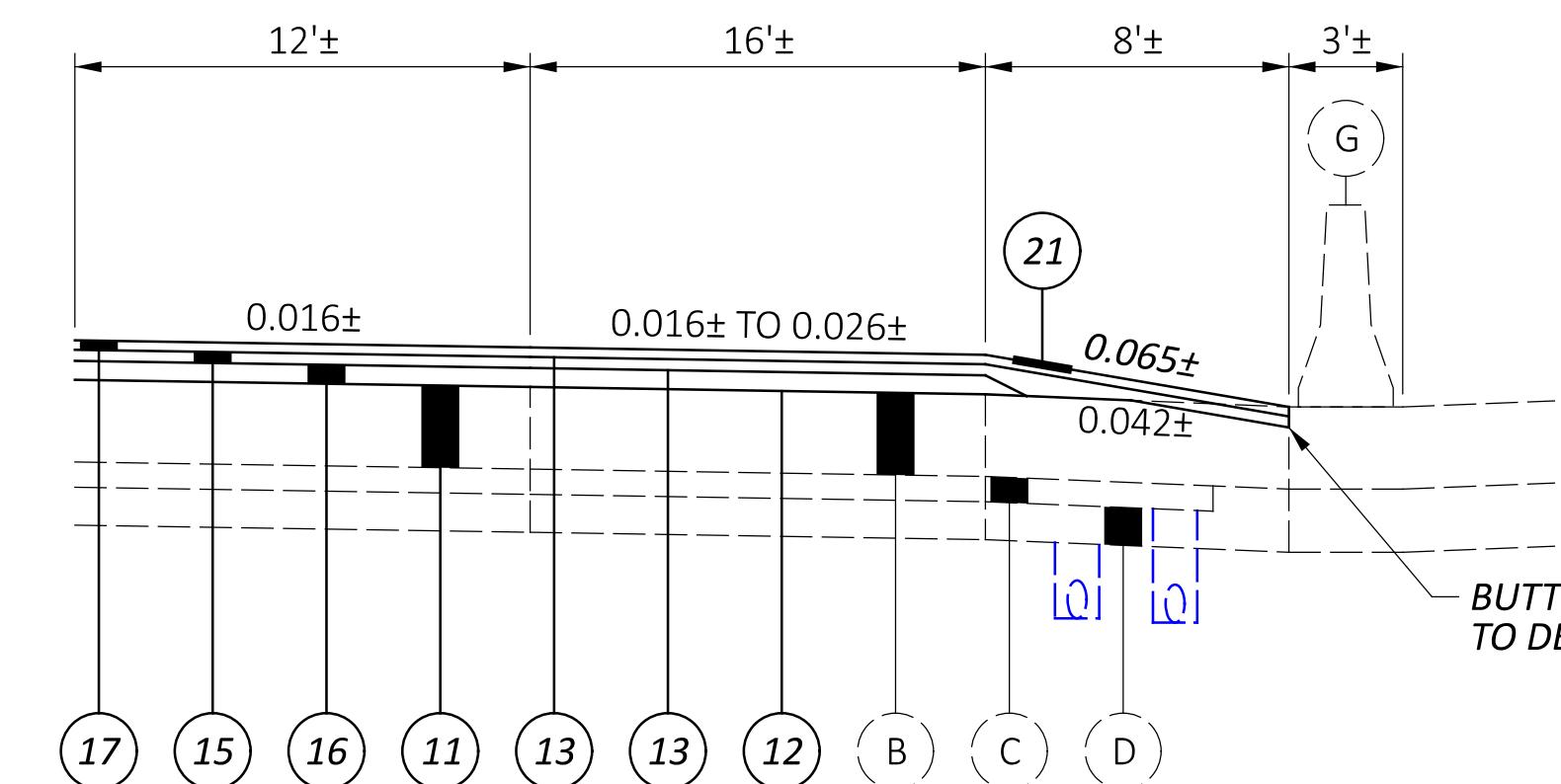
AGGREGATE DRAIN DETAIL

- AGGREGATE DRAINS SHALL BE PLACED WITH THE TOP OF DRAIN ALIGNED WITH THE TOP OF CRACKED AND SEADED CONCRETE.
- PLACED ALONG ALTERNATING SIDES OF EACH BOUND AT 25' INTERVALS.
- PLACED AT 25' INTERVALS ON THE LOW SIDE ONLY OF SUPERELEVATED SECTIONS.
- PLACED AT THE LOW POINT OF EACH SAG CURVE.

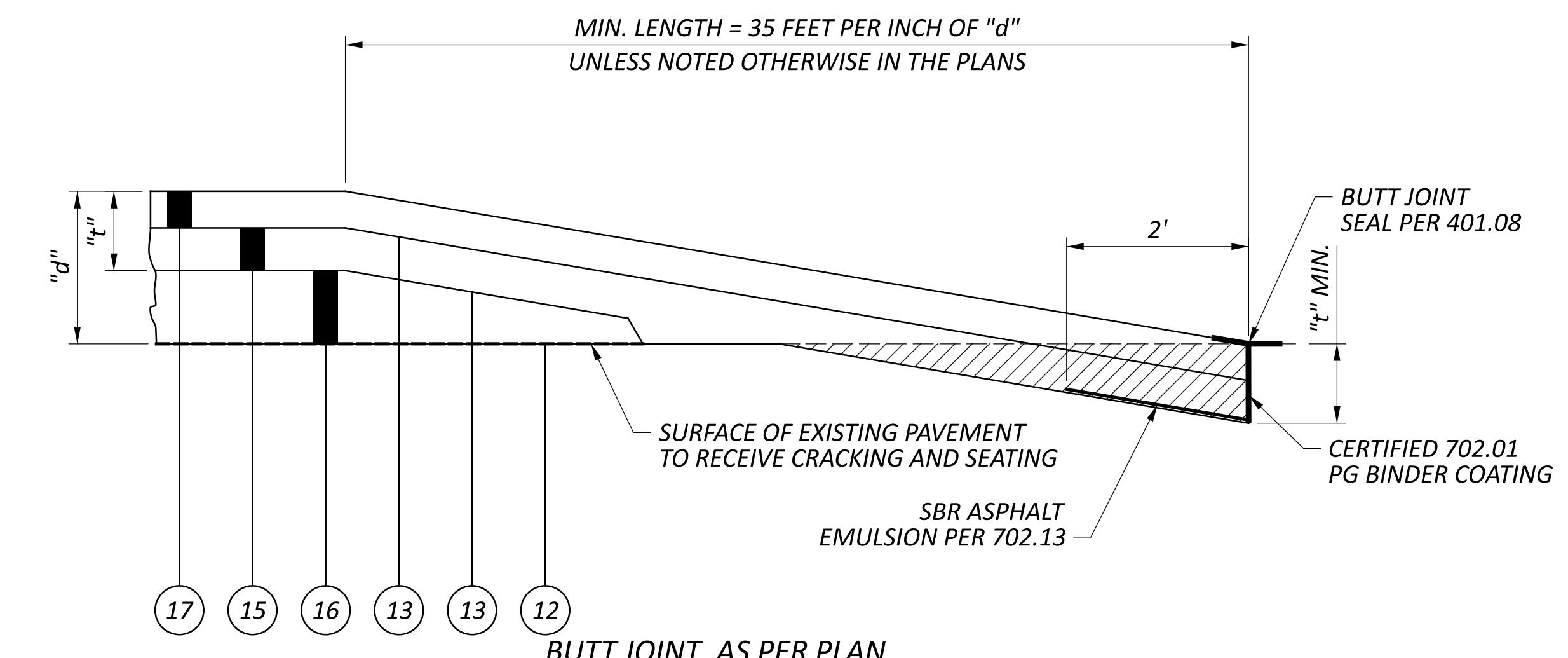
EXISTING CONCRETE BARRIER TRANSITION DETAIL - OTIC RAMP 'F'

I.R. 80 EASTBOUND:
 STA. 473+96 TO STA. 476+16

GORE CROSS SLOPE AND PLANING DEPTH SHALL VARY ACROSS THE BUTT JOINT, AS PER PLAN LONGITUDINAL LENGTH TO MATCH EXISTING AT THE END WORK LOCATION.

LINEAR GRADING DETAIL
WITHIN OVERLAY SECTIONSEXISTING CONCRETE BARRIER TRANSITION DETAIL

DETAIL APPLIES TO ALL CRACKING AND SEATING WITH OVERLAY SECTIONS ADJACENT TO EX. CONCRETE BARRIER THAT IS TO REMAIN. CONTRACTOR SHALL TRANSITION SHOULDER CROSS SLOPE IN/OUT OF THE ABOVE DETAIL OVER 50'.

BUTT JOINT, AS PER PLAN

REMOVE ACCORDING TO ITEM 202 - WEARING COURSE REMOVED.
 REPLACE WITH THE PLAN-SPECIFIED SURFACE AND TOP INTERMEDIATE COURSE ASPHALT ITEMS. PAYMENT FOR REMOVAL IS INCLUDED WITH THE ASPHALT ITEMS UNLESS OTHERWISE DESIGNATED IN THE PLANS.
 WORK SHALL BE PERFORMED PRIOR TO CRACKING AND SEATING OPERATIONS.

NOTE: ASPHALT BUTT JOINTS IDENTIFIED IN THE PLANS SHALL FOLLOW THE SAME DIMENSIONS AS THE ABOVE DETAIL BUT DO NOT INCLUDE CRACKING AND SEATING.



DESIGNER

MEP

REVIEWER

TJP

1/26/26

PROJECT ID

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GENERAL**ABBREVIATIONS**

AA	ANCHOR ASSEMBLY
ATG	ADJUSTED TO GRADE
ATG APP	ADJUSTED TO GRADE, AS PER PLAN
BI	BIDIRECTIONAL
BTA	BRIDGE TERMINAL ASSEMBLY
CB	CATCH BASIN
CONST.	CONSTRUCTION
C&MS	CONSTRUCTION AND MATERIAL SPECIFICATIONS
DND	DO NOT DISTURB
IA	IMPACT ATTENUATOR
I.R.	INTERSTATE ROUTE
MGS	MIDWEST GUARDRAIL SYSTEM
OTIC	OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
PCB	PORTABLE CONCRETE BARRIER
PC-BMP	POST-CONSTRUCTION STORM WATER BEST MANAGEMENT PRACTICE
R/W	RIGHT-OF-WAY
SFN	STRUCTURE FILE NUMBER
SLM	STRAIGHT LINE MILEAGE
S.R.	STATE ROUTE
STM	STORM
TBA	TO BE ABANDONED
TBR	TO BE REMOVED
TRANS.	TRANSITION
TYP	TYPICAL
UD	UNDERDRAIN
VFS	VEGETATED FILTER STRIP

BALLOON LEGEND

	CABLE BARRIER
	MGS
	PCB
	VEGETATED FILTER STRIP

UTILITIES

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OHIO811, THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEADQUARTERS (MICHELLE CHANEY AT 330-786-2267), THE OHIO DEPARTMENT OF TRANSPORTATION OFFICE OF TECHNICAL SERVICES (DARREN GERSTENSLAGER AT 614-273-4783), THE OTIC (440-971-2781) AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN ALL AREAS.

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN ON THE PLANS, BUT CAN BE OBTAINED FROM THE OWNERS OF THE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

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.

SURVEYING PARAMETERS - OHIO COUNTY COORDINATE SYSTEM (OCCS)

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P.2 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD: STATIC
MONUMENT TYPE: A

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: 2018

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD 83 (2011) (EPOCH: 2010.0000)

ELLIPSOID: GRS80

COORDINATE SYSTEM: MAHONING COUNTY LDP
MAP PROJECTION: SIGNAL PARALLEL LAMBERT CONIC CONFORMAL

CENTRAL LATITUDE: N 41-09-00

CENTRAL LONGITUDE: E 279-15-00

FALSE NORTHING: 328083.333333

FALSE EASTING: 164041.6666667

PROJECTION SCALE FACTOR: 1.000041

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH C&MS 623.

UNITS ARE IN U.S. SURVEY FEET.**CLEARING AND GRUBBING**

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201 - CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201 - CLEARING AND GRUBBING.

ENVIRONMENTAL**WETLAND AVOIDANCE**

NO EXCAVATION, GRADING OR FILLING OPERATIONS WILL BE PERFORMED IN ANY WETLANDS OR OTHER WATERS OF THE UNITED STATES ADJACENT TO THE PROJECT. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE EQUIPMENT AND/OR MATERIALS IN ANY WETLANDS OR OTHER WATERS OF THE UNITED STATES.

WATER QUALITY**POST CONSTRUCTION STORM WATER TREATMENT**

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

VEGETATED FILTER STRIP

THIS PLAN UTILIZES VEGETATED FILTER STRIP(S) FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE ITEM 659 - SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AND ITEM 670 - SLOPE EROSION PROTECTION TO ALL DISTURBED AREAS DESIGNATED AS VEGETATED FILTER STRIPS, THE EDGE OF SHOULDER, AND THE FORESLOPE AS SPECIFIED IN THE PLANS.

PAVEMENT**ITEM 408 - PRIME COAT, AS PER PLAN**

APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.

ITEM 617 - COMPACTED AGGREGATE

THIS ITEM WILL CONSIST OF PLACING ITEM 617 - COMPACTED AGGREGATE. THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE A DIFFERENCE IN ELEVATION BETWEEN THE MAINLINE ASPHALT SURFACE COURSE AND THE EXISTING AGGREGATE TURNAROUNDS. AGGREGATE TURNAROUNDS WILL BE PLACED AFTER THE COMPLETION OF THE SURFACE COURSE AND SHALL HAVE A VARIABLE THICKNESS FROM 2" MINIMUM TO 6.25" MAXIMUM. ALL GRADING TOOLS, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE AGGREGATE TURNAROUNDS WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 - COMPACTED AGGREGATE.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE INCLUDED IN THE UNIT PRICE FOR THE PERTINENT BID ITEM. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 617 - COMPACTED AGGREGATE

34 CY

ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A, AS PER PLAN 2

WORK INCLUDES REPLACEMENT OF THE ASPHALT JOINT. REQUIREMENTS OF BP-2.3 SHALL STILL APPLY WITH THE FOLLOWING MODIFICATIONS:

-THE EXISTING SLEEPER SLAB, CONCRETE PAVEMENT, UNDERDRAIN AND AGGREGATE BASE SHALL REMAIN IN PLACE.

-COAT CONCRETE SURFACES PER ITEM 401.06.

-ASPHALT CONCRETE: COMPACT THE ASPHALT CONCRETE IN EQUAL LIFTS NOT EXCEEDING 3" WITH COMPACTION EQUIPMENT AS APPROVED BY THE ENGINEER. USE ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449).

-PAYMENT SHALL BE PER LINEAR FOOT OF ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A, AS PER PLAN 2 AND SHALL INCLUDE REMOVAL OF THE EXISTING ASPHALT JOINT, ITEM 442 AND ALL LABOR, MATERIALS AND INCIDENTALS NEEDED TO CONSTRUCT THE JOINT.

STA. 725+72± TO STA. 725+76± @ EX. CONST. I.R. 80 WESTBOUND:
ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A, AS PER PLAN 2 61 FT

ITEM 321 - CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN

WORK SHALL BE PERFORMED IN ACCORDANCE WITH C&MS 321.03 EXCEPT THAT TRAFFIC MAY BE ALLOWED ON THE FIRST LIFT OF ASPHALT CONCRETE INTERMEDIATE COURSE (19MM, 3") FOR A PERIOD NOT TO EXCEED 5 DAYS.

ITEM 253 - PAVEMENT REPAIR

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 13" OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449). THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE ITEM 321 - CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN, AND PRIOR TO THE PLACEMENT OF ASPHALT.

IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 253 - PAVEMENT REPAIR 180 SY

ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR)

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND DISPOSING OF ALL UNSUITABLE MATERIAL BY EXCAVATING THE EXISTING SUBGRADE AND SUBBASE TO AN AVERAGE DEPTH OF 6 INCHES OR AS DIRECTED BY THE ENGINEER. EXACT LIMITS OF REMOVAL SHALL BE DETERMINED BY THE ENGINEER. ALL EQUIPMENT, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR).

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

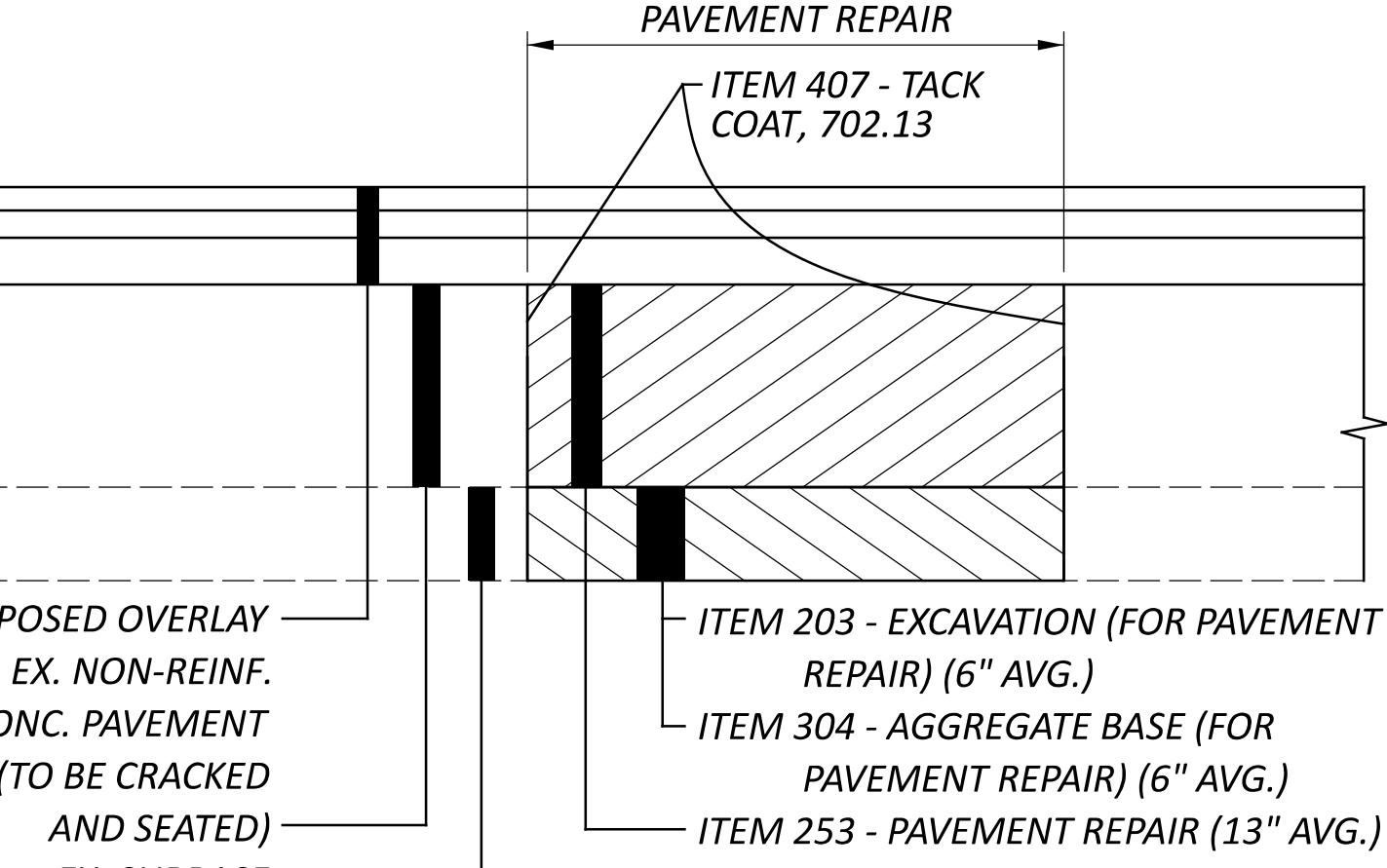
ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR) 10 CY

ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR)

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO BACKFILL AREAS WHICH WERE EXCAVATED UNDER ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR).

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR) 10 CY

**GENERAL NOTES**

DESIGNER

MEP

REVIEWER

TJP 1/26/26

PROJECT ID

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SHEET

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ROADWAY**ITEM 209 - LINEAR GRADING**

AREAS WHERE THE SHOULDER IS HIGHER THAN THE EDGE OF PAVEMENT WILL BE GRADED TO PROVIDE POSITIVE DRAINAGE. THIS WORK WILL ONLY BE PERFORMED IN AREAS NECESSARY AND WILL NOT BE PERFORMED ON THE ENTIRE PROJECT. AREAS FOR THE WORK WILL BE MARKED BY THE PROJECT ENGINEER. UNDER NO CIRCUMSTANCES WILL THIS WORK BE PERFORMED CONCURRENTLY WITH ANY OTHER OPERATION.

GRADING WILL BE ACCOMPLISHED BY THE REMOVAL OF MATERIAL TO PROVIDE A 0.08 POSITIVE SLOPE. THE GRADED AREAS WILL BE COMPAKTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING IS PERFORMED. ALL EXCESS MATERIAL WILL BE REMOVED FROM THE BERMS AND WILL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

AREAS WHERE THE SHOULDER IS LOWER THAN THE EDGE OF PAVEMENT WILL BE FILLED AND GRADED TO PROVIDE POSITIVE DRAINAGE. THIS WORK WILL ONLY BE PERFORMED IN AREAS NECESSARY AND WILL NOT BE PERFORMED ON THE ENTIRE PROJECT. AREAS FOR THE WORK WILL BE MARKED BY THE PROJECT ENGINEER. UNDER NO CIRCUMSTANCES WILL THIS WORK BE PERFORMED CONCURRENTLY WITH ANY OTHER OPERATION.

GRADING WILL BE ACCOMPLISHED BY THE PLACEMENT OF BORROW MATERIAL TO PROVIDE A 0.08 POSITIVE SLOPE. THE GRADED AREAS WILL BE COMPAKTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING IS PERFORMED. THE CONTRACTOR SHALL LOCALLY GRADE TO AVOID IMPACTS TO SIGN SUPPORTS.

THE CONTRACTOR IS REQUIRED TO PLACE ITEM 617 WITHIN A PERIOD NOT TO EXCEED 7 DAYS. REFER TO THE AS PER PLAN NOTE FOR REQUIREMENTS.

THE QUANTITY OF ITEM 209 IS NOT PERMITTED TO BE INCREASED. REDUCTIONS IN QUANTITIES ARE PERMITTED AS DETERMINED BY THE PROJECT ENGINEER.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE INCLUDED IN THE UNIT PRICE FOR THE PERTINENT BID ITEM.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL
WHEN IT IS NECESSARY TO SPLICER PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICER AS SHOWN IN AASHTO M 180, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 606 - IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)
THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE 1 IMPACT ATTENUATORS AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW, PERMANENT INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606 - IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED TRANSITIONS, HARDWARE, REFLECTIVE SHEETING AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM SPECIAL - VERTICAL CLEARANCE

AFTER ALL CONSTRUCTION HAS BEEN COMPLETED, A REGISTERED SURVEYOR WILL TAKE VERTICAL CLEARANCE MEASUREMENTS AT LOCATIONS INDICATED ON THE APPROVED ODOT FORM (AVAILABLE IN THE DISTRICT 4 STRUCTURES AND PAVEMENT OFFICE). THE FINAL MEASUREMENTS SHALL BE RECORDED ON THE FORM AND SUBMITTED TO THE PROJECT ENGINEER, THE DISTRICT 4 STRUCTURES AND PAVEMENT ENGINEER, THE DISTRICT 4 TRAFFIC MAINTENANCE ENGINEER AND THE OTIC. THE RECORD SHALL BEAR THE SEAL OF THE LICENSED SURVEYOR WHO HAS TAKEN THE MEASUREMENTS.

THIS WORK SHALL BE PERFORMED AT THE FOLLOWING STRUCTURES:

MAH-76-8.522 - OVERHEAD GAS BRIDGE
MAH-80-2.218 - OTIC EASTBOUND OVER I.R. 76/80
MAH-76-0.011 - OTIC WESTBOUND OVER I.R. 76/80
MAH-80-0.023 - OTIC RAMPS OVER I.R. 80
MAH-46-16.373 - S.R. 46 OVER I.R. 80

THIS WORK SHALL BE PERFORMED AT THE FOLLOWING OVERHEAD SIGN SUPPORTS:

STA. 454+35 EASTBOUND TRUSS
STA. 468+50 EASTBOUND CANTILEVER
STA. 474+20 EASTBOUND TRUSS
STA. 480+10 WESTBOUND TRUSS
STA. 494+50 WESTBOUND TRUSS
STA. 519+00 WESTBOUND TRUSS
STA. 558+00 WESTBOUND TRUSS
STA. 594+20 EASTBOUND TRUSS
STA. 613+50 WESTBOUND CANTILEVER
STA. 622+00 EASTBOUND CANTILEVER
STA. 638+80 EASTBOUND CANTILEVER
STA. 640+00 WESTBOUND CANTILEVER
STA. 645+00 EASTBOUND TRUSS
STA. 656+10 EASTBOUND TRUSS
STA. 659+00 WESTBOUND CANTILEVER
STA. 668+00 WESTBOUND TRUSS
STA. 695+40 WESTBOUND TRUSS
STA. 706+80 WESTBOUND CANTILEVER
STA. 717+00 WESTBOUND TRUSS

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL - VERTICAL CLEARANCE 24 EACH

ITEM SPECIAL - SURVEY CONTROL VERIFICATION

THE CONTRACTOR SHALL PERFORM THIS WORK TO VERIFY THE PROVIDED SURVEY CONTROL. THE CONTRACTOR WILL PERFORM THE VERIFICATION USING ONE OF THE TWO METHODS BELOW DEPENDENT UPON THE CONTRACTOR'S CHOSEN MEANS OF SURVEY CONTROL TO BE USED ON THE PROJECT. THE WORK SHALL BE PERFORMED UNDER THE DIRECT SUPERVISION OF AN OHIO LICENSED SURVEYOR.

1) IF USING GPS DEVICES TO ESTABLISH AND OR PROVIDE SUPPLEMENTAL HORIZONTAL AND VERTICAL SURVEY CONTROL:
a. LOCATE VERTICAL CONTROL POINTS PROVIDED IN THE PLANS AND PERFORM A DIFFERENTIAL LEVEL CIRCUIT.
b. PERFORM A SITE CALIBRATION UTILIZING THE AVAILABLE HORIZONTAL AND VERTICAL CONTROL POINTS PROVIDED IN THE PLAN.
c. PROVIDE A REPORT, SIGNED BY AN OHIO LICENSED SURVEYOR, TO THE PROJECT ENGINEER COMPARING THE OBSERVED DATA TO THE PLAN DATA ALONG WITH A NARRATIVE DETAILING ANY DISCREPANCIES FOUND.

2) IF USING CONVENTIONAL SURVEY INSTRUMENTATION TO ESTABLISH AND OR PROVIDE SUPPLEMENTAL HORIZONTAL AND VERTICAL SURVEY CONTROL:
a. LOCATE VERTICAL CONTROL POINTS PROVIDED IN THE PLANS AND PERFORM A DIFFERENTIAL LEVEL CIRCUIT.
b. LOCATE AND OBSERVE ANGLE AND DISTANCE TO ALL AVAILABLE HORIZONTAL CONTROL POINTS PROVIDED IN THE PLAN

c. PROVIDE A REPORT, SIGNED BY AN OHIO LICENSED SURVEYOR, TO THE PROJECT ENGINEER COMPARING THE OBSERVED DATA TO THE PLAN DATA ALONG WITH A NARRATIVE DETAILING ANY DISCREPANCIES FOUND.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID ITEM.

ITEM SPECIAL - AS-BUILT CONSTRUCTION PLANS

PRIOR TO FINAL ACCEPTANCE OF THE WORK, THE CONTRACTOR SHALL FURNISH THE DEPARTMENT FORMAL AS-BUILT CONSTRUCTION PLANS. THE FORMAL AS-BUILT CONSTRUCTION PLANS SHALL INCLUDE ALL RED-LINED CHANGES. RED-LINE CHANGES SHALL BE DENOTED UTILIZING CLOUDING IN MICROSTATION (OR OTHER CAD SOFTWARE) OR CLOUDING IN PDF EDITING SOFTWARE. THE AS-BUILT CONSTRUCTION PLANS SHALL HAVE A SIGNED VERIFICATION ON THE TITLE SHEET FROM THE CONTRACTOR INDICATING THAT ALL RED-LINED AND FIELD CHANGES HAVE BEEN INCORPORATED INTO AS-BUILT CONSTRUCTION PLANS.

THE CONTRACTOR'S VERIFICATION STATEMENT INDICATES ALL KNOWN FIELD MODIFICATIONS MADE HAVE BEEN INCLUDED IN THE FORMAL AS-BUILT CONSTRUCTION PLANS. THE CONTRACTOR'S VERIFICATION STATEMENT SHALL BE SIGNED BY THE CONTRACTOR'S PROJECT MANAGER (OR ACCEPTABLE REPRESENTATIVE).

IN ADDITION TO THE INFORMATION SHOWN ON THE CONSTRUCTION PLANS, THE AS-BUILT CONSTRUCTION PLANS SHALL SHOW THE FOLLOWING:

1. ALL DEVIATIONS FROM THE ORIGINAL APPROVED CONSTRUCTION PLANS WHICH RESULT IN A CHANGE OF LOCATION, MATERIAL, TYPE OR SIZE OF WORK.
2. ANY UTILITIES, PIPES, WELLHEADS, ABANDONED PAVEMENTS, FOUNDATIONS OR OTHER MAJOR OBSTRUCTIONS DISCOVERED AND REMAINING IN PLACE WHICH ARE NOT SHOWN, OR DO NOT CONFORM TO LOCATIONS OR DEPTHS SHOWN IN THE PLANS. UNDERGROUND FEATURES SHALL BE SHOWN AND LABELED ON THE AS-BUILT CONSTRUCTION PLANS IN TERMS OF STATION, OFFSET AND ELEVATION.
3. THE FINAL OPTION AND SPECIFICATION NUMBER SELECTED FOR THOSE ITEMS WHICH ALLOW SEVERAL MATERIAL OPTIONS UNDER THE SPECIFICATION (E.G., CONDUIT).
4. CHANGES TO THE PAY ITEMS AND FINAL QUANTITIES AS PAID SHALL BE SHOWN ON THE GENERAL SUMMARY AND SUBSUMMARIES.
5. ADDITIONAL PLAN SHEETS MAY BE NEEDED IF NECESSARY TO SHOW WORK NOT INCLUDED IN THE CONSTRUCTION PLANS. IF ADDITIONAL PLAN SHEETS ARE NEEDED, THEY ARE REQUIRED TO BE PREPARED IN CONFORMANCE WITH THE LOCATION AND DESIGN MANUAL, VOLUME 3, SECTION 1200 - PLAN PREPARATION.

NOTATION SHALL ALSO BE MADE OF LOCATIONS AND THE EXTENT OF USE OF MATERIALS, OTHER THAN SOIL, FOR EMBANKMENT CONSTRUCTION (ROCK, BROKEN CONCRETE WITHOUT REINFORCING STEEL, ETC.).

THE PLAN INDEX SHALL SHOW THE PLAN SHEETS WHICH HAVE CHANGES APPEARING ON THEM.

TWO COPIES OF THE AS-BUILT CONSTRUCTION PLANS SHALL BE DELIVERED TO THE PROJECT ENGINEER FOR APPROVAL UPON COMPLETION OF THE PHYSICAL WORK BUT PRIOR TO THE REQUEST FOR FINAL PAYMENT. AFTER THE DEPARTMENT HAS APPROVED THE AS-BUILT CONSTRUCTION PLANS, THE ASSOCIATED ELECTRONIC FILES SHALL BE DELIVERED TO THE DISTRICT CAPITAL PROGRAMS ADMINISTRATOR. ACCEPTANCE OF THESE PLANS AND DELIVERY OF THE ASSOCIATED ELECTRONIC FILES IS REQUIRED PRIOR TO THE WORK BEING ACCEPTED AND THE FINAL ESTIMATE APPROVED.

PAYMENT FOR ALL THE ABOVE SHALL BE LUMP SUM UPON PROPER EXECUTION OF ALL WORK OF THIS ITEM AS DETERMINED BY THE PROJECT ENGINEER.

ITEM 606 – ANCHOR ASSEMBLY, MGS TYPE B

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE B FLARED END TREATMENTS FOR TYPE MGS GUARDRAIL AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH SOLID FLUORESCENT YELLOW REBOUNDABLE RETROREFLECTIVE SHEETING, PER C&MS 730.191.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE B, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606 – ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE E TANGENTIAL END TREATMENTS FOR TYPE MGS GUARDRAIL AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH SOLID FLUORESCENT YELLOW REBOUNDABLE RETROREFLECTIVE SHEETING, PER C&MS 730.191.

WHEN THE FACE OF THE ADJACENT (ATTACHED) GUARDRAIL IS LESS THAN 4' OFFSET FROM THE PROPOSED EDGE LINE, AND PERMITTING SITE CONDITIONS EXIST: THE PROPOSED TYPE E ANCHOR ASSEMBLY SHALL BE INSTALLED AT A CONSISTENT FLARE RATE THROUGH THE FULL LENGTH OF THE SYSTEM. THE FLARE RATE SHALL BE A MAXIMUM OF 25:1 (RESULTING IN A 2' OFFSET). THE INSTALLATION SHALL BE IN ACCORDANCE WITH THE SHOP DRAWINGS, PRODUCT INSTALLATION MANUAL/GUIDANCE, AND AS DIRECTED BY THE ENGINEER.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

GENERAL NOTES

DESIGNER
MEP

REVIEWER
TJP 1/26/26

PROJECT ID
122947

SHEET TOTAL
P.13 87

ITEM 614 - MAINTAINING TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. A MINIMUM OF TWO ELEVEN FOOT LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ALONG I.R. 76 AND I.R. 80 BY USE OF THE EXISTING PAVEMENT OR THE COMPLETED PAVEMENT WITH THE EXCEPTION OF THE TWO-LANE SECTIONS AT THE ENDS OF THE PROJECT WHERE THE CONTRACTOR SHALL BE ALLOWED TO CLOSE A LANE USING DRUMS DURING WORK HOURS AND IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE SCHEDULE. LIMITED TIME CLOSURE IS PERMITTED FOR THE TWO-LANE SECTION OF I.R. 80 WESTBOUND WITHIN THE S.R. 11/I.R. 680 INTERCHANGE. THE CONTRACTOR SHALL ARRANGE THE CLOSURE PERIODS SO THEY DO NOT COINCIDE WITH ANY CLOSURES OR CAPACITY RESTRICTIONS ON THE PRESCRIBED DETOUR ROUTE.
2. A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ALONG RAMPS BY USE OF THE EXISTING PAVEMENT OR THE COMPLETED PAVEMENT EXCEPT FOR THE SPECIFIC PERMITTED CLOSURE TIMES AND SEQUENCES NOTED IN THE PLANS. LIMITED TIME CLOSURES ARE PERMITTED FOR THE RAMPS AT OTIC, S.R. 46, S.R. 11/I.R. 680, SALT SPRINGS ROAD AND US 422. THE CONTRACTOR SHALL ARRANGE THESE CLOSURE PERIODS SO THEY DO NOT COINCIDE WITH ANY CLOSURES OR CAPACITY RESTRICTIONS ON THE PRESCRIBED DETOUR ROUTE.
3. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
4. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.
5. ALL FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS SHALL BE COMPLETED THE SAME DAY THE EXCAVATION IS MADE. IF THE CONTRACTOR CANNOT COMPLETE THE WORK, THE EXCAVATION SHALL BE BACKFILLED OR PROTECTED AS PER STANDARD CONSTRUCTION DRAWING MT-101.90.
6. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.
7. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES RURAL OR ONE (1) MILE URBAN.

R1
1-26-26: "SEQUENCE OF CONSTRUCTION" NOTE DELETED

8. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.

9. TO ENSURE THAT WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND AND MOVING TRAFFIC, ALL WEIGHTED CHANNELIZERS UTILIZED ON INTERSTATES AND FREEWAYS SHALL BE FROM MANUFACTURERS ON THE OHIO DEPARTMENT OF TRANSPORTATION, OFFICE OF MATERIAL MANAGEMENT'S QUALIFIED PRODUCTS LIST (QPL) WHICH UTILIZE A MINIMUM OF A 30 POUND BALLAST.

10. DRUMS UTILIZED ON THE HIGH SIDE OF A SUPERELEVATED INTERSTATE OR FREEWAYS SHALL BE FROM MANUFACTURERS ON THE OFFICE OF MATERIAL MANAGEMENT'S QUALIFIED PRODUCTS LIST (QPL) WITH A MINIMUM BALLAST WEIGHT OF 30 POUNDS. ALL BALLASTS USED SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

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 FLAT SHEET 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.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD	≥ 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES	≤ 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.

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.

TIME LIMITATION, TRAFFIC ON A MILLED SURFACE

THE MAXIMUM ALLOWABLE TIME FOR TRAFFIC TO BE PLACED ON A MILLED SURFACE SHALL BE SEVEN (7) CONSECUTIVE CALENDAR DAYS. SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$2,000 PER DAY THAT THE TRAFFIC IS PLACED ON A MILLED SURFACE BEYOND THE SPECIFIED LIMIT.

DETOUR NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER AND OTIC EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE RAMP DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
CHIEF ENGINEER
ATTN.: JULIUS SZAHLENDER
682 PROSPECT ROAD
BEREA, OH 44017
440-971-2014
JULIUS.SZAHLENDER@OHIOTURNPIKE.ORG

ITEM 614 - MAINTAINING TRAFFIC (LANE 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 SPECIAL EVENTS:

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY (OBSERVED)	CHRISTMAS (OBSERVED)
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:

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES 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
TUES. (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
WEDNESDAY	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 PER THE LANE VALUE CONTRACT (PN 127).

LANE VALUE CONTRACT TABLE				
DESCRIPTION OF CRITICAL LANE TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT	
TWO LANES OF I.R. 76 / 80	#	MINUTE	\$340 PER LANE	

AS PER THE ITEM 614 - MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS) NOTE AND THE PERMITTED LANE CLOSURE SCHEDULE (PLCS).

ADVANCED NOTICE TO PAVE

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE DISTRICT CONSTRUCTION ENGINEER A DETAILED SCHEDULE 15 DAYS PRIOR TO THE PLACEMENT OF THE PAVEMENT OVERLAY COURSES, ON HOW THEY PROPOSE TO PROSECUTE THE PAVING OPERATIONS. THE DETAILS SHALL SHOW THE ORDER OF PERFORMANCE OF EACH STAGE (START TO FINISH) OF THE WORK INCLUDING THE MAINTENANCE OF TRAFFIC THAT WILL BE USED.

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.

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.

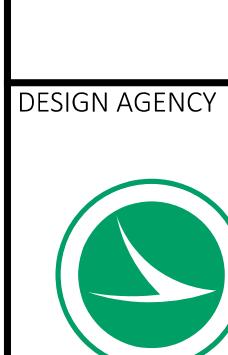
NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD	≥ 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES	≤ 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE

LANE CLOSURES	NOTICE DUE TO PERMITS & PIO
≥ 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE

START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	NOTICE DUE TO PERMITS & PIO
	14 CALENDAR DAYS PRIOR TO CLOSURE

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



DESIGNER: MEP
REVIEWER: TJP 1/26/26
PROJECT ID: 122947
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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(S)	C-R-S	DIRECTION(S)
WZ-26242	MAH-76-8.12 TO 8.64	EASTBOUND
WZ-26242	MAH-76-8.40 TO 8.64	WESTBOUND
WZ-26242	MAH-80-0.00 TO 4.09	EASTBOUND
WZ-26242	MAH-80-0.00 TO 5.76	WESTBOUND
WZ-26242	TRU-80-0.00 TO 0.16	WESTBOUND

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.

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

ORIG. POSTED SPEED LIMIT	W/ POSITIVE PROT.		W/O POSITIVE PROT.	
	WORKERS PRESENT	NOT PRES.	WORKERS PRESENT	NOT PRESENT
65	55	60	50	60
70	60	65	55	65

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808 - DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY ASSUMING 6 DSL SIGN ASSEMBLIES FOR 9 MONTHS 54 SNMT

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:

1. THE CONTRACTOR IS PERMITTED TO CLOSE AND DETOUR I.R. 80 WESTBOUND FOR UP TO FIVE NIGHTS AS NECESSARY TO COMPLETE THE WORK. THE PERMITTED CLOSURE AND DETOUR SHALL BE LIMITED TO WITHIN THE HOURS OF 10:00PM AND 6:00AM. THE FIVE PERMITTED CLOSURES ARE NOT REQUIRED TO BE CONSECUTIVE.
2. THE CONTRACTOR IS PERMITTED TO CLOSE AND DETOUR THE I.R. 80 WESTBOUND RAMPS AT THE OHIO TURNPIKE INTERCHANGE FOR UP TO FIVE CONSECUTIVE CALENDAR DAYS.
3. THE CONTRACTOR IS PERMITTED TO CLOSE AND DETOUR THE I.R. 80 EASTBOUND RAMPS AT THE OHIO TURNPIKE INTERCHANGE FOR UP TO FIVE CONSECUTIVE CALENDAR DAYS.
4. THE CONTRACTOR IS PERMITTED TO CLOSE AND DETOUR THE S.R. 11 NORTHBOUND TO I.R. 80 WESTBOUND RAMP FOR UP TO SEVEN CONSECUTIVE CALENDAR DAYS.
5. THE CONTRACTOR IS PERMITTED TO CLOSE AND DETOUR THE I.R. 680 NORTHBOUND TO I.R. 80 WESTBOUND RAMP FOR UP TO SEVEN CONSECUTIVE CALENDAR DAYS.
6. THE CONTRACTOR IS PERMITTED TO CLOSE AND DETOUR THE I.R. 80 WESTBOUND TO S.R. 11 SOUTHBOUND RAMP FOR UP TO SEVEN CONSECUTIVE CALENDAR DAYS.

A VIRTUAL 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 (DWZTM), THE OHIO STATE HIGHWAY PATROL, THE MAHONING/TRUMBULL COUNTY SHERIFF'S OFFICES, THE OTIC, THE MAHONING/TRUMBULL COUNTY ENGINEER'S OFFICES, THE MAHONING/TRUMBULL COUNTY 911, THE MAHONING/TRUMBULL COUNTY EMERGENCY MANAGEMENT AGENCIES, THE CITY OF YOUNGSTOWN, THE CITY OF GIRARD, JACKSON TOWNSHIP, LIBERTY TOWNSHIP, WEATHERSFIELD TOWNSHIP, AUSTINTOWN TOWNSHIP 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 10/24/2025 FOR PID 122947" 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 DWZTM A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, 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.

PCMS LOCATIONS SHALL BE IN ADVANCE OF THE I.R. 80 WORK AS DIRECTED BY THE ENGINEER. 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.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

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

THE 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 ASSUMING 4 PCMS SIGNS FOR 9 MONTHS 36 SNMT

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614 - WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT 52.50 MILE

ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT 60.00 MILE

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT 34,650 FT

ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT 18,180 FT

ASSUMING THREE (3) APPLICATIONS OF WORK ZONE MARKINGS

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT 17.50 MILE

ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT 20.00 MILE

ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT 11,550 FT

ITEM 614 - WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT 6,060 FT

ASSUMING ONE (1) APPLICATION OF WORK ZONE MARKINGS

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUTDOWNS.

THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.

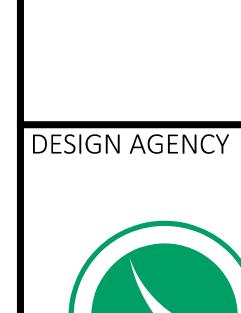
THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614 - WORK ZONE INCREASED PENALTIES SIGN 12 EACH



DESIGNER
MEP

REVIEWER

TJP 1/26/26

PROJECT ID

122947

SHEET TOTAL

P.17 87

I.R. 80 WESTBOUND CLOSURE

I.R. 80 WESTBOUND FROM THE SALT SPRINGS RD INTERCHANGE TO THE I.R. 680 NB RAMP GORE MAY BE CLOSED AT NIGHT FOR A PERIOD NOT TO EXCEED FIVE (5) NIGHTS. THE DETOUR ROUTE LISTED BELOW SHALL BE POSTED DURING THE CLOSURE PERIOD.

I.R. 80 WESTBOUND EXIT RAMPS TO SALT SPRINGS RD AND US 422 SHALL BE MAINTAINED AT ALL TIMES.

THE I.R. 80 WESTBOUND CLOSURE AT THE EXIT RAMP TO SALT SPRINGS RD SHALL BE PER SCD MT-99.50. DRUMS, PORTABLE CHANGEABLE MESSAGE SIGNS AND TYPE 3 BARRICADES SHALL BE UTILIZED FOR THE CLOSURE. PORTABLE BARRIER WILL NOT BE REQUIRED.

THE I.R. 80 WESTBOUND CLOSURE SHALL BE CONCURRENT WITH THE I.R. 80 WB TO S.R. 11 SB RAMP CLOSURE.

SALT SPRINGS RD AND US 422 RAMPS TO I.R. 80 WESTBOUND SHALL BE CLOSED CONCURRENTLY WITH THE I.R. 80 WESTBOUND CLOSURE.

DETOUR ROUTE

I.R. 80 WB TO S.R. 711 SB TO I.R. 680 NB TO I.R. 80 WB

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR DETOUR SIGNING PURPOSES:

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN ASSUMING 10 PCMS SIGNS FOR 1 MONTH 10 SNMT

DUST CONTROL

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

ITEM 616 - WATER 100 MGAL

DETOUR AND CLOSURE RESTRICTIONS

CLOSURES AND DETOURS PROVIDED FOR THE CONSTRUCTION OF THE WORK ARE SUBJECT TO THE RESTRICTIONS LISTED BELOW:

1. THE CLOSURE OF I.R. 80 WESTBOUND SHALL BE LIMITED TO FIVE SEPARATE CLOSURES. THIS PERMITTED CLOSURE AND DETOUR SHALL BE PERFORMED BETWEEN THE HOURS OF 10:00PM AND 6:00AM.

2. THE CLOSURE OF THE I.R. 80 WESTBOUND RAMPS AT THE OHIO TURNPIKE INTERCHANGE SHALL NOT BE PERFORMED CONCURRENTLY WITH ANY OTHER RAMP CLOSURE. THE PERMITTED CLOSURE SHALL NOT EXCEED FIVE CONSECUTIVE CALENDAR DAYS.

3. THE CLOSURE OF THE I.R. 80 EASTBOUND RAMPS AT THE OHIO TURNPIKE INTERCHANGE SHALL NOT BE PERFORMED CONCURRENTLY WITH ANY OTHER RAMP CLOSURE. THE PERMITTED CLOSURE SHALL NOT EXCEED FIVE CONSECUTIVE CALENDAR DAYS.

4. THE CLOSURE OF THE S.R. 11 NORTHBOUND TO I.R. 80 WESTBOUND RAMP SHALL NOT BE CONCURRENT WITH ANY OTHER RAMP CLOSURE. THIS PERMITTED RAMP CLOSURE SHALL NOT EXCEED SEVEN CONSECUTIVE CALENDAR DAYS.

5. THE CLOSURE OF THE I.R. 680 NORTHBOUND TO I.R. 80 WESTBOUND RAMP SHALL NOT BE CONCURRENT WITH ANY OTHER RAMP CLOSURE. THIS PERMITTED RAMP CLOSURE SHALL NOT EXCEED SEVEN CONSECUTIVE CALENDAR DAYS.

6. THE CLOSURE OF I.R. 80 WESTBOUND TO S.R. 11 SOUTHBOUND RAMP MAY BE CONCURRENT WITH THE OVERNIGHT CLOSURES OF I.R. 80 WESTBOUND. THE CLOSURE OF THIS RAMP SHALL NOT BE CONCURRENT WITH THE CLOSURE OF THE S.R. 11 NORTHBOUND TO I.R. 80 WESTBOUND RAMP OR THE CLOSURE OF THE I.R. 680 NORTHBOUND TO I.R. 80 WESTBOUND RAMP. THE PERMITTED RAMP CLOSURE SHALL NOT EXCEED SEVEN CONSECUTIVE CALENDAR DAYS.

RAMP CLOSURES

OTIC, S.R. 46, S.R. 11/I.R. 680, SALT SPRINGS ROAD AND US 422 RAMPS MAY BE CLOSED FOR A PERIOD NOT TO EXCEED THE CLOSURE TABLE BELOW. THE DETOUR ROUTES LISTED BELOW SHALL BE POSTED DURING THE CLOSURE PERIOD.

OTIC ON/OFF RAMPS ALONG THE SAME BOUND MAY BE CLOSED CONCURRENTLY.

DO NOT CLOSE ADJACENT INTERCHANGE RAMPS CONCURRENTLY.

CLOSURE TABLE (SEE NOTE A)		
RAMP	PERMITTED CLOSURE PERIOD	DISINCENTIVE
OTIC TO I.R. 76 WB	5 DAYS	\$8,000/DAY
I.R. 80 WB TO OTIC	5 DAYS	\$10,000/DAY
I.R. 80 EB TO OTIC	5 DAYS	\$8,000/DAY
OTIC TO I.R. 80 EB	5 DAYS	\$15,000/DAY
S.R. 46 TO I.R. 80 WB	5 DAYS	\$5,000/DAY
I.R. 80 WB TO S.R. 46	5 DAYS	\$5,000/DAY
I.R. 80 EB TO S.R. 46	7 DAYS	\$5,000/DAY
S.R. 11 NB TO I.R. 80 WB	7 DAYS	\$5,000/DAY
I.R. 680 NB TO I.R. 80 WB	7 DAYS	\$5,000/DAY
I.R. 80 WB TO S.R. 11 SB	7 DAYS	\$5,000/DAY
SALT SPRINGS RD TO I.R. 80 WB	SEE I.R. 80 WB CLOSURE NOTE	\$2,500/DAY
US 422 TO I.R. 80 WB	SEE I.R. 80 WB CLOSURE NOTE	\$3,500/DAY

NOTE A:

"EXIT CLOSED" OVERLAYS SHALL BE PLACED AS SPECIFIED PER SCD MT-98.29.

DETOUR ROUTES

OTIC TO I.R. 76 WB:

OTIC TO I.R. 80 EB TO S.R. 46 NB TO I.R. 80 WB TO I.R. 76 WB

I.R. 80 WB TO OTIC:

I.R. 80 WB TO I.R. 76 WB TO BAILEY RD SB TO I.R. 76 EB TO OTIC

I.R. 80 EB TO OTIC:

I.R. 80 EB TO S.R. 46 NB TO I.R. 80 WB TO OTIC

OTIC TO I.R. 80 EB:

OTIC TO I.R. 76 WB TO BAILEY RD SB TO I.R. 76 EB TO I.R. 80 EB

S.R. 46 TO I.R. 80 WB:

S.R. 46 TO I.R. 80 EB TO SALT SPRINGS RD NB TO I.R. 80 WB

I.R. 80 WB TO S.R. 46:

I.R. 80 WB TO BAILEY RD SB TO I.R. 76 EB TO I.R. 80 EB
TO S.R. 46

I.R. 80 EB TO S.R. 46:

I.R. 80 EB TO SALT SPRINGS RD NB TO I.R. 80 WB TO S.R. 46

S.R. 11 NB TO I.R. 80 WB:

S.R. 11 NB TO I.R. 80 EB TO SALT SPRINGS RD NB TO I.R. 80 WB

I.R. 680 NB TO I.R. 80 WB:

I.R. 680 NB TO S.R. 11 SB TO MAHONING AVE EB TO S.R. 11 NB TO I.R. 80 WB

I.R. 80 WB TO S.R. 11 SB:

I.R. 80 WB TO S.R. 46 SB TO I.R. 80 EB TO S.R. 11 SB

SALT SPRINGS RD TO I.R. 80 WB:

SALT SPRINGS RD SB TO I.R. 680 NB TO I.R. 80 WB

US 422 TO I.R. 80 WB:

US 422 SB TO S.R. 711 SB TO I.R. 680 NB TO I.R. 80 WB

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR DETOUR SIGNING PURPOSES:

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

ASSUMING 7 PCMS SIGNS FOR 1 MONTH FOR OTIC RAMPS 7 SNMT

ASSUMING 6 PCMS SIGNS FOR 1 MONTH FOR REMAINING RAMPS 6 SNMT

FINAL PCMS LOCATIONS SHALL BE COORDINATED WITH AND APPROVED BY THE PROJECT ENGINEER AND THE OTIC PRIOR TO PLACEMENT.

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 SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. 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 PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC).

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 THAT MEET ALL OF THE CRITERIA LISTED BELOW: 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).

-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)

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 AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES 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.

R1

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 250 HOUR

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.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE.

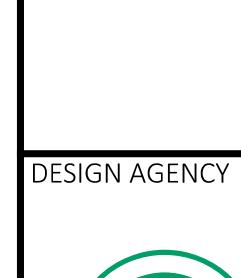
THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMprise THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

MOT GENERAL NOTES

DESIGNER
MEP

REVIEWER
TJP 1/26/26

PROJECT ID

122947

SHEET TOTAL
P.18 87

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 C&MS 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:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. 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.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. 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.
6. 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.
7. 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.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH C&MS 614.03.
9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
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 TIME FRAME 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:

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

12. COMPLETE THE DEPARTMENT APPROVED (CA-D-8) WITHIN GOFORMZ AFTER EACH INSPECTION AS REQUIRED IN #11 AND SUBMIT IT TO THE ENGINEER BY THE END OF THE WORKDAY IN WHICH THE INSPECTION OCCURRED. THE CA-D-8 INCLUDES A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. CONTACT GOFORMZ.HELP@DOT.OHIO.GOV TO OBTAIN A USER ACCOUNT. ANY DEFICIENCIES OBSERVED SHALL BE NOTED ON THE CA-D-8, 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:

- A. 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.
- B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 - MAINTAINING TRAFFIC FOR ANY DAY THAT A FAILURE TO PERFORM WTS DUTIES REOCCURS OR A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIME FRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.
- 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.

IF THREE OR MORE TOTAL DAYS RESULT IN ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS (AND ANY ALTERNATE WTS, IF APPLICABLE) SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTS.PREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AT THE PROJECT LEVEL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS (AND ALTERNATE WTS, IF APPLICABLE). ACCUMULATION OF THREE PROJECT LEVEL REMOVALS (FROM ANY PROJECTS STATEWIDE) SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY FORMERLY PREQUALIFIED WTS. A WTS (AND ALTERNATE WTS, IF APPLICABLE) MAY BE IMMEDIATELY AND CONCURRENTLY REMOVED FROM THE WORK AT THE PROJECT LEVEL IN ACCORDANCE WITH C&MS 108.05 AND DISQUALIFIED STATEWIDE FROM THE ODOT PREQUALIFIED WTS ROSTER (REGARDLESS OF THE NUMBER OF PROJECT LEVEL REMOVALS), AS WELL AS BEING SUBJECT TO OTHER POTENTIAL CONSEQUENCES, IN CASES OF FALSIFIED, DISHONEST OR OTHERWISE UNETHICAL ACTIVITY OR DOCUMENTATION.

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

DELINeATION OF BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL GUARDRAIL AND CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE AT APPROXIMATELY 10-FOOT INTERVALS.

GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE AT APPROXIMATELY 25-FOOT INTERVALS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - BARRIER REFLECTOR, TYPE 1, ONE WAY	250 EACH
ITEM 614 - BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	250 EACH
ITEM 614 - BARRIER REFLECTOR, TYPE 2, ONE WAY	250 EACH
ITEM 614 - BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	250 EACH
ITEM 614 - OBJECT MARKER, ONE WAY	50 EACH
ITEM 614 - OBJECT MARKER, TWO WAY	50 EACH

MOT GENERAL NOTES

DESIGNER
MEP

REVIEWER
TJP 1/26/26

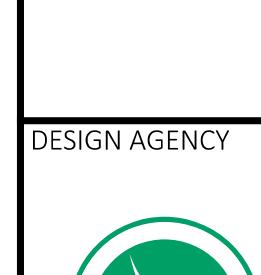
PROJECT ID
122947

SHEET TOTAL
P.19 87

R1

1-26-26: "WORK ZONE RESTRICTIONS" AND "DELINeATION OF BARRIER" NOTES ADDED

SHEET NUMBER										PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
P.12	P.13	P.14	P.15	P.17	P.18	P.26	P.28	P.85	P.86	P.87	OFFICE CALCS	01/IMS					
180											180	253	01000	180	SY	PAVEMENT REPAIR	P.12
											9,274	9,274	254	01010	9,274	SY PAVEMENT PLANING, PORTLAND CEMENT CONCRETE [T = 3.25"]	P.7
10											10	304	20000	10	CY	AGGREGATE BASE (FOR PAVEMENT REPAIR)	P.12
											297,673	297,673	321	17501	297,673	SY CRACKING AND SEATING NON-REINFORCED CONCRETE PAVEMENT, AS PER PLAN	P.12
											27,053	27,053	407	13900	27,053	GAL TACK COAT, 702.13	
											33,073	33,073	407	20000	33,073	GAL NON-TRACKING TACK COAT	
											2,597	2,597	408	10001	2,597	GAL PRIME COAT, AS PER PLAN	P.12
											1,382	1,382	441	70801	1,382	CY ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	P.14
											32,344	32,344	442	00100	32,344	CY ANTI-SEGREGATION EQUIPMENT	P.7
											14,753	14,753	442	10080	14,753	CY ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
											24,472	24,472	442	10100	24,472	CY ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
											12,645	12,645	442	10300	12,645	CY ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	
61											1,172	1,172	SPECIAL	45134000	1,172	FT PRESSURE RELIEF JOINT, TYPE A, AS PER PLAN	P.7
											61	61	SPECIAL	45134000	61	FT PRESSURE RELIEF JOINT, TYPE A, AS PER PLAN 2	P.12
											231	231	609	24510	231	FT CURB, TYPE 4-C	
34											397	397	617	10100	397	CY COMPACTED AGGREGATE	
											16.55	16.55	618	40600	16.55	MILE RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
															TRAFFIC SURVEILLANCE		
4											4	632	90400	4	EACH SIGNALIZATION, MISC.: PULL BOX REMOVED	P.14	
1											1	632	90400	1	EACH SIGNALIZATION, MISC.: POLE-MOUNTED CABINET REMOVED	P.14	
1											1	632	90400	1	EACH SIGNALIZATION, MISC.: POLE-MOUNTED CABINET FOUNDATION REMOVED	P.14	
															TRAFFIC CONTROL		
436											436	621	00100	436	EACH RPM		
1,170											1,170	621	00101	1,170	EACH RPM, AS PER PLAN	P.14	
1,606											1,606	621	54000	1,606	EACH RAISED PAVEMENT MARKER REMOVED		
144											144	626	00102	144	EACH BARRIER REFLECTOR, TYPE 1, (ONE-WAY)	P.14	
											393	626	00112	393	EACH BARRIER REFLECTOR, TYPE 3, (ONE-WAY)		
16											16	626	00112	16	EACH BARRIER REFLECTOR, TYPE 3, (BIDIRECTIONAL)		
198											198	626	00118	198	EACH BARRIER REFLECTOR, TYPE 6		
5											5	630	75000	5	EACH SIGN ATTACHMENT ASSEMBLY		
1											1	630	87100	1	EACH REMOVAL OF OVERHEAD MOUNTED SIGN AND REERCTION		
											300	700					
											1,000	646	10620	1,000	FT CHEVRON MARKING	P.14	
											5	646	98000	5	EACH PAVEMENT MARKING, MISC.: ELONGATED ROUTE SHIELD	P.87	
											1	646	98000	1	EACH PAVEMENT MARKING, MISC.: WORD ON PAVEMENT, 132"	P.87	
											8.56	11.38					
											19.94	807	12010	19.94	MILE WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"		
											7.18	10.37					
											17.55	807	12110	17.55	MILE WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"		
											3,620	7,925					
											11,545	807	12310	11,545	FT WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	P.14	
											1,065	5,000					
											6,065	807	12410	6,065	FT WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	P.14	
											13.34	19.16					
											32.5	850	10010	32.5	MILE GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)		
											1,065	5,000					
											6,065	850	10110	6,065	FT GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)		
											3,620	7,925					
											11,545	850	10130	11,545	FT GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)		
											2.4	2.59					
											4.99	850	20010	4.99	MILE GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)		



DESIGNER

MEP

REVIEWER

TJP

1/26/26

PROJECT ID

122947

SHEET

TOTAL

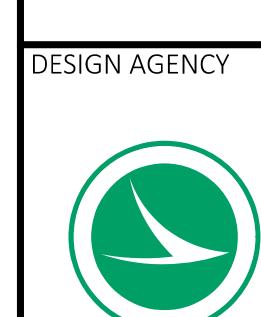
P.21

87

R1

1-26-26: BARRIER REFLECTORS, OBJECT MARKERS AND CLASS III MARKINGS ADDED

SHEET NUMBER											PART. 01/IMS	ITEM EXT	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
P.12	P.13	P.14	P.15	P.17	P.18	P.19	P.26	P.28	P.85	P.86	P.87	OFFICE CALCS						
												R1						
						250							250	614	11110	250	HOUR	MAINTENANCE OF TRAFFIC
						12							12	614	12484	12	EACH	WORK ZONE INCREASED PENALTIES SIGN
						250							250	614	13310	250	EACH	BARRIER REFLECTOR, TYPE 1, ONE WAY
						250							250	614	13310	250	EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL
						250							250	614	13312	250	EACH	BARRIER REFLECTOR, TYPE 2, ONE WAY
						250							250	614	13312	250	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL
						50							50	614	13350	50	EACH	OBJECT MARKER, ONE WAY
						50							50	614	13360	50	EACH	OBJECT MARKER, TWO WAY
						36	23						59	614	18601	59	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
						52.5							52.5	614	20056	52.5	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT
						17.5							17.5	614	20560	17.5	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT
						60							60	614	22056	60	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT
						20							20	614	22360	20	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT
						34,650							34,650	614	23110	34,650	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT
						11,550							11,550	614	23690	11,550	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT
						18,180							18,180	614	24102	18,180	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT
						6,060							6,060	614	24612	6,060	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT
						100							100	616	10000	100	MGAL	WATER
						54							54	808	18700	54	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
																	INCIDENTALS	
													LS	614	11000	LS		MAINTAINING TRAFFIC
													12	619	16020	12	MNTH	FIELD OFFICE, TYPE C
													LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING
													LS	624	10000	LS		MOBILIZATION

DESIGNER
MEPREVIEWER
TJP 1/26/26PROJECT ID
122947SHEET TOTAL
P.22 87

PLAN SHEET NO.	REFERENCE NO.	STATION		LENGTH (L)	AVERAGE WIDTH (W)	SURFACE AREA (A)	SIDE	202	202	209	209	209	408	441	606	606	606	606	606	606	SPECIAL	SPECIAL	606	609	617	622	622	626	626	659	
								GUARDRAIL REMOVED	CABLE BARRIER REMOVED	LINEAR GRADING	LINEAR GRADING, AS PER PLAN	BORROW	PRIME COAT, AS PER PLAN	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), (UNDER GUARDRAIL), AS PER PLAN	GUARDRAIL, TYPE MGS	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE B	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION	CABLE BARRIER, ANCHOR ASSEMBLY	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	CURB, TYPE 4-C	COMPACTED AGGREGATE R1	PORTABLE BARRIER, UNANCHORED	BARRIER, MISC.: TAPERED END SECTION	BARRIER REFLECTOR, TYPE 3, (ONE-WAY)	BARRIER REFLECTOR, TYPE 3, (BIDIRECTIONAL)	BARRIER REFLECTOR, TYPE 6
		FROM	TO	FT	FT	SF		FT	FT	MILE	MILE	CY	GAL	CY	FT	FT	EACH	EACH	EACH	EACH	EACH	FT	EACH	EACH	FT	CY	FT	FT	EACH	EACH	SY
						L*W		L	L	L	L	A*6.25	L*W*0.4	A*3	L	L						L			CADD	L*2*1	CADD	CADD		A	
																															9
GRADED SHOULDER TREATMENT																															
P.29 - P.30		445+00	453+12	812.00	30.00	24360.00	EB					0.31		234.95	144.36																2706.67
P.30 - P.31		453+12	454+50	138.00	15.00	2070.00	EB					0.03		19.97	12.27																230.00
P.31		454+50	456+50	200.00	5.00	1000.00	EB					0.04			17.78																111.11
P.31 - P.33		456+50	467+74	1124.00	30.00	33720.00	EB					0.43		325.23	199.82																3746.67
P.33 - P.34		467+74	469+25	151.00	15.00	2265.00	EB					0.03		21.85	13.42																251.67
P.34		469+25	470+75	150.00	5.00	750.00	EB					0.03			13.33																83.33
P.34 - P.35		470+75	476+17	542.00	15.00	8130.00	EB					0.10		78.41	48.18																903.33
P.35 - P.39		476+17	494+68	1851.00	30.00	55530.00	EB					0.70		535.59	329.07																6170.00
P.39 - P.40		497+12	501+61	449.00	30.00	13470.00	EB					0.17		129.92	79.82																1496.67
P.40		501+61	503+35	174.00	15.00	2610.00	EB					0.03		25.17	15.47																290.00
P.40 - P.44		503+35	520+15	1680.00	30.00	50400.00	EB					0.64		486.11	298.67																5600.00
P.45 - P.49		546+35	567+47	2112.00	30.00	63360.00	EB					0.80		611.11	375.47																7040.00
STATION EQUATION:																															
STA. 567+00 I.R. 80 = STA. 567+46.67 I.R. 80 EASTBOUND																															
P.49 - P.51		567+00	576+98	998.00	30.00	29940.00	EB					0.38		288.77	177.42																3326.67
P.51 - P.52		576+98	579+24	226.00	15.00	3390.00	EB					0.04		32.70	20.09																376.67
P.52 - P.53		579+24	584+00	476.00	30.00	14280.00	EB					0.18		137.73	84.62																1586.67
P.53 - P.58		586+57	609+84	2327.00	30.00	69810.00	EB					0.88		673.32	413.69																7756.67
P.58		609+84	610+06	22.00	15.00	330.00	EB					3.18			1.96																36.67
P.58 - P.60		610+06	619+86	980.00	30.00	29400.00	EB					0.37		283.56	174.22																3266.67
P.60 - P.65		622+19	646+83	2464.00	30.00	73920.00	EB					0.93		712.96	438.04																8213.33
P.65 & P.68		646+83	652+28	545.00	60.00	32700.00	EB					0.41		315.39	193.78																3633.33
P.68 - P.69		652+28	656+25	397.00	30.00	11910.00	EB					0.15		114.87	70.58																1323.33
P.69		656+25	657+50	125.00	5.00	625.00	EB					0.02			11.11																69.44
P.69 - P.71		657+50	665+27	777.00	30.00	23310.00	EB					0.29		224.83	138.13																2590.00
P.29 - P.31		445+00	453+65	865.00	30.00	25950.00	WB					0.33		250.29	153.78																2883.33
P.31		453+65	454+00	35.00	15.00	525.00	WB					0.01		5.06	3.11																58.33
P.31		454+00	456+25	225.00	5.00	1125.00	WB					0.04			20.00																125.00
P.31		456+25	456+71	46.00	15.00	690.00</																									

PROJECT DESCRIPTION
 CONCRETE PAVEMENT REHABILITATION OF I.R. 76/80 FROM JUST WEST OF THE OHIO TURNPIKE TO S.R. 46 (EASTBOUND) AND S.R. 11 (WESTBOUND) UTILIZING CRACKING AND SEATING WITH AN ASPHALT OVERLAY. IMPROVEMENTS INCLUDE MINIMAL STORM SEWER ADJUSTMENTS, PAVEMENT MARKINGS AND SIGNING.

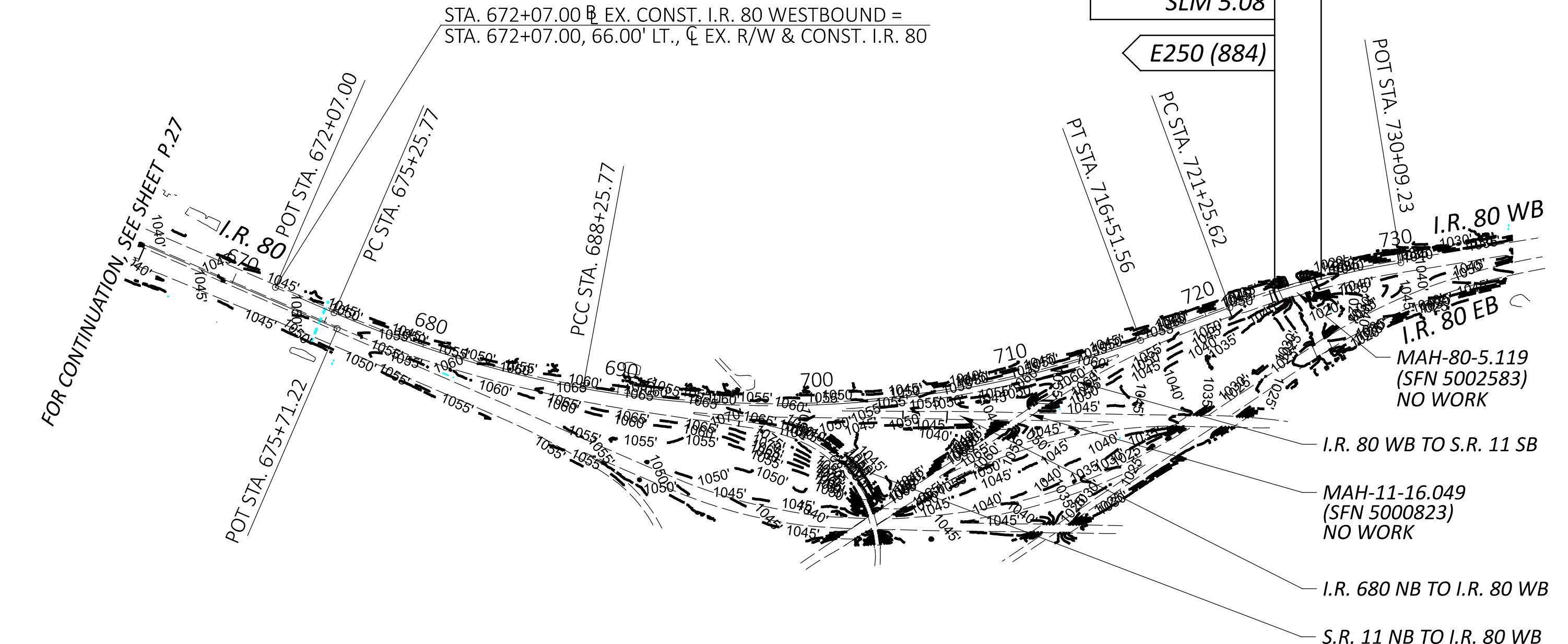
USGS MAP: WARREN, CANFIELD, GIRARD AND YOUNGSTOWN QUADRANGLES
 JACKSON TOWNSHIP AND AUSTINTOWN TOWNSHIP, OHIO
 LONGITUDE: W 80°47'35"**
 LATITUDE: N 41°07'15"**

* LONGITUDE AND LATITUDE TO APPROX. CENTER OF PROJECT

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 832 - STORM WATER POLLUTION PREVENTION PLAN LS
 ITEM 832 - STORM WATER POLLUTION PREVENTION INSPECTIONS LS
 ITEM 832 - STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE LS
 ITEM 832 - EROSION CONTROL

210,000 EACH
 R1



R1
 1-26-26: ITEM 832 - EROSION CONTROL QUANTITY REVISED

NOTES:
 FOR PRIMARY PROJECT CONTROL & HORIZONTAL GEOMETRY CURVE DATA, SEE SHEET P.2

LEGEND:
 ITEM 670 - SLOPE EROSION PROTECTION (VEGETATED FILTER STRIP PC-BMP)
 NOTE: TOPSOIL INCLUDED AS PART OF EROSION CONTROL, SEE SHEET P.13

ESTABLISHED EX. VEGETATION CREDIT (VEGETATED FILTER STRIP PC-BMP)



BMP TYPE	LATITUDE LONGITUDE BEGIN	LATITUDE LONGITUDE END	STATION LIMITS	BMP LENGTH (FEET)	MIN. BMP WIDTH (FEET)	ITEM 670 (SY)	EDA TREATMENT CREDIT (ACRES)
VFS-1 VFS-2	41.111411° -80.819518° 41.115189° -80.805905°	41.112193° -80.814860° 41.116663° -80.801991°	STA. 506+00 TO STA. 519+00 STA. 546+00 TO STA. 558+00	1,300 1,200	15' PROPOSED 28' ESTABLISHED 15' PROPOSED 31' ESTABLISHED	2167 2000	3.33 2.77

TREATMENT PROVIDED
TREATMENT REQUIRED*

6.10
6.04

*CALCULATED PER L&D VOL. 2, SEC. 1111.7



DESIGN AGENCY

MEP

REVIEWER

TJP 1/26/26

PROJECT ID

122947

SHEET

P.28

TOTAL

87

PROJECT SITE PLAN
 I.R. 80 WESTBOUND

HORIZONTAL SCALE IN FEET
 0 250 500 1000