SEQUENCE OF CONSTRUCTION:
EASTBOUND SUM-76-1.273 OVER SR21

PRE-PHASE:
THE CONTRACTOR SHALL REMOVE THE CONFLICTING RUMBLE STRIPS ALONG THE EASTBOUND, INSIDE SHOULDER USING LANE CLOSURES IN COMPLIANCE WITH THE PERMITTED LANE CLOSURE SCHEDULE. PAVEMENT REPAIRS THAT MAY BE PERFORMED IN COMPLIANCE WITH THE PERMITTED LANE CLOSURE SCHEDULE MAY ALSO BE PERFORMED AT THIS TIME.

PHASE 1:
THE CONTRACTOR SHALL CLOSE AND DETOUR THE I-76 EASTBOUND TO SR-21 NORTHBOUND RAMP AND THE SR-21 SOUTHBOUND TO I-76 EASTBOUND RAMP. THE CONTRACTOR SHALL SHIFT TWO LANES OF I-76E TRAFFIC TO THE INSIDE SHOULDER. WITH TRAFFIC SHIFTED TOWARDS THE MEDIAN BARRIER, THE CONTRACTOR SHALL PREPARE THE OUTER LANES OF THE BRIDGE AND APPROACH SLAB FOR THE OVERLAY TO BE PERFORMED DURING PHASE 2. DURING THE PERFORMANCE OF PHASE 1 AND PHASE 2 WORK, A MINIMUM OF TWO TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.

PHASE 2:
ALL PHASE 2 WORK SHALL BE COMPLETED IN A SINGLE WEEKEND BETWEEN THE HOURS OF 6:00PM FRIDAY THROUGH 6:00AM MONDAY.

PRIOR TO IMPLEMENTING THE PHASE 2 RAMP AND LANE RESTRICTIONS, THE CONTRACTOR SHALL LOCATE EASTBOUND PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) AS DESCRIBED IN THE MAINTENANCE OF TRAFFIC PLANS.

BEGINNING AT 6:00PM FRIDAY, THE CONTRACTOR SHALL CLOSE AND DETOUR THE SR-261 RAMP TO I-76EB. THE SR-261 ENTRANCE RAMP AND TURN BAYS SHALL BE CLOSED IN ACCORDANCE WITH SCD MT-98.30.

USING DRUMS, THE CONTRACTOR SHALL CLOSE THE RIGHT LANE OF I-76EB AS ILLUSTRATED IN THE PHASE 2 MAINTENANCE OF TRAFFIC PLANS. WITH TRAFFIC MAINTAINED IN THE INSIDE LANE, THE CONTRACTOR SHALL PREPARE THE REMAINING PAVEMENT AND PLACE THE PROPOSED OVERLAY. THE RAMP FROM SR-261 TO I-76 EB SHALL REMAIN CLOSED UNTIL TWO LANES OF I-76 EB TRAFFIC HAVE BEEN RESTORED.

ALL RAMP CLOSURES AND LANE RESTRICTIONS SHALL BE REMOVED NO LATER THAN 6:00AM MONDAY AND ALL TRAFFIC SHALL BE RESTORED TO THE PERMANENT PATTERN. A QUANTITY OF CLASS III PAVEMENT MARKINGS HAS BEEN INCLUDED UNTIL PLACEMENT OF THE PERMANENT STRIPING MAY BE PERFORMED.

PHASE 3:
THE CONTRACTOR SHALL RESTORE THE RUMBLE STRIPS AND PLACE THE PERMANENT PAVEMENT MARKINGS USING LANE CLOSURES IN COMPLIANCE WITH THE PERMITTED LANE CLOSURE SCHEDULE.

SEQUENCE OF CONSTRUCTION
WESTBOUND SUM-76-1.273 OVER SR21

WHEN PERFORMING REPAIRS TO THE MIDDLE AND OUTSIDE LANES OF I-76WB OVER SR-21, THE CONTRACTOR SHALL MAINTAIN TRAFFIC USING THE INSIDE LANE BY REDUCING I-76WB TO A SINGLE LANE IN ACCORDANCE WITH SCD MT-95.30 BETWEEN THE HOURS OF 6:00PM FRIDAY THROUGH 6:00AM MONDAY. DURING THE WESTBOUND LANE RESTRICTIONS, THE CONTRACTOR SHALL CLOSE AND DETOUR THE I-76WB TO SR-21SB RAMP AND THE SR-21NB TO I-76WB RAMP. ALL I-76WB REPAIR WORK SHALL BE COMPLETED IN A SINGLE WEEKEND AND ALL RAMP CLOSURES AND LANE RESTRICTIONS REMOVED NO LATER THAN 6:00AM MONDAY WITH TRAFFIC RESTORED TO THE PERMANENT PATTERN.

MAINTENANCE OF TRAFFIC RESTRICTIONS WHEN WORKING IN THE VICINITY OF THE CENTRAL INTERCHANGE:

ALL RAMP AND LANE CLOSURES SHALL BE AS APPROVED BY THE PROJECT ENGINEER. UNLESS ALTERNATIVE WEEKEND TIMEFRAMES ARE PROVIDED, ALL WORK SHALL BE PERFORMED IN COMPLIANCE WITH THE PLCS. RESTRICTIONS AND SUGGESTED PHASING ARE PROVIDED BELOW. OVERNIGHT WEEKEND CLOSURES ARE DEFINED AS 8PM THROUGH 6AM. OVERNIGHT WEEKEND RESTRICTIONS SHALL BE LIMITED TO BETWEEN 8PM FRIDAY THROUGH 6AM MONDAY.

PHASE 1:
WHEN WORKING AT THE I-76EB STRUCTURE OVER INMAN STREET, THE CONTRACTOR IS PERMITTED TO IMPLEMENT OVERNIGHT LANE AND RAMP CLOSURES OVER THE COURSE OF A SINGLE WEEKEND. OVERNIGHT CLOSURES OF THE RAMP FROM I-77NB TO I-76EB AND THE RAMP FROM SR-8SB TO I-76EB SHALL NOT BE PERFORMED CONCURRENTLY. THE CONTRACTOR SHALL BE PERMITTED TO REDUCE I-76EB THROUGH THE CENTRAL INTERCHANGE TO A SINGLE LANE WHEN PHASING THE WORK AT THE I-76EB STRUCTURE OVER INMAN STREET AND ARLINGTON STREET. RAMP AND PLCS COMPLIANT LANE CLOSURES AT I-76EB OVER ARLINGTON STREET SHALL BE COORDINATED WITH THE WORK OVER INMAN STREET. THE CLOSURE OF THE I-76EB TO ARLINGTON STREET RAMP MAY BE CLOSED CONCURRENTLY WITH THE I-77NB TO I76EB AND THE SR-8SB TO I-76EB RAMP CLOSURES.

PHASE 2:
WHEN WORKING AT THE I-76EB TO SR-8NB RAMP, THE CONTRACTOR IS PERMITTED TO CLOSE AND DETOUR THE RAMP OVERNIGHT. I-76 EB MAY BE REDUCED TO A SINGLE LANE THROUGH THE CENTRAL INTERCHANGE CONCURRENT WITH THE RAMP CLOSURE, BUT SHALL NOT BE CONCURRENT WITH OTHER DOWNSTREAM I-76EB LANE CLOSURES.

PHASE 3:
WHEN WORKING AT THE I-76WB STRUCTURE OVER INMAN STREET, THE CONTRACTOR IS PERMITTED TO IMPLEMENT LANE AND OVERNIGHT RAMP CLOSURES. THE CONTRACTOR SHALL BE PERMITTED TO REDUCE I-76WB THROUGH THE CENTRAL INTERCHANGE TO A SINGLE LANE WHEN PHASING THE WORK AT THE I-76WB STRUCTURE OVER INMAN STREET. THE CONTRACTOR MAY PERFORM OVERNIGHT CLOSURES OF THE I-76WB TO SR-8NB RAMP AND THE I-76WB TO I-77SB RAMP.

PHASE 4:
WHEN WORKING AT THE I-76WB TO SR-8SB RAMP, THE CONTRACTOR IS PERMITTED TO CLOSE AND DETOUR THE RAMP OVERNIGHT. I-76WB MAY BE REDUCED TO A SINGLE LANE THROUGH THE CENTRAL INTERCHANGE CONCURRENT WITH THE RAMP CLOSURE. THE SR-8SB TO I-76WB RAMP AND THE I-77NB TO I-76WB RAMP SHALL NOT BE CLOSED CONCURRENTLY.

RAMP CLOSURES FOR WORK IN THE VICINITY OF CENTRAL INTERCHANGE

PHASE	RAMP	DETOUR ROUTE
1	I-77 NB TO I-76 EB	I-76 WB TO SOUTH MAIN STREET. SOUTH MAIN STREET TO I-76 EB.
	SR-8 SB TO I-76 EB	I-76 WB TO SOUTH MAIN STREET. SOUTH MAIN STREET TO I-76 EB.
	I-76 EB TO ARLINGTON STREET	I-76 EB TO MARKET STREET. MARKET STREET TO I-76 WB. I-76 WB TO ARLIINGTON STREET.
2	I-76 EB TO SR-8 NB	I-76 EB TO ARLINGTON ROAD EXIT. GO NORTH ON FULLER STREET TO I-76 WB.
3	I-76 WB TO SR-8 NB	I-76 WB TO SOUTH MAIN STREET. SOUTH MAIN STREET TO I-76 EB. I-76 EB TO SR-8 NB.
4	I-76 WB TO I-77 SB	I-76 WB TO SOUTH MAIN STREET. SOUTH MAIN STREET TO I-76 EB. I-76 EB TO I-77 SB.

INTERIM COMPLETION DATE (SUM-76-1.273)

THE CONTRACTOR SHALL COMPLETE ALL WORK ASSOCIATED WITH THE EASTBOUND SUM-76-1.273 OVERLAY AND RESTORE TRAFFIC TO THE PERMANENT, UNRESTRICTED TRAFFIC CONFIGURATION BY SEPTEMBER 30, 2026.

INTERIM START AND COMPLETION DATE (DECK SEALING WITH SRS ON STRUCTURES IN THE VICINITY OF THE CENTRAL INTERCHANGE)

THE CONTRACTOR SHALL NOT BEGIN ANY OF THE DECK SEALING WITH SRS ON STRUCTURES IN THE VICINITY OF THE CENTRAL INTERCHANGE UNTIL APRIL 1, 2027.

THE CONTRACTOR SHALL COMPLETE ALL OF THE DECK SEALING WITH SRS ON STRUCTURES IN THE VICINITY OF THE CENTRAL INTERCHANGE BY JUNE 30, 2027.

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 CLOSE AND DETOUR THE I-76EB TO SR-21NB RAMP AND THE SR-21SB TO I-76EB RAMP FOR A PERIOD NOT TO EXCEED 10 CONSECUTIVE CALENDAR DAYS.
-DURING THE FINAL WEEKEND OF THE I-76EB TO SR-21NB AND SR-21SB TO I-76EB RAMP CLOSURE, THE CONTRACTOR IS PERMITTED TO REDUCE I-76EB TO A SINGLE LANE. THE CONTRACTOR SHALL CLOSE THE RAMP FROM SR-261 TO I-76EB CONCURRENT WITH THE SINGLE LANE CONDITION.

THE CONTRACTOR IS PERMITTED TO REDUCE I-76WB TO A SINGLE LANE FOR WEEKEND WORK BETWEEN 6:00PM FRIDAY 6:AM MONDAY WHEN PERFORMING WORK TO THE WESTBOUND BRIDGE OVER SR-21. DURING THE WESTBOUND LANE RESTRICTION, THE CONTRACTOR SHALL CLOSE AND DETOUR THE I-76W TO SR-21S RAMP AND THE SR-21N TO I-76W RAMP. I-76WB WORK SHALL NOT BE CONCURRENT WITH I-76EB WORK.

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, THE OHIO STATE HIGHWAY PATROL, 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 05/18/2026 FOR PID 123734 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 618, RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN

THE CONTRACTOR SHALL MILL AND FILL THE EXISTING RUMBLE STRIPS IN AREAS WHERE LANES ARE SHIFTED ONTO EXISTING SHOULDERS. MILLING SHALL BE TO A SUFFICIENT DEPTH AS DIRECTED BY THE ENGINEER. REPLACEMENT PAVEMENT SHALL BE 442, ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (449). THIS ITEM INCLUDES THE INSTALLATION OF NEW RUMBLE STRIPS AFTER THE COMPLETION OF THE WORK. ALL COST ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE PER MILE. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN, 0.18 MILES

MAINTENANCE OF TRAFFIC

DESIGN AGENCY

DESIGNER GS

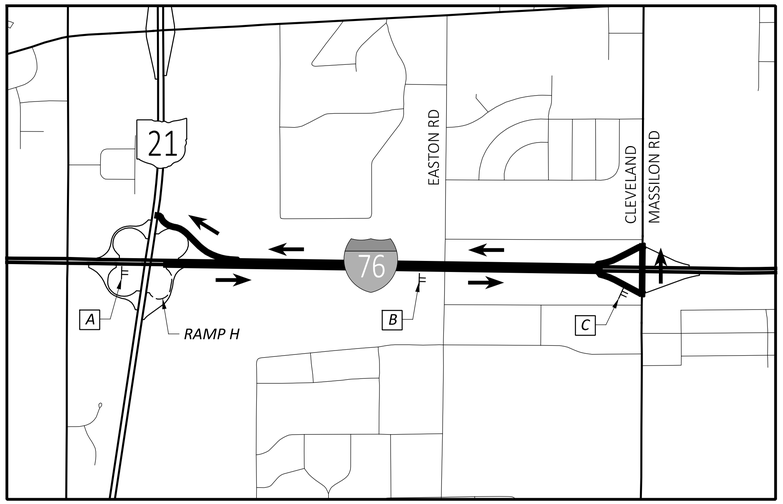
REVIEWER BC 05-19-26

PROJECT ID 123734

SHEET P.9 TOTAL 43

D04-BH-FY2027 (WEST)

MODEL: Sheet 4 PAPERSIZE: 34x22 (in.) DATE: 7/24/2026 TIME: 2:36:03 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Joel.Fitzsimmons@dot.ohio.gov
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04_D04\123734\400-Engineering\MOT\Sheets\123734_MN001.dgn



DETOUR ROUTE FOR RAMP H (IR-76 EAST TO SR-21 NORTH)

RAMP H DETOUR ROUTE: I-76 E / CLEVELAND MASSILON RD / I-76 W

CLOSE RAMP H AS PER STD. DWG. MT-98.29

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

NOT TO SCALE

A PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

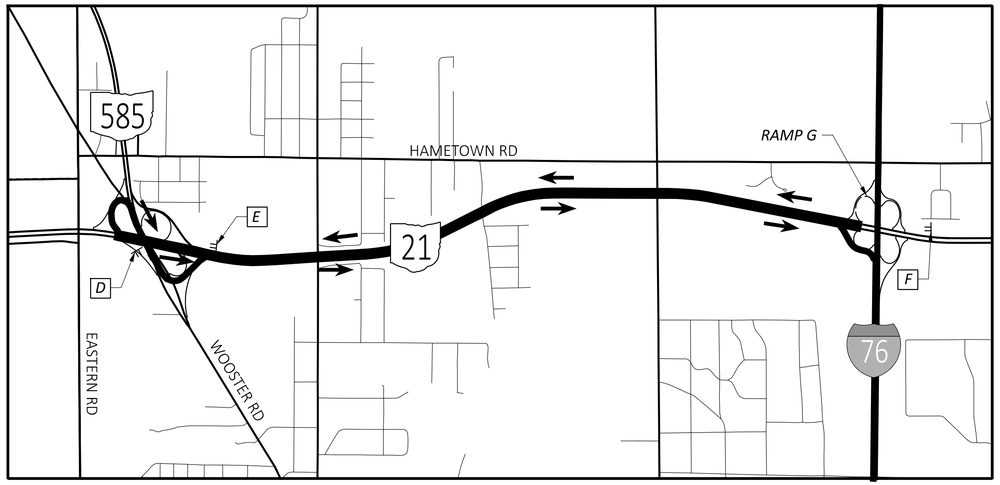
1. RAMP TO
   21 N
   CLOSED
2. DETOUR
   CONTINUE
   ON I-76 E

B PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. RAMP TO
   21 N
   DETOUR
2. TAKE
   EXIT 14
   CLEV-MAS

C PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. RAMP TO
   21 N
   DETOUR
2. TAKE
   RAMP TO
   I-76 W



DETOUR ROUTE FOR RAMP G (SR-21 SOUTH TO IR-76 EAST)

RAMP G DETOUR ROUTE: SR-21 S / SR-585 E / SR-21 N / I-76 E

CLOSE RAMP G AS PER STD. DWG. MT-98.29

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

NOT TO SCALE

D PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. RAMP TO
   I-76 E
   DETOUR
2. TAKE
   EXIT TO
   21 N

E PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. RAMP TO
   I-76 E
   DETOUR
2. EXIT TO
   585 EAST

F PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:

1. RAMP TO
   I-76 E
   CLOSED
2. FOLLOW
   21 S TO
   585 E

DETOUR PLAN - SUM-76-1.273 (EASTBOUND)

DESIGN AGENCY

DESIGNER GS

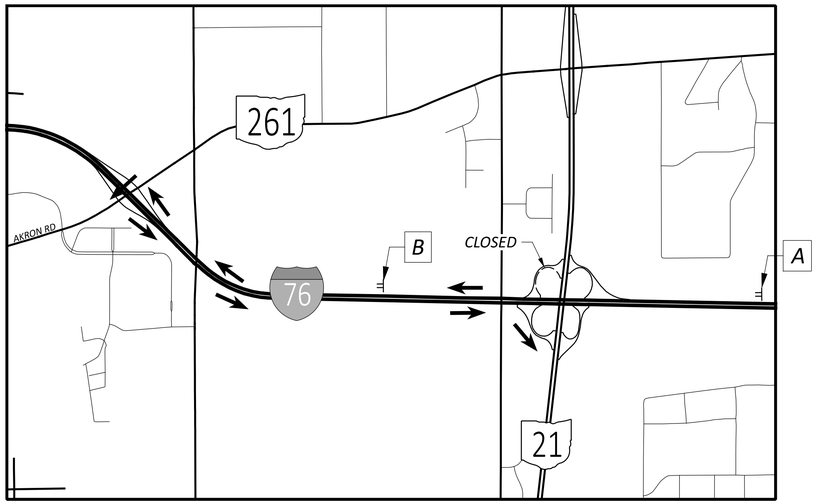
REVIEWER BC 05-19-26

PROJECT ID 123734

SHEET P.23 TOTAL 43

D04-BH-FY2027 (WEST)

MODEL: Sheet2 PAPERSIZE: 34x22 (in.) DATE: 7/24/2026 TIME: 2:03:01 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Joel.Fitzsimmons@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 123734 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04_D04\123734\400-Engineering\MOT\Sheets\123734_MD001.dgn



DETOUR ROUTE FOR RAMP FROM I-76 WEST TO SR-21 SOUTH

← *RAMP DETOUR ROUTE: I-76 W / SR-261 W / I-76 E*

– – – *CLOSE THE RAMP AS PER STD. DWG. MT-98.29*

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

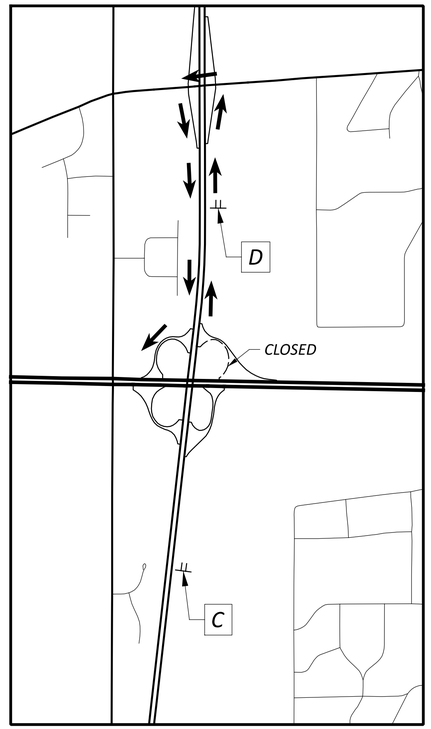
NOT TO SCALE

A *PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:*

1. *RAMP TO*
   21 S
   CLOSED
2. *USE*
   EXIT
   11

B *PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:*

1. *TO 21 S*
   USE
   EXIT 11
2. *FOLLOW*
   76 E
   TO 21 S



DETOUR ROUTE FOR RAMP FROM SR-21 NORTH TO I-76 WEST

← *RAMP DETOUR ROUTE: SR-21 N / SR-261 W / SR-21 S*

– – – *CLOSE THE RAMP AS PER STD. DWG. MT-98.29*

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

NOT TO SCALE

C *PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:*

1. *RAMP TO*
   76 W
   CLOSED
2. *USE*
   261 W

D *PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:*

1. *TO 76 W*
   EXIT AT
   261
2. *USE 21 S*
   TO
   76 W

DETOUR PLAN - SUM-76-1.273 (WESTBOUND)

DESIGN AGENCY

DESIGNER GS

REVIEWER BC 05-19-26

PROJECT ID 123734

SHEET P.23A TOTAL 43

D04-BH-FY2027 (WEST)

MODEL: Sheet23A PAPERSIZE: 34x22 (in.) DATE: 7/24/2026 TIME: 2:44:27 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Joel.Fitzsimmons@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 123734 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04_D0411237344\00-Engineering\MOT\Sheets\123734_MD001.dgn

SHEET NUMBER										PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.5	P.6	P.7	P.8	P.9	P.28	P.29	P.30	P.31	P.32	01/NFP						
															FOR SUM-77-22.066CR ESTIMATED QUANTITIES	P.36
															FOR SUM-77-22.226L ESTIMATED QUANTITIES	P.36
															FOR SUM-77-22.350R ESTIMATED QUANTITIES	P.36
															FOR SUM-8-0.374 ESTIMATED QUANTITIES	P.36
															MAINTENANCE OF TRAFFIC	
			150							150	614	11110	150	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	LS									LS	614	12420	LS		DETOUR SIGNING	
	20									20	614	12460	20	EACH	WORK ZONE MARKING SIGN	
	10									10	614	13000	10	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
			42							42	614	18601	42	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.7
	2.28									2.28	614	20560	2.28	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
	0.51									0.51	614	21550	0.51	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
	3.67									3.67	614	22360	3.67	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
	2,010									2,010	614	23680	2,010	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
	2,101.65									2,101.65	614	23690	2,101.65	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
	525									525	614	24612	525	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
	14									14	614	26610	14	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
		1								1	808	18700	1	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
															INCIDENTALS	
										LS	614	11000	LS		MAINTAINING TRAFFIC	
										LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
										LS	624	10000	LS		MOBILIZATION	
															Removed Item 619, Field Office, Type B	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER GS

REVIEWER RC 05-19-26

PROJECT ID 123734

SHEET P.27 TOTAL 43

D04-BH-FY2027 (WEST)

MODEL: Sheet2 PAPERSIZE: 34x22 (in.) DATE: 7/24/2026 TIME: 2:19:02 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Joel.Fitzsimmons@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 123734 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04_D0412373400-Engineering\RoadwaySheets\123734_GS001.dgn

PROPOSED WORK	BRIDGE NUMBER / STRUCTURE FILE NUMBER																																		
	STA-241-4.219 7606125 OVER U.S. 30	STA-30-6.664L 7607385 OVER TUSCARAWAS RIVER & W&LE & RJCL RR	STA-30-6.681R 7607269 OVER TUSCARAWAS RIVER & W&LE & RJCL RR	STA-30-11.563 7607539 PERRY DRIVE SW	STA-62-4.501 7601948 OVER BRANCH OF SUGAR CREEK	STA-62-4.556 7601964 OVER BRANCH OF SUGAR CREEK	STA-62-8.308 7602103 OVER TUSCARAWA RIVER	STA-183-3.241 7605609 OVER BIG SANDY CREEK	SUM-76-1.273 7706133 OVER S.R. 21	SUM-76-9.154 7703481 OVER S.R. 93	SUM-76-9.594 7702457 OVER BOWERY STREET & OHIO CANAL	SUM-76-9.705 7703392 OVER LAKESHORE BLVD	SUM-76-9.730R 7706290 S.R. 59 NB RAMP OVER I.R. 76	SUM-76-11.302 7703031 OVER BROWN STREET	SUM-76-11.547L 7706086 OVER I.R. 77 NB & S.R. 8 SB	SUM-76-11.573R 7706030 OVER I.R. 77 NB & S.R. 8 NB & SB	SUM-76-11.799R 7706283 OVER INMAN STREET	SUM-76-11.824L 7706154 OVER INMAN STREET	SUM-76-12.325 7706283 OVER ARLINGTON STREET	SUM-77-22.226L 7704039 OVER S.R. 21 NB	SUM-77-22.350R 7704041 OVER S.R. 21 NB	SUM-8-0.374 7700067 JOHNSTON STREET	SUM-76-11.520N 7706023 I.R. 76 WB RAMP TO I.R. 77 SB	SUM-21-2.576 7701292 GREENWICH ROAD	SUM-21-4.622 7701346 REMER ROAD	SUM-21-7.484L 7701594 OVER WHEELING & LAKE ERIE RR	SUM-21-7.585R 7701824 OVER WHEELING & LAKE ERIE RR	SUM-21-7.700L 7701667 OVER S.R. 162	SUM-21-7.786R 7701691 OVER S.R. 162	SUM-59-0.273L 7701802 OVER LAKESHORE BLVD & RUSSELL AVE	SUM-59-0.442L 7701815 OVER BOULEVARD ST, OHIO CANAL & THORNTON ST	SUM-77-22.066CR 7704070 OVER I.R. 77 SB	SUM-21-9.264 7701756 OVER S.R. 21 NB	SUM-76-11.480Q 7706066 OVER I.R. 76 WB
DECK SEALING WITH GRAVITY FED RESIN -SEAL THE EXISTING CONRETE WEARING SURFACE AND APPROACH SLABS	X	X	X	X	X	X	X	X								X				X	X	X		X	X	X	X	X	X			X	X	
DECK SEALING WITH SRS -SEAL THE EXISTING CONRETE WEARING SURFACE AND APPROACH SLABS										X	X	X		X	X	X		X	X				X											X
CONCRETE DECK PATCHING -PATCH AREAS OF THE CONCRETE WEARING SURFACE / SEAL JOINTS AROUND PATCHES WITH GRAVITY FED RESIN									X				X																		X			
SUBSTRUCTURE PATCHING WITH 519 -PATCH ALL UNSOUND AREAS OF THE SUBSTRUCTURE / SEAL PATCHES WITH EPOXY-URETHANE									X				X														X		X	X				
CONCRETE OVERLAY -REMOVE EXISTING WEARING SURFACE / REPLACE WITH A MICRO-SILICA FIBER REINFORCED CONCRETE OVERLAY									X																										
SEALING OF CONCRETE RAILING -REMOVE EXISTING SEALER / SEAL THE CONCRETE WITH EPOXY-URETHANE																								X								X			
SEALING OF CONCRETE SIDEWALKS -REMOVE EXISTING SEALER / SEAL THE CONCRETE WITH EPOXY-URETHANE																								X											
CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED -REMOVE UNSOUND CONCRETE / CLEAN AND COAT EXPOSED REBAR WITH A ZINC RICH PRIMER													X																	X	X			
ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS -REMOVE AND REPLACE THE ELASTOMERIC STRIP SEALS AT ALL INTERMEDIATE JOINTS													X																						
EXPANSION JOINT REPLACEMENT -REMOVE AND REPLACE THE FORWARD AND REAR EXPANSION JOINTS													X																						
REFURBISH BEARING DEVICES -RESET AND REFURBISH THE ROCKER BEARINGS AT PIER 4													X																						
REFURBISH FASCIA BEAM BEARING DEVICE -RESET AND REFURBISH THE BEARING UNDER THE FASCIA BEAM TO PERFORM ABUTMENT SEAT PATCHING																														X					
BACKWALL REPAIR																								X											

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

843 DATED 1/19/2024
848 DATED 7/19/2024

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 10th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2024 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.*

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05, 105.02, AND 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.*

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SUM-76-9.730R)

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

ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN

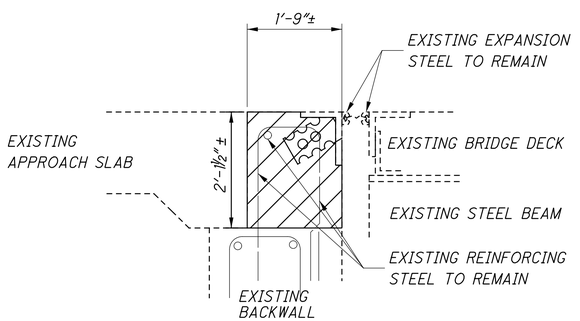
REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE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

ITEM 511 - CONCRETE MISC.: BACKWALL REPAIR

THIS ITEM OF WORK CONSISTS OF THE REMOVAL OF ALL UNSOUND CONCRETE AT THE BACKWALL OF STRUCTURE SUM-8-0.374 TO THE LIMITS SHOWN BELOW OR AS DIRECTED BY THE ENGINEER, THE PREPARATION OF THE SURFACE, FORMS, TEMPORARY SUPPORTS OF THE EXPANSION JOINT, AND PROVIDING AND PLACING CLASS QC MS CONCRETE, SUBSTRUCTURE.

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

PAYMENT WILL BE MADE AT THE CONTRACT PRICE PER CU. YD. FOR ITEM 511 - CONCRETE MISC.: BACKWALL REPAIR WHICH WILL INCLUDE ALL MATERIALS AND LABOR INCLUDING REMOVAL AND DISPOSAL OF THE EXISTING CONCRETE REQUIRED TO MAKE THIS WORK COMPLETE.



= LIMITS OF BACKWALL REPAIR, OR UNTIL CONCRETE IS SOUND

ITEM 512 - TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN (PATCHED AREAS)

AFTER THE COMPLETION OF THE DECK PATCHING ON STRUCTURES SUM-76-1.273 AND SUM-59-0.422L THE CONTRACTOR SHALL TREAT THE PATCHED AREA WITH GRAVITY FED RESIN INCLUDING 6" BEYOND THE EDGE OF THE PATCHED AREA.

ITEM 516 - REFURBISHING BEARING DEVICES, AS PER PLAN

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN BRIDGE BEARINGS AT THE LOCATIONS LISTED BELOW, AS WELL AS THEIR CLEANING AND PAINTING. INCLUDED SHALL BE THE DISASSEMBLY OF THE BEARINGS, HAND TOOL CLEANING (GRINDING IF NECESSARY), PAINTING ACCORDING TO ITEM 514, REPLACEMENT OF ANY DAMAGED SHEET LEAD WITH PREFORMED BEARING PADS (C&MS 711.21), INSTALLATION OF ANY NECESSARY

STEEL SHIMS OF THE SAME SIZE AS THE BEARINGS TO PROVIDE A SNUG FIT, REALIGNMENT O FTHE UPPER BEARING PLATE BY REMOVING EXISTING WELDS AND REWELDING SO THAT THE BEARINGS ARE VERTICALLY ALIGNED AT 60 DEGREES FARENHEIT, LUBRICATING SLIDING SURFACES, AND REASSEMBLY OF THE BEARINGS. ASSURE ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS AND/OR BEARING DEVICES ARE "FLOATING." AT NO ADDITIONAL COST TO THE STATE, THE CONTRACTOR MAY INSTALL NEW BEARINGS OF THE SAME TYPE AS THE EXISTING IN PLACE OF REFURBISHING THE BEARINGS. ALL WORK SHALL BE TO THE SATIFACTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 516 - REFURBISH BEARING DEVICES, AS PER PLAN.

LOCATIONS:
SUM-76-9.730R - ALL PIER 4 BEARINGS
SUM-59-0.273L - LEFT FASCIA BEAM @ FORWARD ABUTMENT

STRUCTURE NOTES
VARIOUS STRUCTURES ON IR-76, IR-77, SR-59, SR-21, SR-8, SR-183, US-62, US-30
SUMMIT AND STARK COUNTIES

SFN VARIOUS
DESIGN AGENCY
DESIGNER GS | CHECKER JF
REVIEWER RC 05-19-26
PROJECT ID 123734
SUBSET 1 | TOTAL 11
SHEET P.33 | TOTAL 43

D04-BH-FY2027 (WEST)

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 7/24/2026 TIME: 2:13:36 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Joel.Fitzsimmons@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 123734 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04_D04\123734\400-Engineering\Structures\SFN_7606125\Sheets\123734_SFN_7606125_SN001.dgn

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

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

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

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

SUM-76-1.273:
-FORWARD ABUTMENT (UNDER BEAM 15)
ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN, 25 SF

SUM-76-9.730R
-PIER 7 COLUMNS
-PIER 10 COLUMNS
-PIER 1 CAP
-PIER 4 CAP
-PIER 10 CAP
ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN, 100 SF

SUM-21-7.585R
-REAR ABUTMENT (UNDER BEAM 3)
-REAR ABUTMENT (UNDER BEAM 2)
-REAR ABUTMENT (UNDER BEAM 1)
-FORWARD ABUTMENT (UNDER BEAM 1)
-FORWARD ABUTMENT (UNDER BEAM 4)
ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN, 35 SF

SUM-59-0.273L
-FORWARD ABUTMENT
ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN, 25 SF

SUM-59-0.442L
-FORWARD BACKWALL
ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN, 25 SF

CONCRETE DECK PATCHING

THE CONTRACTOR SHALL PATCH UNSOUND AREAS OF THE CONCRETE WEARING SURFACE ON STRUCTURES SUM-76-1.273, SUM-76-9.730R & SUM-59-0.442L ONLY AS DIRECTED BY THE ENGINEER. SEAL THE PERIMETER OF ALL PATCHES WITH HMWM RESIN. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE ESTIMATED QUANTITIES TO PERFORM THIS WORK:

SUM-76-1.273 (WESTBOUND DIRECTION ONLY)
-ITEM 519, PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE, 30 SY

SUM-76-9.730R
-ITEM 519, PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE, 20 SY

SUM-59-0.442L
-ITEM 519, PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE, 2 SY

SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED

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

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

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

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

SPALL REMOVAL ON STRUCTURES SUM-76-9.730R, SUM-59-0.273L & SUM-59-0.442L OVER TRAVEL LANES AND PAVED SHOULDERS

THE FOLLOWING WORK AND QUANTITIES SHALL BE USED ON THIS STRUCTURE TO REPAIR THE CONCRETE SPALLS OVER TRAVEL LANES AND PAVED SHOULDERS:

SUM-76-9.730R:
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 350 SY

SUM-59-0.273L:
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 75 SY

SUM-59-0.422L:
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 25 SY

ITEM 848 - MICRO-SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN
ITEM 848 - SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN
ITEM 848 - MICRO-SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
ITEM 848 - FULL DEPTH REPAIR, AS PER PLAN
ITEM 848 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN

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

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

CONSTRUCTION JOINTS WILL NOT BE PERMITTED IN THE WHEEL LINE.

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

AGG TYPE	FINE AGG (LB)	#8 COARSE AGG (LB) *	AGG TOTAL (LB) *	CEMENT CONTENT (LB)	MICRO SILICA (LB)	WATER TO CEMENT-ITIOUS RATIO	AIR CONTENT +/- 2%	FIBER (1 ½" POLYPROPY-LENE) (LB) **
GRAVEL	1410	1430	2840	600	50	0.4	8	1
LIME-STONE	1410	1450	2860	600	50	0.4	8	1
SLAG	1300	1350	2650	600	50	0.4	8	1

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

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

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

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

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

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

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

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

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

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

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

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

TOWPATH TRAIL ACCESS - SUM-76-9.564, SUM-76-9.730R, STA-30-6.664L, STA-30-6.681R, AND STA-62-8.308 BRIDGE LOCATIONS

THE OHIO AND ERIE TOWPATH TRAIL PASSES UNDER THE SUM-76-9.564, SUM-76-9.730R, STA-30-6.664L, AND STA-30-6.681R BRIDGE STRUCTURES AND CROSSES US ROUTE 62 EAST OF THE STA-62-8.308 BRIDGE FORWARD APPROACH SLAB.

PUBLIC ACCESS SHALL BE MAINTAINED TO THE TOWPATH TRAIL AND ALL OTHER TRAILS, PARKS, AND OTHER PUBLIC PROPERTIES, AT ALL TIMES DURING THE PROJECT CONSTRUCTION DURATION. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NEEDED TO PROTECT PUBLIC PROPERTIES AND THE PUBLIC DURING PROJECT CONSTRUCTION.

THE CONTRACTOR SHALL CLOSELY COORDINATE THE CONSTRUCTION SCHEDULE WITH THE AKRON RECREATION & PARKS DEPARTMENT (SUM LOCATIONS) AND STARK PARKS (STA LOCATIONS) PRIOR TO THE START OF CONSTRUCTION ACTIVITIES

RECREATION & PARKS ADMINISTRATIVE OFFICE
220 SOUTH BALCH STREET, 2ND FLOOR
AKRON, OH 44302
MAIN OFFICE: 330-375-2804

STARK PARKS
5300 TYNER STREET NW
CANTON, OH 44708

SARAH BUELL, CAPITAL PROJECTS AND PLANNING MANAGER
SBUELL@STARKPARKS.COM
PH: 330-479-2334

STRUCTURE NOTES
VARIOUS STRUCTURES ON IR-76, IR-77, SR-59, SR-21, SR-8, SR-183, US-62, US-30
SUMMIT AND STARK COUNTIES
VARIOUS STRUCTURES

SFN VARIOUS
DESIGN AGENCY
DESIGNER GS | CHECKER JF
REVIEWER RC 05-19-26
PROJECT ID 123734
SUBSET 2 | TOTAL 11
SHEET P.34 | TOTAL 43

D04-BH-FY2027 (WEST)

MODEL: SHEET 2 PAPERSIZE: 34x22 (in.) DATE: 7/24/2026 TIME: 2:15:49 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Joel.Fitzsimmons@dot.ohio.gov WORKSPACE: OHDOTCtx02 WORKSET: 123734 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04_D04\123734\d00-Engineering\Structures\SFN_7606125\Sheets\123734_SFN_7606125_SN001.dgn