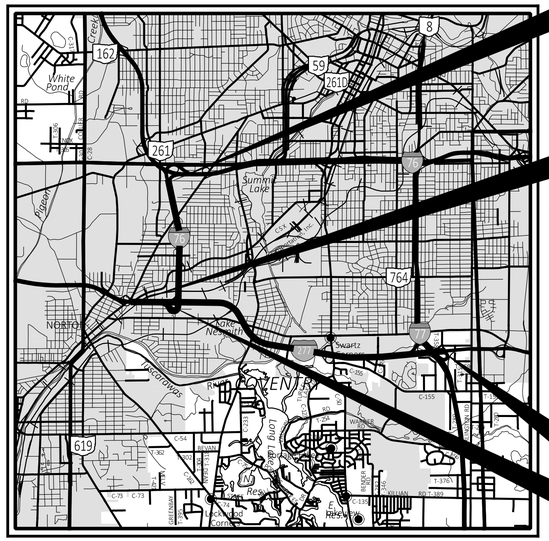
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

SUM-76/277-5.90/0.00

CITY OF AKRON

COVENTRY TOWNSHIP

SUMMIT COUNTY



LOCATION MAP

LATITUDE: N41°01'30" LONGITUDE: W81°31'50"

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

DESIGN DESIGNATION

	IR 76	IR 277
CURRENT ADT (2022)	*54,755*	*70,836*
DESIGN YEAR ADT (2022)	*54,755*	*70,836*
DESIGN HOURLY VOLUME (2022)	*9,967*	*5,738*
DIRECTIONAL DISTRIBUTION	*50.0%*	*58.0%*
TRUCKS (24 HOUR B&C)	*11.0%*	*10.0%*
DESIGN SPEED	*55*	*45*
LEGAL SPEED	*55*	*45*

DESIGN FUNCTIONAL CLASSIFICATION:
01 PRINCIPAL ARTERIAL INTERSTATE (URBAN) *CURRENT TDMS DATA FOR INFORMATION ONLY*
NHS PROJECT *YES*

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

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

INDEX OF SHEETS:

FEDERAL PROJECT NUMBER

E240(456)

RAILROAD INVOLVEMENT

AKRON BARBERTON CLUSTER RR, CSXT

PROJECT DESCRIPTION

RESURFACING SUM IR 76 AND SUM IR 277 INCLUDING MINOR WORK TO 18 BRIDGES.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*2.47 ACRES*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*0.25 ACRES*
NOTICE OF INTENT EDA:	*N/A (MAINTENANCE PROJECT)*

LIMITED ACCESS

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

2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEETS P.12-P.34.

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

Jack Marchbanks, PhD
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS

BP-2.1	*1/21/22*	*PCB-91*	*7/17/20*	*MT-101.70*	*4/21/23*	*TC-52.20*	*1/15/21*
BP-2.2	*1/15/21*	*VPF-1-90*	*7/21/23*	*MT-101.75*	*7/21/23*	*TC-65.10*	*1/17/14*
BP-2.5	*1/21/22*			*MT-101.90*	*7/17/20*	*TC-65.11*	*1/19/24*
BP-3.1	*1/19/24*	*MT-95.30*	*7/19/19*	*MT-102.10*	*7/21/23*	*TC-71.10*	*4/21/23*
BP-3.2	*1/18/19*	*MT-95.40*	*7/21/23*	*MT-102.20*	*4/19/19*	*TC-72.20*	*7/21/23*
BP-9.1	*1/18/19*	*MT-95.41*	*7/21/23*	*MT-102.30*	*10/16/15*	*TC-73.20*	*7/21/23*
		MT-95.50	*7/21/17*	*MT-104.10*	*1/19/24*	*TC-82.10*	*7/19/19*
DM-4.3	*1/15/16*	*MT-98.10*	*1/17/20*	*MT-105.10*	*1/17/20*		
DM-4.4	*1/15/16*	*MT-98.11*	*1/17/20*				
		MT-98.20	*4/19/19*	*TC-41.10*	*7/19/13*		
MGS-3.1	*1/19/18*	*MT-98.22*	*1/17/20*	*TC-41.20*	*10/18/13*		
		MT-98.28	*1/17/20*	*TC-41.30*	*4/21/23*		
AS-1-15	*1/20/23*	*MT-98.29*	*1/17/20*	*TC-41.40*	*10/18/13*		
AS-2-15	*7/21/23*	*MT-98.30*	*7/16/21*	*TC-42.10*	*10/18/13*		
BR-1-13	*1/17/14*	*MT-99.20*	*4/19/19*	*TC-42.20*	*10/18/13*		
EXJ-4-87	*1/19/24*	*MT-101.60*	*4/21/23*	*TC-52.10*	*10/18/13*		

SUPPLEMENTAL SPECIFICATIONS		*SUPPLEMENTAL SPECIFICATIONS*		*SPECIAL PROVISIONS*
800-2023	*1/19/24*	*996*	*7/21/23*	
807	*1/21/22*			
808	*1/18/19*			
821	*4/20/12*			
829	*1/20/17*			
832	*7/21/23*			
843	*1/19/24*			
844	*4/20/18*			
846	*4/17/15*			
850	*7/21/23*			
856	*7/21/23*			
896	*7/21/17*			
905	*4/17/20*			
908	*10/20/17*			
921	*4/20/12*			
929	*7/21/23*			

ENGINEER'S SEAL
ROADWAY AND BRIDGE
STATE OF OHIO
MARK J. ANDRASIK E-80194
REGISTERED PROFESSIONAL ENGINEER

TITLE SHEET

DESIGN AGENCY

DESIGNER SJD
REVIEWER MJA 03-05-24
PROJECT ID 113086
SHEET P.1 TOTAL 62

SUM-76/277-5.90/0.00

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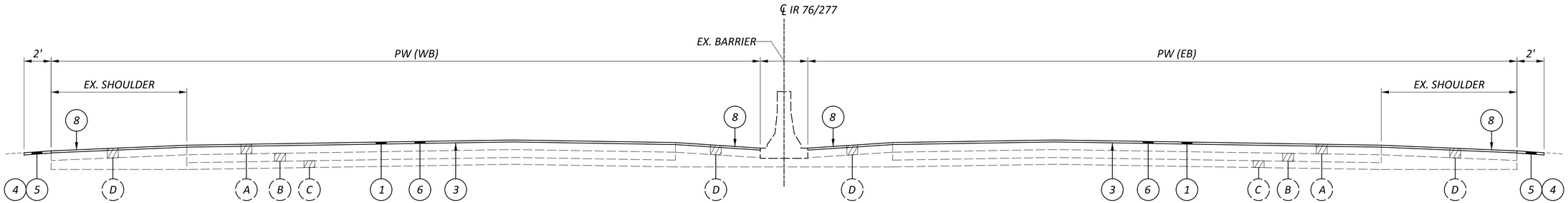
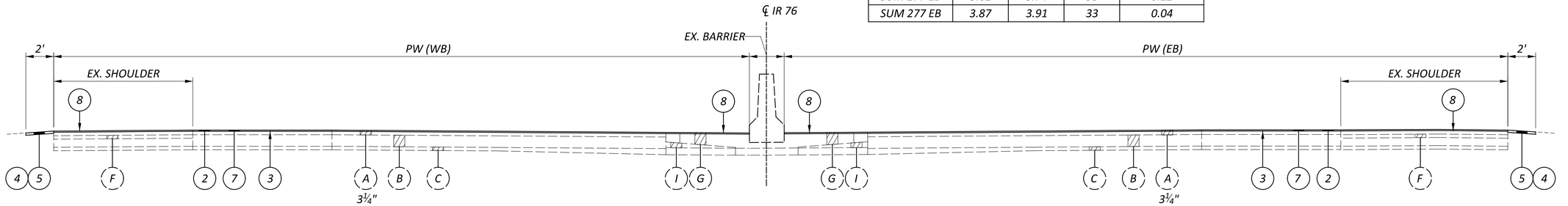


TYPICAL SECTION 1

(TYPICAL SECTION 1) IR 76/277 WB:				
ROUTE	SLM FROM	SLM TO	PW (FEET)	LENGTH (MILES)
SUM 76 WB	5.90	5.92	40	0.02
SUM 76 WB	6.00	6.31	55	0.31
SUM 76 WB	6.61	6.72	34	0.11
SUM 277 WB	0.00	0.31	40	0.31
SUM 277 WB	0.31	0.89	53	0.58
SUM 277 WB	0.93	1.13	53	0.22
SUM 277 WB	1.17	1.31	53	0.14
SUM 277 WB	1.37	1.75	53	0.38
SUM 277 WB	1.79	3.04	53	1.25
SUM 277 WB	3.06	3.74	53	0.68
SUM 277 WB	3.87	3.91	44	0.04

(TYPICAL SECTION 1) IR 76/277 EB:				
ROUTE	SLM FROM	SLM TO	PW (FEET)	LENGTH (MILES)
SUM 76 EB	5.90	5.92	40	0.02
SUM 76 EB	5.98	6.31	55	0.33
SUM 76 EB	6.31	6.58	40	0.27
SUM 76 EB	6.61	6.66	41	0.05
SUM 76 EB	6.66	6.72	30	0.06
SUM 277 EB	0.00	0.12	40	0.12
SUM 277 EB	0.12	0.89	53	0.77
SUM 277 EB	0.93	1.13	53	0.20
SUM 277 EB	1.17	1.31	53	0.14
SUM 277 EB	1.37	1.75	53	0.38
SUM 277 EB	1.79	3.04	53	1.25
SUM 277 EB	3.06	3.41	53	0.35
SUM 277 EB	3.41	3.62	41	0.21
SUM 277 EB	3.62	3.74	53	0.12
SUM 277 EB	3.87	3.91	33	0.04



TYPICAL SECTION 2

(TYPICAL SECTION 2) IR 76 WB:				
ROUTE	SLM FROM	SLM TO	PW (FEET)	LENGTH (MILES)
SUM 76 WB	6.76	6.84	43	0.08
SUM 76 WB	6.88	6.99	41	0.11
SUM 76 WB	7.02	7.14	51	0.12
SUM 76 WB	7.14	7.26	41	0.12
SUM 76 WB	7.26	7.36	40	0.10
SUM 76 WB	7.39	7.50	40	0.11
SUM 76 WB	7.50	7.65	44	0.15
SUM 76 WB	7.65	8.06	40	0.41
SUM 76 WB	8.06	8.24	47	0.18

(TYPICAL SECTION 2) IR 76 EB:				
ROUTE	SLM FROM	SLM TO	PW (FEET)	LENGTH (MILES)
SUM 76 EB	6.76	6.84	52	0.08
SUM 76 EB	6.88	6.99	52	0.11
SUM 76 EB	7.02	7.07	30	0.05
SUM 76 EB	7.07	7.19	54	0.12
SUM 76 EB	7.19	7.36	42	0.17
SUM 76 EB	7.39	7.94	42	0.55
SUM 76 EB	7.94	8.24	45	0.30

LEGEND:

- (A) EXISTING ASPHALT PAVEMENT (4"±)
- (B) EXISTING REINFORCED CONCRETE (10"±)
- (C) EXISTING SUBBASE (6"±)
- (D) EXISTING ASPHALT SHOULDER
- (E) EXISTING CONCRETE MEDIAN
- (F) EXISTING ASPHALT BASE (3"±)
- (G) EXISTING PLAIN CONCRETE (9"-13"±)
- (I) EXISTING AGGREGATE BASE

- (1) ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (T=1.75")
- (2) ITEM 897, PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=0.75")
- (3) ITEM 407, NON-TRACKING TACK COAT (0.09 GAL/SY)
- (4) ITEM 408, PRIME COAT, AS PER PLAN (0.40 GAL/SY)
- (5) ITEM 617, COMPACTED AGGREGATE, AS PER PLAN (T=2")
- (6) ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (T=1.5")
- (7) ITEM 424, FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) (T=1")
- (8) ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

TYPICAL SECTIONS

DESIGN AGENCY

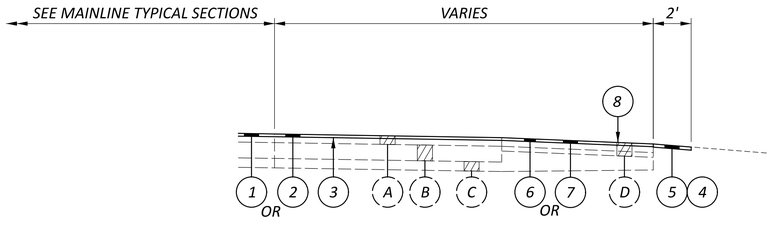
DESIGNER SJD

REVIEWER MJA 03-05-24

PROJECT ID 113086

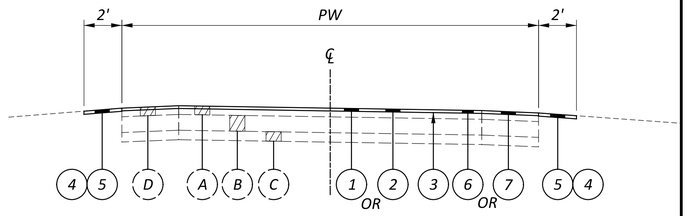
SHEET P.2 | TOTAL 62

SUM-76/277-5.90/0.00



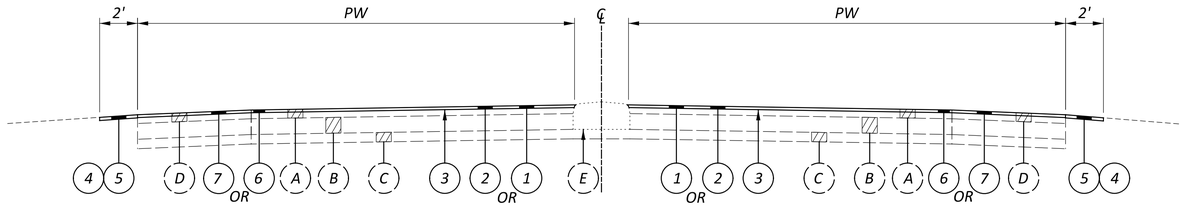
ACCEL/DECEL LANE

NORMAL RAMPS					
COUNTY	INTERCHANGE	RAMP	PAVEMENT TREATMENT	PW (FEET)	LENGTH (FEET)
SUM	IR-76 WB TO IR-76 WB	C	1 AND 6	39	1,130
SUM	IR-277 WB TO IR-76 EB	D	1 AND 6	34	1,010
SUM	22ND ST. TO IR-76 WB	E	2 AND 7	24	505
SUM	IR-76 WB TO 22ND ST.	F	2 AND 7	22	900
SUM	IR-76 EB TO IR-76/IR-77 EB	U	2 AND 7	39	215
SUM	IR-277 EB TO WATERLOO RD.	I	1 AND 6	30	1,035
SUM	WATERLOO RD. TO IR-277 WB	J	1 AND 6	35	1,100
SUM	IR-277 WB TO MANCHESTER RD.	K	1 AND 6	34	1,085
SUM	MANCHESTER RD. TO IR-277 EB	L	1 AND 6	28	1,260

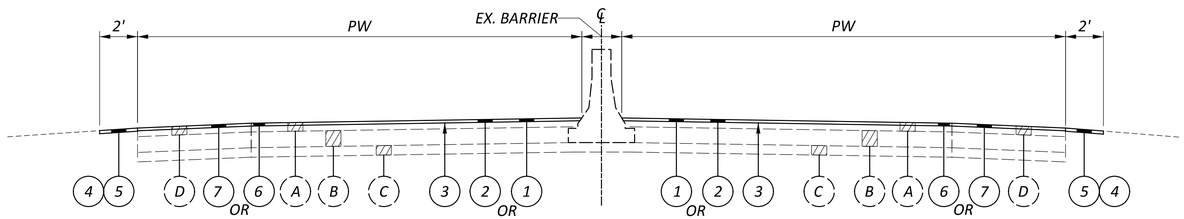


NORMAL RAMP

BI-DIRECTIONAL RAMPS					
COUNTY	INTERCHANGE	RAMP	PAVEMENT TREATMENT	PW (FEET)	LENGTH (FEET)
SUM	IR-76 EB TO IR-76 EB	A	1 AND 6	39	1,625
SUM	IR-76/IR-277 WB TO IR-76 EB	B	1 AND 6	40	1,510
SUM	IR-76 EB TO KENMORE BLVD.	G	2 AND 7	24	770
SUM	KENMORE BLVD. TO IR-76 EB	H	2 AND 7	24	1,210
SUM	MAIN ST. TO IR-277 WB	M-1	1 AND 6	26	1,390
SUM	IR-277 WB TO MAIN ST.	M-2	1 AND 6	28	1,095
SUM	MAIN ST. TO IR-277 EB	N-1	1 AND 6	26	1,510
SUM	IR-277 EB TO MAIN ST.	N-2	1 AND 6	29	1,480



BI-DIECTIONAL RAMP (CURB MEDIAN)



BI-DIECTIONAL RAMP (CONCRETE BARRIER)

LEGEND:

SEE TYPICAL SHEET P.2 FOR LEGEND

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER SJD

REVIEWER MJA 03-05-24

PROJECT ID 113086

SHEET P.3 TOTAL 62

SUM-76/277-5.90/0.00

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PROTECTION OF TRAFFIC MONITORING EQUIPMENT

PRIOR TO BEGINNING ANY PAVEMENT ACTIVITIES OR ANY EXCAVATION ACTIVITIES AT I-277 SLM 1.97 THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE FROM THE OWNER WILL COORDINATE A TIME FOR THE OWNER/MAINTAINING AGENCY TO DISCONNECT THE EQUIPMENT. FOLLOWING THE DISCONNECTION BY THE OWNER, THE CONTRACTOR WILL BE ALLOWED TO PERFORM THEIR PAVEMENT ACTIVITIES, INCLUDING PAVEMENT REMOVAL. THE REMOVED LOOPS AND SENSORS BECOME THE PROPERTY OF THE CONTRACTOR.

FOR MORE INFORMATION PLEASE CONTACT:
DARREN GERSTENSLAGER (DISTRICT 4/11) (614-273-4783)
ANTHONY STEVENS (FIELD OPERATIONS) (614-752-6955)
(614-301-9461) CELL

ITEM SPECIAL - VERTICAL CLEARANCE

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

SFN: 7705611 (SUM-76-6.474R)
SFN: 7705824 (SUM-76-7.721)
SFN: 7709730 (SUM-277-2.341)

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
SPECIAL - VERTICAL CLEARANCE, 3 EACH

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

IN LOW SHOULDER AREAS EXCEEDING 1", AND ADJACENT TO THE SAFETY EDGE, OR AS DIRECTED BY THE ENGINEER, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE FOLLOWING GRADATION. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03. THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. METHOD OF MEASUREMENT SHALL BE AS PER 617.06. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

MODIFIED GRADATION SHALL APPLY:

SIEVE	TOTAL PERCENT PASSING
1- 1/2"	100
3/4"	50-100
NO. 4	35-70
NO. 30	9-33
NO. 200	0-13

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:

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

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

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

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

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

ITEM 611 – MANHOLE ADJUSTED TO GRADE, AS PER PLAN
ITEM 623 – MONUMENT ASSEMBLY 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.

ITEM 611 – MANHOLE ADJUSTED TO GRADE, AS PER PLAN 1 EACH
ITEM 623 – MONUMENT ASSEMBLY ADJUSTED TO GRADE AS PER PLAN, 18 EACH

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, 1 EACH
ITEM SPECIAL – MISCELLANEOUS METAL, 450 LB

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.

SEEDING AND MUCHING, FERTILIZER AND LIME WILL BE PERFORMED WITHIN A PERIOD NOT TO EXCEED 10 DAYS AFTER THE LINEAR GRADING.

THE QUANTITY OF ITEM 209 IS NOT PERMITED 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, 583 STA.
659, SEEDING AND MULCHING, 16,198 SQ YD
659, COMMERCIAL FERTILIZER, 2.18 TON
659, LIME, 3.35 ACRES
659, WATER, 88 M. GAL.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 25 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
OBSTRUCTION EVALUATION GROUP
10101 HILLWOOD PARKWAY
FORT WORTH, TX 76177
FAX: (817) 222-5920
HTTP://CEAAA.FAA.GOV

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV

GENERAL NOTES

DESIGN AGENCY

DESIGNER SJD
REVIEWER MJA 03-05-24
PROJECT ID 113086
SHEET P.5 TOTAL 62

SUM-76/277-5.90/0.00

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CSXT COORDINATION

REFER TO THE CSX TRANSPORTATION PUBLIC PROJECT INFORMATION MANUAL FOR ADDITIONAL REQUIREMENTS NEEDED FOR WORKING ON/ABOVE/ADJACENT TO CSXT. SPECIFIC SECTIONS THAT PERTAIN TO THIS PROJECT ARE SPECIAL PROVISIONS FOR CONSTRUCTION NEAR CSXT PROPERTY, OVERHEAD BRIDGE CRITERIA, CONSTRUCTION SUBMISSION CRITERIA, AND INSURANCE REQUIREMENTS FOR PUBLIC PROJECTS.

CONTRACTOR ACCESS WILL BE LIMITED TO THE IMMEDIATE PROJECT AREA ONLY. THE CSXT RIGHT-OF-WAY OUTSIDE THE PROJECT AREA MAY NOT BE USED FOR CONTRACTOR ACCESS TO THE PROJECT SITE AND NO TEMPORARY AT-GRADE CROSSINGS WILL BE ALLOWED.

THE CONTRACTOR WILL BE REQUIRED TO ABIDE BY THE PROVISIONS OF THE AGENCY/CSXT CONSTRUCTION AGREEMENT. PERIODICALLY, THROUGHOUT THE PROJECT DURATION, THE CONTRACTOR MAY BE REQUIRED TO MEET, DISCUSS AND, IF NECESSARY, TAKE IMMEDIATE ACTION AT THE DISCRETION OF CSXT PERSONNEL AND/OR THEIR AUTHORIZED REPRESENTATIVE, TO COMPLY WITH PROVISIONS OF THAT AGREEMENT AND THESE SPECIFICATIONS.

IT IS THE RESPONSIBILITY OF THE INDIVIDUAL OWNERS OF WIRELINES, PIPELINES, UTILITIES, ETC. TO COORDINATE DIRECTLY WITH CSXT REAL ESTATE AND FACILITIES MANAGEMENT (REFM) GROUP. THIS INCLUDES ALL NEW INSTALLATIONS AND THE ADJUSTMENT, MODIFICATION, REMOVAL OR RETIREMENT IN PLACE OF ALL EXISTING FACILITIES.

THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION WITHOUT PRIOR CSXT APPROVAL. THE CSXT RIGHT-OF-WAY MUST ALWAYS REMAIN CLEAR FOR RAILROAD USE. EQUIPMENT MAY NOT BE POSITIONED TO BLOCK THE RAILROAD ACCESS ROAD, TRACK AREA OR ANY PART OF THE CSXT RIGHT-OF-WAY WITHOUT PRIOR CSXT APPROVAL. ALL MOVEMENTS OF EQUIPMENT WITHIN RAILROAD RIGHT-OF-WAY MUST BE COORDINATED WITH THE RAILROAD FLAGGER.

THE ROADWAY AUTHORITY, OR DESIGNATED CONTRACTOR, SHALL COORDINATE WITH THE RAILROAD WHENEVER THE CONTRACTOR'S WORK ACTIVITIES ARE LOCATED OVER, UNDER OR WITHIN THE RAILROAD'S RIGHT-OF-WAY.

ANY DAMAGE CAUSED BY THE PROJECT WORK TO THE TRACK OR RAILROAD PROPERTY WILL REQUIRE REPAIR IMMEDIATELY UPON NOTIFICATION FROM THE RAILROAD OR THEIR DESIGNATED REPRESENTATIVE. IF THE DAMAGE AFFECTS THE TRACK, TRACK STRUCTURE, RAILROAD FACILITIES, OR TRAIN OPERATIONS AS DETERMINED BY THE RAILROAD, THE REPAIRS WILL BE PERFORMED BY THE RAILROAD AT THE CONTRACTOR'S EXPENSE INCLUDING ALL ASSOCIATED COSTS OF DELAYS TO THE RAILROAD.

DURING TRAIN MOVEMENTS THROUGH THE PROJECT LOCATION, VEHICLES, EQUIPMENT, AND PERSONNEL WILL NOT BE ALLOWED TO OPERATE WITHIN TWENTY-FIVE (25) FEET OF THE TRACK.

CSXT SHALL BE NOTIFIED AT LEAST FIVE (5) DAYS IN ADVANCE OF THE PRE-CONSTRUCTION MEETING.

THE CONTRACTOR SHALL COORDINATE ALL WORK ON, OVER OR ADJACENT TO THE RAILROADS WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL CONTACT CSX RAILROAD AT LEAST THIRTY (30) DAYS IN ADVANCE IN ORDER TO COORDINATE THE NECESSARY WORK. UNDER NO CIRCUMSTANCES SHALL THERE BE ANY WORK WITHIN THE RAILROAD RIGHT-OF-WAY WITHOUT THE PROPER AUTHORIZATION AND/OR FLAG PROTECTION FROM THE RAILROAD.

THE USE OF ACETYLENE GAS IS PROHIBITED FOR USE ON OR OVER CSX PROPERTY. TORCH CUTTING SHALL BE PERFORMED UTILIZING OTHER MATERIALS SUCH AS PROPANE.

CSXT REQUIRES THAT THE CONTRACTOR SUBMIT AND RECEIVE ACCEPTANCE OF A COMPREHENSIVE MEANS & METHODS SUBMITTAL (CSXT CONSTRUCTION SUBMISSION CRITERIA, ISSUED MAY 2023) DETAILING SCOPE WORK WITHIN CSXT TRACKS OR RIGHT-OF-WAY, OR OTHER WORK WHICH PRESENTS THE POTENTIAL TO AFFECT CSXT PROPERTY OR OPERATIONS TO UNDERTAKING THE WORK.

A BALLAST PROTECTION SYSTEM CONSISTING OF GEOFABRIC OR CANVAS SHALL BE PLACED WITHIN THE TRACK STRUCTURE TO KEEP IT FREE FROM FINES. THE SYSTEM SHALL EXTEND ALONG THE TRACK STRUCTURE FOR A MINIMUM OF 25'-0" BEYOND THE LIMITS OF THE DEMOLITION WORK, OR FARTHER IF REQUIRED BY CSXT'S CONSTRUCTION ENGINEERING DESIGNATE.

ALL LIFTING EQUIPMENT AND CONNECTION DEVICES SHALL HAVE A CAPACITY FOR 150% OF THE ACTUAL LIFTING LOAD. THE FACTOR OF SAFETY PROVIDED BY THE MANUFACTURER IN THE LIFTING CAPACITY DATA SHALL NOT BE CONSIDERED IN THE 150% REQUIREMENT.

TEMPORARY CONSTRUCTION CLEARANCES (HORIZONTAL & VERTICAL) PROPOSED - FOR EXISTING OR LESS THAN STANDARD CONDITIONS - SHALL BE SUBJECT TO APPROVAL BY CSXT. TYPICALLY REDUCTION IN CONSTRUCTION CLEARANCES ARE NOT PERMITTED.

PER CSXT SOIL AND WATER MANAGEMENT POLICY, CSXT REQUIRES ALL SPOILS GENERATED AND NOT REUSED FROM WITHIN THE PROPERTY TO BE PROPERLY DISPOSED IN A RAILROAD APPROVED DISPOSAL FACILITY. THE MANAGEMENT OF SOILS GENERATED FROM CSXT PROPERTY SHOULD BE PLANNED FOR AND PROPERLY PERMITTED (IF APPLICABLE) PRIOR TO INITIATING ANY WORK ON RAILROAD'S PROPERTY. CSXT ENVIRONMENTAL DEPARTMENT WILL HANDLE WASTE CHARACTERIZATION AND PROFILING FOR DELIVERY TO AN APPROVED FACILITY.

DURING AND AFTER COMPLETION OF CONSTRUCTION, THE OUTSIDE PARTY OR ITS CONTRACTOR SHALL CLEAR CSXT'S DRAINAGE DITCHES OF ALL DEBRIS TO THE SATISFACTION OF CSXT'S CONSTRUCTION MONITORING REPRESENTATIVE.

A WORK SITE SAFETY PLAN THAT INCLUDES A RECOGNITION TO KEEP ALL PERSONNEL FROM FOULING CSXT RAIL OPERATIONS, A FALL PROTECTION PLAN DESCRIBING THE MEASURES TO BE TAKEN WHEN REQUIRED, AND A FIRE PROTECTION PLAN SHALL BE PRESENTED AND ACCEPTED BY CSXT FOR WORK ON, OVER OR ADJACENT CSXT PROPERTY.

ALL WASTE MATERIALS GENERATED BY THIS PROJECT, INCLUDING WASHING WITH CLEANING SOLVENTS, BLASTING, SCRAPING, BRUSHING AND/OR PAINTING OPERATIONS, SHALL BE THE RESPONSIBILITY OF THE AGENCY OR ITS CONTRACTOR, AND SHALL BE CONTAINED, COLLECTED AND PROPERLY DISPOSED OF BY THE STATE OR ITS CONTRACTOR. THE STATE AND ITS CONTRACTOR AGREE TO FULLY COMPLY WITH ALL FEDERAL, STATE, AND LOCAL ENVIRONMENTAL LAWS, REGULATIONS, STATUTES AND ORDINANCES AT ALL TIMES.

CSXT MAY REQUIRE FULL TIME RAILROAD FLAGGING FOR ANY PROJECT TASKS THAT MAY HAVE THE POTENTIAL TO FOUL THE TRACK OR CAUSE A HAZARD TO TRAIN MOVEMENTS.

CSXT HAS SOLE AUTHORITY TO DETERMINE THE NEED FOR TRACK PROTECTION REQUIRED TO PROTECT ITS OPERATIONS AND PROPERTY. IN GENERAL, TRACK PROTECTION WILL BE REQUIRED WHENEVER CONTRACTOR OR EQUIPMENT ARE, OR ARE LIKELY TO BE, WORKING WITHIN FIFTY (50) FEET OF TRACK OR OTHER TRACK CLEARANCES AS SPECIFIED BY CSXT.

UPON COMPLETION OF THE WORK ON CSXT PROPERTY, THE CONTRACTOR SHALL REQUEST THE OWNER TO ARRANGE A FINAL INSPECTION OF THE PROJECT WITH THE RAILROAD'S PROJECT ENGINEER OR THEIR AUTHORIZED REPRESENTATIVE.

FOR CSXT LOCATION AND NOTIFICATION PURPOSES, BRIDGE SUM-76-5.910 IS LOCATED AT CSX MILEPOST BG-134.72 (DOT# 503537D).

ITEM 632 - DETECTOR LOOP, AS PER PLAN

THE CONTRACTOR SHALL CONTACT SCOTT ELEKES (330) 819-3803 AND RICK DAVIS (330) 606-9797 THREE WORKING DAYS PRIOR TO ANY PLANING OR TRENCHING AT THE INTERSECTION OF I-277 AND WATERLOO RD. LOOP DETECTORS DISTURBED BY PAVEMENT PLANING OR TRENCHING SHALL BE ABANDONED IN PLACE. THE LOOP DETECTOR WIRE WILL BE CUT INTO THE PAVEMENT AFTER THE PROPOSED SURFACE COURSE HAS BEEN PLACED. ALL STOP LINE INDUCTANCE DETECTOR LOOPS SHALL BE THE POWERHEAD CONFIGURATION SHOWN ON TC-82.10. THE WIDTH SHALL BE AS SPECIFIED ON TC-82.10 AND THE LENGTH SHALL BE AS SPECIFIED BELOW. THE LOCATION OF THESE LOOPS SHALL BE SUCH THAT THE POWERHEAD IS LOCATED AT THE STOP LINE, NOT PAST IT. ALL DILEMMA ZONE INDUCTANCE DETECTOR LOOPS CALLED FOR IN THE PLANS SHALL BE THE ANGULAR DESIGN DETECTION (ADD) LOOP AS SHOWN ON TC-82.10. DIMENSIONS SHALL BE AS SPECIFIED ON TC-82.10 AND THE LOOP SHALL BE PLACED AT THE SAME LOCATION AS THE EXISTING LOOPS.

THE QUANTITIES LISTED BELOW HAVE BEEN CARRIED TO THE GENERAL SUMMARY. THE NEW LOOP DETECTOR WIRES SHALL BE RUN INTO THE EXISTING CONTROL BOX OR THE EXISTING PULLBOX. INCLUDED IN THIS ITEM IS THE POURED EPOXY TYPE CABLE SPLICE KIT (CONFORMING TO 725.15E) THAT MUST BE USED IN MAKING THESE CONNECTIONS. ALL NECESSARY MATERIAL, LABOR, SPLICE KITS AND EQUIPMENT SHALL BE INCIDENTAL TO PAYMENT OF THESE ITEMS.

632 DETECTOR LOOP, AS PER PLAN, 1 EACH
(1 EACH, 12'-5" X 18' A.D.D.)

GENERAL NOTES

DESIGN AGENCY

DESIGNER SJD

REVIEWER MJA 03-05-24

PROJECT ID 113086

SHEET P.6 TOTAL 62

SUM-76/277-5.90/0.00

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RAMP CLOSURES

TRAFFIC ON ALL RAMPS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD AS SPECIFIED IN THE RAMP CLOSURE CHART INCLUDED IN THESE PLANS.

WHEN CLOSING A RAMP FOR PAVING AND REPAIR, DETOUR TRAFFIC AS INDICATED IN THE RAMP CLOSURE CHART. RAMPS SHALL NOT BE CLOSED CONCURRENTLY UNLESS APPROVED BY THE PROJECT ENGINEER.

A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $3,000 PER HOUR, OR PORTION THEREOF, THAT ANY RAMP REMAINS CLOSED BEYOND THE SPECIFIED CLOSURE PERIOD AND DURATION AS INDICATED IN THE RAMP CLOSURE CHART.

**** STATE STREET TO I-76 EB RAMP CLOSURE***

A DETOUR WILL BE IMPLEMENTED FOR THE CLOSURE OF THE STATE STREET TO I-76 EB RAMP, FOR THE DURATION OF NO MORE THAN 3 WEEKS. THIS CLOSURE WILL ALSO INCLUDE THE CLOSURE OF THE FAR RIGHT ACCELLERATION LANE ALONG I-76 EB IN ORDER TO SAFELY PERFORM THE RIGHT-SIDE PARAPET REPAIRS FOR STRUCTURE SUM-76-5.910 (SEE STRUCTURE SHEETS FOR EXACT LOCATION). THIS CLOSURE WILL BE AS PER SCD MT-95.40 – CLOSING RIGHT OR LEFT LANES OF A MULTI-LANE DIVIDED HIGHWAY WITH PORTABLE BARRIER. THE STATE STREET RAMP CLOSURE AND PARAPET REPAIRS MAY BE PERFORMED CONCURRENTLY WITH THE EB CLOSURE OF I-277 THAT ALSO REQUIRES THE CLOSURE OF STATE STREET TO I-76 EB RAMP.

THE FOLLOWING QUANTITIES SHALL BE USED AS PART OF THIS CLOSURE OR AS DIRECTED BY THE PROJECT ENGINEER:

ITEM 622, PORTABLE BARRIER, UNANCHORED, 640 FEET

ITEM 614, OBJECT MARKER, ONE-WAY, 14 EACH

ITEM 614, BARRIER REFLECTOR, 14 EACH

ITEM 614, WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL), 1 EACH

***** RAMP E AND RAMP H DETOURS***

SEE SHEET P.26 FOR RAMP DETOUR SIGNAGE.

DROPOFFS

THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE A DIFFERENCE IN ELEVATION BETWEEN THE MAINLINE MILLED SURFACES, AND ASPHALT SURFACE COURSE AND SIDE STREET APPROACHES GREATER THAN 1.25 INCH. THE CONTRACTOR SHALL PLACE A 12:1 ASPHALT WEDGE FOR ALL RESULTING ELEVATION DIFFERENCES GREATER THAN 1.25 INCH PRIOR TO OPENING TO TRAFFIC. THE PAVING OF INTERSECTION APPROACHES SHALL BE PERFORMED WITHIN 7 DAYS OF MAINLINE SURFACE COURSE BEING APPLIED AND A DROPOFF BEING CREATED BETWEEN THE NEW SURFACE COURSE AND THE MILLED/EXISTING SIDE ROAD OR RAMP END. THE CONTRACTOR MAY ELECT TO PLACE A 12:1 ASPHALT WEDGE IN LIEU OF COMPLETING THE PAVING, HOWEVER THE ASPHALT CONCRETE USED FOR THE WEDGE SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 – MAINTAINING TRAFFIC AND SHALL INCLUDE THE REMOVAL OF THE WEDGE BEFORE THE INTERSECTION/RAMP END IS PAVED.

IR-76 AND IR-277 INTERCHANGE RAMP CLOSURES

RAMP	PROPOSED WORK	PERMITTED CLOSURE TIME	DURATION	DETOUR ROUTE	APPROX. NUMBER OF PCMS
RAMP D (IR-277 WB TO IR-76 EB)	RAMP PAVING	7:00 PM TO 6:00 AM WEEKLY	3 NIGHTS	IR-277 WB TO IR-76 WB TO W. STATE ST. EXIT, USE IR-76 EB TO IR-76 EB RAMP	3
** RAMP E (22ND ST. TO IR-76 WB)	RAMP PAVING	7:00 PM TO 6:00 AM WEEKLY	3 NIGHTS	22ND ST. TO KENMORE BLVD. TO EAST AVE, USE IR-76 WB RAMP	3
** RAMP H (KENMORE BLVD. TO IR-76 EB)	RAMP PAVING	7:00 PM TO 6:00 AM WEEKLY	3 NIGHTS	KENMORE BLVD. TO 4TH ST., USE MANCHESTER RD. BYPASS EXIT TO WATERLOO RD., USE IR-277 WB RAMP TO IR-76 EB RAMP	3
RAMP I (IR-277 EB TO WATERLOO RD.)	RAMP PAVING	7:00 PM TO 6:00 AM WEEKLY	3 NIGHTS	IR-277 EB TO S. MAIN ST. EXIT, USE S. MAIN STREET TO WATERLOO RD.	3
RAMP J (WATERLOO RD. TO IR-277 WB)	RAMP PAVING	7:00 PM TO 6:00 AM WEEKLY	3 NIGHTS	WATERLOO RD. TO S. MAIN ST. USE IR-277 WB RAMP	3
RAMP K (IR-277 WB TO MANCHESTER RD.)	RAMP PAVING	7:00 PM TO 6:00 AM WEEKLY	3 NIGHTS	IR-277 WB TO IR-76 WB TO W. STATE ST. EXIT, USE W. STATE ST. TO WOOSTER ROAD NORTH TO WATERLOO RD. TO MANCHESTER RD.	3
RAMP L (MANCHESTER RD. TO IR-277 EB)	RAMP PAVING	7:00 PM TO 6:00 AM WEEKLY	3 NIGHTS	MANCHESTER RD. TO WATERLOO RD. TO WOOSTER ROAD NORTH TO W. STATE ST., USE IR-76 EB RAMP TO IR-277 EB	3
RAMP M-1 (S. MAIN ST. TO IR-277 WB)	RAMP PAVING	7:00 PM TO 6:00 AM WEEKLY	3 NIGHTS	S. MAIN ST. TO WATERLOO RD., USE IR-277 WB RAMP	3
RAMP M-2 (IR-277 WB TO S. MAIN ST.)	RAMP PAVING	7:00 PM TO 6:00 AM WEEKLY	3 NIGHTS	IR-277 WB TO MANCHESTER RD. EXIT, USE MANCHESTER RD. TO WATERLOO RD. TO S. MAIN ST.	3
RAMP N-1 (S. MAIN ST. TO IR-277 EB)	RAMP PAVING	7:00 PM TO 6:00 AM WEEKLY	3 NIGHTS	S. MAIN ST. TO WATERLOO RD. TO MANCHESTER RD., USE IR-277 EB RAMP	3
RAMP N-2 (IR-277 EB TO S. MAIN ST.)	RAMP PAVING	7:00 PM TO 6:00 AM WEEKLY	3 NIGHTS	IR-277 WB TO IR-77 NB EXIT, USE E. WILBETH RD. EXIT TO S. MAIN ST.	3
RAMP 77032 (STATE ST. TO IR-76 EB)	BRIDGE WORK	7:00 PM TO 6:00 AM WEEKLY	3 WEEKS	STATE ST. TO ROMIG RD., USE IR-77 SB RAMP TO IR-76 EB, USE IR-76 EB RAMP TO IR-76	3
* RAMP B (IR-227 WB TO IR-76 EB)	277 EB FULL CLOSURE	DAILY	10 DAYS	IR-76 EB (RAMP A) TO IR-77 SB	2
RAMP L (MANCHESTER RD. TO IR-277 EB)	277 EB FULL CLOSURE	DAILY	10 DAYS	SR-764 EB TO IR-77 SB OR SR-619 EB TO IR-77 NB	2
RAMP N-1 (S. MAIN ST. TO IR-277 EB)	277 EB FULL CLOSURE	DAILY	10 DAYS	SR-764 EB TO IR-77 SB OR SR-619 EB TO IR-77 NB	2
RAMP M-1 (S. MAIN ST. TO IR-277 WB)	277 WB FULL CLOSURE	DAILY	10 DAYS	SR-619 WB TO STATE ST TO IR-76 WB	2
RAMP J (WATERLOO RD. TO IR-277 WB)	277 WB FULL CLOSURE	DAILY	10 DAYS	SR-619 WB TO STATE ST TO IR-76 WB	2
RAMP Y-1 (IR-77 SB TO IR-277 WB)	277 WB FULL CLOSURE	DAILY	10 DAYS	IR-76 WB TO IR-277 WB	2
RAMP Y-2 (US-224 TO IR-277 WB)	277 WB FULL CLOSURE	DAILY	10 DAYS	IR-77 NB TO IR-76 WB TO IR-277 WB	2

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY

DESIGNER SJD

REVIEWER MJA 03-05-24

PROJECT ID 113086

SHEET P.9 TOTAL 62

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

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

APPROVED MOT EXCEPTIONS INCLUDE:

-CLOSING SUM-76 EB FROM SLM 6.29 TO SLM 8.24 FOR 30 CONSECUTIVE CALENDAR DAYS. THIS CLOSURE SHALL NOT BE CONCURRENT WITH THE CLOSURE OF I-277 WB.
-CLOSING SUM-76 WB FROM SLM 6.33 TO SLM 8.30 FOR 30 CONSECUTIVE CALENDAR DAYS. THIS CLOSURE SHALL NOT BE CONCURRENT WITH THE CLOSURE OF I-277 EB.
-CLOSING SUM-277 EB FROM SLM 0.00 TO SLM 4.00 FOR 10 CONSECUTIVE CALENDAR DAYS. THIS CLOSURE SHALL NOT BE CONCURRENT WITH THE CLOSURE OF I-76 WB.
-CLOSING SUM-277 WB FROM SLM 0.00 TO SLM 4.00 FOR 10 CONSECUTIVE CALENDAR DAYS. THIS CLOSURE SHALL NOT BE CONCURRENT WITH THE CLOSURE OF I-76 EB.

-FOR ALL CLOSURES ADD QUEUE DETECTION TO MONITOR THE QUEUES.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS), AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTORS SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM, AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATE 3/15/2024 FOR PID 113086"IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

DETOUR NOTIFICATION [ODOT/CITY OF AKRON]

THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT OFFICE (330-786-3148) AND THE CITY OF AKRON (330-375-2355) 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.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE

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

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

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

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

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

ITS MESSAGE BOARDS

ITS MESSAGE BOARDS THE EXISTING ITS MESSAGE BOARDS IN THE VICINITY OF THE PROJECT WILL BE UTILIZED TO PROVIDE SUPPLEMENTAL INFORMATION TO THE TRAVELING PUBLIC. THE CONTRACTOR WILL NOTIFY THE PROJECT ENGINEER ONE [1] WEEK IN ADVANCE OF ANY PHASE CHANGE. THE PROJECT ENGINEER WILL COORDINATE WITH THE DISTRICT 4 PUBLIC INFORMATION OFFICER AT 330-786-2208 FOR ITS MESSAGE BOARD ADJUSTMENTS.

MAINTENANCE OF TRAFFIC RESTRICTIONS AND COMPLETION DATES

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR) (SUM-76 EB SLM 6.29 to SLM 8.24)

DURING A PERIOD BETWEEN 8/01/24 AND 10/15/2024, THE CONTRACTOR IS PERMITTED TO CLOSE THE HIGHWAY FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 12. THE HIGHWAY SHALL BE OPEN TO TRAFFIC BETWEEN 12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY OF LABOR DAY WEEKEND. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $25,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. THIS WORK SHALL BE COMPLETED NO LATER THAN 10/15/2024. SUM-76 EB WORK AND SUM-277 WB WORK SHALL NOT BE PERFORMED CONCURRENTLY. THE CONTRACTOR SHALL PLAN TO COMPLETE ALL PAVEMENT AND BRIDGE WORK DURING THIS CLOSURE.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR) (SUM-277 WB SLM 0.00 to SLM 4.00)

DURING A PERIOD BETWEEN 8/01/24 AND 10/15/2024, THE CONTRACTOR IS PERMITTED TO CLOSE THE HIGHWAY FOR A PERIOD NOT TO EXCEED 10 CONSECUTIVE CALENDAR DAYS WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 15. THE HIGHWAY SHALL BE OPEN TO TRAFFIC BETWEEN 12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY OF LABOR DAY WEEKEND. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $25,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. THIS WORK SHALL BE COMPLETED NO LATER THAN 10/15/2024. SUM-76 EB WORK AND SUM-277 WB WORK SHALL NOT BE PERFORMED CONCURRENTLY. THE CONTRACTOR SHALL PLAN TO COMPLETE (AT A MINIMUM) ALL PAVEMENT REPAIRS AND ALL BRIDGE DECK PATCHING AND BRIDGE DECK SEALING DURING THIS CLOSURE.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR) (SUM-76 WB SLM 6.33 to SLM 8.30)

DURING A PERIOD BETWEEN 4/01/2025 AND 7/19/2025, THE CONTRACTOR IS PERMITTED TO CLOSE THE HIGHWAY FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 13. THE HIGHWAY SHALL BE OPEN TO TRAFFIC BETWEEN 12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY OF MEMORIAL DAY WEEKEND AND 12:00NOON THURSDAY THROUGH 6:00 AM MONDAY OF THE FOURTH OF JULY WEEKEND. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $25,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. THIS WORK SHALL BE COMPLETED NO LATER THAN 7/19/2025. SUM-76 WB WORK AND SUM-277 EB WORK SHALL NOT BE PERFORMED CONCURRENTLY. THE CONTRACTOR SHALL PLAN TO COMPLETE ALL PAVEMENT AND BRIDGE WORK DURING THIS CLOSURE.

MAINTENANCE OF TRAFFIC RESTRICTIONS AND COMPLETION DATES (CONT...)

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR) (SUM-277 EB SLM 0.00 to SLM 4.00)

DURING A PERIOD BETWEEN 4/01/2025 AND 7/19/2025, THE CONTRACTOR IS PERMITTED TO CLOSE THE HIGHWAY FOR A PERIOD NOT TO EXCEED 10 CONSECUTIVE CALENDAR DAYS WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 14. THE HIGHWAY SHALL BE OPEN TO TRAFFIC BETWEEN 12:00 NOON FRIDAY THROUGH 6:00 AM TUESDAY OF MEMORIAL DAY WEEKEND AND 12:00 NOON THURSDAY THROUGH 6:00 AM MONDAY OF THE FOURTH OF JULY WEEKEND. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $25,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. THIS WORK SHALL BE COMPLETED NO LATER THAN 7/19/2025. NOTE THAT THE WORK FOR THE I-277 BRIDGE OVER I-77 SHALL BE COMPLETED IN 2024 AS INDICATED IN THE NOTE BELOW. THE CONTRACTOR SHALL PLAN TO COMPLETE (AT A MINIMUM) ALL PAVEMENT REPAIRS AND ALL BRIDGE DECK PATCHING AND BRIDGE DECK SEALING DURING THIS CLOSURE.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR) (SUM-277-3.734 (I-277 OVER I-77))

ALL WORK ASSOCIATED WITH THE EASTBOUND AND WESTBOUND I-277 STRUCTURES OVER I-77 SHALL BE COMPLETED NO LATER THAN 10/15/2024. LANE CLOSURES FOR THIS WORK SHALL BE RESTRICTED TO BETWEEN THE HOURS OF 8:00PM THROUGH 5:00AM. ALL LANES SHALL BE REOPENED TO TRAFFIC NO LATER THAN 5:00AM. WHEN PERFORMING THIS WORK, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE TEN-FOOT LANE IN EACH DIRECTION. SUM-76 AND SUM-277 WORK SHALL NOT BE PERFORMED CONCURRENTLY.

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY

DESIGNER SJD

REVIEWER MJA 03-05-24

PROJECT ID 113086

SHEET P.10 TOTAL 62

SUM-76/277-5.90/0.00

WORK ZONE QUEUE DETECTION WARNING SYSTEM

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE QUEUE DETECTION WARNING SYSTEM (WZQDWS) AS PER SUPPLEMENTAL SPECIFICATION 896.

THE PROBABLE INITIAL LOCATIONS OF THE WZQDWS DEVICES ARE SHOWN ON SHEET P.27 OF THE PLAN. IT IS EXPECTED. THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

THE FOLLOWING TRAFFIC SENSOR THRESHOLDS AND PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MESSAGES SHALL BE USED:

GREATER THAN OR EQUAL TO 50 MPH - USE FOUR CORNER FLASHING CAUTION MODE BETWEEN 50 MPH AND 25 MPH - TRAFFIC AHEAD XX MPH / SLOW DOWN BELOW OR EQUAL TO 25 MPH - TRAFFIC AHEAD XX MPH / PREPARE TO STOP

FOUR CORNER FLASHING CAUTION MODE SHALL CONSIST OF THE USE OF ONE ASTERISK IN EACH CORNER OF THE PCMS DISPLAY (4 TOTAL ASTERISKS).

XX SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 MPH MINUS 1. OCCUPANCY MAY BE DIRECTED TO BE USED BASED ON CERTAIN TRAFFIC CONDITIONS AND SCENARIOS. ODOT WILL DIRECT THE CONTRACTOR OF THE THRESHOLDS TO BE USED FOR THOSE AREAS WHERE OCCUPANCY IS DIRECTED TO BE USED.

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

ITEM 896, PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS 1
ASSUMING 8 SENSORS FOR 1 MONTH
8 SIGN MONTH

ITEM 896, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
ASSUMING 6 PCMS SIGNS FOR 1 MONTH
6 SIGN MONTH

RUMBLE STRIPS

THE RUMBLE STRIPS WILL BE PLACED AS SHOWN ON THIS SHEET OR AS DIRECTED BY THE ENGINEER. RUMBLE STRIPS WILL BE INSTALLED EITHER ON TOP OF THE PAVEMENT USING HEAT-FUSED PREFORMED PLASTIC MATERIAL OR MILLED INTO THE PAVEMENT.

HEAT-FUSED PREFORMED PLASTIC RUMBLE STRIPS WILL BE FOUR [4] INCHES WIDE AND ONE HALF [0.5] INCH THICK IN PLACE. MILLED RUMBLE STRIPS WILL BE FOUR [4] INCHES WIDE AND ONE HALF [0.5] INCH INTO THE PAVEMENT. THE RUMBLE STRIPS WILL TRAVERSE THE TOTAL LANE WIDTH. THERE WILL BE TWO SECTIONS OF RUMBLE STRIPS. THE RUMBLE STRIPS WILL CROSS TWO LANES OF TRAFFIC.

THE FIRST RUMBLE STRIP SECTION SHOULD BE PLACED BEFORE THE ADVANCE WARNING DEVICES, THERE WILL BE TEN [10] [10] TRANSVERSE STRIPS SIX [6] FEET APART. THE SECOND SECTION SHOULD BE PLACED A MINIMUM OF 250 FEET IN ADVANCE OF THE TRAFFIC CONDITION, THERE WILL BE TEN [10] TRANSVERSE STRIPS FIVE [5] FEET APART.

MATERIAL USED FOR THE RUMBLE STRIPS WILL BE 740.08 HEAT-FUSED PREFORMED PLASTIC MATERIAL, 125 MILS MINIMUM THICKNESS, ON THE ODOT APPROVED LIST. THE MANUFACTURERS RECOMMENDATIONS MUST BE FOLLOWED FOR INSTALLATION.

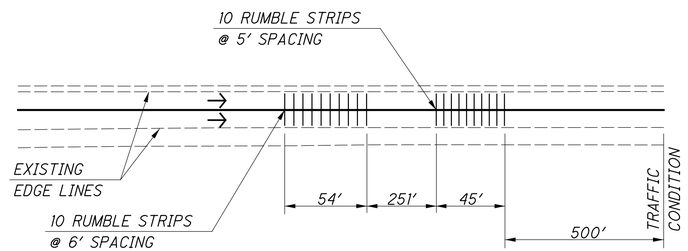
MILLED RUMBLE STRIPS, ALTHOUGH SELF-CLEANING TO A LIMITED EXTENT, SHOULD BE INSPECTED PERIODICALLY TO DETERMINE IF DEBRIS NEEDS TO BE REMOVED OR IF THEY NEED TO BE RE-MILLED.

RUMBLE STRIPS WILL BE REMOVED WHEN THEY ARE NO LONGER NEEDED AS DETERMINED BY THE ENGINEER. WHEN THE MILLED RUMBLE STRIPS ARE NO LONGER NEEDED, THE ENTIRE WIDTH OF THE LANE CONTAINING THE STRIPS WILL BE MILLED TO A DEPTH OF 1 1/4" AND RESURFACED WITH ITEM 442 – ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)

W8-15a-48 [RUMBLE STRIPS] SIGNS SHALL BE DUAL-MOUNTED APPROXIMATELY 1,000 FEET IN ADVANCE OF THE RUMBLE STRIP INSTALLATION. THE PROVISION, ERECTION, MAINTENANCE AND REMOVAL OF THE SIGNS AND SUPPORTS WILL BE INCLUDED IN THE COST OF THE RUMBLE STRIPS.

THIS ITEM WILL BE PAID FOR BY EACH AT ONE HALF [0.5] INCH THICKNESS FOR 740.08 HEAT-FUSED PREFORMED PLASTIC OR ONE HALF [0.5] INCHES OF MILLED THICKNESS. THIS WILL INCLUDE ALL LABOR MATERIALS AND EQUIPMENT FOR THE INSTA-LLATION, MAINTENANCE AND REMOVAL OF THE RUMBLE STRIPS.

RUMBLE STRIPS, TRANSVERSE (ASPHALT CONCRETE), 97 EACH



RUMBLE STRIP PLACEMENT DETAIL
NOT TO SCALE

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY

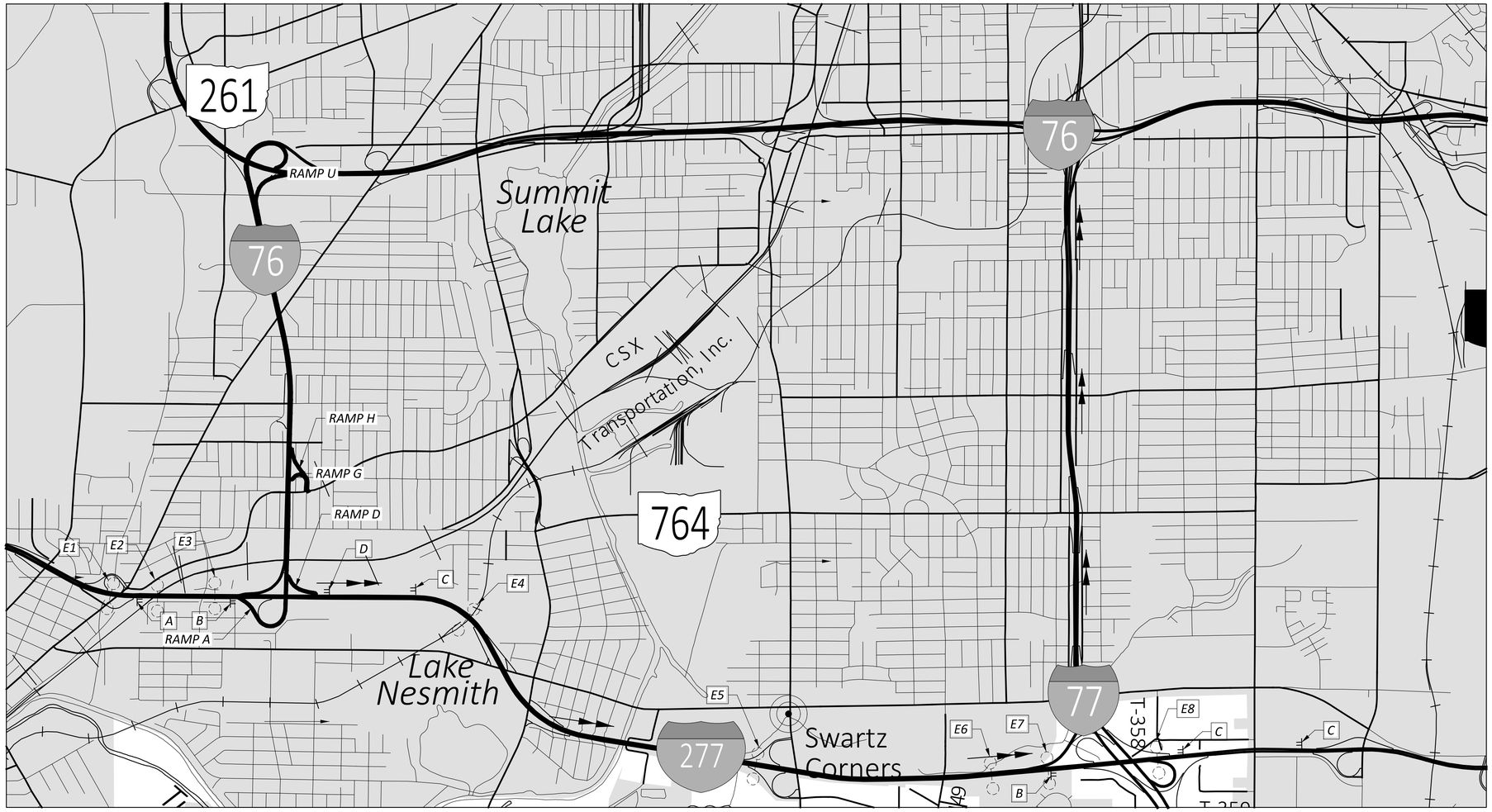
DESIGNER SJD

REVIEWER MJA 03-05-24

PROJECT ID 113086

SHEET P.11 TOTAL 62

SUM-76/277-5.90/0.00



DETOUR PLAN FOR I-76 EB (I-277 EAST TO I-77 NORTH)

CLOSE RAMPS "A", "D" AND "H" AS PER MT-98.29

OFFICAL DETOUR ROUTE FOR I-76 EASTBOUND TRAFFIC: I-277 EASTBOUND / I-77 NORTHBOUND

FOR "DETOUR" SIGNS, SEE SHEETS P.13-P.14.

NOTE:

THE EASTBOUND RAMP TO I-76 EASTBOUND, EAST OF THE STATE STREET RAMP, IS CLOSED DUE TO AN ADJACENT PROJECT AND WILL REMAIN CLOSED FOR WORK PERFORMED TO EASTBOUND I-76. CLOSE THE STATE STREET RAMP TO EASTBOUND I-76IN ACCORDANCE WITH MT-95.30. DETOUR STATE STREET TRAFFIC. CLOSE THE WESTBOUND I-277 RAMP TO I-76 EASTBOUND IN ACCORDANCE WITH SCD MT-95.30 AND MT-98.29. PROVIDE A WORKZONE QUEUE DETECTION WARNING SYSTEM WITH THE CLOSURE. QUANTITY OF WORK ZONE PAVEMENT MARKING ITEMS HAVE BEEN PROVIDED FOR THIS WORK TO BE USED AS APPROVED BY THE ENGINEER.

A PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. 76 EAST CLOSED AHEAD
2. USE 77 NORTH TO 76

B PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. 76 EAST CLOSED AHEAD
2. USE 77 NORTH

C PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. RAMP TO 76 EAST CLOSED
2. USE 76 W TO SR 21 N

WORK ZONE QUEUE DETECTION WARNING SYSTEM (I-277 WB RAMP CLOSURE)

A WORK ZONE QUEUE DETECTION WARNING SYSTEM SHALL BE UTILIZED WITH THE CLOSURE OF I-277WB RAMP. QUANTITIES FOR THIS WORK HAS BEEN INCLUDED IN THE MAINTENANCE OF TRAFFIC GENERAL NOTES ON SHEET P.11.

PORTABLE NON-INTRUSIVE TRAFFIC SENSORS, CLASS I, SHALL BE LOCATED AT THE APPROXIMATE LOCATIONS:

TRAFFIC SENSOR #1:	AT THE BEGINNING OF THE I-277 WB RIGHT-LANE CLOSURE TAPER
TRAFFIC SENSOR #2:	APPROX. 0.5 MILES WEST OF THE I-277 WB RIGHT-LANE CLOSURE TAPER
TRAFFIC SENSOR #3:	APPROX. 1.0 MILES WEST OF THE I-277 WB RIGHT-LANE CLOSURE TAPER
TRAFFIC SENSOR #4:	APPROX. 2.0 MILES WEST OF THE I-277 WB RIGHT-LANE CLOSURE TAPER

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE LOCATED AT THE APPROXIMATE LOCATIONS:

PCMS #1:	APPROX. 1.0 MILES WEST OF THE I-277 WB RIGHT-LANE CLOSURE TAPER
PCMS #2:	APPROX. 2.0 MILES WEST OF THE I-277 WB RIGHT-LANE CLOSURE TAPER
PCMS #3:	APPROX. 3.0 MILES WEST OF THE I-277 WB RIGHT-LANE CLOSURE TAPER

MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-76 EB 30-DAY CLOSURE

DESIGN AGENCY

DESIGNER	SJD
REVIEWER	MJA 03-27-24
PROJECT ID	113086
SHEET	P.12
TOTAL	62

SUM-76/277-5.90/0.00

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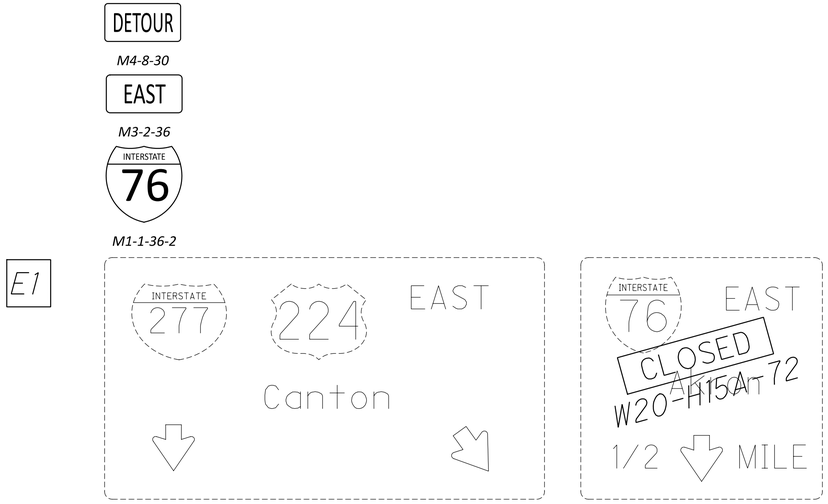

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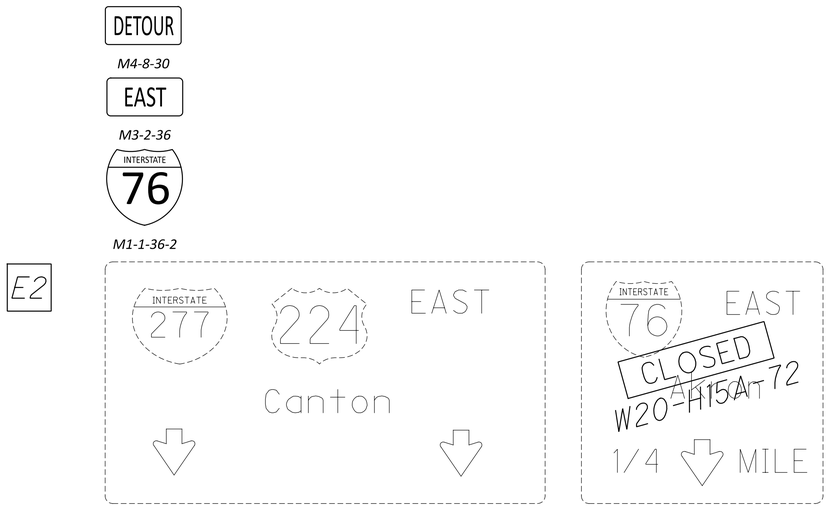

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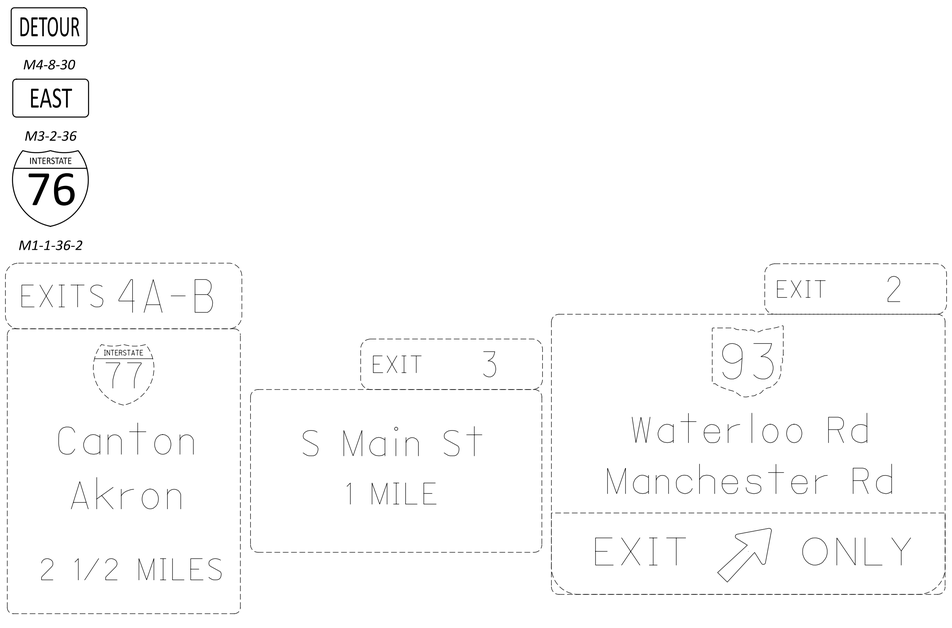

MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-76 EB 30-DAY CLOSURE

DESIGN AGENCY

DESIGNER SJD
REVIEWER MJA 03-27-24
PROJECT ID 113086
SHEET P.13 TOTAL 62

SUM-76/277-5.90/0.00

E5

DETOUR
M4-8-30
EAST
M3-2-36
INTERSTATE 76
M1-1-36-2

EXIT 4B
INTERSTATE 77 NORTH
Akron
1 1/2 MILES

INTERSTATE 77 SOUTH
Canton
1 1/4 MILES
EXIT ONLY

EXIT 3
S Main St

E6

DETOUR
M4-8-30
EAST
M3-2-36
INTERSTATE 76
M1-1-36-2

EXIT 4B
INTERSTATE 77 NORTH
Akron
1/2 MILE

EXIT 4A
INTERSTATE 77 SOUTH
Canton
EXIT ONLY

E7

224 EAST
Mogadore
LEFT 2 LANES

DETOUR
M4-8-30
EAST
M3-2-36
INTERSTATE 76
M1-1-36-2

EXIT 4B
INTERSTATE 77 NORTH
Akron
1/4 MILE

EXIT 4A
INTERSTATE 77 SOUTH
Canton
EXIT ONLY

E8

DETOUR
M4-8-30
EAST
M3-2-36
INTERSTATE 76
M1-1-36-2

224 EAST
Mogadore

EXIT 4B
INTERSTATE 77 NORTH
Akron

MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-76 EB 30-DAY CLOSURE

SUM-76/277-5.90/0.00

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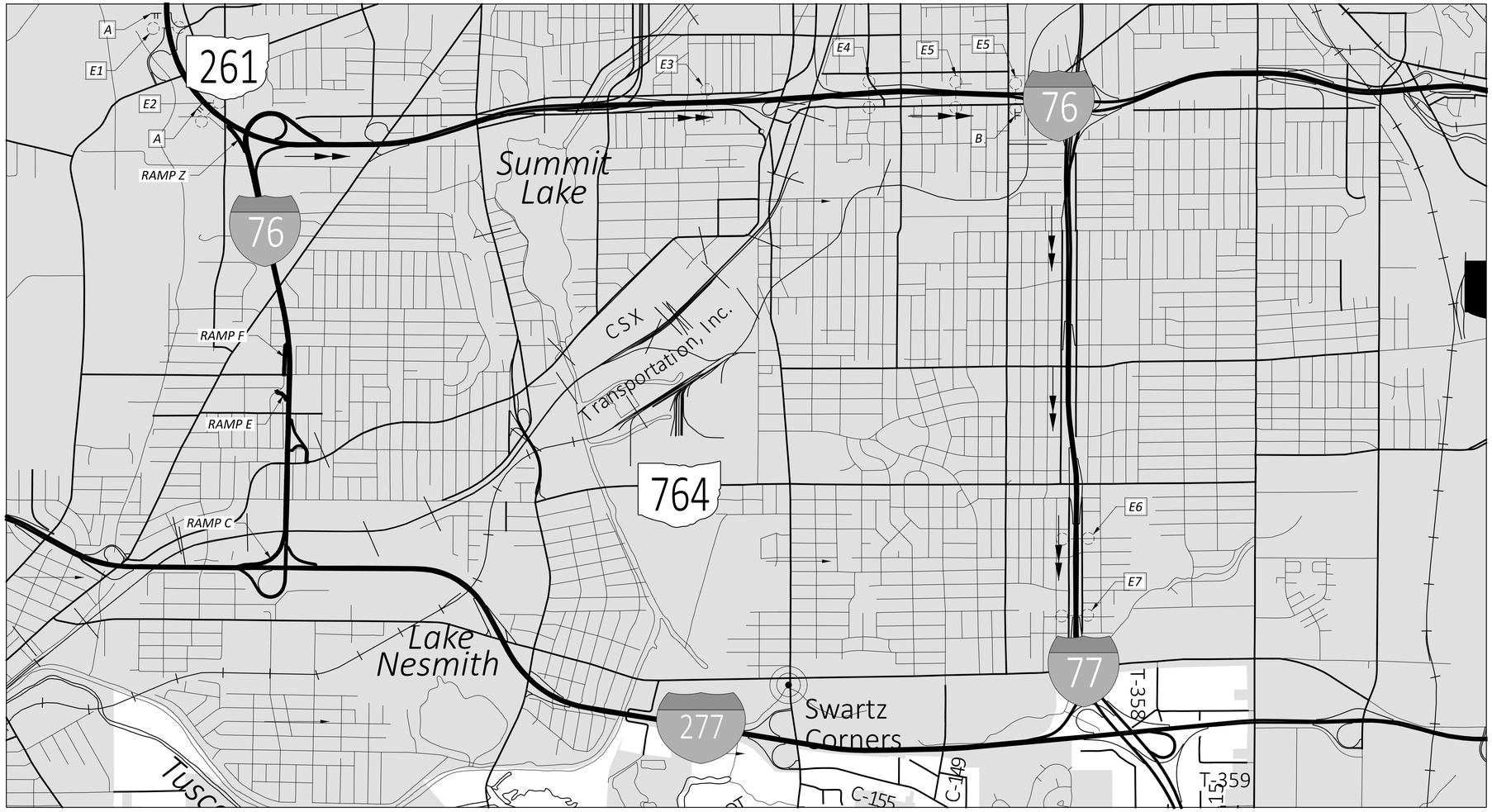
DESIGN AGENCY

DESIGNER SJD
REVIEWER MJA 03-27-24
PROJECT ID 113086
SHEET P.14 TOTAL 62



DETOUR PLAN FOR I-76 WB (I-76 EAST TO I-77 SOUTH)

CLOSE RAMPS "E", "F" AND "Z" AS PER MT-98.29

OFFICAL DETOUR ROUTE FOR I-76 WESTBOUND TRAFFIC: I-76 EASTBOUND / I-77 SOUTHBOUND

FOR "DETOUR" SIGNS, SEE SHEETS P.16-P.17.

NOTE:

THE RAMP CLOSURE FROM I-77 SOUTHBOUND TO I-76 WESTBOUND SHALL BE IN ACCORDANCE WITH MT-98.29. MAINTAIN TWO LANES OF I-77 SOUTHBOUND BETWEEN THE V. ODOM BLVD EXIT AND ENTRANCE RAMPS BY CLOSING THE INSIDE LANE OF I-77 SOUTHBOUND IN ACCORDANCE WITH MT-95.30. MAINTAIN ACCESS FROM V. ODOM BLVD TO I-77 SOUTHBOUND IN ACCORDANCE WITH MT-98.10. PROVIDE A WORKZONE QUEUE DETECTION WARNING SYSTEM WITH THE LANE CLOSURE. CLOSE THE RAMP FROM I-77 NORTHBOUND TO I-76 WESTBOUND IN ACCORDANCE WITH MT-98.29 APPLYING LANE CLOSURES AS NECESSARY IN ADVANCE OF THE CLOSURE IN ACCORANCE WITH MT-95.30. MAINTAIN ACCESS TO EAST AVENUE IN ACCORDANCE WITH MT-98.20. PROVIDE A WORKZONE QUEUE DETECTION WARNING SYSTEM WITH THE LANE CLOSURE. A QUANTITY OF WORK ZONE PAVEMENT MARKING ITEMS HAVE BEEN PROVIDED FOR THIS WORK TO BE USED AS APPROVED BY THE ENGINEER.

A PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. 76 WEST CLOSED AHEAD
2. USE 77 SOUTH TO 277 W

WORK ZONE QUEUE DETECTION WARNING SYSTEM (I-77 TO I-76 WB)

A WORK ZONE QUEUE DETECTION WARNING SYSTEM SHALL BE UTILIZED WITH THE LANE CLOSURES ASSOCIATED WITH THIS WORK. QUANTITIES FOR THIS WORK HAS BEEN INCLUDED IN THE MAINTENANCE OF TRAFFIC GENERAL NOTES ON SHEET P.11.

PORTABLE NON-INTRUSIVE TRAFFIC SENSORS, CLASS I, SHALL BE LOCATED AT THE APPROXIMATE LOCATIONS:

TRAFFIC SENSOR #1:	AT THE BEGINNING OF THE LANE CLOSURE TAPER
TRAFFIC SENSOR #2:	APPROX. 0.5 MILES WEST OF THE LANE CLOSURE TAPER
TRAFFIC SENSOR #3:	APPROX. 1.0 MILES WEST OF THE LANE CLOSURE TAPER
TRAFFIC SENSOR #4:	APPROX. 2.0 MILES WEST OF THE LANE CLOSURE TAPER

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE LOCATED AT THE APPROXIMATE LOCATIONS:

PCMS #1:	APPROX. 1.0 MILES WEST OF THE LANE CLOSURE TAPER
PCMS #2:	APPROX. 2.0 MILES WEST OF THE LANE CLOSURE TAPER
PCMS #3:	APPROX. 3.0 MILES WEST OF THE LANE CLOSURE TAPER

MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-76 WB 30-DAY CLOSURE

DESIGN AGENCY

DESIGNER SJD
REVIEWER MJA 03-27-24
PROJECT ID 113086
SHEET P.15 TOTAL 62

SUM-76/277-5.90/0.00

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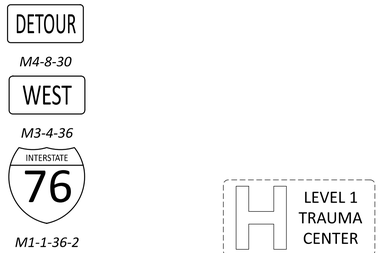

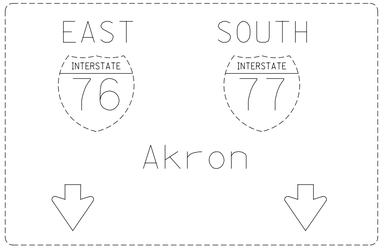

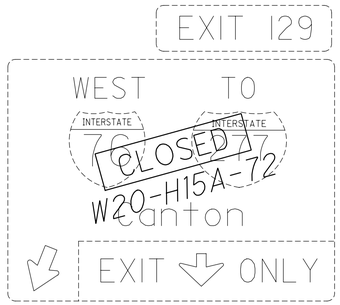

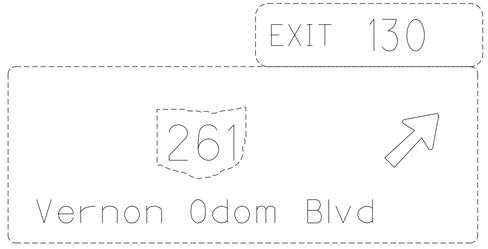

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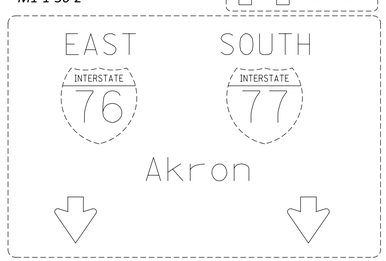

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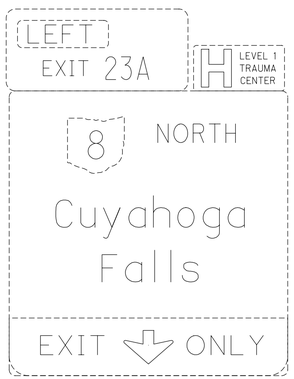

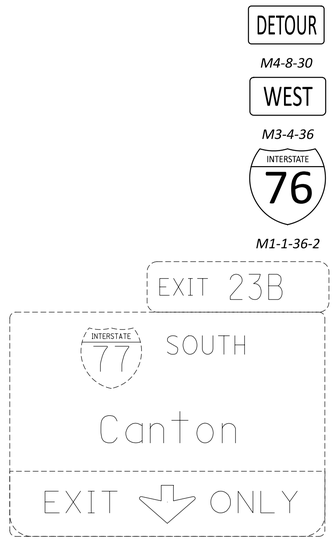

MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-76 WB 30-DAY CLOSURE

DESIGN AGENCY

DESIGNER SJD

REVIEWER MJA 03-27-24

PROJECT ID 113086

SHEET P.16 TOTAL 62

SUM-76/277-5.90/0.00

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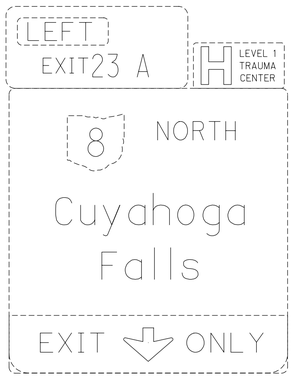

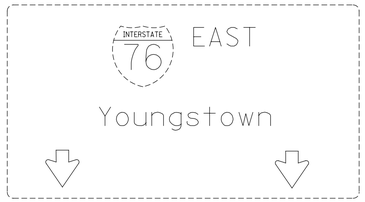

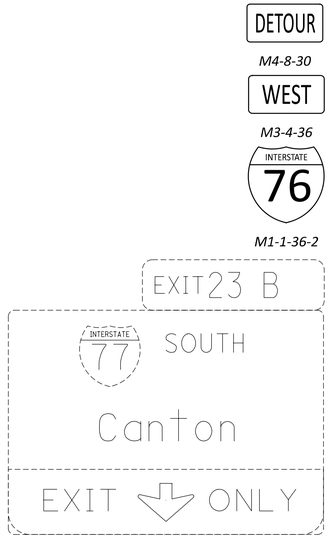

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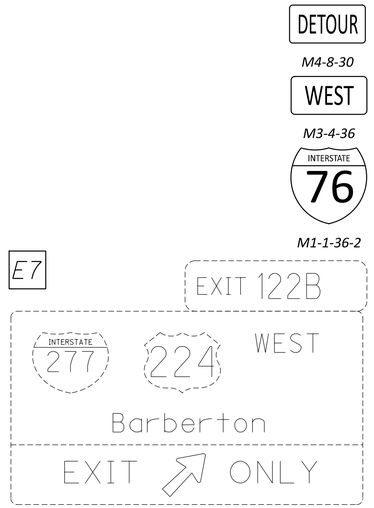
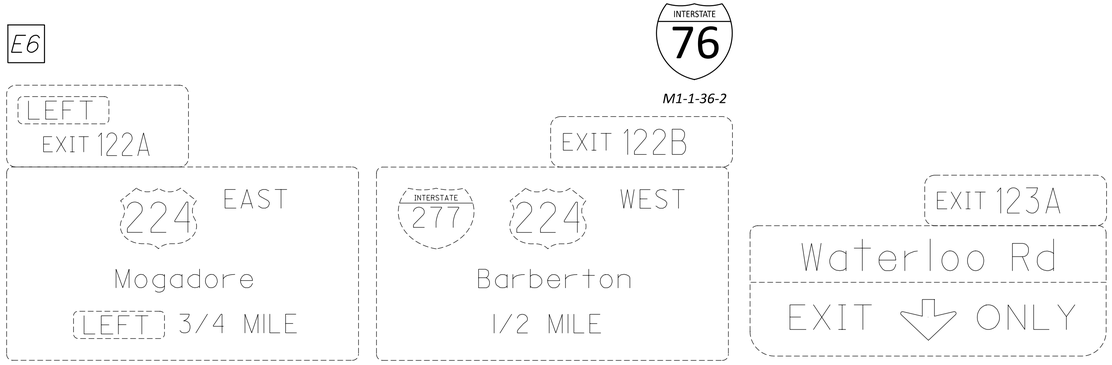


E6



MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-76 WB 30-DAY CLOSURE

DESIGN AGENCY

DESIGNER SJD

REVIEWER MJA 03-27-24

PROJECT ID 113086

SHEET P.17 | TOTAL 62

SUM-76/277-5.90/0.00

MODEL: Sheet_Sunft 2C PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:43:58 PM USER: sdudek
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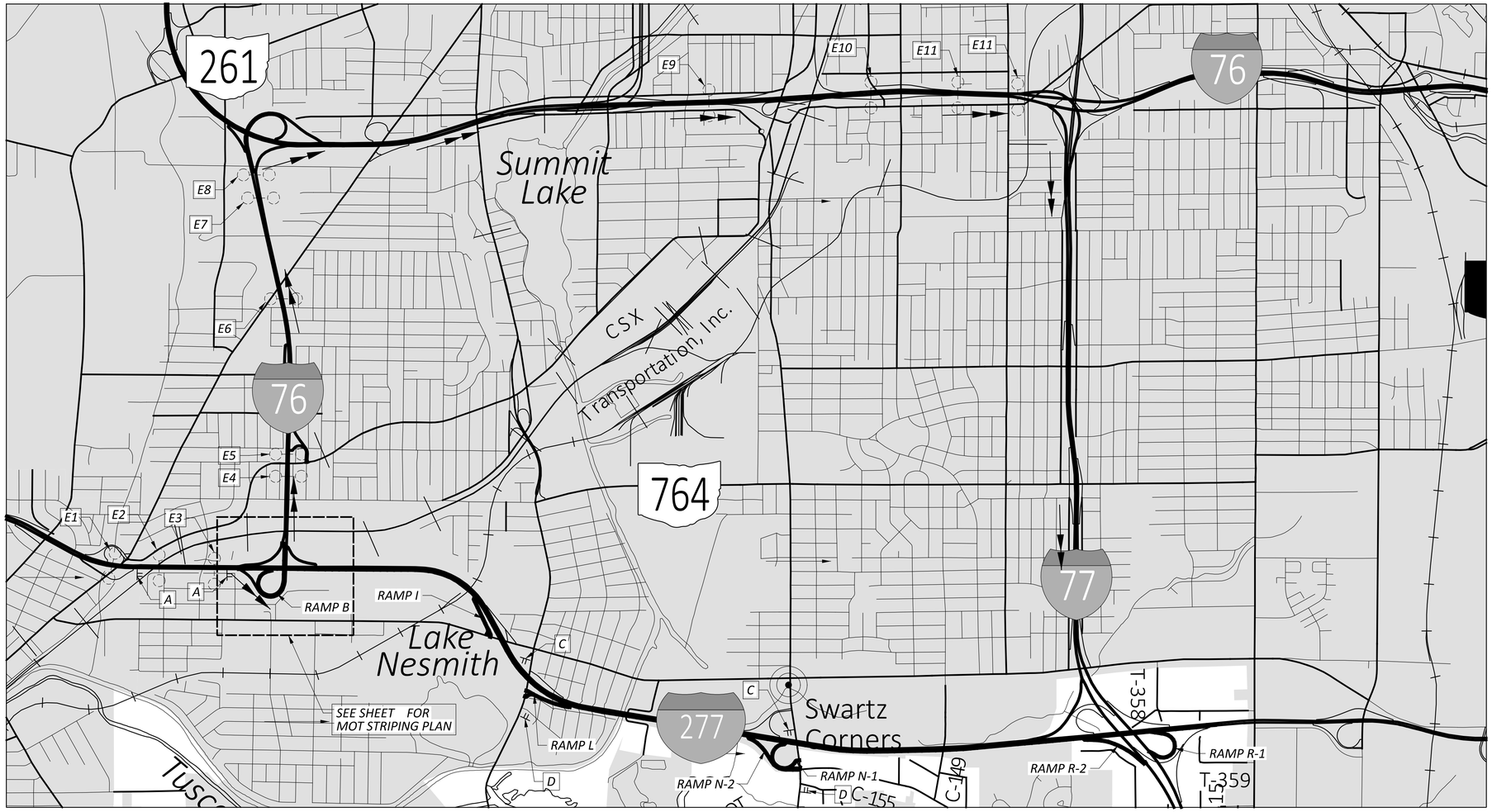

DETOUR PLAN FOR I-277 EB (I-76 EAST TO I-77 SOUTH)

CLOSE RAMPS "B", "L" AND "N-1" AS PER MT-98.29

OFFICAL DETOUR ROUTE FOR I-277 EASTBOUND TRAFFIC: I-76 EASTBOUND / I-77 SOUTHBOUND

FOR "DETOUR" SIGNS, SEE SHEETS P.19-P.21.

A PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. 277 EAST CLOSED AHEAD
2. USE 76 EAST TO 77 S

C PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. 277 EAST CLOSED AHEAD
2. USE 619 EAST TO 77 N

D PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. 277 EAST CLOSED AHEAD
2. USE WATERLOO TO KELLY

MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-277 EB 10-DAY CLOSURE

SUM-76/277-5.90/0.00

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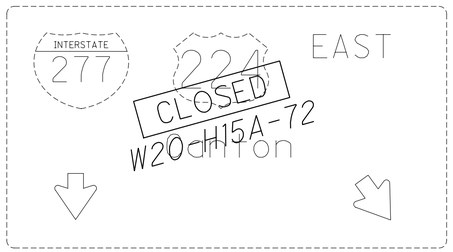
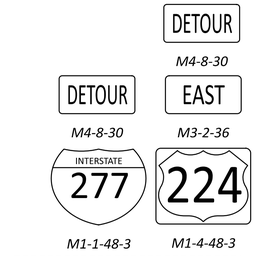
DESIGN AGENCY

DESIGNER SJD
REVIEWER MJA 03-27-24
PROJECT ID 113086
SHEET P.18 TOTAL 62

E1





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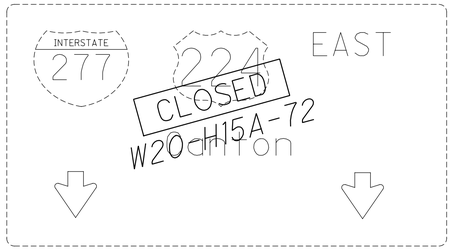

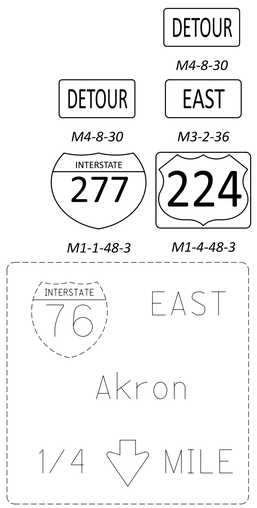

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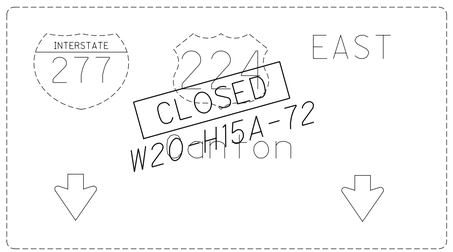

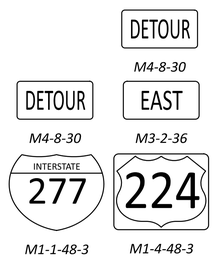

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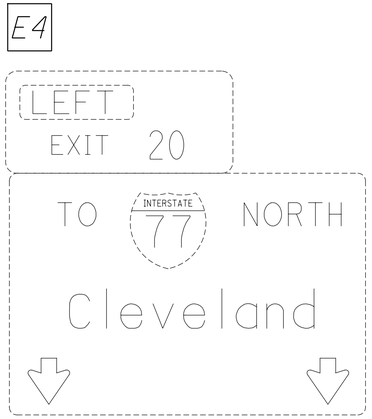

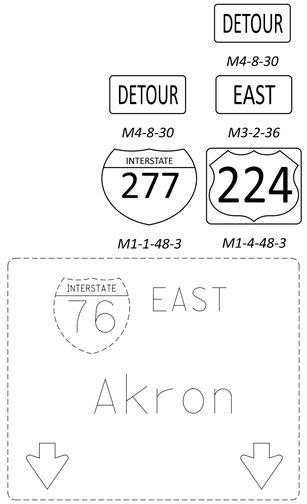

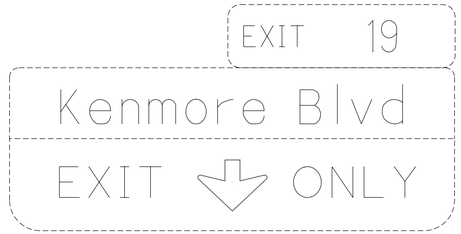

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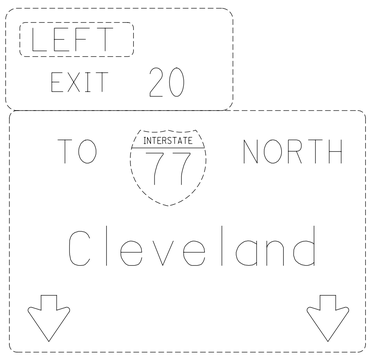

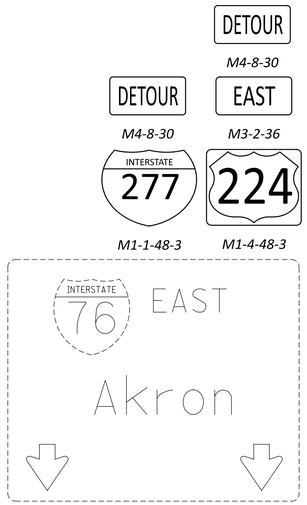

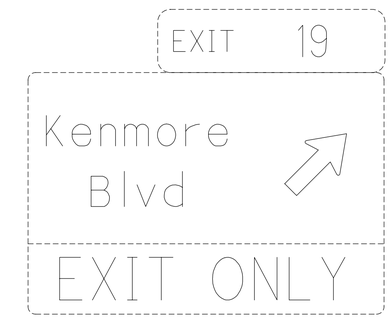

MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-277 EB 10-DAY CLOSURE

DESIGN AGENCY

DESIGNER SJD
REVIEWER MJA 03-27-24
PROJECT ID 113086
SHEET P.19 TOTAL 62

SUM-76/277-5.90/0.00

MODEL: Sheet_SurvFt 3B PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:43:58 PM USER: sdudek
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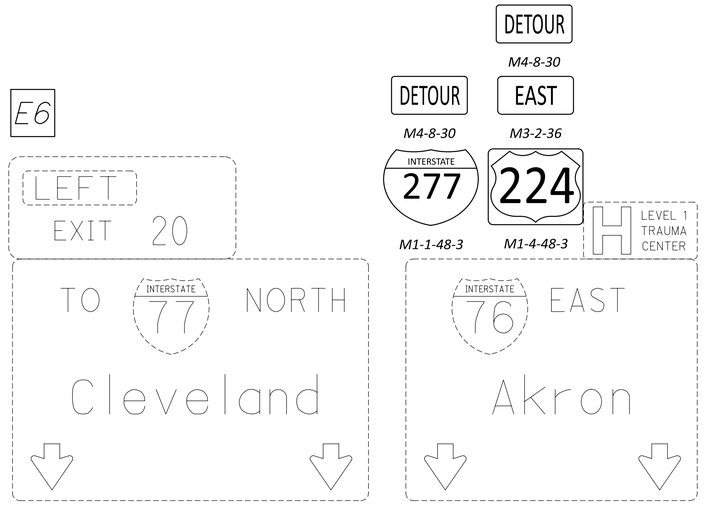
E6



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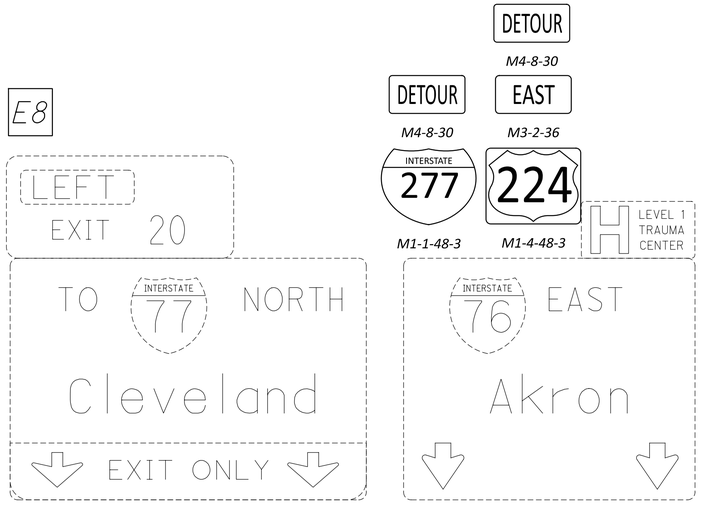

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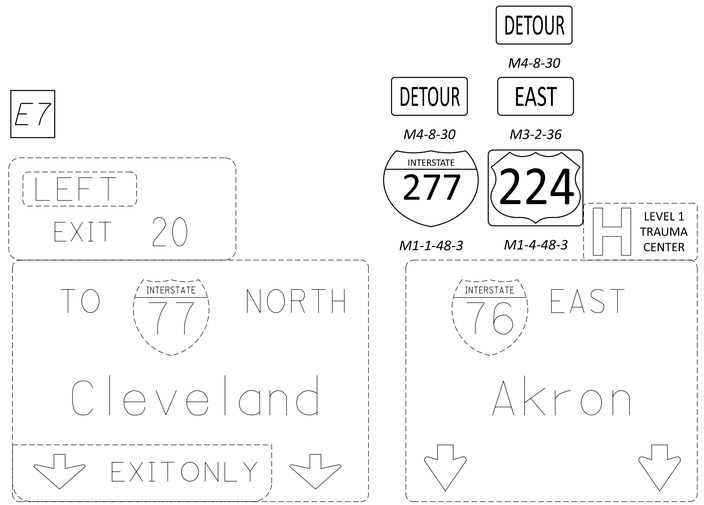

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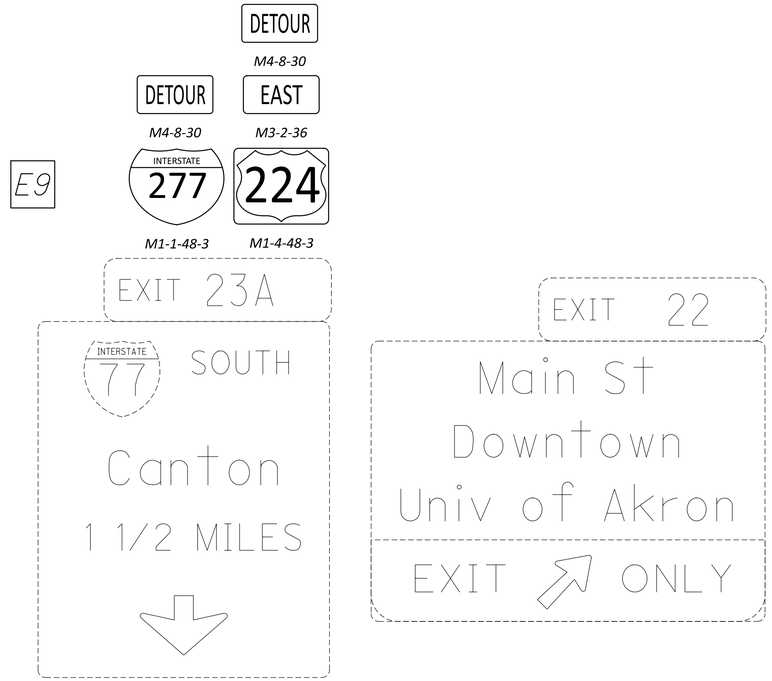

MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-277 EB 10-DAY CLOSURE

DESIGN AGENCY

DESIGNER SJD

REVIEWER MJA 03-27-24

PROJECT ID 113086

SHEET P.20 | TOTAL 62

SUM-76/277-5.90/0.00

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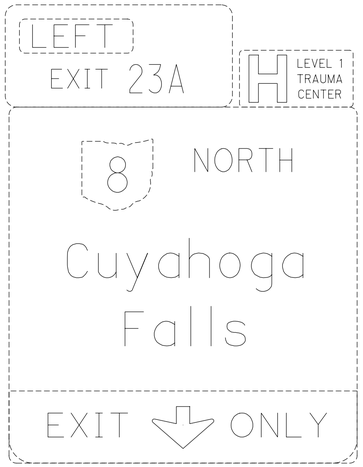
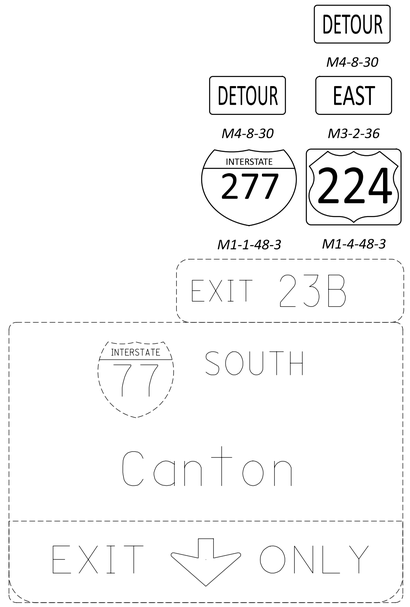
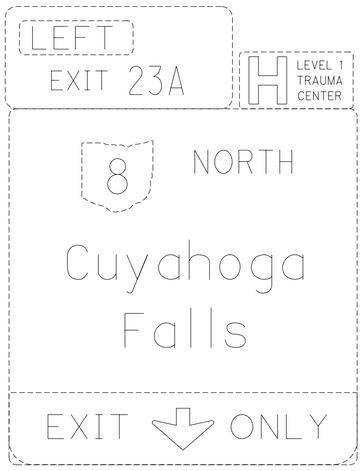
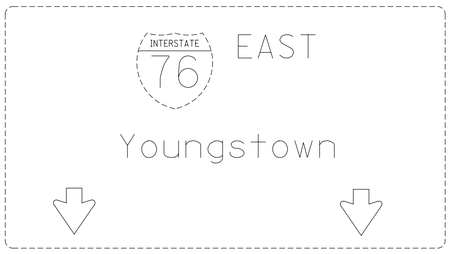
E10

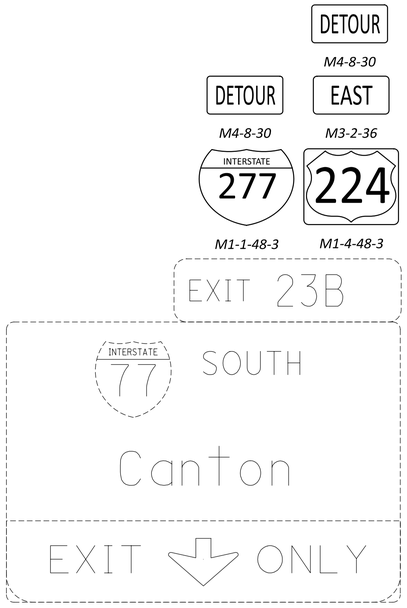




E11







MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-277 EB 10-DAY CLOSURE

DESIGN AGENCY

DESIGNER
SJD

REVIEWER
MJA 03-27-24

PROJECT ID
113086

SHEET P.21 | TOTAL 62

SUM-76/277-5.90/0.00

MODEL: Sheet_SurvFt 3D PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:43:59 PM USER: sdudek
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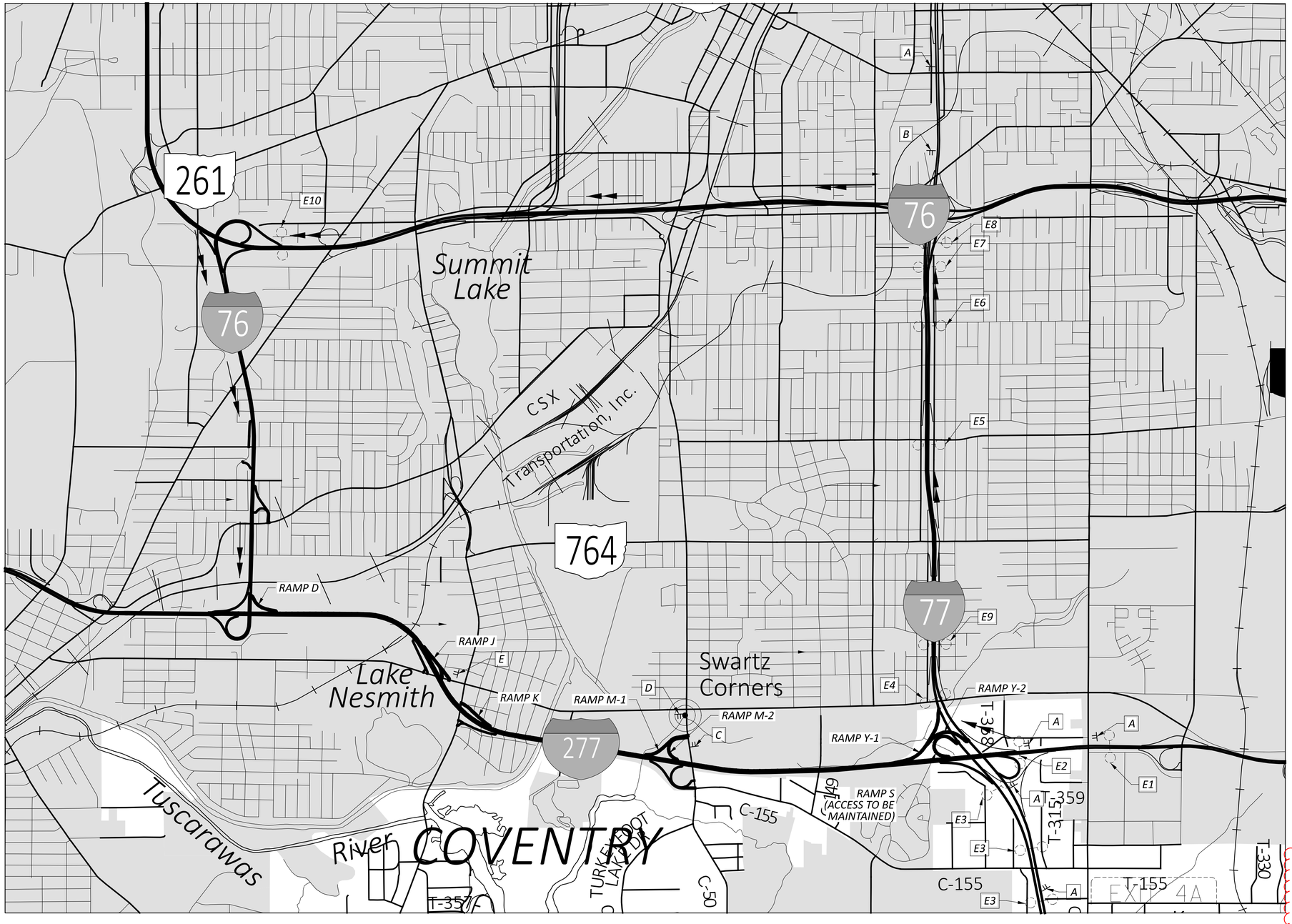

A

PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. *277 WEST CLOSED AHEAD*
2. *USE 77 NORTH TO 76 W*

C

PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. *277 WEST CLOSED AHEAD*
2. *USE 76 WEST*

D

PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. *277 WEST CLOSED AHEAD*
2. *USE 619 WEST TO STATE ST*

E

PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. *277 WEST CLOSED AHEAD*
2. *USE WATERLOO TO 619*

DETOUR PLAN FOR I-277 WB (I-77 NORTH TO I-76 WEST)

CLOSE RAMPS "Y-1", "Y-2", "M-1" AND "J" AS PER MT-98.29

OFFICAL DETOUR ROUTE FOR I-277 WESTBOUND TRAFFIC: I-77 NORTHBOUND / I-76 WESTBOUND

FOR "DETOUR" SIGNS, SEE SHEETS P.23-P.25.

NOTE:

ACCESS FROM I-277 WESTBOUND TO THE I-77 SOUTHBOUND RAMP AND THE I-77 NORTHBOUND RAMP SHALL BE MAINTAINED AT ALL TIMES. MAINTAIN i-277 ACCESS TO I-77 WHILE PERFORMING THE WORK IN ACCORDANCE WITH MT-95.30 AND MT-102.10. THE SOUTHBOUND RAMP FROM I-77 SOUTHBOUND TO I-277 WESTBOUND IS CLOSED DUE TO AN ADJACENT PROJECT AND WILL REMAIN CLOSED FOR WORK PERFORMED TO I-277 WESTBOUND. CLOSURE OF THE I-77 NORTHBOUND TO WB-277 RAMP SHALL BE AS PER STANDARD CONSTRUCTION DRAWING MT-98.29. A QUANTITY OF WORK ZONE PAVEMENT MARKING ITEMS HAVE BEEN PROVIDED FOR THIS WORK TO BE USED AS APPROVED BY THE ENGINEER.

MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-277 WB 10-DAY CLOSURE

DESIGN AGENCY

DESIGNER SJD

REVIEWER MJA 03-27-24

PROJECT ID 113086

SHEET P.22 TOTAL 62

SUM-76/277-5.90/0.00

MODEL: Sheet_SurvFt 4 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:43:59 PM USER: sdudek
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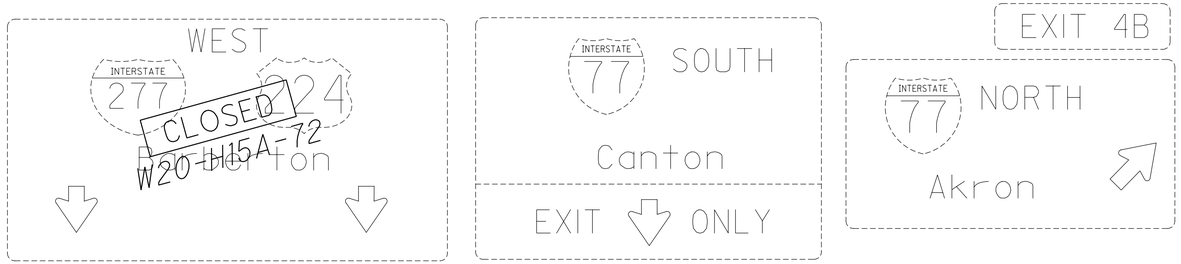
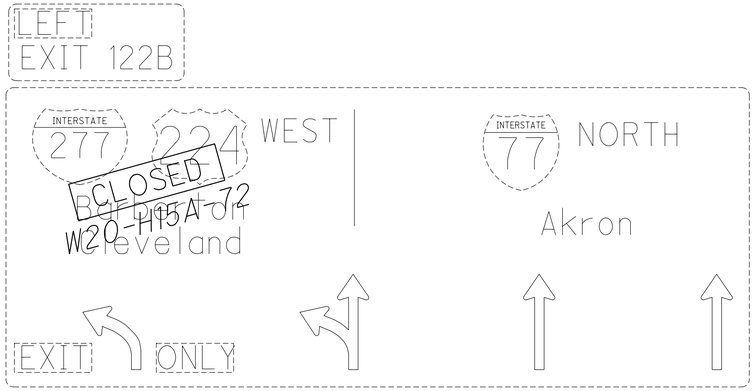
E2

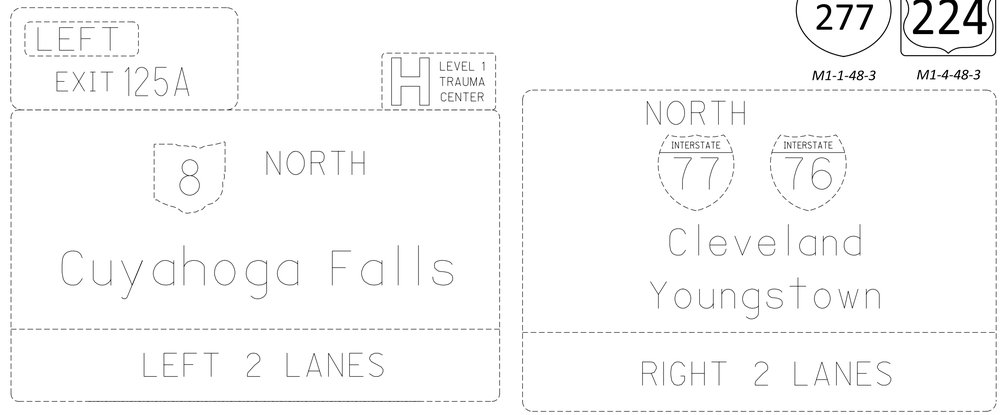


E3

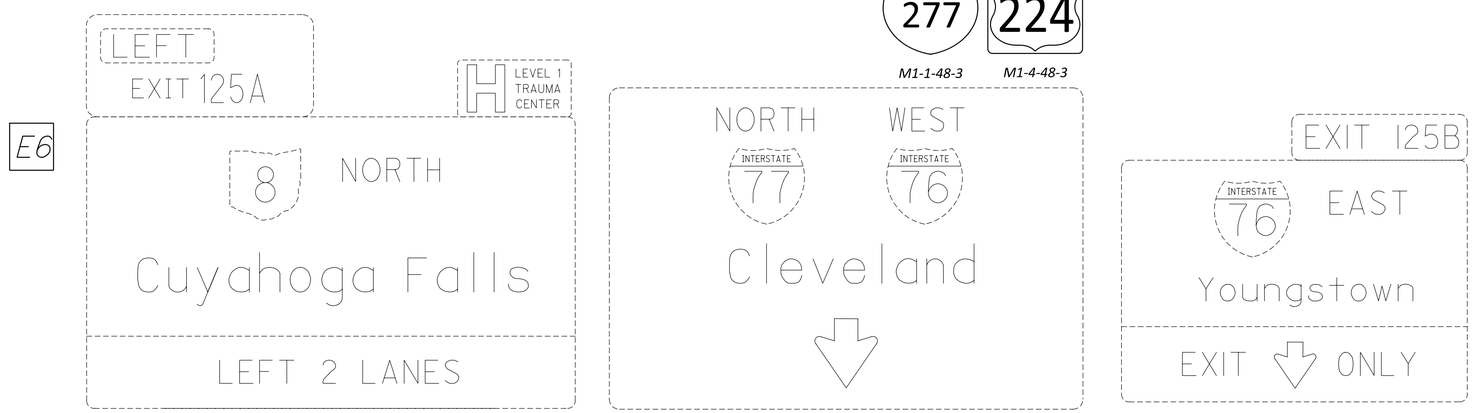


E4

E5



E6



MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-277 WB 10-DAY CLOSURE

DESIGN AGENCY

DESIGNER
SJD

REVIEWER
MJA 03-27-24

PROJECT ID
113086

SHEET P.23 | TOTAL 62

SUM-76/277-5.90/0.00

MODEL: Sheet_SurvFt 4B PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:43:59 PM USER: sdudek
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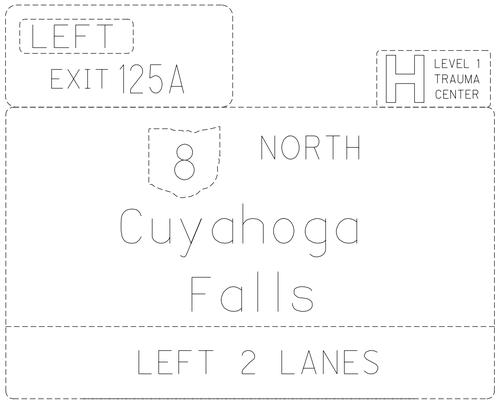
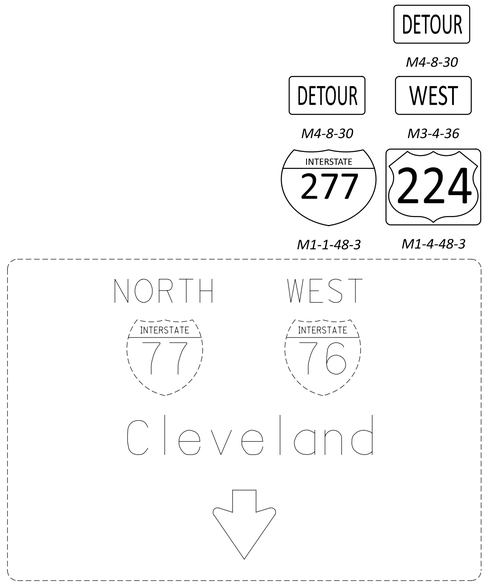
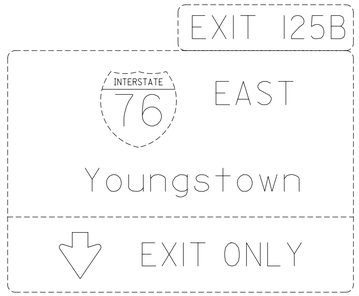
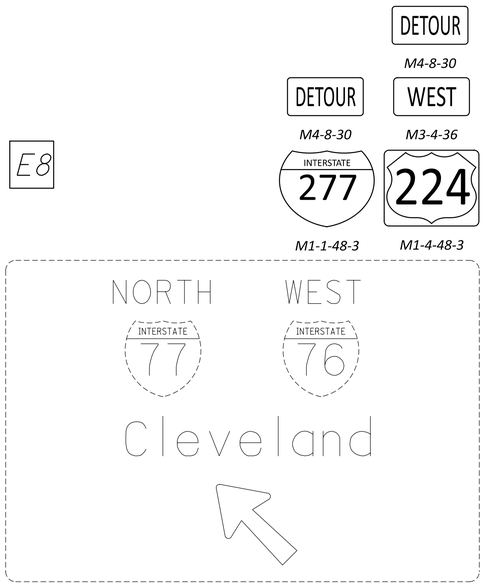
E7

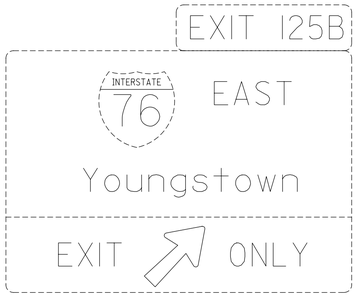






E8





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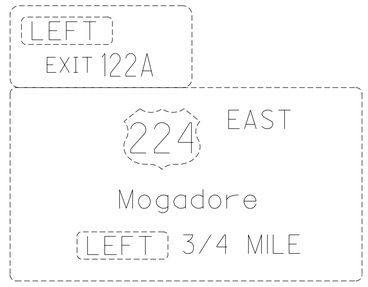

MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-277 WB 10-DAY CLOSURE

DESIGN AGENCY

DESIGNER
SJD

REVIEWER
MJA 03-27-24

PROJECT ID
113086

SHEET P.24 | TOTAL 62

SUM-76/277-5.90/0.00

MODEL: Sheet_Survft 4C PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:43:59 PM USER: sdudek
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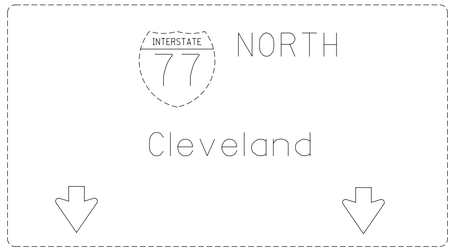
E10



DETOUR
M4-8-30

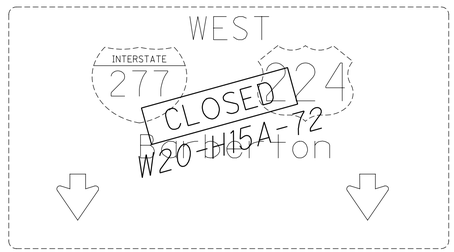
DETOUR
M4-8-30

WEST
M3-4-36

M1-1-48-3

M1-4-48-3

E1



DETOUR
M4-8-30

DETOUR
M4-8-30

WEST
M3-4-36

M1-1-48-3

M1-4-48-3

MAINTENANCE OF TRAFFIC DETOUR PLAN
SUM-277 WB 10-DAY CLOSURE

DESIGN AGENCY

DESIGNER
SJD

REVIEWER
MJA 03-27-24

PROJECT ID
113086

SHEET P.25 | TOTAL 62

SUM-76/277-5.90/0.00

MODEL: Sheet_SurvFt 4D PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:44:00 PM USER: sdudek
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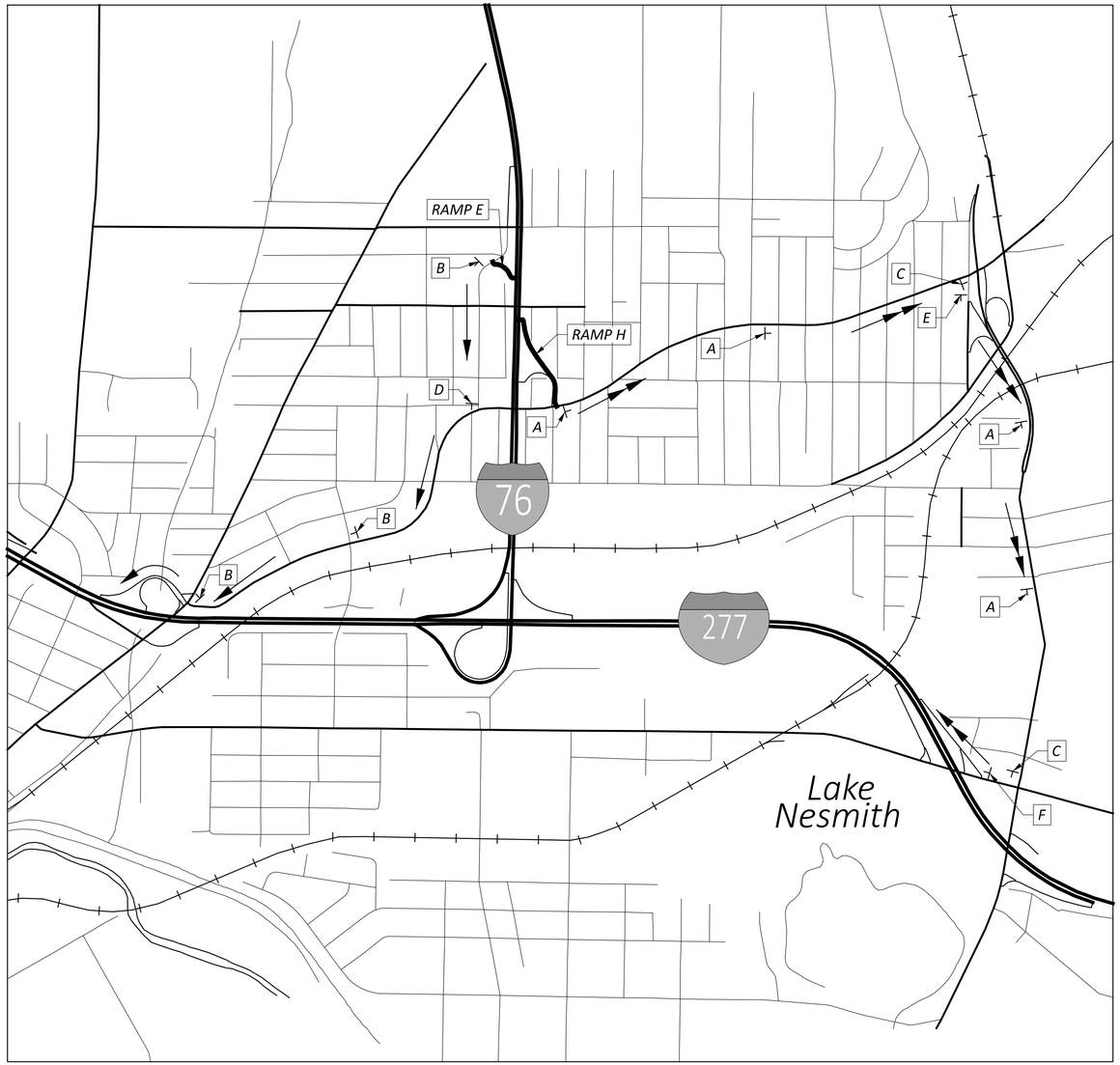


DETOUR PLAN FOR RAMP E AND RAMP H

CLOSE RAMPS E AND H AS PER MT-98.29

OFFICAL DETOUR ROUTE FOR RAMP E: 22ND ST. / KENMORE BLVD. / EAST AVE.

OFFICAL DETOUR ROUTE FOR RAMP H: KENMORE BLVD. / 4TH ST. / MANCHESTER RD. / WATERLOO RD. / IR-277 WB

A

DETOUR
M4-8-30
EAST
M3-2-36
INTERSTATE 76
M1-1-36-2
INTERSTATE 77
M1-1-36-2

C

DETOUR
M4-8-30
EAST
M3-2-36
M6-1-30
INTERSTATE 76
M1-1-36-2
INTERSTATE 77
M1-1-36-2

E

DETOUR
M4-8-30
EAST
M3-2-36
M5-2-30
INTERSTATE 76
M1-1-36-2
INTERSTATE 77
M1-1-36-2

F

DETOUR
M4-8-30
EAST
M3-2-36
M5-2-30
INTERSTATE 76
M1-1-36-2
INTERSTATE 77
M1-1-36-2

B

DETOUR
M4-8-30
WEST
M3-4-36
INTERSTATE 76
M1-1-36-2
INTERSTATE 77
M1-1-36-2

D

DETOUR
M4-8-30
WEST
M3-4-36
M6-1-30
INTERSTATE 76
M1-1-36-2
INTERSTATE 77
M1-1-36-2

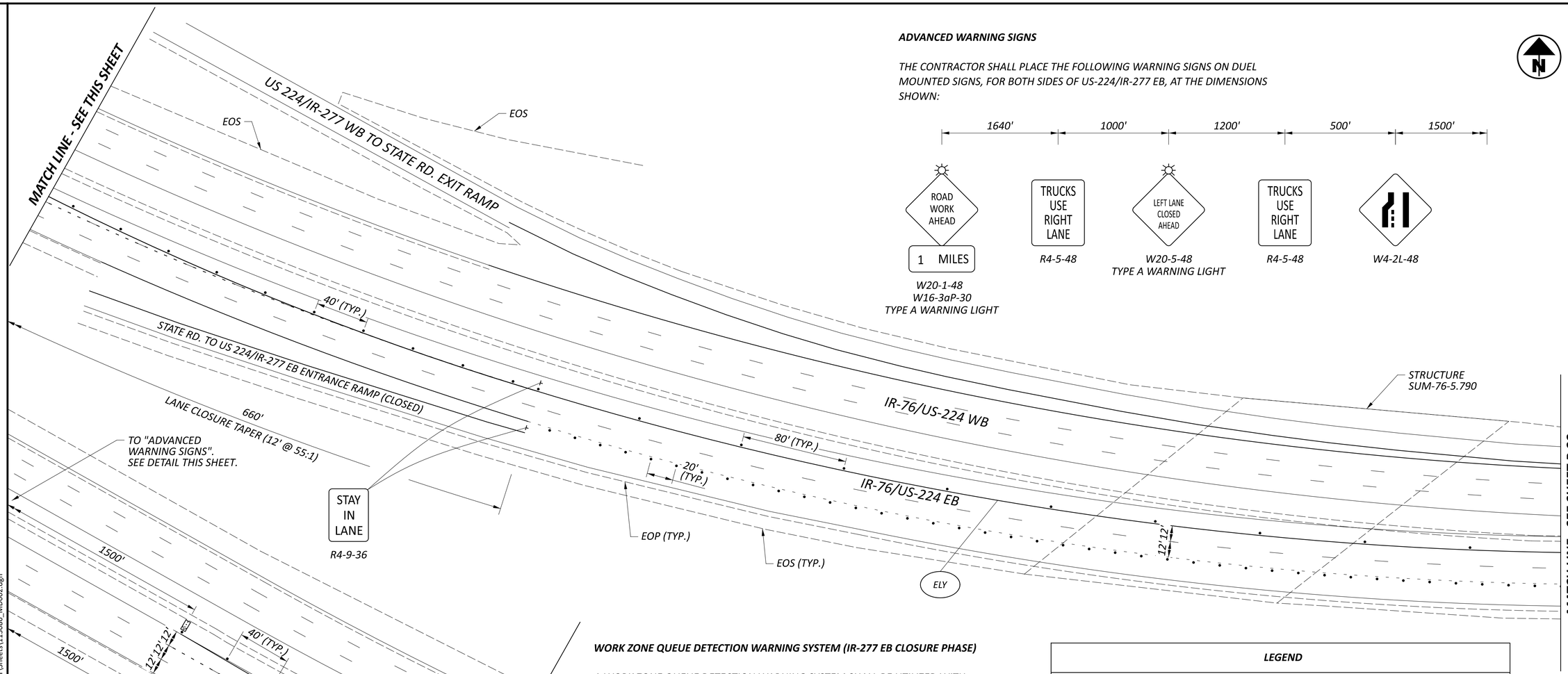
MAINTENANCE OF TRAFFIC DETOUR PLAN
RAMP E AND RAMP H CLOSURE

DESIGN AGENCY

DESIGNER: SJD
REVIEWER: MJA 03-27-24
PROJECT ID: 113086
SHEET: P.26 | TOTAL: 62

SUM-76/277-5.90/0.00

MODEL: Sheet_SurvFt S PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:44:00 PM USER: sdudek
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04\Summit\113086\v400-Engineering\MOT\Sheets\113086_MD001.dgn



ADVANCED WARNING SIGNS

THE CONTRACTOR SHALL PLACE THE FOLLOWING WARNING SIGNS ON DUEL MOUNTED SIGNS, FOR BOTH SIDES OF US-224/IR-277 EB, AT THE DIMENSIONS SHOWN:

TEMPORARY PAVEMENT MARKINGS (DURING IR-277 CLOSURE PHASES)

THE FOLLOWING QUANTITIES ARE TOTAL QUANTITIES FROM SHEETS P.27-P.34 AND SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC DURING THE IR-277 EB AND IR-277 WB CLOSURE PHASES AND HAVE BEEN CARRIED TO THE GENERAL SUMMARY. ALL WORK SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

IR-277 EB CLOSURE PHASE:

- *614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT, 1.60 MILE*
- *614, WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT, 1,267 FEET*
- *614, WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT, 12", 2,683 FT*
- *614, WORK ZONE LANE LINE, CLASS III, 642 PAINT, 6", 0.52 MILE*

IR-277 WB CLOSURE PHASE:

- *614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT, 0.22 MILE*
- *614, WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT, 661 FEET*

WORK ZONE QUEUE DETECTION WARNING SYSTEM (IR-277 EB CLOSURE PHASE)

A WORK ZONE QUEUE DETECTION WARNING SYSTEM SHALL BE UTILIZED WITH THE CLOSURE OF IR-277 EB. QUANTITIES FOR THIS WORK HAS BEEN INCLUDED IN THE MAINTENCE OF TRAFFIC GENERAL NOTES ON SHEET P.11.

PORTABLE NON-INTRUSIVE TRAFFIC SENSORS, CLASS I, SHALL BE LOCATED AT THE APPROXIMATE LOCATIONS:

TRAFFIC SENSOR #1: AT THE BEGINNING OF THE IR-76 EB LEFT-LANE CLOSURE TAPER (APPROX. SLM = 5.54)
TRAFFIC SENSOR #2: APPROX. 0.5 MILES WEST OF THE IR-76 EB LEFT-LANE CLOSURE TAPER.
TRAFFIC SENSOR #3: APPROX. 1.0 MILE WEST OF THE IR-76 EB LEFT-LANE CLOSURE TAPER.
TRAFFIC SENSOR #4: APPROX. 2.0 MILES WEST OF THE IR-76 EB LEFT-LANE CLOSURE TAPER.

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE LOCATED AT THE APPROXIMATE LOCATIONS:

PCMS #1: APPROX. 1.0 MILES WEST OF THE IR-76 EB LEFT-LANE CLOSURE TAPER.
PCMS #2: APPROX. 2.0 MILES WEST OF THE IR-76 EB LEFT-LANE CLOSURE TAPER.
PCMS #3: APPROX. 3.0 MILES WEST OF THE IR-76 EB LEFT-LANE CLOSURE TAPER.

TEMPORARY RAMP PAVEMENT MARKINGS (DURING IR-277 CLOSURE PHASES)

THE STRIPING FOR RAMP A AND RAMP D SHALL BE RECONFIGURED AS PER THESE PLANS. ONCE THE RESPECTIVE MOT PHASES AND SURFACE COURSE ASPHALT PLACEMENT HAVE BEEN COMPLETED, THE WORK ZONE STRIPING AND PERMANENT STRIPING SHALL BE PLACED AT THE LOCATIONS PRIOR TO THE BEGINNING OF THE PROJECT.

LEGEND

ELY	*614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT (YELLOW)*
ELW	*614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT (WHITE)*
DL	*614, WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT*
CH	*614, WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT, 12"*
LL	*614, WORK ZONE LANE LINE, CLASS III, 642 PAINT, 6"*
WA	*614, WORK ZONE ARROW, CLASS III, 642 PAINT*
EOP	*EXISTING EDGE OF PAVEMENT*
EOS	*EXISTING EDGE OF SHOULDER*
⊢	*SINGLE POST SIGN*
⊨	*DUEL POST SIGN*
	FLASHING ARROW PANE
	TYPE 3 BARRICADE
•	*CONSTRUCTION DRUM*
	TEMPORARY PORTABLE RUMBLE STRIP AS PER SCD MT-97.20

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PLAN
IR-277/US-224 EB CLOSURE PHASE

DESIGN AGENCY

DESIGNER CLG
REVIEWER MJA 03-28-24
PROJECT ID 113086
SHEET P.27 TOTAL 62

SUM-76/277-5.90/0.00

MODEL: P.27 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:44:08 PM USER: sdudek
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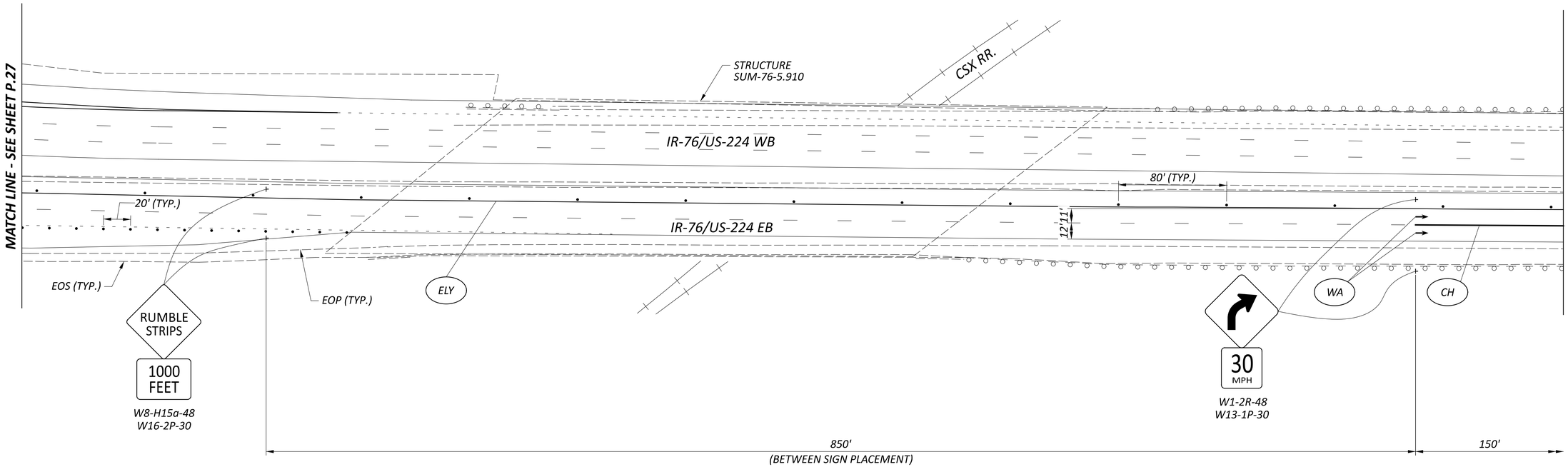

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PLAN
IR-277/US-224 EB CLOSURE PHASE

DESIGN AGENCY

DESIGNER CLG
REVIEWER MJA 03-28-24
PROJECT ID 113086
SHEET P.28 TOTAL 62

SUM-76/277-5.90/0.00

MODEL: P.28 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:44:09 PM USER: sdudek
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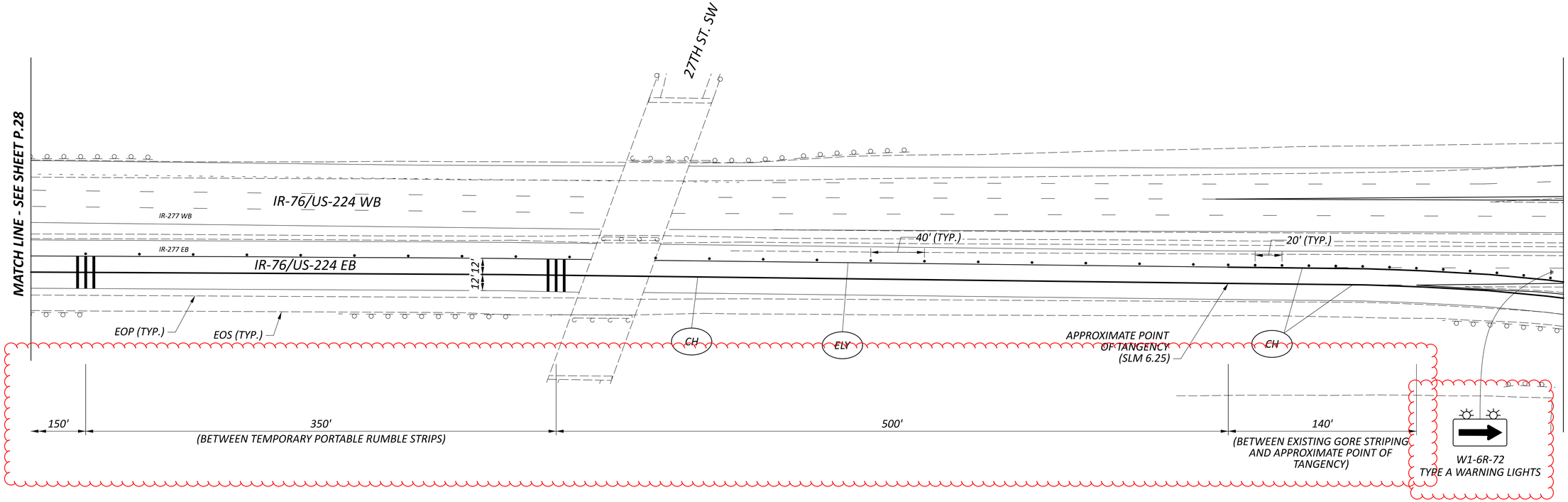

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PLAN
IR-277/US-224 EB CLOSURE PHASE

SUM-76/277-5.90/0.00

MODEL: P.29 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:44:10 PM USER: sdudek
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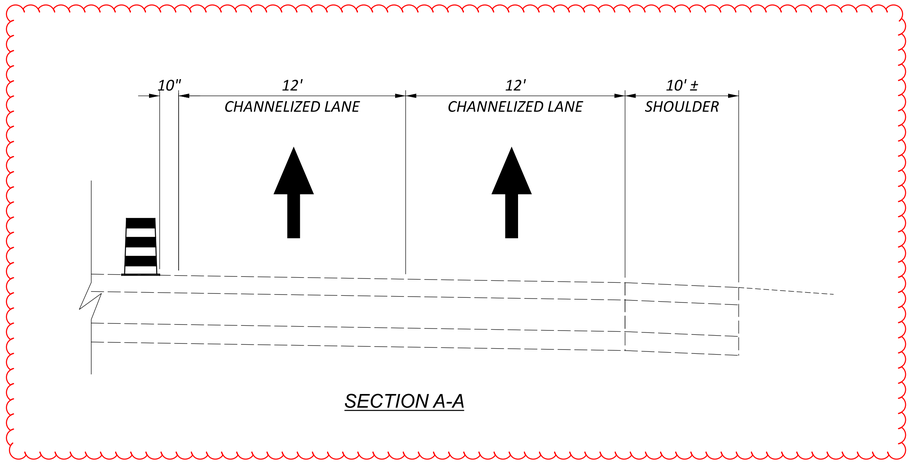
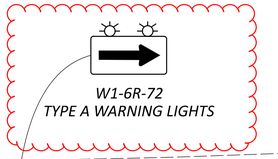
DESIGN AGENCY

DESIGNER CLG
REVIEWER MJA 03-28-24
PROJECT ID 113086
SHEET P.29 TOTAL 62



SECTION A-A



MATCH LINE - SEE SHEET 24

RAMP C

12' 12'

ELW

IR-277/US-224 WB

IR-277/US-224 EB

MATCH LINE - SEE SHEET P.29

MATCH LINE - SEE SHEET P.31

A

20' (TYP.)

CH

A

ROAD CLOSED

R11-2-48
ON TYPE 3 BARRICADES

12' 12'

LL

ELY

EOP (TYP.)

EOS (TYP.)

EDGE LINE (TYP.)

RAMP A

RAMP B

ELY

LL

12' 12'

RAMP B

RAMP A

EXISTING EDGE LINE

MATCH LINE - SEE SHEET P.33

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PLAN
IR-277/US-224 EB CLOSURE PHASE

DESIGN AGENCY

DESIGNER CLG

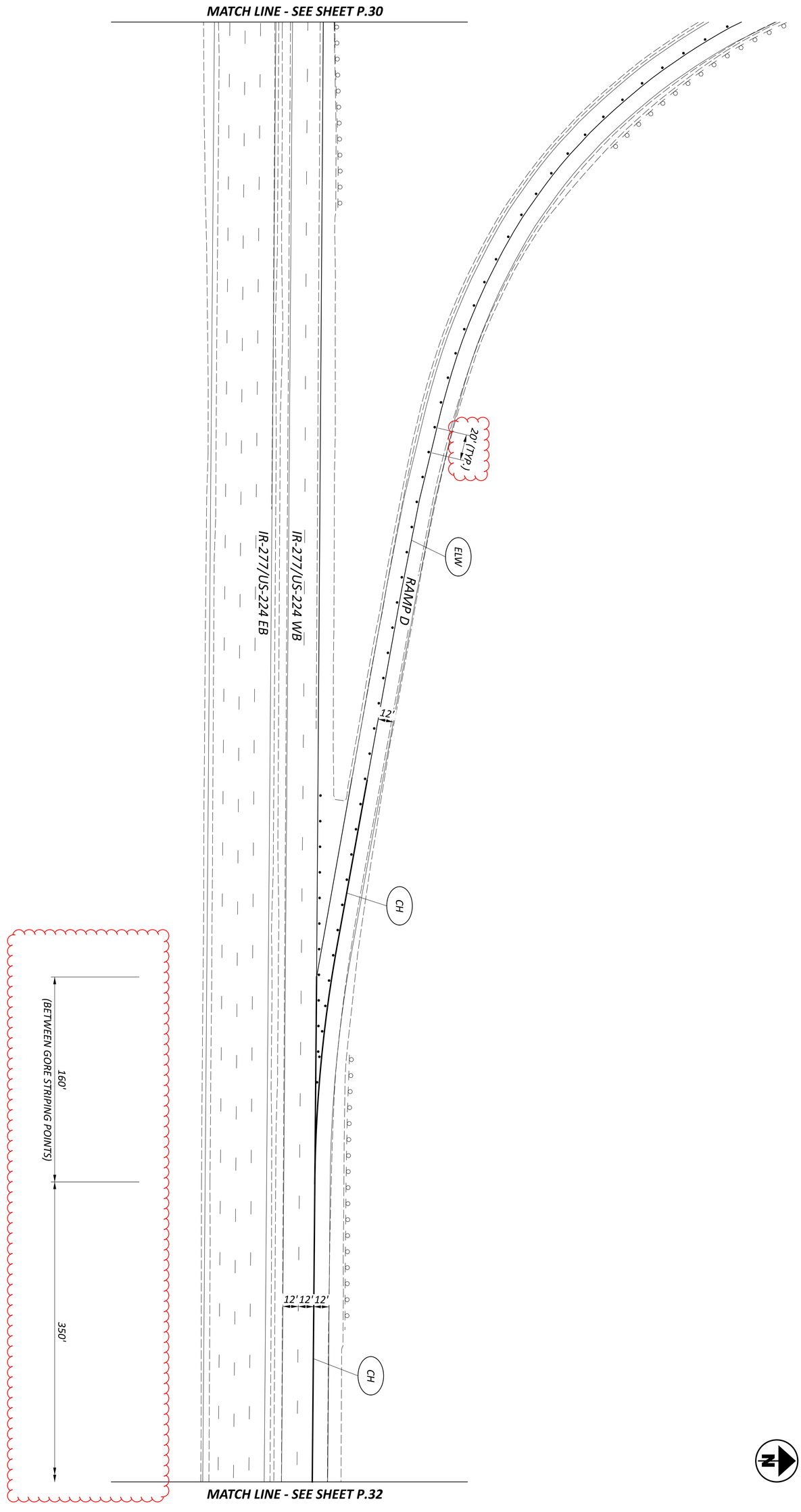
REVIEWER MJA 03-28-24

PROJECT ID 113086

SHEET P.30 TOTAL 62

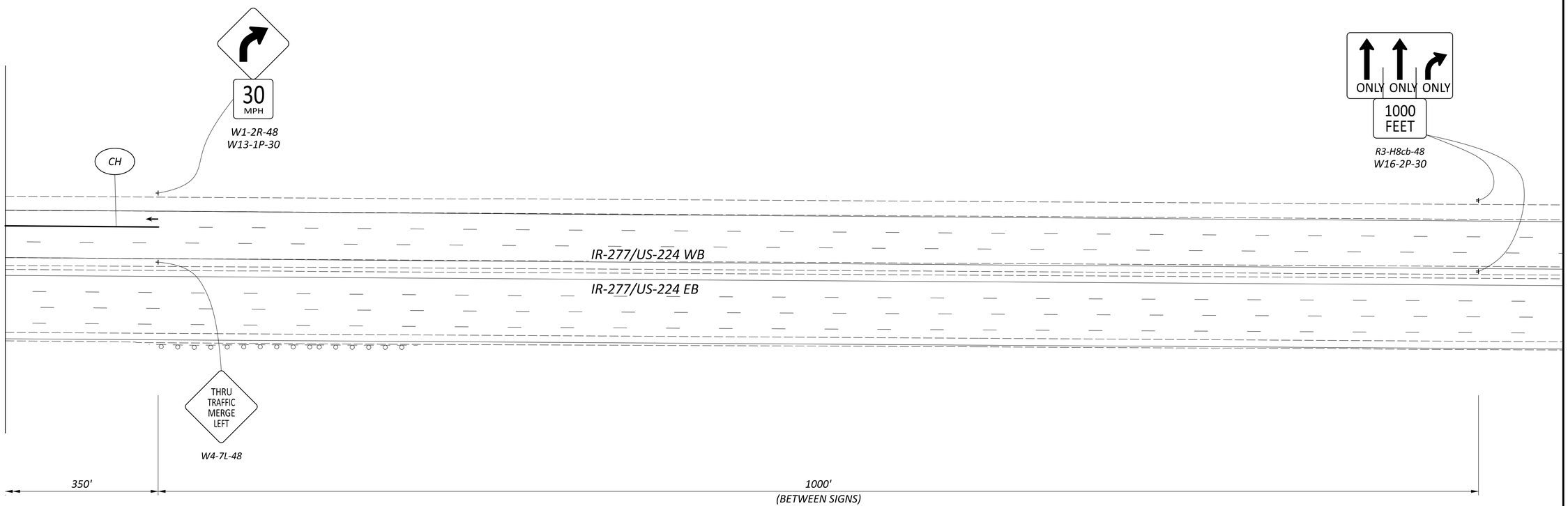
SUM-76/277-5.90/0.00

MODEL: P.30 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:44:10 PM USER: sdudek
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04\Summit\113086\400-Engineering\MOT\Sheets\113086_MD002.dgn



MAINTENANCE OF TRAFFIC PLAN
IR-277/US-224 EB CLOSURE PHASE

HORIZONTAL SCALE IN FEET
0 40
20 80



HORIZONTAL
SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PLAN
IR-277/US-224 EB CLOSURE PHASE

DESIGN AGENCY

DESIGNER
CLG

REVIEWER
MJA 03-28-24

PROJECT ID
113086

SHEET P.32 TOTAL 62

SUM-76/277-5.90/0.00

MODEL: P.32 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:44:10 PM USER: sdudek
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MATCH LINE - SEE SHEET P.30

HORIZONTAL
SCALE IN FEET
0 40 80
20

MAINTENANCE OF TRAFFIC PLAN
IR-277/US-224 EB CLOSURE PHASE

DESIGN AGENCY

DESIGNER
CLG

REVIEWER
MJA 03-28-24

PROJECT ID
113086

SHEET P.33 | TOTAL 62

SUM-76/277-5.90/0.00

MODEL: P.33 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:44:11 PM USER: sdudek
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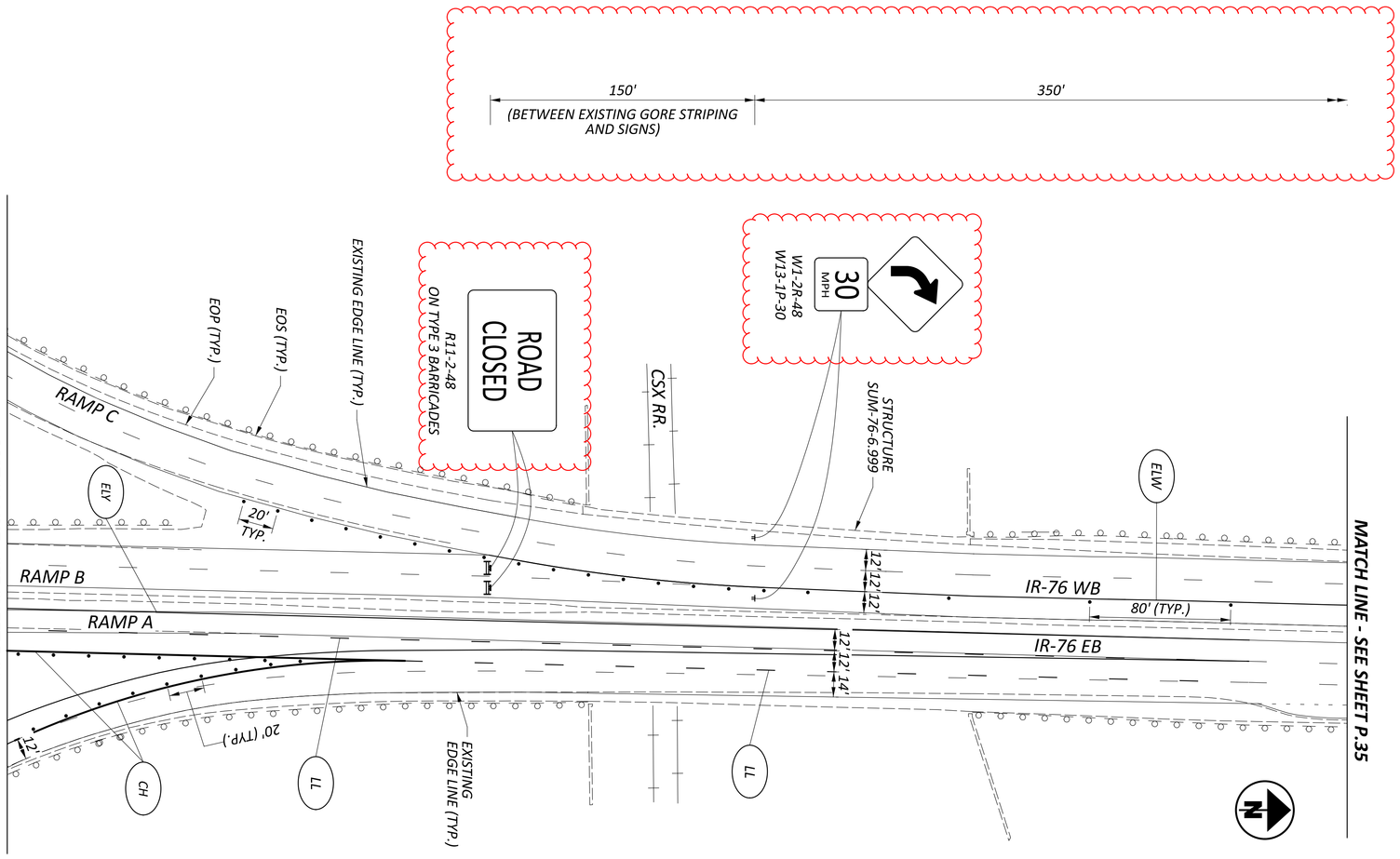


SHEET	TOTAL
P.34	62

PROJECT ID: 113086

REVIEWER: MJA 03-28-24

DESIGNER: CLG

DESIGN AGENCY

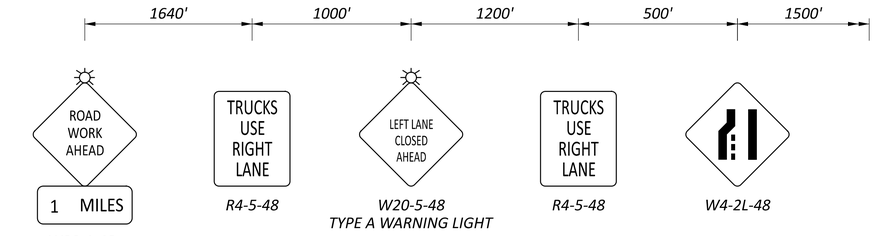
MAINTENANCE OF TRAFFIC PLAN
IR-277/US-224 EB CLOSURE PHASE

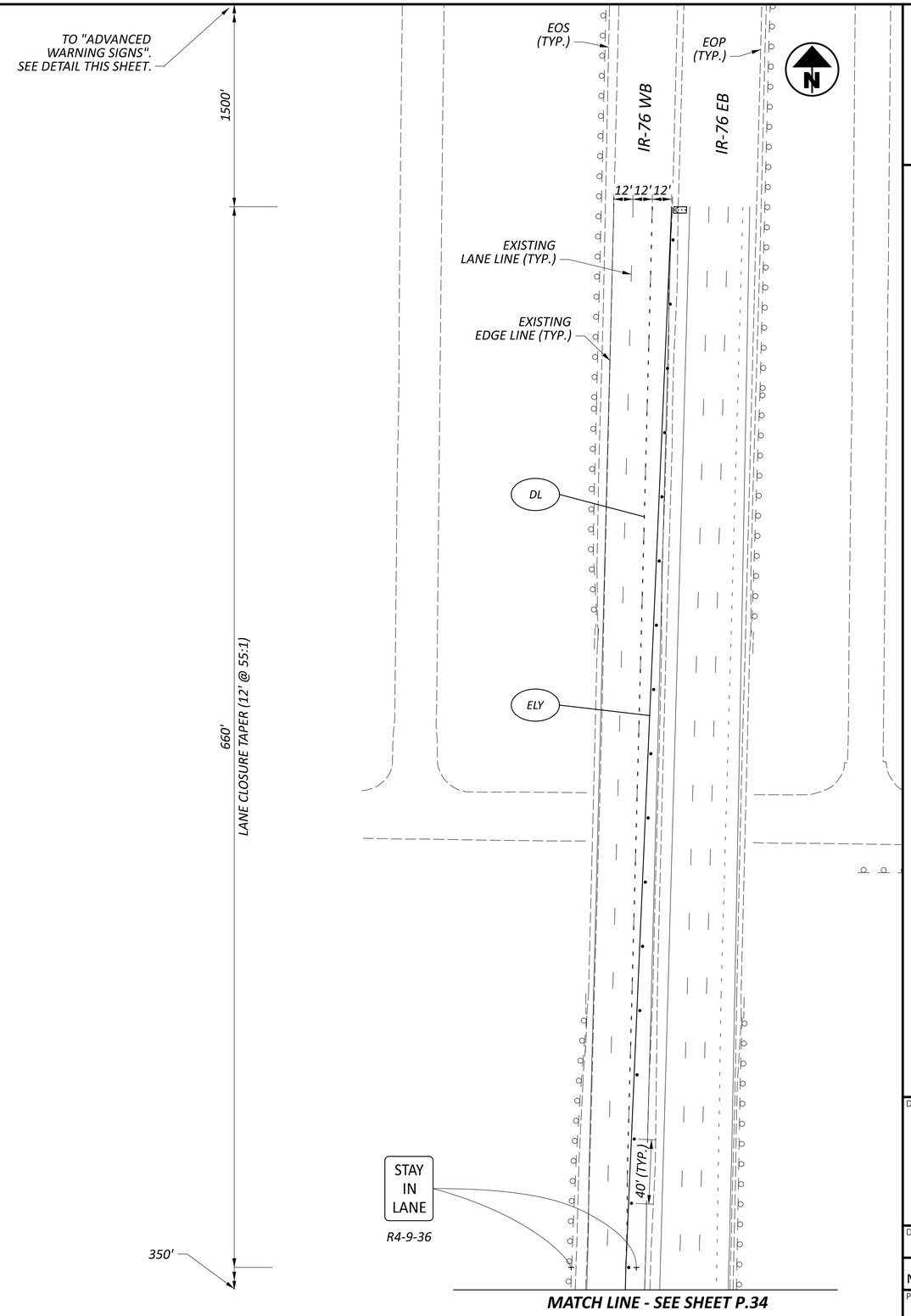
HORIZONTAL SCALE IN FEET

0 40
20 80

ADVANCED WARNING SIGNS

THE CONTRACTOR SHALL PLACE THE FOLLOWING WARNING SIGNS ON DUEL MOUNTED SIGNS, FOR BOTH SIDES OF IR-76 WB, AT THE DIMENSIONS SHOWN:





HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PLAN
IR-277/US-224 EB CLOSURE PHASE

DESIGN AGENCY

DESIGNER CLG

REVIEWER MJA 03-28-24

PROJECT ID 113086

SHEET P.35 TOTAL 62

SUM-76/277-5.90/0.00

MODEL: P.35 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:44:11 PM USER: sdudek
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WORK ZONE QUEUE DETECTION WARNING SYSTEM (IR-277 WB CLOSURE PHASE)

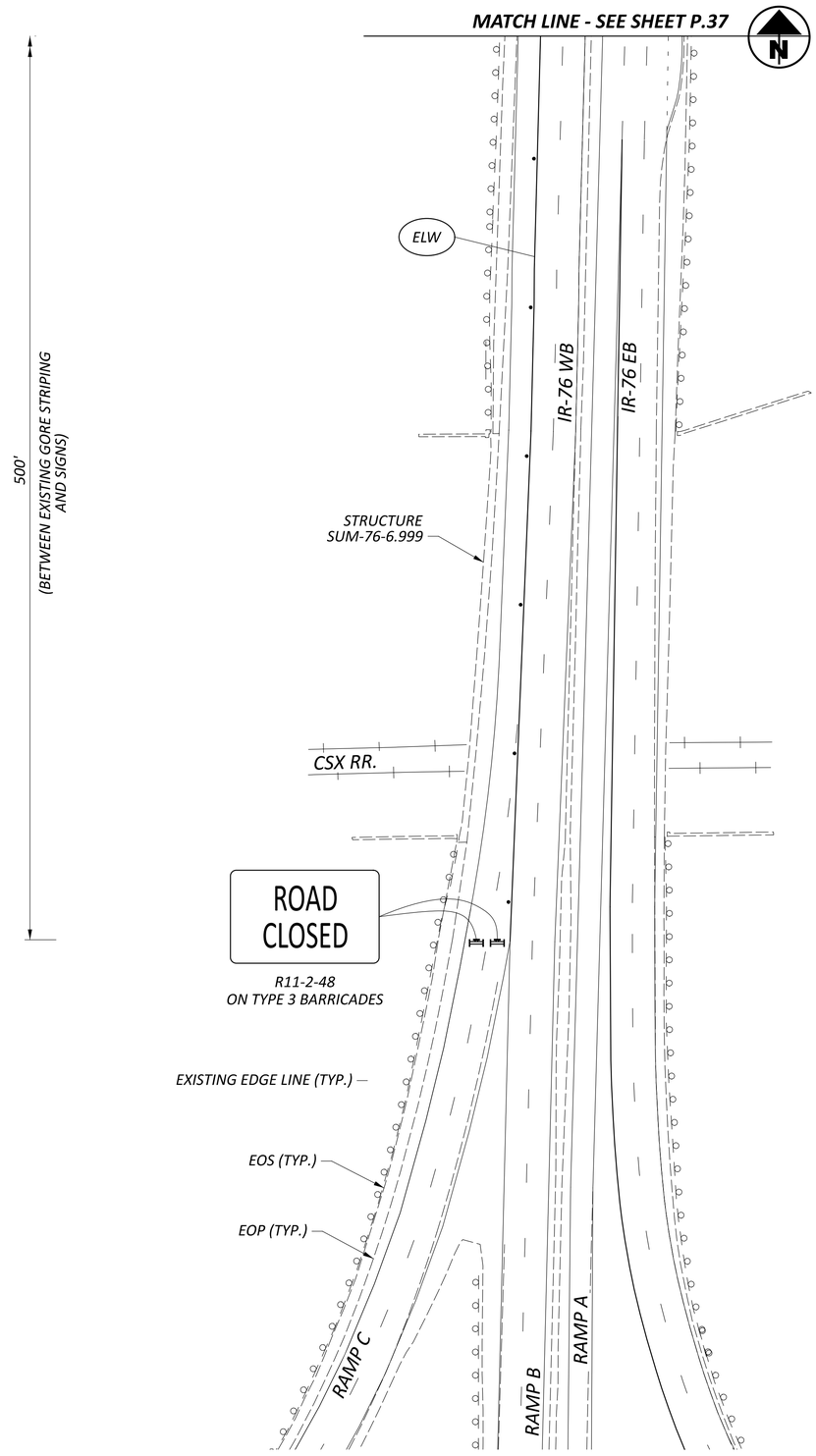
A WORK ZONE QUEUE DETECTION WARNING SYSTEM SHALL BE UTILIZED WITH THE CLOSURE OF IR-277 WB. QUANTITIES FOR THIS WORK HAS BEEN INCLUDED IN THE MAINTENCE OF TRAFFIC GENERAL NOTES ON SHEET P.11.

PORTABLE NON-INTRUSIVE TRAFFIC SENSORS, CLASS I, SHALL BE LOCATED AT THE APPROXIMATE LOCATIONS:

TRAFFIC SENSOR #1: AT THE BEGINNING OF THE IR-76 WB RIGHT-LANE CLOSURE TAPER
TRAFFIC SENSOR #2: APPROX. 0.5 MILES WEST OF THE IR-76 WB RIGHT-LANE CLOSURE TAPER.
TRAFFIC SENSOR #3: APPROX. 1.0 MILE WEST OF THE IR-76 WB RIGHT-LANE CLOSURE TAPER.
TRAFFIC SENSOR #4: APPROX. 2.0 MILES WEST OF THE IR-76 WB RIGHT-LANE CLOSURE TAPER.

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE LOCATED AT THE APPROXIMATE LOCATIONS:

PCMS #1: APPROX. 1.0 MILES WEST OF THE IR-76 WB RIGHT-LANE CLOSURE TAPER .
PCMS #2: APPROX. 2.0 MILES WEST OF THE IR-76 WB RIGHT-LANE CLOSURE TAPER .
PCMS #3: APPROX. 3.0 MILES WEST OF THE IR-76 WB RIGHT-LANE CLOSURE TAPER .



HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PLAN
IR-277/US-224 WB CLOSURE PHASE

DESIGN AGENCY

DESIGNER CLG
REVIEWER MJA 03-28-24
PROJECT ID 113086
SHEET P.36 TOTAL 62

SUM-76/277-5.90/0.00

MODEL: P.36 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:44:11 PM USER: sdudek
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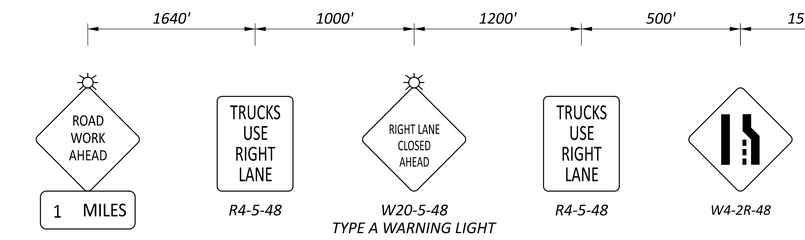
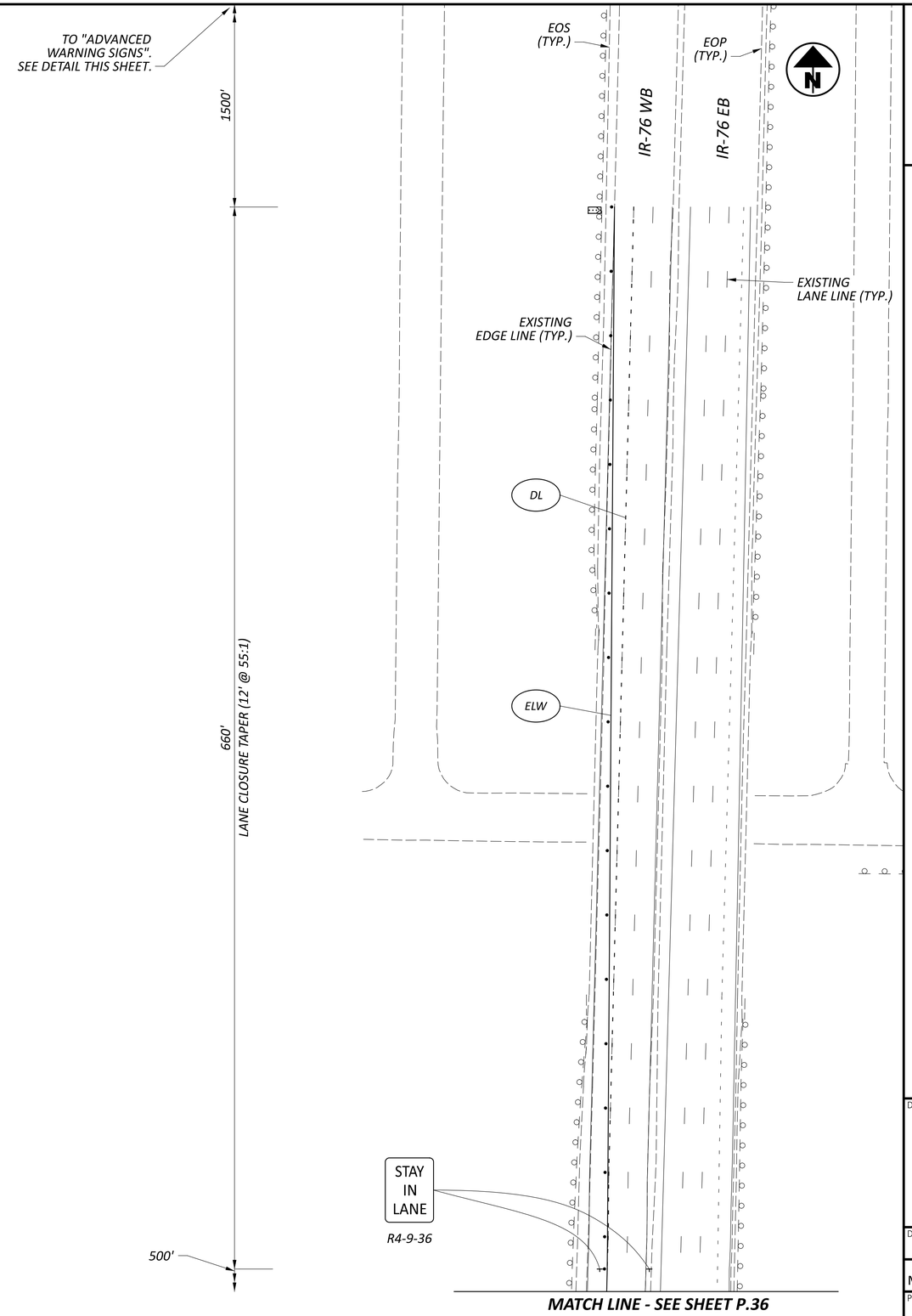
ADVANCED WARNING SIGNS

THE CONTRACTOR SHALL PLACE THE FOLLOWING WARNING SIGNS ON DUEL MOUNTED SIGNS, FOR BOTH SIDES OF IR-76 WB, AT THE DIMENSIONS SHOWN:





HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PLAN
IR-277/US-224 WB CLOSURE PHASE

DESIGN AGENCY

DESIGNER CLG
REVIEWER MJA 03-28-24
PROJECT ID 113086
SHEET P.37 TOTAL 62

SUM-76/277-5.90/0.00

MODEL: P.37 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:44:12 PM USER: sdudek
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SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.4	P.5	P.11	P.40	P.41	P.42	P.43	P.44	P.45	P.46	P.47	01/IMS/05	02/IMS/47	03/IMS/04						
																		ROADWAY	
232											232			202	98100	232	EACH	REMOVAL MISC.: BARRIER REFLECTOR	P.4
45											45			203	10000	45	CY	EXCAVATION (FOR PAVEMENT REPAIR)	
	583										583			209	60200	583	STA	LINEAR GRADING	
	18										18			623	39501	18	EACH	MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN	P.5
	LS										LS			SPECIAL	69091000	LS		AS-BUILT CONSTRUCTION PLANS	P.5
	3										3			SPECIAL	69098000	3	EACH	VERTICAL CLEARANCE	P.5
																		EROSION CONTROL	
	16,198										16,198			659	10000	16,198	SY	SEEDING AND MULCHING	
	2.18										2.18			659	20000	2.18	TON	COMMERCIAL FERTILIZER	
	3.35										3.35			659	31000	3.35	ACRE	LIME	
	88										88			659	35000	88	MGAL	WATER	
											3,000			832	30000	3,000	EACH	EROSION CONTROL	
																		DRAINAGE	
	1										1			611	98630	1	EACH	CATCH BASIN ADJUSTED TO GRADE	
	1										1			611	99655	1	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	P.5
	450										450			SPECIAL	61199820	450	LB	MISCELLANEOUS METAL	P.5
																		PAVEMENT	
2,500											2,500			251	01000	2,500	SY	PARTIAL DEPTH PAVEMENT REPAIR (441)	
			141,117	108,452		65,762					315,331			254	01000	315,331	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.75")	
1,500											1,500			254	01600	1,500	SY	PATCHING PLANED SURFACE	
800											800			255	10200	800	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, MISC.: CLASS RRCM OR QC3, AS PER PLAN	P.4
4,800											4,800			255	20000	4,800	FT	FULL DEPTH PAVEMENT SAWING	
45											45			304	20000	45	CY	AGGREGATE BASE (FOR PAVEMENT REPAIR)	
			12,701	9,761	6,360	6,843					35,665			407	20000	35,665	GAL	NON-TRACKING TACK COAT	
			1,116	572	167	2,076					3,931			408	10001	3,931	GAL	PRIME COAT, AS PER PLAN	P.4
					1,963	286					2,249			424	14000	2,249	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448)	
			3,823	3,330		1,264					8,417			442	00100	8,417	CY	ANTI-SEGREGATION EQUIPMENT (T=1.5")	
			5,880	4,519		2,741					13,140			442	10300	13,140	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	
			78	40	12	145					275			617	10101	275	CY	COMPACTED AGGREGATE, AS PER PLAN (T=1")	P.5
			10	8	6						24			618	40600	24	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
	8										8			896	00010	8	SNMT	PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I	
	6										6			896	00021	6	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.11
					70,665	10,265					80,930			897	01010	80,930	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=0.75")	
																		TRAFFIC CONTROL	
							1,665				1,665			621	00100	1,665	EACH	RPM	
							1,340				1,340			621	54000	1,340	EACH	RAISED PAVEMENT MARKER REMOVED	
135											135			626	00102	135	EACH	BARRIER REFLECTOR, TYPE 1, 1WAY	
327											327			626	00102	327	EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	
463											463			626	00110	463	EACH	BARRIER REFLECTOR, TYPE 2, 1WAY	
									317	207	524			630	02100	524	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
									66	42	108			630	80100	108	SF	SIGN, FLAT SHEET	
									21	13	34			630	80100	34	SF	SIGN, FLAT SHEET, 730.20	
									15	9	24			630	84900	24	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
									16	9	25			630	86002	25	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
								1,285			1,285			646	10310	1,285	FT	CHANNELIZING LINE, 12"	
								128			128			646	10400	128	FT	STOP LINE	
								50			50			646	10520	50	FT	CROSSWALK LINE, 24"	
								960			960			646	10600	960	FT	TRANSVERSE/DIAGONAL LINE	
								1,180			1,180			646	10620	1,180	FT	CHEVRON MARKING	
								27			27			646	20300	27	EACH	LANE ARROW	
								9			9			646	20320	9	EACH	WRONG WAY ARROW	
								31.16			31.16			807	12010	31.16	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
								22.61			22.61			807	12110	22.61	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
								14,580			14,580			807	12310	14,580	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	
								8,400			8,400			807	12410	8,400	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	
								53.77			53.77			850	10010	53.77	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
								8,400			8,400			850	10110	8,400	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	

GENERAL SUMMARY

SUM-76/277-5.90/0.00

DESIGN AGENCY

DESIGNER SJD

REVIEWER CLG 03-05-24

PROJECT ID 113086

SHEET P.38 TOTAL 62

SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.6	P.7	P.8	P.9	P.11	P.27	P.45					01/IMS/05	02/IMS/47	03/IMS/04						
																		TRAFFIC CONTROL	
						14,580					14,580			850	10130	14,580	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
																		TRAFFIC SIGNALS	
1											1			632	26501	1	EACH	DETECTOR LOOP, AS PER PLAN	P.6
																		STRUCTURE REPAIRS	
																		FOR SUM-277-0.898 ESTIMATED QUANTITIES	P.52
																		FOR SUM-277-1.129 ESTIMATED QUANTITIES	P.52
																		FOR SUM-277-1.315 ESTIMATED QUANTITIES	P.52
																		FOR SUM-277-1.687 ESTIMATED QUANTITIES	P.52
																		FOR SUM-277-2.147 ESTIMATED QUANTITIES	P.52
																		FOR SUM-277-2.341 ESTIMATED QUANTITIES	P.52
																		FOR SUM-277-3.040 ESTIMATED QUANTITIES	P.52
																		FOR SUM-277-3.672 ESTIMATED QUANTITIES	P.52
																		FOR SUM-277-3.734 ESTIMATED QUANTITIES	P.53
																		FOR SUM-76-5.790 ESTIMATED QUANTITIES	P.51
																		FOR SUM-76-5.910 ESTIMATED QUANTITIES	P.51
																		FOR SUM-76-6.474R ESTIMATED QUANTITIES	P.51
																		FOR SUM-76-6.843 ESTIMATED QUANTITIES	P.51
																		FOR SUM-76-6.999 ESTIMATED QUANTITIES	P.51
																		FOR SUM-76-7.366 ESTIMATED QUANTITIES	P.51
																		FOR SUM-76-8.237L ESTIMATED QUANTITIES	P.51
																		FOR SUM-76-8.240UR ESTIMATED QUANTITIES	P.53
																		FOR SUM-77-9.580L ESTIMATED QUANTITIES	P.51
																		MAINTENANCE OF TRAFFIC	
		300									300			614	11110	300	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
			1								1			614	12380	1	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
											LS			614	12420	LS		DETOUR SIGNING	
	25										25			614	12460	25	EACH	WORK ZONE MARKING SIGN	
	10										10			614	13000	10	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
			16								16			614	13310	16	EACH	BARRIER REFLECTOR, TYPE 1, 1WAY	
			16								16			614	13350	16	EACH	OBJECT MARKER, ONE WAY	
		60									60			614	18601	60	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.7
	22.61										22.61			614	20110	22.61	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
	22.61				0.52						23.13			614	20560	23.13	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
	31.16				1.82						32.98			614	22360	32.98	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
	14,580										14,580			614	23210	14,580	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
	14,580				2,683						17,263			614	23690	17,263	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
					1,928						1,928			614	24612	1,928	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
	128										128			614	26200	128	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
	128										128			614	26610	128	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
				97							97			618	39000	97	EACH	RUMBLE STRIPS, TRANSVERSE (ASPHALT CONCRETE)	
			640								640			622	41100	640	FT	PORTABLE BARRIER, UNANCHORED	
																		INCIDENTALS	
											LS			614	11000	LS		MAINTAINING TRAFFIC	
											12			619	16010	12	MNTH	FIELD OFFICE, TYPE B	
											LS			623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS			624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

SUM-76/277-5.90/0.00

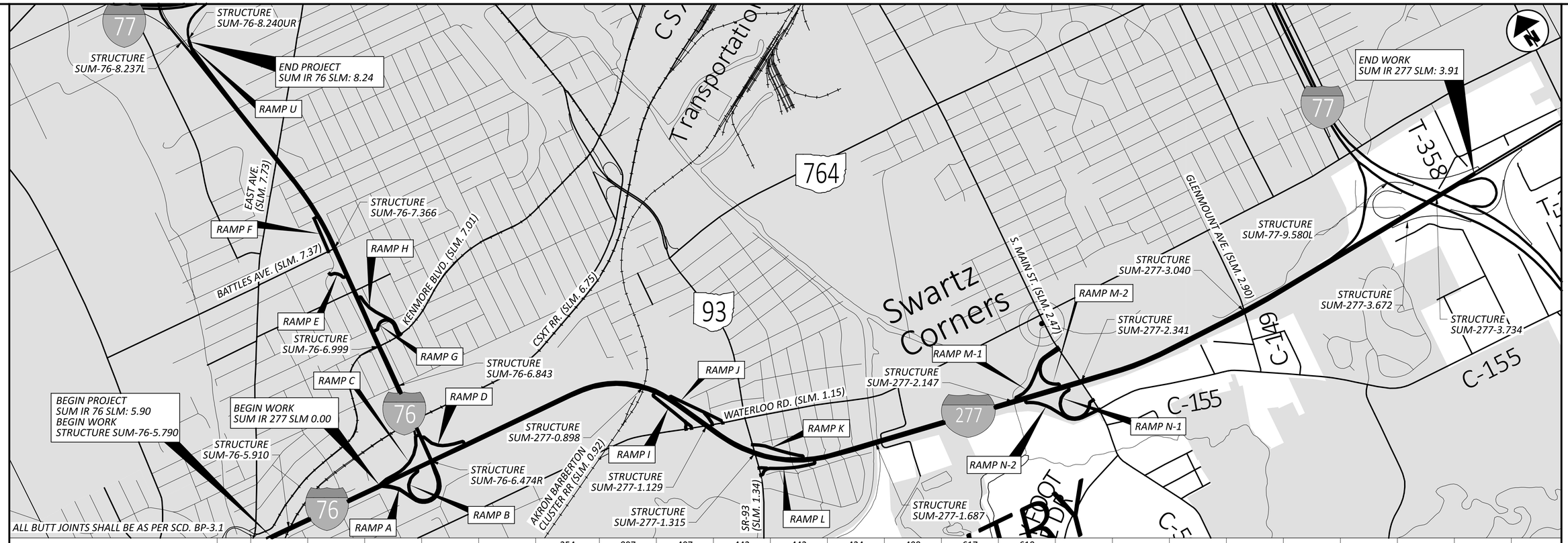
DESIGN AGENCY

DESIGNER SJD

REVIEWER CLG 03-05-24

PROJECT ID 113086

SHEET P.39 TOTAL 62



SLM RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE (T=1.75")	897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=0.75")	407 NON-TRACKING TACK COAT@ 0.09 GAL/SY	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (T=1.5")	442 ANTI-SEGREGATION EQUIPMENT (T=1.5")	424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) (T=1")	408 PRIME COAT, AS PER PLAN @ 0.4 GAL/SY	617 COMPACTED AGGREGATE, AS PER PLAN (T=1")	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
					FT	FT	SQ YD	SQ YD	SY	SY	GAL	CY	CY	CY	GAL	CY	MILE
IR-76 WB																	
5.90	TO	5.92	1	LT/RT	105.60	40.00	469.33		469.33		42.24	19.56	17.60		18.77	1.30	0.04
6.00	TO	6.31	1	LT/RT	1636.80	55.00	10002.67		10002.67		900.24	416.78	272.80		290.99	20.21	0.62
6.61	TO	6.72	1	LT/RT	580.80	34.00	2194.13		2194.13		197.47	91.42	64.53		103.25	7.17	0.22
IR-76 EB																	
5.90	TO	5.92	1	LT/RT	105.60	40.00	469.33		469.33		42.24	19.56	17.60		18.77	1.30	0.04
5.98	TO	6.31	1	LT/RT	1742.40	55.00	10648.00		10648.00		958.32	443.67	290.40		309.76	21.51	0.66
6.31	TO	6.58	1	LT/RT	1425.60	40.00	6336.00		6336.00		570.24	264.00	79.20		253.44	17.60	0.54
6.61	TO	6.66	1	LT/RT	264.00	41.00	1202.67		1202.67		108.24	50.11	14.67		46.93	3.26	0.10
6.66	TO	6.72	1	LT/RT	316.80	30.00	1056.00		1056.00		95.04	44.00	17.60		56.32	3.91	0.12
IR-277 WB																	
0.00	TO	0.31	1	LT/RT	1636.80	40.00	7274.67		7274.67		654.72	303.11	181.87		290.99	20.21	0.62
0.31	TO	0.89	1	LT/RT	3062.40	53.00	18034.13		18034.13		1623.07	751.42	510.40		544.43	37.81	1.16
0.93	TO	1.13	1	LT/RT	1056.00	53.00	6218.67		6218.67		559.68	259.11	176.00		187.73	13.04	0.40
1.17	TO	1.31	1	LT/RT	739.20	53.00	4353.07		4353.07		391.78	181.38	123.20		131.41	9.13	0.28
1.37	TO	1.75	1	LT/RT	2006.40	53.00	11815.47		11815.47		1063.39	492.31	334.40		356.69	24.77	0.76
1.79	TO	3.04	1	LT/RT	6600.00	53.00	38866.67		38866.67		3498.00	1619.44	1100.00		1173.33	81.48	2.50
3.06	TO	3.74	1	LT/RT	3590.40	53.00	21143.47		21143.47		1902.91	880.98	598.40		638.29	44.33	1.36
3.87	TO	3.91	1	LT/RT	211.20	44.00	1032.53		1032.53		92.93	43.02	23.47		37.55	2.61	0.08
(DEDUCT FOR MEDIAN AND SIDE					37610.00										-3343.11	-232.16	
BARRIER SECTIONS)																	
								SUBTOTALS	141116.80		12700.51	5879.87	3822.13		1115.56	77.47	9.50
								TOTALS CARRIED TO GENERAL SUMMARY	141117		12701	5880	3823		1116	78	10

PAVEMENT CALCS

SUM-76/277-5.90/0.00

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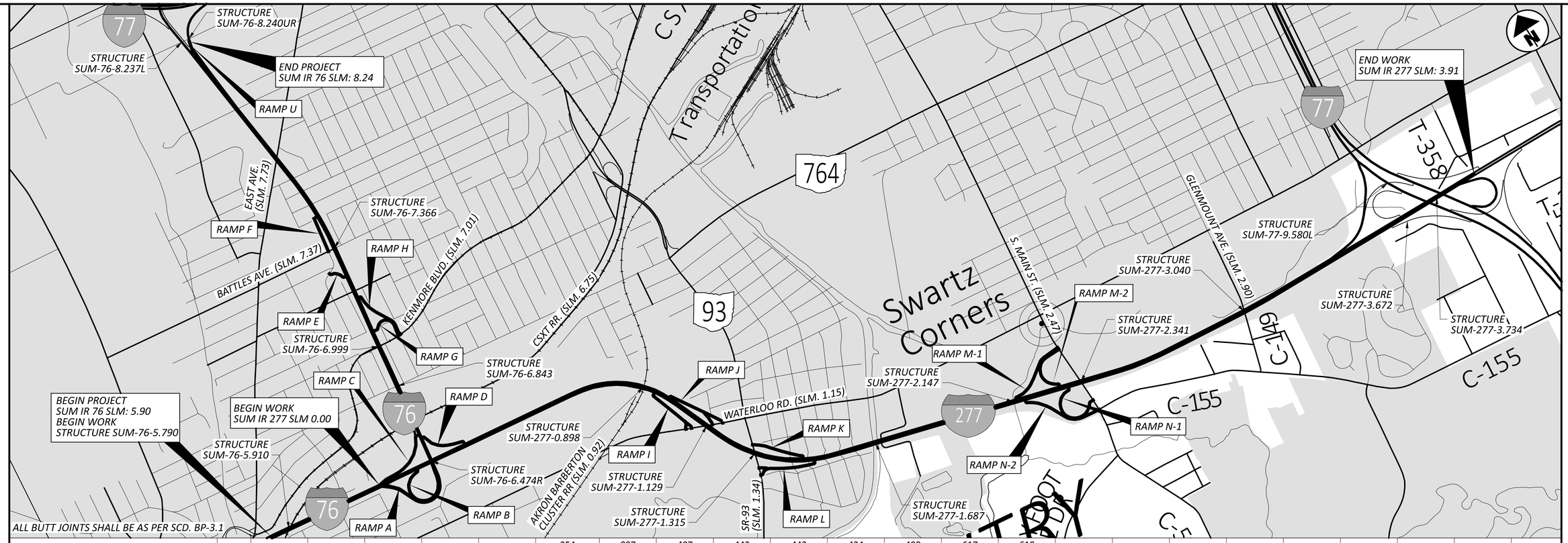
DESIGN AGENCY

DESIGNER SJD

REVIEWER MJA 03-05-24

PROJECT ID 113086

SHEET P.40 TOTAL 62



SLM RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE (T=1.75")	897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=0.75")	407 NON-TRACKING TACK COAT@ 0.09 GAL/SY	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (T=1.5")	442 ANTI-SEGREGATION EQUIPMENT (T=1.5")	424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) (T=1")	408 PRIME COAT, AS PER PLAN @ 0.4 GAL/SY	617 COMPACTED AGGREGATE, AS PER PLAN (T=1")	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
					FT	FT	SQ YD	SQ YD	SY	SY	GAL	CY	CY	CY	GAL	CY	MILE
IR-277 EB																	
0.00	TO	0.12	1	LT/RT	633.60	40.00	2816.00		2816.00		253.44	117.33	70.40		112.64	7.82	0.24
0.12	TO	0.89	1	LT/RT	4065.60	53.00	23941.87		23941.87		2154.77	997.58	903.47		722.77	50.19	1.54
0.93	TO	1.13	1	LT/RT	1056.00	53.00	6218.67		6218.67		559.68	259.11	176.00		187.73	13.04	0.40
1.17	TO	1.31	1	LT/RT	739.20	53.00	4353.07		4353.07		391.78	181.38	123.20		131.41	9.13	0.28
1.37	TO	1.75	1	LT/RT	2006.40	53.00	11815.47		11815.47		1063.39	492.31	334.40		356.69	24.77	0.76
1.79	TO	3.04	1	LT/RT	6600.00	53.00	38866.67		38866.67		3498.00	1619.44	1100.00		1173.33	81.48	2.50
3.06	TO	3.41	1	LT/RT	1848.00	53.00	10882.67		10882.67		979.44	453.44	308.00		328.53	22.81	0.70
3.41	TO	3.62	1	LT/RT	1108.80	41.00	5051.20		5051.20		454.61	210.47	184.80		197.12	13.69	0.42
3.62	TO	3.74	1	LT/RT	633.60	53.00	3731.20		3731.20		335.81	155.47	105.60		112.64	7.82	0.24
3.87	TO	3.91	1	LT/RT	211.20	33.00	774.40		774.40		69.70	32.27	23.47		37.55	2.61	0.08
(DEDUCT FOR MEDIAN AND SIDE BARRIER SECTIONS)					31380.00										-2789.33	-193.70	
								SUBTOTALS	108451.20		9760.61	4518.80	3329.33		571.09	39.66	7.16
								TOTALS CARRIED TO GENERAL SUMMARY	108452		9761	4519	3330		572	40	8

PAVEMENT CALCS

SUM-76/277-5.90/0.00

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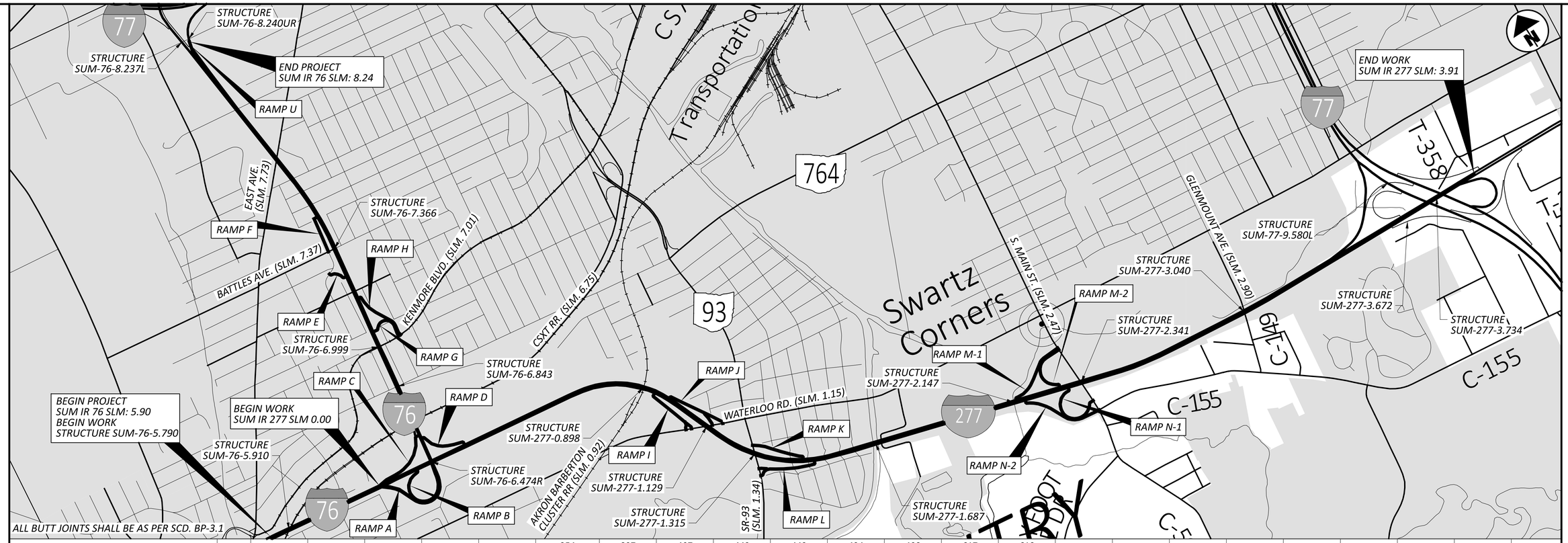
DESIGN AGENCY

DESIGNER SJD

REVIEWER MJA 03-05-24

PROJECT ID 113086

SHEET P.41 TOTAL 62



SLM RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE (T=1.75")	897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=0.75")	407 NON-TRACKING TACK COAT@ 0.09 GAL/SY	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (T=1.5")	442 ANTI-SEGREGATION EQUIPMENT (T=1")	424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) (T=1")	408 PRIME COAT, AS PER PLAN @ 0.4 GAL/SY	617 COMPACTED AGGREGATE, AS PER PLAN (T=1")	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
					FT	FT	SQ YD	SQ YD	SY	SY	GAL	CY	CY	CY	GAL	CY	MILE
IR-76 WB																	
6.76	TO	6.84	2	LT/RT	422.40	43.00	2018.13			2018.13	181.63			56.06	75.09	5.21	0.16
6.88	TO	6.99	2	LT/RT	580.80	41.00	2645.87			2645.87	238.13			73.50	103.25	7.17	0.22
7.02	TO	7.14	2	LT/RT	633.60	51.00	3590.40			3590.40	323.14			99.73	112.64	7.82	0.24
7.14	TO	7.26	2	LT/RT	633.60	41.00	2886.40			2886.40	259.78			80.18	112.64	7.82	0.24
7.26	TO	7.36	2	LT/RT	528.00	40.00	2346.67			2346.67	211.20			65.19	93.87	6.52	0.20
7.39	TO	7.50	2	LT/RT	580.80	40.00	2581.33			2581.33	232.32			71.70	103.25	7.17	0.22
7.50	TO	7.65	2	LT/RT	792.00	44.00	3872.00			3872.00	348.48			107.56	140.80	9.78	0.30
7.65	TO	8.06	2	LT/RT	2164.80	40.00	9621.33			9621.33	865.92			267.26	384.85	26.73	0.82
8.06	TO	8.24	2	LT/RT	950.4	47.00	4963.20			4963.20	446.69			137.87	168.96	11.73	0.36
IR-76 EB																	
6.76	TO	6.84	2	LT/RT	422.40	52.00	2440.53			2440.53	219.65			67.79	75.09	5.21	0.16
6.88	TO	6.99	2	LT/RT	580.80	52.00	3355.73			3355.73	302.02			93.21	103.25	7.17	0.22
7.02	TO	7.07	2	LT/RT	264.00	30.00	880.00			880.00	79.20			24.44	46.93	3.26	0.10
7.07	TO	7.19	2	LT/RT	633.60	54.00	3801.60			3801.60	342.14			105.60	112.64	7.82	0.24
7.19	TO	7.36	2	LT/RT	897.60	42.00	4188.80			4188.80	376.99			116.36	159.57	11.08	0.34
7.39	TO	7.94	2	LT/RT	2904.00	42.00	13552.00			13552.00	1219.68			376.44	516.27	35.85	1.10
7.94	TO	8.24	2	LT/RT	1584.00	45.00	7920.00			7920.00	712.80			220.00	281.60	19.56	0.60
(DEDUCT FOR MEDIAN AND SIDE BARRIER SECTIONS)					27271.00										-2424.09	-168.34	
								SUBTOTALS		70664.00	6359.76			1962.89	166.63	11.57	5.52
								TOTALS CARRIED TO GENERAL SUMMARY		70665	6360			1963	167	12	6

PAVEMENT CALCS

SUM-76/277-5.90/0.00

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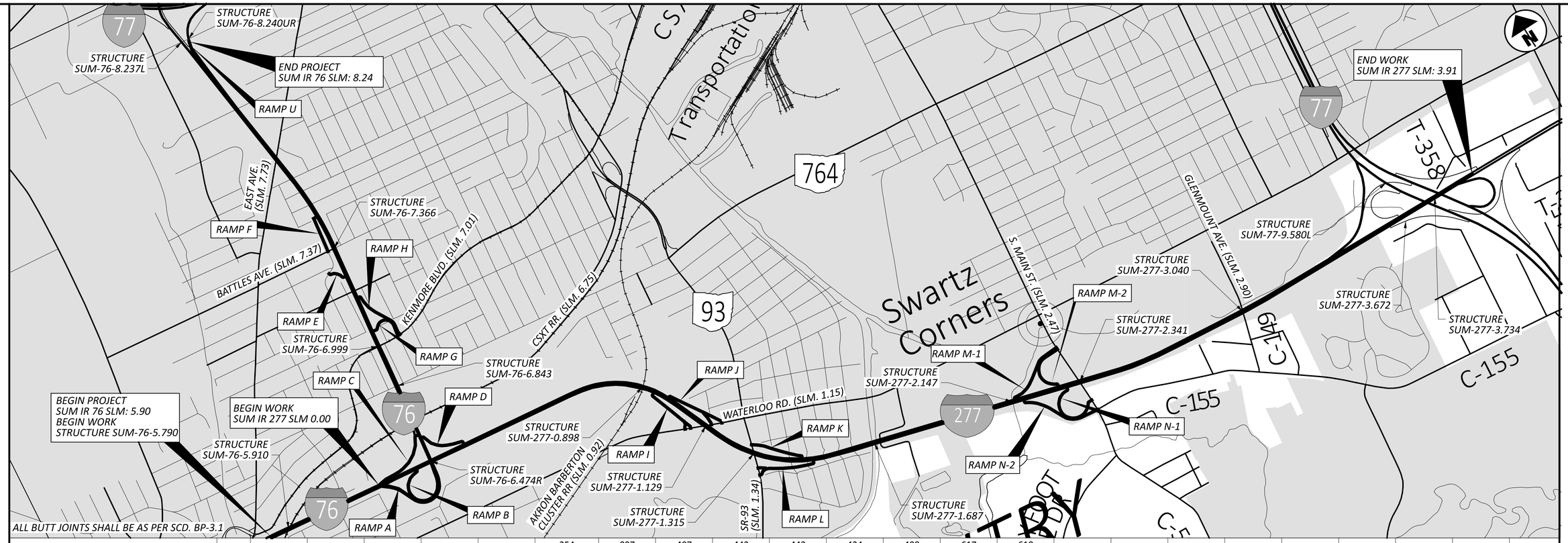
DESIGN AGENCY

DESIGNER SJD

REVIEWER MJA 03-05-24

PROJECT ID 113086

SHEET P.42 TOTAL 62



SLM RANGE	TYPICAL SECTION	SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	254 PAVEMENT PLANING, ASPHALT CONCRETE (T=1.75")	897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=0.75")	407 NON-TRACKING TACK COAT@ 0.09 GAL/SY	442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (T=1.5")	442 ANTI-SEGREGATION EQUIPMENT (T=1.5")	424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) (T=1")	408 PRIME COAT, AS PER PLAN @ 0.4 GAL/SY	617 COMPACTED AGGREGATE, AS PER PLAN (T=1")	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
			FT	FT	SQ YD	SQ YD	SY	SY	GAL	CY	CY	CY	GAL	CY	MILE
RAMPS (INCLUDES ACCEL/DECEL LANES & GORE AREAS															
RAMP C		EB	1130.00	39.00		8491.22	8491.22		764.21	353.80	125.56		200.89	13.95	
RAMP D		EB	1010.00	34.00		4256.44	4256.44		383.08	177.35	112.22		179.56	12.47	
RAMP E		WB	505.00	24.00		1419.22		1419.22	127.73			39.42	89.78	6.23	
RAMP F		WB	900.00	27.00		2381.44		2381.44	214.33			66.15	160.00	11.11	
RAMP U		EB	215.00	39.00		1049.78		1049.78	94.48			29.16	38.22	2.65	
RAMP I		EB	1035.00	30.00		3500.89	3500.89		315.08	145.87	76.67		184.00	12.78	
RAMP J		WB	1100.00	35.00		3735.00	3735.00		336.15	155.63	81.48		195.56	13.58	
RAMP K		WB	1085.00	34.00		4280.00	4280.00		385.20	178.33	80.37		192.89	13.40	
RAMP L		EB	1260.00	28.00		5508.56	5508.56		495.77	229.52	93.33		224.00	15.56	
RAMP A		EB	1625.00	39.00		7620.11	7620.11		685.81	317.50	120.37		288.89	20.06	
RAMP B		EB	1510.00	40.00		7238.56	7238.56		651.47	301.61	167.78		268.44	18.64	
RAMP G		EB	770.00	24.00		2392.22		2392.22	215.30			66.45	136.89	9.51	
RAMP H		EB	1210.00	24.00		3022.11		3022.11	271.99			83.95	215.11	14.94	
RAMP M-1		WB	1390.00	26.00		5770.00	5770.00		519.30	240.42	102.96		247.11	17.16	
RAMP M-2		WB	1095.00	28.00		3357.78	3357.78		302.20	139.91	81.11		194.67	13.52	
RAMP N-1		EB	1510.00	26.00		5876.00	5876.00		528.84	244.83	111.85		268.44	18.64	
RAMP N-2		EB	1480.00	29.00		6126.89	6126.89		551.42	255.29	109.63		263.11	18.27	
(DEDUCT FOR MEDIAN AND SIDE BARRIER SECTIONS)			14308.00										-1271.82	-88.32	
						SUBTOTALS	65761.44	10264.78	6842.36	2740.06	1263.33	285.13	2075.73	144.15	
						TOTALS CARRIED TO GENERAL SUMMARY	65762	10265	6843	2741	1264	286	2076	145	

PAVEMENT CALCS

SUM-76/277-5.90/0.00

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DESIGN AGENCY

DESIGNER SJD

REVIEWER MJA 03-05-24

PROJECT ID 113086

SHEET P.43 TOTAL 62

STRUCTURE FILE NO. (SFN)	EXPRESSWAY / FREEWAY STRUCTURE ID INFO	INTERSECTING ROADWAY STRUCTURE ID INFO	APPROACH DIRECTION (NB, SB, EB, WB)	SIDE OF ROADWAY (LT, RT)	GENERAL		MAINLINE FREEWAY/EXPRESSWAY				ROADWAY OVER EXPRESSWAY/FREEWAY					ROADWAY UNDER EXPRESSWAY/FREEWAY			
					630	630	630	630	630	630	630	630	630	630	630	630	630	630	630
					REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	SIGN, FLAT SHEET, 730.20	SIGN, FLAT SHEET	SIGN, FLAT SHEET	GROUND MOUNTED SUPPORT, NO. 2 POST	SIGN, FLAT SHEET, 730.20	SIGN, FLAT SHEET, 730.20	SIGN, FLAT SHEET	SIGN, FLAT SHEET	GROUND MOUNTED SUPPORT, NO. 2 POST	SIGN, FLAT SHEET, 730.20	SIGN, FLAT SHEET	SIGN, FLAT SHEET	GROUND MOUNTED SUPPORT, NO. 2 POST
					EACH	EACH	SF	SF	SF	FT	SF	SF	SF	SF	FT	SF	SF	SF	FT
7705557	SUM-76-5.910	CSX RAILROAD	WB	RT	1	1	1		3	11									
7705557	SUM-76-5.910	CSX RAILROAD	WB	LT	1	1		3		11									
7705557	SUM-76-5.910	CSX RAILROAD	EB	RT			1		3	11									
7705557	SUM-76-5.910	CSX RAILROAD	EB	LT	1	1		3		11									
7705883	SUM-76-8.240UR	SUM-MR1172-0.733	EB	RT	2	2	1		3	11						1			7.5
7705883	SUM-76-8.240UR	SUM-MR1172-0.733	EB	LT	1	2		3		11									
7705883	SUM-76-8.240UR	SUM-MR1172-0.733	WB	RT												1			7.5
7709579	SUM-277-0.898	ABC RAILROAD	WB	RT	1	1	1		3	11									
7709579	SUM-277-0.898	ABC RAILROAD	WB	LT				3		11									
7709579	SUM-277-0.898	ABC RAILROAD	EB	RT			1		3	11									
7709579	SUM-277-0.898	ABC RAILROAD	EB	LT				3		11									
7709609	SUM-277-1.129	SUM-CR672-1.814	WB	RT	1	1	1		3	11						1			7.5
7709609	SUM-277-1.129	SUM-CR672-1.814	WB	LT				3		11									
7709609	SUM-277-1.129	SUM-CR672-1.814	EB	RT	1	1	1		3	11						1			7.5
7709609	SUM-277-1.129	SUM-CR672-1.814	EB	LT				3		11									
7709633	SUM-277-1.315	SUM-93-8.383	WB	RT	1	1	1		3	11									
7709633	SUM-277-1.315	SUM-93-8.383	WB	LT				3		11									
7709633	SUM-277-1.315	SUM-93-8.383	EB	RT	1	1	1		3	11									
7709633	SUM-277-1.315	SUM-93-8.383	EB	LT				3		11									
7709633	SUM-277-1.315	SUM-93-8.383	NB	RT												1			7.5
7709633	SUM-277-1.315	SUM-93-8.383	SB	RT												1			7.5
7709692	SUM-277-1.687	SUM-TR1355-0.217	WB	RT	1	1	1		3	11									
7709692	SUM-277-1.687	SUM-TR1355-0.217	WB	LT				3		11									
7709692	SUM-277-1.687	SUM-TR1355-0.217	EB	RT	1	1	1		3	11									
7709692	SUM-277-1.687	SUM-TR1355-0.217	EB	LT				3		11									
7709692	SUM-277-1.687	SUM-TR1355-0.217	NB	RT												1			7.5
7709692	SUM-277-1.687	SUM-TR1355-0.217	SB	RT												1			7.5
7709714	SUM-277-2.147	COVE CREEK	WB	RT	1	1	1			7.5									
7709714	SUM-277-2.147	COVE CREEK	EB	RT	1	1	1			7.5									
TOTALS CARRIED TO GENERAL SUMMARY					15	16	13	33	33	257						8			60
							NOTE 1	**NOTE 2**	**NOTE 3**		**NOTE 1**	**NOTE 4**	**NOTE 2**	**NOTE 3**		**NOTE 1**	**NOTE 2**	**NOTE 3**	

NOTE 1	I-h25b, MOUNTED UNDER OM-3R IF SPECIFIED, USE EXPRESSWAY / FREEWAY STRUCTURE INFO
NOTE 2	OM-3L
NOTE 3	OM-3R
NOTE 4	I-h25b, MOUNTED UNDER MAINLINE STRUCTURE ID SIGN, USE INTERSECTING ROADWAY STRUCTURE INFO

STRUCTURE SIGNS SUBSUMMARY

DESIGN AGENCY

DESIGNER SJD

REVIEWER MJA 03-05-24

PROJECT ID 113086

SHEET P.46 TOTAL 62

SUM-76/277-5.90/0.00

PROPOSED WORK TABLE

BRIDGE	SFN	FEATURE INTERSECTED	DECK PATCHING	DECK SEALING	REPLACE ASPHALT WEARING SURFACE	ASPHALT OVERLAY	BACKWALL REPAIR	CONCRETE PATCHING	SPALL REMOVAL	INSTALL POLYMER MODIFIED EXPANSION JOINT	REPLACE POLYMER MODIFIED EXPANSION JOINT	CLEARING & GRUBBING AS PER PLAN	OTHER
SUM-76-5.790	7705493	OVER WOOSTER-EAST AVE	X					X					X
SUM-76-5.910	7705557	OVER CSX RAILROAD	X	X				X				X	X
SUM-76-6.474R	7705611	OVER I-277-0.17			X		X	X				X	X
SUM-76-6.843	7705670	OVER WILBETH RD.				X	X		X	X		X	
SUM-76-6.999	7705700	OVER KENMORE BLVD. (CR-670)				X	X		X	X		X	
SUM-76-7.366	7705735	UNDER BATLES AVE.				X	X			X		X	
SUM-76-8.237L	7705859	OVER MORSE ST.			X		X					X	
SUM-77-9.580L	7702671	OVER SUM-77		X								X	X
SUM-277-0.898	7709579	OVER ABC RAILROAD	X	X				X				X	
SUM-277-1.129	7709609	OVER WATERLOO RD. (CR-672)			X			X	X		X	X	X
SUM-277-1.315	7709633	OVER SR-93 (MANCHESTER RD.)			X						X	X	
SUM-277-1.687	7709692	OVER OHIO CANAL & LEY DR. (TR-1355)	X	X								X	X
SUM-277-2.147	7709714	OVER RELOCATED BREWSTER RUN										X	X
SUM-277-2.341	7709730	OVER I-277		X				X				X	X
SUM-277-3.040	7709757	OVER GLENMOUNT AVE. (CR-14)			X			X	X		X	X	
SUM-277-3.672	7709781	OVER BRANCH OF BREWSTER RUN										X	X
SUM-277-3.734	7709811	OVER I-77			X				X		X	X	
SUM-76-8.240UR	7705883	RAMP U (I-76 EB) OVER MORSE ST.			X							X	

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15 DATED (REVISED) 1/20/23
AS-2-15 DATED (REVISED) 7/21/23
EXJ-4-87 DATED (REVISED) 1/19/24
VPF-1-90 DATED (REVISED) 7/21/23
BR-1-13 DATED (REVISED) 1/17/14

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS AND SUPPLEMENT:

843 DATED 1/19/24
844 DATED 4/20/18
846 DATED 4/17/15
856 DATED 7/21/23
1083 DATED 1/20/17

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 DESCRIPTION

DECK SEALING
SEAL EXISTING WEARING SURFACE AND APPROACH SLABS WITH GRAVITY-FED RESIN.

DECK PATCHING
REPAIR UNSOUND AREAS OF THE EXISTING DECK AND APPROACH SLABS.

REPLACE ASPHALT WEARING SURFACE
REMOVE AND REPLACE ASPHALT WEARING SURFACE AS SHOWN ON SHEETS 7-9/13.

ASPHALT OVERLAY
INSTALL NEW ASPHALT OVERLAY AS SHOWN ON SHEETS 7-9/13.

BACKWALL REPAIR
SPOT REPAIR THE TOP PORTION OF THE FORWARD AND REAR BACKWALLS.

CONCRETE PATCHING
PATCH ALL UNSOUND AREAS SHOWN IN THE SUBSEQUENT PLAN NOTES AND SEAL WITH EPOXY-URETHANE SEALANT.

INSTALL POLYMER MODIFIED EXPANSION JOINT
INSTALL NEW POLYMER MODIFIED EXPANSION JOINT AT FORWARD AND REAR ENDS OF THE BRIDGE.

REPLACE POLYMER MODIFIED EXPANSION JOINT
REPLACE EXISTING POLYMER MODIFIED EXPANSION JOINT AT FORWARD AND REAR ENDS OF THE BRIDGE.

CLEARING AND GRUBBING
REMOVE ALL VEGETATION WITHIN 15 FEET OF THE STRUCTURE. AND REAR ENDS OF THE BRIDGE.

PROPOSED WORK DESCRIPTION (CONTINUED)

OTHER

- *SUM-76-5.790*
  - *PERFORM A FULL DEPTH REPAIR OF THE TYPE C SLEEPER SLAB AT THE FORWARD APPROACH SLAB.*
  - *REPLACE PORTIONS OF THE VANDAL FENCE.*
  - *PATCH PORTIONS OF THE RIGHT PARAPETS WITH TROWELBLE MORTAR.*
- *SUM-76-5.910*
  - *REFURBISH AND RESET THE ABUTMENT BEARINGS.*
  - *RECONSTRUCT PORTIONS OF THE RIGHT CONCRETE PARAPET.*
  - *REMOVE AND REPLACE CONCRETE SEALANT ON THE PARAPETS WITH EPOXY-URETHANE SEALANT.*
  - *REMOVE AND REPLACE THE ELASTOMERIC STRIP SEAL GLAND IN THE EXPANSION JOINTS.*
- *SUM-76-6.474R*
  - *REFURBISH AND RESET THE ABUTMENT BEARINGS.*
- *SUM-77-9.580L*
  - *SEAL THE TOP AND INSIDE OF THE PARAPETS WITH EPOXY-URETHANE SEALANT.*
- *SUM-277-1.129*
  - *SCUPPER CLEANOUT.*
- *SUM-277-1.687*
  - *REPAIR EROSION AT FORWARD LEFT CORNER.*
  - *SEAL THE ABUTMENTS AND PIERS WITH ANTI-GRAFFITI SEALANT.*
  - *REMOVE AND REPLACE THE ELASTOMERIC STRIP SEAL GLAND IN THE EXPANSION JOINTS.*
- *SUM-277-2.147*
  - *CHANNEL CLEANOUT.*
- *SUM-277-2.341*
  - *PERFORM 4" PARTIAL DEPTH REPAIRS AT FORWARD AND REAR TERMINATION JOINTS.*
- *SUM-277-3.672*
  - *CHANNEL CLEANOUT.*

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

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

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

STRUCTURE GENERAL NOTES
SUM-76 STRUCTURES
SUM-277 STRUCTURES

SFN
VARIOUS

DESIGN AGENCY

DESIGNER	CHECKER
CLG	MJA

REVIEWER
TJP 03-05-24

PROJECT ID
113086

SUBSET	TOTAL
1	15

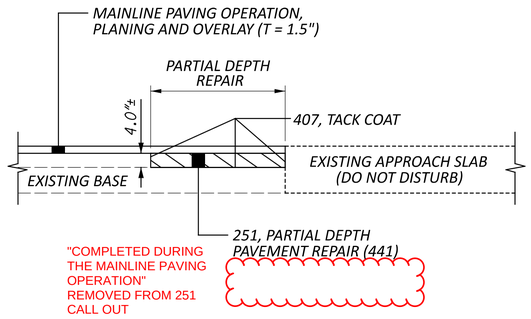
SHEET	TOTAL
P.48	62

SUM-76/277-5.90/0.00

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)
(SUM-277-2.341)

THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS 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. A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR REPAIRS AT THE FORWARD AND REAR TERMINATION JOINTS OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE ESTIMATED QUANTITIES:
251, PARTIAL DEPTH PAVEMENT REPAIR (441), 60 SQ. YD.



SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL
(SUM-76-6.843, SUM-76-6.999)

THIS WORK WILL CONSIST OF REMOVING ALL VISIBLY SPALLED AREAS OF THE UNDERSIDE OF THE DECK WITHOUT SOUNDING. AFTER SPALLED CONCRETE AREAS HAVE BEEN REMOVED, REMOVAL AREAS WILL BE SEALED WITH ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).

THE DEPARTMENT WILL MEASURE SPALL REMOVAL AS THE ACTUAL AREA IN SQUARE YARDS OF CONCRETE SPALLS REMOVED. CONCRETE SPALL REMOVAL WILL BE PAID FOR AT THE UNIT BID PRICE FOR SPECIAL – STRUCTURE MISC.: CONCRETE SPALL REMOVAL. THIS PRICE WILL INCLUDE THE COST OF LABOR, EQUIPMENT, AND ALL INCIDENTALS REQUIRED TO COMPLETE THIS WORK.

THE DEPARTMENT WILL MEASURE SEALING CONCRETE SURFACES (EPOXY-URETHANE) AS THE ACTUAL AREA IN SQUARE YARDS THE SEALER IS APPLIED. SEALING CONCRETE SURFACES WILL BE PAID FOR AT THE UNIT BID PRICE FOR ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) THIS PRICE WILL INCLUDE THE COST OF LABOR, EQUIPMENT, AND ALL INCIDENTALS REQUIRED TO COMPLETE THIS WORK.

SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED (SUM-277-1.129, SUM-277-3.040, SUM-277-3.734)

THIS WORK WILL CONSIST OF REMOVING ALL VISIBLY SPALLED AREAS OF THE UNDERSIDE OF THE DECK WITHOUT SOUNDING.

AFTER SPALLED CONCRETE IS REMOVED THE EXISTING EXPOSED REINFORCING STEEL SHALL BE BLAST CLEANED. ACCEPTABLE METHODS INCLUDE HIGH PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVES WITH CONTAINMENT, OR VACUUM BLASTING. APPLY A ZINC RICH PRIMER, PER CMS 708.02.B, OVER ALL EXPOSED STEEL SURFACES. THE APPLICATION OF THE PRIMER SHALL FOLLOW CMS 514 AND ALL MANUFACTURER REQUIREMENTS.

THE DEPARTMENT WILL MEASURE THIS WORK AS THE ACTUAL AREA IN SQUARE YARDS OF CONCRETE SPALLS REMOVED.

CONCRETE SPALL REMOVAL WILL BE PAID AT THE UNIT BID PRICE FOR SPECIAL – STRUCTURE MISC.: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED. THIS PRICE WILL INCLUDE THE COST OF LABOR, EQUIPMENT, AND ALL INCIDENTALS REQUIRED TO COMPLETE THIS WORK.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN NOTE AND QUANTITY HAS BEEN REMOVED.

ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR (SUM-76-5.790, SUM-76-5.910, SUM-277-1.129 SUM-277-3.040)

THIS WORK WILL CONSIST OF REMOVING ALL LOOSE AND DISENTEGRATED CONCRETE, PREPARATION OF THE SURFACE, AND THE MIXING, PLACING, FINISHING AND CURING OF THE PATCHES IN THE AREAS DESCRIBED BELOW AND NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

SUM-76-5.790 (SFN 7705493):
RIGHT PARAPET AS NOTED ON SHEET 11/15.

SUM-76-5.910 (SFN 7705557):
MEDIAN PARAPET AS NOTED ON SHEET 12/15.

SUM-277-1.129 (SFN 7709609):
DECK EDGE AND UNDERSIDE

SUM-277-3.040 (SFN 7709757):
DECK EDGE AND UNDERSIDE.

SPECIAL - COMPOSITE FIBER WRAP SYSTEM

THIS ITEM WILL BE USED TO CONFINE THE CONCRETE PATCHING OF THE DECK UNDERSIDE, THAT IS DIRECTLY OVER TRAFFIC FOR THE STRUCTURES SUM-277-1.129 AND SUM-277-3.040.

STRUCTURE PAINTING/CONCRETE SEALING OPERATIONS

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT EPOXY-URETHANE SEALER, PAINT OR OTHER MATERIALS USED TO REPAIR, CLEAN, PAINT, SEAL OR TREAT ANY STRUCTURE FROM ENTERING ANY STREAMS, WETLANDS OR OTHER WATERS OF THE UNITED STATES AND TAKE THE APPROPRIATE ACTIONS IN THE EVENT OF A RELEASE.

ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION

THIS WORK CONSISTS OF CONCRETE PATCHING AT THE SUBSTRUCTURE PER SUPLEMENTAL SPECIFICATION 844. USE THE FOLLOWING ANODE SPACING FOR EACH LOCATION DETAILED BELOW OR AS DIRECTED BY THE ENGINEER.

SUM-76-6.474R, SUM-277-0.898, SUM-277-1.129, SUM-277-2.341, & SUM-277-2.890 MAX ANODE SPACING:
ABUTMENT WALLS - 30 IN. MAX C/C
BACKWALLS - 30 IN. MAX C/C
PIERS - 28 IN. MAX C/C
RAILING - 30 IN. MAX C/C

THE FOLLOWING QUANTITES HAVE BEEN PROVIDED FOR EACH STRUCTURE.

SUM-76-6.474R (SFN 7705611):
PIERS AND BACKWALLS
ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 175 SQ FT

SUM-277-0.898 (SFN 7709579):
ABUTMENT AND RAILING
ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 300 SQ FT

SUM-277-1.129 (SFN 7709609):
RAILING AND PIER CAPS
ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 250 SQ FT

SUM-277-2.341 (SFN 7709730):
PIERS
ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 250 SQ FT

SUM-277-2.890 (SFN 7709757):
ABUTMENTS
ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 30 SQ FT

ITEM 518 - SCUPPER MISC.: CLEANOUT (SUM-277-1.129)

THIS WORK WILL CONSIST OF REMOVING ALL DEBRIS FROM ON TOP AND INSIDE OF THE SCUPPERS. SCUPPER CLEANOUT WILL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM 518, SCUPPER MISC.: CLEANOUT. THIS PRICE WILL INCLUDE THE COST FOR LABOR, EQUIPMENT, AND ALL INCIDENTALS REQUIRED TO COMPLETE THIS WORK.

ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITY PROTECTION)

THIS ITEM WILL BE USED TO COVER THE ABUTMENT BACKWALLS AND PIERS THAT ARE IN VIEW OF THE TOWPATH BIKE TRAIL FOR THE STRUCTURE SUM-277-1.687.

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO S1083 THAT IS COMPATABLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

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

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

ITEM 516 - REFURBISH BEARING DEVICE, AS PER PLAN

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

ITEM 516 - BEARING DEVICE, MISC.: BEARING PLATE
(SUM-76-5.910)

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO REPLACE THE SIDE KEEPER PLATE ON BEARING 7 AT THE REAR ABUTMENT. PAYMENT WILL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 516 - BEARING DEVICE, MISC.: BEARING PLATE.

STRUCTURE GENERAL NOTES
SUM-76 STRUCTURES
SUM-277 STRUCTURES

SFN
VARIOUS
DESIGN AGENCY

DESIGNER	CHECKER
CLG	MJA

REVIEWER
TJP 03-05-24

PROJECT ID
113086

SUBSET	TOTAL
2	15

SHEET	TOTAL
P.49	62

SUM-76/277-5.90/0.00

MODEL: Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:44:54 PM USER: sdudek
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04\Summit\113086\400-Engineering\Structures\SFN_7705611\Sheets\113086_SFN_7705611_SN001.dgn

ITEM 511 - CONCRETE, MISC.: BACKWALL REPAIR

THIS ITEM OF WORK CONSISTS OF THE REMOVAL OF ALL UNSOUND CONCRETE AT THE BACKWALLS OF STRUCTURES SUM-76-6.474R, SUM-76-6.843, SUM-76-6.999, SUM-76-7.366, AND SUM-76-8.237L TO THE LIMITS SHOWN BELOW OR AS DIRECTED BY THE ENGINEER. IT IS NOT THE INTENT TO REPLACE THE TOP 12" OF BACKWALL CONCRETE FOR THE ENTIRE LENGTH OF EACH BACKWALL BUT IS TO BE USED AS DIRECTED BY THE ENGINEER.

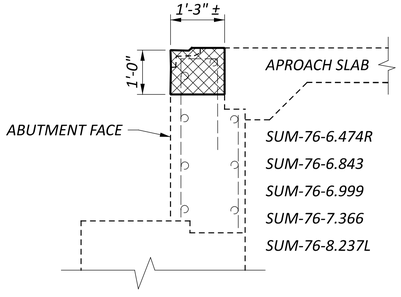
REVISED SENTENCE STRUCTURE.

TEMPORARY SUPPORTS OF THE EXPANSION JOINT WILL BE USED TO MAINTAIN THE PROPER ALIGNMENT AND GRADE OF THE JOINT DURING REMOVAL AND REPLACEMENT OF BACKWALL CONCRETE. THE COST OF THIS TEMPORARY SUPPORT WILL BE INCIDENTAL TO THIS ITEM.

SEAL CONCRETE ALONG THE THE FACE OF THE ABUTMENT REPARIED AREAS USING ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).

PAYMENT WILL BE MADE AT THE CONTRACT PRICE PER CU. YD. FOR ITEM 511 - CONCRETE, MISC.: BACKWALL REPAIR WHICH WILL INCLUDE ALL MATERIALS AND LABOR INCLUDING REMOVAL AND DISPOSAL OF THE EXISTING CONCRETE REQUIRED TO MAKE THIS WORK COMPLETE, PREPERATION OF THE SURFACE, FORMS, TEMPORARY SUPPORTS OF THE EXPANSION JOINT, PROVIDING AND PLACING OF CLASS QC2 CONCRETE, AND REPLACING ANY DAMAGED OR DETERIATED REBAR AS DIRECTED BY THE PROJECT ENGINEER.

- LIMITS OF BACKWALL REPAIR



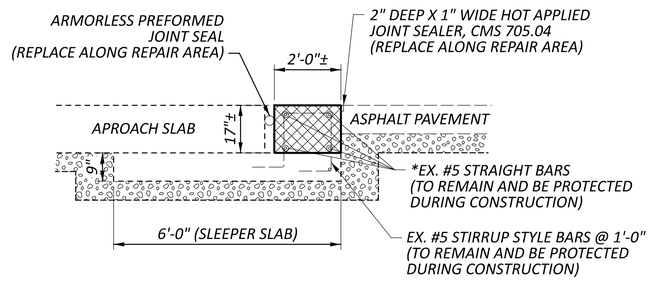
ITEM 526 - APPROACH SLABS, MISC.: TYPE C SLEEPER SLAB REPAIR

THIS ITEM WILL BE USED TO REPAIR THE DAMAGED TYPE C SLEEPER SLAB AT THE FORWARD APPROACH SLAB FOR STRUCTURE SUM-76-5.790.

SAWCUT, REMOVE AND REPLACE AREAS OF THE EXISTING TYPE C SLEEPER SLAB TO THE LIMITS SHOWN BELOW OR AS DIRECTED BY THE ENGINEER. CARE SHALL BE TAKEN WHEN SAWCUTING AND REMOVING CONCRETE TO SALVAGE EXISTING REBAR WITHIN THE REPAIR AREA. CLASS QC MS CONCRETE WILL BE USED TO REPAIR THE DAMAGED TYPE C SLEEPER SLAB.

THE REMOVAL OF CONCRETE, PREPARATION OF SURFACES, FORMS, AND CLASS QC2 CONCRETE, REPLACEMENT OF 2" DEEP JOINT SEALER, AND REPLACEMENT OF ARMORLESS PREFORMED JOINT SEAL WILL BE INCIDENTAL TO THIS ITEM. PAYMENT WILL BE MADE AT THE CONTRACT PRICE PER FOOT FOR ITEM 511 - CONCRETE, MISC.: TYPE C SLEEPER SLAB REPAIR.

- LIMITS OF TYPE C SLEEPER SLAB REPAIR



* A QUANTITY HAS BEEN CARRIED TO THE ESTIMATED QUANTITIES TO ACCOUNT FOR ANY REBAR THAT NEEDS REPLACED DUE TO DETERIATION AND DAMAGE OR AS PER THE PROJECT ENGINEER. THIS WORK WILL BE PAID FOR BY ITEM 509 - CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT.

ITEM 509 - CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCING, AS PER PLAN (SUM-76-5.790 AND SUM-76-5.910)

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW REINFORCING STEEL OF THE SAME SIZE AND COATING AT NO COST TO THE DEPARTMENT.

ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS

PAVEMENT JOINTS SHALL BE INSTALLED AT THE ENDS OF THE STRUCTURE SUM-76-6.474R, SUM-76-8.237L, AND SUM-76-0.824UR AS PER DETAIL A OF SCD AS-1-15. ALL LABOR, MATERIALS, AND INCIDENTALS FOR THIS WORK SHALL BE INCLUDED IN THE PAYMENT OF ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS.

ITEM 516 - ARMORLESS PREFORMED STEEL JOINT SEAL (SUM-76-5.910, SUM-277-1.687)

THIS ITEM OF WORK SHALL INCLUDE THE REMOVAL OF THE EXISTING STRIP SEAL GLAND AND STEEL RETAINERS AND REPLACING THEM WITH ARMORLESS PREFORMED JOINT SEALS. REFER TO DETAILS IN SCD EXJ-4-87 AND AS-2-15 (TYPE C INSTALLATION).

STRUCTURE GENERAL NOTES
SUM-76 STRUCTURES
SUM-277 STRUCTURES

SFN
VARIOUS

DESIGN AGENCY

DESIGNER	CHECKER
CLG	MJA

REVIEWER
TJP 03-05-24

PROJECT ID
113086

SUBSET	TOTAL
3	15

SHEET	TOTAL
P.50	62

SUM-76/277-5.90/0.00

MODEL: Sheet 3 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:44:55 PM USER: sdudek
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CALC:	CLG	DATE:	2/13/2024
CHECKED:	MJA	DATE:	3/6/2024

ESTIMATED QUANTITIES

BRIDGE NO. / STRUCTURE FILE NO.								ITEM	EXTENSION	UNIT	DESCRIPTION	SEE SHEET
SUM-76-5.790 7705493 02/IMS/47	SUM-76-5.910 7705557 02/IMS/47	SUM-76-6.474R 7705611 02/IMS/47	SUM-76-6.843 7705670 02/IMS/47	SUM-76-6.999 7705700 02/IMS/47	SUM-76-7.366 7705735 02/IMS/47	SUM-76-8.237L 7705859 02/IMS/47	SUM-77-9.580L 7702671 02/IMS/47					
	LS	LS	LS	LS	LS	LS	LS	201	11001	LS	CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS	1 / 15
200								202	38000	FT	GUARDRAIL REMOVED	
57								202	75000	FT	FENCE REMOVED	
		412						254	01000	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T = 1.5")	
						167		897	01010	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T = 0.75")	
		38	173	162	124	16		407	20000	GAL	NON-TRACKING TACK COAT	
			179	138	94			407	13900	GAL	TACK COAT, 702.13	
		148				65		409	30000	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
			89	72	55	5		424	14100	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449) (T = 1")	
		18						442	22100	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449) (T = 1.5")	
25	787							509	20001	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN	3 / 15
		7	8	8	4	5		511	71100	CY	CONCRETE, MISC.:, BACKWALL REPAIR	
	11							511	71100	CY	CONCRETE, MISC.:, PARAPET REPAIR	
	5016						1043	512	73500	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
2	1131	37	18	19	8	12	224	512	10100	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
	754						224	512	74000	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
	1516						654	512	74500	FT	REMOVAL OF EXISTING PAVEMENT MARKING	
	342							516	10010	FT	ARMORLESS PREFORMED JOINT SEAL	
	28	9						516	45305	EACH	REFURBISH BEARING DEVICE, AS PER PLAN	2 / 15
	1							516	46900	EACH	BEARING DEVICE, MISC.:BEARING PLATE	
			16	15	14			516	13600	SF	1" PREFORMED EXPANSION JOINT FILLER	
	LS							516	47001	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	2 / 15
30	50							519	12304	SY	PATCHING CONCRETE BRIDGE DECK - TYPE C	
4								526	98200	FT	APPROACH SLABS, MISC.:, TYPE C SLEEPER SLAB REPAIR	
			10	10				SPECIAL	53000800	SY	STRUCTURES: CONCRETE SPALL REMOVAL	2 / 15
200								606	15050	FT	GUARDRAIL, TYPE MGS	
1								606	35000	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1	
1								606	35100	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2	
57								607	39900	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC	
10								843	50000	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	
	1020	175						844	10000	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION	
			78	72	68			846	00110	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	
			94	72	49			856	10000	CY	BRIDGE DECK WATERPROOFING ASPHALT CONCRETE	

STRUCTURE ESTIMATED QUANTITIES
SUM-76 STRUCTURES
SUM-277 STRUCTURES

SFN
VARIOUS

DESIGN AGENCY

DESIGNER	CHECKER
CLG	MJA

REVIEWER
TJP 03-05-24

PROJECT ID
113086

SUBSET	TOTAL
4	15

SHEET	TOTAL
P.51	62

SUM-76/277-5.90/0.00

CALC:	CLG	DATE:	2/13/2024
CHECKED:	MJA	DATE:	3/6/2024

ESTIMATED QUANTITIES

BRIDGE NO. / STRUCTURE FILE NO.								ITEM	EXTENSION	UNIT	DESCRIPTION	SEE SHEET
SUM-277-0.898 7709579 02/IMS/47	SUM-277-1.129 7709609 02/IMS/47	SUM-277-1.315 7709633 02/IMS/47	SUM-277-1.687 7709692 02/IMS/47	SUM-277-2.147 7709714 03/IMS/04	SUM-277-2.341 7709730 02/IMS/47	SUM-277-3.040 7709757 02/IMS/47	SUM-277-3.672 7709781 03/IMS/04					
LS	LS	LS	LS	LS	LS	LS	LS	201	11001	LS	CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS	1 / 15
				468			380	202	98200	FT	REMOVAL MISC.: CHANNEL CLEANOUT	
	1578	1560				1932		254	01000	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T = 1.5")	
			5					203	20000	CY	EMBANKMENT	
					60			251	01000	SY	PARTIAL DEPTH PAVEMENT REPAIR (441)	
	144	143						407	20000	GAL	NON-TRACKING TACK COAT	
	68	67				67		442	22100	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449) (T = 1.5")	
			191					512	10001	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITY PROTECTION)	2 / 15
34	32				28	30		512	10100	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
2558			2601		2321			512	73500	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
528			796		1048			512	74500	FT	REMOVAL OF EXISTING PAVEMENT MARKING	
			211					516	10010	FT	ARMORLESS PREFORMED JOINT SEAL	
	12							518	12500	EACH	SCUPPER, MISC.:SCUPPER CLEANOUT	
								519	11101	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	2 / 15
27			30					519	12304	SY	PATCHING CONCRETE BRIDGE DECK - TYPE C	
	30					116		SPECIAL	51900100	SF	COMPOSITE FIBER WRAP SYSTEM	2 / 15
	30					30		SPECIAL	53000800	SY	STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED	2 / 15
			5					601	27000	CY	DUMPED ROCK FILL, TYPE C	
	30					105		843	50000	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	
300	250				250	30		844	10000	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION	
	62	54				88		846	00110	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	

STRUCTURE ESTIMATED QUANTITIES
SUM-76 STRUCTURES
SUM-277 STRUCTURES

SFN
VARIOUS

DESIGN AGENCY

DESIGNER	CHECKER
CLG	MJA

REVIEWER
TJP 03-05-24

PROJECT ID
113086

SUBSET	TOTAL
5	15

SHEET	TOTAL
P.52	62

SUM-76/277-5.90/0.00

CALC:	CLG	DATE:	2/13/2024
CHECKED:	MJA	DATE:	3/6/2024

ESTIMATED QUANTITIES

BRIDGE NO. / STRUCTURE FILE NO.								ITEM	EXTENSION	UNIT	DESCRIPTION	SEE SHEET
SUM-277-3.734 7709811 02/IMS/47	SUM-76-8.240UR 7705611 02/IMS/47											
LS	LS							201	11001	LS	CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS	1 / 15
6815								254	01000	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T = 1.5")	
	752							897	01010	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T = 0.75")	
616	70							407	20000	GAL	NON-TRACKING TACK COAT	
	80							409	30000	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
	23							424	14100	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449) (T = 1")	
271								442	22100	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449) (T = 1.5")	
100								SPECIAL	53000800	SY	STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED	2 / 15
106								846	00110	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	

STRUCTURE ESTIMATED QUANTITIES
SUM-76 STRUCTURES
SUM-277 STRUCTURES

SFN
VARIOUS

DESIGN AGENCY

DESIGNER	CHECKER
CLG	MJA

REVIEWER
TJP 03-05-24

PROJECT ID
113086

SUBSET	TOTAL
6	15

SHEET	TOTAL
P.53	62

SUM-76/277-5.90/0.00

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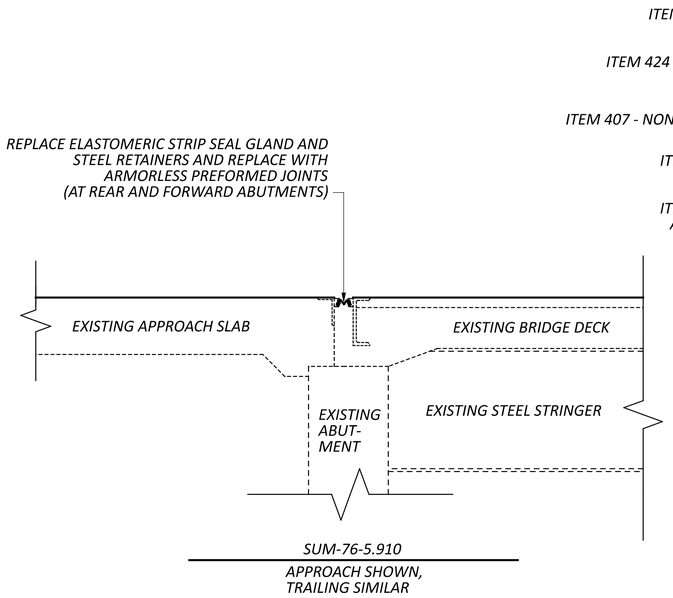
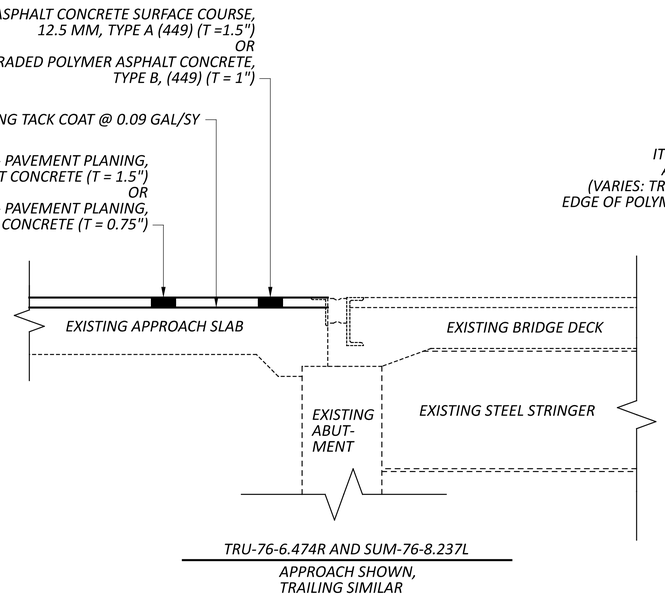


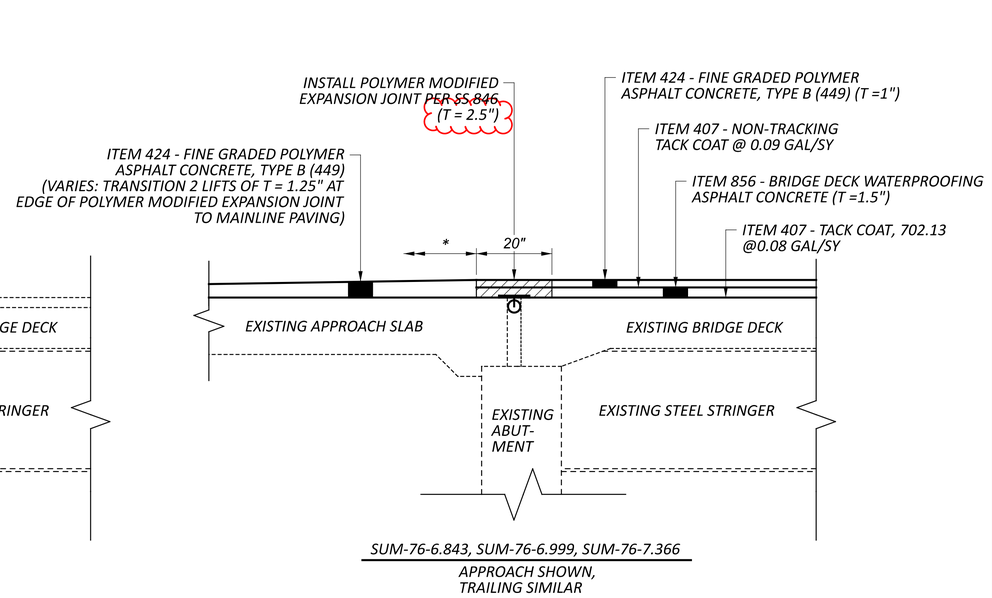
SUM-76-5.910

APPROACH SHOWN, TRAILING SIMILAR



TRU-76-6.474R AND SUM-76-8.237L

APPROACH SHOWN, TRAILING SIMILAR



SUM-76-6.843, SUM-76-6.999, SUM-76-7.366

APPROACH SHOWN, TRAILING SIMILAR

*TRANSISTION OVERLAY TO MEET MAINLINE PAVING AS PER BP-3.1.

STRUCTURE DETAILS
SUM-76 STRUCTURES
SUM-277 STRUCTURES

	BRIDGE DECK												APPROACH SLABS										
				254	897	407	407	424	442	512	519	856					254	897	407	424	442	512	519	516	846
BRIDGE NUMBER	LENGTH (BRIDGE LIMITS)	BRIDGE WIDTH	DECK AREA	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=0.75")	NON-TRACKING TACK COAT @ 0.06 GAL/SY	TACK COAT, 702.13 @ 0.08 GAL/SY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449) (T=1")	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449) (T=1.5")	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	PATCHING CONCRETE BRIDGE DECK - TYPE C	BRIDGE DECK WATERPROOFING ASPHALT CONCRETE (T=1.5")	LENGTH (APPROACH SLABS)	APPROACH SLAB WIDTH	APPROACH SLAB AREA	APPROACH (FORWARD / REAR)	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=0.75")	NON-TRACKING TACK COAT @ 0.09 GAL/SY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449) (T=VARIES)	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449) (T=1.5")	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	PATCHING CONCRETE BRIDGE DECK - TYPE C	ARMORLESS PREFORMED JOINT SEAL	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM
	FT	FT	SQ YD	SY	SY	GAL	GAL	CY	CY	SY	SY	CY	FT	FT	SQ YD		SY	SY	GAL	CY	CY	SY	SY	FT	CF
SUM-76-5.790 EB	130.34	73.00	1057.20								20.00		30.00	100.00	333.33	REAR									
													30.00	100.00	333.33	FWD							10.00		
SUM-76-5.910	379.04	105.17	4429.12							4430.00	30.00		25.00	105.17	292.14	REAR						293.00	10.00	171.00	
													25.00	105.17	292.14	FWD						293.00	10.00	171.00	
SUM-76-6.474R	203.75	74.00	1675.28										25.00	74.00	205.56	REAR	206.00		19.00		9.00				
													25.00	74.00	205.56	FWD	206.00		19.00		9.00				
SUM-76-6.843	217.50	92.42	2233.48			135.00	179.00	63.00				94.00	25.00	92.42	256.72	REAR			32.00	13.00					39.00
													25.00	92.42	256.72	FWD			32.00	13.00					39.00
SUM-76-6.999	183.00	84.50	1718.17			104.00	138.00	48.00				72.00	25.00	84.50	234.72	REAR			29.00	12.00					36.00
													25.00	84.50	234.72	FWD			29.00	12.00					36.00
SUM-76-7.366	131.50	79.68	1164.14			70.00	94.00	33.00				49.00	25.00	79.68	221.33	REAR			27.00	11.00					34.00
													25.00	79.68	221.33	FWD			27.00	11.00					34.00
SUM-76-8.237L	151.62	60.00	1010.80										25.00	60.00	166.67	REAR		167.00	16.00	5.00					
													25.00	65.00	180.56	FWD									

SUM-76/277-5.90/0.00

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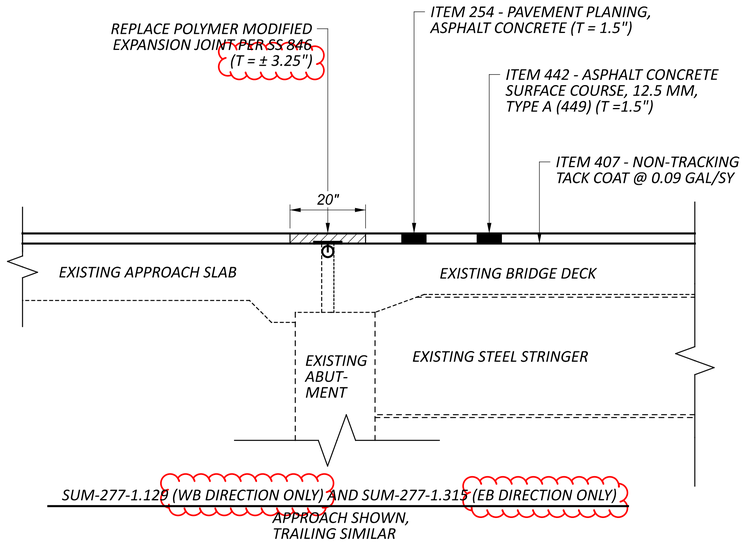
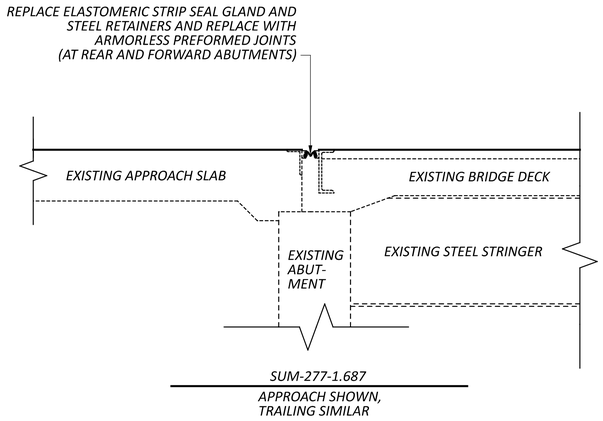
SFN	VARIOUS
DESIGN AGENCY	
DESIGNER	CLG
CHECKER	MJA
REVIEWER	TJP 03-05-24
PROJECT ID	113086
SUBSET	7
TOTAL	15
SHEET	P.54
TOTAL	62





	BRIDGE DECK												APPROACH SLABS												
				254	897	407		424	442	512	519						254	897	407	424	442	512	519	516	846
BRIDGE NUMBER	LENGTH (BRIDGE LIMITS)	BRIDGE WIDTH	DECK AREA	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=0.75")	NON-TRACKING TACK COAT @ 0.09 GAL/SY		FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449) (T=1")	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449) (T=1.5")	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	PATCHING CONCRETE BRIDGE DECK - TYPE C		LENGTH (APPROACH SLABS)	APPROACH SLAB WIDTH	AREA APPROACH SLAB	APPROACH (FORWARD / REAR)	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=0.75")	NON-TRACKING TACK COAT @ 0.09 GAL/SY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449) (T=1")	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449) (T=1.5")	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	PATCHING CONCRETE BRIDGE DECK - TYPE C	ARMORLESS PREFORMED JOINT SEAL	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM
	FT	FT	SQ YD	SY	SY	GAL		CY	CY	SY	SY		FT	FT	SQ YD		SY	SY	GAL	CY	CY	SY	SY	FT	CF
SUM-77-9.580L	217.70	35.00	846.61							847.00			25.00	35.00	97.22	REAR						98.00			
													25.00	35.00	97.22	FWD						98.00			
SUM-277-0.898	131.54	126.75	1852.52							1853.00	19.00		25.00	130.58	362.72	REAR						363.00	4.00		
													25.00	122.92	341.44	FWD						342.00	4.00		
SUM-277-1.129 WB	220.34	52.50	1285.32	1286.00		116.00			54.00				25.00	52.50	145.83	REAR	146.00		14.00		7.00				31.00
													25.00	52.50	145.83	FWD	146.00		14.00		7.00				31.00
SUM-277-1.315 EB	217.26	52.50	1267.35	1268.00		115.00			53.00				25.00	52.50	145.83	REAR	146.00		14.00		7.00				27.00
													25.00	52.50	145.83	FWD	146.00		14.00		7.00				27.00
SUM-277-1.687	198.10	104.87	2308.31							2309.00	24.00		25.00	102.69	285.25	REAR						143.00	3.00	105.00	
													25.00	107.05	297.36	FWD						149.00	3.00	110.00	
SUM-277-2.341	261.51	67.00	1946.80							1947.00			25.00	67.00	186.11	REAR						187.00			
													25.00	67.00	186.11	FWD						187.00			

STRUCTURE DETAILS
SUM-76 STRUCTURES
SUM-277 STRUCTURES

SFN
VARIOUS

DESIGN AGENCY

DESIGNER	CHECKER
CLG	MJA

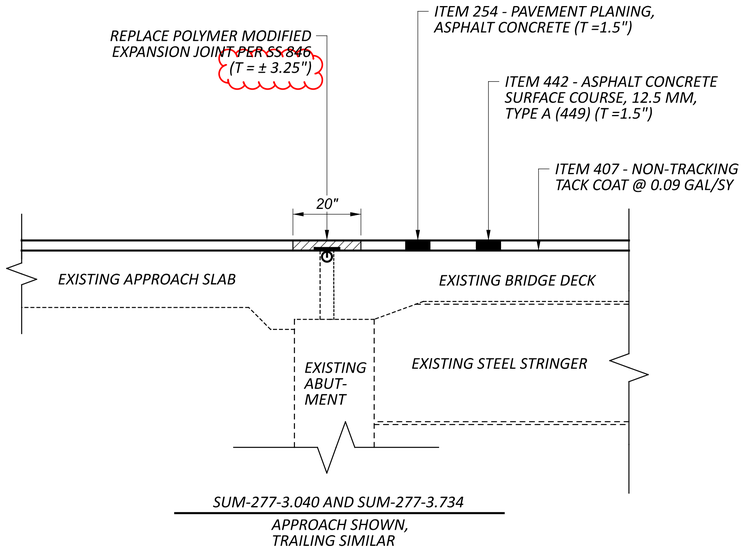
REVIEWER
TJP 03-05-24

PROJECT ID
113086

SUBSET	TOTAL
8	15

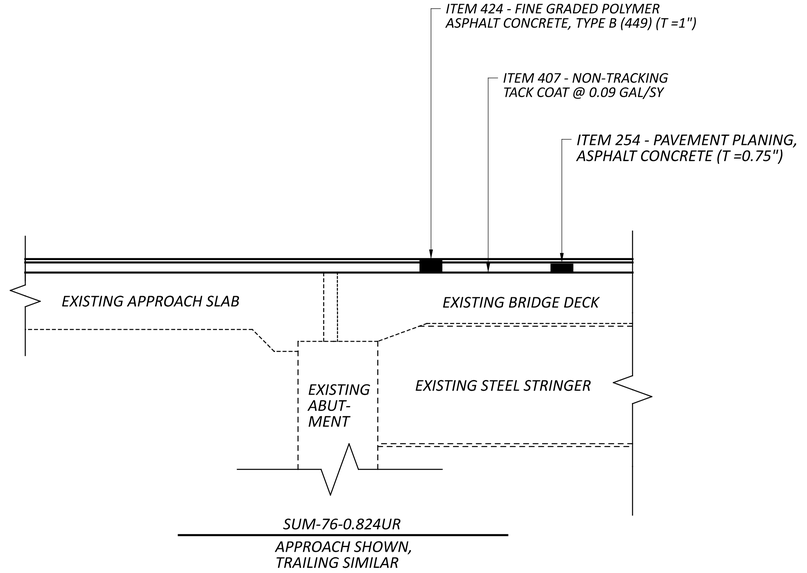
SHEET	TOTAL
P.55	62

SUM-76/277-5.90/0.00



SUM-277-3.040 AND SUM-277-3.734

APPROACH SHOWN, TRAILING SIMILAR



SUM-76-0.824UR

APPROACH SHOWN, TRAILING SIMILAR

	BRIDGE DECK												APPROACH SLABS											
				254	897	407		424	442	512	519						254	897	407	424	442	512	519	516	846
BRIDGE NUMBER	LENGTH (BRIDGE LIMITS)	BRIDGE WIDTH	DECK AREA	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=0.75")	NON-TRACKING TACK COAT @ 0.09 GAL/SY		FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449) (T=1")	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449) (T=1.5")	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	PATCHING CONCRETE BRIDGE DECK - TYPE C		LENGTH (APPROACH SLABS)	APPROACH SLAB WIDTH	AREA APPROACH SLAB	APPROACH (FORWARD / REAR)	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (T=0.75")	NON-TRACKING TACK COAT @ 0.09 GAL/SY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449) (T=1")	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449) (T=1.5")	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	PATCHING CONCRETE BRIDGE DECK - TYPE C	ARMORLESS PREFORMED JOINT SEAL	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM
	FT	FT	SQ YD	SY	SY	GAL		CY	CY	SY	SY		FT	FT	SQ YD		SY	SY	GAL	CY	CY	SY	SY	FT	CF
SUM-277-3.040	118.54	103.08	1357.68	1358.00		123.00			57.00				25.00	103.08	286.33	REAR	287.00		26.00		5.00				44.00
													25.00	103.08	286.33	FWD	287.00		26.00		5.00				44.00
SUM-277-3.734	561.20	100.33	6256.13	6257.00		564.00			261.00				25.00	100.33	278.69	REAR	279.00		26.00		5.00				53.00
													25.00	100.33	278.69	FWD	279.00		26.00		5.00				53.00
SUM-76-0.824UR	118.59	40.00	527.07		528.00	48.00		15.00					25.00	40.00	111.11	REAR		112.00	11.00	4.00					
													25.00	40.00	111.11	FWD		112.00	11.00	4.00					

STRUCTURE DETAILS
SUM-76 STRUCTURES
SUM-277 STRUCTURES

SUM-76/277-5.90/0.00

MODEL: Sheet 3 PAPERSIZE: 34x22 (in.) DATE: 6/6/2024 TIME: 1:45:10 PM USER: sdudek
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SFN
VARIOUS

DESIGN AGENCY

DESIGNER	CHECKER
CLG	MJA

REVIEWER
TJP 03-05-24

PROJECT ID
113086

SUBSET	TOTAL
9	15

SHEET	TOTAL
P.56	62