

LOCATION MAP

LATITUDE: 41°17'10" LONGITUDE: -81°05'55"



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

DESIGN DESIGNATION

CURRENT ADT (20)	=====
DESIGN YEAR ADT (20)	=====
DESIGN HOURLY VOLUME (20)	=====
DIRECTIONAL DISTRIBUTION	=====
TRUCKS (24 HOUR B&C)	=====
DESIGN SPEED	=====
LEGAL SPEED	=====
DESIGN FUNCTIONAL CLASSIFICATION:	=====

NHS PROJECT ----- NO

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

REQUIRED

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig


Before You Dig

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

PLAN PREPARED BY:
ODOT DISTRICT 4, CAPITAL PROGRAMS
2088 S. ARLINGTON ROAD
AKRON, OH 44306

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

POR-82/VAR-10.64/VAR

VILLAGE OF GARRETSVILLE & HIRAM

HIRAM, NELSON & FREEDOM TOWNSHIPS

PORTAGE COUNTY

INDEX OF SHEETS:

TITLE SHEET	P.1
TYPICAL SECTIONS	P.2-P.4
GENERAL NOTES	P.5-P.7
MAINTENANCE OF TRAFFIC	P.8-P.10
GENERAL SUMMARY	P.11-P.12
PAVEMENT CALCULATIONS	P.13-P.15
CURB RAMP SUBSUMMARY	P.16-P.17
CURB RAMP DIMENSIONS	P.18
CURB RAMP DETAILS	P.19-P.20
RPM SUBSUMMARY	P.21
PAVEMENT MARKING SUBSUMMARY	P.22
RRFB SIGNING PLAN	P.23
STRUCTURES	P.24-P.34

END PROJECT
POR 88 SLM 13.70

BEGIN PROJECT
POR 82 SLM 10.64

END PROJECT
POR 82 SLM 17.89

BRIDGE REHAB
POR 700 SLM 3.36

BEGIN PROJECT
POR 88 SLM 7.95

FEDERAL PROJECT NUMBER

E250878

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

RESURFING OF SR 82 FROM SLM 10.64-17.89 AND SR 88 FROM SLM 7.95-13.70. INCLUDES MINOR BRIDGE REHAB WORK TO 4 STRUCTURES AND THE INSTALLATION OF RRFBS ON POR-88-11.75 AT HEADWATERS TRAIL AS WELL AS THE REPLACEMENT OF A BOX BEAM ON STRUCTURE POR 700 3.36 OVER EAGLE CREEK

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	4.6 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.25 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)* *ROUTINE MAINTENANCE PROJECT

LIMITED ACCESS

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

2023 SPECIFICATIONS

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


I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEET P.10, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

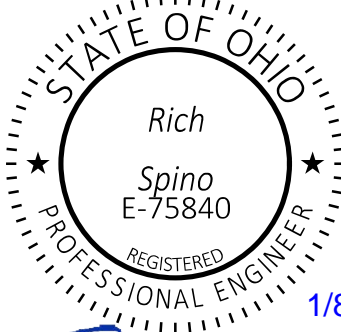


Arthur G. Noiro Jr., P.E.
District 04 Deputy Director


Pamela Boratyn
Director, Department of Transportation

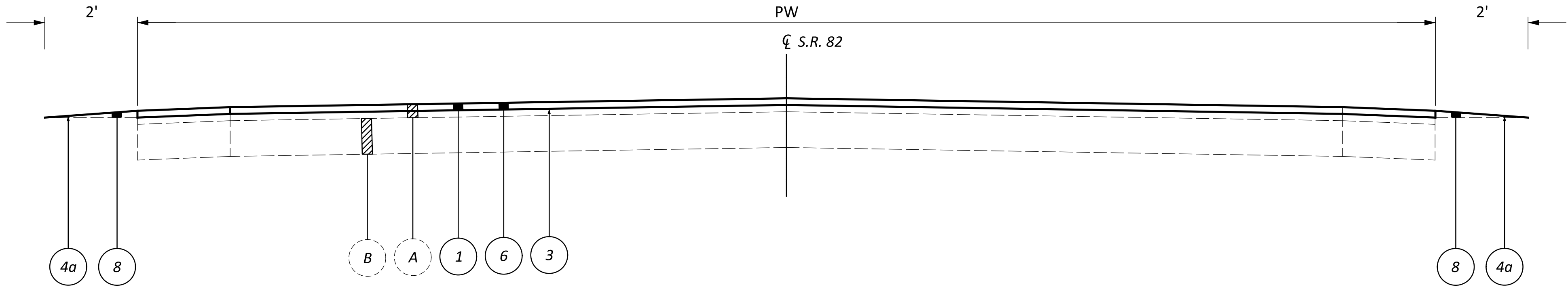
STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
BP-3.1	1/19/24	MT-97.10	4/19/19	TC-65.11	1/17/25			800-2023	7/18/25	ASBESTOS	9/8/25
BP-3.2	1/18/19	MT-97.12	1/20/17	TC-71.10	7/18/25			821	4/20/12		
BP-4.1	7/19/13	MT-99.20	4/19/19	TC-87.10	7/18/25			832	7/18/25		
BP-5.1	7/18/25	MT-101.60	1/17/25					872	1/17/25		
BP-7.1	7/18/25	MT-101.90	7/17/20	AS-1-15	1/20/23			874	4/17/20		
		MT-105.10	1/17/20	DS-1-92	7/15/22			875	1/17/25		
DM-1.1	1/17/25	MT-110.10	7/19/13	PSBD-1-25	7/18/25			897	1/16/15		
DM-4.3	1/15/16			TST-2-21	1/17/25			921	7/19/24		
DM-4.4	1/15/16	TC-41.20	10/18/13								
		TC-41.30	4/21/23								
MGS-2.1	7/18/25	TC-42.10	10/18/13								
MGS-3.3	7/18/25	TC-42.20	10/18/13								
MGS-4.3	7/18/25	TC-52.10	10/18/13								
		TC-52.20	1/15/21								
RM-1.1	1/20/23	TC-61.30	7/19/24								
		TC-65.10	1/17/14								

ENGINEER'S SEALENGINEER'S SEAL

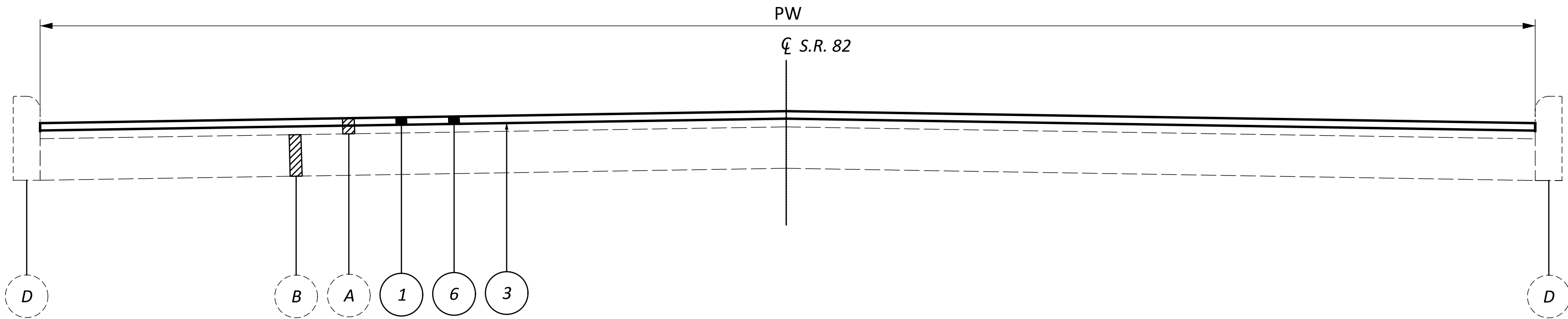


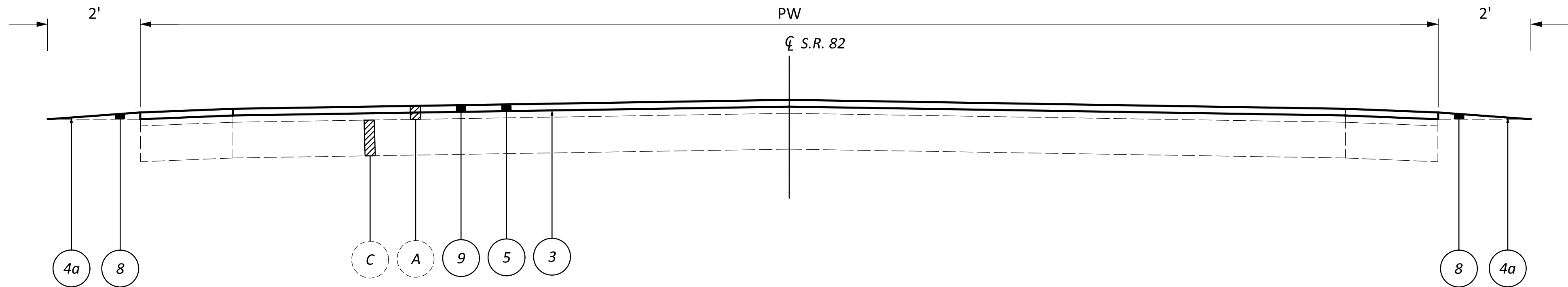




TYPICAL SECTION 1 (SR 82)				
ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
POR 82	10.67	12.86	2.19	30



TYPICAL SECTION 2 (SR 82)				
ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
POR 82	12.86	13.77	0.91	26



TYPICAL SECTION 3 (SR 82)				
ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
POR 82	13.77	14.46	0.69	35
	14.46	14.56	0.1	35-46
	14.56	14.62	0.06	46
	14.62	14.72	0.1	46-35
	14.72	15.18	0.46	35
	15.2	16.06	0.86	35
	16.91	17.44	0.53	32
	17.48	17.69	0.21	30
	17.69	17.89	0.2	28

LEGEND

- 1

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (T = 1.5")
- 2

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (T = 3.25")
- 3

ITEM 407, NON-TRACKING TACK COAT @ 0.09 GAL/SY
- 4

ITEM 407, NON-TRACKING TACK COAT @ 0.06 GAL/SY
- 4a

ITEM 408, PRIME COAT @ 0.40 GAL/SY, AS PER PLAN
- 5

ITEM 424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448), (T = 1")
- 6

ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M (T = 1.5" UNLESS OTHERWISE SPECIFIED)
- 7

ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (T = 1.75" UNLESS OTHERWISE SPECIFIED)
- 8

ITEM 617 COMPACTED AGGREGATE, AS PER PLAN
- 9

ITEM 897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, (T = 1" UNLESS OTHERWISE SPECIFIED)
- 10

SAFETY EDGE - SEE BP 3.2 FOR DETAILS
- A

EXISTING ASPHALT CONCRETE
- B

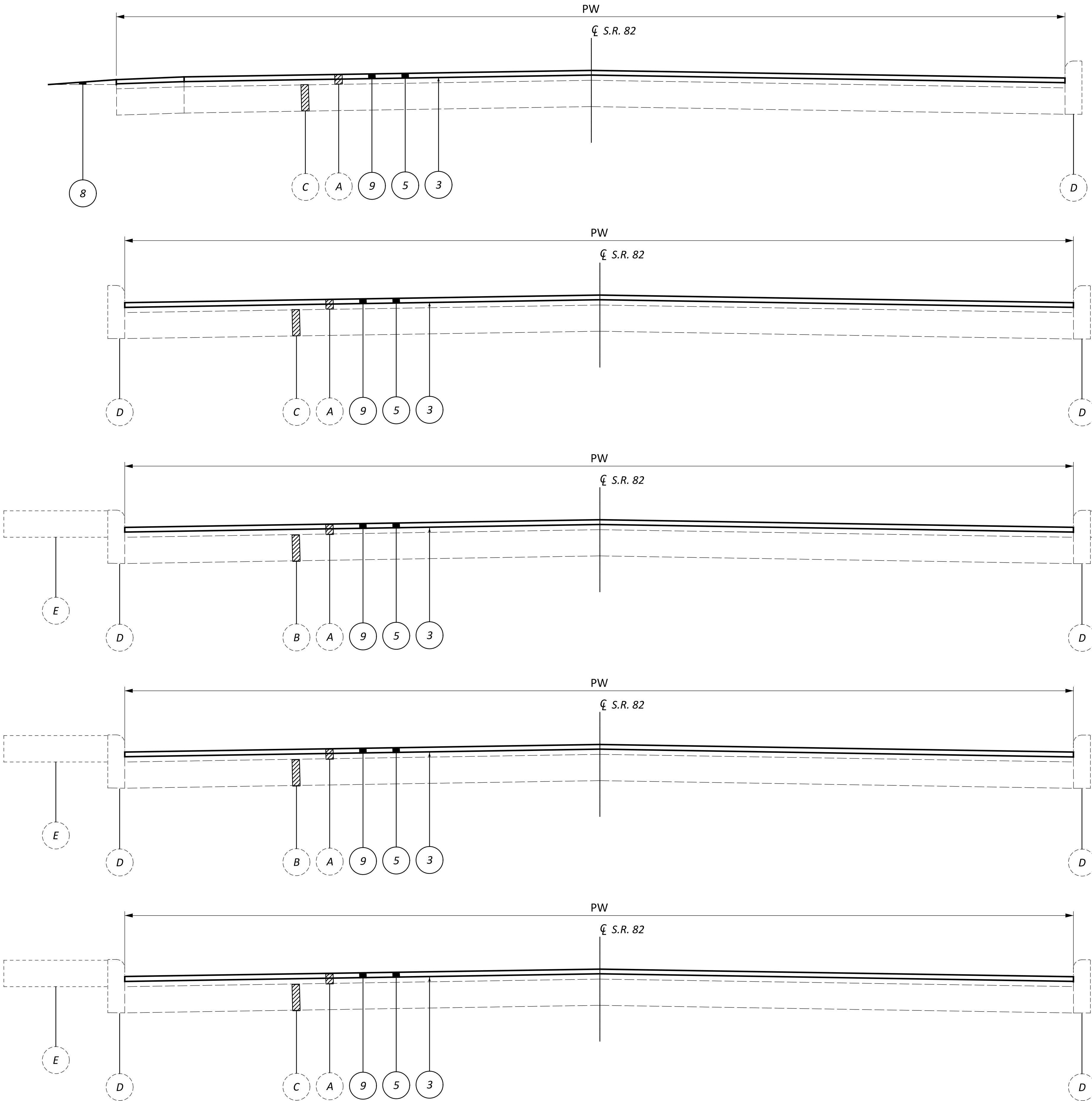
EXISTING RIGID BASE (CONCRETE, REINFORCED CONCRETE, BRICK)
- C

EXISTING FLEXIBLE BASE (ASPHALT, MACADAM, AGGREGATE)
- D

EXISTING CURB
- E

EXISTING SIDEWALK





SEE SHEET P.2 FOR LEGEND

TYPICAL SECTION 4 (SR 82)				
ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
POR 82	16.06	16.11	0.05	29

TYPICAL SECTION 5 (SR 82)				
ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
POR 82	16.11	16.5	0.39	28
	16.5	16.54	0.04	28-37
	16.54	16.67	0.13	37
	17.44	17.48	0.04	30

TYPICAL SECTION 6 (SR 82)				
ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
POR 82	16.67	16.80	0.13	56
	16.80	16.81	0.01	49

TYPICAL SECTION 7 (SR 82)				
ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
POR 82	16.83	16.85	0.02	49

TYPICAL SECTION 8 (SR 82)				
ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
POR 82	16.85	16.91	0.06	49

TYPICAL SECTIONS

DESIGN AGENCY



DESIGNER

JMW

REVIEWER

RMM 08-04-25

PROJECT ID

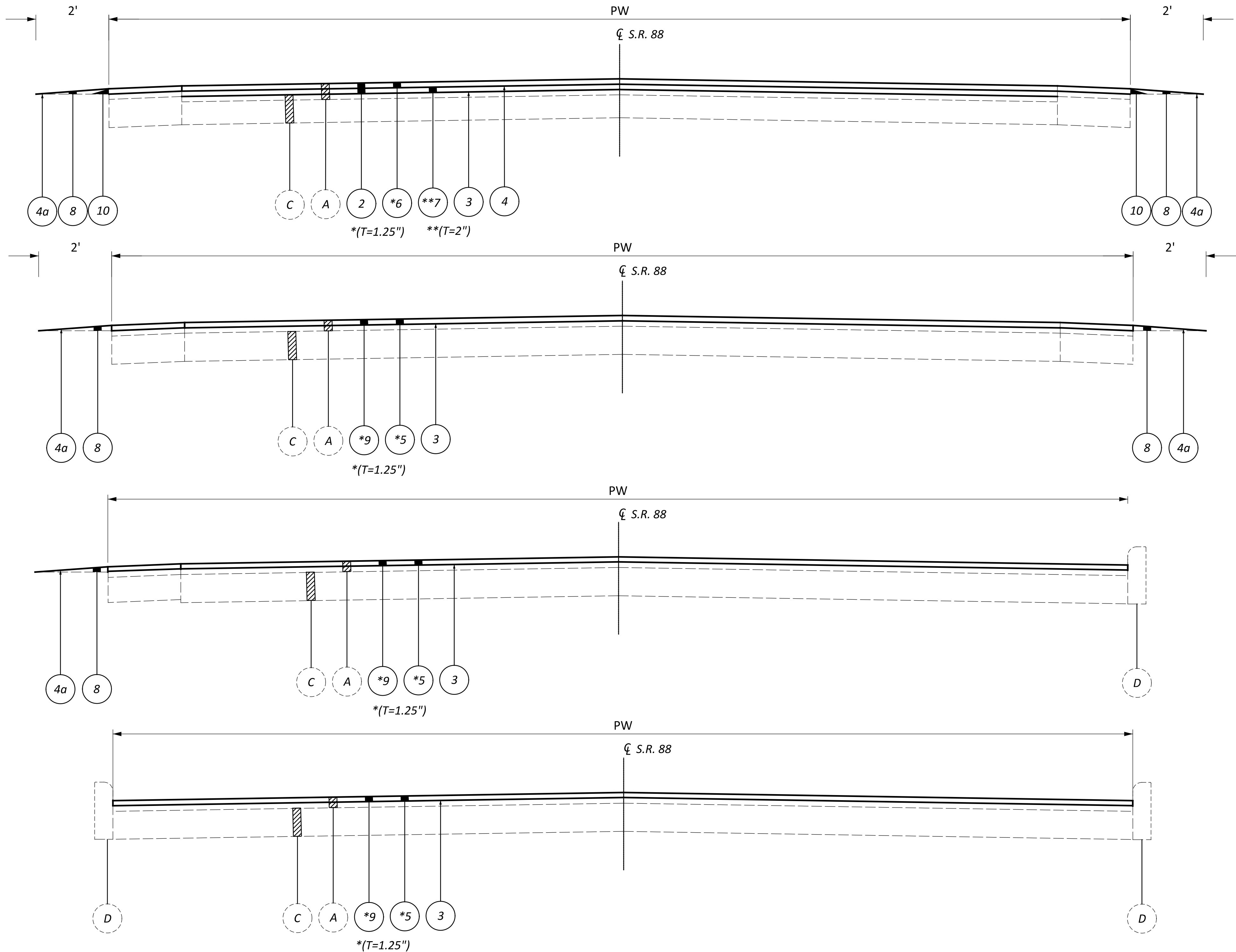
112830

SHEET

P.3

TOTAL

34



SEE SHEET P.2 FOR LEGEND

TYPICAL SECTION 1 (SR 88)				
ROUTE	SLM		LENGTH	PW
	FROM	TO	(MILES)	(FEET)
POR 88	7.95	11.13	3.18	25

TYPICAL SECTION 2 (SR 88)				
ROUTE	SLM		LENGTH	PW
	FROM	TO	(MILES)	(FEET)
POR 88	11.13	11.46	0.33	25
	11.83	11.93	0.1	25
	12.17	12.84	0.67	26
	12.84	13.7	0.86	25

TYPICAL SECTION 3 (SR 88)				
ROUTE	SLM		LENGTH	PW
	FROM	TO	(MILES)	(FEET)
POR 88	11.46	11.8	0.34	25
	11.8	11.83	0.03	23
	12.13	12.17	0.04	36-25

*NOTE: CURB IS ON LEFT FOR SLM 12.13-12.17

TYPICAL SECTION 4 (SR 88)				
ROUTE	SLM		LENGTH	PW
	FROM	TO	(MILES)	(FEET)
POR 88	11.93	11.96	0.03	25
	11.98	12	0.02	25
	12	12.13	0.13	36

TYPICAL SECTIONS

DESIGN AGENCY



DESIGNER

JMW

REVIEWER

RMM 08-04-25

PROJECT ID

112830

SHEET

P.4

TOTAL

34

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.

AKRON WATER - CITY OF
ATTN: BOB GEISER, P.E.
1460 TRIPLETT BLVD
AKRON, OH 44306
330-375-2791
bgeiser@akronohio.gov

AT&T
ATTN: STEVEN HYLTON
50 W. BOWERY ST., 6TH FLOOR
AKRON, OH 44308
330-384-3055
330-631-7485 CELL
sh1513@att.com

ENBRIDGE GAS OHIO DBA
DOMINION ENERGY
ATTN: ANDREW LONNEMAN
SUPERVISOR – GAS OPERATIONS
DISTRIBUTION DESIGN
320 SPRINGSIDE DRIVE
AKRON, OH 44333
330-840-8304
Andrew.Lonneman@enbridge.com
ryan.a.bond@dominionenergy.com
relocation@dominionenergy.com

ATTN: TOMMY IDLEY
216-650-0674
330-384-3152
ti8523@att.com

OHIO EDISON
ATTN: JEFFREY HEURING, PE
6326 LAKE AVE.
ELYRIA, OH 44035
440-653-1931 CELL
jheuring@firstenergycorp.com
jmzassick@firstenergycorp.com

OWS ACQUISTION CO.
ENERVEST OPERATING L.L.C.
ATTN: TROY VALASEK
1748 SALTWELL ROAD NW
DOVER, OH 44622
330-587-1009
tvalasek@owsacq.com
clash@owsacq.com

CHARTER
ATTN: RON IKES
5520 WHIPPLE AVE. NW
NORTH CANTON, OH 44720
330-494-9200
216-392-7964 CELL
Ron.Ickes@charter.com

FRONTIER COMMUNICATIONS
MINERVA AREA
(VERIZON)
ATTN: RANDY HOWARD
6223 NORWALK ROAD
MEDINA, OH 44256
330-722-9586
330-416-4614 CELL
j.howard@ftr.com
Robin.latham@ftr.com

VILLAGE OF GARRETTSVILLE
(WATER/SEWER)
ATTN: JEFF SHEEHAN
8213 HIGH ST.
P.O. BOX 35
GARRETTSVILLE, OH 44231
330-527-2080
gvillewater@frontier.com

BUCKEYE PARTNERS, L.P.
ATTN: NIC BORLING
4911 EAST HIGH STREET
P.O. BOX 542
MANTUA, OH 44255
330-221-0268
nborling@buckeye.com

VERIZON BUSINESS / MCI
ATTN: DANIEL ARZ
12300 RIDGE ROAD
NORTH ROYALTON, OH 44133
120 RAVINE STREET
AKRON, OH 44303
440-457-4832
216-570-9343 CELL
Daniel.arz@verizon.com
david.gross1@verizon.com

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.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT AS SHOWN ON THE TYPICAL SECTIONS.

PAVEMENT MARKING LANE WIDTHS

THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT SHALL BE AS FOLLOWS			
ROUTE	S.L.M. TO S.L.M.	LANE WIDTH	
SR 82	10.64 TO 17.89	11'	
SR 88	7.95 TO 13.70	11'	

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.

DRIVEWAYS

THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE A DIFFERENCE IN ELEVATION BETWEEN THE MAINLINE ASPHALT SURFACE COURSE AND THE EXISTING DRIVEWAYS. IF APPROVED BY THE ENGINEER, AN ASPHALT WEDGE WITH A MINIMUM WIDTH OF 2' MAY BE PLACED EITHER ON THE ROADWAY SHOULDER OR DRIVEWAY DEPENDENT UPON WHICH SIDE IS HIGH. A QUANTITY OF MAINLINE SURFACE COURSE ASPHALT HAS BEEN PROVIDED IN THE CALCULATIONS AND GENERAL SUMMARY TO PERFORM THIS ITEM OF WORK.

IN THE EVENT THAT THE ENGINEER DETERMINES ADDITIONAL WORK IS NECESSARY TO PROPERLY ADDRESS FIELD CONDITIONS, AN ITEM FOR WEARING COURSE REMOVED HAS BEEN PROVIDED. THE REMOVAL DEPTH IS DEPENDENT UPON THE ELEVATION DIFFERENCE AND ALLOW FOR 1 -2 OF COMPACTED ASPHALT MATERIAL TO BE PLACED.

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.

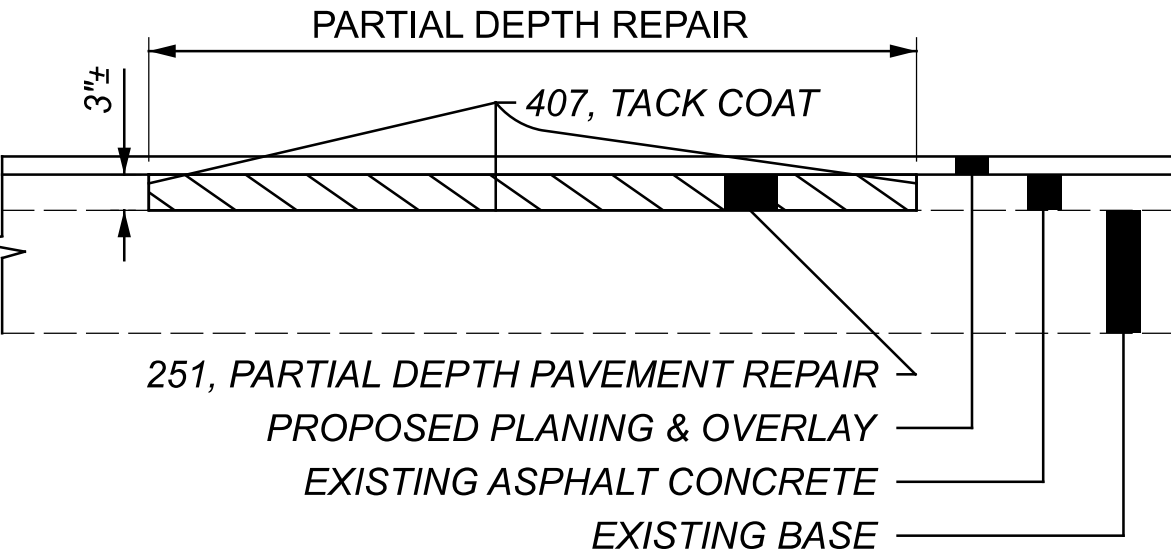
THE QUANTITY OF ITEM 209 IS NOT PERMITTED TO BE INCREASED. REDUCTIONS IN QUANTITIES ARE PERMITTED AS DETERMINED BY THE PROJECT ENGINEER.

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, 810 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 AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE. 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), 4747 SQ. YD. (LONGITUDINAL)
251, PARTIAL DEPTH PAVEMENT REPAIR (441), 350 SQ. YD. (TRANSVERSE)



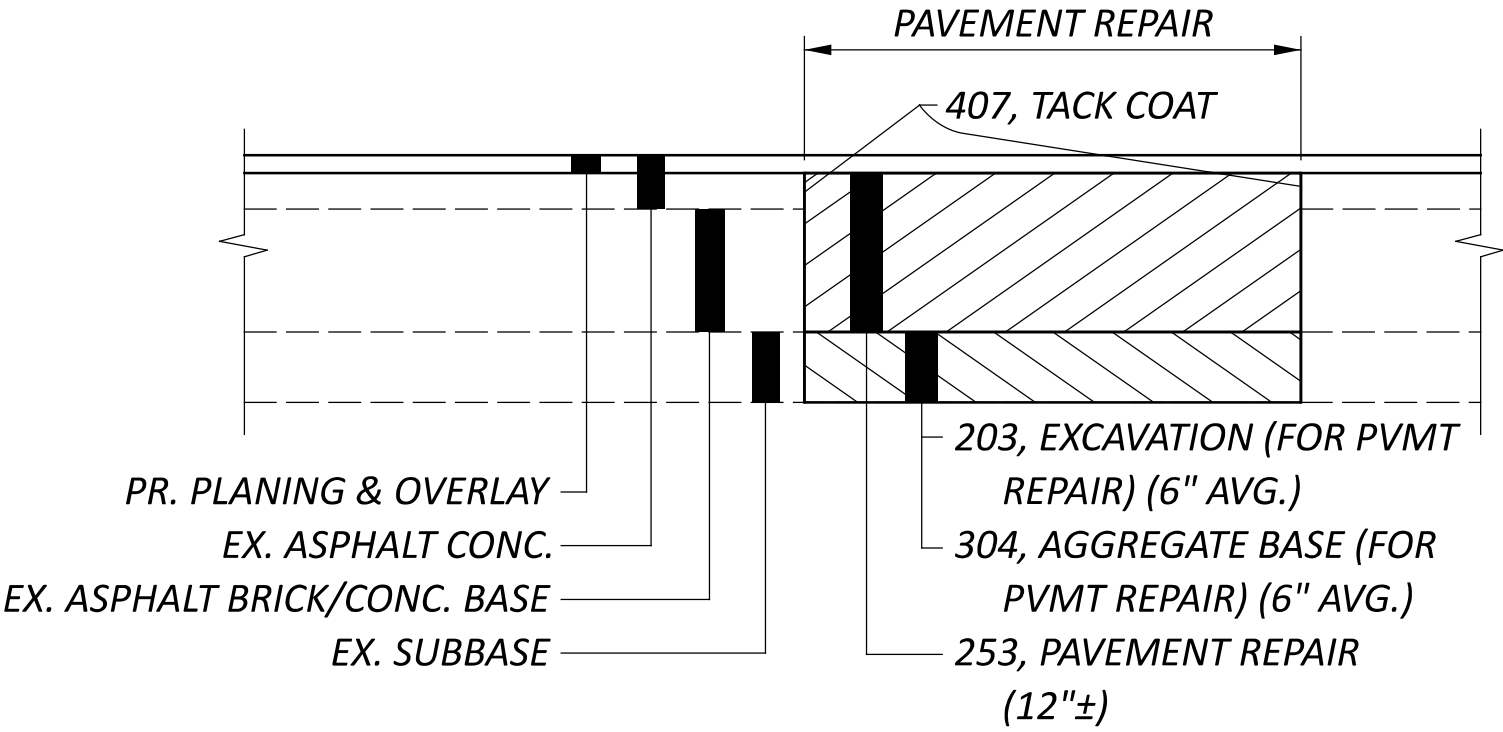
NOTE: THE ABOVE QUANTITY INCLUDES REPAIRING THE OUTSIDE 6' WHEEL TRACK FROM SLM 13.33 TO 13.77 ON SR 82

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 12" 301 ASPHALT CONCRETE BASE, PG64-22. 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 PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE.

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:
253, PAVEMENT REPAIR, 900 SQ YD
255, FULL DEPTH PAVEMENT SAWING, 5400 FT



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) 150 CU YD

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 ESTIMATEDQUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 150 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.

GENERAL NOTES

DESIGN AGENCY



DESIGNER

JMW

REVIEWER

RMM 07-28-25

PROJECT ID

112830

SHEET

P.5

TOTAL

34

INTERSECTIONS

INTERSECTIONS WILL BE RESURFACED 10 FT. BEYOND THE EDGE LINE, OR TO THE BACK OF THE CROSSWALK WHERE CURB RAMPS ARE BEING PERFORMED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR INDICATED IN THE PLAN. INTERSECTIONS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE. A BUTT JOINT, AS PER STANDARD CONSTRUCTION DRAWING BP-3.1, SHALL BE USED TO PROVIDE A SMOOTH TRANSITION TO THE EXISTING PAVEMENT. USE THE SAME ASPHALT CONCRETE AS THE MAINLINE PAVEMENT UNLESS SHOWN OTHERWISE ON THE ASPHALT CONCRETE CALCULATIONS SHEET. ANY GRADING OR PRIME NECESSARY TO ACCOMPLISH THIS WORK SHALL BE INCLUDED IN THE COST OF THE PERTINENT BID ITEM.

FIELD DRIVEWAYS

THIS ITEM WILL CONSIST OF PLACING ITEM 411, STABILIZED CRUSHED AGGREGATE. THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE A DIFFERENCE IN ELEVATION BETWEEN THE MAINLINE ASPHALT SURFACE COURSE AND THE EXISTING FIELD DRIVEWAYS. FIELD DRIVES WILL BE PLACED AFTER THE COMPLETION OF THE SURFACE COURSE AND SHALL HAVE AN AVERAGE 2 INCH THICKNESS. ALL GRADING TOOLS, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE FIELD DRIVES WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 411, AGGREGATE BASE. AN ESTIMATED QUANTITY OF 3 CU. YD. HAS BEEN CARRIED TO THE GENERAL SUMMARY.

PAVED MAILBOX APPROACHES

ALL EXISTING MAIL BOX APPROACHES WILL BE PAVED WITH ASPHALT CONCRETE. THE BUILDUP OF THE ASPHALT PAVEMENT SHALL MATCH THE MAINLINE PAVING. THE LIMITS OF THE PAVING SHALL MATCH THE EXISTING MAILBOX APPROACH LIMITS. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE MAINLINE PAVING QUANTITIES, SEPARATE QUANTITIES FOR THE MAILBOX APPROACHES ARE NOT PROVIDED.

ITEM 608 - CURB RAMP, AS PER PLAN

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, INSTALLATION OF THE CURB RAMPS / DETECTABLE WARNINGS WILL BE PERFORMED PRIOR TO MAINLINE RESURFACING.

IN ADDITION TO THE CMS REQUIREMENTS OF ITEM 608 CURB RAMP, THIS ITEM SHALL INCLUDE THE RESTORATION OF THE ADJACENT AREAS DISTURBED FOR THE INSTALLATION OF CURB RAMPS AND IMMEDIATELY ADJACENT CONCRETE WALK. RESTORATION SHALL INCLUDE PLACEMENT OF ITEM 659 TOPSOIL, ITEM 659 COMMERCIAL FERTILIZER, ITEM 659 SEEDING AND MULCHING, AND ITEM 659 WATER, ALL PER CMS.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PID PRICE FOR ITEM 608 - CURB RAMP, AS PER PLAN.

ITEM 611 – MANHOLE ADJUSTED TO GRADE, AS PER PLAN
ITEM 623 – MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN
ITEM 638 – VALVE BOX ADJUSTED TO GRADE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 611.10.D FOR MANHOLES, 623.05 FOR MONUMENT ASSEMBLY, OR 638.18 FOR VALVE BOXES, THE CONTRACTOR WILL MAKE A CLEAN CIRCULAR CUT AROUND THE CASTING (48" DIAMETER FOR STORM AND SANITARY MANHOLE CASTINGS, 24"-28" FOR VALVE BOXES AND MONUMENT ASSEMBLIES, AND 2’ IN DIAMETER LARGER THAN THE CASTING DIAMETER FOR ANY CASTINGS THAT ARE LARGER THAN STANDARD MANHOLES) AND REMOVE AND DISCARD THE EXISTING CASTING. INSTALL A NEW CASTING TO GRADE (ACCORDING TO TOLERANCES AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1) AFTER THE PAVEMENT SURFACE COURSE HAS BEEN REPLACED.

CMS 499 CLASS QCMS CONCRETE (DYE THE CONCRETE SUCH THAT ITS COLOR CLOSELY MATCHES THE COLOR OF THE SURROUNDING PAVEMENT) WILL BE USED FOR BACKFILLING THE FULL PAVEMENT SECTION AND THE JOINT BETWEEN THE ASPHALT AND CONCRETE WILL BE SEALED WITH CMS 702.01 PG BINDER. EPOXY COATED REBAR SHALL BE PLACED IN THE CONCRETE AT 6" MAXIMUM ON CENTER AND A MINIMUM OF 3.5" CLEARANCE FROM THE TOP, BOTTOM AND SIDES. THE CONCRETE WILL BE VIBRATED SUFFICIENTLY TO ELIMINATE AIR POCKETS UNDER THE FRAME.

PAYMENT WILL INCLUDE REMOVAL OF THE EXISTING MATERIAL, INSTALLATION AND FURNISHING OF A NEW CASTING, AND ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS ITEM OF WORK AS DESCRIBED.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN,	18 EACH
ITEM 623 - MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN,	10 EACH

VALVE BOX ADJUSTED TO GRADE

A QUANTITY FOR THIS ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 638 VALVE BOX ADJUSTED TO GRADE, 13 EACH

MANHOLE RECONSTRUCTED TO GRADE

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR RECONSTRUCTING 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 – MANHOLE RECONSTRUCTED TO GRADE, 3 EACH
ITEM SPECIAL – MISCELLANEOUS METAL, 1350 LB

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, 37 EACH
ITEM SPECIAL – MISCELLANEOUS METAL, 16650 LB

CATCH BASIN RECONSTRUCTED TO GRADE

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR RECONSTRUCTING 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 RECONSTRUCTED TO GRADE, 7 EACH
ITEM SPECIAL – MISCELLANEOUS METAL, 3150 LB

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

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

- ALL DEVIATIONS FROM THE ORIGINAL APPROVED CONSTRUCTION PLANS WHICH RESULT IN A CHANGE OF LOCATION, MATERIAL, TYPE OR SIZE OF WORK.
- 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.
- THE FINAL OPTION AND SPECIFICATION NUMBER SELECTED FOR THOSE ITEMS WHICH ALLOW SEVERAL MATERIAL OPTIONS UNDER THE SPECIFICATION (E.G., CONDUIT).
- CHANGES TO THE PAY ITEMS AND FINAL QUANTITIES AS PAID SHALL BE SHOWN ON THE GENERAL SUMMARY AND SUBSUMMARIES.
- 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.

DESIGN AGENCY



DESIGNER

JMW

REVIEWER

RMM 08-04-25

PROJECT ID

112830

SHEET

P.6

TOTAL

34

REVIEW OF CURB RAMPS

PRIOR TO THE START OF WORK, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT AND CONTRACTOR OF ALL CURB RAMPS INCLUDED IN THE PROJECT LIMITS. PRIOR TO THE INSPECTION, THE CONTRACTOR SHALL MARK THE WORK LIMITS OF ALL CURB RAMPS AND ASSOCIATED WORK TO IDENTIFY ANY CONDITIONS THE CONTRACTOR CANNOT BRING INTO ADA COMPLIANCE PER BP-7.1. THE DEPARTMENT SHALL HAVE TEN (10) BUSINESS DAYS TO RESOLVE ANY SUCH ANTICIPATED NON-COMPLIANCE WITH AN ADA WAIVER, QUANTITY CHANGE OR DESIGN REVISION PRIOR TO THE START OF WORK.

IMMEDIATELY FOLLOWING INSTALLATION OF FORMWORK FOR CURB RAMP CONCRETE PLACEMENT AND PRIOR TO PLACEMENT OF CONCRETE, THE CONTRACTOR SHALL VERIFY ADA COMPLIANCE BASED UPON MEASUREMENT OF THE FORMS. THE ENGINEER SHALL BE IMMEDIATELY NOTIFIED OF ANY NON-COMPLIANT ADA CONDITIONS MEASURED BY THE CONTRACTOR WITHIN THE WORK LIMITS. THE ENGINEER SHALL HAVE THREE (3) BUSINESS DAYS TO RESOLVE ANY SUCH NON-COMPLIANCE WITH A CORRECTIVE FORM LAYOUT, ADA WAIVER, QUANTITY CHANGE OR DESIGN CHANGE PRIOR TO THE PLACEMENT OF CONCRETE.

THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY ADA NON-COMPLIANCE FOR ALL ISSUES NOT REPORTED TO THE ENGINEER IN THE INITIAL INSPECTION AND/OR THE FORM INSTALLATION MEASUREMENT. MODIFICATION OF FORMS INTO A COMPLIANT CONFIGURATION AND/OR REMOVAL AND RECONSTRUCTION OF FINISHED WORK SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 608 CURB RAMP ITEMS.

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, 16 EACH
- 626, BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL, 65 EACH

ADA DESIGN WAIVER

AN APPROVED ADA DESIGN WAIVER IS REQUIRED ON THIS PROJECT. THE FOLLOWING CURB RAMPS LISTED BELOW HAVE WAIVERS APPROVED.

RAMP ID	APPROVAL DATE	LOCATION/DESCRIPTION
RMP0030412	10/02/2025	SR82 / HAYDEN ST, FR
RMP0030430	10/02/2025	SR82 / SR700, FL
RMP0030429	10/02/2025	SR82 / SR 88, RL
RMP0030427	10/02/2025	SR82 / HIGH ST, RR
RMP0030428	10/02/2025	SR88 / ZUPANIC DR N, RL
RMP0030432	10/02/2025	SR88 / WHITE ST, FL
RMP0030433	10/02/2025	SR88 / FRENCH ST, FL
RMP0030434	10/02/2025	SR88 / HARRIS DR, RL

LAKE ROCKWELL RESERVOIR & UPPER CUYAHOGA RIVER/AKRON DRINKING WATER SUPPLY AVOIDANCE:

LAKE ROCKWELL RESERVOIR, WHICH IS FED BY THE STATE SCENIC UPPER CUYAHOGA RIVER, IS A SOURCE FOR THE CITY OF AKRON DRINKING WATER SUPPLY. BECAUSE OF THIS, LAKE ROCKWELL RESERVOIR AND THE SURROUNDING AREAS (INCLUDING ECKERT DITCH) ARE HIGHLY RESTRICTED. UNDER NO CIRCUMSTANCES SHALL ANY EQUIPMENT (BACKHOE, EARTH MOVING EQUIPMENT, ETC.) AND/OR MATERIALS ENTER BELOW THE ORDINARY HIGH-WATER MARK (OHWM) OF 1052 MSL ESTABLISHED FOR LAKE ROCKWELL RESERVOIR.

SINCE THIS PROJECT CROSSES THE CUYAHOGA RIVER, THE CONTRACTOR SHALL DEVELOP A SPILL CONTAINMENT AND CLEANUP PLAN PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES AND PARTICULAR ATTENTION SHALL ALSO BE GIVEN TO DRAINAGE WAYS, DITCHES, WETLANDS, AND OPEN WATER AREAS. APPROPRIATELY DESIGNED EROSION CONTROLS SHALL BE UTILIZED, AND ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROPERLY MAINTAINED UNTIL FINAL PROJECT SITE STABILIZATION IS ACHIEVED AND ACCEPTED BY THE ENGINEER. EQUIPMENT AND MATERIAL STAGING AREAS SHALL BE KEPT AWAY FROM THE LAKE ROCKWELL RESERVOIR, WETLANDS AND OTHER WATERS OF THE UNITED STATES TO THE EXTENT PRACTICABLE. IDLE EQUIPMENT, PETROCHEMICALS AND TOXIC/HAZARDOUS MATERIALS SHOULD NOT BE STORED IN PROXIMITY OF LAKE ROCKWELL RESERVOIR, WETLANDS AND OTHER WATERS OF THE UNITED STATES. ALL PROJECT RELATED REFUELING AND MAINTENANCE ACTIVITIES SHALL BE PERFORMED IN AN ENVIRONMENTALLY RESPONSIBLE MANNER AND UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR DISCHARGE ANY PETROCHEMICALS AND/OR TOXIC AND HAZARDOUS MATERIALS.

SPILLS OF FUELS, OILS, CHEMICALS OR OTHER TOXIC/HAZARDOUS MATERIALS SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR AND REPORTED TO THE PROJECT ENGINEER. IN EACH CASE WHERE THERE IS AN INCIDENT OF HAZARDOUS MATERIAL SPILL IN A REPORTABLE QUANTITY OR ANY SPILL THAT COULD POSE A RISK TO SURFACE WATER OR GROUNDWATER, THE CONTRACTOR SHALL, AS SOON AS POSSIBLE, NOTIFY THE PROJECT ENGINEER AND THE FOLLOWING AGENCIES:

CITY OF AKRON WATER SUPPLY BUREAU WATER PLANT DIVISION: 330-678-0077 PRESS "2" (24-HOUR DISPATCH)

OHIO EPA SPILL REPORTING – 24-HOUR EMERGENCY SERVICE: 800-282-9378

- PROVIDE AS MUCH OF THE FOLLOWING INFORMATION AS POSSIBLE:
- 1.TIME OBSERVED.
 - 2.LOCATION
 - 3.MATERIAL RELEASED
 - 4.PROBABLE SOURCE
 - 5.VOLUME & DURATION
 - 6.PRESENT & ANTICIPATED MOVEMENT OF MATERIAL
 - 7.PERSONNEL ON SCENE
 - 8.ACTIONS ALREADY INITIATED
 - 9.PERSON(S) ON THE SCENE TO CONTACT

ODNR STATE SCENIC RIVER PROJECT NOTIFICATION - STATE ROUTE 82

THE PROJECT IS LOCATED WITHIN THE 1000-FOOT BUFFER ESTABLISHED FOR THE STATE SCENIC UPPER CUYAHOGA RIVER AT STATE ROUTE 82 IN PORTAGE COUNTY. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER 40 DAYS PRIOR TO WORK WITHIN 1000 FEET OF THE STATE SCENIC UPPER CUYAHOGA RIVER. THE PROJECT ENGINEER SHALL NOTIFY THE DISTRICT ENVIRONMENTAL COORDINATOR 35 DAYS PRIOR TO WORK WITHIN 1000 FEET OF THE SCENIC RIVER. THE DISTRICT ENVIRONMENTAL COORDINATOR SHALL COORDINATE WITH ODNR SCENIC RIVERS A MINIMUM OF 30 DAYS PRIOR TO ANY WORK WITHIN 1000 FEET OF STATE SCENIC UPPER CUYAHOGA RIVER.

STATE SCENIC CUYAHOGA RIVER AVOIDANCE – STATE ROUTE 82

THE PROJECT IS LOCATED WITHIN THE 1000-FOOT BUFFER ESTABLISHED FOR THE STATE SCENIC UPPER CUYAHOGA RIVER AT STATE ROUTE 82 IN PORTAGE COUNTY. THE CONTRACTOR SHALL NOT DISCHARGE TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND TO THE STATE SCENIC UPPER CUYAHOGA RIVER, ITS TRIBUTARIES, OR DRAINAGE WAYS. IF REFUELING OF IMMOBILE EQUIPMENT IS NECESSARY WITHIN THE FLOODPLAIN OR NEAR ANY TRIBUTARY DRAINAGE WAYS, DITCHES, OR STREAM, THE CONTRACTOR SHALL PROVIDE SECONDARY CONTAINMENT WITH ENOUGH CAPACITY TO COMPLETELY CONTAIN AND COLLECT ALL POTENTIAL LIQUID WASTES IN THE EVENT OF A SPILL.

ANY AND ALL CONSTRUCTION DEBRIS, EARTHEN DEBRIS, EXCESS ASPHALT OR CONCRETE, WOOD DEBRIS FROM CLEARING, EXCESS FILL MATERIAL, AND TRASH SHOULD BE DISPOSED OF AT AN APPROVED UPLAND SITE OR LAND FILL ABOVE FEMA 100-YEAR FLOOD ELEVATIONS. DISPOSAL OF ANY SUCH MATERIALS WITHIN 1000 FEET OF THE STATE SCENIC UPPER CUYAHOGA RIVER IS PROHIBITED.

IN ACCORDANCE WITH ORC 3750.06, REPORTABLE SPILLS MUST BE REPORTED TO THE LOCAL FIRE DEPARTMENT (911), THE LOCAL EMERGENCY COORDINATOR (LEPC SPILLS LINE: (330) 296-0222 / AFTER HOUR: PCSO DISPATCH (330) 296-5100), AND THE OHIO SPILL LINE (1-800-282-9378).

THE CONTRACTOR SHALL KEEP ALL IDLE EQUIPMENT, FUELS, LUBRICANTS, AND ANY STORAGE FOR/OF POTENTIALLY TOXIC OR HAZARDOUS MATERIALS OUT OF THE FEMA DESIGNATED SPECIAL FLOOD HAZARD AREA AND NOT WITHIN 1000 FEET OF THE STATE SCENIC UPPER CUYAHOGA RIVER.

THE CONTRACTOR SHALL DEVELOP AND IMPLEMENT A SEDIMENT AND EROSION CONTROL PLAN BEFORE EARTHWORK COMMENCES. THE PLAN SHALL INCLUDE A LIST OF APPLICABLE BMPS, PER SS 832 THAT WILL BE USED THROUGHOUT THE PROJECT, SUCH AS PERIMETER CONTROLS AND/OR SEEDING AND MULCHING, AND MUST BE SUBMITTED TO THE ODOT PROJECT ENGINEER FOR REVIEW AND ACCEPTANCE. SEDIMENT AND EROSION CONTROLS SHALL BE PROPERLY INSTALLED AND MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. STRAW BALES SHALL NOT BE PERMITTED AS A FORM OF SEDIMENT CONTROL. ALL TEMPORARY SEDIMENT AND EROSION CONTROLS SHALL BE REMOVED UPON STABILIZATION OF THE PROJECT AREA. PARTICULAR ATTENTION SHALL BE GIVEN TO ANY DRAINAGE WAYS, UNPROTECTED SLOPES, DITCHES, AND STREAMS THAT COULD CONVEY SEDIMENT LADEN WATERS DIRECTLY TO THE STATE SCENIC UPPER CUYAHOGA RIVER.

IF ANY PAINTING, WELDING, SAND, AND/OR WATER BLASTING (CLEANING) AT OR OVER THE STATE SCENIC UPPER CUYAHOGA RIVER, THEN THE CONTRACTOR SHALL UTILIZE APPROPRIATE APRONS TO PROVIDE FOR COMPLETE CONTAINMENT OF ALL PAINT, WELDING SLAG AND/OR SEALANT OVER SPRAY AND OTHER DEBRIS. APRONS, APPROPRIATE FALSEWORK, OR OTHER BARRIERS SHALL BE UTILIZED ON ALL DECK REPLACEMENT PROJECTS TO PREVENT THE DISCHARGE OF CONCRETE, ASPHALT, OR OTHER DEBRIS TO A DESIGNATED SCENIC RIVER. ALL DEBRIS COLLECTED SHALL BE DISPOSED OF AT AN APPROVED UPLAND SITE OR LAND FILL ABOVE FEMA 100-YEAR FLOOD ELEVATIONS. DISPOSAL OF ANY SUCH MATERIALS WITHIN 1000 FEET OF THE STATE SCENIC UPPER CUYAHOGA RIVER IS PROHIBITED.

DESIGN AGENCY



DESIGNER

JMW

REVIEWER

RMM 08-04-25

PROJECT ID

112830

SHEET

P.7

TOTAL

34

MAINTENANCE OF 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 ONE TEN FOOT BIDIRECTIONAL LANE SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.

2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

3. 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.

4. 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.

5. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.

6. 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.

7. FOR ROUTES NOT ON THE PERMITTED LANE CLOSURE CHART, ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

8. IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.

9. A QUANTITY OF 10 CU. YDS. OF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.

10. 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.

11. THE CONTRACTOR SHALL INSTALL, MAINTAIN AND SUBSEQUENTLY REMOVE WORK ZONE MARKING SIGNS AND THEIR SUPPORTS WITHIN THE WORK LIMITS. THESE SIGNS INCLUDE NO EDGE LINES , DO NOT PASS AND PASS WITH CARE". ALL OTHER SIGNS WILL BE INCIDENTAL TO THE LUMP SUM PAY ITEM 614 MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED IN THE PLANS. A QUANTITY OF ITEM 614 WORK ZONE MARKING SIGNS HAS BEEN INCLUDED IN THE PLANS AS PER CMS 614.04.

12. THE CONTRACTOR SHALL SET A WORK ZONE AT THE REQUEST OF THE ENGINEER TO ALLOW THE LAYOUT OF THE PARTIAL/FULL DEPTH PAVEMENT REPAIR AREAS. THIS WORK IS INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC.

THE FOLLOWING QUANTITIES SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:

PHASE 1 MILLED SURFACE			
614, WORK ZONE CENTER LINE, CLASS I,	13.45	MILE	
614, WORK ZONE STOP LINE, CLASS I,	239	FT	
614, WORK ZONE CHANNELIZING LINE, CLASS I,	325	FT	
614, WORK ZONE MARKING SIGN,(ALL PHASES)	9	EACH	

PHASE 2 INTERMEDIATE			
614, WORK ZONE CENTERLINE, CLASS I, 642 PAINT	3.62	MILE	
614, WORK ZONE STOP LINE, CLASS I, 642 PAINT	24	FT	

PHASE 3 SURFACE COURSE			
614, WORK ZONE CENTERLINE, CLASS III, 642 PAINT	13.45	MILE	
614, WORK ZONE STOP LINE, CLASS III, 642 PAINT	239	FT	
614, WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	325	FT	

TO BE USED AS DIRECTED BY THE ENGINEER
614, WORK ZONE EDGE LINE, CLASS III, 21.96 MILE

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 & OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

PAYMENT FOR ALL LABOR, EQUIPMENT & MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPERATELY ITEMIZED IN THE PLAN.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

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 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.

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

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

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
THANKSGIVING	CHRISTMAS (OBSERVED)
MEMORIAL DAY	GARRETTSVILLE SUMMERFEST
FOURTH OF JULY (OBSERVED)	(LAST WEEKEND OF JUNE)
LABOR DAY	

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

DURING THE SAME PERIODS, MAINTAIN PEDESTRAIN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

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			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
S.R. 82	AS PER MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS) NOTE ABOVE	PER LANE / PER MINUTE	\$100
S.R. 88	AS PER MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS) NOTE ABOVE	PER LANE / PER MINUTE	\$100

PROJECT RESTRICTIONS

THE CONTRACTOR IS ADVISED OF THE GARRETTSVILLE SUMMERFEST AND IS DIRECTED TO SCHEDULE THEIR OPERATIONS TO ENSURE THAT AREAS WITHIN THE GARRETTSVILLE CORPORATION LIMITS WILL NOT BE IMPACTED DURING THE GARRETTSVILLE SUMMERFEST. THE GARRETTSVILLE SUMMERFEST IS TYPICALLY HELD DURING THE LAST WEEKEND OF JUNE ALTHOUGH IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EVENT SCHEDULE.

AT THE TIME OF THE GARRETTSVILLE SUMMERFEST, AREAS WITHIN THE GARRETTSVILLE CORPORATION LIMITS SHALL EITHER BE MAINTAINED ON THE ORIGINAL SURFACE COURSE OR THE COMPLETED SURFACE COURSE. THE CONTRACTOR IS NOT PERMITTED TO LEAVE PAVEMENT WITHIN THE GARRETTSVILLE CORPORATION LIMITS IN A MILLED OR OTHERWISE INCOMPLETE CONDITION DURING GARRETTSVILLE SUMMERFEST.

DETOUR NOTIFICATION [ODOT]

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE 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.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 10. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$4000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

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

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

TIME LIMITATION, TRAFFIC ON A MILLED SURFACE

THE MAXIMUM ALLOWABLE TIME FOR TRAFFIC TO BE PLACED ON A MILLED SURFACE SHALL BE 7 CONSECUTIVE CALENDAR DAYS. SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$5000 PER DAY THAT THE TRAFFIC IS PLACED ON A MILLED SURFACE BEYOND THE SPECIFIED LIMIT.

DESIGN AGENCY



DESIGNER

JMW

REVIEWER

RMM 08-04-25

PROJECT ID

112830

SHEET

P.8

TOTAL

34

ASPHALT PAVING LIMITATION

THE CONTRACTOR SHALL NOT ANTICIPATE OR SCHEDULE PLACING ASPHALT (ASPHALT SURFACE COURSE, ASPHALT INTERMEDIATE COURSE, ASPHALT CONCRETE BASE, ETC.) BETWEEN NOVEMBER 1 AND APRIL 1 WHEN SUBMITTING THEIR INITIAL BAR CHART PROGRESS SCHEDULE TO THE DISTRICT CONSTRUCTION ENGINEER (DCE) AS SPECIFIED IN CMS SECTION 108.02A. THIS LIMITATION SHALL ALSO INCLUDE INITIAL BASE LINE SCHEDULES AND ALL UPDATES IF A CPM SCHEDULE IS REQUIRED.

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 2 SIGN MONTH ASSUMING 2 PCMS SIGN(S) FOR 1 MONTH(S)

TIME LIMITATION, CURB RAMP

THE MAXIMUM ALLOWABLE TIME FOR THE CONTRACTOR TO HAVE AN INDIVIDUAL CURB RAMP AND ASSOCIATED SIDEWALK LEADING INTO THE CURB RAMP OUT OF SERVICE FOR THE REMOVAL AND REPLACEMENT SHALL BE 14 CONSECUTIVE CALENDAR DAYS (THE TIME PERIOD INCLUDES ALL WORK LISTED IN THE BASIS OF PAYMENT PER CMS 608.09, INCLUDING ALL REMOVAL, REPLACEMENT, AND BACKFILL ASSOCIATED WITH THE CURB RAMPS, AND CURING TIME PERIOD).

AT THE CONCLUSION OF CONSTRUCTING OF THE CURB RAMP AND PRIOR TO OPENING TO PEDESTRIAN TRAFFIC THE CONTRACTOR SHALL ENSURE THAT THE REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING BP-7.1 ARE MET. THE CONTRACTOR SHALL USE ASPHALT AS A WEDGE, OR SUBMIT ANOTHER METHOD APPROVED BY THE ENGINEER, TO ENSURE THE TRANSITION FROM THE CURB RAMP TO THE ROADWAY ARE PER STANDARD CONSTRUCTION DRAWING BP-7.1. ALL COSTS TO PERFORM THIS WORK SHALL BE INCIDENTAL TO THE ASSOCIATED PAY ITEMS FOR THE INSTALLATION OF THE CURB RAMP.

SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$1000 PER DAY PER AFFECTED RAMP THAT THE AFFECTED CURB RAMP REMAINS OUT OF SERVICE BEYOND 14 CONSECUTIVE CALENDAR DAYS.

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 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).

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).

- o 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'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 100 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.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

DESIGN AGENCY



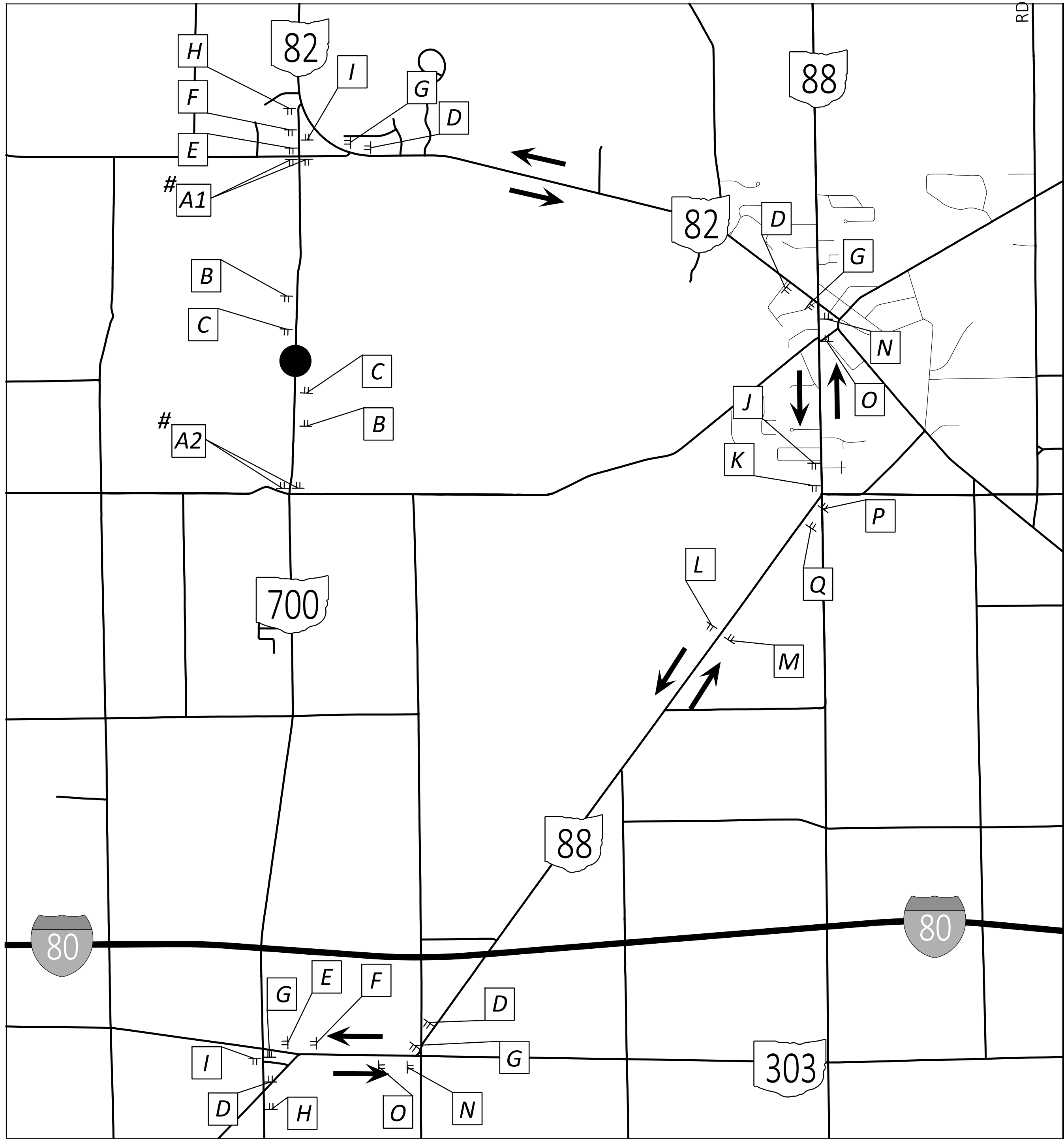
DESIGNER
JMW

REVIEWER

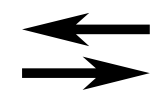
RMM 08-04-25

PROJECT ID
112830

SHEET	TOTAL
P.9	34



DETOUR ROUTE FOR: POR-700-3.36



DETOUR ROUTE: FOLLOW SR-82



CLOSE SR-700 PER STANDARD CONSTRUCTION DRAWING MT-101.60

#

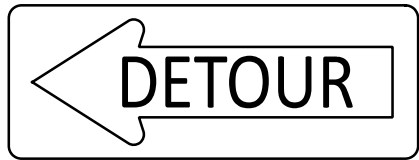
ON TYPE III BARRICADE WITH TYPE B FLASHERS MOUNTED PER SCD MT-101.60

REFER TO THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 6H-8 (TYPICAL APPLICATION 8), FOR SIGN SPACING.

#A1

BRIDGE OUT
0.9 MILES AHEAD
LOCAL TRAFFIC ONLY

R11-3b-60



M4-10L-48

#A2

BRIDGE OUT
0.6 MILES AHEAD
LOCAL TRAFFIC ONLY

R11-3b-60



M4-10R-48

B



W20-3-48



W16-2-30

C



W20-3-48



W16-2-30

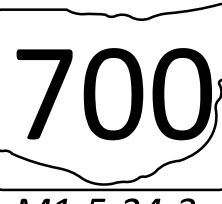
D



M4-8-24



M3-3-24



M1-5-24-3



M5-1-21

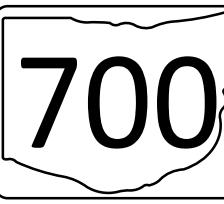
E



M4-8-24



M3-3-24



M1-5-24-3



M6-1-21

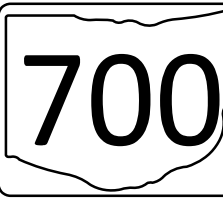
F



M4-8-24



M3-3-24



M1-5-24-3



M5-1-21

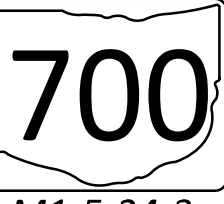
G



M4-8-24



M3-3-24

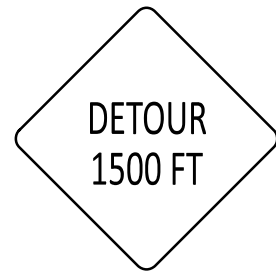


M1-5-24-3



M6-1-21

H



W20-2-36

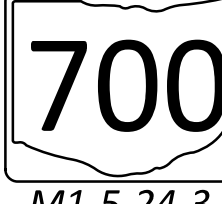
L



M4-8-24



M3-3-24

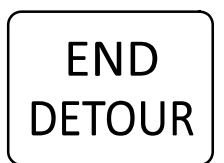


M1-5-24-3



M6-3-21

I



M4-8a-24

M



M4-8-24



M3-1-24



M1-5-24-3

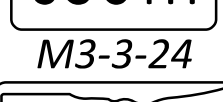


M6-3-21

J



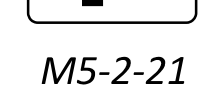
M4-8-24



M3-3-24



M1-5-24-3

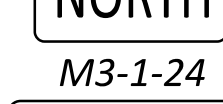


M5-2-21

N



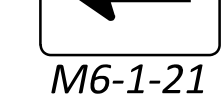
M4-8-24



M3-1-24



M1-5-24-3

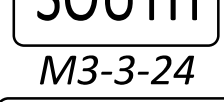


M6-1-21

K



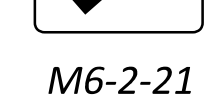
M4-8-24



M3-3-24



M1-5-24-3

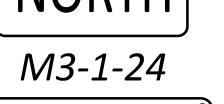


M6-2-21

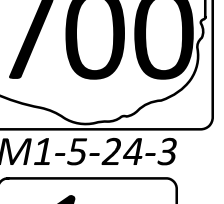
O



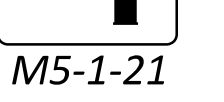
M4-8-24



M3-1-24



M1-5-24-3



M5-1-21



SHEET NUMBER													PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.5	P.6	P.7	P.8	P.9	P.13	P.14	P.15	P.16	P.17	P.21	P.22	P.23	01/STR	02/STR	03/STR						
																				ROADWAY	
						2,713	2,383						5,096			202	23500	5,096	SY	WEARING COURSE REMOVED	
								2,640	1,592				4,232			202	30000	4,232	SF	WALK REMOVED	
								246	134				380			202	32000	380	FT	CURB REMOVED	
		16						70	37				107			202	32500	107	FT	CURB AND GUTTER REMOVED	
													16			202	98100	16	EACH	REMOVAL MISC.: BARRIER REFLECTOR	P.7
150													150			203	10000	150	CY	EXCAVATION (FOR PAVEMENT REPAIR)	
810													810			209	60200	810	STA	LINEAR GRADING	
							336						336			209	72000	336	STA	PREPARING SUBGRADE FOR SHOULDER PAVING (SAFETY EDGE)	
								80	64				144			608	10000	144	SF	4" CONCRETE WALK	
								2,648	1,510				4,158			608	52000	4,158	SF	CURB RAMP	
	10												10			623	39501	10	EACH	MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN	P.6
	LS												LS			SPECIAL	69091000	LS		AS-BUILT CONSTRUCTION PLANS	
																				EROSION CONTROL	
													3,000			832	30000	3,000	EACH	EROSION CONTROL	
																				DRAINAGE	
	37												37			611	98630	37	EACH	CATCH BASIN ADJUSTED TO GRADE	
	7												7			611	98634	7	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	
	18												18			611	99655	18	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	P.6
	3												3			611	99660	3	EACH	MANHOLE RECONSTRUCTED TO GRADE	
	21,150												21,150			SPECIAL	61199820	21,150	LB	MISCELLANEOUS METAL	P.6
	13												13			638	10801	13	EACH	VALVE BOX ADJUSTED TO GRADE, AS PER PLAN	P.6
																				PAVEMENT	
4,747													4,747			251	01000	4,747	SY	PARTIAL DEPTH PAVEMENT REPAIR (441) (LONGITUDINAL)	
350													350			251	01000	350	SY	PARTIAL DEPTH PAVEMENT REPAIR (441) (TRANSVERSE)	
900													900			253	01000	900	SY	PAVEMENT REPAIR	
					52,425								52,425			254	01000	52,425	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	
							46,640						46,640			254	01000	46,640	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=3.25")	
5,400													5,400			255	20000	5,400	FT	FULL DEPTH PAVEMENT SAWING	
150													150			304	20000	150	CY	AGGREGATE BASE (FOR PAVEMENT REPAIR)	
					12,187	245	10,697						23,129			407	20000	23,129	GAL	NON-TRACKING TACK COAT	
					5,135		5,018						10,153			408	10001	10,153	GAL	PRIME COAT, AS PER PLAN @ 0.40 GAL/SY	P.5
	3												3			411	10000	3	CY	STABILIZED CRUSHED AGGREGATE BASE	
					2,305		1,345						3,650			424	14000	3,650	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448)	
							2,592						2,592			441	50300	2,592	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (T=2")	
					2,185	114	1,758						4,057			441	50100	4,057	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M	
								45	20				65			609	12000	65	FT	COMBINATION CURB AND GUTTER, TYPE 2	
								135	105				240			609	26000	240	FT	CURB, TYPE 6	
					355		362						717			617	10100	717	CY	COMPACTED AGGREGATE	
					5								5			618	40600	5	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
					3								3			618	43000	3	MILE	RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	
					3								3			874	21000	3	MILE	LONGITUDINAL JOINT PREPARATION	
					82,979								82,979			897	01010	82,979	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=1")	
							38,726						38,726			897	01010	38,726	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=1.25")	
																				TRAFFIC CONTROL	
										549			549			621	00100	549	EACH	RPM	
										442			442			621	54000	442	EACH	RAISED PAVEMENT MARKER REMOVED	
		65											65			626	00110	65	EACH	BARRIER REFLECTOR, TYPE 2, (BI-DIRECTIONAL)	
												6	6			630	84900	6	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
												2	2			630	86002	2	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
												2	2			630	97700	2	EACH	SIGNING, MISC.:SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY	
											22.15		22.15			646	10010	22.15	MILE	EDGE LINE, 6"	
											13.45		13.45			646	10200	13.45	MILE	CENTER LINE	
											315		315			646	10300	315	FT	CHANNELIZING LINE, 8"	
											226		226			646	10400	226	FT	STOP LINE	
											1,050	50	1,100			646	10520	1,100	FT	CROSSWALK LINE, 24", HIGH VISIBILITY	
											96		96			646	10800	96	SF	ISLAND MARKING	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

JMW

REVIEWER

RMM 08-05-25

PROJECT ID

112830

SHEET

P.11

TOTAL

34

MODEL: Sheet - 2 PAPERSIZE: 34x22 (in.) DATE: 1/8/2026 TIME: 8:08:30 AM PLTDRY: OHDOT_PDF.pltG PENTBL: OHDOT_Pen.tbl USER: Joseph.Wilczak@dot.ohio.gov WORKSPACE: OHDOTCEV02 WORKSET: 112830 PRODUCT: OpenRoadsDesigner 24.00.00.205
pww\ohdot-pw-bentley.com:ohdot-pw-02\Documents\01 Active Projects\District 04\Portage\112830\400-Engineering\Roadway\Sheets\112830 GG001.dgn

[illegible]

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

JMW

REVIEWER

RMM 08-05-25

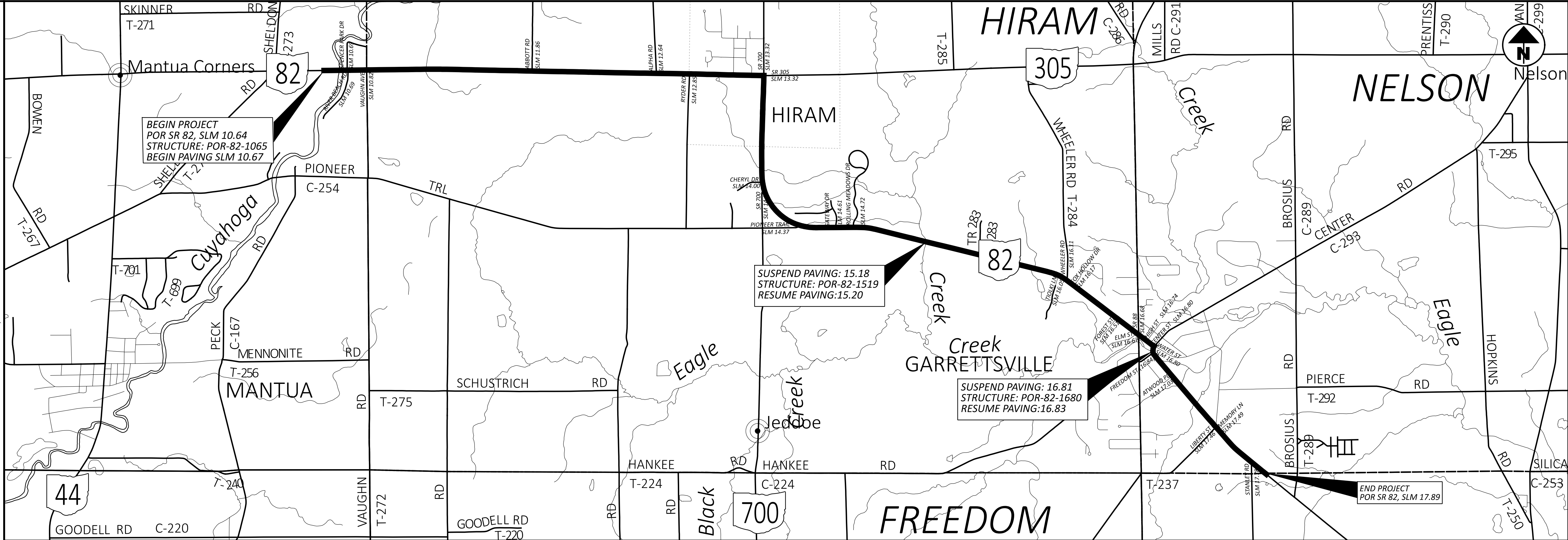
PROJECT ID

112830

SHEET	TOTAL
P.12	34

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/8/2026 TIME: 1:58:58 PM PLTDRV: OHDOT_PDF.pltgr5 PENTBL: OHDOT_Pen.tbl USER: Joseph.Wilczak@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 112830 PRODUCT: OpenRoadsDesigner 24.00.205
pw://ohdot-pw-bentley.com:ohdotol-pw-02/Documents/01 Active Projects/District 04/Portage/112830/400-Engineering/Roadway/Sheets/112830 GC001.dgn

pw:\\ohiodot-pw-bentley.com:ohiodot-pw-02\\Documents\\01 Active Projects\\District 04\\Portage\\112830\\400-Engineering\\Roadway\\Sheets\\112830 GC001.dgn



SLM RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	202	254	254	407	407	408	424	441	441	617	897		618	618	874			
									WEARING COURSE REMOVED	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	PAVEMENT PLANING, ASPHALT CONCRETE (T=3.25")	NON-TRACKING TACK COAT @ 0.09 GAL/SY	NON-TRACKING TACK COAT @ 0.06 GAL/SY	PRIME COAT, AS PER PLAN @ 0.40 GAL/SY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) (T=1")	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M (T=1.5")	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (T=1.75")	COMPACTED AGGREGATE	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=1")		RUMBLE STRIPES, CENTER LINE (ASPHALT CONCRETE)	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	LONGITUDINAL JOINT PREPERATION			
									SY	SY	SY	GAL	GAL	GAL	CY	CY	CY	CY	SY		MILE	MILE	MILE			
POR SR 82					FT	FT	SQ YD	SQ YD																		
10.67	TO	12.86	1		11563.20	30.00	38544.00				38544.00		3468.96		2083.80		1606.00		142.76			2.19	4.38	2.19		
12.86	TO	13.77	2		4804.80	26.00	13880.53				13880.53		1249.25				578.36									
13.77	TO	14.46	3		3643.20	35.00	14168.00						1275.12		647.68	393.56		44.98	14168.00							
14.46	TO	14.56	3		528.00	40.50	2376.00						213.84		93.87	66.00		6.52	2376.00							
14.56	TO	14.62	3		316.80	46.00	1619.20						145.73		56.32	44.98		3.91	1619.20							
14.62	TO	14.72	3		528.00	40.50	2376.00						213.84		93.87	66.00		6.52	2376.00							
14.72	TO	15.18	3		2428.80	35.00	9445.33						850.08		431.79	262.37		29.99	9445.33							
15.20	TO	16.06	3		4540.80	35.00	17658.67						1589.28		807.25	490.52		56.06	17658.67							
16.06	TO	16.11	4		264.00	29.00	850.67						76.56			23.63			850.67							
16.11	TO	16.50	5		2059.20	28.00	6406.40						576.58			177.96			6406.40							
16.50	TO	16.54	5		211.20	32.50	762.67						68.64			21.19			762.67							
16.54	TO	16.67	5		686.40	37.00	2821.87						253.97			78.39			2821.87							
16.67	TO	16.80	6		686.40	56.00	4270.93						384.38			118.64			4270.93							
16.80	TO	16.81	6		52.80	49.00	287.47						25.87			7.99			287.47							
16.83	TO	16.85	7		105.60	49.00	574.93						51.74			15.97			574.93							
16.85	TO	16.91	8		316.80	49.00	1724.80						155.23			47.91			1724.80							
16.91	TO	17.44	3		2798.40	32.00	9949.87						895.49		497.49	276.39		34.55	9949.87							
17.44	TO	17.69	3		1320.00	30.00	4400.00						396.00		234.67	122.22		16.30	4400.00							
17.69	TO	17.89	3		1056.00	28.00	3285.33						295.68		187.73	91.26		13.04	3285.33							
SUBTOTALS										52424.53		12186.24		5134.47	2304.95	2184.36		354.61	82978.13		2.19	4.38	2.19			
TOTALS CARRIED TO GENERAL SUMMARY										52425		12187		5135	2305	2185		355	82979		3	5	3			

PAVEMENT CALCULATIONS (POR SR 82)

DESIGN AGENCY



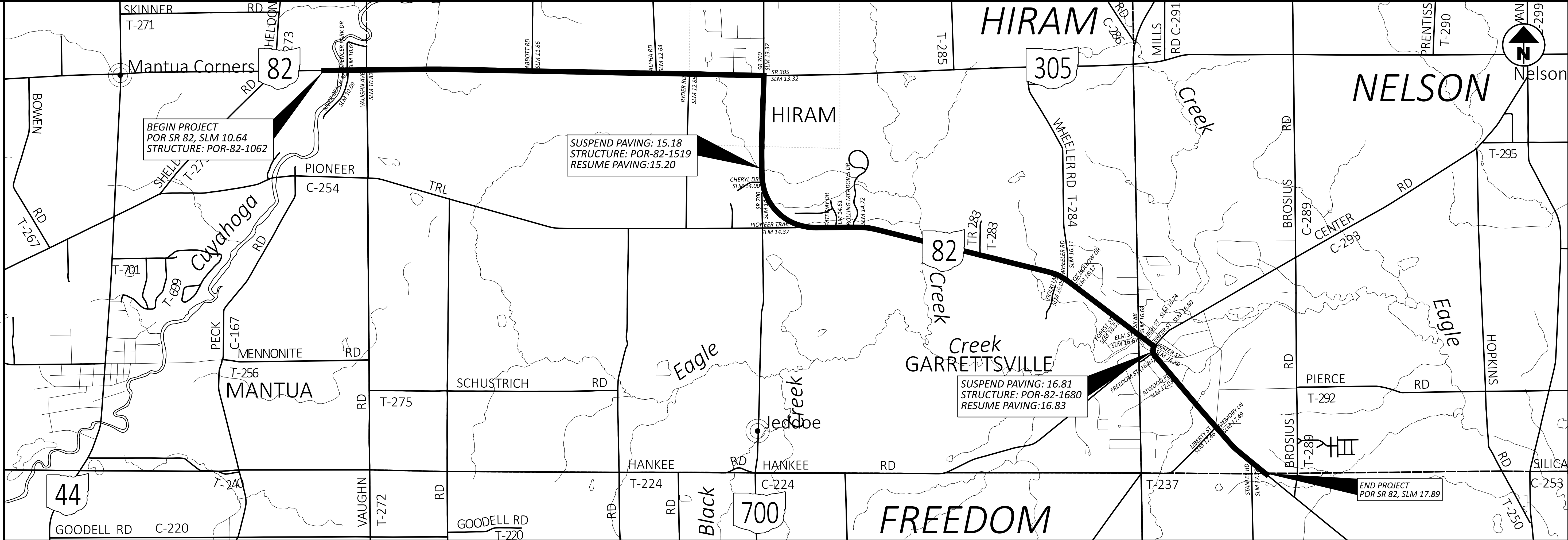
DESIGNER
JMW

REVIEWER
RMM 07-28

PROJECT ID
112830

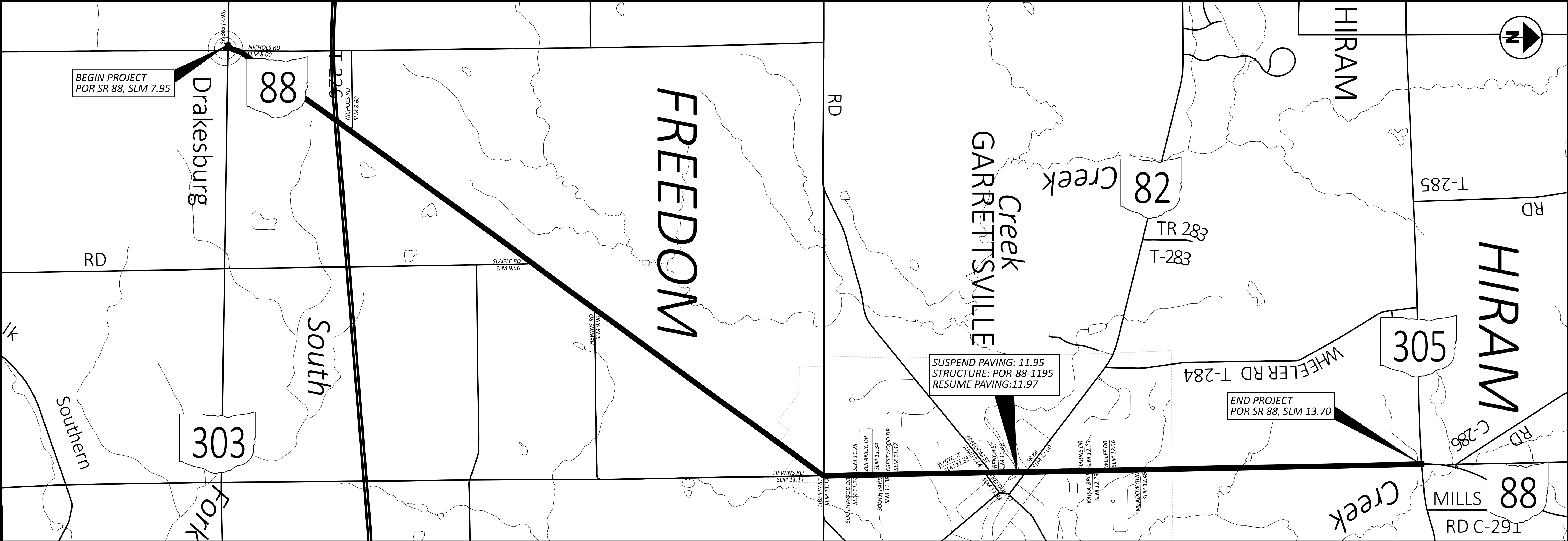
SHEET	TOTAL
P.13	3

MODEL: Sheet - 2 PAPERSIZE: 34x22 (in.) DATE: 1/8/2026 TIME: 1:58:59 PM PLTDRW: OHDOT_PDF.plt PENTBL: OHDOT_Pen.tbl USER: Joseph.Wilczak@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 112830 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:/ohiodot-pw.bentley.com:ohiodot-pw-02/Documents/01 Active Projects/District 04/Portage/112830/400-Engineering/Roadway/Sheets/112830 GC001.dgn

[illegible]

MODEL: Sheet - 3 PAPER SIZE: 34x22 (in.) DATE: 1/8/2026 TIME: 1:58:59 PM PLTDRV: OHDOT_PDF.plt USER: Joseph.Wilczak@dot.ohio.gov WORKSPACE: OHDOTGEV02 WORKSET: 112830 PRODUCT: OpenRoadsDesigner 24.00.00.205
 pw:\ohdotd-pw-bentley.com:ohdotd-pw-02\Documents\01 Active Projects\District 04\Portage\112830\400-Engineering\Roadway\Sheets\112830 GC001.dgn

MODEL: Sheet - 3 PAPER SIZE: 34x22 (in.) DATE: 1/8/2026 TIME: 1:58:59 PM PLTDRY: OHDOT_PDF.plt PENTBL: OHDOT_Pen.tbl USER: Joseph.W. pw\lohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04\Portage\112830\400-Engineering\Roadway\Sheets\112830 GC001.dgn



SLM RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	202	254	407	407	408	424	441	441	617	897		209	441							
									WEARING COURSE REMOVED	PAVEMENT PLANING, ASPHALT CONCRETE (T=3.25")	NON-TRACKING TACK COAT @ 0.09 GAL/SY	NON-TRACKING TACK COAT @ 0.06 GAL/SY	PRIME COAT, AS PER PLAN @ 0.40 GAL/SY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) (T=1.25")	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M (T=1.25")	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448) (T=2")	COMPACTED AGGREGATE	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=1.25")	PREPARING SUBGRADE FOR SHOULDER PAVING (SAFETY EDGE)	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M (SAFETY EDGE) (T=1.25")								
									SY	SY	GAL	GAL	GAL	CY	CY	CY	CY	SY	STA	CY								
POR SR 88					FT	FT	SQ YD	SQ YD																				
7.95	TO	11.13	1		16790.40	25.00	46640.00				46640.00	4197.60	2798.40	2984.96		1619.44	2591.11	207.29			336.00	54.72						
11.13	TO	11.46	2		1742.40	25.00	4840.00					435.60		309.76	168.06			21.51	4840.00									
11.46	TO	11.80	3		1795.20	25.00	4986.67					448.80		159.57	173.15			22.16	4986.67									
11.80	TO	11.83	3		158.40	23.00	404.80					36.43		14.08	14.06			1.96	404.80									
11.83	TO	11.93	1		528.00	25.00	1466.67					132.00		93.87	50.93			6.52	1466.67									
11.93	TO	11.96	4		158.40	25.00						39.60			15.28				440.00									
11.98	TO	12.00	4		105.60	25.00	293.33					26.40			10.19				293.33									
12.00	TO	12.13	4		686.40	36.00	2745.60					247.10			95.33				2745.60									
12.13	TO	12.17	3		211.20	30.50	715.73					64.42		18.77	24.85			2.61	715.73									
12.17	TO	12.84	1		3537.60	26.00	10219.73					919.78		628.91	354.85			43.67	10219.73									
12.84	TO	13.70	1		4540.80	25.00	12613.33					1135.20		807.25	437.96			56.06	12613.33									
INTERSECTIONS																												
7.95	TO	13.70			VARIES	10.00		1688.05	1688.05			151.92				58.61												
DRIVEWAYS																												
7.95	TO	13.70			VARIES	2.00		694.08	694.08			62.47				24.10												
SUBTOTALS									2382.13	46640.00	7897.32	2798.40	5017.17	1344.65	1702.16	2591.11	361.78	38725.87		336.00	54.72							
TOTALS CARRIED TO GENERAL SUMMARY									2383	46640	7898	2799	5018	1345	1703	2592	362	38726		336	55							

MAIN ROUTE	INTERSECTING ROUTE	DESIGN SHEET	QUADRANT RL=REAR LT, RR=REAR RT FL=FWD LT, FR=FWD RT (LOOKING UPSTATION)	SUGGESTED CURB RAMP TYPE (SCD BP-7.1, SHEET 2/3)	202	202	202	203	608	608	608	609	609					COMMENTS
					WALK REMOVED	CURB AND GUTTER REMOVED	CURB REMOVED	EXCAVATION (FOR WALK OR CURB RAMP INSTALLATION)	4" CONCRETE WALK	CURB RAMP	DETECTABLE WARNING	CURB, TYPE 6	COMBINATION CURB AND GUTTER, TYPE 2					
														SF	FT	FT	CY	
SR 82	PECKHAM AVE		RL	A2	80.00	6.00				80.00			5.00					
SR 82	PECKHAM AVE		FL	A2	50.00		5.00			50.00		5.00						
SR 82	HAYDEN ST		RL	A2	79.50		8.50			79.50		5.00						NOT FLUSH WITH PAVEMENT
SR 82	HAYDEN ST		FL	A2	66.00		5.50			66.00		5.00						WAIVER - HILL TOO STEEP
SR 82	SR 700		RR	A2	90.00		6.00			90.00		5.00						
SR 82	SR 700		FL	A2	35.00	6.00				35.00			5.00					WAIVER - CROSS SLOPE TOO STEEP
SR 82	SR 700		FR	A2	85.00	10.00				85.00			5.00					
SR 82	MUNICIPAL DR		RR	A2	101.00	13.00			16.00	85.00			5.00					
SR 82	MUNICIPAL DR		FR	A2	52.00	5.00			16.00	36.00			5.00					
SR 82	WHEELER RD		RL							40.00		5.00						NO RAMP THERE NOW - NEEDS ONE
SR 82	WHEELER RD		FL	A2	100.00		7.00			100.00		5.00						
SR 82	FOX HOLLOW DR		RL	A2	99.00					99.00								
SR 82	FOX HOLLOW DR		FL	A2	80.00	10.00				80.00			5.00					
SR 82	PLAZA DR		RL	A2	36.00	5.00				36.00			5.00					
SR 82	PLAZA DR		FL	A2	44.00	5.00				44.00			5.00					
SR 82	FOREST ST		RR															COMPLIANT
SR 82	FOREST ST		FR	A2	72.00		5.00			72.00		5.00						
SR 82	ELM ST		RR	A1	62.00		5.00			62.00		5.00						
SR 82	ELM ST		FR															COMPLIANT
SR 82	SR 88		RL	A2	65.00		6.50			65.00		5.00						WAIVER - LANDING TOO STEEP
SR 82	SR 88		RR	B2	63.25		11.50			63.25		5.00						
SR 82	SR 88		RR	A2	98.00	9.50				98.00			5.00					
SR 82	SR 88		FL	C1	108.00		10.00		48.00	108.00		5.00						
SR 82	SR 88		FR	A1	66.00		9.00			66.00		5.00						WAIVER
SR 82	HIGH ST		RL	A1	95.00		19.50			95.00		5.00						
SR 82	HIGH ST		RR	B2	32.00		6.00			32.00		5.00						WAIVER - MEET PROPERTY ENTRANCES
SR 82	HIGH ST		FL	A1	132.00		23.00			132.00		5.00						
SR 82	SLM 16.77 MIDBLOCK		LT	B2	72.75		7.00			72.75		5.00						NOT FLUSH WITH PAVEMENT
SR 82	SLM 16.77 MIDBLOCK		RT	B2	112.00		6.00			112.00		5.00						
SR 82	CENTER ST		RL	A1	89.25		19.00			89.25		5.00						
SR 82	CENTER ST		RR	B2	87.50		17.50			87.50		5.00						
SR 82	CENTER ST		RR	B2	75.00		15.00			75.00		5.00						
SR 82	CENTER ST		FL	A2	42.00		5.00			42.00		5.00						
SR 82	CENTER ST		FL	A2	62.00		5.00			62.00		5.00						
SR 82	CENTER ST		FR	C1	103.25		14.00			103.25		5.00						
SR 82	CENTER ST		FR	C1	42.50		8.50			42.50		5.00						
SR 82	FREEDOM ST		RR	B2	44.00		11.00			44.00		5.00						
SR 82	FREEDOM ST		FL	C1	52.25		5.00			52.25		5.00						
SR 82	FREEDOM ST		FR	A1	66.00		5.00			66.00		5.00						
SR 82	FREEDOM ST		FR															STAIRS
SUBTOTALS					2639.25	69.50	245.50	0.00	80.00	2647.25	0.00	135.00	45.00	0.00	0.00	0.00	0.00	
TOTAL S CARRIED TO GENERAL SUMMARY					2640	70	246	0	80	2648	0	135	45	0	0	0	0	

CURB RAMP SUBSUMMARY

DESIGN AGENCY

DESIGNER
JMW


REVIEWER
BC MM-DD-YY

PROJECT ID
112830

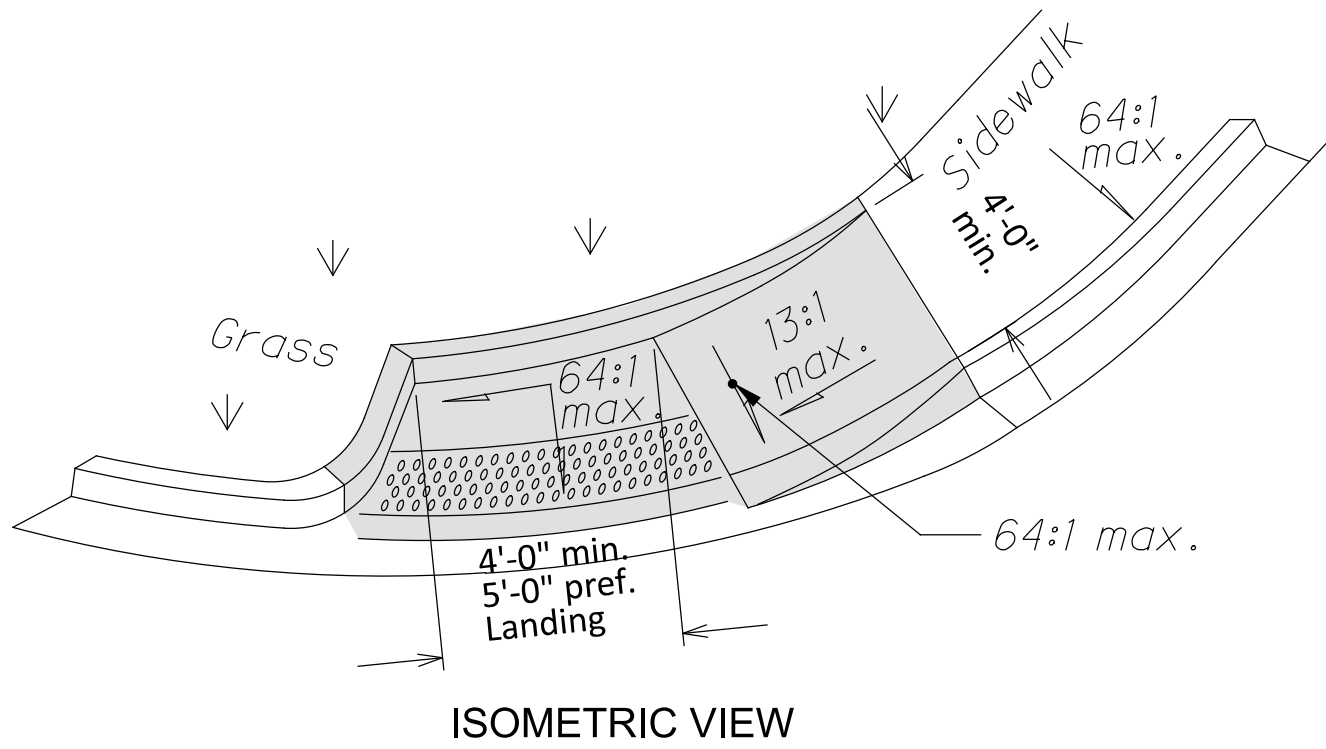
SHEET TOTAL
P.16 34

MAIN ROUTE	INTERSECTING ROUTE		QUADRANT RL=REAR LT, RR=REAR RT FL=FWD LT, FR=FWD RT (LOOKING UPSTATION)	SUGGESTED CURB RAMP TYPE (SGD BP-7.1, SHEET 2/3)	202	202	202	608	608	609	609							COMMENTS
					WALK REMOVED	CURB AND GUTTER REMOVED	CURB REMOVED	4" CONCRETE WALK	CURB RAMP	CURB, TYPE 6	COMBINATION CURB AND GUTTER, TYPE 2							
					SF	FT	FT	SF	SF	FT	FT							
SR 82	ATWOOD PL		RR	A2	44.00		5.00		44.00	5.00								
SR 82	ATWOOD PL		FR	A2	32.00		5.00		32.00	5.00								
SR 82	SLM 17.24 TRAIL CROSSING		LT	A2	79.75				79.75									REPLACE AS A BLENDED TRANSITION
SR 82	SLM 17.24 TRAIL CROSSING		RT	A2	102.00				102.00									REPLACE AS A BLENDED TRANSITION
SR 88	SLM 11.25 MIDBLOCK		LT	A2	44.00		4.00		44.00	5.00								
SR 88	SLM 11.25 MIDBLOCK		RT	A2	76.00		4.00	18.00	58.00	5.00								
SR 88	ZUPANCIC DR SOUTH		RL															COMPLIANT
SR 88	ZUPANCIC DR SOUTH		FL															COMPLIANT
SR 88	ZUPANCIC DR NORTH		RL	A2	64.00		4.00		64.00	5.00								WAIVER - HILL TOO STEEP
SR 88	ZUPANCIC DR NORTH		FL	A2	64.00		5.00		64.00	5.00								
SR 88	SOUTH PARK		RR															COMPLIANT
SR 88	SOUTH PARK		FR	A2	50.00	8.00			50.00		5.00							
SR 88	CRESTWOOD DR		RL	A2	44.00		4.00		44.00	5.00								NOT FLUSH WITH PAVEMENT
SR 88	CRESTWOOD DR		FL	A2	20.00		5.00		20.00	5.00								NOT FLUSH WITH PAVEMENT
SR 88	SLM 11.46 MIDBLOCK		LT															COMPLIANT
SR 88	SLM 11.46 MIDBLOCK		RT															COMPLIANT
SR 88	WHITE ST		RL	A2	44.00		4.00		44.00	5.00								
SR 88	WHITE ST		FL	A2	42.00		4.00		42.00	5.00								WAIVER - HILL TOO STEEP'
SR 88	SLM 11.75 HEADWATERS TRAIL		LT															COMPLIANT
SR 88	SLM 11.75 HEADWATERS TRAIL		RT	A2	112.00		10.00		112.00	5.00								NOT FLUSH WITH PAVEMENT
SR 88	FREEDOM ST		RR	A2	48.00		10.00		48.00	5.00								
SR 88	FREEDOM ST		FR															
SR 88	FREEDOM ST		RL	A2	48.00		16.00		48.00	5.00								COMPLIANT
SR 88	FREEDOM ST		FL	A2	47.50		6.00		47.50	5.00								APPROACH TOO STEEP
SR 88	FRENCH ST		RL	A2	32.00		6.00		32.00	5.00								
SR 88	FRENCH ST		FL															WAIVER - HILL TOO STEEP
SR 88	SLM 12.08 MIDBLOCK		LT															COMPLIANT
SR 88	SLM 12.08 MIDBLOCK		RT	A2	106.00		8.00	46.00	60.00	5.00								
SR 88	POST OFFICE CROSSING				50.00		5.00											EITHER REMOVE RAMP OR IGNORE
SR 88	MAPLE AVE		RR	A2	82.00		10.00		82.00	5.00								
SR 88	MAPLE AVE		FR	A2	90.00		7.00		90.00	5.00								
SR 88	HARRIS DR		RL	A2	40.00		5.00		40.00	5.00								WAIVER - HILL TOO STEEP
SR 88	HARRIS DR		FL	A2	36.00		7.00		36.00	5.00								NOT FLUSH WITH PAVEMENT
SR 88	KAR A BRU		RR	A2	50.00	8.00			50.00		5.00							
SR 88	KAR A BRU		FR	A2	24.00	8.00			24.00		5.00							
SR 88	WOLFF DR		RL															COMPLIANT
SR 88	WOLFF DR		FL	C2	120.00	12.50			120.00		5.00							
SR 88	MEADOW RUN		RR															COMPLIANT
SR 88	MEADOW RUN		FR	A2					32.00	5.00								NO RAMP THERE NOW - NEEDS ONE
SUBTOTALS					1591.25	36.50	134.00	64.00	1509.25	105.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	
TOTALS CARRIED TO GENERAL SUMMARY					1592	37	134	64	1510	105	20	0	0	0	0	0	0	

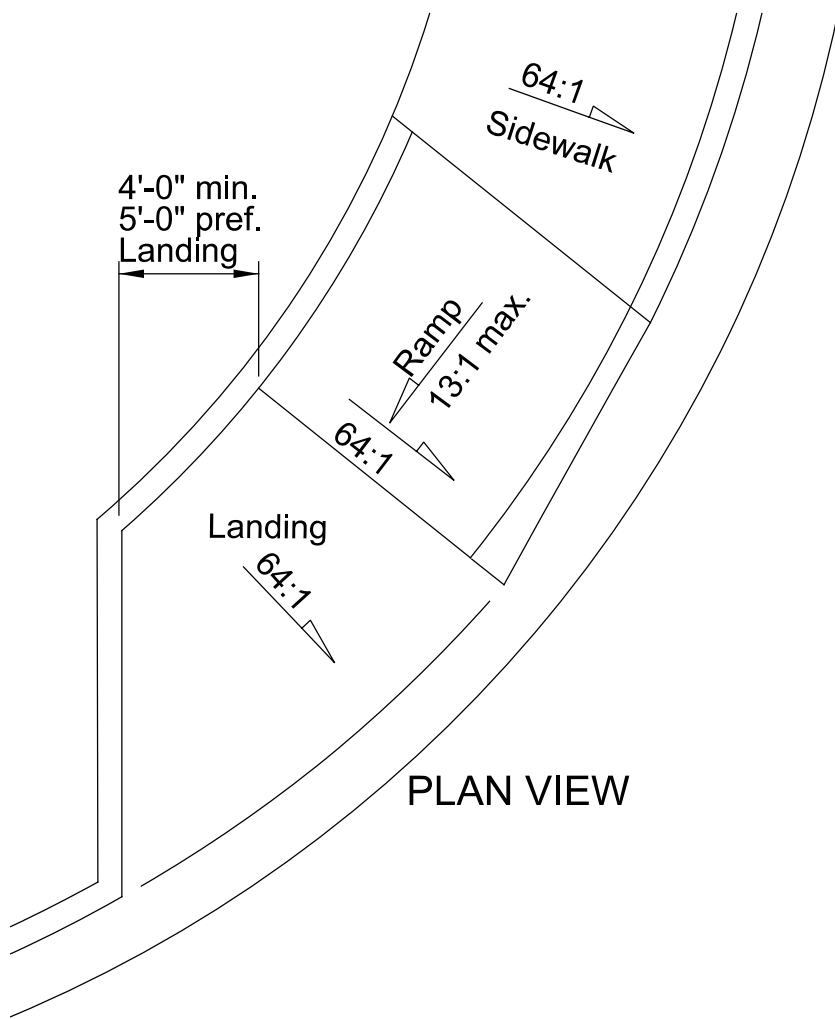
CURB RAMP SUBSUMMARY	
DESIGN AGENCY	
DESIGNER	
JMW	
REVIEWER	
BC MM-DD-YY	
PROJECT ID	
112830	
SHEET	TOTAL
P.17	34

CURB RAMP DIMENSIONS	
DESIGN AGENCY	
	
DESIGNER	JMW
REVIEWER	BC MM-DD-YY
PROJECT ID	
112830	
SHEET	TOTAL
P.18	34

For Types A1, A2, B1, and B2, see SCD BP-7.1

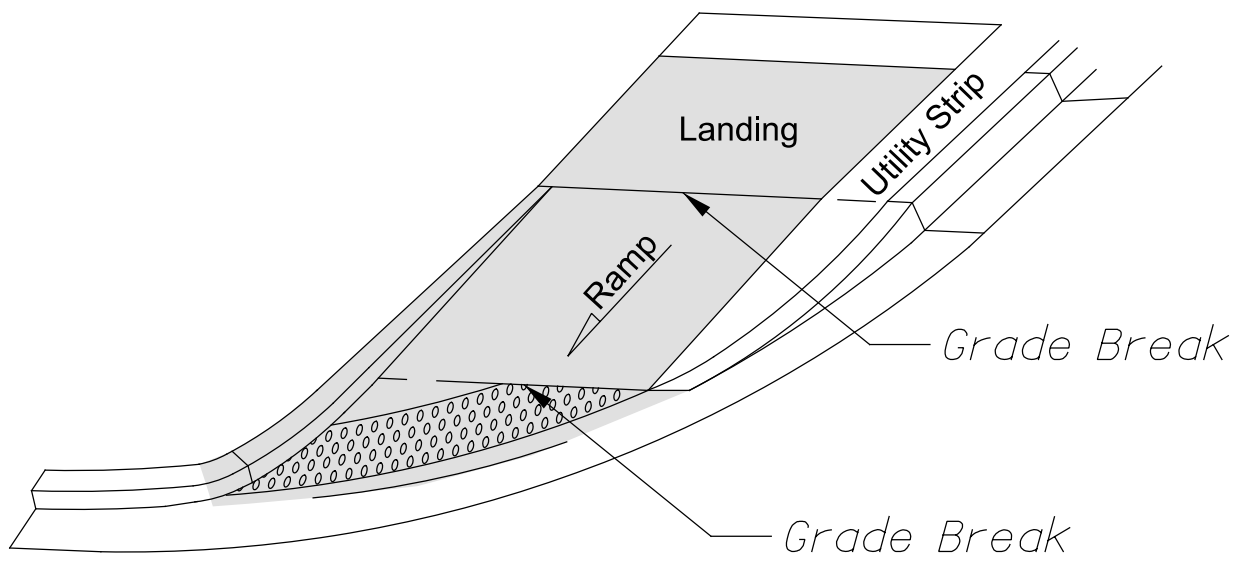


ISOMETRIC VIEW

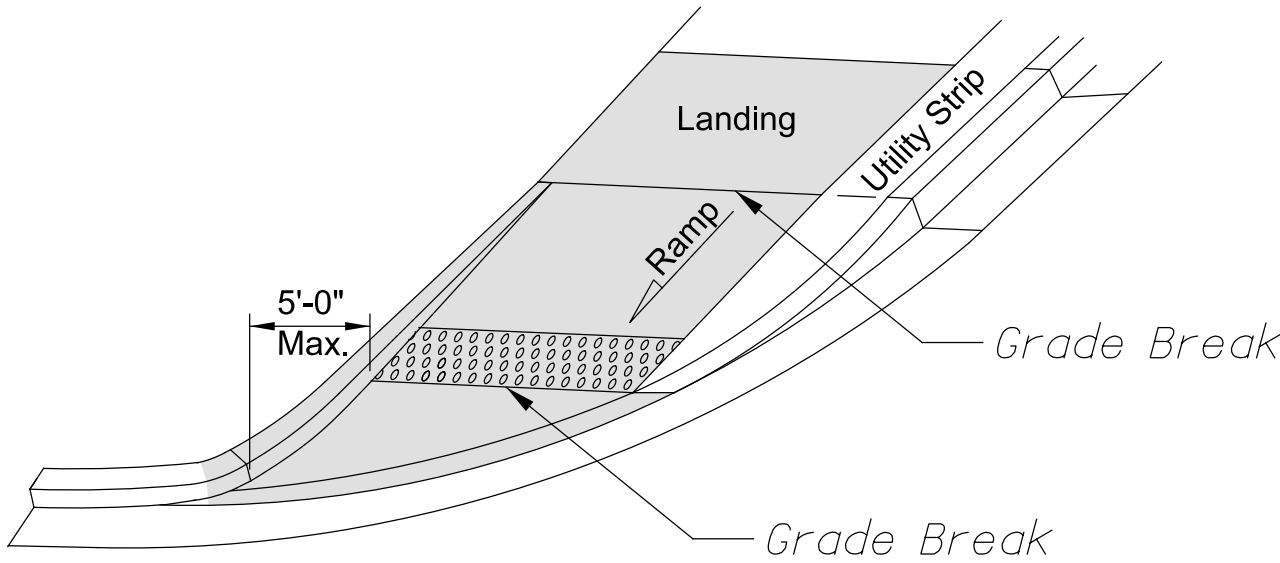


PLAN VIEW

Type B4

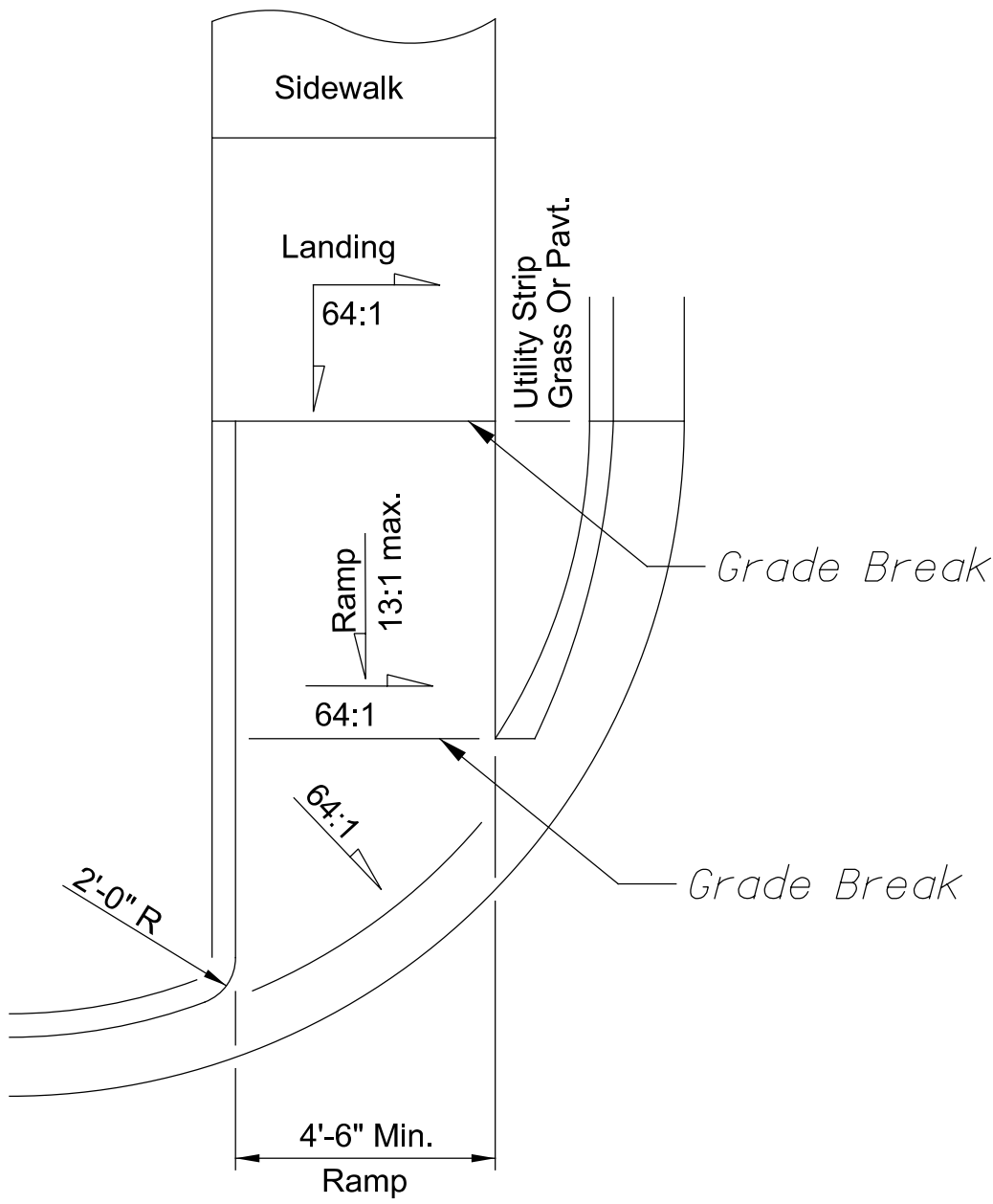


OPTION A



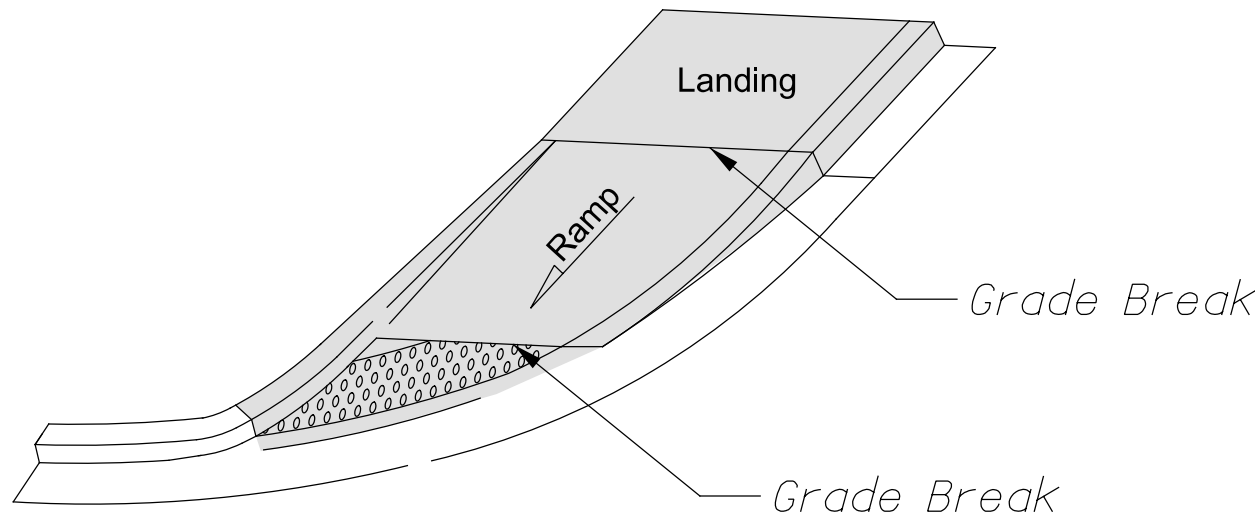
OPTION B

ISOMETRIC VIEW

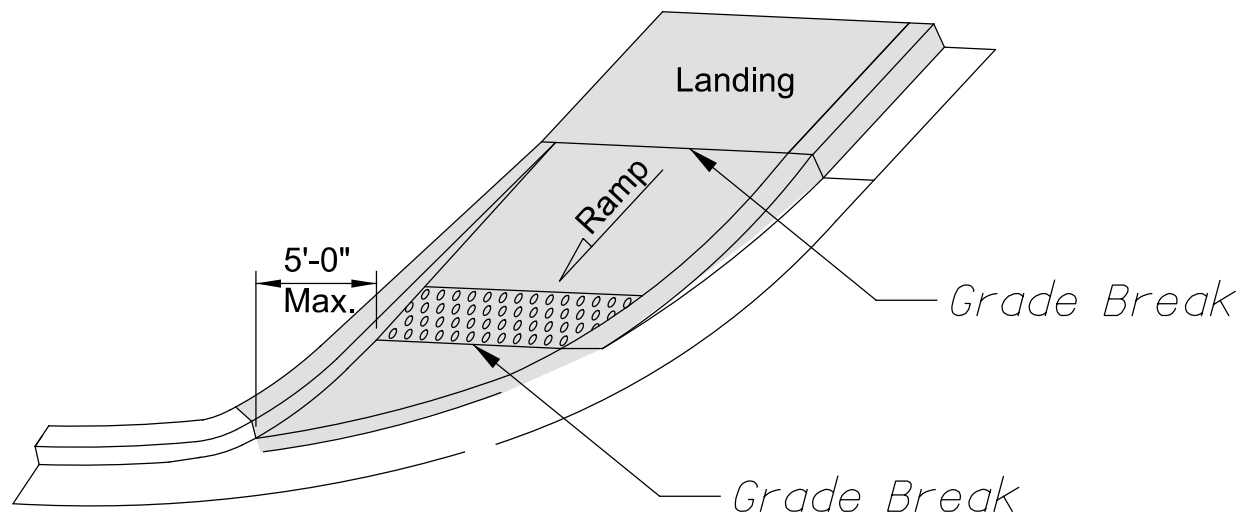


PLAN VIEW

Type A3

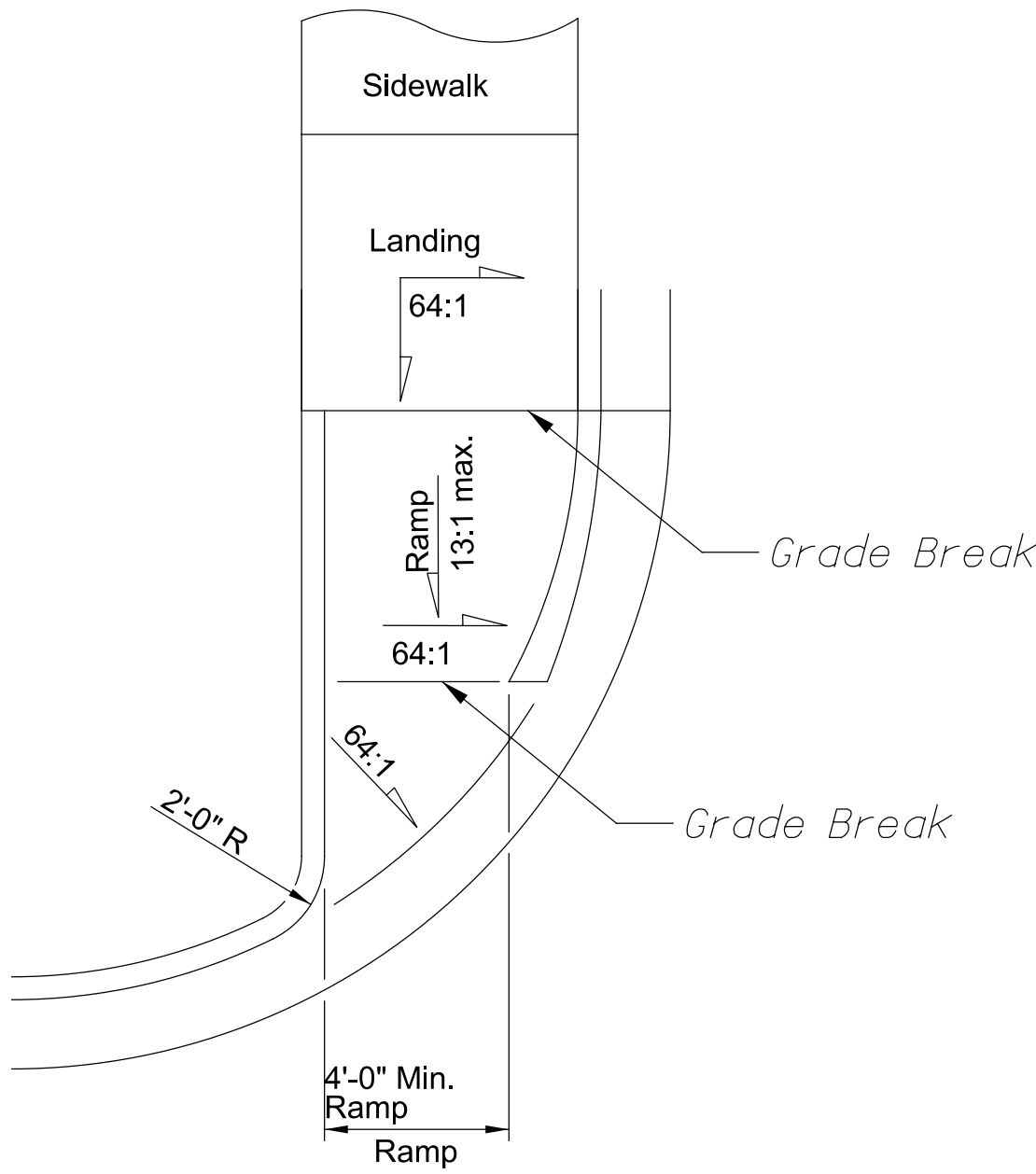


OPTION A



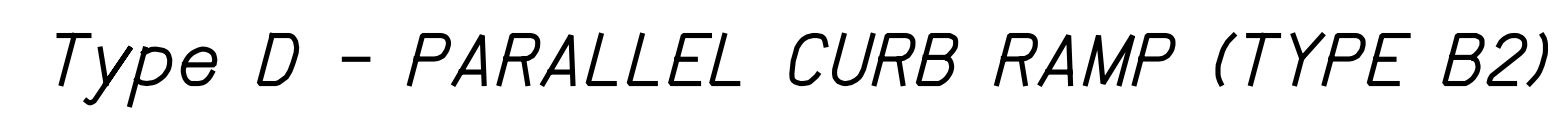
OPTION B

ISOMETRIC VIEW



PLAN VIEW

Type A4



<div style="text-align: center;"> <h1>RAISED PAVEMENT MARKING SUBSUMMARY</h1> </div>	
<div style="text-align: center;">  </div>	
DESIGNER	
JMW	
REVIEWER	
RMM MM-DD-YY	
PROJECT ID	
112830	
SHEET	TOTAL
P.21	34

POR-82/VAR-10.64/VAR

MODEL: Sheet - 7 PAPER:SIZE: 34x22 (in.) DATE: 1/8/2026 TIME: 8:08:50 AM PLTDRV: OHDOT_PDF.pltGDTG PENTEL: OHDOT_Pen.tbl USER: Joseph.Wilczak@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 112830 PRODUCT: OpenRoadsDesigner 24.00.00.205 pwc:\ohio\dot\p-w-bentley.com\ohio\dot\p-w-02\Documents\01 Active Projects\District 04\Portage\112830\400-Engineering\Roadway\Sheets\112830_GS001.dgn

EDGE LINE																	GENERAL SPEC:		640	
																	MATERIAL TYPE:		646	
CTY	ROUTE	TRUE LOG		FROM	TRUE LOG		TO	WHITE EDGE LINE, 6"			YELLOW EDGE LINE, 6"			COMMENTS						
								TOTAL	HIGHWAY	RAMP	TOTAL	HIGHWAY	RAMP							
POR	SR 82	10.64		STRUCTURE POR-82-1062	12.86		HIRAM WEST CORP LIMIT	4.52												
		13.77		HIRAM EAST CORP LIMIT	16.08		GARRETTSVILLE CORP LIMIT	4.66												
		16.90		0.05 MILE WEST OF FREEDOM ST	17.89		0.12 MILE EAST OF STANLEY RD	1.73												
POR	SR 88	7.95		STATE ROUTE 303	12.00		STATE ROUTE 82	8.14												
		12.15		SARCHIONE CHEVROLET DRIVEWAY	13.70		STATE ROUTE 305	3.10												
TOTAL								22.15				0								

LANE LINE																
CTY	ROUTE	TRUE LOG		FROM	TRUE LOG		TO	TOTAL MILES	6" LANE LINE		COMMENTS					
									DASHED	SOLID						
TOTAL																

CENTER LINE																
CTY	ROUTE	TRUE LOG		FROM	TRUE LOG		TO	TOTAL MILES	EQUIVALENT SOLID LINE		COMMENTS					
POR	SR 82	10.64			17.89			7.55	12.63							
POR	SR 88	7.95			13.70			5.89	10.02							
TOTAL								13.45	22.65							

*24" HIGH VISIBILITY																	AUXILIARY									
CTY	ROUTE LOCATION		TRUE LOG	CHANNEL LINE, 8"	CHANNEL LINE, 12"	STOP LINE	*CROSS WALK LINES	TRANSVERSE DIAGONAL LINES		ISLAND MARKING	SYMBOL MARKINGS			LANE ARROWS				BIKE LANE	PARKING LOT STALL MARKINGS	HANDICAP SYMBOL MARKINGS	COMMENTS					
											R x R	SCHOOL		TURN	TURN	THRU	COMB.									
								WHITE	YELLOW			72"	96"									LEFT	RIGHT	EACH	EACH	
POR	SR 82 @ SLM 13.26 CROSSING		13.260				50																			
	SR 82 @ SR 700		13.330			29	84																			
	SR 82 @ VILLAGE WAY DR		14.760	145					48					2				25	BIKE LANE MARKINGS: SLM 13.8-16 STAGGERED EVERY 0.1 MILE							
	SR 82 - TWLTL		16.500							48				4												
	SR 82 @ SR 88		16.679	170		90	222							6												
	SR 82 @ HIGH ST		16.682				96												1224	1						
	SR 82 @ CENTER ST		16.803				150												454							
	SR 82 @ FREEDOM ST		16.843				42																			
	SR 82 @ TRAIL CROSSING		17.240				50														USE 10' BARS FOR MID-BLOCK CROSSINGS					
POR	SR 88 @ SR 303		7.950			30																				
	SR 88 @ GARFIELD HS		10.708										1													
	SR 88 @ GARFIELD HS		11.200										1													
	SR 88 @ SOUTHWOOD DR		11.250				50														USE 10' BARS FOR MID-BLOCK CROSSINGS					
	SR 88 @ VILLAGE PARK		11.461				50														CROSSINGS					
	SR 88 @ HEADWATERS TRAIL		11.750				50														USE 10' BARS FOR MID-BLOCK					
	SR 88 @ FREEDOM STREET		11.835				104																			
	SR 88 - TWLTL		12.055											5												
	SR 88 @ MAPLE AVE		12.086				102																			
	SR 88 - TWLTL		12.111											2												
	SR 88 @ SR 305		13.700			77																				
TOTAL				315		226	1050			96			2	19				25	1678	1						

PAVEMENT MARKING SUBSUMMARY

DESIGN AGENCY



DESIGNER

JMW

REVIEWER

RMMMM-DD-YY

PROJECT ID

112830

SHEET

P.22

TOTAL

34

THIS WORK SHALL CONSIST OF FURNISHING AND INSTALLING A SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY. THE FLASHING UNIT SHALL BE SOLAR POWERED, PEDESTRIAN ACTIVATED, AND 2-SIDED WITH TWO LED ARRAY BASED YELLOW INDICATIONS ON EACH SIDE. MULTIPLE UNITS SHALL BE WIRELESSLY CONTROLLED AND SYNCHRONIZED. THE UNIT SHALL BE COMPLIANT WITH THE MOST CURRENT OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) AND FHWA INTERIM APPROVAL FOR RRFBs (IA-21).

*EACH RRFB SHALL CONSIST OF TWO RAPIDLY FLASHED
RECTANGULAR-SHAPED YELLOW INDICATIONS HAVING LED
ARRAY BASED LIGHT SOURCE.*

EACH RRFB SHALL BE A COMPLETE ASSEMBLY, CONSISTING OF BUT NOT LIMITED TO, SIGNAGE, SIGN MOUNTING HARDWARE, INDICATIONS AND ELECTRICAL COMPONENTS (WIRING, SOLID-STATE CIRCUIT BOARDS, ETC.).

*EACH RRFB SHALL CONTAIN A PEDESTRIAN INDICATION LIGHT
VISIBLE BY THE PEDESTRIAN IN THE DIRECTION OF TRAVEL.*

EACH RRFB SHALL UTILIZE SOLAR POWER.

EACH RRFB SHALL BE ACTIVATED BY ADA COMPLIANT ACCESSIBLE PEDESTRIAN PUSHBUTTONS.

THE TRFB SHALL BE NORMALLY DARK, SHALL INITIATE OPERATION ONLY UPON PEDESTRIAN ACTUATION, AND SHALL CEASE OPERATION AFTER A PREDETERMINED TIME LIMIT (BASED ON OMUTCD PROCEDURES).

EACH REMOTE RRFB SHALL BE WIRELESSLY ACTIVATED.

ALL RRFB LIGHT INDICATIONS SHALL BE WIRELESSLY SYNCHRONIZED (ALL LIGHTS WILL TURN ON WITHIN 120 MSEC & REMAIN SYNCHRONIZED THROUGHOUT THE DURATION OF THE FLASHING CYCLE).

THE UNIT SHALL BE CAPABLE OF RUNNING 14 DAYS WITHOUT SUNLIGHT.

FURNISH A COMPLETE ASSEMBLY, CONSISTING OF BUT NOT LIMITED TO
SIGNAGE, SIGN MOUNTING HARDWARE, INDICATIONS & ELECTRICAL


REF NO.	ROUTE	SLM	SIDE	CODE *PLYWOOD # YELLOW/GREEN ## WHITE ON BROWN	SIZE (INCHES)	630	646	630	630
						SIGNING, MISC.:SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY	CROSSWALK LINE, 24", HIGH VISIBILITY	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL
						EACH	FT	EACH	EACH
S1	88	11.75	RT.	RRFB		1	50	3	1
S2	88	11.75	LT.	RRFB		1		3	1

1. RRFB INDICATIONS

- A. EACH RRFB INDICATION LENS SHALL BE A MINIMUM SIZE OF APPROXIMATELY 5" WIDE X 2" HIGH.
- B. THE RRFB INDICATIONS SHALL BE ALIGNED HORIZONTALLY, WITH THE LONGER DIMENSION OF THE INDICATION HORIZONTAL. THERE SHALL BE TWO INDICATIONS ON THE FRONT AND TWO INDICATIONS ON THE BACK.
- C. EACH RRFB SHALL BE SUPPLIED WITH ALL REQUIRED HARDWARE TO INSTALL ASSEMBLY. ALL EXPOSED HARDWARE SHALL BE ANTI-VANDAL.
- D. EACH RRFB SHALL BE LOCATED BETWEEN THE BOTTOM OF THE CROSSING WARNING SIGN AND THE TOP OF THE SUPPLEMENTAL DOWNWARD DIAGONAL ARROW PLAQUE.
- E. THE LIGHT INTENSITY OF THE YELLOW INDICATIONS SHALL MEET THE MINIMUM CLASS 1 SPECIFICATIONS OF SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) STANDARD J595 (DIRECTIONAL FLASHING OPTICAL WARNING DEVICES FOR AUTHORIZED EMERGENCY, MAINTENANCE & SERVICE VEHICLES) DATED JANUARY, 2005.
- F. TO MINIMIZE EXCESSIVE GLARE DURING NIGHTTIME CONDITIONS, AN AUTOMATIC SIGNAL DIMMING DEVICE SHALL BE USED TO REDUCE THE BRILLIANCE OF THE RRFB INDICATIONS.
- G. An LED PEDESTRIAN CONFIRMATION LIGHT DIRECTED AT AND VISIBLE TO PEDESTRIANS IN THE CROSSWALK SHALL BE INSTALLED INTEGRAL TO THE RRFB OR PUSHBUTTON TO GIVE CONFIRMATION THAT THE RRFB IS IN OPERATION.
- H. THE PEDESTRIAN CONFIRMATION LIGHT SHALL HAVE A MINIMUM AREA OF 0.5 SQUARE INCHES & BE CONSPICUOUS TO PEDESTRIANS AT ALL DISTANCES FROM THE BEGINNING OF THE CONTROLLED CROSSWALK TO A POINT 10 FEET FROM THE END OF THE CONTROLLED CROSSWALK DURING BOTH DAY & NIGHT.

2. SIGNS

- A. ALL SIGN ASSEMBLIES SHALL USE ANTI-VANDAL FASTENERS TO MOUNT COMPONENTS TO SIGN AND SIGN TO FIXTURE.

B. ACCESSIBLE PEDESTRIAN PUSHBUTTONS SIGNS SHALL BE PROVIDED AND INCLUDE THE LEGEND "PUSH BUTTON FOR WARNING LIGHTS/WAIT FOR GAP IN TRAFFIC". SIGNS SHOULD BE MOUNTED ADJACENT TO OR INTEGRAL WITH EACH PEDESTRIAN PUSHBUTTON. ● 

- C. TWO SETS OF SIGNS SHALL BE REQUIRED PER UNIT FOR VIEW FROM EACH APPROACH.
- D. ENSURE THE ASSURE SIGN MEETS THE REQUIREMENTS OF C&MS 630.

3. CONTROL CIRCUIT

- A. THE CONTROL CIRCUIT SHALL HAVE THE CAPABILITY OF INDEPENDENTLY FLASHING UP TO TWO INDEPENDENT OUTPUTS. THE LED LIGHT OUTPUTS AND FLASH PATTERN SHALL BE COMPLETELY PROGRAMMABLE.
- B. THE CONTROL CIRCUIT SHALL BE SEALED WATERTIGHT TO ELIMINATE DIRT CONTAMINATION AND ALLOW FOR SAFE HANDLING IN ALL WEATHER CONDITIONS.
- C. THE LEDS SHALL BE SEALED AGAINST DUST AND MOISTURE INTRUSION AS PER THE REQUIREMENTS OF NEMA STANDARD 250-1991 FOR TYPE 4 ENCLOSURE AND TO PROTECT ALL INTERNAL LED AND ELECTRICAL COMPONENTS.

4. BATTERY AND SOLAR PANELS

- A. BATTERY UNIT SHALL BE A 12VDC, 35 AHR MINIMUM, SEALED GEL OR AGM LEAD ACID BATTERY. BATTERIES SHALL HAVE A WRITTEN TWO YEAR FULL REPLACEMENT WARRANTY.
- B. THE SOLAR PANEL SHALL PROVIDE A MINIMUM OF 40 WATTS PEAK TOTAL OUTPUT.

- C. THE SOLAR PANEL SHALL BE MOUNTED TO AN ALUMINUM PLATE AND BRACKET AT AN ANGLE OF 45 DEGREES - 60 DEGREES TO PROVIDE MAXIMUM OUTPUT.

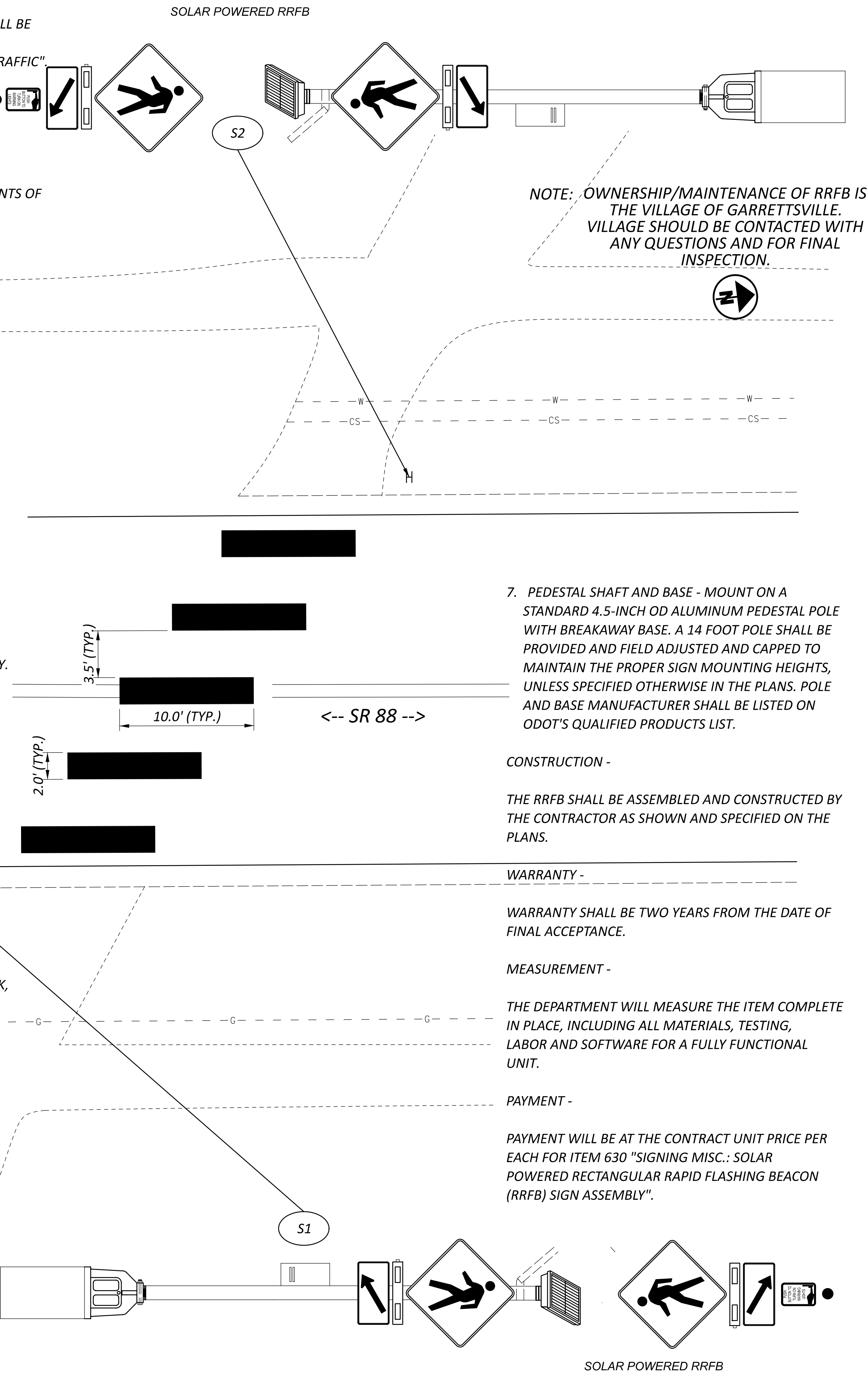
- D. ALL FASTENERS USED SHALL BE ANTI-VANDAL.**

5. WIRELESS RADIO

- A. RADIO CONTROL SHALL OPERATE ON A 900 MHZ FREQUENCY HOPPING SPREAD SPECTRUM NETWORK, WI-FI OR APPROVED EQUAL.
- B. RADIO SHALL INTEGRATE COMMUNICATION OF RRFB CONTROL CIRCUIT TO ACTIVATE SIGN FROM PUSHBUTTON INPUT.
- C. THE RADIO SHALL BE SYNCHRONIZED SO ALL OF THE REMOTE RRFB LIGHT INDICATIONS WILL TURN ON WITHIN 120 MSEC OF EACH OTHER AND REMAIN SYNCHRONIZED THROUGH-OUT THE DURATION OF THE FLASHING CYCLE.

6. ACCESSIBLE PEDESTRIAN PUSHBUTTON

- A. THE PUSHBUTTON SHALL BE CAPABLE OF CONTINUOUS OPERATION OVER A TEMPERATURE RANGE OF -30 DEGREES F TO +165 DEGREES F.
- B. PUSHBUTTON SHALL BE ADA COMPLIANT.



DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 10th EDITION* OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

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:

POR-82-10640, SFN:6703364, (CUYAHOGA RIVER)
- SEAL THE EXISTING WEARING SURFACE AND APPROACH WITH GRAVITY FED RESIN

POR-82-15190, SFN:6703402, (SILVER CREEK)
- SEAL THE EXISTING WEARING SURFACE AND APPROACH WITH GRAVITY FED RESIN


POR-82-16802, SFN: 6703437, (EAGLE CREEK)
- SEAL THE EXISTING WEARING SURFACE AND APPROACH WITH GRAVITY FED RESIN
-RE-SEAL THE CONCRETE RAILING WITH AN EPOXY URETHANE SEALER. THE COLOR OF THE SEALER SHALL BE CLEAR.

POR-88-11956, SFN: 6703607, (EAGLE CREEK)
- SEAL THE EXISTING WEARING SURFACE AND APPROACH WITH GRAVITY FED RESIN


STREAM/WETLANDS IMPACT AVOIDANCE

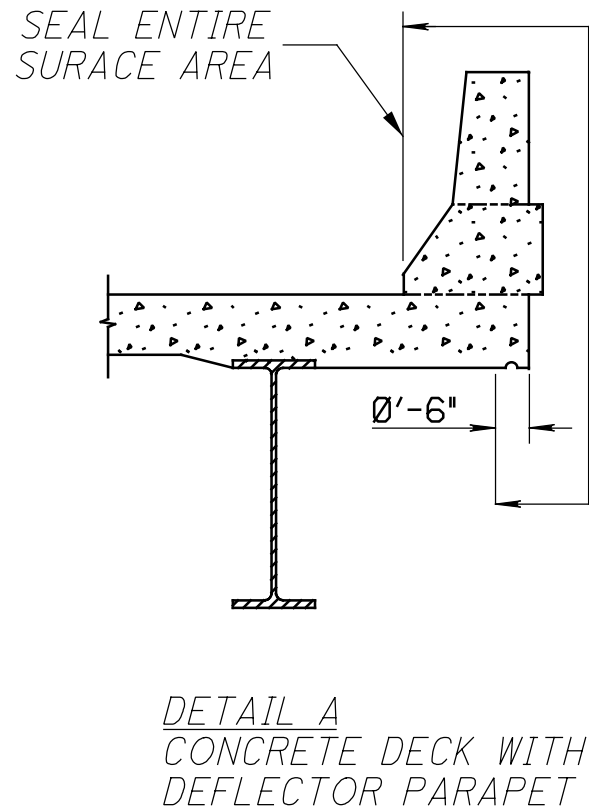
NO EXCAVATION, GRADING OR FILLING OPERATIONS SHALL BE PERFORMED BELOW THE ORDINARY HIGH WATER MARK OF ANY STREAM, RIVER AND/OR WITHIN ANY WETLANDS OR OTHER JURISDICTIONAL WATERS OF THE UNITED STATES. ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS SECTION 107.10 (PROTECTION AND RESTORATION OF PROPERTY) PROHIBIT THE CONTRACTOR FROM CREATING STAGING AREAS NEAR STREAMS, WETLANDS AND FEMA MAPPED 100 YEAR FLOODPLAINS.

STRUCTURE GENERAL NOTES
BRIDGE NO. POR-82-10640, 15190, 16802
BRIDGE NO. POR-88-11956


SFN	
VARIOUS	
DESIGN AGENCY	
	
DESIGNER	CHECKER
JRM	MJA
REVIEWER	
RMMMM-DD-YY	
PROJECT ID	
112830	
SUBSET	TOTAL
P.1	P.3
SHEET	TOTAL
P.24	34

[illegible]

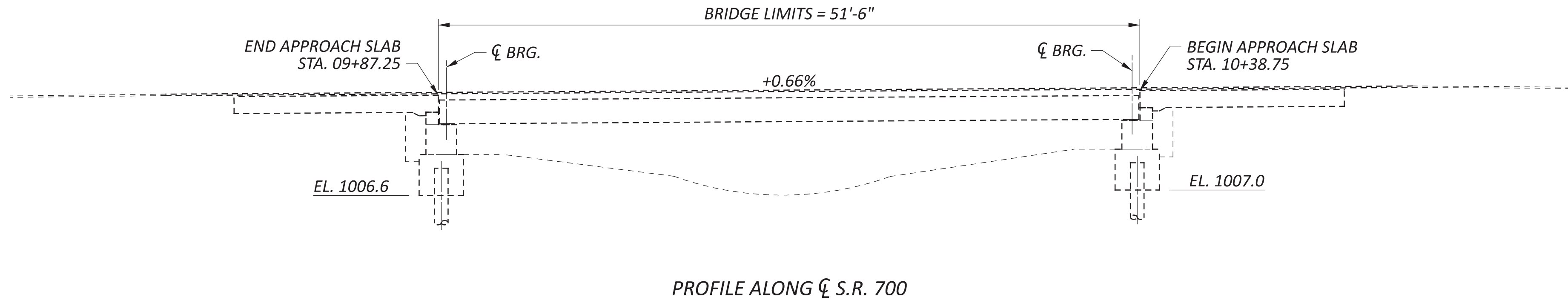
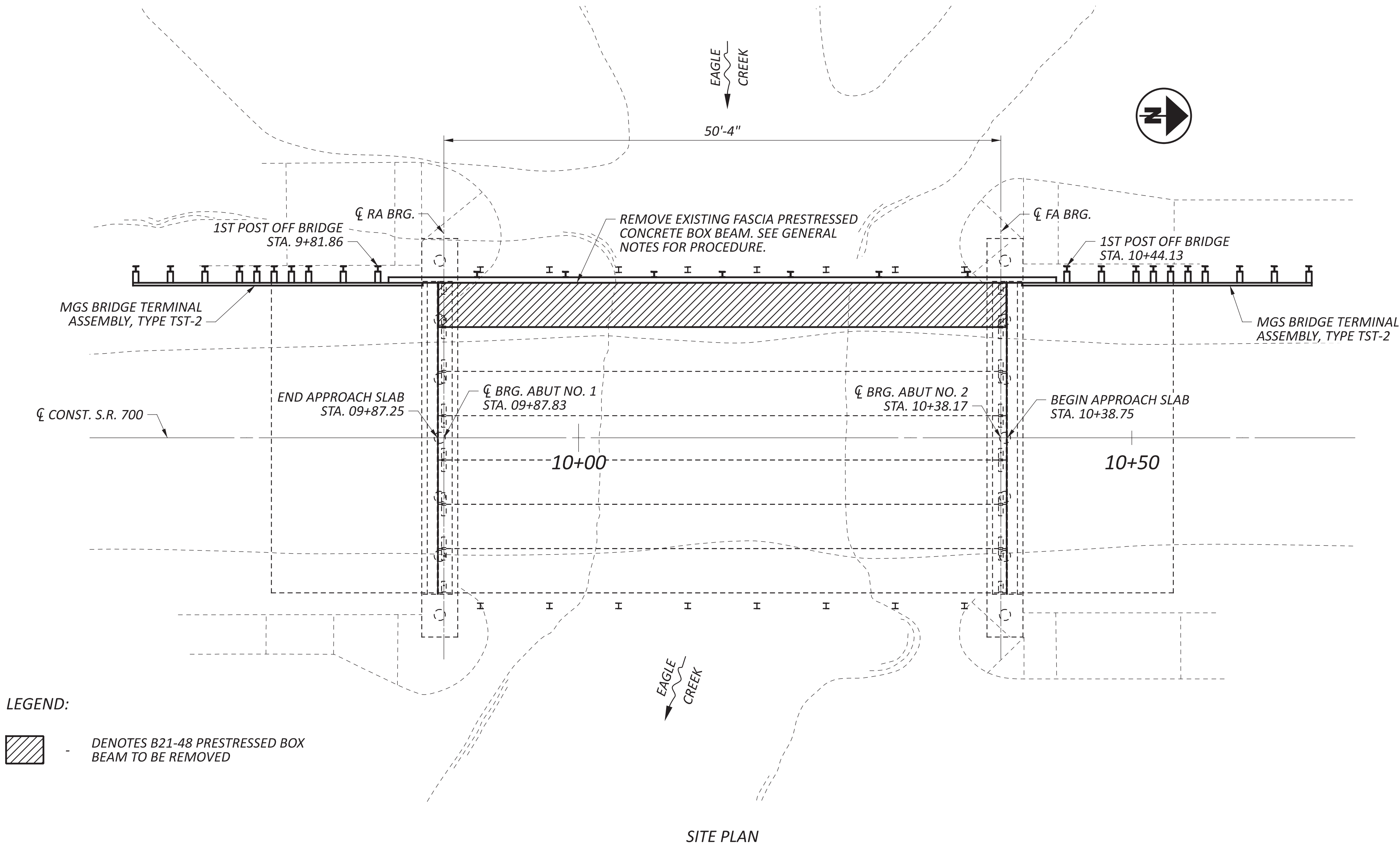
SFN	
VARIOUS	
DESIGN AGENCY	
	
DESIGNER	CHECKER
JRM	MJA
REVIEWER	
RMMMM-DD-YY	
PROJECT ID	
112830	
SUBSET	TOTAL
P.2	P.3
SHEET	TOTAL
P.25	34

[illegible][illegible]

VARIOUS
DESIGN AGENCY



DESIGNER	CHECKER
JRM	MJA
REVIEWER	
RMMMM-DD-Y	
PROJECT ID	
112830	
SUBSET	TOTAL
P.3	P.3
SHEET	TOTAL
P.26	34



PROPOSED WORK

- CLOSE STRUCTURE TO THROUGH TRAFFIC.
- REMOVE EXISTING BITUMINOUS WEARING SURFACE ON ENTIRE BRIDGE DECK AND APPROACHES.
- REMOVE PORTIONS OF STRUCTURE.
- REPLACE EXISTING BOX BEAM WITH NEW BEAM.
- REPLACE DRIP STRIP.
- REPLACE ASPHALT WEARING SURFACE.
- SAW AND SEAL BITUMINOUS JOINTS.
- REPLACE GUARDRAIL ON LEFT SIDE OF BRIDGE.
- REOPEN TO TRAFFIC.

EXISTING STRUCTURE

TYPE: NON-COMPOSITE PRESTRESSED CONCRETE BOX BEAM WITH REINFORCED CONCRETE CAPPED PILE ABUTMENTS

SPAN: 50'-4" (C/C BEARINGS)

ROADWAY: 28'-0" (F/F GUARDRAIL)

LOADING: HS 20-44 & ALTERNATE MILITARY LOADING

SKEW: 0°

APPROACH SLABS: 15'-0"

ALIGNMENT: TANGENT

CROWN: 0.66%

STRUCTURAL FILE NUMBER: 6703364

DATE BUILT: 1934 (REHABILITATION 2017)

DISPOSITION: BRIDGE REHABILITATION

LATITUDE: 41°16'55"

LONGITUDE: 81°08'40"

NOTES:

- SOME DETAILS HAVE BEEN REPRODUCED FROM ORIGINAL PLAN DRAWINGS DATED 11-30-77 AND REHABILITATION PLANS DATED 10-6-17.

ROADWAY LEGEND

PLANING AND RESURFACING

CONST. LIMITS

S-1
STA. 9+77.0±,
15.5'± LT.
(REMOVE AND REERECT)

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

END APPROACH SLAB
STA. 9+87.25

BEGIN PROJECT
STA. 9+47.25

137.5'± (TOTAL GUARDRAIL LENGTH WITH ANCHOR ASSEMBLIES)

9+00

BUTT JOINT
AS PER BP-3.1

30'-0"

137.5'± (TOTAL EX. GUARDRAIL LENGTH WITH ANCHOR ASSEMBLIES)

BEGIN WORK
STA. 8+50.00±

137.5'± (TOTAL GUARDRAIL LENGTH WITH ANCHOR ASSEMBLIES)

137.5'± (TOTAL EX. GUARDRAIL LENGTH WITH ANCHOR ASSEMBLIES)

GUARDRAIL LEGEND

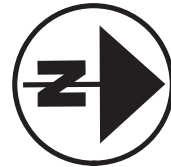
(E) ANCHOR ASSEMBLY, TYPE E (50')

(BT) MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2

POR 700 0337 6704883

S-3
STA. 10+48.7±,
15.8'± LT.
(REMOVE AND REERECT)

S-5
STA. 11+10.2±,
15.1'± LT.
(REMOVE)



HORIZONTAL
SCALE IN FEET

0 5 10 20

GENERAL PLAN
BRIDGE NO. POR-700-3.359
OVER EAGLE CREEK

PLAN

PAVEMENT MARKING LEGEND

(A) 646, CENTER LINE: BROKEN, SINGLE

(B) 646, EDGE LINE, 6", (WHITE)

RAISED PAVEMENT MARKER
2 WAY (YELLOW/YELLOW) @ 80' C/C

S-4
STA. 10+48.8±,
15.3'± RT.
(TO REMAIN)

S-2
STA. 9+77.0±,
15.9'± RT.
(TO REMAIN)

PROP. ELEV.

1020

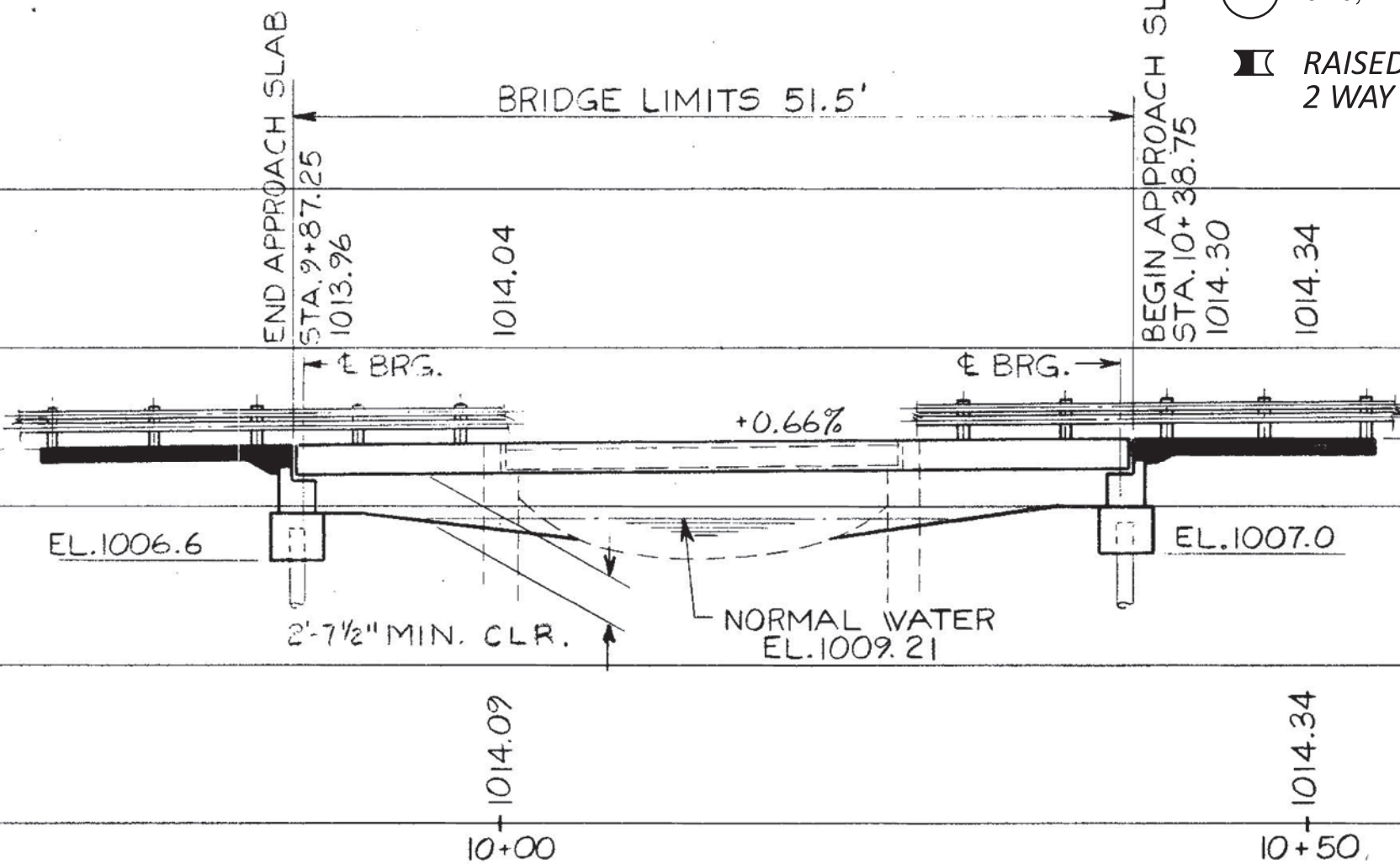
1010

1000

EXIST. ELEV.

990

PROFILE ALONG & S. R. 700



150'± (TOTAL GUARDRAIL LENGTH WITH ANCHOR ASSEMBLIES)

END WORK
STA. 11+87.00±

SFN
6703383

DESIGN AGENCY



DESIGNER
PRS

CHECKER
PRS

REVIEWER
TJF 9-18-25

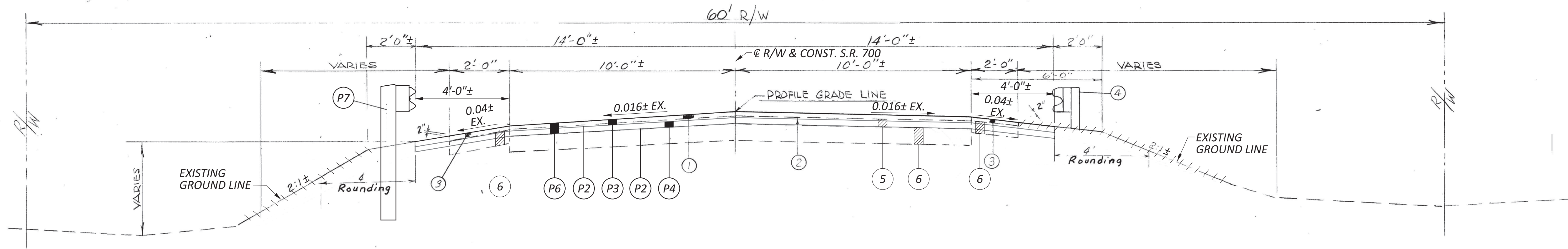
PROJECT ID
112830

SUBSET
2

TOTAL
8

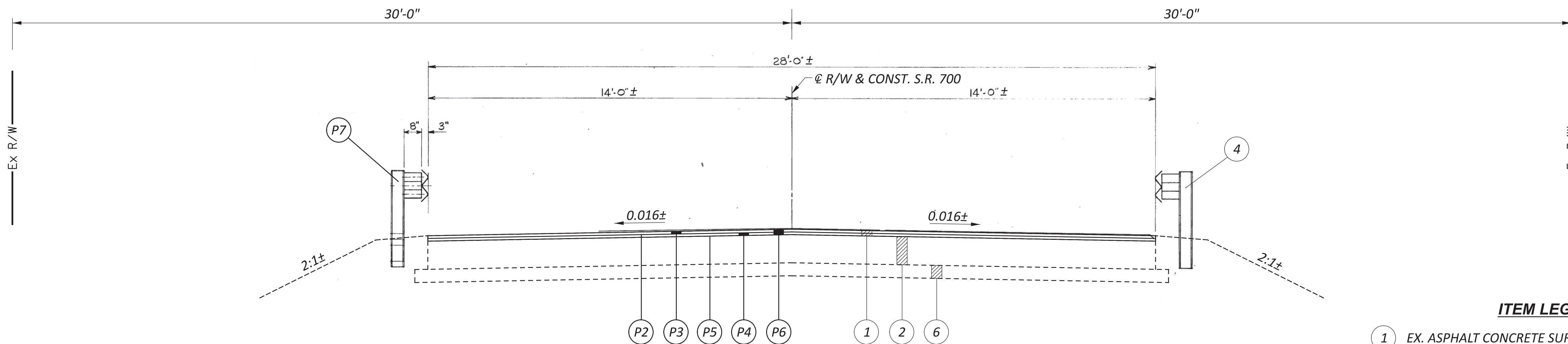
SHEET
P.28

TOTAL
34



NORMAL TYPICAL SECTION

STA. 9+47.25 TO STA. 9+72.25 = 25.00 FT.
STA. 10+53.75 TO STA. 10+78.75 = 25.00 FT.
TOTAL = 50.00 FT.



APPROACH SLAB TYPICAL SECTION

STA. 9+72.25 TO STA. 9+87.25 = 15.00 FT.
STA. 10+38.75 TO STA. 10+53.75 = 15.00 FT.
TOTAL = 30.00 FT.

ITEM LEGEND

- 1 EX. ASPHALT CONCRETE SURFACE COURSE
- 2 EX. 12"± REINFORCED CONCRETE APPROACH SLAB
- 3 EX. STABILIZED CRUSHED AGGREGATE
- 4 EX. GUARDRAIL, TYPE 5
- 5 EX. ASPHALT CONCRETE BASE
- 6 EX. AGGREGATE BASE
- P1 NOT USED
- P2 407 - NON-TRACKING TACK COAT
- P3 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG 70-22M
- P4 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG 70-22M
- P5 407 - TACK COAT, 702.13
- P6 202 - WEARING COURSE REMOVED (2.5" AVG.)
- P7 606 - GUARDRAIL, TYPE MGS

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

- DS-1-92 (REVISED) 07-15-2022
- TST-2-21 (REVISED) 01-17-2025
- PSBD-1-25 (REVISED) 07-18-2025
- AS-1-15 (REVISED) 01-20-2023

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 10th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 10TH EDITION AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

DESIGN LOADING: HS 20-44 AND ALTERNATE MILITARY LOADING

DESIGN DATA

CONCRETE FOR PRESTRESSED BEAMS:
COMPRESSIVE STRENGTH (FINAL) = _KSI
COMPRESSIVE STRENGTH (RELEASE) = _KSI

WELDED WIRE FABRIC:
YIELD STRENGTH - 70 KSI

PRESTRESSING STRAND:
AREA = _IN2
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)

CONCRETE CLASS (2):
COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

DECK PROTECTION METHOD

WATERPROOFING (TYPE 3) AND ASPHALT CONCRETE OVERLAY
STEEL DRIP STRIP

ITEM 202 - WEARING COURSE REMOVED, AS PER PLAN

REMOVE ALL OF THE ASPHALT CONCRETE ON STRUCTURE POR-700-03.359. THICKNESS VARIES WITH A MINIMUM THICKNESS OF 2.5". MILLING OR OTHER MECHANICAL METHOD OF ASPHALT DECK REMOVAL MAY BE PERFORMED TO WITHIN 1/2" OF THE TOP OF THE EXISTING PRESTRESSED CONCRETE BOX BEAMS. THE LAST 1/2" OF ASPHALT CONCRETE TO BE REMOVED AND THE WATERPROOFING WILL BE REMOVED USING A NONDESTRUCTIVE METHOD SUCH AS HAND SCRAPING. THE CONTRACTOR WILL USE CAUTION IN REMOVING THE REMAINING ASPHALT AND WATERPROOFING TO ENSURE NO DAMAGE OCCURS TO THE PRESTRESSED CONCRETE BOX BEAMS. ANY DAMAGE TO THE BOX BEAMS WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

PAYMENT FOR THIS ITEM WILL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, AND ANY INCIDENTALS REQUIRED TO PERFORM THIS WORK. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD FOR ITEM 202, WEARING COURSE REMOVED, AS PER PLAN.

ASPHALT CONCRETE WEARING COURSE

ASPHALT CONCRETE WEARING COURSE SHALL CONSIST OF A VARIABLE THICKNESS OF 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (449), PG70-22M AND A SECOND 1-1/4" THICKNESS OF 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (449), PG70-22M. PLACE THE FIRST 441 SURFACE COURSE IN TWO OPERATIONS. THE FIRST PORTION OF THE COURSE SHALL BE OF 1-1/4" UNIFORM THICKNESS. FEATHER THE SECOND PORTION OF THE COURSE TO PLACE THE SURFACE PARALLEL TO AND 1-1/4" BELOW FINAL PAVEMENT SURFACE ELEVATION.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION ACCORDING TO C&MS 501.05.

CUT LINE CONSTRUCTION JOINT PREPARATION

PRIOR TO REMOVING THE BOX BEAM, PLACE A 1-IN (+0-IN, -1/4-IN) DEEP SAW CUT AT THE BOUNDARIES OF PROPOSED CONCRETE REMOVALS. REMOVE CONCRETE TO A ROUGH SURFACE. INSTALL DOWEL BARS. PRIOR TO CONCRETE PLACEMENT, ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

SUBSTRUCTURE CONCRETE REMOVAL

REMOVE CONCRETE BY MEANS OF APPROVED NEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOERAM TYPE HAMMERS. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18-IN LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

ASBESTOS NOTIFICATION

A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST SURVEYED THE BRIDGE STRUCTURES SCHEDULED FOR DEMOLITION AND/OR REHABILITATION; THE SURVEY DETERMINED THAT NO ASBESTOS IS THE PRESENT ON THE BRIDGE STRUCTURES.

ODOT SHALL PROVIDE A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM, PARTIALLY COMPLETED AND SIGNED BY THE BRIDGE OWNER, TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO ONE OF THE ADDRESSES BELOW AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION.

ASBESTOS PROGRAM
OHIO EPA, DAPC
P.O. BOX 1049
COLUMBUS, OH 43216-1049

ASBESTOS PROGRAM
OHIO EPA, DAPC
50 W. TOWN ST., SUITE 700
COLUMBUS, OH 43215

THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED FORM TO THE ENGINEER AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION. THE FORM SHALL INCLUDE: 1) THE CONTRACTOR'S NAME AND COMPLETION OF THE BRIDGE REMOVAL AND 3) A DESCRIPTION OF THE PLANNED DEMOLITION WORK AND THE METHOD(S) TO BE USED. COPIES OF THE OEPA FORM AND BRIDGE INSPECTION REPORT ARE AVAILABLE FOR REVIEW AT THE ODOT DISTRICT 12 OFFICE, 5500 TRANSPORTATION BOULEVARD, GARFIELD HEIGHTS, OHIO 44125.

BASIS FOR PAYMENT: THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIALS NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

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 AND 105.02. 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.

ITEM 515 - HIGH EARLY STRENGTH KEY-WAY GROUT

KEY-WAY GROUT WILL BE EXAMINED FOR VISIBLE DETERIORATION AFTER THE REMOVAL OF THE ASPHALT CONCRETE OVERLAY AND WATERPROOFING. ANY GROUT DETERMINED TO BE REPLACED BY THE PROJECT ENGINEER WILL BE REMOVED BY ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN AND THE GROUT WILL BE REPLACED USING ITEM 515, HIGH EARLY STRENGTH KEY-WAY GROUT. PAYMENT FOR THIS ITEM WILL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, AND ANY INCIDENTALS REQUIRED TO PERFORM THIS WORK. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER FOOT FOR ITEM 515, HIGH EARLY STRENGTH KEY-WAY GROUT.

ITEM 515 - PRESTRESSED CONCRETE, NON-COMPOSITE BOX BEAM BRIDGE MEMBERS, LEVEL 1, B21-48, AS PER PLAN

ALL MILD STEEL IN THE PRESTRESSED BOX BEAMS, MODIFICATION OF STD. BEAM SHAPE, AND TIE-ROD WORK IS INCLUDED IN THIS ITEM.

PROPOSED BEAMS 1 IS TO BE CONNECTED TO EXISTING BEAMS 2. THERE IS THE POSSIBILITY THAT THE EXISTING BEAMS' TIE ROD HOLES ARE NOT AT THE DEPTH SHOWN IN THE ORIGINAL DESIGN DRAWINGS, IN WHICH CASE THE CORRESPONDING TIE ROD HOLES FOR THE NEW BEAMS CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, AND 105.02. BASE CONTRACT BID PRICES UPON A RECOGNITION MAY NEED TO BE FIELD-CORED TO LINE UP PROPERLY FOR THE CONNECTION TO BE MADE. PRIOR TO INITIATING PLACEMENT OF THE PROPOSED BEAM AND UNTIL PLACEMENT OF THE PROPOSED BEAMS IS COMPLETED, THE CONTRACTOR SHALL HAVE ONSITE ALL EQUIPMENT NECESSARY TO CORE TIE ROD HOLES IN THE NEW BOX BEAM.

PRIOR TO CORING ANY NEW HOLE, THE HOLE NOT USED SHALL BE FILLED IN WITH NONSHRINK, NONMETALLIC GROUT CONFORMING TO 705.02 OF THE CMS AND CURED AS PER 510.5.

ALL LABOR, MATERAILS AND EQUIPMENT REQUIRED TO COMPLETE THE ABOVE OPTIONS AND/OR REQUIREMENTS, SHOULD SUCH BE DEEMED NECESSARY, SHALL BE PAID UNDER ITEM 515, PRESTRESSED CONCRETE NON-COMPOSITE BOX BEAM BRIDGE MEMBER, LEVEL 1, B21-48, AS PER PLAN.

SPECIAL - ITEM 518 - STEEL DRIP STRIP

REPLACE ALL DRIP STRIP REMOVED DURING STRUCTURE REMOVAL. NEW DRIP STRIP SHALL BE SPLICED INTO EXISTING DRIP STRIP PER STANDARD REQUIREMENTS.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE J, ASTM D4956 TYPE XI REFLECTIVE SHEETING, PER CMS 730.193.

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. 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.

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.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016), 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 ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.


POR-700-3.359 (SFN 6704883) EAGLE CREEK AND WETLANDS AVOIDANCE

THE POR-700-03.36 BRIDGE SPANS EAGLE CREEK AND IS LOCATED IN A LARGE HIGH QUALITY WETLAND COMPLEX. WETLANDS ARE PRESENT AT THE TOE-OF-SLOPE IN ALL FOUR QUADRANTS OF THE BRIDGE. NO EXCAVATION, GRADING OR FILLING OPERATIONS SHALL BE PERFORMED BELOW THE ORDINARY HIGH WATER MARK OF EAGLE CREEK AND/OR WITHIN ANY WETLANDS OR OTHER JURISDICTIONAL WATERS OF THE UNITED STATES.

THE CONTRACTOR SHALL ADVISE THE ODOT PROJECT ENGINEER AND THE DISTRICT ENVIRONMENTAL COORDINATOR A MINIMUM OF TWENTY-ONE (21) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES AT THE POR-700-03.36 BRIDGE LOCATION. ODOT ENVIRONMENTAL SECTION PERSONNEL WILL FLAG WETLAND AREAS FOR AVOIDANCE A MINIMUM OF SEVEN (7) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES AT THE POR-700-3.359 BRIDGE LOCATION.

BEST MANAGEMENT PRACTICES SHALL BE EMPLOYED TO AVOID IMPACT TO EAGLE CREEK AND WETLANDS LOCATED IN PROXIMITY OF THE PROJECT CONSTRUCTION LIMITS. A QUANTITY OF ITEM 832 CONSTRUCTION FENCE AND A QUANTITY OF ITEM 832 PERIMETER FILTER FABRIC FENCE HAVE BEEN INCLUDED IN THE GENERAL SUMMARY. THE CONSTRUCTION FENCE AND PERIMETER FILTER FABRIC FENCE SHALL BE INSTALLED ALONG THE PROPOSED CONSTRUCTION LIMITS AT THE POR-700-3.36 BRIDGE LOCATION BY THE CONTRACTOR PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES WITHIN THE LIMITS AND ADJACENT AREA, INCLUDING ANY NECESSARY CLEARING AND GRUBBING ACTIVITIES. THE CONSTRUCTION FENCE AND PERIMETER FILTER FABRIC FENCE SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT PROJECT CONSTRUCTION AND SHALL BE REMOVED BY THE CONTRACTOR UPON PROJECT COMPLETION. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR IMPACT EAGLE CREEK AND/OR THE WETLAND AREAS BEYOND THE CONSTRUCTION LIMITS APPROVED BY THE PROJECT ENGINEER. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE EQUIPMENT AND/OR MATERIALS WITHIN WETLAND AREAS.

PAYMENT FOR ITEM 832 CONSTRUCTION FENCE AND ITEM 832 PERIMETER FILTER FABRIC FENCE WILL BE MADE UNDER ITEM 832, EROSION CONTROL.

SFN 6703383	
DESIGN AGENCY 	
DESIGNER PRS	CHECKER RJS
REVIEWER TJF 09-26-25	
PROJECT ID 112830	
SUBSET 4	TOTAL 8
SHEET P.30	TOTAL 34

ESTIMATED QUANTITIES (PLAN SPLIT 03/STR)					CALC: RJS	DATE: 9/24/25	CHECKED: JRC	DATE: 9/24/25
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTS.	SUPER	GEN	SHEET
202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN		LS		4 OF 8
202	23500	249	SY	WEARING COURSE REMOVED			249	
202	23501	161	SY	WEARING COURSE REMOVED, AS PER PLAN		161		4 OF 8
202	38000	288	FT	GUARDRAIL REMOVED			288	
407	13900	9	GAL	TACK COAT, 702.13			9	
407	20000	58	GAL	NON-TRACKING TACK COAT		29	29	
409	30000	57	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	57			
441	70100	27	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG70-22M		9	18	
509	10000	123	LB	EPOXY COATED STEEL REINFORCEMENT	123			
510	10000	20	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	20			
511	45710	1	CY	CLASS QC1 CONCRETE, ABUTMENT	1			
512	10100	17	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	4	13		
512	33010	174	SY	TYPE 3 WATERPROOFING		174		
515	10051	1	EACH	PRESTRESSED CONCRETE NON-COMPOSITE BOX BEAM BRIDGE MEMBERS, LEVEL 1, B21-48, AS PER PLAN (51'-4" LONG)		1		4 OF 8
515	30000	113	FT	HIGH EARLY STRENGTH KEYWAY GROUT		113		4 OF 8
516	13600	19	SF	1" PREFORMED EXPANSION JOINT FILLER	19			
516	31010	57	FT	2" DEEP JOINT SEALER	57			
516	43100	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE) (8.00" X 10.00" X 1.00")		4		8 OF 8
517	70100	63	FT	RAILING (THREE STEEL TUBE BRIDGE RAILING)		63		
SPECIAL	518E22300	118	FT	STEEL DRIP STRIP		118		4 OF 8
606	15050	137.5	FT	GUARDRAIL, TYPE MGS			137.5	
606	26150	2	EACH	ANCHOR ASSEMBLY, MGS TYPE E			2	
606	34600	2	EACH	MSG BRIDGE TERMINAL ASSEMBLY, TYPE TST-2			2	
621	00100	2	EACH	RPM			2	
621	54000	2	EACH	RAISED PAVEMENT MARKER REMOVED			2	
626	00110	5	EACH	BARRIER REFLECTOR, TYPE 2, (BI-DIRECTIONAL)			5	
630	02100	21.0	FT	GROUND MOUNTED SUPPORT, NO. 2 POST			21.0	
630	84900	1	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL			1	
630	85100	3	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION			3	
630	86002	3	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL			3	
646	10010	0.04	MILE	EDGE LINE, 6"			0.04	
646	10200	0.02	MILE	CENTER LINE			0.02	

ESTIMATED QUANTITIES
S.R. 700 OVER EAGLE CREEK
POR-700-03.359

SFN
6703383

DESIGN AGENCY


DESIGNER
RJS

CHECKER
PRS

REVIEWER
JRC 09-26-25

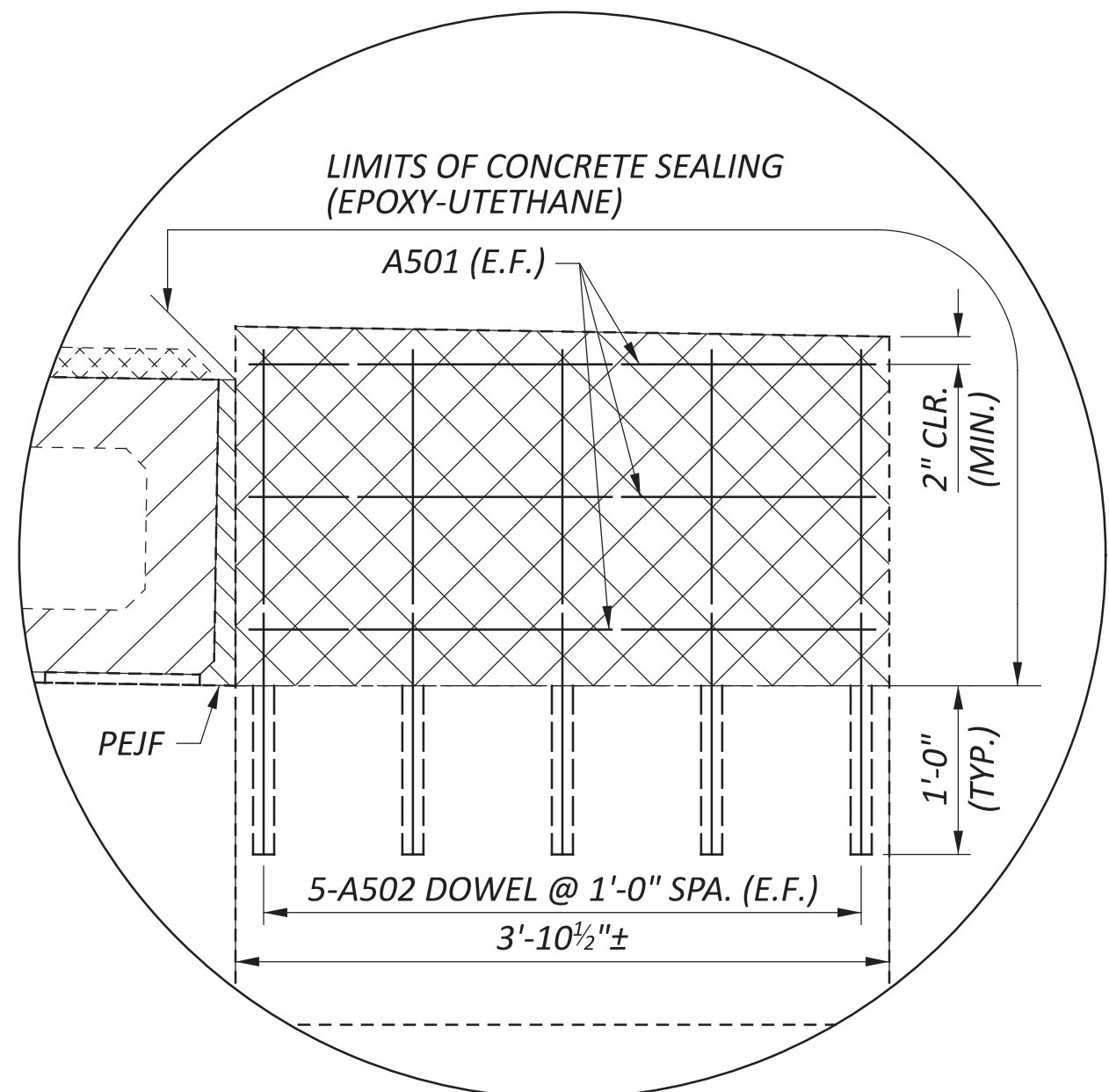
PROJECT ID
112830

SUBSET
5

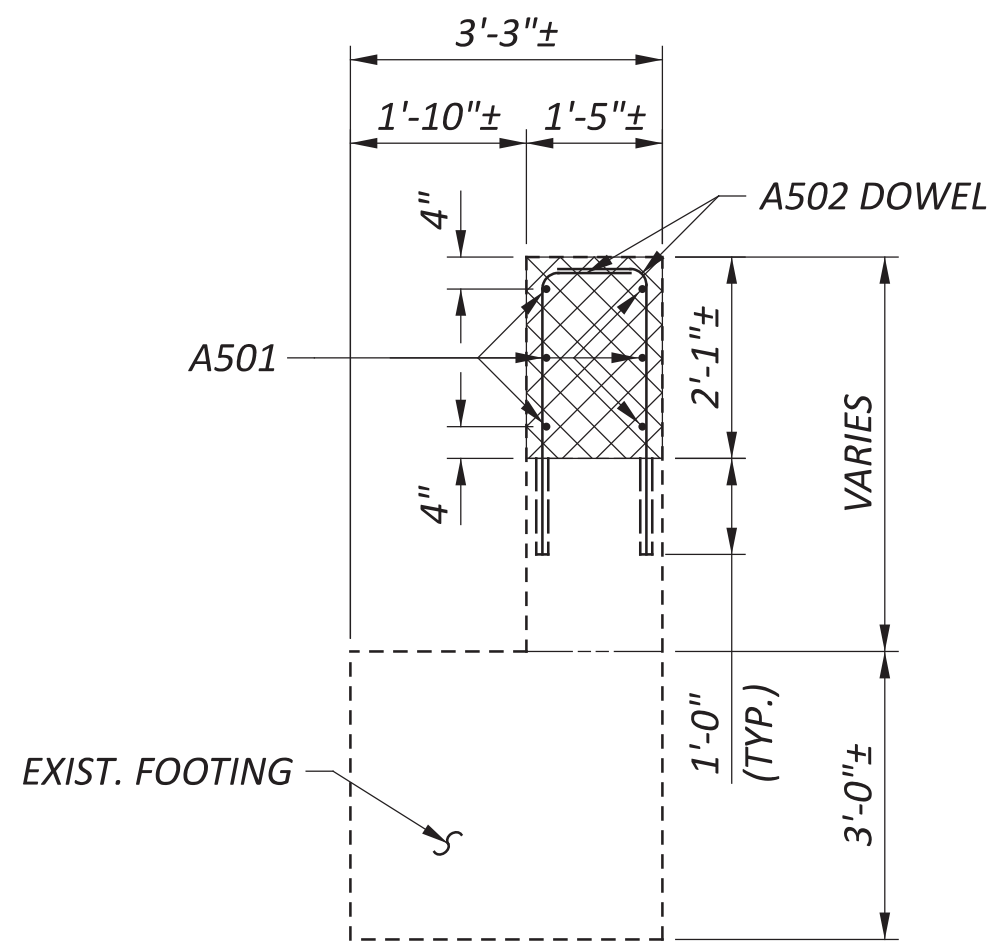
TOTAL
8

SHEET
P.31

TOTAL
34



DETAIL A



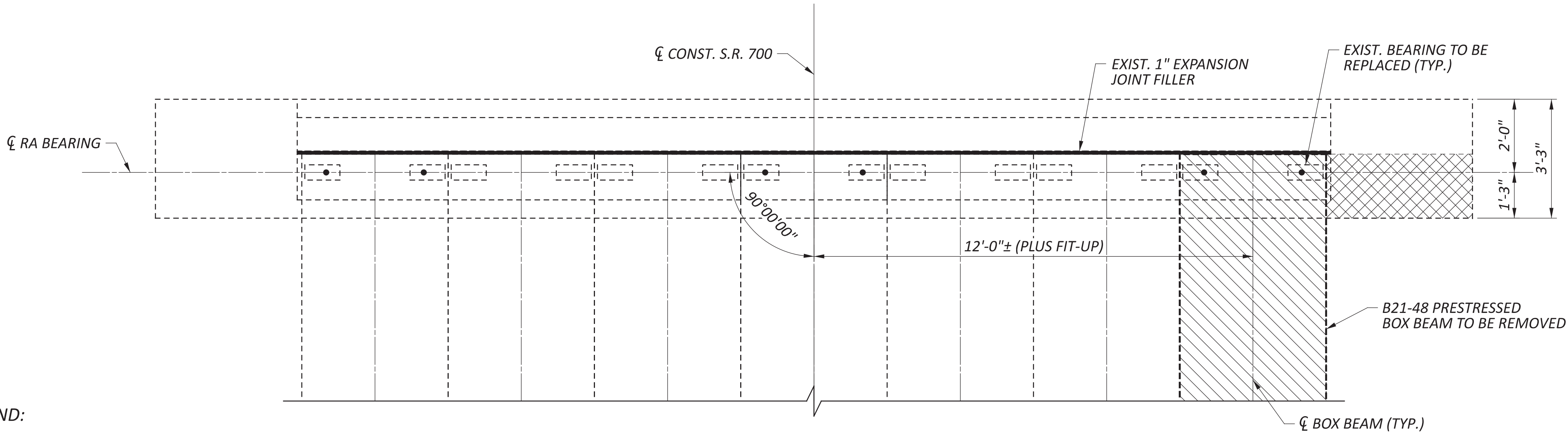
SECTION A-A

NOTES:

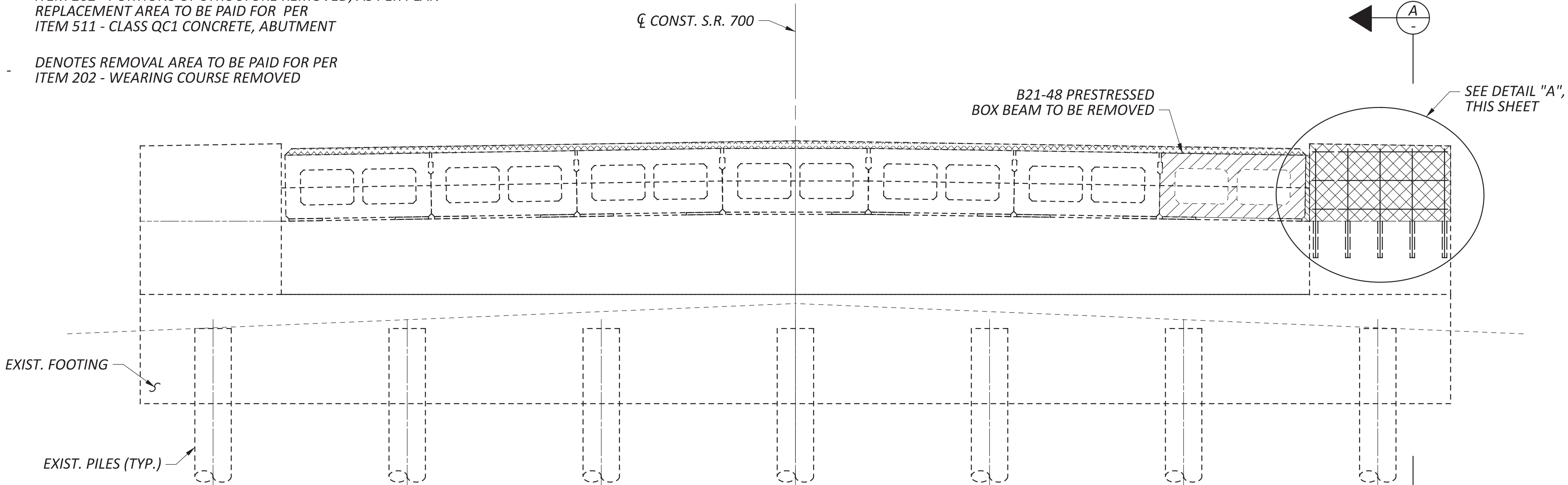
- SOME DETAILS HAVE BEEN REPRODUCED FROM ORIGINAL PLAN DRAWINGS DATED 11-30-77 AND REHABILITATION PLANS DATED 10-6-17.
- ABUTMENT CONCRETE: DO NOT PLACE THE ABUTMENT CONCRETE ABOVE THE BRIDGE SEAT CONSTRUCTION JOINT UNTIL THE PRESTRESSED CONCRETE BOX BEAMS HAVE BEEN ERECTED.
- FOR ADDITIONAL REMOVAL AND CONSTRUCTION METHODS, SEE GENERAL NOTE SHEET.
- ALL #5 BAR LAP LENGTHS = 2'-5" (MIN.)

LEGEND:

- DENOTES B21-48 PRESTRESSED BOX BEAM TO BE REMOVED
- DENOTES: REMOVAL AREA TO BE PAID FOR PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
REPLACEMENT AREA TO BE PAID FOR PER ITEM 511 - CLASS QC1 CONCRETE, ABUTMENT
- DENOTES REMOVAL AREA TO BE PAID FOR PER ITEM 202 - WEARING COURSE REMOVED



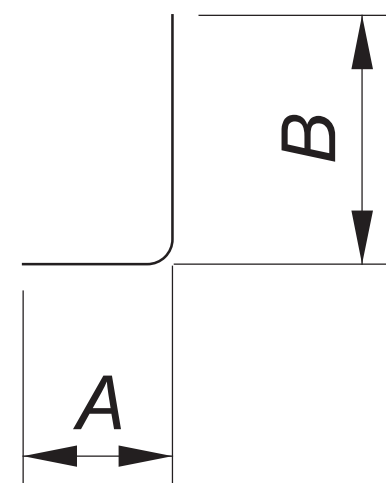
ABUTMENT PLAN
(REAR ABUTMENT SHOWN, FORWARD ABUTMENT MIRRORED)



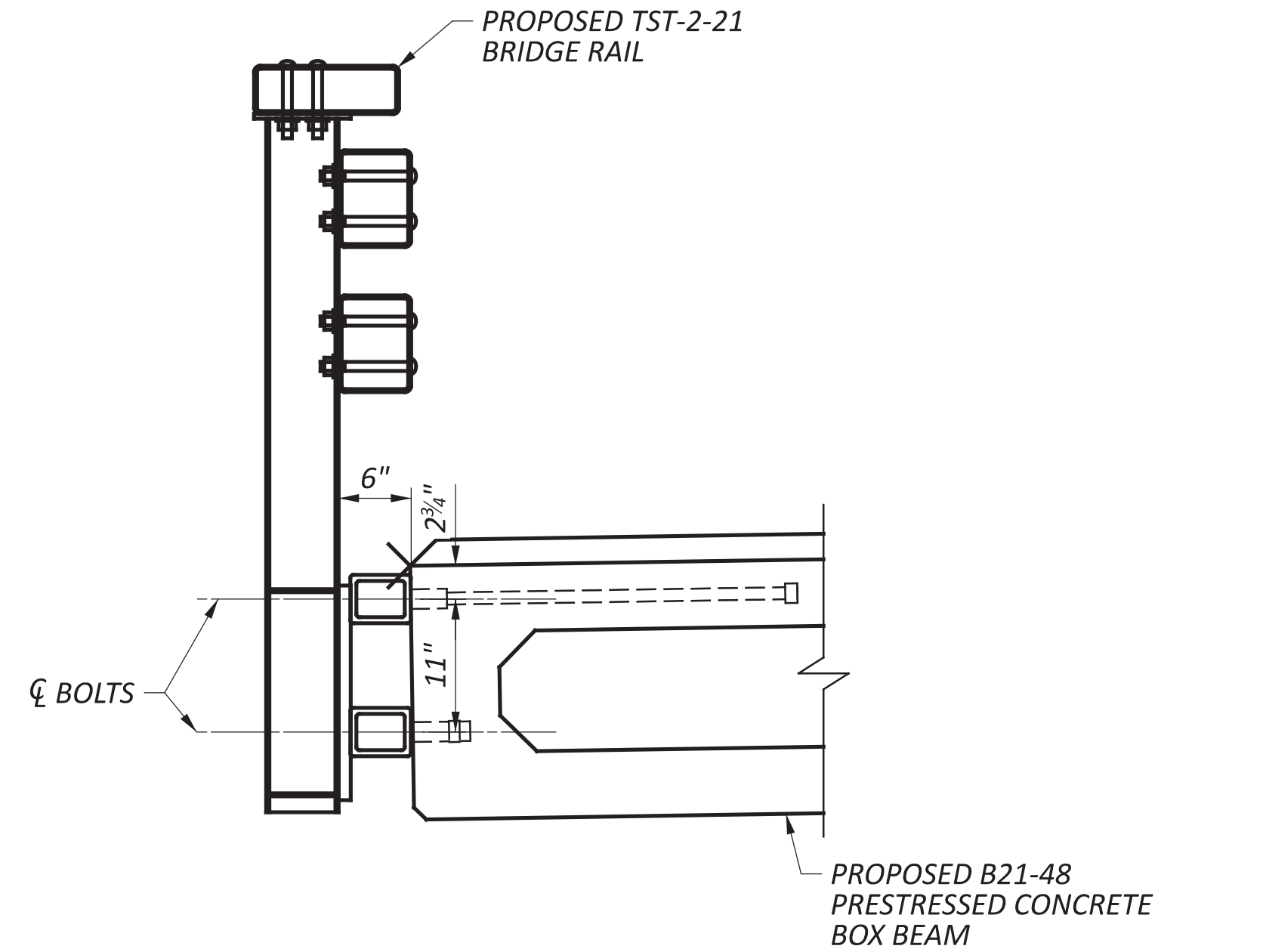
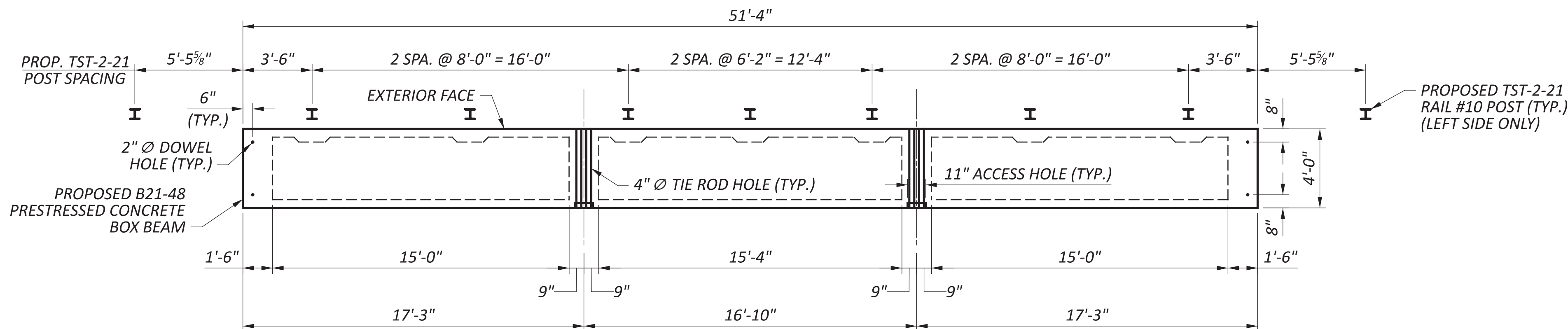
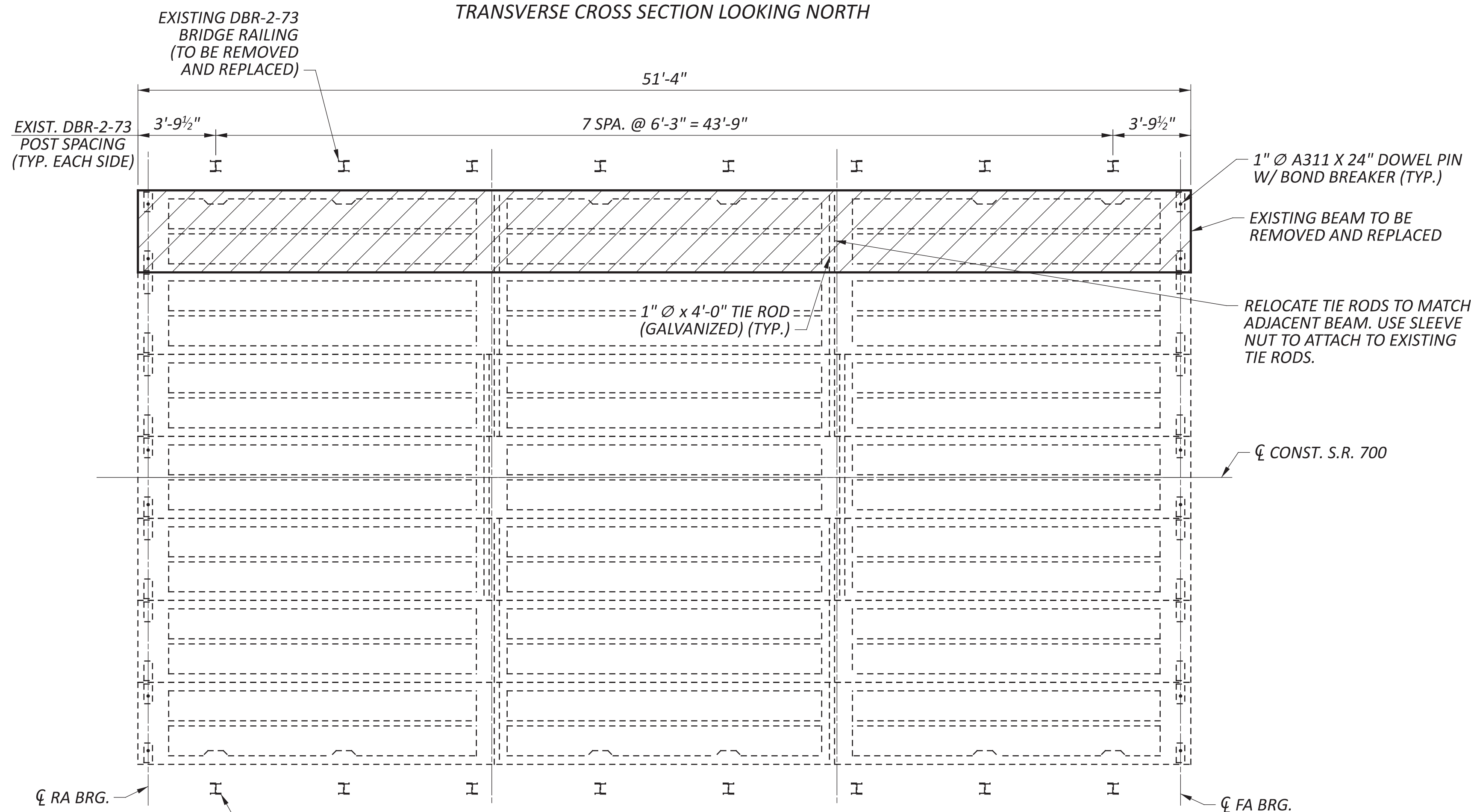
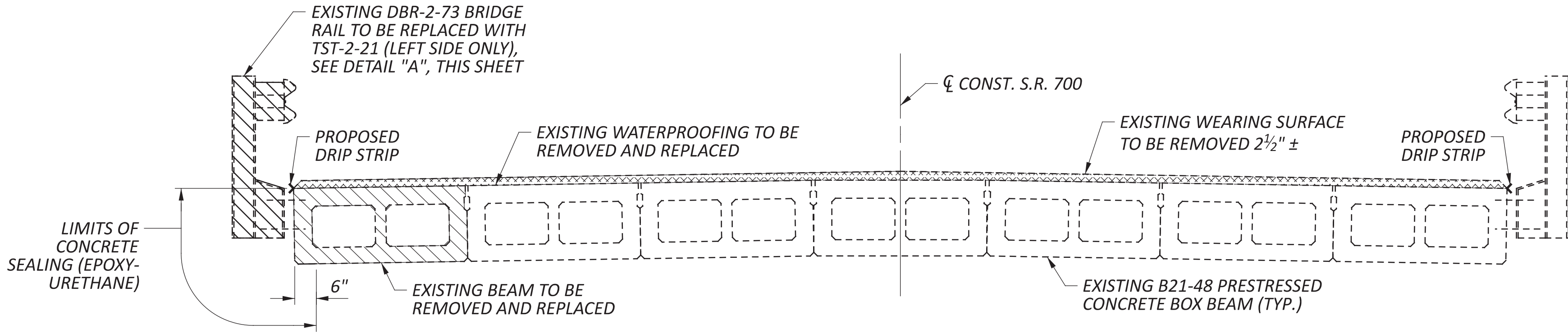
ABUTMENT ELEVATION LOOKING SOUTH
(REAR ABUTMENT SHOWN, FORWARD ABUTMENT MIRRORED)

MARK	NUMBER			LENGTH	WEIGHT (LB)	TYPE	DIMENSIONS						
	REAR	FORWARD	TOTAL				A	B	C	D	E	R	INC
ABUTMENT REINFORCING													
A501	6	6	10	3'-8"	41	STR							
A502	10	10	20	3'-7"	82	1	0'-9"	2'-10"					
SUB-TOTAL					123								

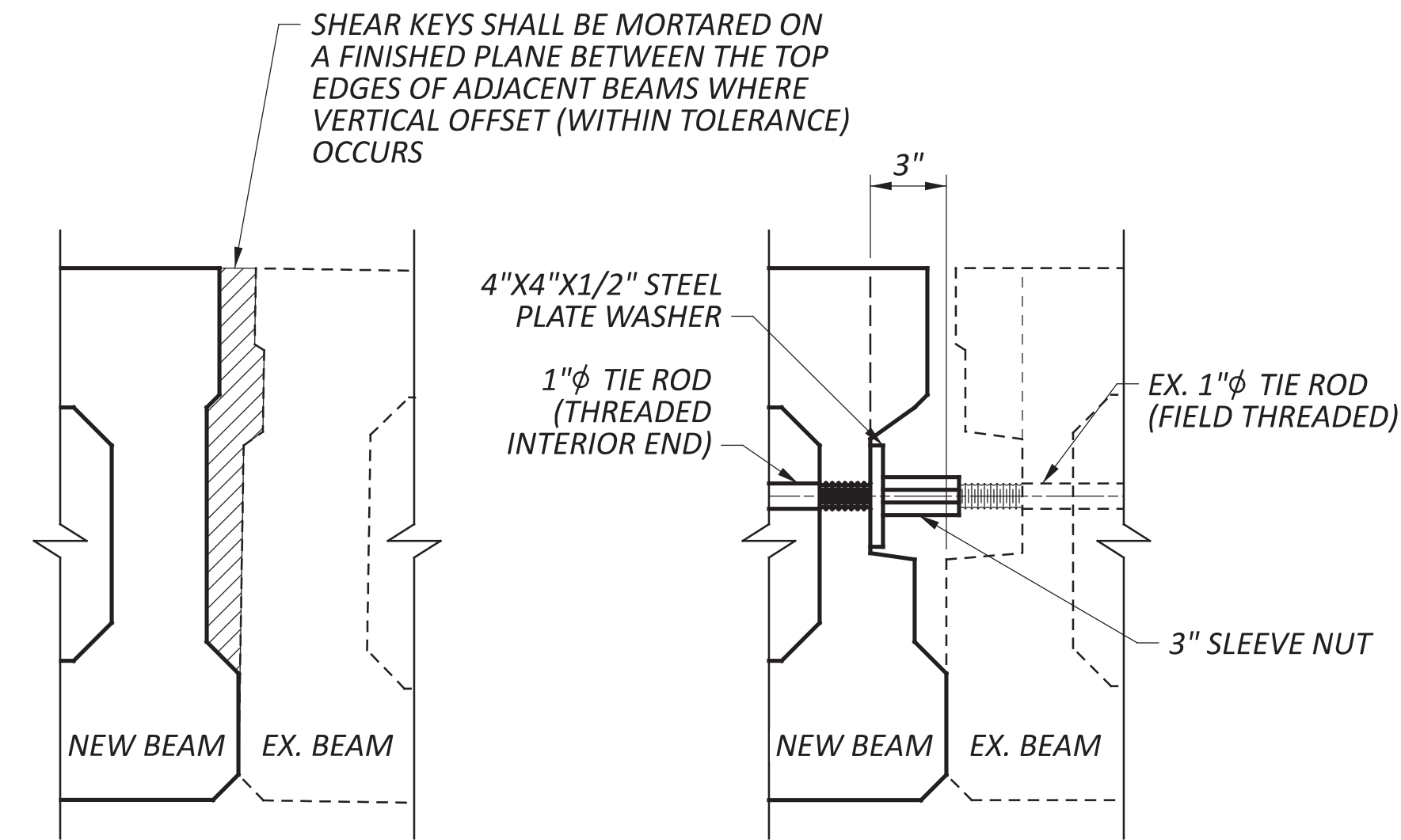
BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. "R" INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A BAR DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR. ALL REINFORCING STEEL TO BE EPOXY COATED. BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST TWO DIGITS INDICATE THE BAR SIZE NUMBER. EXAMPLE IS A501 IS A NO. 5 SIZE BAR.



TYPE-1



DETAIL A



SHEAR KEY DETAIL

END DETAIL AT TIE ROD ANCHORAGE

CONSTRUCTION SEQUENCE:

1. THREAD THE EXPOSED PORTION OF THE EXISTING TIE RODS ON BEAM THE TIE RODS ARE LOOSE, INJECT THE VOIDS WITH EPOXY AS PER SPECIAL CONCRETE REPAIR BY EPOXY INJECTION.
2. PLACE SLEEVE NUTS ON THE EXISTING TIE RODS.
3. IN BEAM 1, PLACE 4' TIE RODS WITH A NUT AND WASHER ON THE NORTH (EXTERIOR) FACE AND WASHER ON THE SOUTH (INTERIOR) FACE.
4. SET BEAM 1.
5. MAKE UP TIE ROD CONNECTIONS WITH THE SLEEVE NUT. TIGHTEN THE NUTS PER STD. DWG. PSBD-1-25.
6. PLACE ANCHOR DOWELS AT THE FORWARD ABUTMENT.
7. GROUT BEAM KEYWAY AND TIE ROD POCKETS AS PER STD. DWG. PSBD-1-25.

NOTES:

1. SOME DETAILS HAVE BEEN REPRODUCED FROM ORIGINAL PLAN DRAWINGS DATED 11-30-77 AND REHABILITATION PLANS DATED 10-6-77.
2. SEE STD. DWG. TST-2-21 FOR ADDITIONAL BRIDGE RAILING DETAILS.
3. SEE STD. DWG. PSBD-1-25 FOR ADDITION PRESTRESSED BOX BEAM DETAILS.

SFN	6703383
DESIGN AGENCY	
DESIGNER	CHECKER
JMP	RJS
REVIEWER	
JRC	09-26-25
PROJECT ID	112830
SUBSET	TOTAL
7	8
SHEET	TOTAL
P.33	34

$f'ci$	$f'c$
--------	-------