

MAINTENANCE OF TRAFFIC

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

1. A MINIMUM OF ONE TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.
2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
3. ALL FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS SHALL BE COMPLETED THE SAME DAY THE EXCAVATION IS MADE. THIS REQUIREMENT WILL NOT APPLY TO PAVEMENT REPAIRS PROTECTED BY PORTABLE BARRIER.
4. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.
5. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES RURAL OR ONE [1] MILE URBAN.
6. FOR ROUTES NOT ON THE PERMITTED LANE CLOSURE CHART, ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.
7. AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS.
8. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION.
9. THE CONTRACTOR SHALL SET A WORK ZONE AT THE REQUEST OF THE ENGINEER TO ALLOW THE LAYOUT OF THE PARTIAL/FULL DEPTH PAVEMENT REPAIR AREAS. THIS WORK IS INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC.

THE FOLLOWING QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:

- 614, WORK ZONE MARKING SIGN,(ALL PHASES) 8 EACH
- 614, WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT, 3 MILE
- 614, WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT, 100 FEET
- 614, WORK ZONE EDGE LINE, CLASS III, 6", 3 MILE

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

TRAFFIC CONTROL INSPECTOR

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

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.

DUST CONTROL

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

ITEM 616, WATER 10 M. GAL.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

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

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

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

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
THANKSGIVING	CHRISTMAS (OBSERVED)
MEMORIAL DAY	CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED)	AKRON MARATHON
LABOR DAY	FIRESTONE PGA TOURNAMENTS

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY TIME ALL LANES
 OR SPECIAL EVENT MUST BE OPEN TO TRAFFIC

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

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

LANE VALUE CONTRACT			
DESCRIPTION OF CRITICAL LANE/ RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME PERIOD
IR-76	AS PER NOTE ABOVE	PER LANE/ PER MINUTE	\$300
IR-77	AS PER NOTE ABOVE	PER LANE/ PER MINUTE	\$300
SR-8	AS PER NOTE ABOVE	PER LANE/ PER MINUTE	\$300
I-76 EASTBOUND RAMPS	AS PER NOTE ABOVE	PER DAY	\$5000
I-76 WESTBOUND RAMPS	AS PER NOTE ABOVE	PER DAY	\$5000

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](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permited-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

THE EXISTING ITS MESSAGE BOARDS IN THE VICINITY 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.

DESIGN AGENCY



DESIGNER

SJD

REVIEWER

CLG 04-11-24

PROJECT ID

116820

SHEET TOTAL

P.4 33

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

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

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

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

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

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 30 SIGN MONTH ASSUMING 12 PCMS SIGNS FOR 2.5 MONTH
AN INCREASED QUANTITY OF PCMS HAS BEEN PROVIDED FOR THE CONTRACTOR'S USE WHEN CLOSING MAINLINE EXIT RAMP AND WHEN DETOURING ENTRANCE RAMP FOR PAVING OPERATIONS. AN APPROXIMATE NUMBER OF PCMS NECESSARY TO IDENTIFY EACH CLOSURE AND DETOUR HAS BEEN PROVIDED IN THE TABLE ON SHEET 7. PCMS SIGNS SHALL BE USED AND RELOCATED AS NEEDED TO IDENTIFY CLOSURES AND DETOUR ROUTES THROUGHOUT THE DURATION OF THE WORK. THE DEPLOYMENT, LOCATION, AND MESSAGE PROVIDED WITH EACH PCMS SHALL BE AS APPROVED BY THE PROJECT ENGINEER.

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

IN GENERAL LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONE.

THE LEOS WORK AT THE DIRECTION OF THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 300 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

NOTIFICATION OF TRAFFIC RESTRICTIONS

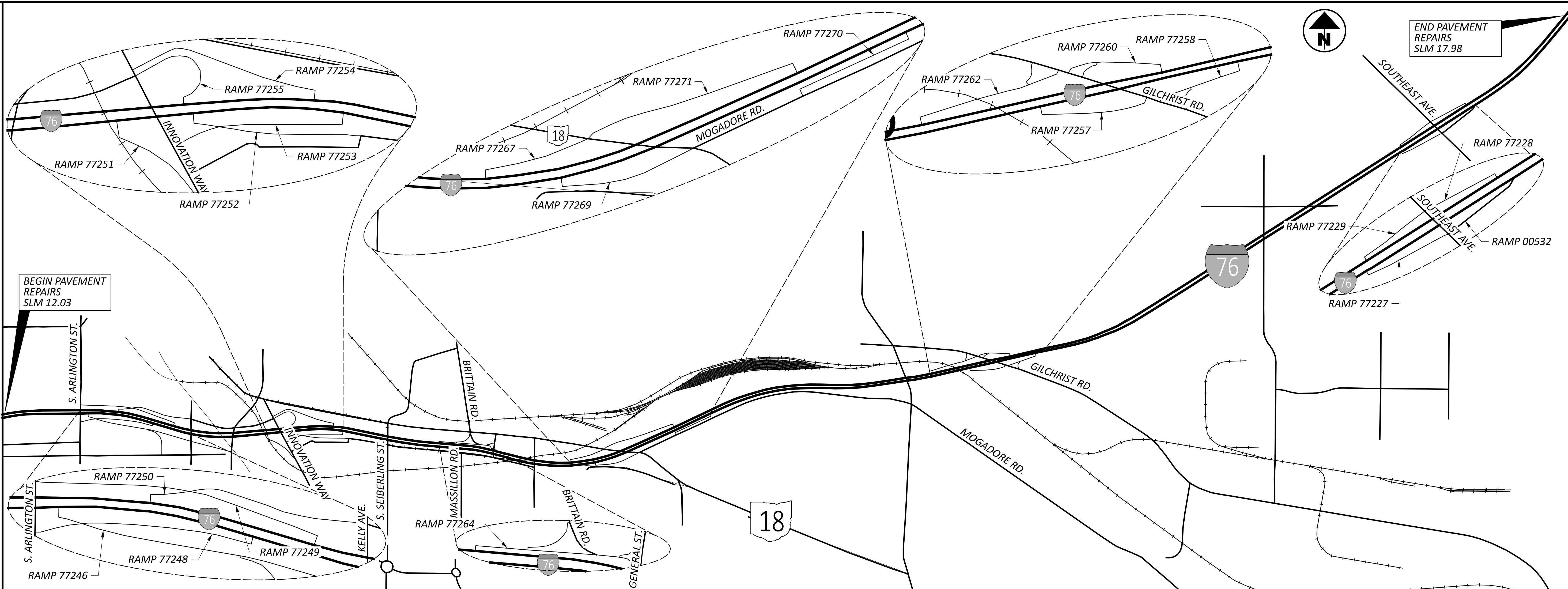
THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED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

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

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

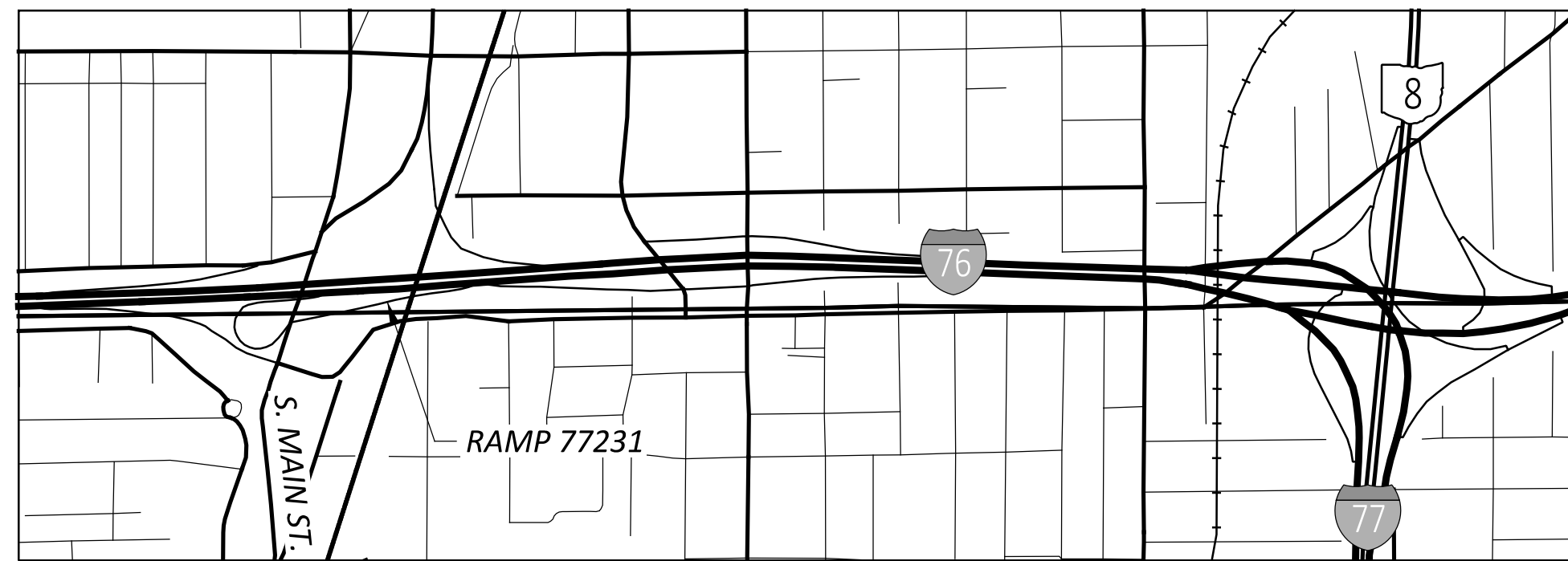
ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.





IR-76 RAMP CLOSURES* (WESTBOUND)					
RAMP	PROPOSED WORK	PERMITTED CLOSURE TIMES	DURATION	DETOUR ROUTE	APPROX. NUMBER OF PCMS
RAMP 77246 (I-76 EB TO ARLINGTON ST./KELLY AVE.)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON I-76 EB TO INNOVATION WAY EXIT. CONTINUE SOUTH ON INNOVATION WAY TO ROUNDABOUT AND HEAD NORTH ON S. SEIBERLING ST. TURN LEFT ON E. MARKET. CONTINUE TO 3RD AVE.	2
RAMP 77250 (KELLY AVE. TO I-76 WB)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE NORTH ON KELLY AVE. TURN LEFT ON SR-18. TURN LEFT ONTO SR-8 SOUTHBOUND. TAKE I-76 WB EXIT.	2
RAMP 77248 (S. ARLINGTON ST. TO I-76 EB)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE NORTH ON S. ARLINGTON ST. TURN LEFT ONTO SR-18. TURN LEFT ONTO SR-8 SB. CONTINUE TO I-77 SOUTHBOUND. TAKE I-277 WB RAMP. TAKE I-76 EB RAMP.	2
RAMP 77249 (I-76 WB TO S. ARLINGTON ST.)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON I-76 WB. TAKE I-77 SB EXIT. CONTINUE SOUTH AND TAKE E. WILBETH RD. EXIT. TURN LEFT ONTO E. WILBETH RD. HEAD EAST TOWARD S. ARLINGTON ST.	2
RAMP 77251 (I-76 EB TO INNOVATION WAY)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON I-76 EB AND TAKE RAMP 77252 EXIT TO S. SEIBERLING ST. TURN RIGHT ONTO S. SEIBERLING ST. AND CONTINUE SOUTH TO ROUNDABOUT. TAKE FIRST RIGHT ONTO INNOVATION WAY.	2
RAMP 77252 (I-76 EB TO BRITAIN RD./S. SEIBERLING ST.)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON I-76 EB. TAKE RAMP 77269 EXIT TO SR-18. TURN LEFT ONTO SR-18. TURN LEFT ONTO SR-8 SB. CONTINUE TO I-77 SOUTHBOUND. TAKE I-277 WB RAMP. TAKE I-76 EB RAMP.	2
RAMP 77253 (INNOVATION WAY TO I-76 EB)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE NORTH ON INNOVATION WAY. TURN LEFT ONTO SR-18. TURN LEFT ONTO SR-8 SB. CONTINUE TO I-77 SOUTHBOUND. TAKE I-277 WB RAMP. TAKE I-76 EB RAMP.	2
RAMP 77255 (INNOVATION WAY TO I-76 WB)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE NORTH ON INNOVATION WAY. TURN LEFT ONTO SR-18. TURN LEFT ONTO SR-8 SOUTHBOUND. TAKE I-76 WB EXIT.	2
RAMP 77254 (I-76 WB TO INNOVATION WAY)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON I-76 WB. TAKE RAMP 77249 EXIT TO S. ARLINGTON ST. TURN LEFT ONTO S. ARLINGTON ST. TURN LEFT ONTO 5TH AVE. TURN LEFT ONTO KELLY AVE. TURN RIGHT ONTO 3RD AVE AND CONTINUE TO INNOVATION WAY	2
RAMP 77264 (BRITAIN RD. TO I-76 WB)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	STAY LEFT ON BRITAIN RD. TURN LEFT ONTO SR-18. TURN LEFT ONTO SR-8 SOUTHBOUND. TAKE I-76 WB EXIT.	2
RAMP 77267 (SR-18 TO I-76 WB)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE NORTH ON SR-18. TURN LEFT ONTO SR-8 SOUTHBOUND. TAKE I-76 WB EXIT.	2

IR-76 RAMP CLOSURES* (WESTBOUND)					
RAMP	PROPOSED WORK	PERMITTED CLOSURE TIMES	DURATION	DETOUR ROUTE	APPROX. NUMBER OF PCMS
RAMP 77231 (S. MAIN ST. TO I-76 EB)	NONE	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON MAIN ST. TO BROADWAY. CONTINUE NORTH ON BROADWAY TO E. MARKET ST. TURN RIGHT ON E. MARKET ST. AND CONTINUE SR-8. TAKE SR-8 SOUTHBOUND AND CONTINUE TO I-77 SOUTHBOUND. TAKE I-277 WB RAMP. TAKE I-76 EB RAMP.	2



*** USE RAMP CLOSURES AS NEEDED FOR PAVEMENT REPAIRS. PROJECT ENGINEER SHALL DETERMINE LOCATIONS FOR REPAIRS.**

EXIT RAMP CLOSURES SHALL BE COORDINATED TO ENSURE THAT DETOUR ROUTES REMAIN ACCESSIBLE.

WITH THE APPROVAL OF THE PROJECT ENGINEER, CONCURRENT RAMP CLOSURES SHALL BE PERMITTED ON THE CONDITION THAT DETOUR ROUTES REMAIN ACCESSIBLE WITHOUT CONFLICT.

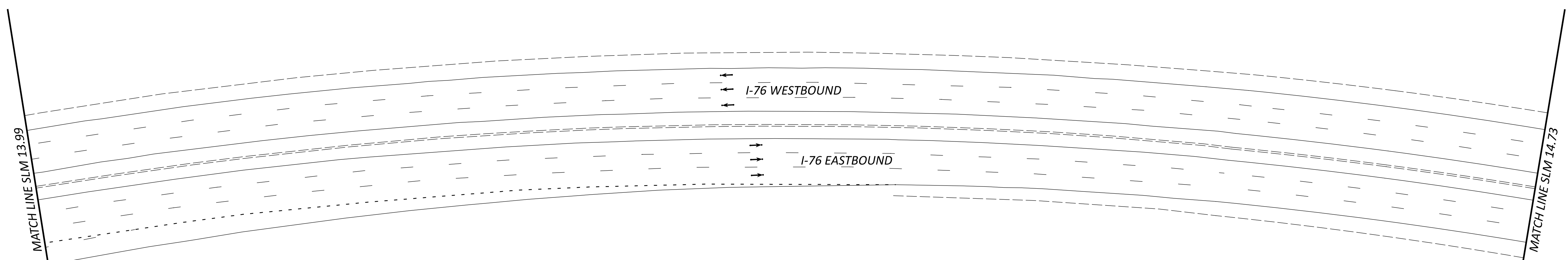
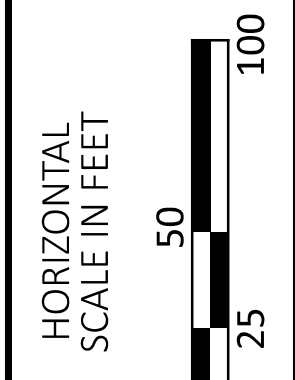
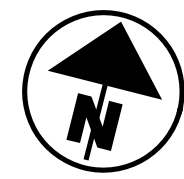
IR-76 RAMP CLOSURES* (EASTBOUND)					
RAMP	PROPOSED WORK	PERMITTED CLOSURE TIMES	DURATION	DETOUR ROUTE	APPROX. NUMBER OF PCMS
RAMP 77269 (I-76 EB TO SR-18)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON I-76 EB. TAKE RAMP 77257 EXIT TOWARD GILCHRIST RD. TURN LEFT ONTO GILCHRIST RD. TURN LEFT ONTO CANTON RD. HEAD SOUTH TOWARD ROUNDABOUT. TAKE FIRST RIGHT ON ROUNDABOUT TO SR-18.	2
RAMP 77271 (I-76 WB TO SR-18)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON I-76 WB. TAKE RAMP 77254 EXIT TOWARD INNOVATION WAY. TURN RIGHT ON INNOVATION WAY. CONTINUE TO SR-18.	2
RAMP 77270 (MOGADORE RD. TO I-76 EB)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON MOGADORE RD. TURN LEFT ONTO SR-532. CONTINUE ON SR-532 TO I-76 EB RAMP.	2
RAMP 77262 (GILCHRIST RD. TO I-76 WB)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE NORTH ON GILCHRIST RD. TURN LEFT ONTO N CANTON RD. TURN RIGHT ONTO MOGADORE RD. TURN RIGHT ONTO SR-18. TURN LEFT ONTO SR-8 SOUTHBOUND. TAKE I-76 WB EXIT.	2
RAMP 77257 (I-76 EB TO GILCHRIST RD.)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON I-76 EB. TAKE RAMP 77227 EXIT TOWARD SOUTHEAST AVE. TURN RIGHT ONTO SOUTHEAST AVE. TURN RIGHT ONTO NEWTON ST. TURN LEFT ONTO N. CANTON RD TOWARD GILCHRIST RD.	2
RAMP 77260 (I-76 WB TO GILCHRIST RD.)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON I-76 WB. TAKE RAMP 77271 EXIT TOWARD SR-18. TURN LEFT ONTO SR-18. CONTINUE ON SR-18 TO ROUNDABOUT. TAKE THIRD EXIT ON ROUNDABOUT TO CANTON RD. CONTINUE ON CANTON RD. TO GILCHRIST RD.	2
RAMP 77258 (GILCHRIST RD. TO I-76 EB)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE NORTH ON GILCHRIST RD. TURN LEFT ON N. CANTON RD. TURN LEFT ONTO MOGADORE RD. TURN LEFT ONTO SR-532. CONTINUE ON SR-532 TO I-76 EB RAMP.	2
RAMP 77227 (I-76 EB TO SOUTHEAST AVE.)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON I-76 EB. TAKE EXIT RAMP TO TALLMADGE RD. TURN LEFT ONTO TALLMADGE RD. TAKE EXIT RAMP TO I-76 WB. CONTINUE ON I-76 WB. TAKE RAMP 77228 EXIT TO SOUTHEAST AVE.	2
RAMP 77229 (SOUTHEAST AVE. TO I-76 WB)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE SOUTH ON SOUTHEAST AVE. TURN RIGHT ONTO NEWTON ST. TURN LEFT ONTO N. CANTON RD. TURN LEFT ONTO GILCHRIST RD. TAKE RAMP 77262 EXIT TO I-76 WB.	2
RAMP 77228 (I-76 WB TO SOUTHEAST AVE.)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON I-76 WB. TAKE RAMP 77260 EXIT TO GILCHRIST RD. TURN RIGHT ONTO GILCHRIST RD. TURN RIGHT ONTO N. CANTON RD. TURN RIGHT ONTO NEWTON ST. CONTINUE ON NEWTON ST. TO SOUTHEAST AVE.	2
RAMP 00532 (SOUTHEAST AVE. TO I-76 EB)	PAVEMENT REPAIRS	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE NORTH ON SOUTHEAST AVE. TURN LEFT ONTO EASTWOOD AVE. TURN LEFT ONTO N. CANTON RD. TURN LEFT ONTO GILCHRIST RD. TAKE RAMP 77258 EXIT TOWARD I-76 EB	2

MAINTENANCE OF TRAFFIC DETOUR PLAN - RAMP DETOURS

DESIGN AGENCY

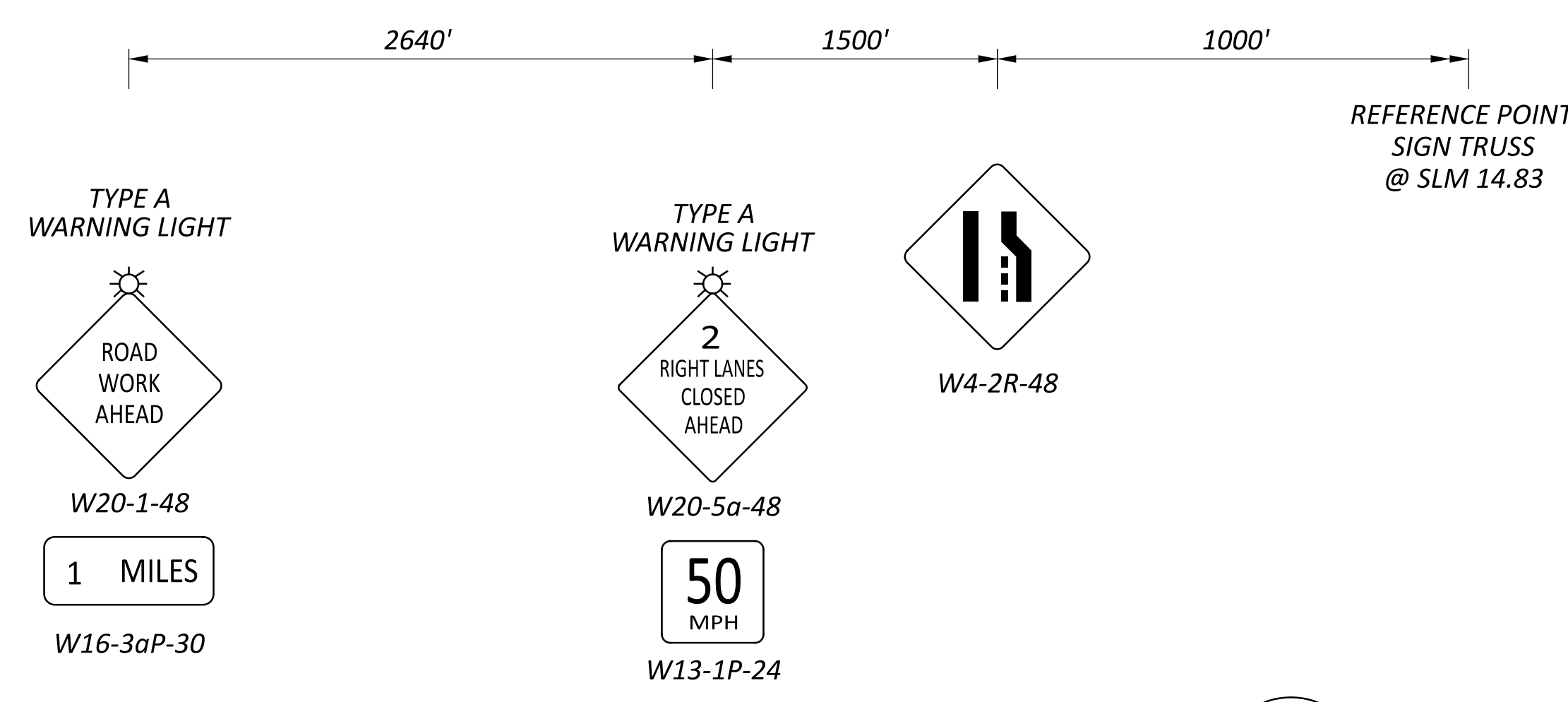
DESIGNER: **SJD**
 REVIEWER: **CLG**
 PROJECT ID: **04-11-24**
 SHEET: **116820**
 TOTAL: **P.7** / **33**

NOTE:
 ESTIMATED MAINTENANCE OF TRAFFIC QUANTITIES FOR THE PERMITTED 10-DAY WORK ZONE NEAR THE I-76 EASTBOUND ENTRANCE RAMP FROM GILCHRIST ROAD HAVE BEEN PROVIDED ON PLAN SHEET P.11. THESE QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

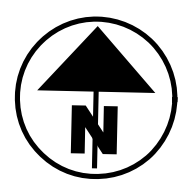
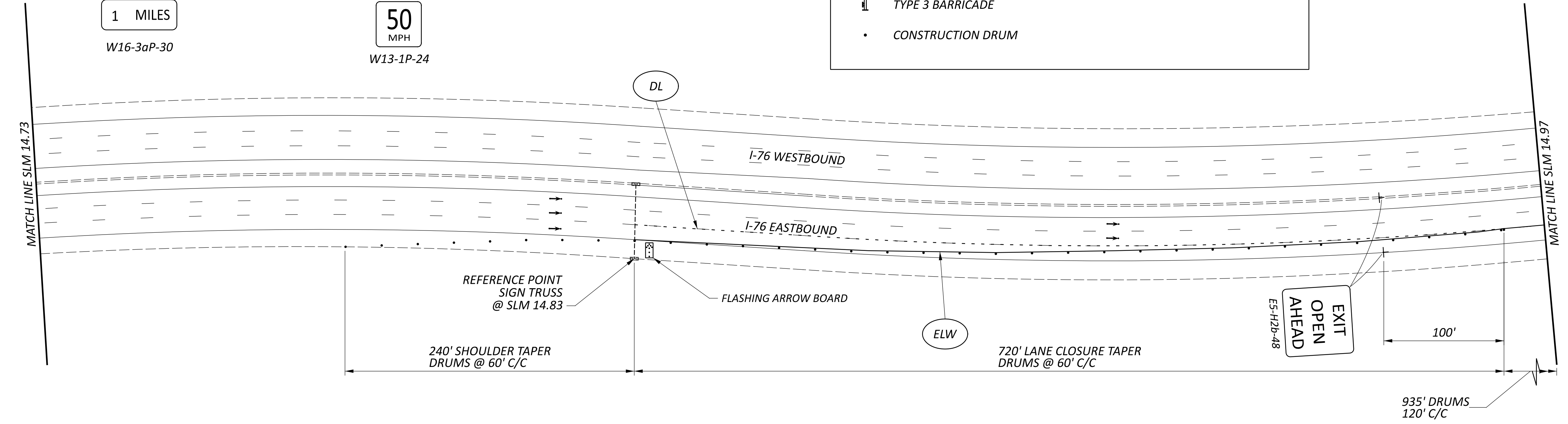


ADVANCED WARNING SIGNS

THE CONTRACTOR SHALL PLACE (AT A MINIMUM) THE FOLLOWING WARNING SIGNS ON DUAL MOUNTED SIGNS, FOR BOTH SIDES OF I-76 EB DURING THIS CLOSURE PHASE., AT THE DIMENSIONS SHOWN:



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
PB	PORTABLE CONCRETE BARRIER
EOS	EXISTING EDGE OF SHOULDER
	FLASHING ARROW BOARD
	TYPE 3 BARRICADE
	CONSTRUCTION DRUM



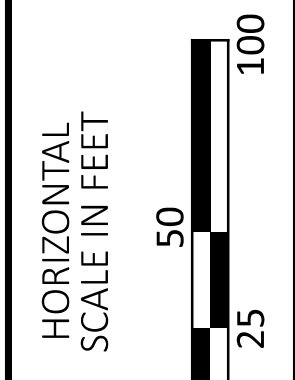
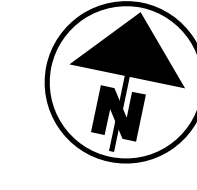
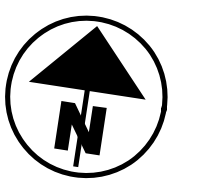
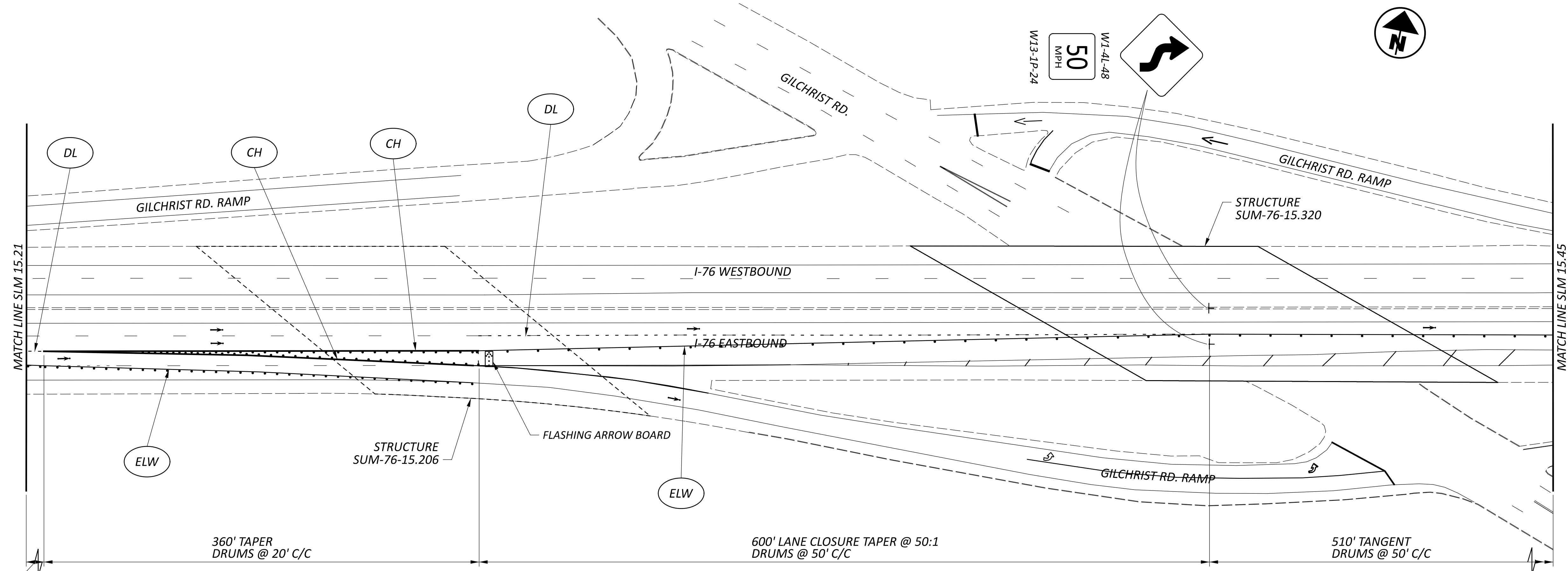
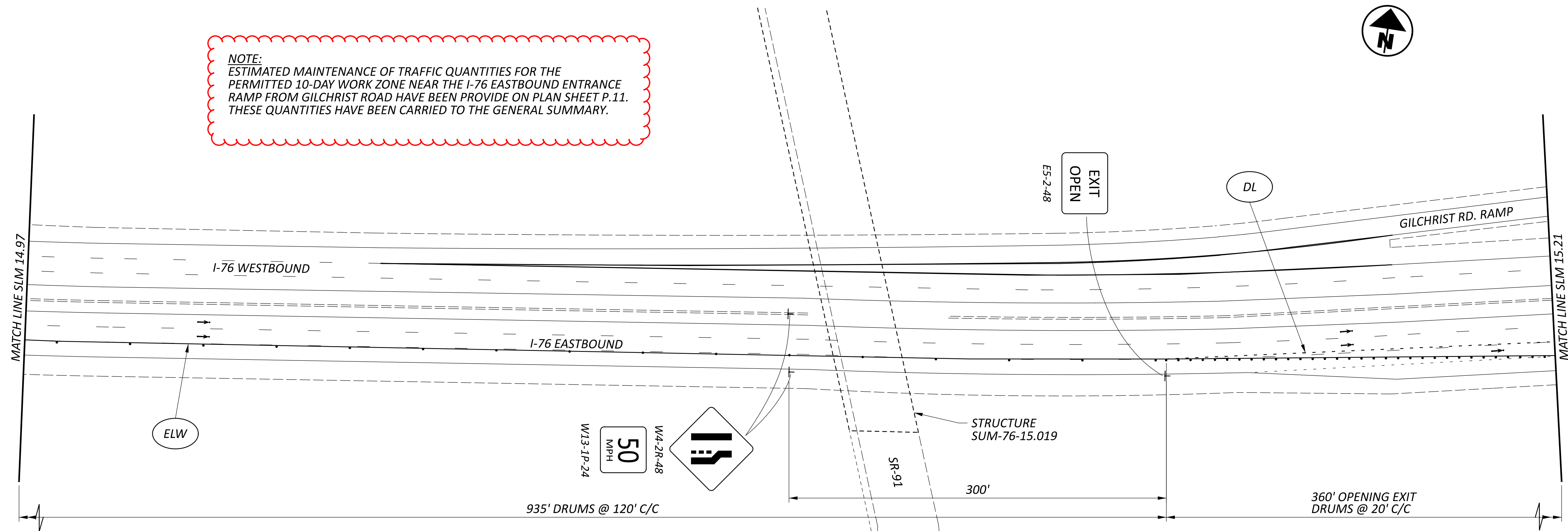
**MAINTENANCE OF TRAFFIC PLAN
 I-76 EASTBOUND AT GILCHRIST RD**

DESIGN AGENCY



DESIGNER	SJD
REVIEWER	CLG
PROJECT ID	04-11-24
	116820
SHEET	TOTAL
P.8	33

NOTE:
 ESTIMATED MAINTENANCE OF TRAFFIC QUANTITIES FOR THE PERMITTED 10-DAY WORK ZONE NEAR THE I-76 EASTBOUND ENTRANCE RAMP FROM GILCHRIST ROAD HAVE BEEN PROVIDED ON PLAN SHEET P.11. THESE QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.



MAINTENANCE OF TRAFFIC PLAN
 I-76 EASTBOUND AT GILCHRIST RD

DESIGN AGENCY



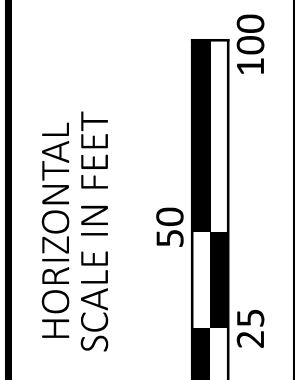
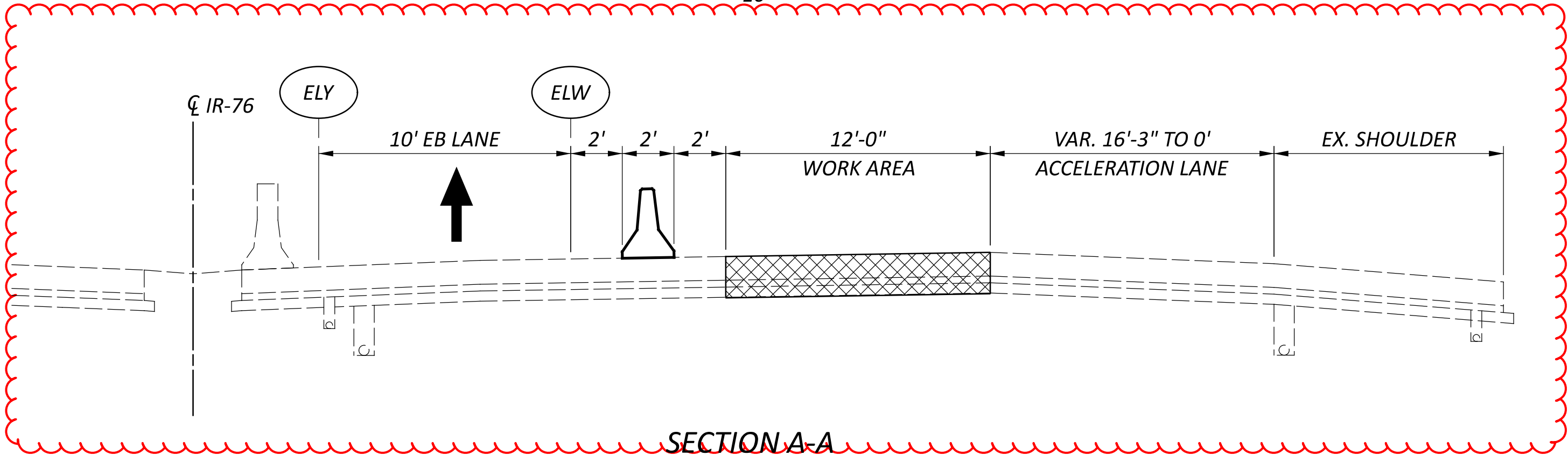
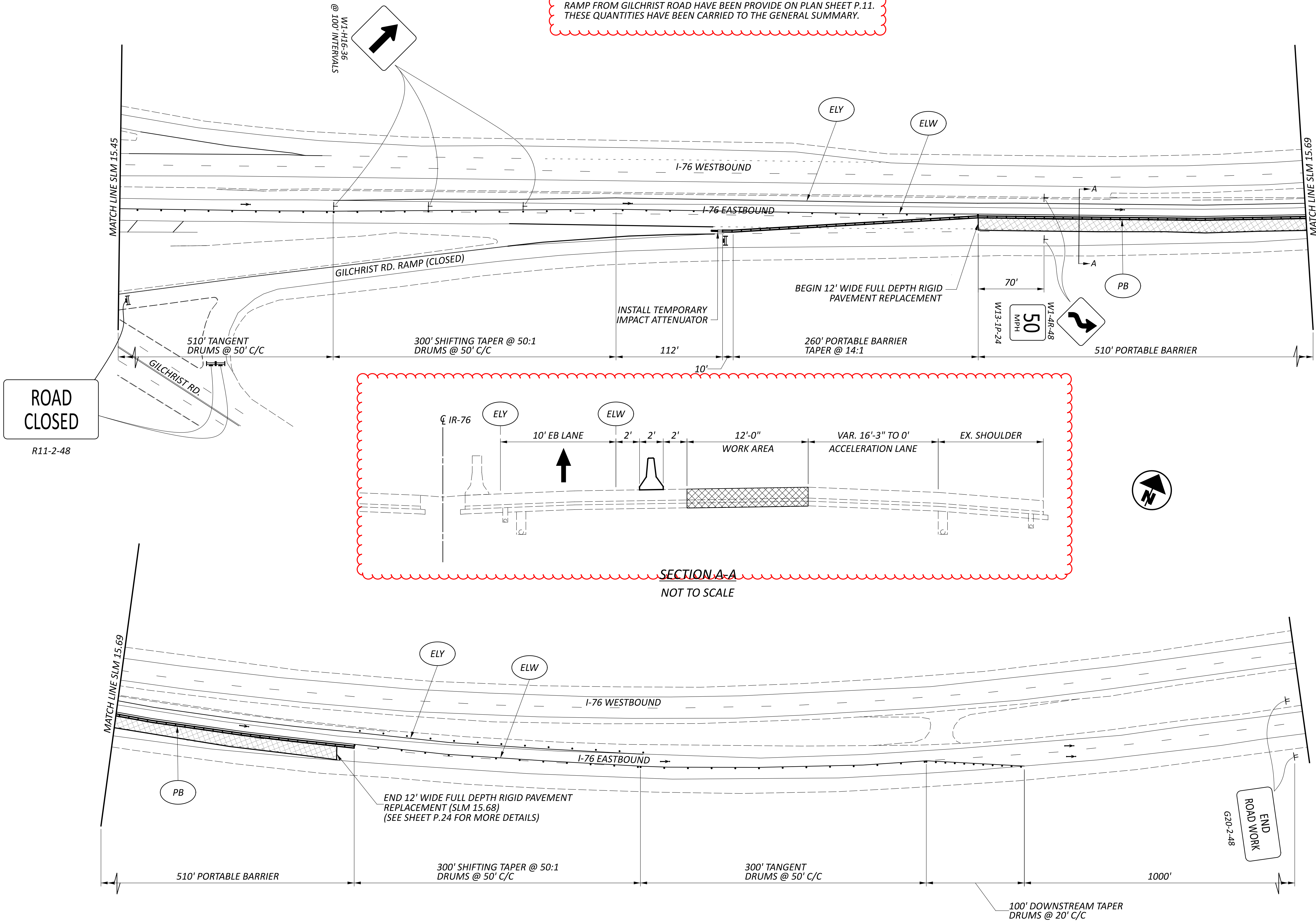
DESIGNER
 SJD

REVIEWER
 CLG 04-11-24

PROJECT ID
 116820

SHEET TOTAL
 P.9 33

NOTE:
 ESTIMATED MAINTENANCE OF TRAFFIC QUANTITIES FOR THE PERMITTED 10-DAY WORK ZONE NEAR THE I-76 EASTBOUND ENTRANCE RAMP FROM GILCHRIST ROAD HAVE BEEN PROVIDED ON PLAN SHEET P.11. THESE QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.



**MAINTENANCE OF TRAFFIC PLAN
 I-76 EASTBOUND AT GILCHRIST RD**

DESIGN AGENCY	
DESIGNER	SJD
REVIEWER	CLG
PROJECT ID	116820
SHEET TOTAL	P.10 33

SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.2	P.3	P.4	P.5	P.6	P.11	P.14	P.24	P.27	P.28		01/IMS/05	02/IMS/47						
			300								300		614	11110	300	HOUR	MAINTENANCE OF TRAFFIC LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
					100						100		614	11630	100	FT	INCREASED BARRIER DELINEATION	
					1						1		614	12380	1	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
		8									LS		614	12420	LS		DETOUR SIGNING	
											8		614	12460	8	EACH	WORK ZONE MARKING SIGN	
					17						17		614	13350	17	EACH	OBJECT MARKER, ONE WAY	
			30								30		614	18601	30	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.4
		3									3		614	20560	3	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
		3			2						5		614	22360	5	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
		100			720						820		614	23690	820	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
					1,960						1,960		614	24612	1,960	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
											LS		614	11000	LS		INCIDENTALS MAINTAINING TRAFFIC	
											6		619	16010	6	MNTH	FIELD OFFICE, TYPE B	
											LS		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS		624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER
SJL

REVIEWER
CLG 04-11-24

PROJECT ID
116820

SHEET TOTAL
P.13 33

PROPOSED WORK TABLE

BRIDGE	SFN	FEATURE INTERSECTED	RAILING REPAIR	CONCRETE OVERLAY	CONCRETE DECK PATCHING TYPE C	CONCRETE PATCHING WITH MICRO-SILICA MODIFIED CONCRETE	REPAIR WABO EXPANSION JOINT SYSTEM	REPLACE POLYMER ELASTOMERIC STRIP SEAL	REPLACE JOINT COMPRESSION SEAL	REPAIR EXPANSION JOINT ARMOR	CLEARING & GRUBBING AS PER PLAN
SUM-76-12.301	7706243	OVER ARLINGTON ST.		X				X			X
SUM-76-12.357	7706251	OVER RAMP 77248						X			X
SUM-76-12.760	7706332	OVER KELLY AVE. AND METRO RTA RR			X						X
SUM-76-12.960	7706367	OVER INNOVATION HWY. & SR-241			X						X
SUM-76-13.320	7706421	OVER SEIBERLING ST.				X			X		X
SUM-76-13.657	7706456	OVER GENERAL ST. & MASSILLON RD.					X				X
SUM-76-14.076	7706480	OVER SR-18	X		X			X		X	X
SUM-76-15.019	7706537	OVER IR-76						X			X
SUM-76-15.206	7706634	OVER WHEELING & LAKE ERIE RR			X						X
SUM-76-15.320	7706669	OVER GILCREST RD.			X			X			X

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

- AS-2-15 DATED (REVISED) 7/21/2023
- EXJ-2-81 DATED (REVISED) 7/15/2022
- EXJ-4-87 DATED (REVISED) 1/19/2024

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

- 843 DATED 1/19/2024
- 848 DATED 1/15/2021

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.

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

- SUM-76-12.301 (OVER ARLINGTON ST.)
 - REMOVE EXISTING CONCRETE WEARING SURFACE AND REPLACE WITH A FIBER REINFORCED CONCRETE OVERLAY INCLUDING APPROACH SLABS AND TOP OF BACKWALLS.
 - REPLACE ELASTOMERIC STRIP SEAL AT THE FORWARD AND REAR EXPANSION JOINTS.
 - PROVIDE CLEARING AND GRUBBING 15' AROUND THE STRUCTURE.
- SUM-76-12.357 (OVER RAMP 77248)
 - REPLACE ELASTOMERIC STRIP SEAL AT THE FORWARD AND REAR EXPANSION JOINTS.
 - PROVIDE CLEARING AND GRUBBING 15' AROUND THE STRUCTURE.
- SUM-76-12.760 (OVER KELLY AVE. AND METRO RTA RR)
 - REPAIR EXISTING CONCRETE WEARING SURFACE OF THE APPROACH SLABS WITH TYPE C PATCHING INCLUDING AREAS THAT HAVE ALREADY BEEN PATCHED AND CRACKED OR BROKEN INTO CHUNKS THAT HAVE NOT YET BECOME DISLODGED.
 - PROVIDE CLEARING AND GRUBBING 15' AROUND THE STRUCTURE.
- SUM-76-12.960 (OVER INNOVATION HWY. AND SR-241)
 - REPAIR EXISTING CONCRETE WEARING SURFACE OF THE APPROACH SLABS WITH TYPE C PATCHING INCLUDING AREAS THAT HAVE ALREADY BEEN PATCHED AND CRACKED OR BROKEN INTO CHUNKS THAT HAVE NOT YET BECOME DISLODGED.
 - PROVIDE CLEARING AND GRUBBING 15' AROUND THE STRUCTURE.
- SUM-76-13.320 (OVER SEIBERLING ST.)
 - REPAIR EXISTING CONCRETE WEARING SURFACE OF THE APPROACH SLABS INCLUDING AREAS THAT HAVE ALREADY BEEN PATCHED AND CRACKED OR BROKEN INTO CHUNKS THAT HAVE NOT YET BECOME DISLODGED. FOR PATCHING, USE ITEM 519 - PATCHING CONCRETE BRIDGE DECK OVERLAYS WITH MICRO-SILICA MODIFIED CONCRETE.
 - REPLACE ELASTOMERIC COMPRESSION SEAL AT THE FORWARD AND REAR EXPANSION JOINTS.
 - PROVIDE CLEARING AND GRUBBING 15' AROUND THE STRUCTURE.
- SUM-76-13.657 (OVER GENERAL ST. & MASSILLON RD.)
 - REPAIR EXISTING WABO TRANSFLEX 650 EXPANSION JOINT SYSTEM AT THE REAR RIGHT (EASTBOUND) SIDE OF THE STRUCTURE.
 - PROVIDE CLEARING AND GRUBBING 15' AROUND THE STRUCTURE.

PROPOSED WORK DESCRIPTION (CONT...)

- SUM-76-14.076 (OVER SR-18)
 - REPAIR EXISTING CONCRETE WEARING SURFACE OF THE APPROACH SLABS WITH TYPE C PATCHING INCLUDING AREAS THAT HAVE ALREADY BEEN PATCHED AND CRACKED OR BROKEN INTO CHUNKS THAT HAVE NOT YET BECOME DISLODGED.
 - PATCH THE ACCIDENT DAMAGE AT THE RIGHT RAILING NEAR THE FORWARD ABUTMENT. INCORPORATE COMPOSITE FIBER WRAP IN IN REPAIRS OVER TRAFFIC. INCLUDE PREVIOUSLY SEALED OVER SPALLS OVER TRAFFIC FOR PATCHING WITH FIBER WRAP. EPOXY-URETHANE SEAL THE PATCHED AREAS AND MATCH COLOR OF EXISTING SEALER.
 - REPAIR EXPANSION JOINT ARMOR.
 - REPLACE ELASTOMERIC STRIP SEAL AT THE FORWARD AND REAR EXPANSION JOINTS.
 - PROVIDE CLEARING AND GRUBBING 15' AROUND THE STRUCTURE.
- SUM-76-15.019 (OVER IR-76)
 - REPLACE ELASTOMERIC STRIP SEAL AT THE FORWARD AND REAR EXPANSION JOINTS.
 - PROVIDE CLEARING AND GRUBBING 15' AROUND THE STRUCTURE.
- SUM-76-15.206 (OVER WHEELING & LAKE ERIE RR)
 - REPAIR EXISTING CONCRETE WEARING SURFACE OF THE APPROACH SLABS WITH TYPE C PATCHING INCLUDING AREAS THAT HAVE ALREADY BEEN PATCHED AND CRACKED OR BROKEN INTO CHUNKS THAT HAVE NOT YET BECOME DISLODGED.
 - PROVIDE CLEARING AND GRUBBING 15' AROUND THE STRUCTURE.
- SUM-76-15.320 (OVER GILCREST RD.)
 - REPAIR EXISTING CONCRETE WEARING SURFACE OF THE APPROACH SLABS WITH TYPE C PATCHING INCLUDING AREAS THAT HAVE ALREADY BEEN PATCHED AND CRACKED OR BROKEN INTO CHUNKS THAT HAVE NOT YET BECOME DISLODGED.
 - REPLACE ELASTOMERIC STRIP SEAL AT THE FORWARD AND REAR EXPANSION JOINTS.
 - PROVIDE CLEARING AND GRUBBING 15' AROUND THE STRUCTURE.

STRUCTURE GENERAL NOTES

SUM-76-12.301, SUM-76-12.357, SUM-76-12.760, SUM-76-12.960, SUM-76-13.320, SUM-76-13.657, SUM-76-14.076, SUM-76-15.019, SUM-76-15.206, SUM-76-15.320

SFN
VARIOUS
DESIGN AGENCY



DESIGNER
SJD
CHECKER
CLG

REVIEWER
TJP 04-11-24

PROJECT ID
116820

SUBSET TOTAL
1 9

SHEET TOTAL
P.25 33

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.

CLEARING AND GRUBBING WORK AT STRUCTURES SUM-76-12.760 (OVER METRO RTA RR) AND SUM-76-15.206 (OVER WHEELING & LAKE ERIE RR):

THE CONTRACTOR SHALL NOT ENCR OACH WITHIN AND/OR ALLOW ANY MATERIALS INVOLVED IN OR DEBRIS AS A RESULT OF THIS WORK TO ENCR OACH WITHIN THE EXISTING 60 FOOT RIGHT-OF-WAY OF THE WHEELING & LAKE ERIE RAIL ROAD AND THE METRO RTA RAIL ROAD DURING CONSTRUCTION.

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

ITEM 516 - ARMORLESS PREFORMED STEEL JOINT SEAL (SUM-76-12.301, SUM-76-12.357, SUM-76-14.076, SUM-76-15.019, SUM-76-15.206, SUM-76-15.320)

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).

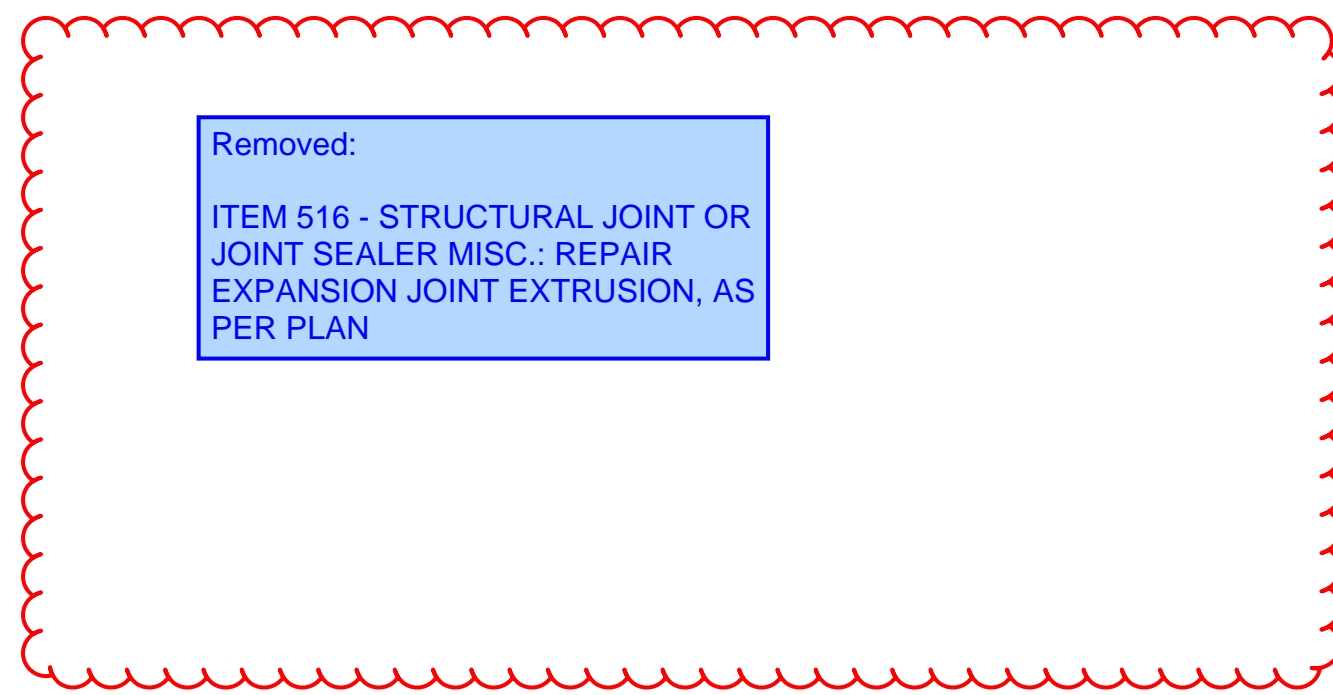
ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN (SUM-76-14.076)

PRIOR TO THE SURFACE CLEANING SPECIFIED IN C&MS 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED STEEL REINFORCEMENT. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

(FORWARD RIGHT BRIDGE RAILING)

THE FOLLOWING QUANTITIES SHALL BE USED AS DIRECTED BY THE ENGINEER TO REPAIR THE FORWARD RIGHT BRIDGE RAILING FOR SUM-76-14.076.

ITEM 519, PATCHING CONCRETE STRUCTURE, AS PER PLAN	120 SF
SPECIAL, COMPOSITE FIBER WRAP SYSTEM	135 SF
ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	14 SY



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 STRUCTURE SUM-76-14.076.

ITEM 848 - MICRO-SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN

ITEM 848 - SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN

ITEM 848 - MICRO-SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN

ITEM 848 - FULL DEPTH REPAIR, AS PER PLAN

ITEM 848 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN

THESE ITEMS SHALL BE PERFORMED PER SUPPLEMENTAL SPECIFICATION "BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING HYDRO DEMOLITION" WITH THE FOLLOWING REVISIONS:

THE THICKNESS OF THE CONCRETE OVERLAY REMOVED, ASPHALT WEARING COURSE REMOVED, PROPOSED OVERLAY, AND THE DEPTH OF HYDRODEMOLITION SHALL BE AS SPECIFIED IN THE PLANS.

CONSTRUCTION JOINTS WILL NOT BE PERMITTED IN THE WHEEL LINE.

(SEE 848.12) THE COMPONENTS OF THE MICRO-SILICA MODIFIED CONCRETE SHALL BE PROPORTIONED AS FOLLOWS.

CONCRETE TABLE
 QUANTITIES PER CUBIC YARD
 AGGREGATES (SSD)

AGG TYPE	FINE AGG (LB)	#8 COARSE AGG (LB)*	AGG TOTAL (LB)*	CEMENT CONTENT (LB)	MICRO SILICA (LB)	WATER TO CEMENTITIOUS RATIO	AIR CONTENT +/- 2%	FIBER (1 1/4" POLYPROPYLENE) (LB)**
GRAVEL	1410	1430	2840	600	50	0.4	8	1
LIMESTONE	1410	1450	2860	600	50	0.4	8	1
SLAG	1300	1350	2650	600	50	0.4	8	1

* ALL COARSE AGGREGATE SHALL HAVE AN ABSORPTION OF 1.00% OR GREATER AS DEFINED PER ASTM C127

** FIBER MESH SHALL BE 100% VIRGIN POLYPROPYLENE IN A FIBRILLATED-NETWORK FORM AND SHALL BE 1 1/4" IN LENGTH.

THE WEIGHTS SPECIFIED IN THE CONCRETE TABLE WERE CALCULATED FOR MATERIALS OF THE FOLLOWING BULK SPECIFIC GRAVITIES (SSD): NATURAL SAND AND GRAVEL 2.62, LIMESTONE SAND 2.68, LIMESTONE 2.65, SLAG 2.30, MICRO-SILICA SOLIDS 2.20, AND PORTLAND CEMENT 3.15. FOR AGGREGATES OF SPECIFIC GRAVITIES DIFFERING MORE THAN PLUS OR MINUS 0.02 FROM THESE, THE WEIGHTS IN THE TABLE WILL BE CORRECTED. FIBER MESH WEIGHTS NOT INCLUDED IN MIX DESIGN.

ALL COARSE AGGREGATE SHALL HAVE AN ABSORPTION OF 1.00% OR GREATER AS DEFINED BY ASTM C127

ALL OTHER REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATION SHALL REMAIN IN EFFECT.

(SEE 848.21) THE FINAL DECK SOUNDING MAY TAKE PLACE WITHIN 24 HOURS OF A RAIN, AND THE DECK DOES NOT HAVE TO BE COMPLETELY DRY.

(SEE 848.23) FULL DEPTH REPAIR IS NOT REQUIRED IF LESS THAN ONE HALF OF THE DECK ORIGINAL CONCRETE THICKNESS IS SOUND.

(SEE 848.29) THE WET CURE TIME IS REDUCED FROM 72 HOURS TO 24 HOURS OR UNTIL A BEAM BREAK OF 600 PSI IS ACHIEVED, WHICHEVER IS GREATER. AFTER THE 24 HOUR WET CURE, THE FINISHED OVERLAY SURFACE SHALL BE CURED BY SPRAYING A UNIFORM APPLICATION OF CURING MATERIAL OF 705.07, TYPE 1 OR 1D, AS PER CMS 511.14 METHOD (B) MEMBRANE CURING. IF THE CURING COMPOUND CAN NOT BE PLACED WITHIN THE SAME SHORT TERM CLOSURE PERIOD AS THE OVERLAY, THE CONTRACTOR MAY ALLOW TRAFFIC ONTO THE OVERLAY, AND SHALL, AT THE NEXT AVAILABLE SHORT TERM CLOSURE PERIOD, APPLY THE MEMBRANE CURING COMPOUND.

(SEE 848.29) TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED OVERLAY SURFACE UNTIL AFTER THE COMPLETION OF THE 24 HOUR WET CURE, AND AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE MODULUS OF RUPTURE OF 600 PST (4.2 Mpa).

(SEE 848.30) THE OVERLAY SURFACE EVAPORATION RATE REQUIREMENTS ARE IN EFFECT FROM 9:30 AM TO 11:00 PM. THEY ARE NOT IN EFFECT FROM 11:00 PM TO 11:00 AM.

(SEE 848.31) FOR EACH PHASE, THE CONTRACTOR SHALL PROVIDE ENOUGH MATERIAL FOR TWO BEAM BREAKS EACH AT 12 HOURS, 24 HOURS, 36 HOURS, AND 48 HOURS. THE DEPARTMENT WILL PERFORM THE BEAM BREAK TESTS AND DOCUMENT THE TIME OF THE POUR, THE TIME OF THE BEAM BREAK TESTS, AND THE MODULUS OF RUPTURE FOR EACH BEAM UNTIL THE MODULUS OF RUPTURE OF THE TWO TESTS IS NOT LESS THAN 650 PSI (4.5 MPa). TRAFFIC IS ALLOWED ON THE OVERLAY AT 600 PSI (4.5 Mpa).

ALL OTHER REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATION SHALL REMAIN IN EFFECT.

STRUCTURE GENERAL NOTES

SUM-76-12.301, SUM-76-12.357, SUM-76-12.760, SUM-76-12.960, SUM-76-13.320,
 SUM-76-13.657, SUM-76-14.076, SUM-76-15.019, SUM-76-15.206, SUM-76-15.320

SFN
 VARIOUS
 DESIGN AGENCY



DESIGNER	CHECKER
SJD	CLG

REVIEWER
 TJP 04-11-24

PROJECT ID
 116820

SUBSET	TOTAL
2	9

SHEET	TOTAL
P.26	33