



LOCATION MAP

LATITUDE: 41°00'15"N LONGITUDE: 81°39'40"W



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

DESIGN DESIGNATION

	JOHNSON ROAD
CURRENT ADT (2028)	3629
DESIGN YEAR ADT (2048)	4439
DESIGN HOURLY VOLUME (2024)	444
DIRECTIONAL DISTRIBUTION	60%
TRUCKS (24 HOUR B&C)	3%
DESIGN SPEED	35 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN MAJOR COLLECTOR	
NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES

Contact Two Working Days Before You Dig


Before You Dig

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

PLAN PREPARED BY:
DLZ CORPORATION
4208 PROSPECT AVENUE EAST
CLEVELAND, OHIO 44103

ENGINEER'S SEAL

ROADWAY PLAN:
SHEET P.1 - P.19

ENGINEER'S SEAL

BRIDGE PLAN:
SHEET P.20 - P.42

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STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/19/24	AS-1-15	1/20/23	MT-95.45	7/21/23			800-2023	1/16/26
BP-4.1	7/19/13	AS-2-15	7/21/23	MT-97.10	7/18/25			821	4/20/12
BP-5.1	1/16/26	GSD-1-19	7/19/24	MT-98.29	1/17/20			832	7/18/25
		SBR-3-20	7/19/24	MT-99.50	7/17/26			921	7/19/24
DM-1.1	1/17/25	SICD-1-21	1/19/24	MT-99.60	7/18/24				
DM-4.1	7/17/20	SICD-2-14	1/15/21	MT-101.60	1/17/25				
DM-4.3	1/15/16	VPF-1-24	1/17/25	MT-105.10	1/17/20				
DM-4.4	1/15/16								
		TC-41.20	10/18/13						
F-1.1	7/18/25	TC-42.20	10/18/13						
F-3.1	7/19/13	TC-52.10	10/18/13						
		TC-52.20	1/15/21						
MGS-2.1	1/16/26								
MGS-3.1	1/16/26	HL-50.21	1/16/26						
MGS-4.2	7/18/25								
		MT-95.30	7/18/25						

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

SUM-21-1.07

CITY OF NORTON

SUMMIT COUNTY

FEDERAL PROJECT NUMBER

E250 (399)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

SUPERSTRUCTURE REPLACEMENT AND SUBSTRUCTURE REHABILITATION OF BRIDGE NO. SUM-00021-1.07, JOHNSON ROAD OVER STATE ROUTE 21, INCLUDING MINIMAL REPLACEMENT OF APPROACH PAVEMENT AND NEW GUARDRAIL

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.34 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.25 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

TRAFFIC REROUTED

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 SHEET P.7.

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.


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


Pamela Boratyn
Director, Department of Transportation

TITLE SHEET

DESIGN AGENCY



DESIGNER

CAM

REVIEWER

CSR 12/03/25

PROJECT ID

119349

SHEET

P.1

TOTAL

42

ADDENDUM #003
08/06/2026

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM SPECIAL - MAILBOX SUPPORT

THIS WORK SHALL CONSIST OF FURNISHING AND ERECTING MAILBOX SUPPORTS AND ANY ASSOCIATED MOUNTING HARDWARE IN ACCORDANCE WITH PLAN DETAILS, AND ATTACHING AN OWNER-SUPPLIED MAILBOX AT LOCATIONS SPECIFIED IN THE PLAN, OR OTHERWISE ESTABLISHED BY THE ENGINEER.

WOOD POSTS SHALL BE NOMINAL 4 INCHES BY 4 INCHES SQUARE OR 4.5 INCHES DIAMETER ROUND, AND CONFORM TO 710.14.

STEEL POSTS SHALL BE NOMINAL PIPE SIZE 2 INCHES I.D., AND CONFORM TO AASHTO M 181.

ALL HARDWARE INCLUDING BUT NOT LIMITED TO PLATES, SCREWS, BOLTS, AND ETC. SHALL BE COMMERCIAL-GRADE GALVANIZED STEEL.

POSTS SHALL BE SET PER THE FIRST PARAGRAPH OF 606.03, AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE.

SUPPORT HARDWARE SHALL ACCOMMODATE EITHER A SINGLE OR A DOUBLE MAILBOX INSTALLATION, AND NO MORE THAN TWO BOXES MAY BE MOUNTED ON A SINGLE POST.

THE MAILBOX SHALL BE SECURELY AND NEATLY ATTACHED BY THE CONTRACTOR TO THE NEW SUPPORT. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ATTACHMENT HARDWARE (NUTS, BOLTS, PLATES, SPACERS, AND WASHERS) AS NECESSARY TO ACCOMMODATE THE COMPLETE INSTALLATION.

IN THE ABSENCE OF A NEW BOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING BOX AND PLACE IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXERCISED IN SUCH AN OPERATION, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY BOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL POST MASTER REGARDING THE TIMING OF THE MOVEMENT OF ANY MAILBOX TO A NEW LOCATION.

PAYMENT UNDER THIS ITEM SHALL BE LIMITED TO FINAL PERMANENT INSTALLATIONS. TEMPORARY INSTALLATIONS SHALL BE IN ACCORDANCE WITH 107.10. HOWEVER, THE SAME MATERIAL AND SIZE LIMITATIONS AS FOR PERMANENT INSTALLATIONS SHALL APPLY.

MAILBOX SUPPORTS, COMPLETE IN PLACE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH, FOR ITEM SPECIAL MAILBOX SUPPORT SYSTEM, (SINGLE) (DOUBLE). THE FOLLOWING ITEM AND QUANTITY TO BE CARRIED TO GENERAL SUMMARY:

ITEM 690 SPECIAL - MAILBOX SUPPORT, 3 EACH

ITEM 408 - PRIME COAT, AS PER PLAN

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

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, SOIL ANALYSIS TEST	2 EACH
659, TOPSOIL	15 CY
659, SEEDING AND MULCHING	134 SY
659, COMMERCIAL FERTILIZER	0.03 TON
659, LIME	0.03 ACRE
659, WATER	1 MGAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

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

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

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

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

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

UNSTABLE OR UNSUITABLE SOILS FOR PAVEMENT STABILIZATION

THE FOLLOWING ITEMS AND QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER TO ADDRESS UNSTABLE OR UNSUITABLE SOILS ENCOUNTERED IN THE AREAS OF PAVEMENT CONSTRUCTION:

ITEM 204 - EXCAVATION OF SUBGRADE, 3 CY
ITEM 204 - GRANULAR MATERIAL, TYPE B, 3 CY
ITEM 204 - GEOTEXTILE FABRIC, 9 SY

ITEM 605 - AGGREGATE DRAIN WITH GEOTEXTILE FABRIC

AGGREGATE DRAIN WITH GEOTEXTLE FABRIC TO BE USED ON BOTH SIDE OF THE ROAD BETWEEN STA. 502+05.25 TO STA. 502+47.25 AND STA. 504+51.75 TO STA. 504+93.75 AS SHOWN IN TYPICAL SECTIONS SHEET P.2

THE FOLLOWING ITEM AND QUANTITY TO BE CARRIED TO GENERAL SUMMARY:

ITEM 605 - AGGREGATE DRAIN WITH GEOTEXTILE FABRIC , 168 FT

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION TYPE DEVICES BETWEEN THE HOURS OF 7 PM AND 7 AM UNLESS SPECIFIED OTHERWISE WITH THE PLANS. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

CONTRACTOR MUST NOTIFY THE CITY OF NORTON'S ADMINISTRATIVE OFFICER (MIKE RORAR) AND THE CITY ENGINEER (BINSLEY BRIAN) AT LEAST 2 WEEKS PRIOR TO OVERNIGHT WORK SO THAT THE CITY CAN NOTIFY THE RESIDENTS IN THE AREA.

GENERAL NOTES

DESIGN AGENCY



DESIGNER

CAM

REVIEWER

CSR 12/03/25

PROJECT ID

119349

SHEET

P.4

TOTAL

42



ADDENDUM #003
08/06/2026

ITEM 614, MAINTAINING TRAFFIC

JOHNSON ROAD SHALL BE CLOSED FOR THE DURATION OF CONSTRUCTION.

STATE ROUTE 21:
ONE LANE CLOSURE IN EACH DIRECTION DURING CONSTRUCTION
AS PER THE PLCS.

NO WORK AFFECTING SR-21 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	
MEMORIAL DAY	CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED)	
LABOR DAY	

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

DAY OF HOLIDAY	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
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.

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
US 21	AS PER PLCS	PER MINUTE PER LANE	\$120.00

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

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

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

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

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

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

JOHNSON ROAD, JUST EAST OF WEST FRONTAGE DRIVE INTERSECTION
JOHNSON ROAD, JUST WEST OF EAST FRONTAGE DRIVE INTERSECTION

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.

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

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 75 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.7. THE PERMITTED 75 DAY CLOSURE PERIOD SHALL OCCUR BETWEEN 06/01/2027 AND 08/18/2027. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$ 4000.00 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT

EQUIPMENT ON SHOULDERS

IF EQUIPMENT IS TO REMAIN ON THE SHOULDERS WHEN THE CONTRACTOR IS NOT WORKING, IT SHALL BE PLACED BEHIND PORTABLE CONCRETE BARRIER (PCB) AND A WORK ZONE IMPACT ATTENUATOR (WZIA) SHALL PROTECT THE LEADING BLUNT END OF THE PCB (SEE OMUTCD, FIGURE 6H-5 "SHOULDER CLOSURE ON FREEWAY" (TYPICAL APPLICATION 5)). THE EDGE OF PORTABLE BARRIER SHALL MAINTAIN AT LEAST A 2' OFFSET FROM THE EDGE LINE AND THE ATTENUATOR SHALL MAINTAIN AT LEAST A 4' OFFSET FROM THE EDGE LINE. IF THE CONTRACTOR CHOOSES TO PROTECT PAINTING EQUIPMENT WITH PCB AND A WZIA, THE COST SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM BID FOR MAINTAINING TRAFFIC.

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.

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

FLOODLIGHTING

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 CALENDAR 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 PATTERN 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.

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.

DETOUR NOTIFICATION (CITY OF NORTON)

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER, SUMMIT COUNTY (330-643-2510), AND THE CITY OF NORTON (330-825-7815) 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.

3 ADDENDUM #003
08/06/2026

DESIGN AGENCY	
	
DESIGNER	CAM
REVIEWER	CSR 12/03/25
PROJECT ID	119349
SHEET	P.5
TOTAL	42

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

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

DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- FOR LANE CLOSURES THAT MEET ALL OF THE CRITERIA LISTED BELOW: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).
- CRITERIA
- . ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
 - . AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
 - . AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

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

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

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

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

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 SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY.THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 80 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

SEQUENCE OF CONSTRUCTION:

THE CONTRACTOR SHALL CLOSE AND DETOUR THE JOHNSON ROAD BRIDGE OVER SR-21 TO PERFORM IMPROVEMENTS TO THE SUM-21-1.07 STRUCTURE. THE CONTRACTOR IS PERMITTED TO PERFORM SR-21 LANE CLOSURES IN ACCORDANCE WITH SCD MT-95.30 AND THE PERMITTED LANE CLOSURE SCHEDULE (PLCS).

OVERNIGHT CLOSURES OF SR-21 MAY BE PERFORMED IN ACCORDANCE WITH THE CONDITIONS LISTED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTIONS NOTE. FOR OVERNIGHT CLOSURES OF SR-21, THE CONTRACTOR SHALL CLOSE THE AFFECTED I-76, SR-585, AND WOOSTER ROAD RAMP IN ACCORDANCE WITH SCD-98.29. FOR OVERNIGHT CLOSURES OF SR-21, THE CONTRACTOR SHALL CLOSE SR-21 AT THE I-76/SR-21 INTERCHANGE AND THE SR-21/SR-585 INTERCHANGE USING DRUMS IN ACCORDANCE WITH SCD MT-99.50. THE CONTRACTOR SHALL PROVIDE PORTABLE CHANGEABLE MESSAGE SIGNS TO IDENTIFY THE SR-21 OVERNIGHT DETOUR ROUTE AS DIRECTED BY THE ENGINEER.

DAILY LANE CLOSURES OF JOHNSON ROAD OUTSIDE OF THE PERMITTED CLOSURE DURATION MAY BE PERFORMED IN ACCORDANCE WITH SCD MT-97.10 AS NEEDED.

ASPHALT PAVING LIMITATION

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

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.

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

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

- THE CONTRACTOR IS PERMITTED TO PERFORM UP TO 6 SEPARATE CLOSURES OF SR-21NB.
- THE CONTRACTOR IS PERMITTED TO PERFORM UP TO 6 SEPARATE CLOSURES OF SR-21SB.
- THE CLOSURES OF SR-21NB AND SR-21SB MAY BE PERFORMED CONCURRENTLY.
- SR-21 TRAFFIC SHALL BE DETOURED USING PORTABLE CHANGEABLE MESSAGE SIGNS AS DIRECTED BY THE ENGINEER.

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 CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE “EXCEPTION REQUEST APPROVAL DATED 8/05/2026 FOR PID 119349” 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.

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 RECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE. THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK. (THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 12 SIGN MONTH ASSUMING 6 PCMS SIGN(S) FOR 2 MONTH(S)

DESIGN AGENCY	
	
DESIGNER	
CAM	
REVIEWER	
CSR 12/03/25	
PROJECT ID	
119349	
SHEET	TOTAL
P.6	42

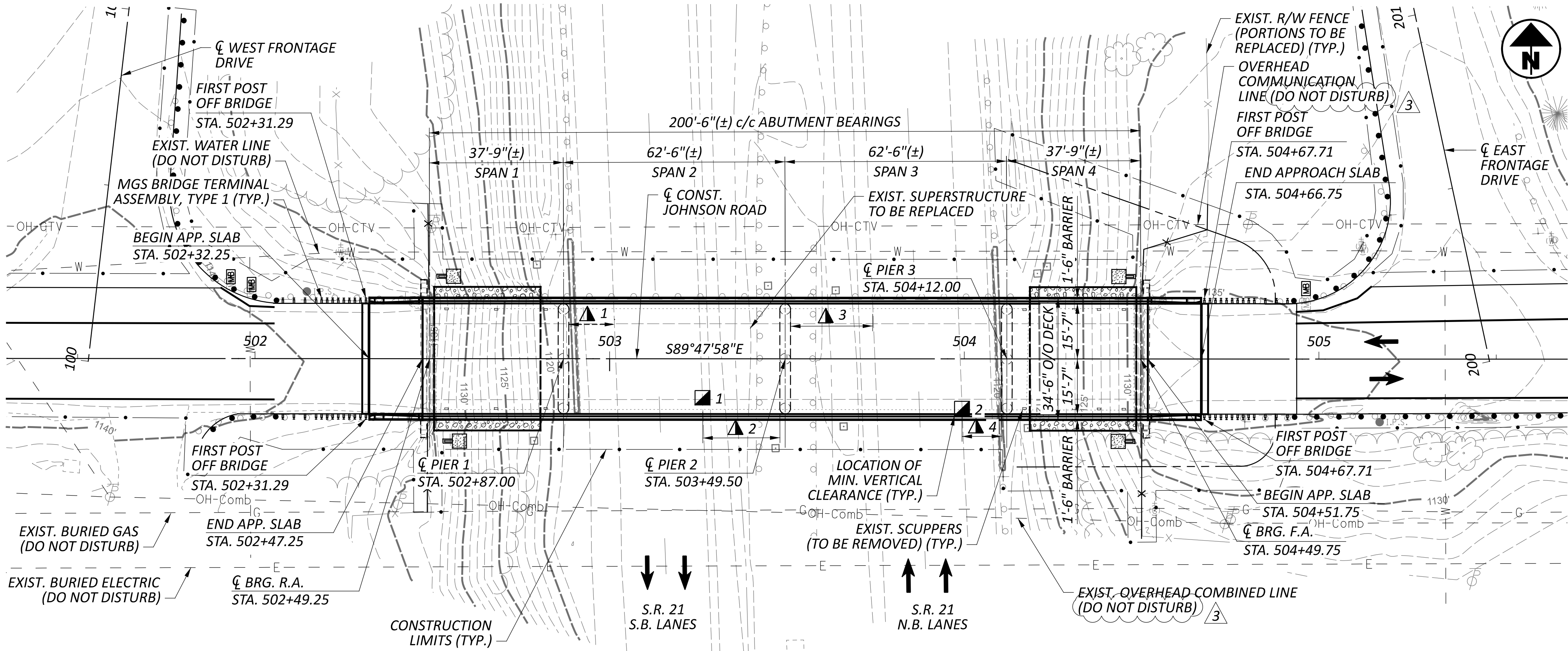
SUM-21-1.07

MODEL: Gen Sum 2 PAPER SIZE: 34x22 (in.) DATE: 8/5/2026 TIME: 4:48:09 PM USER: cmoradiya
PROJECT: X:\Projects\2024\2422\202000 SUM-21-1.07\400-Engineering\DESIGN\CT\ProjectData\119349\400-Engineering\Roadway\Sheets\119349_GG001.dgn

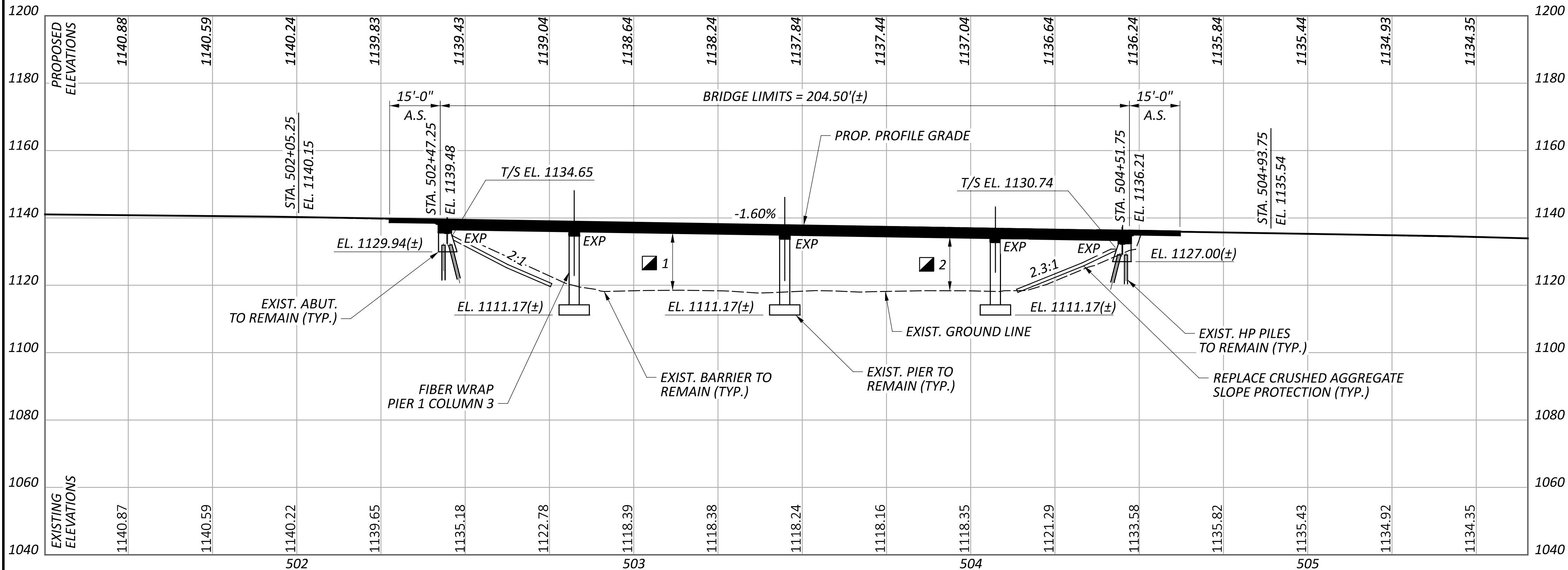
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GENERAL SUMMARY

DESIGN AGENCY	
	
DESIGNER	
CAM	
REVIEWER	
CSR 12/03/25	
PROJECT ID	
119349	
SHEET	TOTAL
P.9	42



PLAN



PROFILE ALONG C CONSTRUCTION JOHNSON ROAD

3 ADDENDUM #003
08/06/2026

BENCHMARK DATA

BM #1 STA.	102+14.60,	EL. 1139.92,	OFFSET 19.44' LT	IRON PIN
BM #2 STA.	103+32.66,	EL. 1117.45,	OFFSET 179.20' LT	IRON PIN
BM #3 STA.	105+17.12,	EL. 1134.42,	OFFSET 17.28' RT	IRON PIN

NOTES

- EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
- FOR ADDITIONAL BENCHMARK INFORMATION, SEE SHEET P.3 OF 43.

DESIGN TRAFFIC (JOHNSON ROAD):

2028 ADT =	3,629	2028 ADTT =	109
2048 ADT =	4,439	2048 ADTT =	103
DIRECTIONAL DISTRIBUTION =	0.60		

VERTICAL CLEARANCE (SEE NOTE 3):

1	16.81' PROPOSED	15.50' REQUIRED
2	15.57' PROPOSED	15.50' REQUIRED

HORIZONTAL CLEARANCE:

1	12.90' PROPOSED	11.67' REQUIRED
2	21.74' PROPOSED	9.0' REQUIRED
3	23.15' PROPOSED	9.0' REQUIRED
4	11.15' PROPOSED	11.67' REQUIRED

EXISTING STRUCTURE

TYPE: FOUR (4) SPAN CONTINUOUS STEEL BEAM BRIDGE WITH NON-COMPOSITE REINFORCED CONCRETE DECK AND CONCRETE SUBSTRUCTURES
SPANS: 37'-6"±, 62'-6"±, 62'-6"±, 37'-6"± c/c BEARINGS
ROADWAY: 28'-0"± F/F SAFETY CURB
LOADING: CF-400
SKEW: NONE
WEARING SURFACE: 2½" ASPHALT CONCRETE
APPROACH SLABS: 15'-0"± LONG
ALIGNMENT: TANGENT
CROWN: 0.0156(±) FT/FT
STRUCTURE FILE NUMBER: 7701179
DATE BUILT: 1957
DISPOSITION: SUPERSTRUCTURE TO BE REPLACED

PROPOSED STRUCTURE

PROP. WORK: SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REHABILITATION, CONVERT TO SEMI-INTEGRAL ABUTMENTS, FIBER WRAP PIER 3 COLUMN, REPLACE BEARINGS AND NEW APPROACH SLABS
TYPE: FOUR (4) SPAN GALVANIZED CONTINUOUS STEEL BEAM BRIDGE WITH COMPOSITE REINFORCED CONCRETE DECK AND CONCRETE SUBSTRUCTURES
SPANS: 37'-9"±, 62'-6"±, 62'-6"±, 37'-9"± c/c BEARINGS
ROADWAY: 31'-2" TOE/TOE PARAPET
LOADING: HL-93 & 60 PSF FUTURE WEARING SURFACE (SUPERSTRUCTURE), CF-400 (SUBSTRUCTURE)
SKEW: NONE
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: 15'-0" LONG (AS-1-15 & AS-2-15, TYPE C INSTALLATION)
ALIGNMENT: TANGENT
CROWN: 0.016 FT/FT
DECK AREA: 7,055 SF

COORDINATES: LATITUDE 41°00'14.19" N
LONGITUDE 81°39'43.80" W

SITE PLAN
BRIDGE NO. SUM-21-1.066
OVER S.R. 21

SFN

7701179

DESIGN AGENCY

DLZ

DESIGNER

AA/JM

CHECKER

MP/JS

REVIEWER

MJL 12/03/25

PROJECT ID

119349

SUBSET

1

TOTAL

23

SHEET

P.20

TOTAL

42

ESTIMATED QUANTITIES (01/NHS)										CALC. BY:	TDB	DATE:	12/3/25
										CHKD. BY:	JRS	DATE:	12/3/25
ITEM	ITEM EXTENSION	TOTAL	UNIT	DESCRIPTION	REAR ABUTMENT	FORWARD ABUTMENT	PIERS	SUPER- STRUCTURE	GENERAL	REF. SHEET NUMBER			
202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					LS	2			
202	22900	80	SY	APPROACH SLAB REMOVED					80				
202	23500	709	SY	WEARING COURSE REMOVED				629	80				
503	21300	LS		UNCLASSIFIED EXCAVATION					LS				
509	10000	77,270	LB	EPOXY COATED STEEL REINFORCEMENT			1,271	75,999					
509	30020	4,996	FT	NO. 4 DEFORMED GFRP REINFORCEMENT				4,996					
510	10000	192	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT			192						
511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	1	1							
511	34446	227	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK				227		16			
511	34450	56	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)				56					
511	42510	10	CY	CLASS QC1 CONCRETE, PIER CAP			10						
512	10100	661	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	23	26	226	386					
512	74000	234	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	10	15	209						
513	10241	152,400	LB	STRUCTURAL STEEL MEMBERS, LEVEL 2, AS PER PLAN				152,400		2			
513	20000	3,190	EACH	WELDED STUD SHEAR CONNECTORS				3,190					
516	10010	69	FT	ARMORLESS PREFORMED JOINT SEAL					69				
516	13600	15	SF	1" PREFORMED EXPANSION JOINT FILLER				15					
516	13900	63	SF	2" PREFORMED EXPANSION JOINT FILLER				63					
516	14020	95	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	48	47							
516	44101	10	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (LOAD PLATE 15"x14.5"x1.44" MIN., NEOPRENE 14"x13.5"x2.29")			10			10			
516	44101	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (LOAD PLATE 15"x15.5"x1.44" MIN., NEOPRENE 14"x14.5"x2.83")			5			10			
516	44201	10	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (LOAD PLATE 14"x10.5"x1.5", NEOPRENE 12"x9.5"x3.01")	5	5				10			
518	21200	27	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	14	13							
518	40000	70	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	35	35							
518	40010	60	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	30	30							
SPECIAL	51900100	102	SF	COMPOSITE FIBER WRAP SYSTEM			102			4			
519	11101	100	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN					100	4			
526	10011	115	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=12"), AS PER PLAN					115	4			
526	90030	69	FT	TYPE C INSTALLATION					69				
601	20010	99	CY	CRUSHED AGGREGATE SLOPE PROTECTION	50	49							
601	21050	8	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	4	4							
607	39901	297	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN				297		4 & 16			
611	99710	4	EACH	PRECAST REINFORCED CONCRETE OUTLET	2	2							
625	33000	1	EACH	STRUCTURE GROUNDING SYSTEM					1	4			
SPECIAL	69098000	1	EACH	VERTICAL CLEARANCE					1	4			

ADDENDUM #003
08/06/2026

ESTIMATED QUANTITIES
BRIDGE NO. SUM-21-1.066
OVER S.R. 21

SFN		7701179
DESIGN AGENCY		
DESIGNER		CHECKER
TDB		JRS
REVIEWER		
MJL	12/03/25	
PROJECT ID		119349
SUBSET	TOTAL	
6	23	
SHEET	TOTAL	
P.25	42	