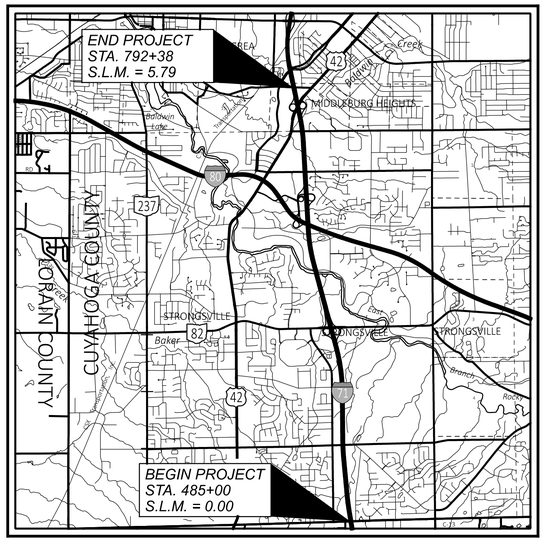
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

CUY-71-0.00

CITY OF STRONGSVILLE
CITY OF MIDDLEBURG HEIGHTS
CUYAHOGA COUNTY



LOCATION MAP

LATITUDE: 41°18'30" LONGITUDE: 81°48'00"

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

DESIGN DESIGNATION

CURRENT ADT (2026)	*94,000*
DESIGN YEAR ADT (2046)	*98,700*
DESIGN HOURLY VOLUME (2046)	*11,800*
DIRECTIONAL DISTRIBUTION	*60%*
TRUCKS (24 HOUR B&C)	*4%*
DESIGN SPEED	*65 MPH*
LEGAL SPEED	*60 MPH*
DESIGN FUNCTIONAL CLASSIFICATION:	
URBAN INTERSTATE	
NHS PROJECT	*YES*

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

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 12 CAPITAL PROGRAMS
5500 TRANSPORTATION BLVD.
GARFIELD HEIGHTS, OH 44125

ENGINEER'S SEAL
ROADWAY
STATE OF OHIO
KEITH DOUGLAS HAMILTON
E-72668
REGISTERED PROFESSIONAL ENGINEER

INDEX OF SHEETS:

FEDERAL PROJECT NUMBER

E250744

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF THE RESURFACING OF 5.79 MILES OF IR-71 FROM SLM 0.00 (COUNTY LINE) TO SLM 5.79 (FOWLES RD) IN STRONGSVILLE AND MIDDLEBURG HEIGHTS IN CUYAHOGA COUNTY.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*N/A (MAINTENANCE PROJECT)*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*N/A (MAINTENANCE PROJECT)*
NOTICE OF INTENT EARTH DISTURBED AREA:	*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 NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

John Picuri, P.E., P.S.
District 12 Deputy Director

Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	*1/19/24*	*TC-41.40*	*10/18/13*				*800-2023*	*7/18/25*	
BP-9.1	*1/18/19*	*TC-42.20*	*10/18/13*				*821*	*4/20/12*	
		TC-52.10	*10/18/13*				*832*	*7/18/25*	
MT-95.30	*7/18/25*	*TC-52.20*	*1/15/21*				*872*	*1/17/25*	
MT-95.50	*7/21/17*	*TC-65.10*	*1/17/14*				*875*	*1/17/25*	
MT-98.10	*1/17/20*	*TC-65.11*	*1/17/25*				*921*	*7/19/24*	
MT-98.11	*1/17/20*	*TC-71.10*	*7/18/25*						
MT-98.20	*4/19/19*	*TC-72.20*	*7/18/25*						
MT-98.22	*1/17/20*								
MT-98.28	*1/17/20*								
MT-99.20	*4/19/19*								
MT-99.50	*7/18/25*								
MT-105.10	*1/17/20*								
TC-41.20	*10/18/13*								
TC-41.30	*4/21/23*								

SUPPLEMENTAL SPECIFICATIONS

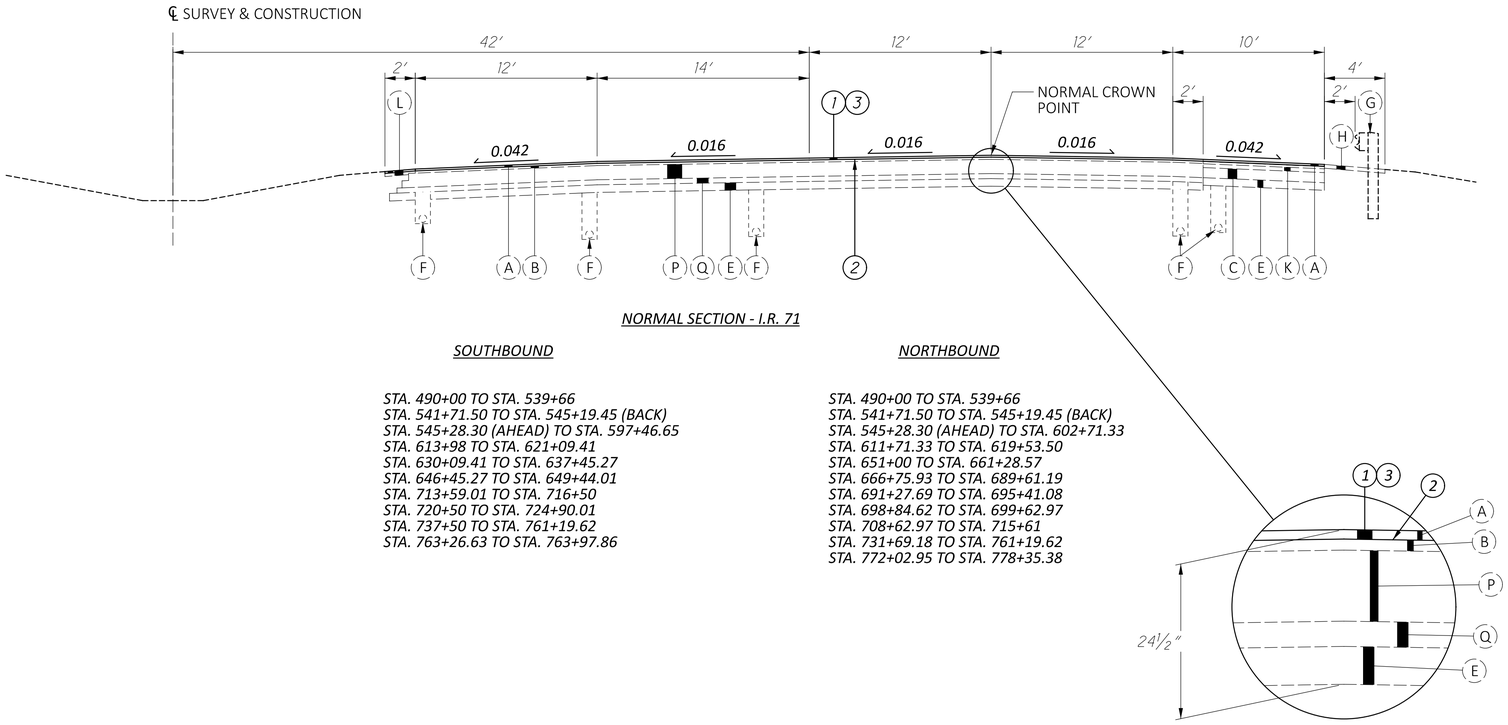
SPECIAL PROVISIONS

TITLE SHEET

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 09/05/25
PROJECT ID 110962
SHEET P.1 TOTAL 41

CUY-71-0.00



NORMAL SECTION - I.R. 71

SOUTHBOUND

STA. 490+00 TO STA. 539+66
STA. 541+71.50 TO STA. 545+19.45 (BACK)
STA. 545+28.30 (AHEAD) TO STA. 597+46.65
STA. 613+98 TO STA. 621+09.41
STA. 630+09.41 TO STA. 637+45.27
STA. 646+45.27 TO STA. 649+44.01
STA. 713+59.01 TO STA. 716+50
STA. 720+50 TO STA. 724+90.01
STA. 737+50 TO STA. 761+19.62
STA. 763+26.63 TO STA. 763+97.86

NORTHBOUND

STA. 490+00 TO STA. 539+66
STA. 541+71.50 TO STA. 545+19.45 (BACK)
STA. 545+28.30 (AHEAD) TO STA. 602+71.33
STA. 611+71.33 TO STA. 619+53.50
STA. 651+00 TO STA. 661+28.57
STA. 666+75.93 TO STA. 689+61.19
STA. 691+27.69 TO STA. 695+41.08
STA. 698+84.62 TO STA. 699+62.97
STA. 708+62.97 TO STA. 715+61
STA. 731+69.18 TO STA. 761+19.62
STA. 772+02.95 TO STA. 778+35.38

PAVING DETAIL

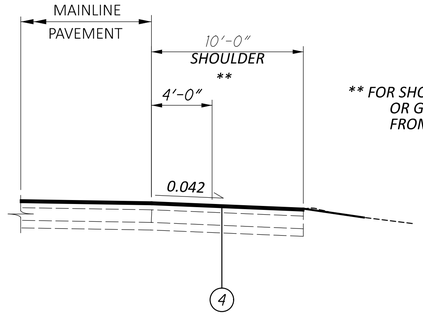
NOT TO SCALE

EXISTING LEGEND

- (A) 1½" ASPHALT CONCRETE SURFACE COURSE
- (B) 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE
- (C) POROUS BASE COURSE
- (D) 10" CONCRETE BASE
- (E) AGGREGATE BASE
- (F) UNDERDRAIN
- (G) GUARDRAIL, TYPE 5
- (H) ASPHALT UNDER GUARDRAIL
- (I) TYPE D JOINT, AS PER BP2.1M
- (J) CONCRETE MEDIAN
- (K) WATERPROOFED AGGREGATE BASE (3" MAINLINE, 6" RAMP)
- (L) COMPACTED AGGREGATE
- (M) CURB
- (N) 9" CONCRETE BASE
- (O) CONCRETE BARRIER
- (P) 11¼" BITUMINOUS AGGREGATE BASE
- (Q) 4" ASPHALT TREATED FREE DRAINING BASE
- (R) GUARDRAIL, TYPE 5MR

PROPOSED LEGEND

- (1) *ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, ¾"*
- (2) *ITEM 407 - NON-TRACKING TACK COAT (0.085 GAL/SY)*
- (3) *ITEM 424 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449), ¾"*
- (4) *ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)*



*** FOR SHOULDER WIDTHS 10'-0" OR GREATER, MODIFY OFFSET FROM SCD BP-9.1*

RUMBLE STRIP DETAIL

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 09/05/25

PROJECT ID 110962

SHEET P.5 TOTAL 41

CUY-71-0.00

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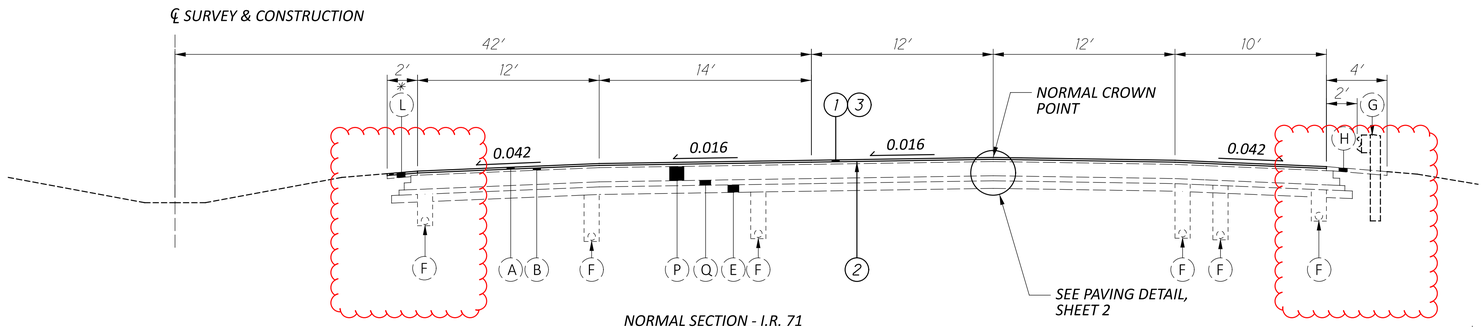


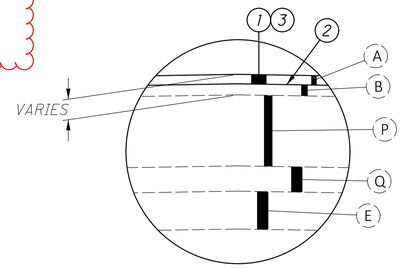
NORMAL SECTION - I.R. 71

SOUTHBOUND

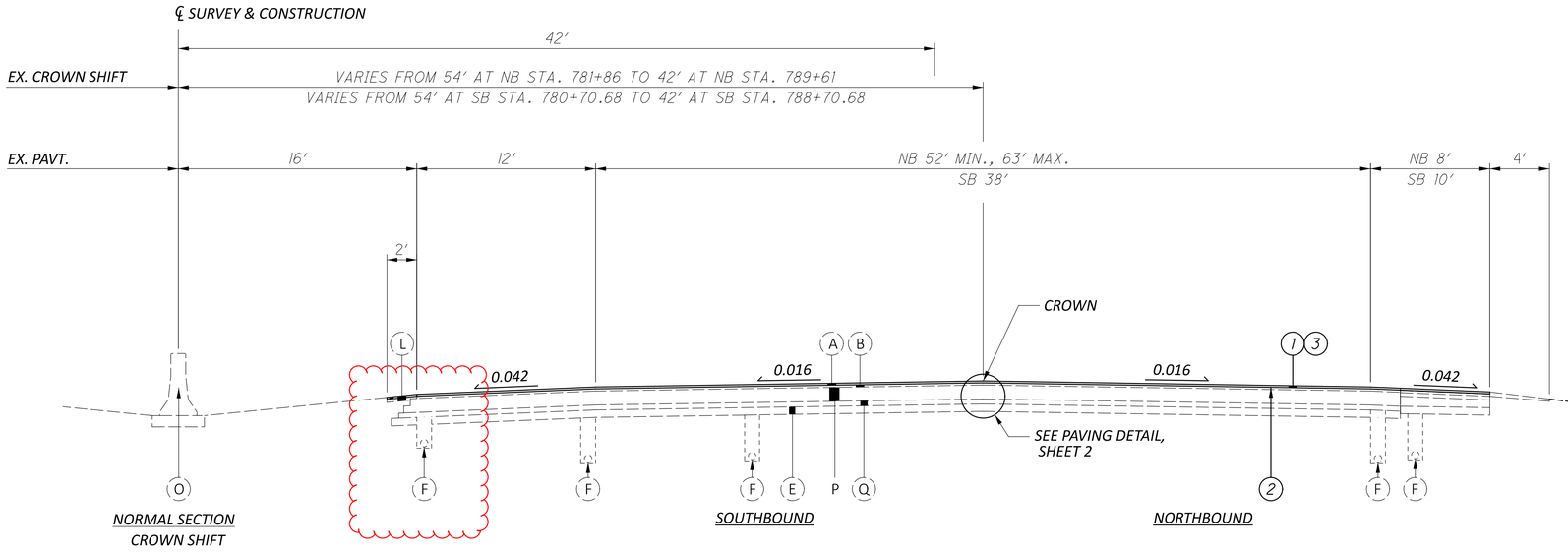
STA. 485+00 TO STA. 490+00
STA. 713+59.31 TO STA. 716+50
STA. 716+50 TO STA. 720+50
STA. 733+90.01 TO STA. 737+50

NORTHBOUND

STA. 485+00 TO STA. 490+00
STA. 661+28.57 TO STA. 662+28.57
STA. 665+75.93 TO STA. 666+75.93



PAVING DETAIL



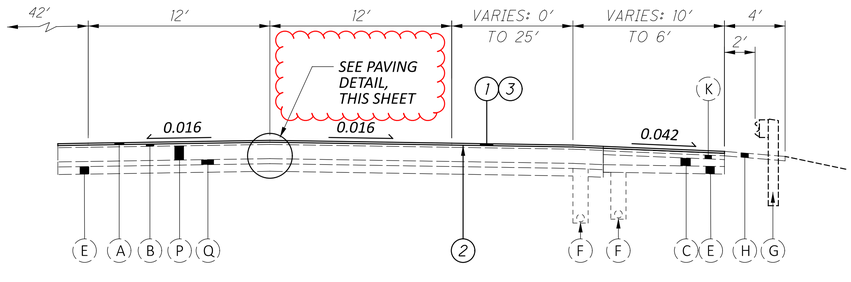
NORMAL SECTION
CROWN SHIFT

SOUTHBOUND

STA 781+30.62 TO STA 789+00

NORTHBOUND

STA 781+30.62 TO STA 789+00



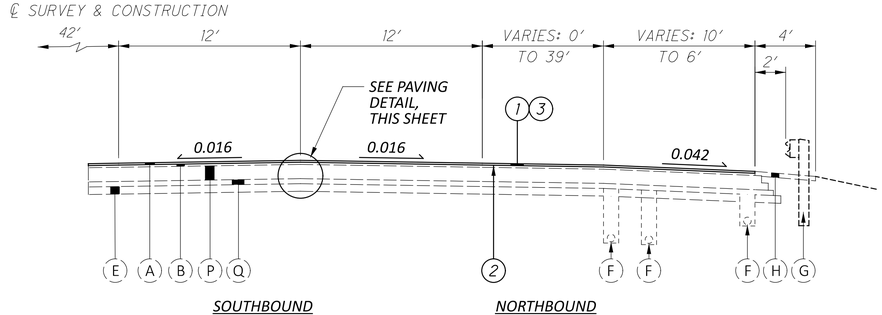
SOUTHBOUND

STA. 597+46.65 TO STA. 609+46.65
STA. 624+50` TO STA. 630+09.41
STA. 640+85` TO STA. 646+45.27
STA. 728+30` TO STA. 730+50
STA. 763+97.86 TO STA. 775+97.86

NORTHBOUND

STA. 602+71.33 TO STA. 608+45
STA. 626+00 TO STA. 633+32
STA. 639+00 TO STA. 651+00
STA. 699+62.97 TO STA. 705+22
STA. 719+69.18 TO STA. 731+69.18
STA. 763+26.63 TO STA. 768+85

SPEED CHANGE LANES



SOUTHBOUND

STA. 730+50 TO STA. 733+90.01

NORTHBOUND

STA. 621+00 TO STA. 626+00
STA. 717+00 TO STA. 719+69.18

FOR LEGEND, SEE SHEET P.5

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER KDH
REVIEWER DAB 09/05/25
PROJECT ID 110962
SHEET P.6 TOTAL 41

CUY-71-0.00

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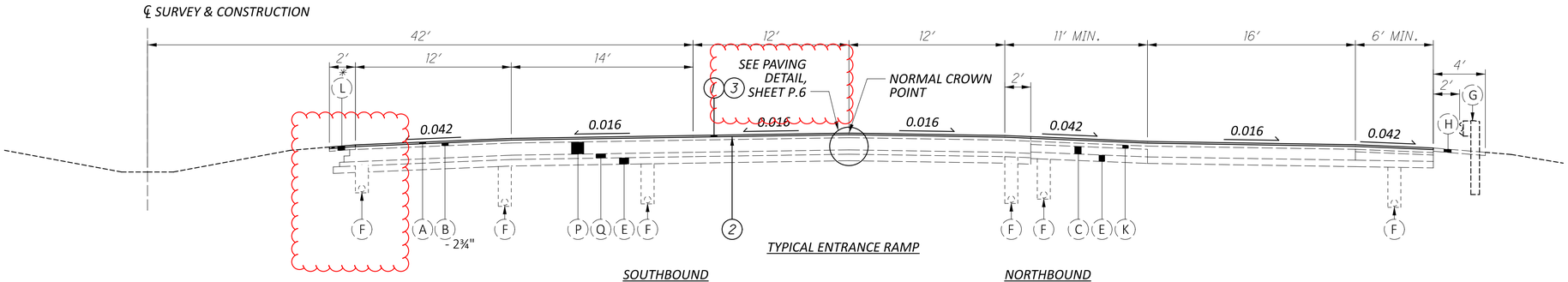


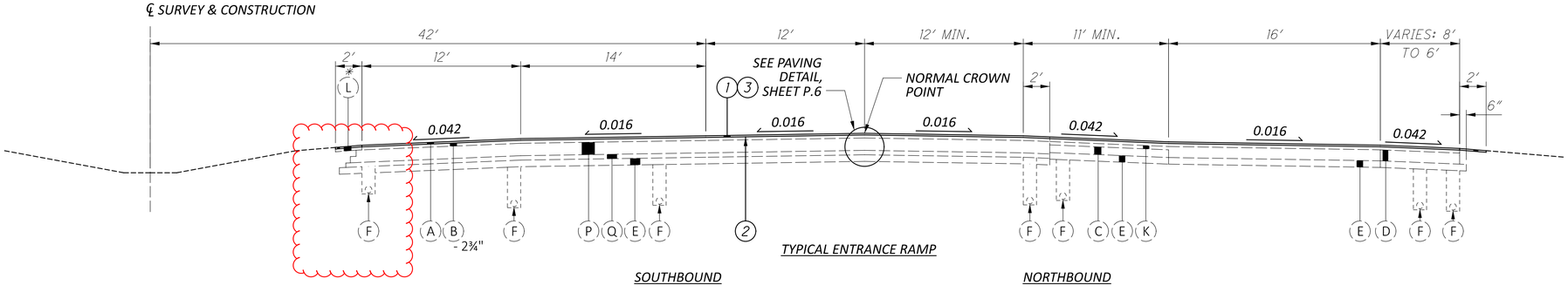
TYPICAL ENTRANCE RAMP

SOUTHBOUND

STA. 713+59.01 TO STA. 714+97

NORTHBOUND

STA. 715+61 TO STA. 717+00



TYPICAL ENTRANCE RAMP

SOUTHBOUND

STA. 609+46.65 TO STA. 613+98
STA. 775+97.86 TO STA. 778+35.38

NORTHBOUND

STA. 619+53.50 TO STA. 621+00
STA. 633+32 TO STA. 639+00

FOR LEGEND, SEE SHEET P.5

TYPICAL SECTIONS

DESIGN AGENCY

DESIGNER	KDH
REVIEWER	DAB 09/05/25
PROJECT ID	110962
SHEET	P.7
TOTAL	41

CUY-71-0.00

Pavement

Profile and Alignment

Place the proposed pavement to follow the alignment of the existing pavement. Place the proposed asphalt concrete with a uniform thickness of ¾" as shown on the Typical Sections.

Planing Requirements

The duration of time between planing the asphalt and placing the asphalt overlay shall be kept to a minimum. In no instance shall this time exceed 7 calendar days. The time limit shall begin on the first day of planing and shall continue based on calendar days, minus any weather days, until completion of the asphalt concrete surface course. This is to ensure that the potential degradation of the exposed pavement due to traffic is kept to a minimum. This requirement applies to both mainline and ramps alike.

In the event that the time between exposing the existing pavement and placing the asphalt surface course exceeds 7 calendar days, liquidated damages as per 108.07 of the C&MS shall be assessed.

Asphalt Concrete Surface Course Sealing Requirements

In addition to the gutter sealing requirements specified in SCD BP-3.1 and C&MS 401.08 (D), after completion of the surface course, the Contractor shall use a certified 702.01 PG binder to seal the following locations:

- All castings including but not limited to monuments, manholes, water valves, catch basins, curb inlets.
- Butt joints and feather joints including bridge approaches.
- Forward joint for driveway asphalt and trailing joint when butting to existing asphalt drive.
- Perimeter of all pavement repairs or other asphalt inlays when pavement repairs/inlays are not overlaid with an asphalt concrete surface course.

The material used shall be a certified 702.01 PG binder. The width of the sealer shall be 2-3 inches.

Any additional costs associated with the work identified in this note shall be included in the appropriate asphalt concrete surface course item of work.

Longitudinal Joints (Flexible Pavement)

Longitudinal joints between a pavement lane and adjoining shoulder or speed change lane, and between a speed change lane and the adjoining shoulder shall be made the same day. All longitudinal joints shall be hot except for one cold joint per roadway. Locate the cold joint along the centerline or a lane line. Longitudinal joint locations shall be approved by the Engineer. Each ramp shall have a maximum of one longitudinal cold joint located approximately halfway across the ramp.

Item 251 – Partial Depth Pavement Repair, (442), As Per Plan A

This item shall be used for the repair of unsound, cold-patch, or pop-out areas of longitudinal joints as directed by the engineer. This work shall be performed prior to the milling operation and prior to resurfacing. The depth of the repair shall be 3" below the top of the planed asphalt surface. The width of the repair shall be 24" centered on the existing joint as shown on *SHEET P.41*.

For additional notes, details, and quantities, see *SHEET P.41*.

Use replacement materials conforming to the requirements of Item 442, 19mm.

The following estimated quantity has been carried to the General Summary:

Item 251 – Partial Depth Pavement Repair (442), As Per Plan A..... **500 Sq Yd**

Item 251 – Partial Depth Pavement Repair, (442) As Per Plan B

This item shall be used for the repair of unsound, cold-patch, or pop-out areas of transverse joints and cracks as directed by the engineer. This work shall be performed prior to the milling operation and prior to resurfacing. The depth of the repair shall be 3" below the top of the planed asphalt surface. The width of the repair shall be 24" centered on the existing joint or crack as shown on *SHEET P.41*.

For additional notes, details, and quantities, see *SHEET P.41*.

Use replacement materials conforming to the requirements of Item 442, 19mm.

The following estimated quantity has been carried to the General Summary:

Item 251 – Partial Depth Pavement Repair (442), As Per Plan B..... **250 Sq Yd**

Item 618 – Rumble Strips, (Asphalt Concrete), As Per Plan

For all freeways, the lateral position of edge line rumble strips shown in SCD BP-9.1 is revised as follows:

1. Median and Outside Shoulder Offset for shoulders less than 6': Dimension A and B are equal to 6".
2. Median and Outside Shoulder Offset for shoulders 6' to 12': Dimension A and B are equal to half the shoulder width minus 12".
3. Median and Outside Shoulder Offset for shoulders greater than 12': Dimension A and B are equal to 5'.

The following estimated quantity shall be used to construct Item 618 – Rumble Strips, (Asphalt Concrete), As Per Plan:

Item 618 – Rumble Strips, Shoulder (Asphalt Concrete), As Per Plan ..... **21.96 Miles**

Traffic Control

Protection of Traffic Monitoring Equipment

Existing ATR Site #577 is located around Sta. 682+00. The Contractor shall suspend resurfacing in both directions within 50 FT of both sides of the ATR to avoid disturbing the existing ATR.

Permanent Pavement Markings on Bridges

Proposed pavement markings on bridges shall be placed on top of existing markings.

Raised Pavement Markers

Install raised pavement markers for lane lines at a spacing of eighty feet (80') center-to-center.

Item 621 – Raised Pavement Marker Removed

This item shall include the removal and disposal of existing RPMs.

The following estimated quantity has been carried to the General Summary:

Item 621 – Raised Pavement Marker Removed .....**2100 Each**

GENERAL NOTES

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 09/05/25

PROJECT ID 110962

SHEET P.10 TOTAL 41

CUY-71-0.00

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Maintenance of Traffic

Item 614 – Maintaining Traffic

General Provisions

1. Traffic shall be maintained in accordance with the Permitted Lane Closure Schedule. The Contractor shall set up and operate his equipment in such a manner as to minimize encroachment upon the traveled width of pavement.

2. The Contractor shall notify the Engineer, the responsible law enforcement agency and the Ohio Department of Transportation, District 12 Public Information Officer ((216) 584-2007) not less than 24 hours prior to a scheduled disruption of traffic.

3. Nighttime work shall be permitted in accordance with these plans and notes. The Contractor shall provide flood lighting of the work area in accordance with CMS 401.15 to assure the safest conditions during nighttime work. A lighting plan for nighttime operations shall be presented to and approved by the Engineer.

4. The Contractor shall furnish, erect and maintain all warning and information signs necessary for maintaining traffic. The sign faces shall be reflectorized with Type G sheeting complying with the requirements of CMS 730.19. The Contractor shall determine what signs are needed and advise the Engineer two weeks in advance of his detailed plans. See the OMUTCD and standard drawings for the minimum signage required.

5. Traffic control devices shall be set up prior to the start of construction and shall be properly maintained during the time special conditions exist. They shall remain in place only as long as they are needed and shall be immediately removed thereafter. Where operations are performed in stages, there shall be in place only those devices that apply to the condition present during the stage in progress. All signs with messages which do not apply during a certain period shall be covered or set aside out of the view of traffic.

6. During non-working periods, open excavations shall be delineated with warning flashers and/or other approved devices as deemed appropriate by the Engineer.

7. Existing signs located within the road work areas which are necessary for interim or permanent traffic control shall be removed and re-erected in locations as approved by the Engineer.

8. No stoppage of traffic shall occur without law enforcement personnel at each location to direct traffic.

9. Whenever a total closure is implemented, the Contractor shall provide a portable changeable message sign from ODOT's pre-approved list. It shall be placed 1.5 miles to 2 miles in advance of the closure or as directed by the Engineer.

10. 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.

Lane Closure/Reduction Required

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 Sign

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. At the approval of the Engineer, portable changeable message signs may be used in lieu of the standard flatsheet sign for closure durations of less than 1 week.

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 & Road Closures	≥ 2 weeks	14 calendar days prior to closure
	> 12 hours & < 2 weeks	7 calendar days prior to closure
	≤ 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.

Construction Sequence

No permanent maintenance of traffic zones are detailed in these plans. Traffic shall be maintained in accordance with the Permitted Lane Closure Times. All work zone closures shall comply with the appropriate Standard Construction Drawings.

Prior to opening all lanes to normal traffic, the Contractor shall ensure that the pavement is in a drivable condition with no potholes or dust.

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)
Memorial Day	Thanksgiving
Fourth of July (observed)	Christmas (observed)
Labor Day	(Other Holiday or Special Event)

The period of time that the lanes are to be open depends on the day of the week on which the holiday or special event falls. The following schedule shall be used to determine this period:

Day of holiday or special event	Time all lanes must be open to traffic
Sunday	12:00N Friday through 6:00AM Monday
Monday	12:00N Friday through 6:00AM Tuesday
Tuesday	12:00N Monday through 6:00AM Wednesday
Tuesday (Gen./Reg. Election)	5:00AM Tuesday through 12:00AM Wednesday
Wednesday	12:00N Tuesday through 6:00AM Thursday
Thursday	12:00N Wednesday through 6:00AM Friday
Thursday (Thanksgiving only)	6:00AM Wednesday through 6:00AM Monday
Friday	12:00N Thursday through 6:00AM Monday
Saturday	12:00N Friday through 6:00AM Monday

During the same periods, maintain pedestrian access if pedestrian access was present prior to construction.

Should the Contractor fail to meet to meet any of these requirements, the Contractor shall be assessed a disincentive per the Lane Value Contract (PN 127).

Description of Critical Lane/Ramp to be Maintained	Restricted Time Period	Time Unit	Disincentive $ per Time Unit
IR-71			
MED County Line to Fowles Rd.	As per Permitted Lane Closure Schedule	Each Minute	$335

Placement of Asphalt Concrete

Two-way traffic shall be maintained at all times except that one-way traffic will be permitted for minimum periods of time consistent with the requirements of the specifications for protection of completed asphalt concrete courses.

Permitted Lane Closure Schedule (PLCS)

Lane closure(s) shall conform to the PLCS. Published PLCS information can be found on the ODOT website.

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.

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 09/05/25

PROJECT ID 110962

SHEET P.11 TOTAL 41

Work Zone Speed Zones (WZSZs)

The following Work Zone Speed Zone (WZSZ) Speed Limit Revision(s) have been approved for use on this project when work zone conditions and factors are met as described below:

WZSZ Revision Number(s)	County-Route-Section(s)	Direction(s)
WZ – 65283	CUY-71-0.00	NB & SB

Potential WZSZ locations shall have an original (pre-construction) posted speed limit of 55 mph or greater, a qualifying work zone condition of at least 0.5 mile in length, an expected work duration of at least three hours, and a work zone condition in place that reduces the existing functionality of the travel lanes or shoulders (i.e., lane closure, lane shift, crossover, contraflow and/or shoulder closure). The length of the work zone condition is measured from the beginning of the taper for the subject work zone condition impacting the travel lanes and/or shoulder to the end of the downstream taper, where drivers are returned to typical alignment. An expected work duration of at least three hours is required to balance the additional exposure created by installing and removing WZSZ signing with the time needed to complete the work.

If the work zone meets these minimum criteria, it shall be analyzed further using Table 1 below to determine if and when it qualifies for a speed limit reduction. Depending on the original posted speed limit, the type of temporary traffic control used, and whether or not workers are present, a warranted WZSZ will vary in the approved speed limit to be posted over time.

C&MS Item 614, Paragraph 614.02(B), indicates that two directions of a divided highway are considered separate highway sections. Therefore, if the work on a multi-lane divided highway is limited to only one direction, a speed limit reduction in the direction of the work does not automatically constitute a speed limit reduction in the opposite direction. Each direction shall be analyzed independently from each other.

All WZSZs fluctuate between two approved reduced speed limits or between an approved reduced speed limit and the original posted speed limit. Only one of two signing strategies shall be used to implement a WZSZ.

WZSZs using DSL Sign Assemblies shall be in accordance with this note, Approved List, Supplemental Specifications (SS) 808 and 908, and Traffic SCD MT-104.10.

WZSZs using temporary flatsheet Speed Limit signs shall be in accordance with this note and SCD MT-104.10. Additionally payment may be removed, or a disincentive applied, for WZSZs using temporary flatsheet Speed Limit signs the same as described in the most recent publication of SS 808 in regard to WZSZs using DSL Sign Assemblies (see SS 808.06 paragraphs 4 through 7, including Table 1).

Only one warranted speed limit applies at any one time; speed limit reductions are not cumulative. WZSZs shall not be used for Moving/Mobile activities, as defined in OMUTCD Part 6.

When looking up the warranted work zone speed limits, always use the original, pre-construction, posted speed limit. Do not use a prior or current work zone speed limit as a look up value in the table. Positive Protection is generally regarded as portable barrier or other rigid barrier in use along the work area within the subject warranted work zone condition. Without Positive Protection is generally regarded as using drums, cones, shadow vehicle, etc., along the work area within the subject warranted work zone condition. Workers are considered as being present when on-site, working within the subject warranted work zone condition. When the work zone condition reducing the existing functionality of the travel lanes or shoulders is removed, the speed limit displayed shall return to the original posted speed limit.

Table 1: Warranted Work Zone Speed Limits (MPH) for Work Zones on High-Speed (55 mph or greater) Multi-Lane Highways

	WITH Positive Protection		WITHOUT Positive Protection	
Original Posted Speed Limit	**Workers Present**	**Workers NOT Present**	**Workers Present**	**Workers NOT Present**
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

The following estimated quantities have been carried to the General Summary.

Item 808, Digital Speed Limit (DSL) Sign Assembly **72 Sign Mnth**

[Assuming 12 DSL Sign Assemblies for 6 Months]

Item 614 – Work Zone Pavement Markings

The following estimated quantities have been carried to the General Summary to be used as directed by the Engineer for work zone pavement markings per the requirements of CMS 614.04 and 614.11. Place temporary markings at the same locations as the proposed permanent pavement markings.

Place work zone edge lines, lane lines and dotted lines all at a width of 6". All other temporary marking widths shall be as given in CMS 614 or 641.

After the planing is completed, use the following temporary markings:

Item 614 – Work Zone Lane Line, Class III, 6", 642 Paint.....**23.60 Mile**

Item 614 – Work Zone Edge Line, Class III, 6", 642 Paint.....**27.77 Mile**

Item 614 – Work Zone Channelizing Line, Class III, 12", 642 Paint .....**14536 FT**

Item 614 – Work Zone Dotted Line, Class III, 6", 642 Paint.....**10511 Ft**

Item 614 – Work Zone Stop Line, Class III, 642 Paint .....**199 Ft**

Item 614 – Work Zone Crosswalk Line, Class III, 12", 642 Paint .....**452 Ft**

Item 614 – Work Zone Arrow, Class III, 642 Paint .....**43 Each**

After the surface course is placed, use the following temporary markings:

Item 614 – Work Zone Lane Line, Class I, 6", 642 Paint, ...**23.60 Mile**

Item 614 – Work Zone Edge Line, Class I, 6", 642 Paint, ...**27.77 Mile**

Item 614 – Work Zone Channelizing Line, Class I, 12", 642 Paint .....**14536 Ft**

Item 614 – Work Zone Dotted Line, Class I, 6", 642 Paint, ...**10511 Ft**

Item 614 – Work Zone Stop Line, Class I, 642 Paint .....**199 Ft**

Item 614 – Work Zone Crosswalk Line, Class I, 12", 642 Paint .....**452 Ft**

Item 614 – Work Zone Arrow, Class I, 642 Paint .....**43 Each**

Permanent Pavement Markings

After placing the surface course, the Contractor may place permanent pavement markings instead of placing work zone pavement markings, which shall be non-performed at these locations.

Item 614 Work Zone Increased Penalties Sign

R11-H5a-48 signs shall be furnished, erected, and maintained in good condition and/or replaced as necessary and subsequently removed by the Contractor. Signs shall be mounted at the appropriate offsets and elevations as prescribed by the Ohio Manual of Uniform Traffic Control Devices. They shall be maintained on supports meeting current safety criteria.

The signs may be erected or uncovered no more than four hours before the actual start of work. The signs shall be removed or covered no later than four hours following restoration of all lanes to traffic with no restrictions, or sooner as directed by the Engineer. Temporary sign covering and uncovering due to temporary lane restorations shall be guided by the four-hour limitations stated above. Such lane restorations should be expected to remain in effect for 30 or more consecutive calendar days, such as during winter shut-downs.

The signs on the mainline shall be dual mounted unless not physically possible. The first sign shall be placed between the ROAD WORK AHEAD (W20-1) sign and the next sign in the sequence. Signs shall be erected on each entrance ramp and every 2 miles through the construction work limits. Signs on the mainline shall be R11-H5a-48. Signs used on the ramps shall be R11-H5a-24. R11-H5a-24 signs may be used in the median in lieu of R11-H5a-48 signs if it is not physically possible to provide R11-H5a-48 signs in the median.

The R11-H5a-48 signs shall be mounted on 2 No. 3 posts when located within clear zones.

The Contractor may use signs and supports in used, but good, condition provided the signs meet current ODOT specifications.

Work Zone Increased Penalties signs and supports will be measured as the number of sign installations, including the sign and necessary supports. If a sign and support combination is removed and reerected at another location as directed by the Engineer, it shall be considered another unit.

Payment for accepted quantities, complete, in place will be made at the contract unit price. Payment shall be full compensation for all materials, labor, incidentals and equipment for furnishing, erecting, maintaining, covering during suspension of work, and removal of the sign and support.

Item 614 - Work Zone Increased Penalties Sign...**20 Each**

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 09/05/25

PROJECT ID 110962

SHEET P.13 TOTAL 41

CUY-71-0.00

Item 614 - Worksite Traffic Supervisor

Subject to approval of the Engineer, the Contractor shall employ and identify (someone other than the superintendent) a prequalified Worksite Traffic Supervisor (WTS) before starting work in the field. The WTS shall be trained in accordance with CMS 614.03, shall have successfully completed ODOT administered WTS testing (and re-testing when applicable) and be listed on the ODOT prequalified WTS roster. Prequalification expires every 5 years. Re-testing shall be successfully repeated every 5 years to remain prequalified.

The name of the prequalified WTS and related 24-hour contact information shall be provided to the Engineer at the preconstruction conference. If the designated WTS will not be available full time (24/7), the Contractor may designate an alternate (secondary) WTS to be available when the primary is off duty; however, the primary WTS shall remain the point of contact at all times. Any alternate (secondary) WTS is subject to the same training, prequalification and other requirements outlined within this plan note. At all times the Engineer, or Engineer's representatives, must be informed of who the primary WTS (and secondary WTS, if applicable) is at the current time.

The WTS position has the primary responsibility of implementing the Traffic Management Plan (TMP), monitoring the safety and mobility of the entire work zone, and correcting Temporary Traffic Control (TTC) deficiencies for the entire work zone. The WTS, and alternate WTS when on duty, shall have sufficient authority to effectively carry out the identified WTS responsibilities and duties. The duties of the WTS are as follows:

1. Be available on a 24-hour per day basis.
2. Be on site for all emergency TTC needs within one hour of notification by police or project staff, and effect corrective measures immediately on existing work zone TTC devices.
3. Attend preconstruction meeting and all project meetings where TTC management is discussed.
4. Be available on site for other meetings or discussions with the Engineer upon request.
5. Be aware of all existing and proposed TTC operations of the contractor, subcontractors and suppliers, and ensure coordination occurs between them to eliminate conflicting temporary and/or permanent traffic control.
6. Coordinate project activities with all Law Enforcement Officers (LEOs). The WTS shall also be the main contact person with the LEOs while LEOs are on the project.
7. Coordinate and facilitate meetings with ODOT personnel, LEOs and other applicable entities before each plan phase switch to discuss the work zone TTC for implementing the phase switch. Submit a written detail of MOT operations and schedule of events to implement the switch between phase plans to the Engineer 5 calendar days prior to this meeting.
8. Be present, on site for, and involved with, each TTC set up/take down and each phase change in accordance with CMS 614.03.
9. On a continual basis ensure that the TTC zone and all related devices are installed, maintained and removed in compliance with the contract documents.
10. On a continual basis facilitate corrective action(s) necessary to bring deficient TTC zones and all related devices into compliance with contract documents in the timeframe determined by the Engineer.
11. Inspect, evaluate, propose necessary modifications to, and document the effectiveness of, the TTC devices and traffic operations on a DAILY BASIS (7 days a week). In addition, perform one weekly night inspection of the work zone setup for daytime work operations; and one daytime inspection per week for nighttime projects. This shall include (but not be limited to) documentation on the following project events:
    a. Initial TTC setup (day and night review).
    b. Daily TTC setup and removal.
    c. When construction staging causes a change in the TTC setup.
    d. Crash occurrences within the construction area and within the influence area(s) approaching the work zone.
    e. Removal of TTC devices at the end of a phase or project.
    f. All other emergency TTC needs.
12. Complete the Department approved (CA-D-8) within GoFormz after each inspection as required in # 11 and submit it to the Engineer by the end of the workday in which the inspection occurred. The CA-D-8 includes a checklist of all TTC maintenance items to be reviewed. Contact GoFormz.Help@dot.ohio.gov to obtain a user account. Any deficiencies observed shall be noted on the CA-D-8, along with recommended or completed corrective actions and the dates by which such corrections were, or will be, completed. A copy of the current CA-D-8 document can be found on the Office of Construction Administration's Inspection Forms website.
13. Have copies of the ODOT Temporary Traffic Control Manual and contract documents available at all times on the project

The Department will deduct:

A. The prorated daily amount of Item 614 Maintaining Traffic for any day in which the WTS fails to perform the duties set forth above. The prorated daily amount will be equal to the original bid amount for Item 614 Maintaining Traffic divided by the difference between the original completion date and the first day of work, in calendar days.

B. 1% of the original bid amount for Item 614 Maintaining Traffic for any day that a failure to perform WTS duties reoccurs or a TTC issue is identified in the field and is not corrected in the given timeframe per the Engineer. Deduction B shall not apply to situations covered by Deduction C.

C. 1% of the original bid amount for Item 614 Maintaining Traffic for any day that a lane or ramp is blocked (fully or partially) without TTC, as determined by the Engineer. This deduction shall be in addition to any other disincentives established for unauthorized lane use.

For days in which more than one deduction listed above occur, the highest deduction amount will apply.

If three or more total days result in issues described in Deduction B or C above, the primary WTS (and any alternate WTS, if applicable) shall be immediately removed from the work in accordance with C&MS 108.05. Upon removal the Engineer shall notify ODOT Central Office (WTSPrequalification@dot.ohio.gov) to register a removal at the project level against the statewide prequalification for the primary WTS (and alternate WTS, if applicable). Accumulation of three project level removals (from any projects statewide) shall cause statewide disqualification for any formerly Prequalified WTS. A WTS (and alternate WTS, if applicable) may be immediately and concurrently removed from the work at the project level in accordance with C&MS 108.05 and disqualified statewide from the ODOT prequalified WTS roster (regardless of the number of project level removals), as well as being subject to other potential consequences, in cases of falsified, dishonest or otherwise unethical activity or documentation.

Payment for the above requirements, responsibilities and duties shall be included in the lump sum price bid for Item 614, Maintaining Traffic.

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.

It is expected that the locations of the WZQDWS devices 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 quantities have been carried to the General Summary.

896,	Portable Non-Intrusive Traffic Sensor, Class II	**24 Sign Month**
	Assuming 4 sensors for 6 Month(s)	
896,	Portable Changeable Message Sign, As Per Plan	**24 Sign Month**
	Assuming 4 sensors for 6 Month(s)	

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 09/05/25

PROJECT ID 110962

SHEET P.15 TOTAL 41

CUY-71-0.00

SHEET NUMBER													PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
8	9	10	12	13	14	15	18	19	20	21	22	23	01/IMS		EXT	TOTAL			
																		EROSION CONTROL	
													1,000	832	30000	1,000	EACH	EROSION CONTROL	
																		DRAINAGE	
	4												4	611	98631	4	EACH	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	9
	1,000												1,000	SPECIAL	61199820	1,000	LB	MISCELLANEOUS METAL	9
																		PAVEMENT	
		500											500	251	01021	500	SY	PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN A	10
		250											250	251	01021	250	SY	PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN B	10
							17,277	17,542	1,652	937			37,408	407	20000	37,408	GAL	NON-TRACKING TACK COAT (0.085 GAL/SY)	
							4,235	4,299	406	230			9,170	424	14100	9,170	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449), ¾"	
		21.96											21.96	618	40601	21.96	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	10
											48.45	5.6	54.05	850	10010	54.05	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
											10,887	1,337	12,224	850	10110	12,224	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
											18,582	2,619	21,201	850	10130	21,201	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
											3.07		3.07	850	20010	3.07	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
											1,555		1,555	850	20130	1,555	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)	
									5,704	3,686			9,390	872	10000	9,390	FT	VOID REDUCING ASPHALT MEMBRANE (VRAM)	
							4,073	4,150					8,223	875	10000	8,223	LB	LONGITUDINAL JOINT ADHESIVE	
							203,262	206,371	19,437	11,020			440,090	897	01010	440,090	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, ¾"	
																		TRAFFIC CONTROL	
											1,980	242	2,222	621	00100	2,222	EACH	RPM	
		2,100											2,100	621	54000	2,100	EACH	RAISED PAVEMENT MARKER REMOVED	
												1,697	1,697	646	10310	1,697	FT	CHANNELIZING LINE, 12"	
												199	199	646	10400	199	FT	STOP LINE	
												524	524	646	10510	524	FT	CROSSWALK LINE, 12"	
												93	93	646	10600	93	FT	TRANSVERSE/DIAGONAL LINE	
											150		150	646	10620	150	FT	CHEVRON MARKING	
												25	25	646	10800	25	SF	ISLAND MARKING	
												47	47	646	20300	47	EACH	LANE ARROW	
												10	10	646	20320	10	EACH	WRONG WAY ARROW	
												2	2	646	20350	2	EACH	LANE REDUCTION ARROW	
												26	26	646	20800	26	FT	YIELD LINE	
											23.28	5.15	28.43	807	12010	28.43	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"	
											23.61	0.46	24.07	807	12110	24.07	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
											17,500		17,500	807	12310	17,500	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	
											8,250	1,337	9,587	807	12410	9,587	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"	
											2,637		2,637	807	12430	2,637	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 12"	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 09/05/25

PROJECT ID 110962

SHEET P.16 TOTAL 41

CUY-71-0.00

SHEET NUMBER													PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET
8	9	10	12	13	14	15	18	19	20	21	22	23	01/IMS		EXT	TOTAL			NO.
																		MAINTENANCE OF TRAFFIC	
					500								500	614	11110	500	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
				20									20	614	12484	20	EACH	WORK ZONE INCREASED PENALTIES SIGN	
			50										50	614	13001	50	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN	12
					36								36	614	18601	36	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	14
				23.6									23.6	614	20110	23.6	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
				23.6									23.6	614	20560	23.6	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
				27.77									27.77	614	22110	27.77	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
				27.77									27.77	614	22360	27.77	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
				14,536									14,536	614	23210	14,536	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
				14,536									14,536	614	23690	14,536	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
				10,511									10,511	614	24202	10,511	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	
				10,511									10,511	614	24612	10,511	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
				199									199	614	26200	199	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
				199									199	614	26610	199	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
				452									452	614	27050	452	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	
				452									452	614	27250	452	FT	WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT	
				43									43	614	30200	43	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
				43									43	614	30650	43	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
			300										300	630	97800	300	SF	SIGNING, MISC.:ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER	12
				72									72	808	18700	72	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
						24							24	896	00012	24	SNMT	PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS II	
						24							24	896	00021	24	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	14
																		INCIDENTALS	
													LS	614	11000	LS		MAINTAINING TRAFFIC	
6													6	619	16011	6	MNTH	FIELD OFFICE, TYPE B, AS PER PLAN	8
LS													LS	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	8
													LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 09/05/25

PROJECT ID
110962

SHEET P.17 TOTAL 41

CUY-71-0.01

REF. NO.	SHEET NO.	PLAN SPLIT NO.	STATION TO STATION		LENGTH	BEGIN WIDTH	ENDING WIDTH	AVERAGE WIDTH	AREA	897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, ¾"	407 NON-TRACKING TACK COAT (0.085 GAL/SY)	424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449), ¾"		875 LONGITUDINAL JOINT ADHESIVE		872 VOID REDUCING ASPHALT MEMBRANE (VRAM)					
					FT.	FT.	FT.	FT.	SQ. YD.	SY	GAL	CY		LB		FT					
			SR-82 INTERCHANGE																		
			RAMP A																		
		1	110+71.06	111+71.06	100.00	27	25	26	289	289	25	6				100					
		1	111+71.06	115+00.00	328.94	25	25	25	914	914	78	19				329					
		1	115+00.00	120+85.00	585.00	25	31	28	1820	1820	155	38				585					
			RAMP B																		
		1	102+06.80	102+55.83	49.03	22	33	28	151	151	13	3				49					
		1	102+55.83	102+91.38	35.55	33	33	33	130	130	11	3				36					
		1	102+91.38	103+34.09	42.71	36	36	36	171	171	15	4				43					
		1	103+34.09	103+50.00	15.91	36	39	38	67	67	6	1				16					
		1	103+50.00	103+54.09	4.09	39	40	40	18	18	2	1				4					
		1	103+54.09	103+92.60	38.51	40	40	40	171	171	15	4				39					
		1	103+92.60	105+04.27	111.67	40	44	42	521	521	44	11				112					
		1	105+04.27	105+47.16	42.89	44	44	44	210	210	18	4				43					
		1	105+47.16	105+74.79	27.63	47	45	46	141	141	12	3				28					
		1	105+74.79	107+64.26	189.47	45	45	45	947	947	81	20				189					
		1	107+64.26	108+14.26	50.00	45	44	45	247	247	21	5				50					
		1	108+14.26	110+55.75	241.49	44	44	44	1181	1181	100	25				241					
		1	110+55.75	111+73.51	117.76	44	40	42	550	550	47	11				118					
		1	111+73.51	111+75.82	2.31	40	51	46	12	12	1	1				2					
		1	111+75.82	113+30.57	154.75	51	34	43	732	732	62	15				155					
		1	113+30.57	114+55.57	125.00	34	25	29	409	409	35	9				125					
			RAMP C																		
		1	115+59.44	121+00.00	540.56	25	25	25	1496	1496	127	31				541					
		1	121+00.00	124+13.00	313.00	25	31	28	974	974	83	20				313					
			RAMP D																		
		1	113+96.65	119+60.00	563.35	25	25	25	1565	1565	133	33				563					
		1	119+60.00	124+30.00	470.00	23	23	23	1201	1201	102	25				470					
		1	124+30.00	124+50.00	20.00	25	25	25	56	56	5	1				20					
			RAMP E																		
		1	123+93.00	133+32.00	939.00	25	25	25	2608	2608	222	54				939					
			RAMP F																		
		1	132+51.25	137+46.93	495.68	48	39	44	2396	2396	204	50				496					
		1	137+46.93	138+46.93	100.00	39	44	42	461	461	39	10				100					
SUBTOTALS										19437	1652	406				5704					
TOTALS CARRIED TO GENERAL SUMMARY										19437	1652	406				5704					
PLAN SPLIT #1 TOTAL										19437	1652	406				5704					
PLAN SPLIT #2 TOTAL																					

PAVEMENT SUBSUMMARY

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 09/05/25

PROJECT ID 110962

SHEET P.20 TOTAL 41

CUY-71-0.00

REF. NO.	SHEET NO.	PLAN SPLIT NO.	STATION TO STATION		LENGTH	BEGIN WIDTH	ENDING WIDTH	AVERAGE WIDTH	AREA	897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, ¾"	407 NON-TRACKING TACK COAT (0.085 GAL/SY)	424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (449), ¾"		875 LONGITUDINAL JOINT ADHESIVE		872 VOID REDUCING ASPHALT MEMBRANE (VRAM)					
					FT.	FT.	FT.	FT.	SQ. YD.	SY	GAL	CY		LB		FT					
			US-42 INTERCHANGE																		
			RAMP A																		
		1	71+04.60	72+04.60	100.00	27	25	26	289	289	25	6				100					
		1	72+04.60	77+48.46	543.86	25	25	25	1511	1511	128	31				544					
			RAMP B																		
		1	74+12.00	78+35.98	423.98	25	25	25	1178	1178	100	25				424					
		1	84+18.57	86+50.00	231.43	25	25	25	643	643	55	13				231					
			RAMP A-B (LT SIDE ONLY)																		
		1	84+44.45	85+85.63	141.18	20	20	20	314	314	27	7				141					
		1	85+85.63	85+87.51	1.88	20	22	21	4	4	1	1				2					
			RAMP C																		
		1	72+50.00	75+02.62	252.62	25	25	25	702	702	60	15				253					
		1	75+02.62	76+06.57	103.95	48	23	36	410	410	35	9				104					
		1	76+06.57	81+24.04	517.47	23	23	23	1322	1322	112	28				517					
		1	81+24.04	85+20.00	395.96	25	25	25	1100	1100	93	23				396					
			RAMP D																		
		1	80+25.00	83+55.24	330.24	34	25	30	1082	1082	92	23				330					
		1	83+55.24	87+72.34	417.10	25	25	25	1159	1159	98	24				417					
		1	87+72.34	88+72.34	100.00	25	27	26	289	289	25	6				100					
			RAMP C-D																		
		1	73+71.94	74+97.83	125.89	20	17	19	259	259	22	5				126					
			MEDIAN CROSSOVERS																		
		1	582+50.00		80.00	32	32	32	284	284	24	6									
		1	654+00.00		72.00	32	22	27	216	216	18	5									
		1	743+50.00		86.00	32	22	27	258	258	22	5									
SUBTOTALS										**11020**	**937**	**230**				**3686**					
TOTALS CARRIED TO GENERAL SUMMARY										**11020**	**937**	**230**				**3686**					
PLAN SPLIT #1 TOTAL										**11020**	**937**	**230**				**3686**					
PLAN SPLIT #2 TOTAL																					

PAVEMENT SUBSUMMARY

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 09/05/25

PROJECT ID 110962

SHEET P.21 TOTAL 41

CUY-71-0.00

SHEET NO.	PLAN SPLIT NO.	STATION TO STATION		LENGTH	646 CHEVRON MARKING		807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6", WHITE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6", YELLOW	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6", WHITE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 12", WHITE		850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)		621 RPM (WHITE)	621 RPM (WHITE/RED)	621 RPM (YELLOW/RED)
				FT	FT		MILE	MILE	MILE	FT	FT	FT		MILE	MILE	FT	FT	FT	FT		EACH	EACH	EACH
		NORTHBOUND I-71																					
	1	485+00.00	545+19.45	6,019			6,019	6,019	12038					4.56	0.20						151		
		STA. 545+19.45 BK. = STA. 545+28.30 AH.																					
	1	545+28.30	602+71.33	5,743			5,743	5,743	11486					4.35							144		
	1	602+71.33	608+11.00	540			540	540	1080		540			0.51		540					14		
	1	608+11.00	610+71.33	260			260	260	520	520				0.20				520			7	13	
	1	610+71.33	622+20.00	1,149			1,149	1,149	2298	267				0.87				267			29		
	1	622+20.00	626+33.00	413			413	413	826	826				0.31				826			11	21	
	1	626+33.00	633+32.00	699			699	699	1398		699			0.66		699					18		
	1	633+32.00	635+62.73	231			231	231	462	462	231			0.22		231		462			6	12	
	1	635+62.73	640+29.00	466			466	466	932	932				0.35				932			12	24	
	1	640+29.00	651+00.00	1,071			1,071	1,071	2142		1071			1.01		1071					27		
	1	651+00.00	699+62.97	4,863			4,863	4,863	9726					3.68	0.73						122		
	1	699+62.97	704+83.37	520			520	520	1040		520			0.49	0.10	520					13		
	1	704+83.37	707+62.97	280	85		280	280	560	560				0.21				560			7	14	
	1	707+62.97	715+61.00	798			798	798	1596					0.60							20		
	1	715+61.00	722+75.00	714			714	714	1428	1,428				0.54				1428			18	36	
	1	722+75.00	731+69.18	894			894	894	1788		894			0.85		894					23		
	1	731+69.18	763+02.95	3,134			3,134	3,134	6268					2.37	0.15						79		
	1	763+02.95	768+44.18	541			541	541	1082		541			0.51		541					14		
	1	768+44.18	771+02.95	259			259	259	518	518				0.20				518			7	13	
	1	771+02.95	779+18.48	816			816	816	1632					0.62							21		
	1	779+18.48	779+52.85	34			34	34	68	34				0.03				34			1	1	
	1	779+52.85	785+63.00	610			610	610	1220	1,220				0.46	0.28			630	590		16	31	
	1	785+63.00	792+26.82	664			664	664	1328		664			0.63		664					17		
		SOUTHBOUND I-71																					
	1	485+00.00	545+19.45	6,019			6,019	6,019	12038					4.56	0.04						151		
		STA. 545+19.45 BK. = STA. 545+28.30 AH.																					
	1	545+28.30	597+46.65	5,218			5,218	5,218	10436					3.95							131		
	1	597+46.65	606+88.00	941			941	941	1882		941			0.89		941					24		
	1	606+88.00	613+98.00	710			710	710	1420	1420				0.54				1420			18	36	
	1	613+98.00	622+09.41	811			811	811	1622					0.61							21		
	1	622+09.41	626+54.00	445			445	445	890	890				0.34				890			12	23	
	1	626+54.00	630+09.41	355			355	355	710		355			0.34		355					9		
	1	630+09.41	638+45.27	836			836	836	1672					0.63							21		
	1	638+45.27	644+21.00	576			576	576	1151	1727				0.44				1727			7	43	
	1	644+21.00	649+44.02	523			523	523	1046	523				0.40				523			13		
	1	649+44.02	675+81.00	2,637			2,637	2,637	5274			2637		2.00	0.33	2637		2262	375		132		
	1	675+81.00	701+19.00	2,538			2,538	2,538	7614					2.40	0.48						26		
	1	701+19.00	714+97.00	1,378			1,378	1,378	2756	4134				1.04				4134			15	103	
	1	714+97.00	725+90.01	1,093			1,093	1,093	2186					0.83							28		
	1	725+90.01	728+30.26	240	65		240	240	480	480				0.18				480			6	12	
	1	728+30.26	733+90.01	560			560	560	1120		560			0.53		560					14		
	1	733+90.01	763+97.86	3,008			3,008	3,008	6016					2.28	0.20						76		
	1	763+97.86	774+94.00	1,096			1,096	1,096	2192		1,096			1.04		1096					28		
	1	774+94.00	780+16.86	523			523	523	1046	1046				0.40	0.28			456	590		14	27	
	1	780+16.86	780+47.52	31			31	31	62	31				0.02				31			1	1	
	1	780+47.52	788+70.68	823			823	823	823					0.47	0.28						21		
	1	788+70.68	791+11.65	241			241	241	482	482				0.18				482			7	13	
	1	791+11.65	792+49.87	138			138	138	276		138			0.13		138					4		
SUBTOTALS					150		61459	61459	124630	17500	8250	2637		48.45	3.07	10887		18582	1555		1556	424	
TOTALS CARRIED TO GENERAL SUMMARY					150		23.28 MI		23.61 MI	17500	8250	2637		48.45 MI	3.07 MI	10887		18582	1555		1980		

PAVEMENT MARKING SUBSUMMARY

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 09/05/25

PROJECT ID 110962

SHEET P.22 TOTAL 41

CUY-71-0.00

SHEET NO.	PLAN SPLIT NO.	STATION TO STATION		LENGTH	646 CHANNELIZING LINE, 12"	646 STOP LINE	646 CROSSWALK LINE, 12"	646 TRANSVERSE/DIAGONAL LINE	646 ISLAND MARKING	646 LANE ARROW	646 WRONG WAY ARROW	646 LANE REDUCTION ARROW	646 YIELD LINE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6", WHITE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6", YELLOW	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6", WHITE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6", WHITE	807 WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6", YELLOW	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	850 GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	621 RPM (WHITE)	621 RPM (WHITE/RED)	621 RPM (YELLOW/RED)
				FT	FT	FT	FT	FT	SF	EACH	EACH	EACH	FT	MILE	MILE	MILE	FT	FT	MILE	FT	FT	EACH	EACH	EACH
		SR-82 INTERCHANGE																						
		RAMP A																						
	1	110+71.06	120+85.00	1,014							1			0.19	0.19				0.38					13
	1	120+85.00	123+03.00	218	218					7				0.04	0.04		99		0.08	99	218		6	3
	1	123+03.00	123+54.56	52		47	126							0.01	0.01			150	0.02	150	220			
		RAMP B																						
	1	103+14.00	114+65.00	1,151	68		72	59				2	26	0.22	0.22	0.14	400		0.58	400	140			16
		RAMP C																						
	1	115+59.44	124+13.00	854							1			0.16	0.16				0.32					11
	1	124+13.00	126+09.00	196						6				0.04	0.04	0.04			0.11			3		3
	1	126+09.00	127+11.19	102		33	70							0.02	0.02		101		0.04	101	136			
		RAMP D																						
	1	113+96.65	126+10.41	1,214			110							0.23	0.23				0.46		110			16
		RAMP E																						
	1	121+08.33	122+98.00	190	144		52							0.04	0.04				0.07		196		4	
	1	122+98.00	133+33.08	1,035										0.20	0.20				0.39					13
		RAMP F																						
	1	122+82.76	124+58.60	176		48	94							0.03	0.03		331		0.07	331	190			
	1	124+58.60	132+40.00	781	781					21	3			0.15	0.15	0.15			0.44		781	10	20	10
	1	132+40.00	138+46.93	607										0.11	0.11				0.23					8
		US-42 INTERCHANGE																						
		RAMP A																						
	1	71+04.60	86+00.00	1,495						4	1			0.28	0.28			150	0.57	150				16
		RAMP B																						
	1	74+24.60	84+07.26	983										0.19	0.19				0.37					13
	1	84+07.26	86+02.15	195										0.04	0.04				0.07					3
	1	86+02.15	87+00.00	98	74									0.02	0.02				0.04		74		3	
		RAMP A-B																						
	1	84+29.39	85+07.94	79										0.01	0.01				0.03					2
	1	85+07.94	85+71.51	64		16								0.01	0.01				0.02		32			2
	1	85+71.51	86+25.86	54										0.01	0.01				0.02					
		RAMP C																						
	1	72+19.75	73+45.99	126	92									0.02	0.02				0.05		92		4	
	1	73+45.99	75+23.16	177										0.03	0.03				0.07					3
	1	75+23.16	85+13.34	990										0.19	0.19				0.38					13
		RAMP D																						
	1	73+39.46	73+75.00	36		31								0.01	0.01		37		0.01	37	62			
	1	73+75.00	73+95.00	20	20	24		19						0.00	0.00				0.01		68		2	2
	1	73+95.00	75+45.00	150	300			15		9				0.03	0.03				0.06		300		8	2
	1	75+45.00	77+25.00	180							3			0.03	0.03	0.07			0.14			5		3
	1	77+25.00	79+80.09 BK.	255										0.05	0.05	0.05			0.14			4		4
	1	79+55.24 AH.	80+25.00	70										0.01	0.01	0.01			0.04			2		2
	1	80+25.00	88+75.91	851							1			0.16	0.16				0.32					11
		RAMP C-D																						
	1	73+40.66	73+77.25	37					25					0.01	0.01			69	0.01	69				
	1	73+77.25	75+19.30	142										0.03	0.03				0.05					2
SUBTOTALS					1697	199	524	93	25	47	10	2	26	2.57	2.57	0.46	968	369	5.60	1337	2619	24	47	171
TOTALS CARRIED TO GENERAL SUMMARY					1697	199	524	93	25	47	10	2	26	5.15 MI		0.46 MI	1337		5.6 MI	1337	2619	242		

PAVEMENT MARKING SUBSUMMARY

DESIGN AGENCY

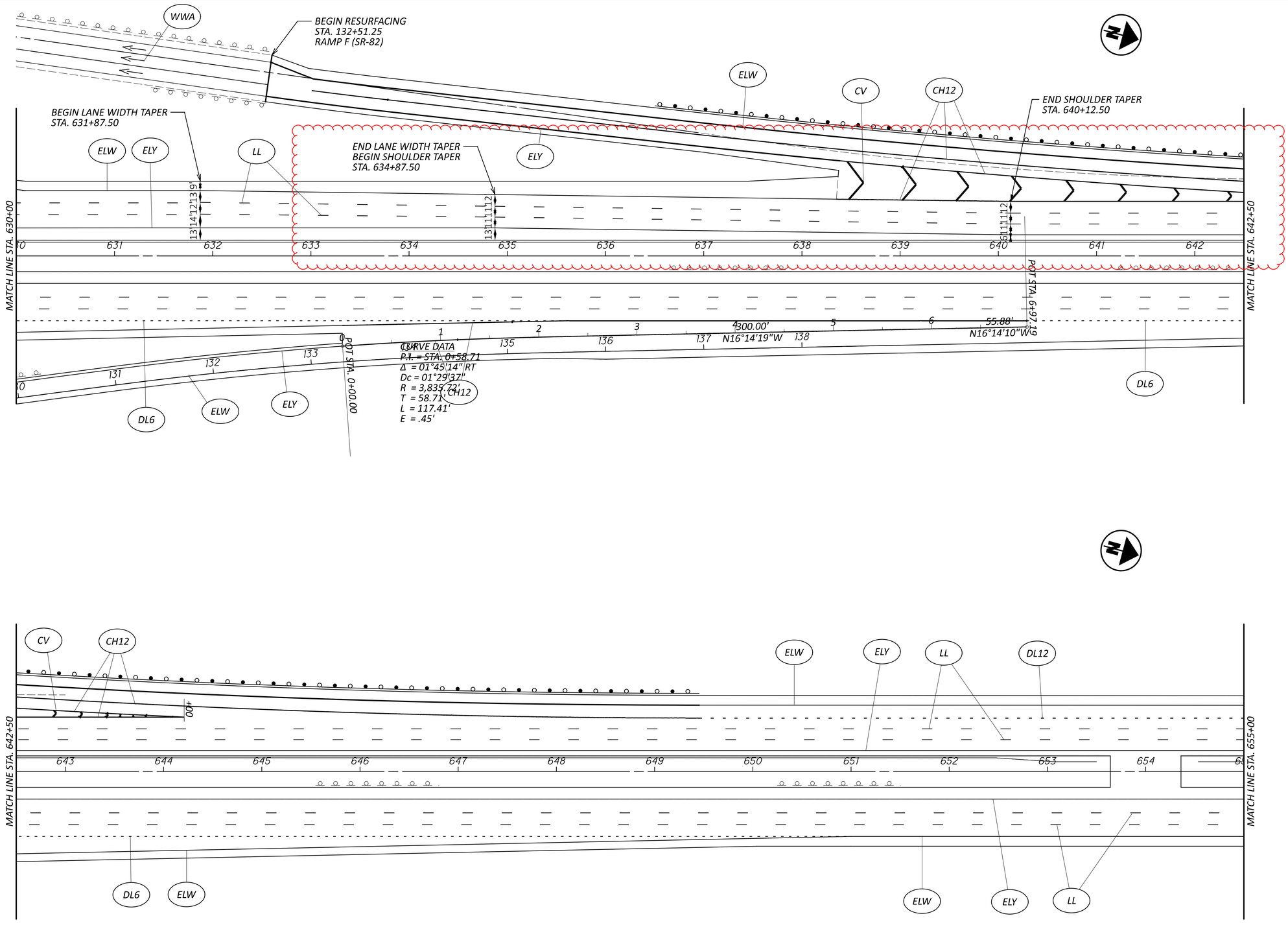
DESIGNER KDH

REVIEWER DAB 09/05/25

PROJECT ID 110962

SHEET P.23 TOTAL 41

CUY-71-0.00



FOR PAVEMENT MARKING LEGEND, SEE SHEET P.24

HORIZONTAL SCALE IN FEET
0 50 100 200

GENERAL PLAN
I.R. 71, STA. 630+00 TO STA. 655+00

DESIGN AGENCY

DESIGNER	KDH
REVIEWER	DAB 09/05/25
PROJECT ID	110962
SHEET	P.30
TOTAL	41

CUY-71-0.00

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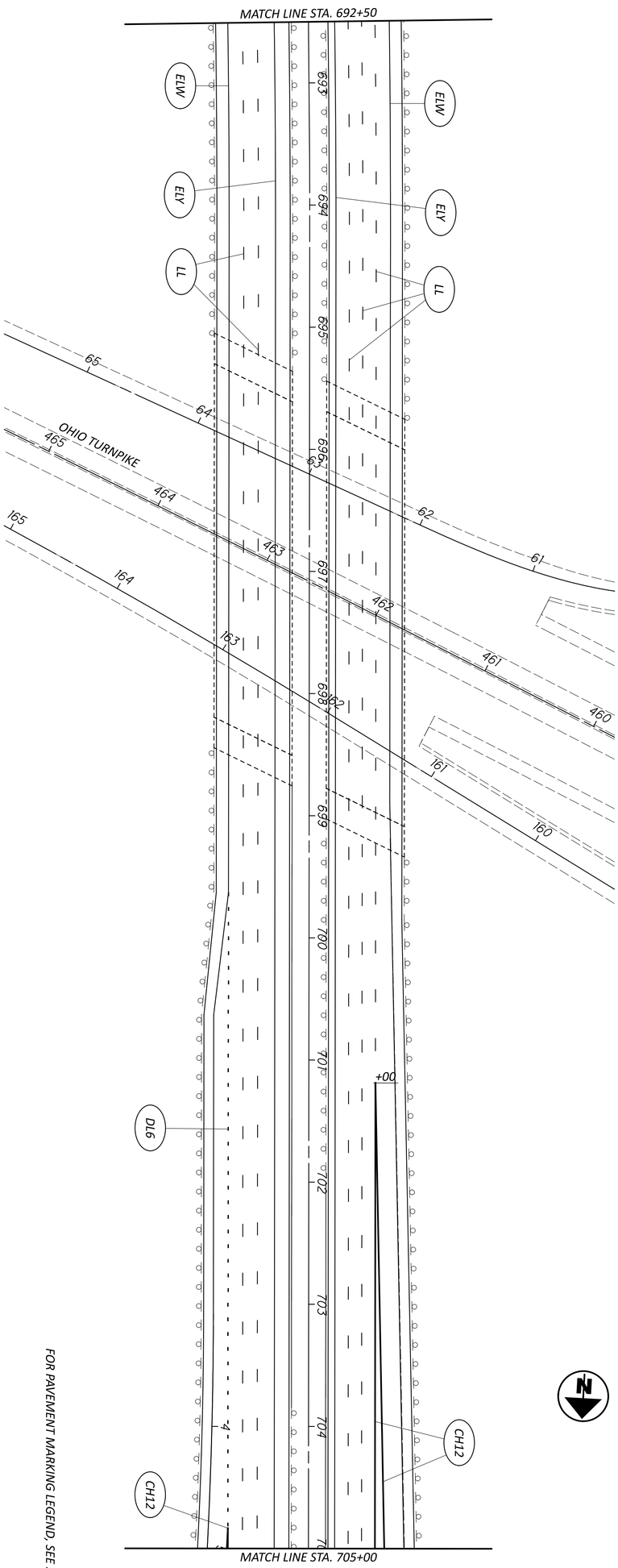

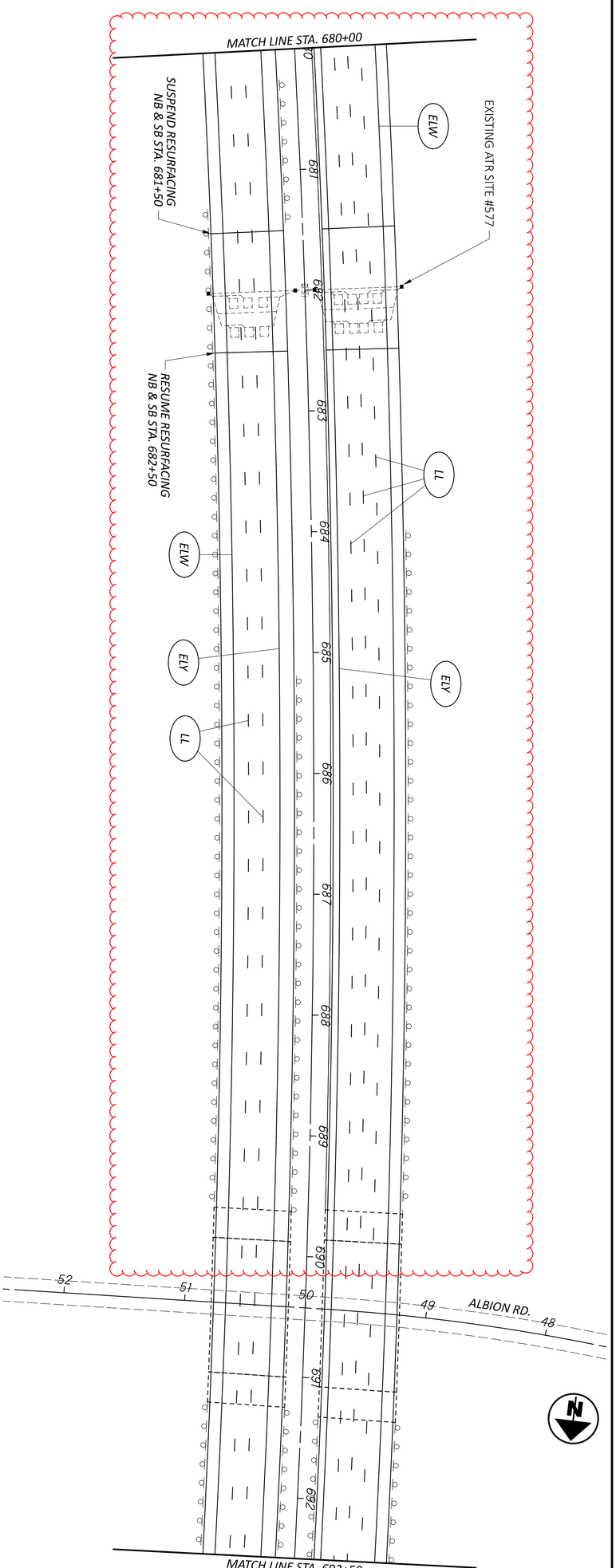

FOR PAVEMENT MARKING LEGEND, SEE SHEET P.24

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
KDH	DAB 09/05/25	110962	P.32	41

DESIGN AGENCY

GENERAL PLAN
I.R. 71, STA. 680+00 TO STA. 705+00

HORIZONTAL SCALE IN FEET
0 100
50 200

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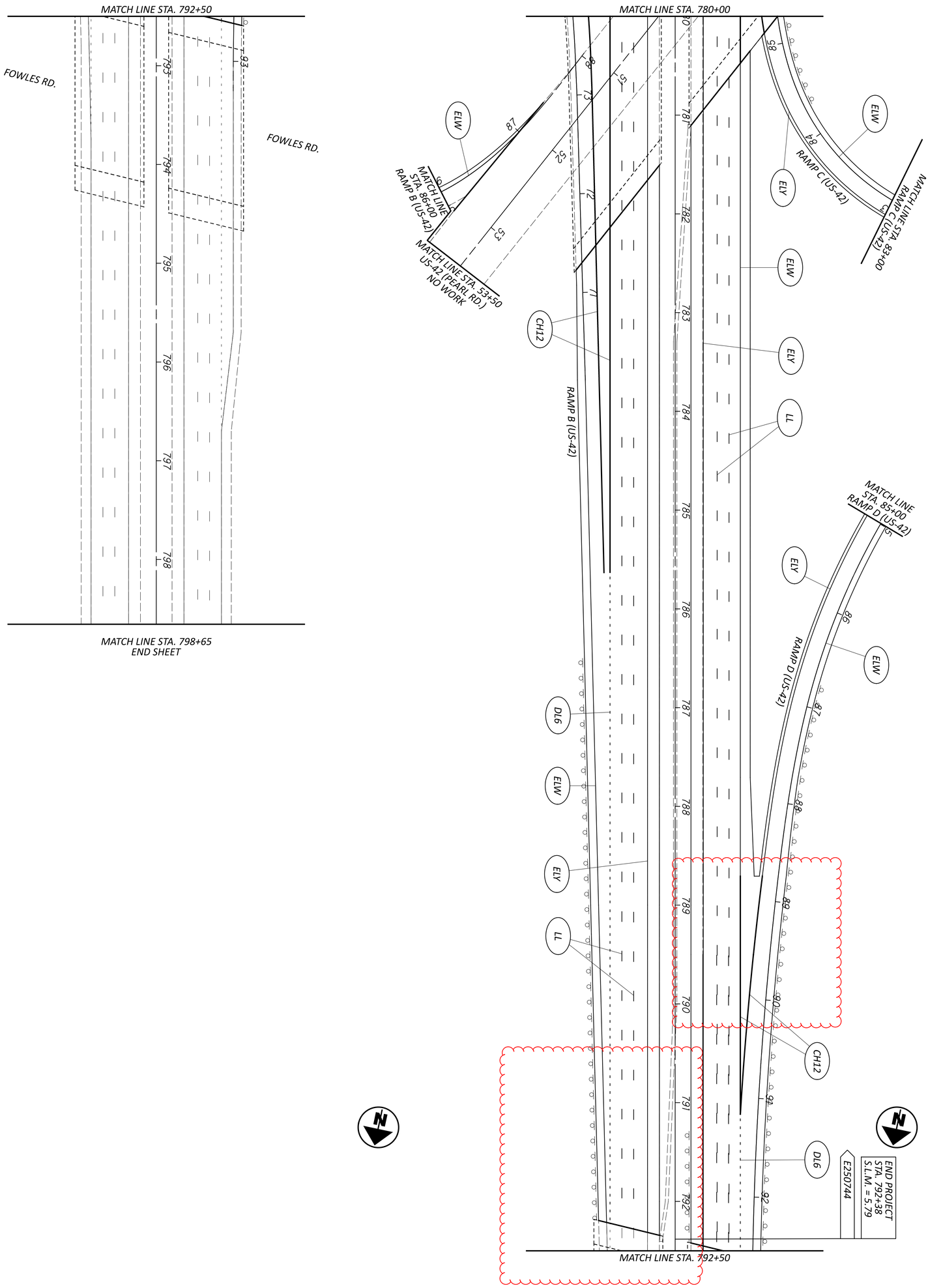


FOR PAVEMENT MARKING LEGEND, SEE SHEET P.24

SHEET	TOTAL
P.36	41

PROJECT ID: 110962

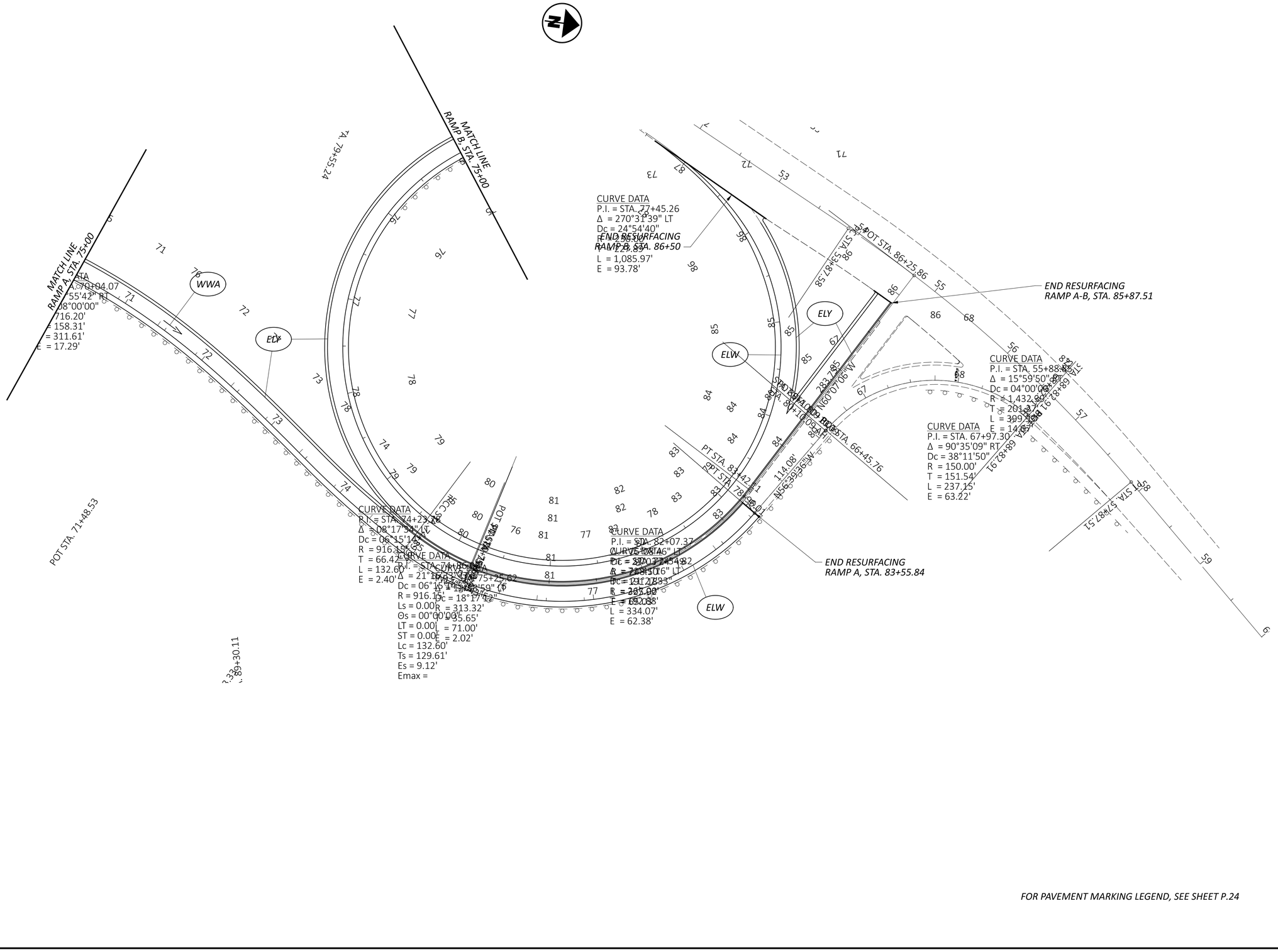
REVIEWER: DAB 09/05/25

DESIGNER: KDH

DESIGN AGENCY

GENERAL PLAN
I.R. 71, STA. 780+00 TO STA. 798+65.52

HORIZONTAL SCALE IN FEET
0 100
50 200



GENERAL PLAN
RAMP A, STA. 75+00 TO STA. 87+00

FOR PAVEMENT MARKING LEGEND, SEE SHEET P.24

DESIGN AGENCY

DESIGNER KDH

REVIEWER DAB 09/05/25

PROJECT ID 110962

SHEET P. 37 TOTAL 41

CUY-71-0.00

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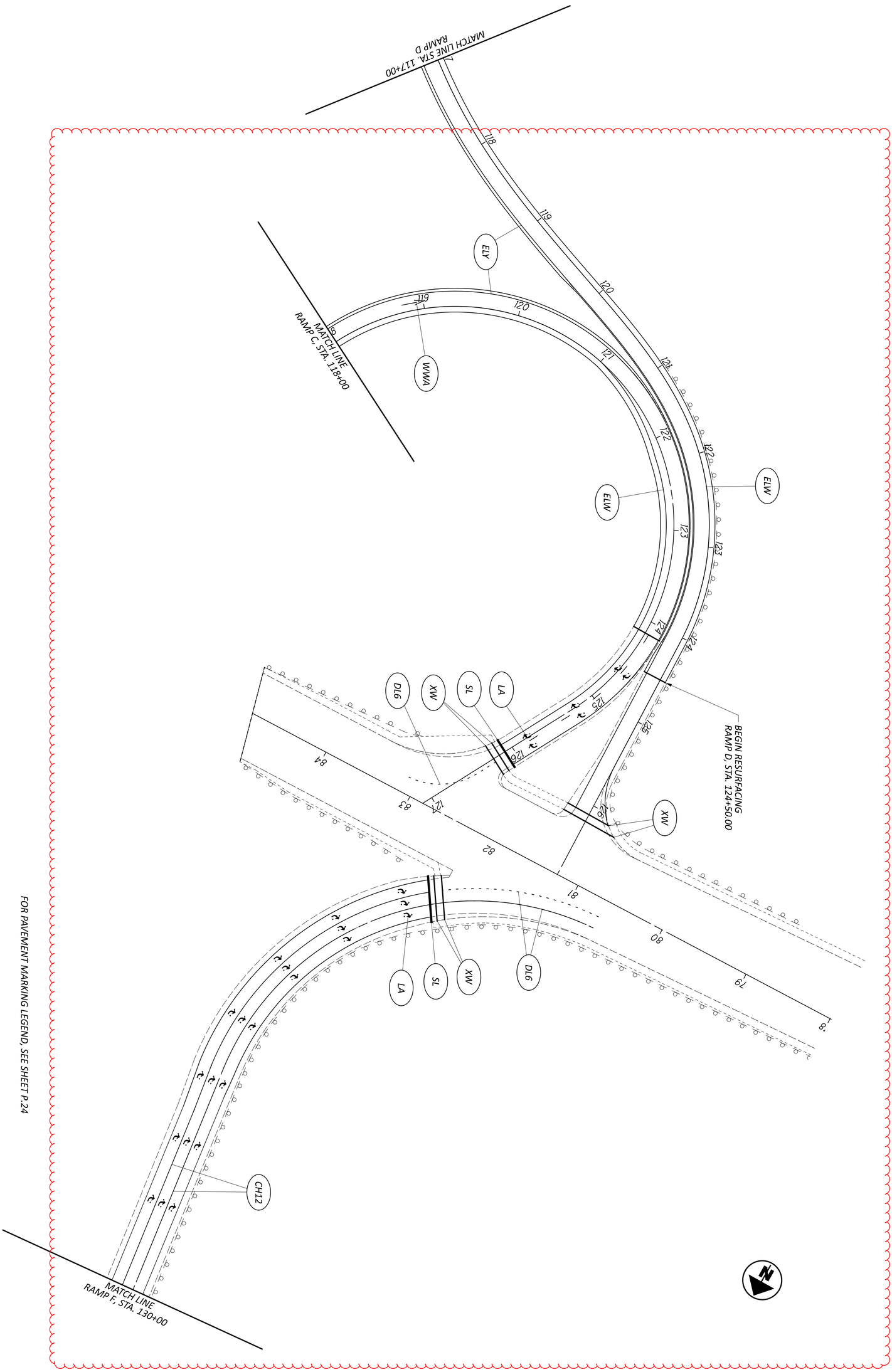
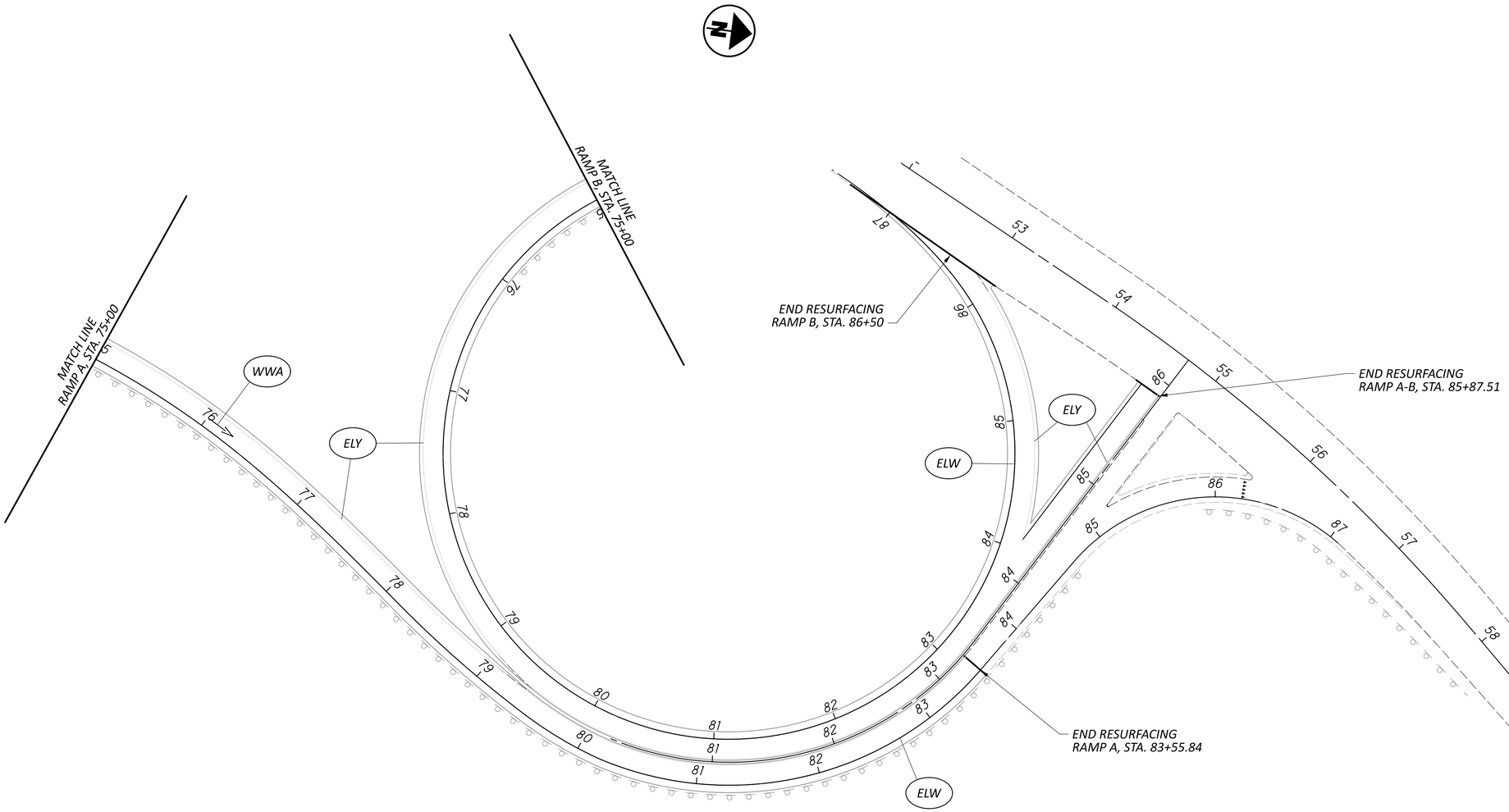


FOR PAVEMENT MARKING LEGEND, SEE SHEET P.24

SHEET	TOTAL	PROJECT ID	REVIEWER	DESIGNER	DESIGN AGENCY
P.38	41	110962	DAB 09/05/25	KDH	

GENERAL PLAN - RAMP C, STA. 118+00 TO STA. 127+11.19 & RAMP D, STA. 117+00 TO STA. 124+50; RAMP F, STA. 122+82.76 TO STA. 130+00

HORIZONTAL SCALE IN FEET
0 50
25 100



FOR PAVEMENT MARKING LEGEND, SEE SHEET P.24

HORIZONTAL
SCALE IN FEET
0 25 50 100

GENERAL PLAN
RAMP A, STA. 75+00 TO STA. 83+55.84; RAMP B 75+00 TO STA. 87+00

DESIGN AGENCY

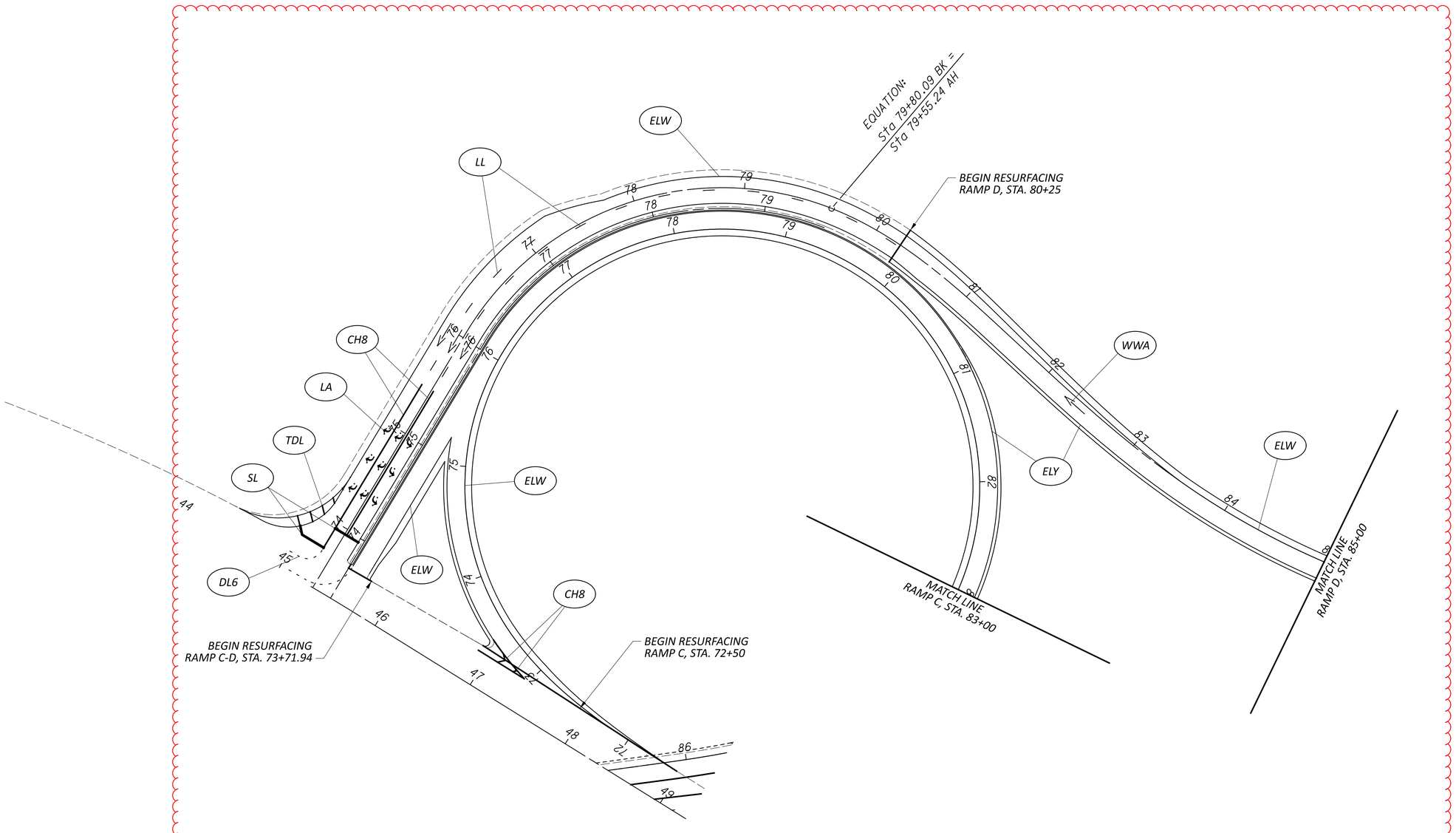
DESIGNER
KDH

REVIEWER
DAB 09/05/25

PROJECT ID
110962

SHEET P.39 | TOTAL 41

CUY-71-0.00



FOR PAVEMENT MARKING LEGEND, SEE SHEET P.24

HORIZONTAL
SCALE IN FEET
0 25 50 100

GENERAL PLAN
RAMP C, STA. 72+50 TO STA. 83+00; RAMP D STA. 73+40.66 TO STA. 85+00

DESIGN AGENCY

DESIGNER
KDH

REVIEWER
DAB 09/05/25

PROJECT ID
110962

SHEET P.40 | TOTAL 41

CUY-71-0.00

MODEL: BLX_Ramp042 - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 12/11/2025 TIME: 2:35:35 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Keith.Hamilton@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 110962 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 12\Cuyahoga\110962\40D-Engineering\Roadway\Sheets\110962_GP004.dgn