

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.

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) 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.

PAVEMENT MARKING DETAILS

THE PAVEMENT MARKING DETAIL SHEETS HAVE BEEN SUPPLIED AS REFERENCE DOCUMENTS FOR THIS PROJECT AND ARE AVAILABLE ON THE ODOT FTP SITE AT <https://ftp.dot.state.oh.us/pub/contracts/Attach/> FOR THIS PROJECT. FOR ANY LOCATIONS THAT PAVEMENT MARKING DETAILS HAVE NOT BEEN MADE AVAILABLE TO THE CONTRACTOR, IT WILL BE THE CONTRACTORS RESPONSIBILITY TO PUT BACK NEW PAVEMENT MARKINGS IN THE ORIGINAL LOCATIONS.

PAVEMENT MARKING LANE WIDTHS

THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT WILL BE AS:

ROUTE	S.L.M. TO S.L.M.	LANE WIDTH
SR 11 NB	0.00 TO 8.45	12'
SR 11 SB	0.00 TO 8.45	12'

BARRIER REFLECTORS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS DIRECTED BY THE ENGINEER FOR INSTALLING/REPLACING BARRIER REFLECTORS ON ALL EXISTING BARRIER RUNS WITHIN THE PROJECT LIMITS.

202, REMOVAL MISC.: BARRIER REFLECTOR, 288 EACH
626, BARRIER REFLECTOR, TYPE 1, 80 EACH
626, BARRIER REFLECTOR, TYPE 2, 280 EACH

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:
203, EXCAVATION (FOR PAVEMENT REPAIR) 28 CU YD

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 COMPACTED 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.

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.

EXPOSED EARTH OUTSIDE OF THE LIMITS OF ITEM 617 ARE REQUIRED TO BE SEEDED AND MULCHED WITHIN 7 DAYS OF PLACEMENT OF ITEM 617. PAYMENT FOR THIS WORK SHALL BE MADE UNDER ITEM 832.

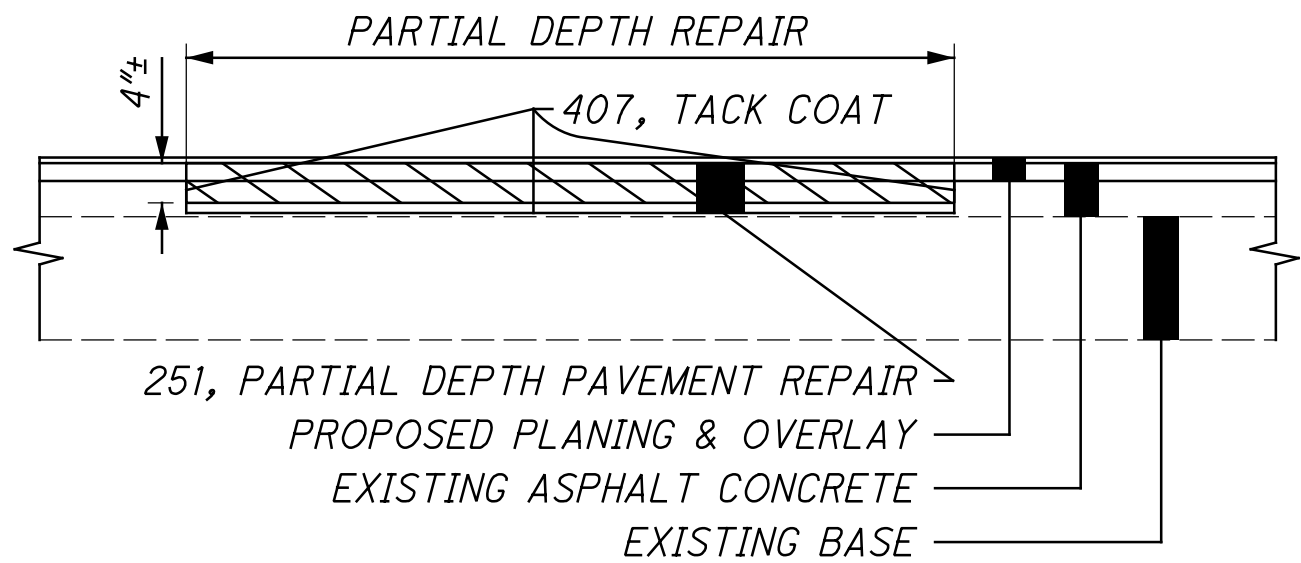
THE QUANTITY OF ITEM 209 IS NOT PERMITTED TO BE INCREASED. REDUCTIONS IN QUANTITIES ARE PERMITTED AS DETERMINED BY THE PROJECT ENGINEER.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE INCLUDED IN THE UNIT PRICE FOR THE PERTINENT BID ITEM. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:
209, LINEAR GRADING, 446 STA.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 441 ASPHALT CONCRETE, TYPE 2. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. PAVEMENT REPAIRS WILL BE MARKED IN THE FIELD BY THE PROJECT ENGINEER ACCORDING TO CMS 251.02. MINIMUM WIDTH IS 2'. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED PRIOR TO MILLING. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
251, PARTIAL DEPTH PAVEMENT REPAIR (441), 400 SQ. YD.



ITEM 254 - PATCHING PLANED SURFACE

THE FOLLOWING ESTIMATED QUANTITY SHALL BE USED AS DIRECTED BY THE ENGINEER AND HAS BEEN CARRIED TO THE GENERAL SUMMARY:
254, PATCHING PLANED SURFACE, 12000 SY

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN

FOR ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN, WHERE THE CMS REQUIREMENTS FOR CLASS QC 1 CONCRETE DIFFER FROM CLASS QC 1P CONCRETE, THE REQUIREMENTS FOR CLASS QC 1P CONCRETE SHALL APPLY.

A QUANTITY OF THESE ITEMS SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. ITEM 255 SHALL CONSIST OF REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 9.50"± CLASS QC 1P CONCRETE TO THE LEVEL OF THE EXISTING CONCRETE BASE. ITEM 251 SHALL CONSIST OF PLACING 5.50"± OF ITEM 441 ASPHALT CONCRETE, TYPE 2, OVER THE QC 1P CONCRETE, TO THE LEVEL OF THE EXISTING PAVEMENT SURFACE. THE DROP-OFF DEPTH TO THE TOP OF THE ITEM 255 REPAIR SHALL NOT EXCEED 5".

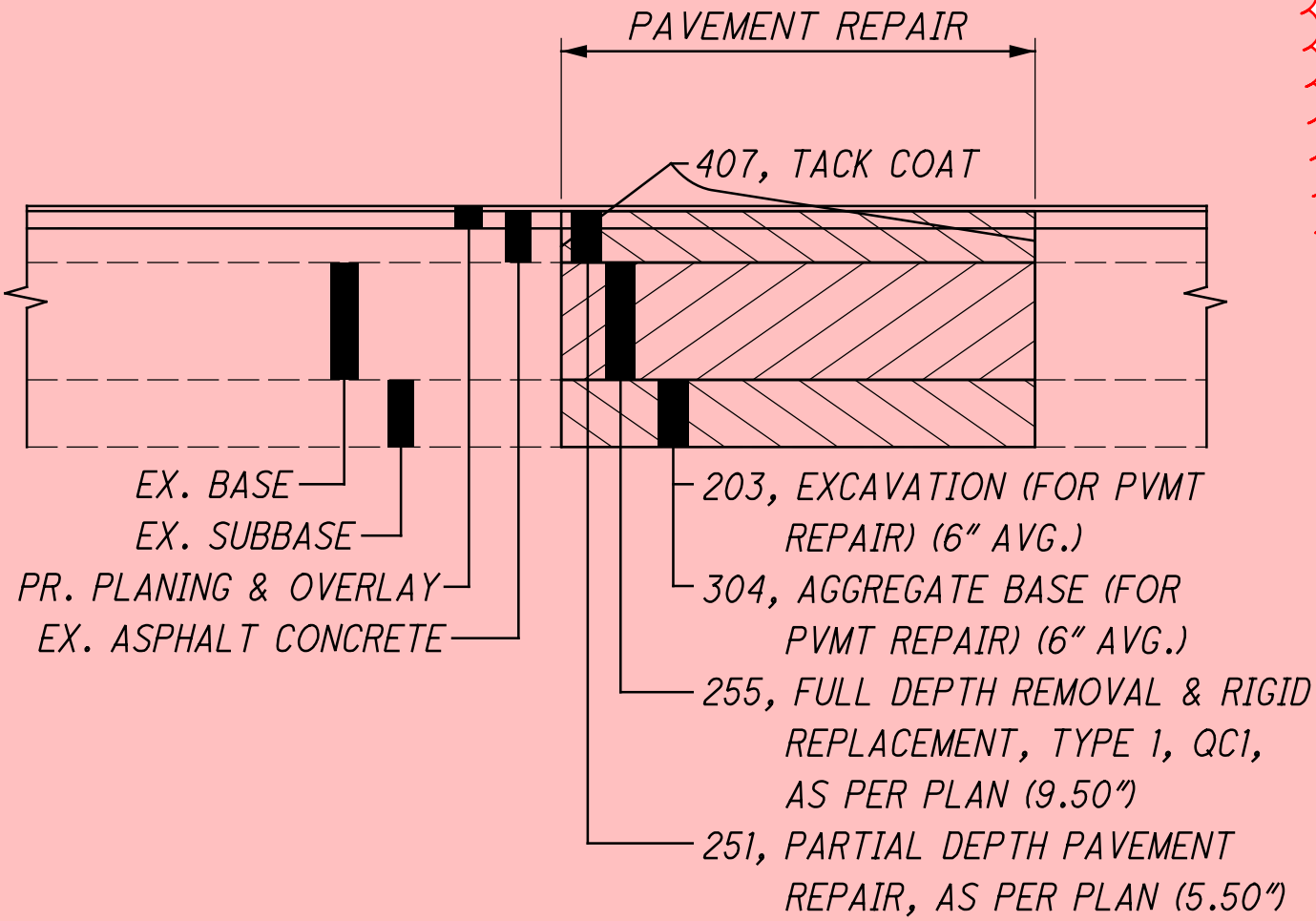
UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED PRIOR TO THE COMPLETION OF MAINLINE PAVEMENT PLANING. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER.

PAYMENT FOR LABOR, MATERIALS AND EQUIPMENT NEEDED FOR PLACEMENT OF QC1P CONCRETE SHALL BE PAID FOR UNDER ITEM 255, FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN.

PAYMENT FOR LABOR, MATERIALS AND EQUIPMENT REQUIRED FOR PLACEMENT OF 441 ASPHALT CONCRETE MATERIAL SHALL BE PAID FOR UNDER BID ITEM 251, ASPHALT CONCRETE PAVEMENT REPAIR (441), AS PER PLAN.

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

- 255, FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC1, AS PER PLAN, 250 SY
- 255, FULL DEPTH PAVEMENT SAWING, 1125 FT
- 251, PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN, 250 SY



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:
304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 28 CU YD

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.

CATCH BASIN ADJUSTED TO GRADE

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ADJUSTING CATCH BASINS TO GRADE.

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF REQUIRED TYPE, SIZE AND STRENGTH. ENSURE ALL MATERIAL MEETS CMS ITEM 611 AND HAS PRIOR APPROVAL OF THE ENGINEER.

ITEM 611 – CATCH BASIN ADJUSTED TO GRADE, 5 EACH
ITEM SPECIAL – MISCELLANEOUS METAL, 400 LB

ITEM 621 - RPM, AS PER PLAN

RAISED PAVEMENT MARKERS ON LANE LINES ON FREEWAYS SHALL BE ONE-WAY WHITE SPACED AT 80'.

RESURFACING PAVEMENT ADJACENT TO APPROACH SLABS

AT ALL LOCATIONS WHERE THE RESURFACING ABUTS TO THE END OF AN APPROACH SLAB THE CONTRACTOR SHALL APPLY A JOINT SEALER AS SHOWN IN STANDARD CONSTRUCTION DRAWING AS-15-15, SHEET 2, DETAIL C. THE COST FOR THIS WORK SHALL BE INCIDENTAL TO THE ASPHALT PAY ITEMS.

Repair Item 253 changed to Item 251 APP & 255 APP

Depth changed to 5.5" +/- and 9.5" +/-, work to be done prior to mainline milling

Note Order revised

DESIGN AGENCY



DESIGNER
JF

REVIEWER
BC 09/15/26

PROJECT ID
110642

SHEET
P.3

TOTAL
35

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:

1. DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
2. 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).
3. 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). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

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
1. ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND,
 2. AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
 3. 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’S 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 150 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.

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 PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR’S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 16 SIGN MONTH ASSUMING 4 PCMS SIGN(S) FOR 4 MONTH(S)

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR SHALL BE ADVISED THAT PROJECT MAH-SR 11 VACANT REST AREA TP (PID 122881) MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN THE PROJECT LIMITS OF THIS PROJECT. IN ACCORDANCE WITH 105.08, THE CONTRACTOR SHALL SCHEDULE HIS WORK SO AS TO CAUSE A MINIMUM OF DELAY OR CONFLICT WITH THE OTHER PROJECTS. COMPENSATION FOR THE ABOVE COOPERATION SHALL BE INCIDENTAL TO THE VARIOUS PAY ITEMS INCLUDED WITHIN THIS PROJECT.

Request for Cooperation note added

DESIGN AGENCY



DESIGNER

JF

REVIEWER

BC 09/10/26

PROJECT ID

110642

SHEET

P.7

TOTAL

35

MAH-11-0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2026 TIME: 10:41:20 AM PLTDRV: OHDOT_PDF.pltclg PENTBL: OHDOT Pen.tbl USER: Shawn.Deessa@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 110642 PRODUCT: OpenRoadsDesigner 24.00.00.205
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GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

JF

REVIEWER

BC 09/15/26

PROJECT ID

110642

SHEET	TOTAL
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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-2-15 REVISED 7/21/2023

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

843 DATED 1/19/2024

844 DATED 1/17/2025

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05, 105.02, AND 513.04*. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

PROPOSED WORK

MAH-11-1.003 (SFN 5000211), GARFIELD RD
-REMOVE AND REPLACE THE EXISTING ASPHALT CONCRETE OVERLAY INCLUDING TYPE 3 WATERPROOFING
-PATCH ALL UNSOUND AREAS OF THE CONCRETE BRIDGE DECK PRIOR TO PLACING NEW ASPHALT OVERLAY AND WATERPROOFING
-INSTALL NEW EXPANSION JOINT SYSTEM WITH ELASTOMERIC STRIP SEALS
-REMOVE EXISTING CONCRETE SEALER AND RE-SEAL THE ABUTMENTS AND BACKWALLS WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
-RESET AND REFURBISH ABUTMENT BEARINGS
-SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED
-SCUPPER CLEANOUT
-CLEARING AND GRUBBING WITHIN 15' OF STRUCTURE

MAH-11-1.469 (SFN 5000246), RENKENBERGER RD
-REMOVE AND REPLACE THE EXISTING ASPHALT CONCRETE OVERLAY INCLUDING TYPE 3 WATERPROOFING
-PATCH ALL UNSOUND AREAS OF THE CONCRETE BRIDGE DECK PRIOR TO PLACING NEW ASPHALT OVERLAY AND WATERPROOFING
-INSTALL NEW EXPANSION JOINT SYSTEM WITH ELASTOMERIC STRIP SEALS
-REMOVE EXISTING CONCRETE SEALER AND RE-SEAL THE ABUTMENTS AND BACKWALLS WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
-RESET AND REFURBISH ABUTMENT BEARINGS
-SCUPPER CLEANOUT
-CLEARING AND GRUBBING WITHIN 15' OF STRUCTURE

MAH-11-1.922R (SFN 5000300), SR 46
-SEAL EXISTING CONCRETE WEARING SURFACE WITH GRAVITY FED RESIN, INCLUDING THE APPROACH SLABS
-PATCH ALL UNSOUND AREAS OF THE CONCRETE PIERS, SEAL PATCHES WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
-RESET AND REFURBISH ABUTMENT BEARINGS
-STEEL BEAM COLLISION REPAIR
-SPOT PAINT COLLISION DAMAGE TO BEAMS 2-4 OVER SR 46 SB USING A SINGLE COAT SYSTEM
-REPLACE DAMAGED PORTION OF BOTTOM FLANGE ON BEAM 5 OVER SR 46 SB AND SEAL USING A THREE COAT SYSTEM

PROPOSED WORK CONT...

MAH-11-1.922R (SFN 5000300), SR 46 CONT...
-REMOVE AND REPLACE THE ELASTOMERIC STRIP SEAL GLANDS AT THE FORWARD AND REAR EXPANSION JOINTS
-CLEARING AND GRUBBING WITHIN 15' OF STRUCTURE

MAH-11-1.950L (SFN 5000270), SR 46
-SEAL EXISTING CONCRETE WEARING SURFACE WITH GRAVITY FED RESIN, INCLUDING THE APPROACH SLABS
-PATCH ALL UNSOUND AREAS OF THE CONCRETE PIERS, SEAL PATCHES WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
-RESET AND REFURBISH ABUTMENT BEARINGS
-REMOVE AND REPLACE THE ELASTOMERIC STRIP SEALS AT THE FORWARD AND REAR EXPANSION JOINTS
-CLEARING AND GRUBBING WITHIN 15' OF STRUCTURE

MAH-165-17.257 (SFN 5003660), OVER SR-11
-SEAL EXISTING CONCRETE WEARING SURFACE WITH GRAVITY FED RESIN, INCLUDING THE APPROACH SLABS
-PATCH ALL UNSOUND AREAS OF THE CONCRETE PIERS, SEAL PATCHES WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
-CLEARING AND GRUBBING WITHIN 15' OF STRUCTURE

MAH-11-5.041L (SFN 5000394), CALLA RD
-SEAL EXISTING CONCRETE WEARING SURFACE WITH GRAVITY FED RESIN, INCLUDING THE APPROACH SLABS
-REMOVE AND REPLACE THE ELASTOMERIC STRIP SEAL GLANDS AT THE FORWARD AND REAR EXPANSION JOINTS
-CLEARING AND GRUBBING WITHIN 15' OF STRUCTURE

MAH-11-5.055R (SFN 5000424), CALLA RD
-SEAL EXISTING CONCRETE WEARING SURFACE WITH GRAVITY FED RESIN, INCLUDING THE APPROACH SLABS
-REMOVE AND REPLACE THE ELASTOMERIC STRIP SEAL GLANDS AT THE FORWARD AND REAR EXPANSION JOINTS
-CLEARING AND GRUBBING WITHIN 15' OF STRUCTURE

MAH-11-6.108 (SFN 5000459), WESTERN RESERVE RD
-SEAL EXISTING CONCRETE WEARING SURFACE WITH GRAVITY FED RESIN, INCLUDING THE APPROACH SLABS
-PATCH ALL UNSOUND AREAS OF THE CONCRETE PIERS, SEAL PATCHES WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
-REMOVE A PORTION OF APPROACH PAVEMENT AND INSTALL A NEW SLEEPER SLAB AND EXPANSION JOINT
-CLEARING AND GRUBBING WITHIN 15' OF STRUCTURE

MAH-11-7.583 (SFN 5000483), LEFFINGWELL RD
-REMOVE AND REPLACE THE EXISTING ASPHALT CONCRETE OVERLAY INCLUDING TYPE 3 WATERPROOFING
-PATCH ALL UNSOUND AREAS OF THE CONCRETE BRIDGE DECK PRIOR TO PLACING NEW ASPHALT OVERLAY AND WATERPROOFING
-INSTALL NEW EXPANSION JOINT SYSTEM WITH ELASTOMERIC STRIP SEALS
-REMOVE AND RE-SEAL THE ABUTMENTS AND BACKWALLS WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
-RESET AND REFURBISH ABUTMENT BEARINGS
-PATCH ALL UNSOUND AREAS OF THE CONCRETE PIERS, SEAL PATCHES WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
-PATCH ALL UNSOUND AREAS OF THE ABUTMENTS, SEAL PATCHES WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
-SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED
-SCUPPER CLEANOUT
-CLEARING AND GRUBBING WITHIN 15' OF STRUCTURE

MAH-11-7.991R (SFN 5000548), RELOC INDIAN RUN
-SEAL EXISTING CONCRETE WEARING SURFACE WITH GRAVITY FED RESIN, INCLUDING THE APPROACH SLABS
-REMOVE AND RE-SEAL THE INSIDE AND TOP SURFACES OF THE PARAPETS WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
-CLEARING AND GRUBBING WITHIN 15' OF STRUCTURE

PROPOSED WORK CONT...

MAH-11-7.997L (SFN 5000513), RELOC INDIAN RUN
-SEAL EXISTING CONCRETE WEARING SURFACE WITH GRAVITY FED RESIN, INCLUDING THE APPROACH SLABS
-REMOVE AND RE-SEAL THE INSIDE AND TOP SURFACES OF THE PARAPETS WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
-CLEARING AND GRUBBING WITHIN 15' OF STRUCTURE

ITEM 516 - REFURBISHING BEARING DEVICES, AS PER PLAN

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN BRIDGE BEARINGS, AS WELL AS THEIR CLEARNING AND PAINTING. INCLUDED SHALL BE THE DISASSEMBLY OF THE BEARINGS, HAND TOOL CLEANING (GRINDING IF NECESSARY), PAINTING ACCORDING TO ITEM 514, REPLACEMENT OF ANY DAMAGED SHEET LEAD WITH PREFORMED BEARING PADS (C&MS 711.21), INSTALLATION OF ANY NECESSARY STEEL SHIMS OF THE SAME SIZE AS THE BEARINGS TO PROVIDE A SNUG FIT, REALIGNMENT OF THE UPPER BEARING PLATE BY REMOVING EXISTING WELDS AND REWELDING SO THAT THE BEARINGS ARE VERTICALLY ALIGNED AT 60 DEGREES FARENHEIT, LUBRICATING SLIDING SURFACES, AND REASSEMBLY OF THE BEARINGS. ASSURE ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS AND/OR BEARING DEVICES ARE "FLOATING". AT NO ADDITIONAL COST TO THE STATE, THE CONTRACTOR MAY INSTALL NEW BEARINGS OF THE SAME TYPE AS THE EXISTING IN PLACE OF REFURBISHING THE BEARINGS. ALL WORK SHALL BE TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 516 - REFURBISH BEARING DEVICES, AS PER PLAN.

ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05. IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR A DISTANCE OF THE SEPARATION IN ACCORDANCE WITH C&MS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS. THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

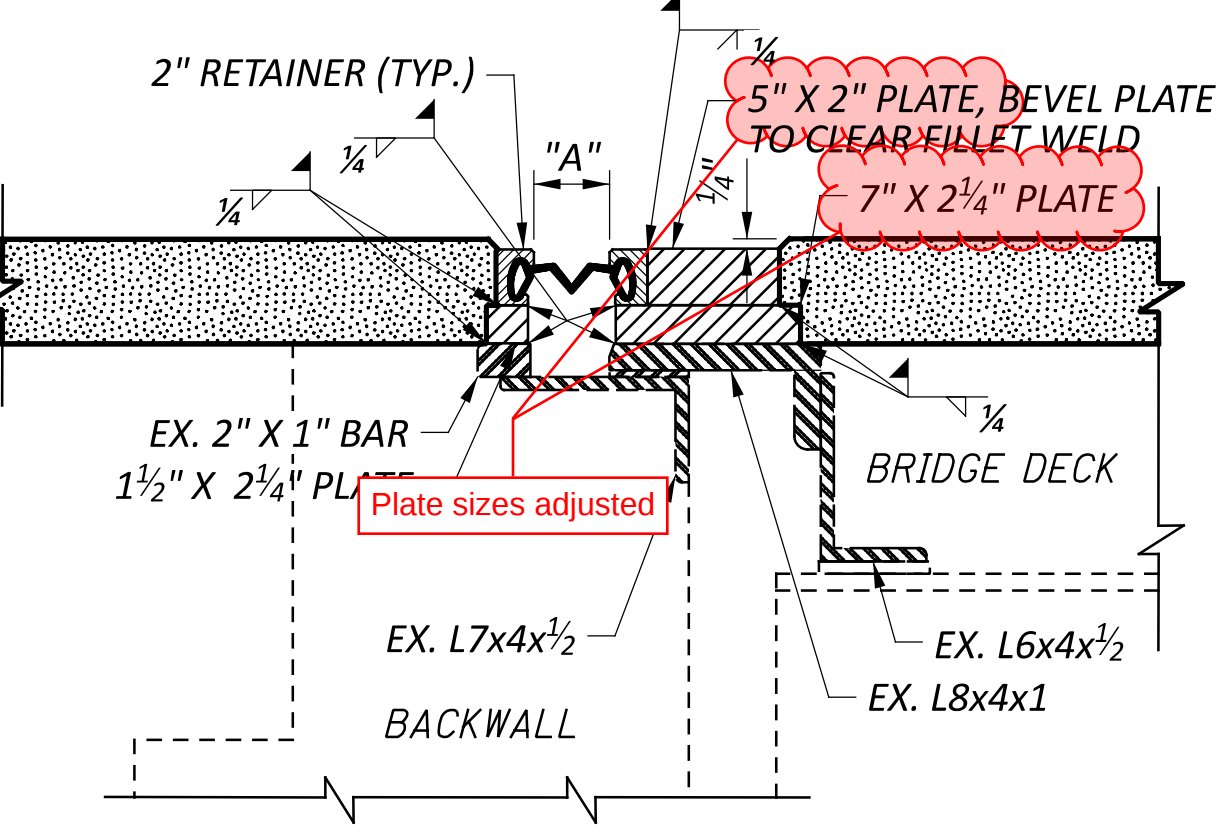
ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS

ALTHOUGH NO TREES OR STUMPS ARE SPECIFICALLY MARKED FOR REMOVAL WITHIN THE PLANS, A LUMP SUM QUANTITY IS INCLUDED IN THE STRUCTURE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS. SCALPING IS NOT REQUIRED FOR THIS ITEM OF WORK. ALL VEGETATION SHALL BE REMOVED WITHIN 15 FEET (OR TO THE R/W LIMITS, WHICHEVER IS CLOSER) OF THE HEADWALLS, ABUTMENTS AND/OR PIERS.

ALL OTHER PROVISIONS AS SET FORTH IN THE CMS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 201 CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS.

ITEM 516 - STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN

THIS ITEM OF WORK CONSISTS OF REMOVING AND INSTALLING NEW ELASTOMERIC STRIP SEALS, RETAINERS, PLATES, AND ALL OTHER COMPONENTS FOR STRUCTURES MAH-11-1.003, MAH-11-1.469 AND MAH-11-7.583 AS DETAILED BELOW AND IN SCD EXJ-4-87. ALL WORK, LABOR, MATERIALS, AND EQUIPMENT NEEDED TO PERFORM THIS WORK SHALL BE PAID FOR UNDER THE UNIT BID PRICE FOR ITEM 516 - STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN.



[Pattern] = EXISTING AND PROPOSED ASPHALT OVERLAY (SEE SHEET 4/10)

[Pattern] = PROPOSED STEEL TO BE INSTALLED

TEMP (F°)	DIMENSION "A"					
	MAH-11-1.003		MAH-11-1.469		MAH-11-7.583	
	REAR	FWD	REAR	FWD	REAR	FWD
30°	1.88"	1.88"	1.75"	1.75"	1.75"	1.75"
40°	1.75"	1.75"	1.75"	1.75"	1.63"	1.75"
50°	1.63"	1.63"	1.63"	1.63"	1.63"	1.63"
60°	1.50"	1.50"	1.50"	1.50"	1.50"	1.50"
70°	1.38"	1.38"	1.38"	1.38"	1.38"	1.38"
80°	1.25"	1.25"	1.25"	1.25"	1.25"	1.25"
90°	1.13"	1.13"	1.13"	1.13"	1.25"	1.25"

Table revised and adjusted to include rear and forward joint spacing

STRUCTURE GENERAL NOTES

MAH-11-1.003, MAH-11-1.469, MAH-11-1.922R, MAH-11-1.950L, MAH-11-3.045, MAH-11-5.041L
MAH-11-5.055R, MAH-11-6.108, MAH-11-7.583, MAH-11-7.991R, MAH-11-7.997L

SFN	
VARIOUS	
DESIGN AGENCY	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
RC 09/08/26	
PROJECT ID	
110642	
SUBSET	TOTAL
1	10
SHEET	TOTAL
P.22	35