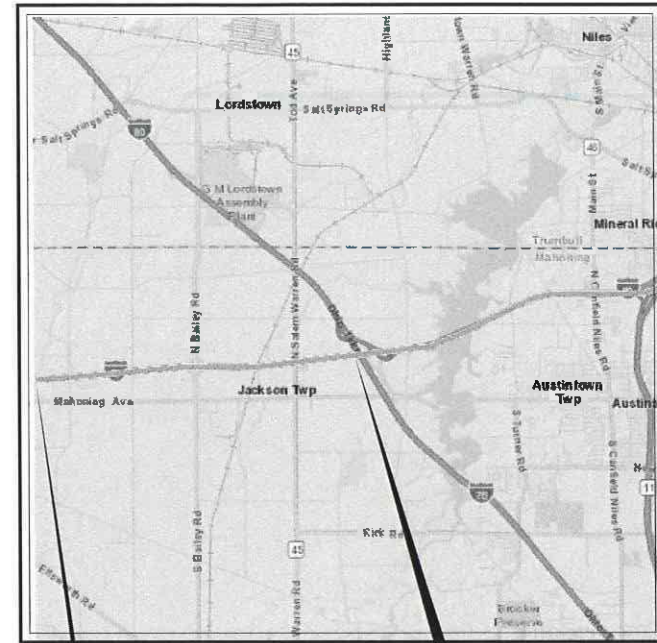


MAH - IR 76/IR 80-03.53/0.00
 217004 PID - 115092
 Dist 4 8/12/2021

Contract Proposal available @
 www.contracts.dot.state.oh.us

00.0/35.3-08/97-HAW

MODEL: Sheet PAPER: 17x11 (in.) DATE: 8/25/2021 TIME: 11:46:22 AM USER: mmandrasik
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LOCATION MAP

BEGIN PROJECT
 MAH-76 SLM 3.53

END PROJECT
 MAH-76 SLM 8.95
 BEGIN PROJECT
 MAH-80 SLM 0.00

END PROJECT
 MAH-80 SLM 5.02



STATE OF OHIO DEPARTMENT OF TRANSPORTATION

MAH-76/80-3.53/0.00

JACKSON & AUSTINTOWN TOWNSHIPS

MAHONING COUNTY

INDEX OF SHEETS:

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GENERAL NOTES	2
MAINTENANCE OF TRAFFIC	3-4
GENERAL SUMMARY	5
SUBSUMMARIES	6
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FEDERAL PROJECT NUMBER

NON-FEDERAL

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

FULL DEPTH CONCRETE REPAIRS ON MAH-76 & MAH-80

EARTH DISTURBED AREAS

PROJECT EDA:	N/A (MAINTENANCE PROJECT)
ESTIMATED CONTRACTOR EDA:	N/A (MAINTENANCE PROJECT)
NOTICE OF INTENT EDA:	N/A (MAINTENANCE PROJECT)

LIMITED ACCESS

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

2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN 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.

DESIGN DESIGNATION

DESIGN FUNCTIONAL CLASSIFICATION:

RURAL FREEWAYS AND EXPRESSWAYS (MAH-76 SLM 3.53 - 8.65, MAH-80 SLM 0.00 - 1.69)

URBAN FREEWAYS AND EXPRESSWAYS (MAH-80 SLM 1.69 - 5.02)

NHS PROJECT ----- YES

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

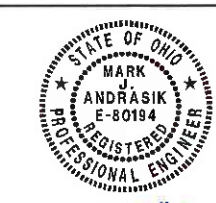
NONE

UNDERGROUND UTILITIES
 Contact Two Working Days
 Before You Dig

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

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

ENGINEER'S SEAL:



SIGNED: *M. J. Andrasik*
 DATE: 8/25/21

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-2.2	1/15/21	TC-42.20	10/18/13		800-2019 7/16/21	
BP-2.3	7/18/14	TC-52.10	10/18/13		821 4/20/12	
BP-2.6	7/15/16	TC-52.20	1/15/21		921 4/20/12	
BP-3.1	1/17/20	TC-65.10	1/17/14			
		TC-65.11	7/21/17			
MT-95.30	7/19/19	TC-72.20	7/20/18			
MT-98.10	1/17/20					
MT-98.11	1/17/20					
MT-98.20	4/19/19					
MT-98.22	1/17/20					
MT-98.28	1/17/20					
MT-99.20	4/19/19					
MT-101.90	7/17/20					
MT-105.10	1/17/20					
TC-41.20	10/18/13					
TC-42.10	10/18/13					

CONFORMED SET

APPROVED: *[Signature]*
 DATE: 7/22/21 DISTRICT DEPUTY DIRECTOR

APPROVED: *[Signature]*
 DATE: 7/22/21 DIRECTOR, DEPARTMENT OF TRANSPORTATION

TITLE SHEET

DESIGN AGENCY	
DESIGNER	MJA
REVIEWER	TJP 06-08-21
PROJECT ID	115092
SHEET TOTAL	P.1 41

UTILITIES

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OHIO811, THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEADQUARTERS (MICHELLE CHANEY AT 330-786-2267) AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN ALL AREAS.

OUPS 1-800-362-2764 (CONTACT LIMITED BASIS PARTICIPANTS DIRECTLY)
 OGPUPS 1-800-925-0988
 ODOT 330-786-2267 MICHELLE CHANEY

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

ITEM 258 - RETROFIT DOWEL BAR

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO REPAIR TRANSVERSE CRACKS WITHOUT ANY SETTLEMENT. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 258 - RETROFIT DOWEL BAR, 1,000 EACH

EXISTING UNDERDRAINS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO REPAIR ANY EXISTING DAMAGED UNDERDRAINS AND CONFIRM THEY ARE UNOBSTRUCTED

ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC, 1,000 FEET
 ITEM 616, WATER, 20 M GAL

ALL EXISTING UNDERDRAINS THAT WERE DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

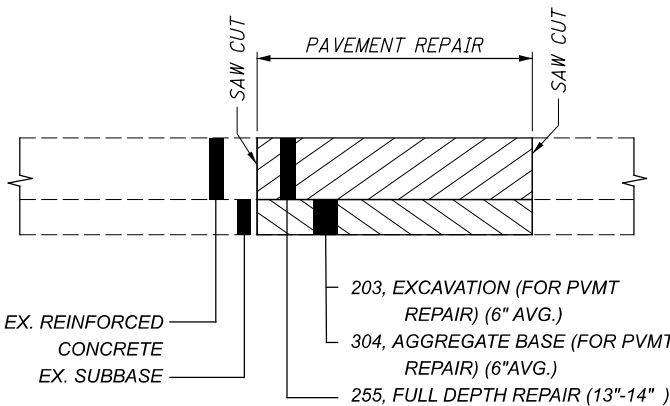
ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT; CLASS QC1 AND CLASS RRCM OR QC3, AS PER PLAN

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 13" - 14" CLASS QC1 CONCRETE OR CLASS RRCM CONCRETE, AS PER PLAN. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER. THE REPAIR LOCATIONS MUST BE DOCUMENTED FOR FUTURE REFERENCE. EXISTING ASPHALT PATCHES SHALL ALSO BE CONSIDERED AREAS THAT NEED REPAIRED. PLAN PAGES 7-41 HAVE SUGGESTED LOCATIONS FOR REPAIRS.

CONCRETE, CLASS RRCM, AS PER PLAN, SHALL BE USED ON MAH-76 AND MAH-80 ON THE MIDDLE LANES, NEAR RAMPS, AT SLM 5.00, AND OTHER AREAS AS DIRECTED BY THE PROJECT ENGINEER OR WHERE RESTRICTED BY THE PERMITTED LANE CLOSURE CHART.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: CLASS RRCM OR QC3, AS PER PLAN, 4,500 SY
 ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, CLASS QC1, 1,500 SY
 ITEM 255 - FULL DEPTH PAVEMENT SAWING, 27,000 FT



ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR)

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND DISPOSING OF ALL UNSUITABLE MATERIAL BY EXCAVATING THE EXISTING SUBGRADE AND SUBBASE TO AN AVERAGE DEPTH OF 6 INCHES OR AS DIRECTED BY THE ENGINEER. EXACT LIMITS OF REMOVAL SHALL BE DETERMINED BY THE ENGINEER. ALL EQUIPMENT, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR), 1,000 CU YD

ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR)

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO BACKFILL AREAS WHICH WERE EXCAVATED UNDER ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

304, AGGREGATE BASE (FOR PAVEMENT REPAIR), 1,000 CU YD

CONCRETE, CLASS RRCM OR QC3, AS PER PLAN (FOR FULL DEPTH REPAIRS)

THE MATERIAL REQUIREMENTS OF CMS 255.02 MAY BE MODIFIED AS FOLLOWS:

PROVIDE A RRCM MIXTURE MEETING THE REQUIREMENTS OF CMS 255.02 OR AN ALTERNATE RRCM MIXTURE CONFORMING THE FOLLOWING REQUIREMENTS:

PORTLAND CEMENT CONCRETE 499.03, CLASS QC3, W/MACRO-FIBERS

PROVIDE A MIXTURE MEETING THE REQUIREMENTS OF WELL GRADED IN ITEM 499.

AIR CONTENT: 4 TO 8 PERCENT

FLEXURAL STRENGTH: DEVELOP A RRCM CONCRETE MIX THAT WILL ACHIEVE A FLEXURAL STRENGTH OF 300 PSI (2.8 MPA) IN NOT LESS THAN 4 HOURS AND NOT MORE THAN 6 HOURS USING 6" X 6" (150 MM X 150 MM) BEAM SAMPLES CONFORMING TO ASTM C293.

PERMEABILITY: 2,000 COULOMBS

COARSE AGGREGATE (NO. 57 & NO. 8)	703.02 & 703.13
FINE AGGREGATE (NATURAL SAND)	703.02
PORTLAND CEMENT, TYPE 1*	701.04
FLY ASH OR NATURAL POZZOLAN	701.13
SLAG CEMENT	701.11
WATER	499.02
CHEMICAL ADMIXTURE**	705.12
AIR-ENTRAINING ADMIXTURE	705.10
MACRO-FIBERS FOR CONCRETE***	705.29
LIQUID MEMBRANE-FORMING COMPOUNDS FOR CONCRETE CURING	705.07

* PROVIDE A MIXTURE WITH A PORTLAND CEMENT CONTENT OF 660 LB OR LESS AND A TOTAL CEMENTITIOUS CONTENT OF 850 LB OR LESS.

** MAXIMUM OF 0.5% CALCIUM CHLORIDE BY MASS OF CEMENTITIOUS CONTENT OR A LIQUID NON-CHLORIDE ACCELERATING ADMIXTURE MAY BE USED TO GENERATE EARLY STRENGTH DEVELOPMENT. SPECIALTY TYPE 'S' ADMIXTURE ALSO PERMITTED (SUBMITTAL OF MANUFACTURER'S DATA SHEET REQUIRED).

*** USE A MINIMUM DOSAGE RATE OF FIBERS OF 4.0 LB/CY OF CONCRETE. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER. A DEMONSTRATION OF THE MIX PRODUCTION, OR TRIAL MIX, MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

SUBMIT LAB TESTING RESULTS OF THE ALTERNATE RRCM MIXTURE USING THE ACTUAL MATERIALS THAT WILL BE USED ON THE PROJECT. MAKE AT LEAST FIVE BEAM SPECIMENS AND TEST THEM AT 3, 4, 5, 6, & 8 HOURS AGE. ALTERNATELY, THE CONTRACTOR MAY DEVELOP THE MIX'S MATURITY CURVE ACCORDING TO SUPPLEMENT 1098.

DO NOT OPEN THE RIGID REPLACEMENT TO TRAFFIC UNTIL THE RRCM ATTAINS A MODULUS OF RUPTURE OF 300 POUNDS PER SQUARE INCH (2.8 MPA) BASED ON MATURITY TESTING OR BEAM TESTING ON THE PROJECT.

THE JMF WILL NOT BE APPROVED FOR USE ON THE ENTIRE PROJECT UNTIL A SUCCESSFUL FIELD PLACEMENT IS PERFORMED ON THE PROJECT WITH THE MIX DESIGN. THIS PLACEMENT MUST DEMONSTRATE THE MIXTURE IS CAPABLE OF MEETING THE PRESCRIBED FLEXURAL STRENGTH AND TIME REQUIREMENTS.

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION AS DIRECTED BY THE PROJECT ENGINEER.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE. UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 601 - TIED CONCRETE BLOCK MAT, TYPE 1, 10 SQ. YD.
 ITEM 605 - AGGREGATE DRAINS, 100 FT.
 ITEM 611 - 6" CONDUIT, TYPE F, 50 FT.
 ITEM 611 - PRECAST REINFORCED CONCRETE OUTLET, 10 EACH
 ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS, 100 FT.

ITEM 257 - DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR DIAMOND GRINDING EXISTING MAINLINE CONCRETE PAVEMENT AND NEW FULL DEPTH CONCRETE REPAIRS ON IR 76 FROM SLM 3.53 TO SLM 8.65 AND IR 80 FROM SLM 0.00 TO SLM 5.02

ITEM 257 - DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, 326,800 SY

THE DRINKING WATER SOURCE PROTECTION AREA

INLAND SURFACE WATER CORRIDOR MANAGEMENT ZONE OF THE MAHONING VALLEY SANITARY DISTRICT IS LOCATED WITHIN THE PROJECT LIMITS. USE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS ESTABLISHED FOR THE PROJECT. DO NOT STORE FUELS, TOXIC/HAZARDOUS MATERIALS AND CHEMICALS NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. MAINTAIN A SPILL KIT ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. IMMEDIATELY MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. REPORT ALL SPILLS OR EVENTS TO THE MAHONING VALLEY SANITARY DISTRICT AT (330) 652-3614. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA RELEASE REPORTING REQUIREMENTS), CONTACT THE MAHONING COUNTY EMERGENCY MANAGEMENT AT (330) 726-4155 OR THE OHIO EPA SPILLS HOTLINE AT (800) 282-9378 FOR CLEAN-UP OF THE SPILL.

PRESSURE RELIEF JOINTS

THE CONTRACTOR SHALL REMOVE 3" OF THE EXISTING ASPHALT IN THE EXISTING PRESSURE RELIEF JOINTS AND REPLACE WITH 3" OF TYPE 2 ASPHALT CONCRETE (448) WITH PG70-22M BINDER. ALL WORK, INCLUDING LABOR, MATERIAL REMOVAL, TACK, AND NEW ASPHALT, WILL BE INCLUDED IN THE FOLLOWING BID ITEM

ITEM 451 - SPECIAL - PRESSURE RELIEF JOINT, 1,420 FT

INTERIM COMPLETION DATE

ALL WORK ASSOCIATED WITH ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT; CLASS QC1 AND CLASS RRCM OR QC3, AS PER PLAN SHALL BE COMPLETED BY OCTOBER 31, 2021. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$7,500 FOR EACH CALENDAR DAY BEYOND THIS DATE THIS WORK IS NOT COMPLETED.

DESIGN AGENCY



DESIGNER	MJA
REVIEWER	TJP
PROJECT ID	115092
SHEET	TOTAL
P.2	41

MAINTENANCE OF TRAFFIC

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

1. A MINIMUM OF ELEVEN TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.
2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
3. ALL FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS SHALL BE COMPLETED THE SAME DAY THE EXCAVATION IS MADE.
4. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.
5. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES.
6. FOR ROUTES NOT ON THE PERMITTED LANE CLOSURE CHART, ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.
7. AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS.
8. PRIOR TO OPENING TO TRAFFIC, EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION.
9. THE CONTRACTOR SHALL PLACE THE SIGNS: W8-1 [BUMP] PER OMUTCD 2C.28; W8-11 [UNEVEN LANES] PER OMUTCD 6F.45; AND W6-3 [TWO-WAY TRAFFIC] PER OMUTCD 6F.32. PAYMENT FOR THESE SIGNS SHALL BE INCIDENTAL TO THE LUMP SUM ITEM 614- MAINTAINING TRAFFIC. A QUANTITY OF ITEM 614 WORK ZONE MARKING SIGNS HAS BEEN INCLUDED IN THE PLANS PER CMS
10. THE CONTRACTOR SHALL SET A WORK ZONE AT THE REQUEST OF THE ENGINEER TO ALLOW THE LAYOUT OF THE PARTIAL/FULL DEPTH PAVEMENT REPAIR AREAS. THIS WORK IS INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC.

THE FOLLOWING QUANTITIES SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:

ITEM 614 - WORK ZONE MARKING SIGN,(ALL PHASES), 30 EACH

LANE CLOSURES

DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AS PER THE PERMITTED LANE CLOSURE CHART. THE PERMITTED LANE CLOSURE CHART USED FOR THIS PROJECT SHALL BE THE MOST CURRENT CHART AVAILABLE ON THE DATE THIS PROJECT SELLS.

THE CHART CAN BE FOUND AT:
<http://plcm.dot.state.oh.us>

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THE REQUIREMENTS IN THE CHART, THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES IN THE AMOUNT OF \$3,000 PER DAY OR PORTION THEREOF THAT THE LANE REDUCTION REMAINS BEYOND THE SPECIFIED LIMIT.

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR SHALL BE ADVISED THAT THE FOLLOWING PROJECTS

D04-SP-FY2021(EAST) (PID 111619)

MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN THE PROJECT LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO AS TO CAUSE A MINIMUM OF DELAY OR CONFLICT WITH THE OTHER PROJECTS. IN ACCORDANCE WITH 105.08, THE CONTRACTOR SHALL ARRANGE WITH THE OTHER CONTRACTORS APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL RECEIVE DAILY APPROVALS FROM THE ENGINEER PRIOR TO COMMENCING ANY OPERATIONS. ANY CONFLICT BETWEEN CONTRACTORS INVOLVING WORK SCHEDULES, WORK AREA, OR COOPERATION SHALL BE RESOLVED BY THE ENGINEER. COMPENSATION FOR THE ABOVE COOPERATION SHALL BE INCIDENTAL TO THE VARIOUS PAY ITEMS INCLUDED WITHIN THIS PROJECT.

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.

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

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

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

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

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

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

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

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

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

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

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 250 HOURS

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

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

DESIGN AGENCY



DESIGNER
MJA

REVIEWER
CNW 06-07-21

PROJECT ID
115092

SHEET TOTAL
P.3 41

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

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

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

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE PCMS SHOULD NOT BE LOCATED IN THE MEDIAN OF THE HIGHWAY UNLESS IT IS PROTECTED FROM BOTH DIRECTIONS OF TRAFFIC. THE PCMS SHALL BE LOCATED, IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE THE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS WILL BE OFF. ADDITIONALLY WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED, FACING AWAY FROM ALL TRAFFIC AND SHALL DISPLAY ONE OR MORE TYPE G YELLOW REFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

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

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

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

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL [IN ACTIVE CELLULAR AREAS] ALLOW REMOTE SIGN ACTIVATION, DEACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614.07. THE CONTRACTOR SHALL PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOURS PER DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THEIR USE. THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITIES AS OUTLINED IN 614.02.

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

614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN, 8 SIGN MONTH (4 SIGNS, 2 MONTHS EACH)

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

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

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

DESIGN AGENCY



DESIGNER
MJA

REVIEWER
CNW 06-07-21

PROJECT ID
115092

SHEET	TOTAL
P.4	41

MAH-76/80-3.53/0.00

MODEL: Sheet PAPER: 17x11 (in.) DATE: 8/9/2021 TIME: 8:23:01 AM USER: mandrasi p:\vohobol-pw-bentley.com\shahobol-pw-02\Documents\01 Active Projects\District 04\Main\092115092\400-Engineering\Roadway\Sheets\15092_P\MO01.dgn

EDGE LINE

GENERAL SPEC: 640
MATERIAL TYPE: 642

CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	WHITE EDGE LINE, 6"			YELLOW EDGE LINE, 6"			COMMENTS
						TOTAL	HIGHWAY	RAMP	TOTAL	HIGHWAY	RAMP	
MAH	76	3.53	0.67 MILES EAST OF MAH-534-1408	8.65	MAH-80	10.24	10.24	0.00	10.24	10.24	0.00	
MAH	80	0.00	MAH-76	5.02	0.14 MILES EAST OF MAH-80-0516	8.97	8.97	0.00	8.97	8.97	0.00	
TOTAL						19.21	19.21		19.21	19.21		

LANE LINE

CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	6" LANE LINE		COMMENTS
							DASHED	SOLID	
MAH	76	3.53	0.67 MILES EAST OF MAH-534-1408	8.65	MAH-80	10.24	10.24	2.56	
MAH	80	0.00	MAH-76	5.02	0.14 MILES EAST OF MAH-80-0516	18.24	18.24	4.56	
TOTAL						28.48	28.48	7.12	

CENTER LINE

CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	EQUIVALENT SOLID LINE	COMMENTS
TOTAL								

AUXILIARY

CTY	ROUTE LOCATION	TRUE LOG	CHANNEL LINE, 8"	CHANNEL LINE, 12"	STOP LINE	CROSS WALK LINES	TRANSVERSE DIAGONAL LINES		ISLAND MARKING	SYMBOL MARKINGS				LANE ARROWS				REDUCT. ARROW	WORD ON PVMT ONLY		DOTTED LINES, 6"	COMMENTS
							WHITE	YELLOW		RxR	SCHOOL		TURN LEFT	TURN RIGHT	THRU	COMB.	72"		96"			
											FT	FT								FT		
MAH	I-76 / ELLSWORTH BAILEY RD.	6.060		3400																3020		
MAH	I-80 / TURNPIKE	0.260		6285			650														3375	
MAH	I-80 / SR-46	3.820		3250																	3165	
MAH	RAMP I-80 WB FROM SR-11	4.575		600																		
MAH	RAMP I-80 WB FROM I-680 NB	4.733		680																		
MAH	I-80 / RAMP TO SR-11 SB	5.015		1780			350														575	
TOTAL				15995			1000														10135	

PAVEMENT MARKING

DESIGN AGENCY



DESIGNER

MJA

REVIEWER

XXX MM-DD-YY

PROJECT ID

0

SHEET

P.6

TOTAL 41


MAH-76/80-3.53/0.00

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COUNTY	ROUTE	LOCATION						621	621	621	621	621	REMARKS
		RPM (YELLOW/YELLOW)	RPM (WHITE/RED)					RPM (WHITE)	RPM (YELLOW/RED)	RAISED PAVEMENT MARKER REMOVED			
		FROM	TO					EACH	EACH	EACH	EACH	EACH	
MAH	76	3.53	8.65						41	225		213	EASTBOUND
MAH	76	3.53	8.65						44	225		215	WESTBOUND
MAH	80	0.00	3.92						95	261		285	EASTBOUND
MAH	80	0.00	5.02						198	418		493	WESTBOUND
TOTALS CARRIED TO GENERAL SUMMARY									379	1130		1207	

RPM SUBSUMMARY

DESIGN AGENCY

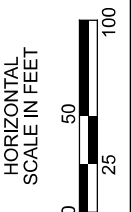
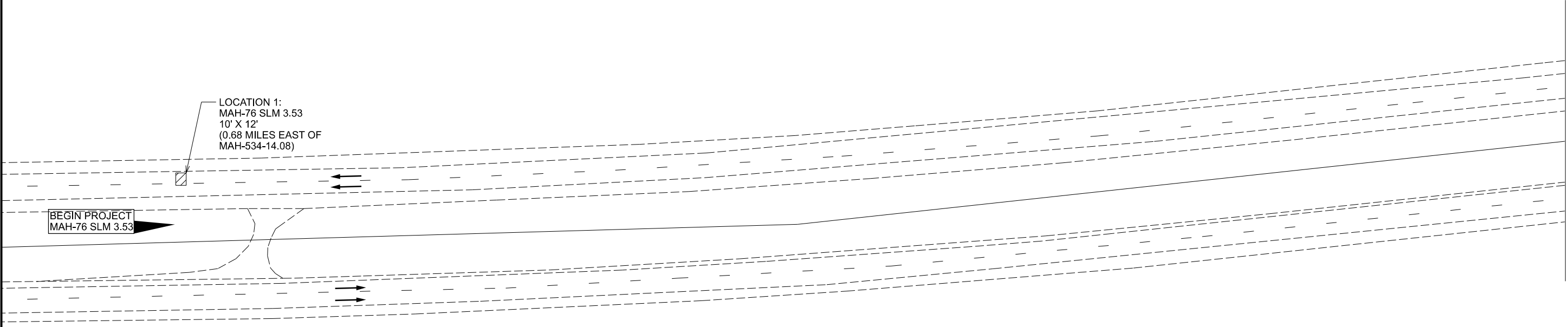


DESIGNER
MJA

REVIEWER
XXX MM-DD-YY

PROJECT ID
0

SHEET TOTAL
P.6A 41



PLAN VIEW
MAH-76 SLM 3.53 TO SLM 3.79

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY



DESIGNER
MJA

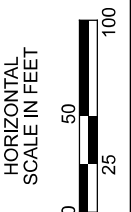
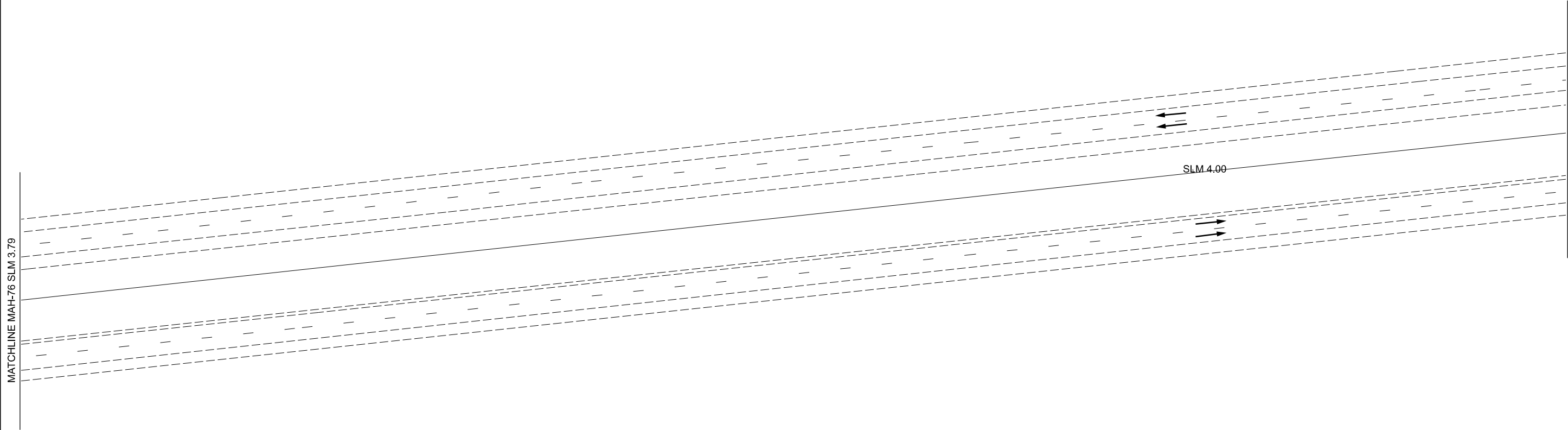
REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.7	41

MAH-76/80-3.53/0.00

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PLAN VIEW
MAH-76 SLM 3.79 TO SLM 4.08

DESIGN AGENCY



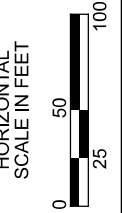
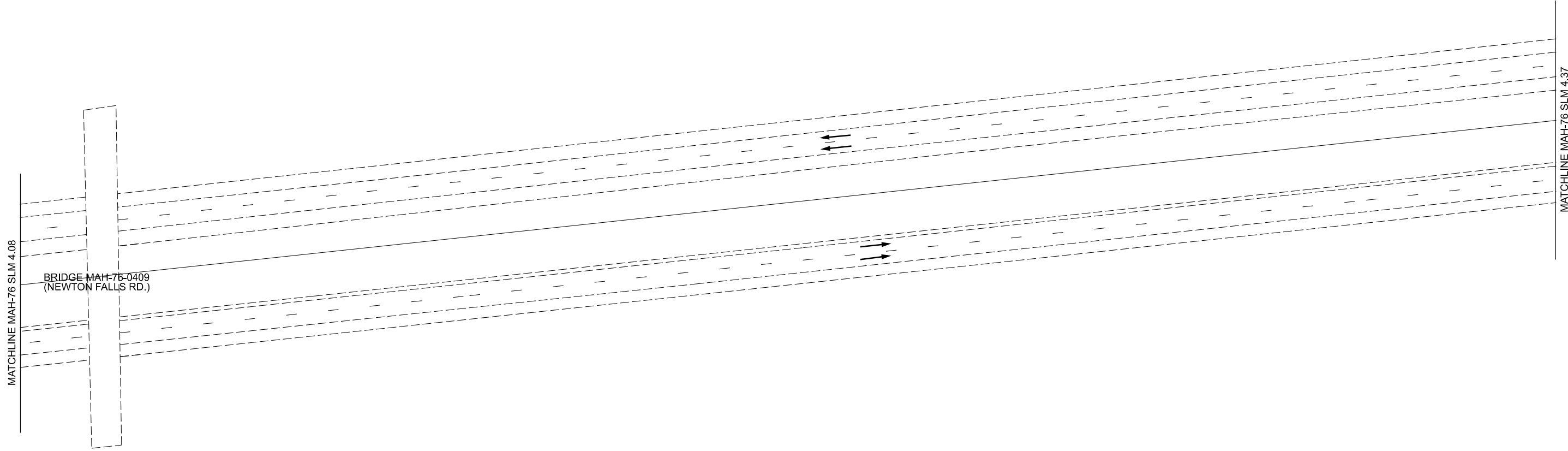
DESIGNER
MJA

REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.8	41

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT,
MISC.: QC1P AS PER PLAN



PLAN VIEW
MAH-76 SLM 4.08 TO SLM 4.37

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY



DESIGNER
MJA

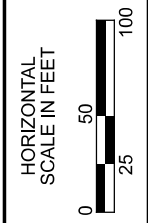
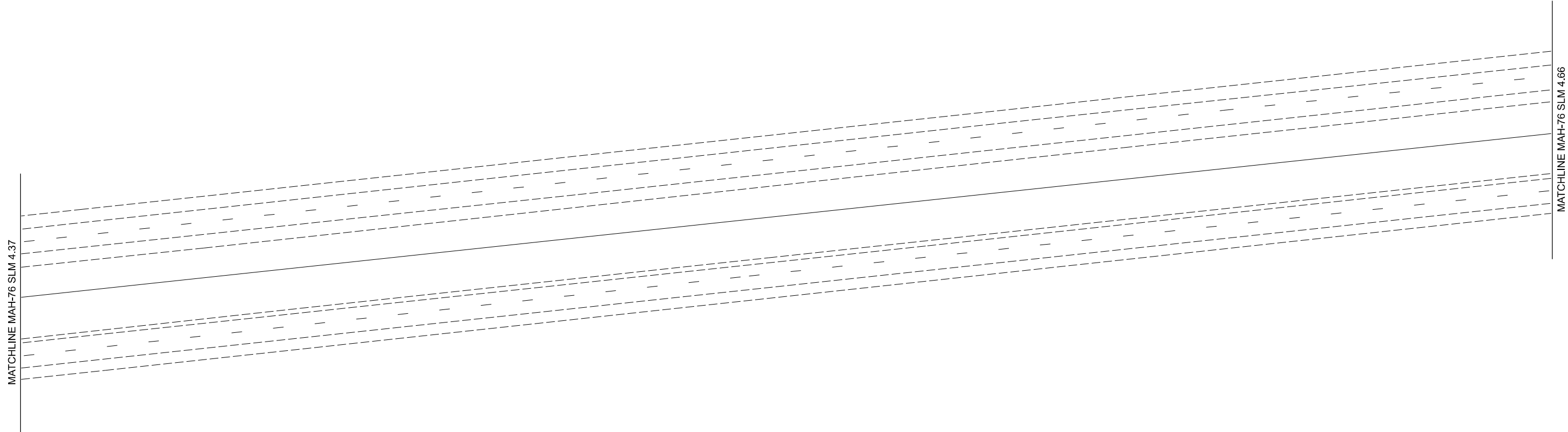
REVIEWER
TJP 06-08-21

PROJECT ID
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SHEET	TOTAL
P.9	41

MAH-76/80-3.53/0.00

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PLAN VIEW
MAH-76 SLM 4.37 TO SLM 4.66

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY



DESIGNER

MJA

REVIEWER

TJP 06-08-21

PROJECT ID

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SHEET TOTAL

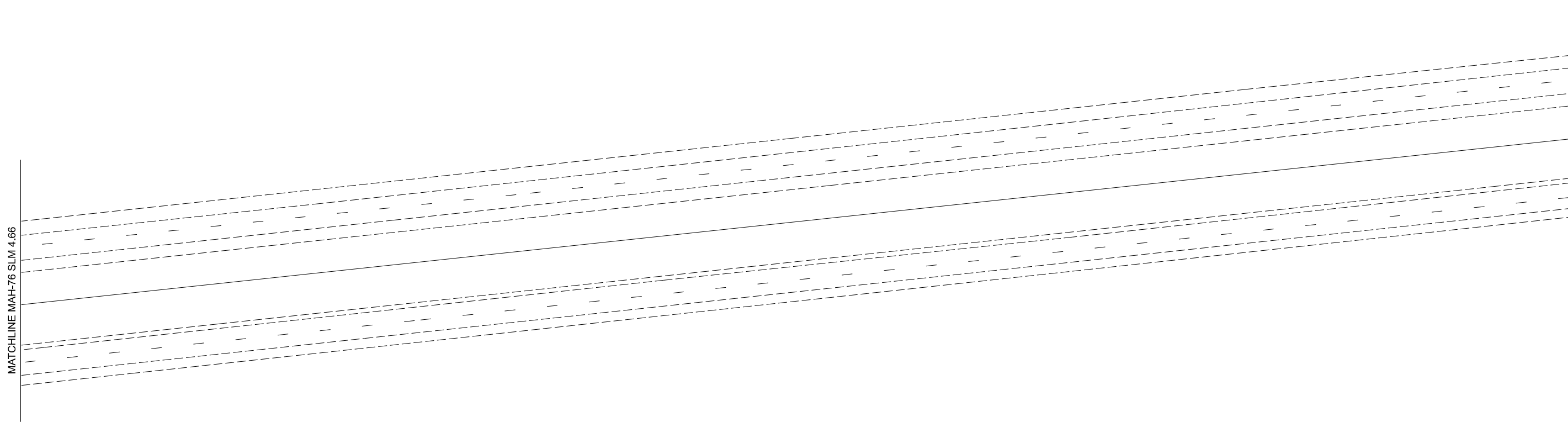
P.10 41

MAH-76/80-3.53/0.00

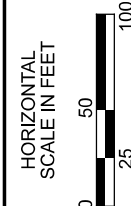
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MATCHLINE MAH-76 SLM 4.66

MATCHLINE MAH-76 SLM 4.95



 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT,
MISC.: QC1P AS PER PLAN



PLAN VIEW
MAH-76 SLM 4.66 TO SLM 4.95

DESIGN AGENCY



DESIGNER

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REVIEWER

TJP 06-08-21

PROJECT ID

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SHEET

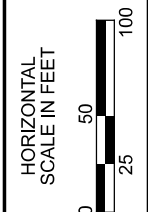
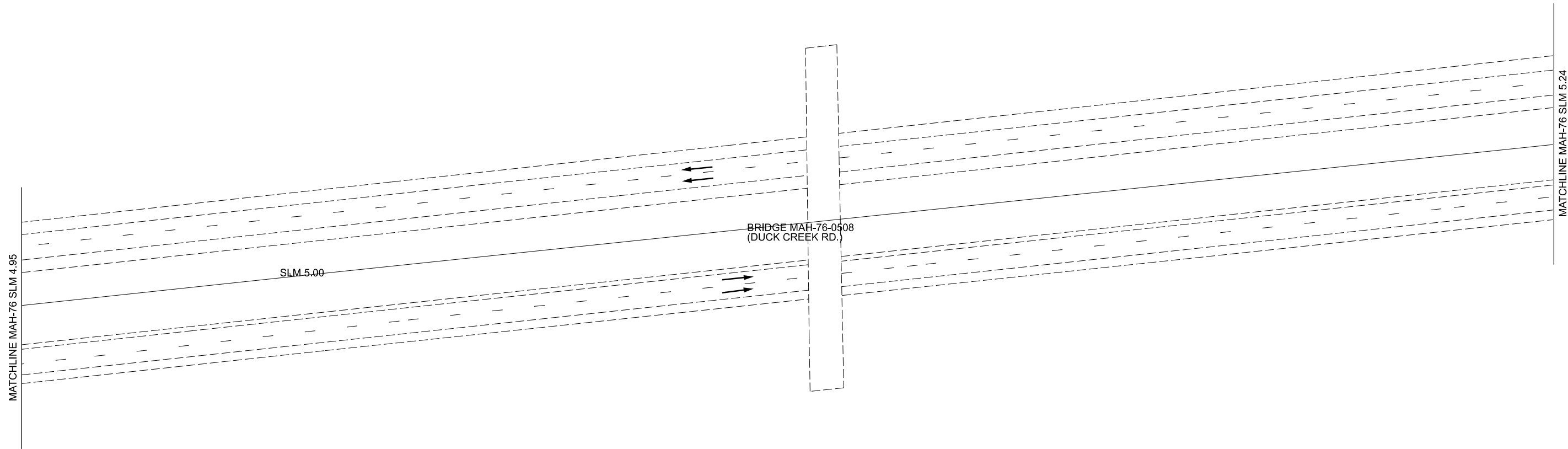
P.11

TOTAL

41

MAH-76/80-3.53/0.00

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PLAN VIEW
MAH-76 SLM 4.95 TO SLM 5.24

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY

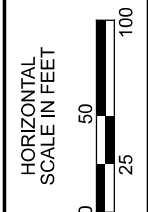
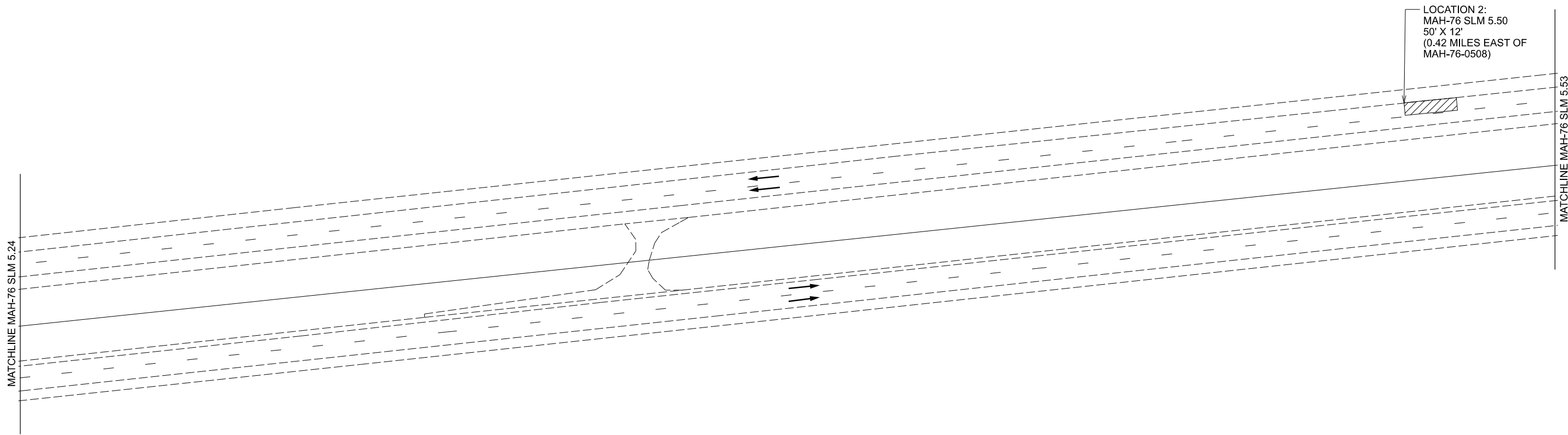


DESIGNER
MJA

REVIEWER
TJP 06-08-21


PROJECT ID
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SHEET	TOTAL
P.12	41



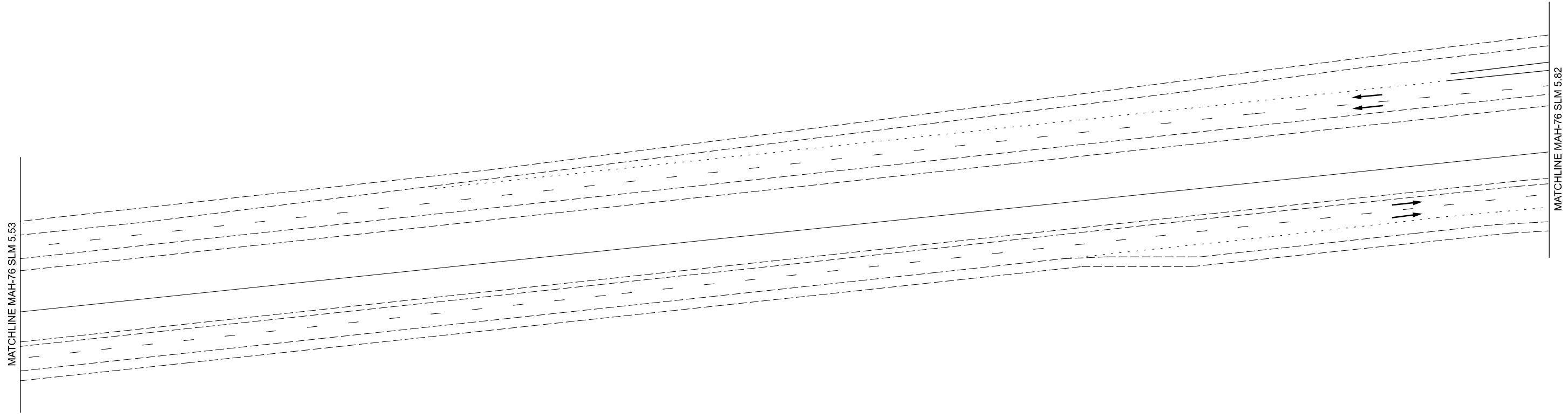
PLAN VIEW
MAH-76 SLM 5.24 TO SLM 5.53

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

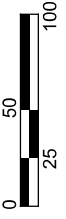
DESIGN AGENCY	
	
DESIGNER	MJA
REVIEWER	TJP
PROJECT ID	06-08-21
SHEET	0
TOTAL	41
P.13	

MAH-76/80-3.53/0.00

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HORIZONTAL SCALE IN FEET



PLAN VIEW
MAH-76 SLM 5.53 TO SLM 5.82

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY

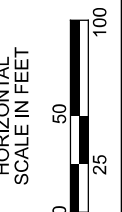
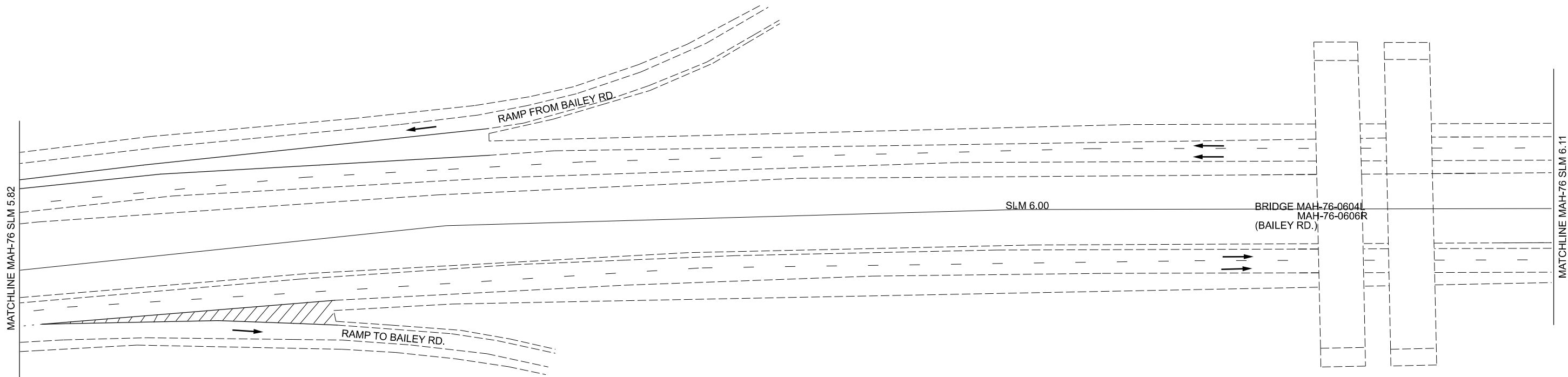


DESIGNER
MJA


REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.14	41



PLAN VIEW
MAH-76 SLM 5.82 TO SLM 6.11

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY



DESIGNER
MJA

REVIEWER
TJP 06-08-21

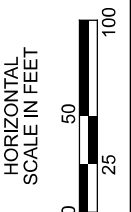
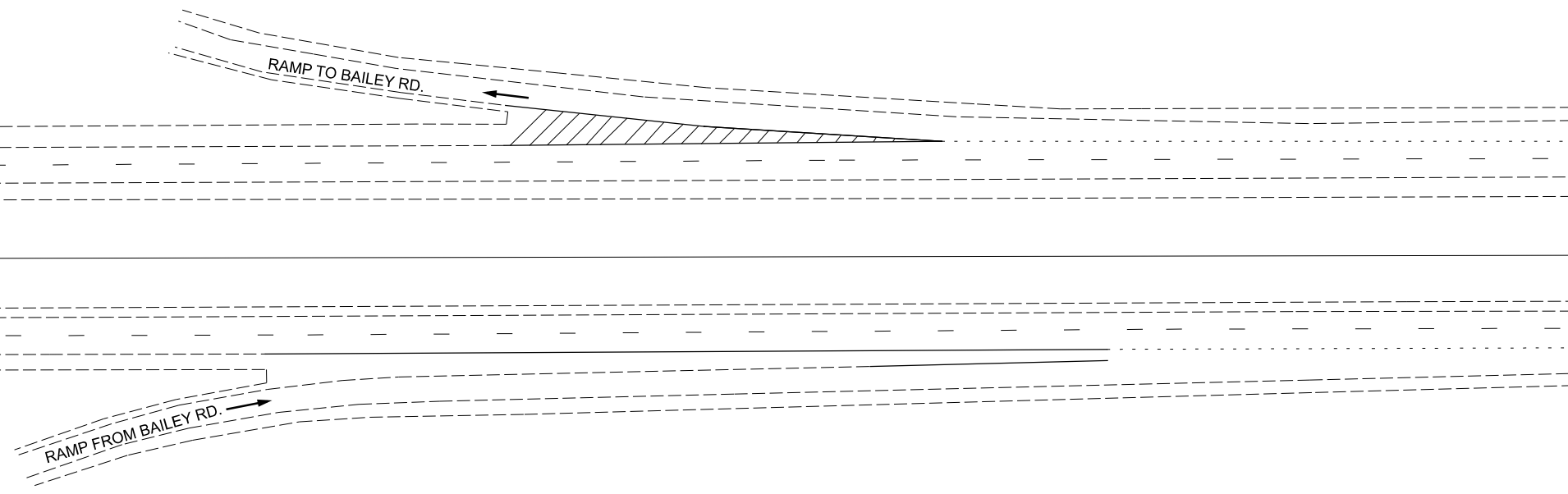
PROJECT ID
0

SHEET	TOTAL
P.15	41

MATCHLINE MAH-76 SLM 6.11

MATCHLINE MAH-76 SLM 6.40

LOCATION 2:
MAH-76 SLM 6.14
45' X 12'
(0.10 MILES EAST OF
MAH-76-0604L)



PLAN VIEW
MAH-76 SLM 6.11 TO SLM 6.40

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY



DESIGNER

MJA

REVIEWER

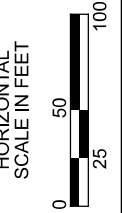
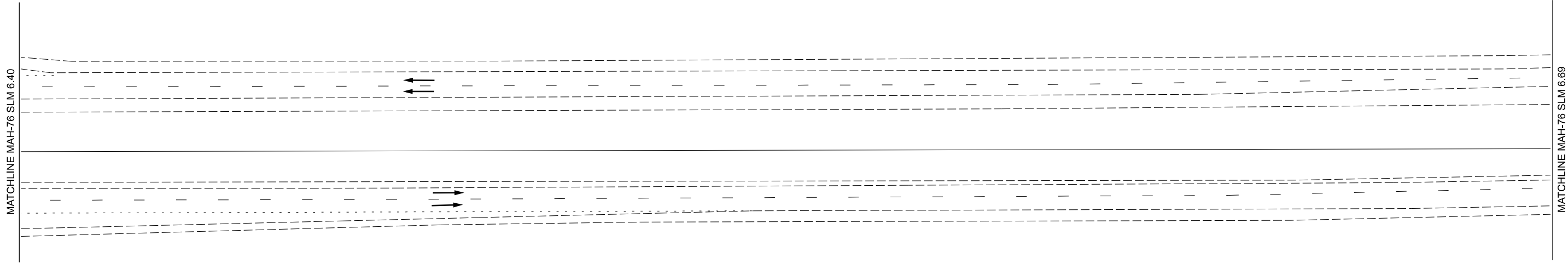
TJP 06-08-21

PROJECT ID

0

SHEET TOTAL

P.16 41



PLAN VIEW
MAH-76 SLM 6.40 TO SLM 6.69

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY



DESIGNER
MJA

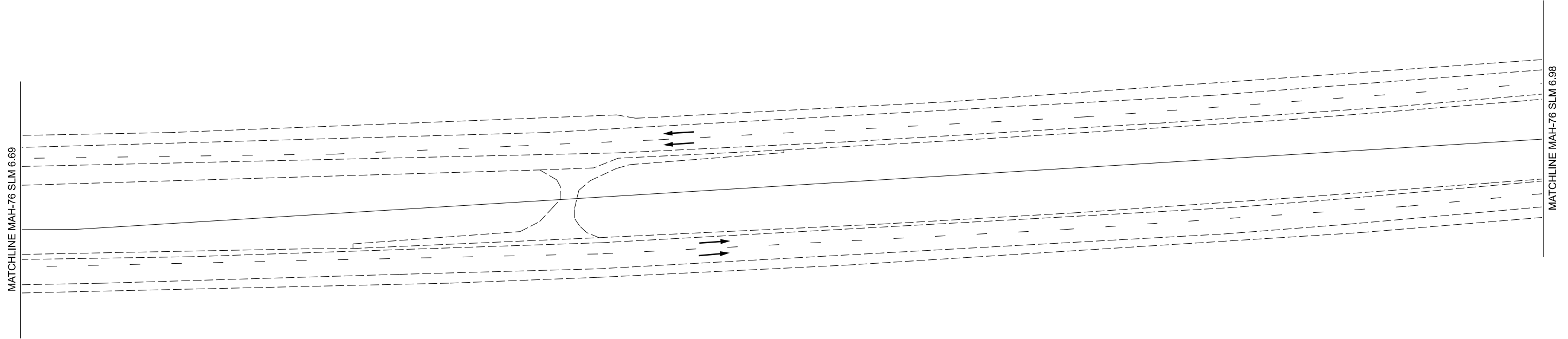
REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.17	41

MAH-76/80-3.53/0.00

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HORIZONTAL
SCALE IN FEET

PLAN VIEW
MAH-76 SLM 6.69 TO SLM 6.98

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT,
MISC.: QC1P AS PER PLAN

DESIGN AGENCY



DESIGNER

MJA

REVIEWER

TJP 06-08-21

PROJECT ID

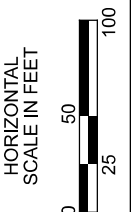
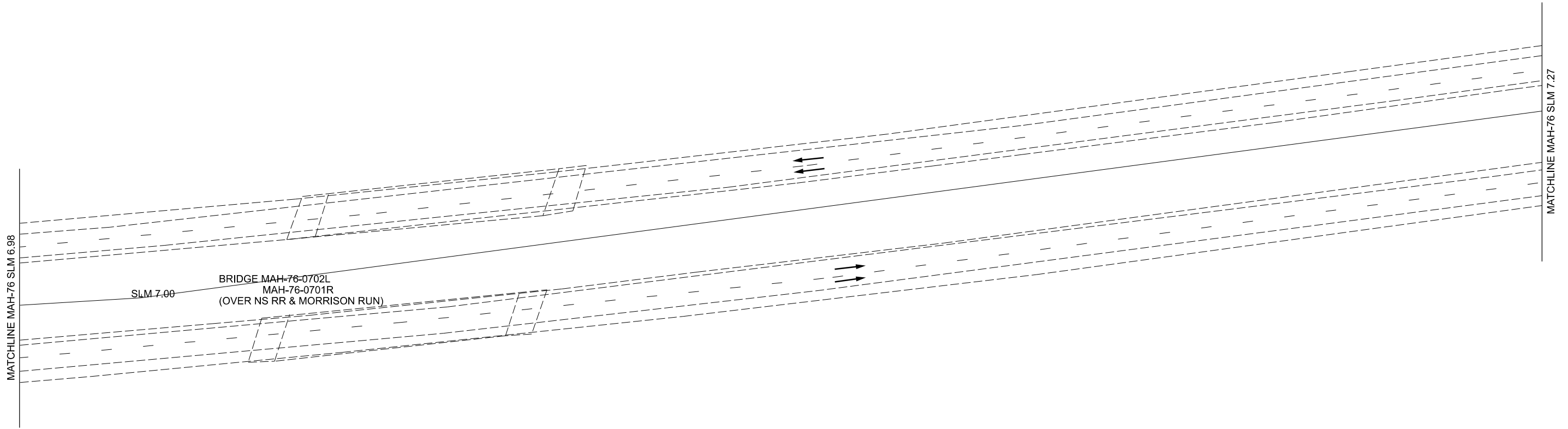
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SHEET TOTAL

P.18 41

MAH-76/80-3.53/0.00

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PLAN VIEW
MAH-76 SLM 6.98 TO SLM 7.27

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY

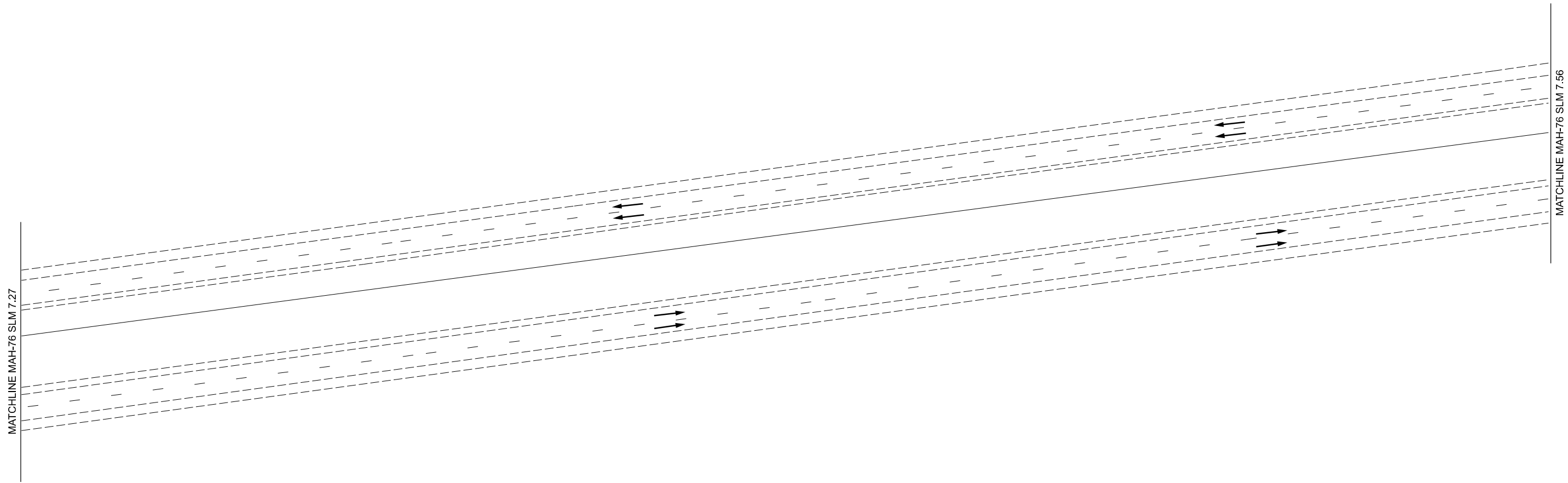


DESIGNER
MJA

REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.19	41



 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT,
MISC.: QC1P AS PER PLAN



HORIZONTAL
SCALE IN FEET

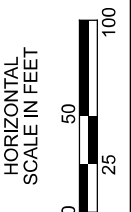
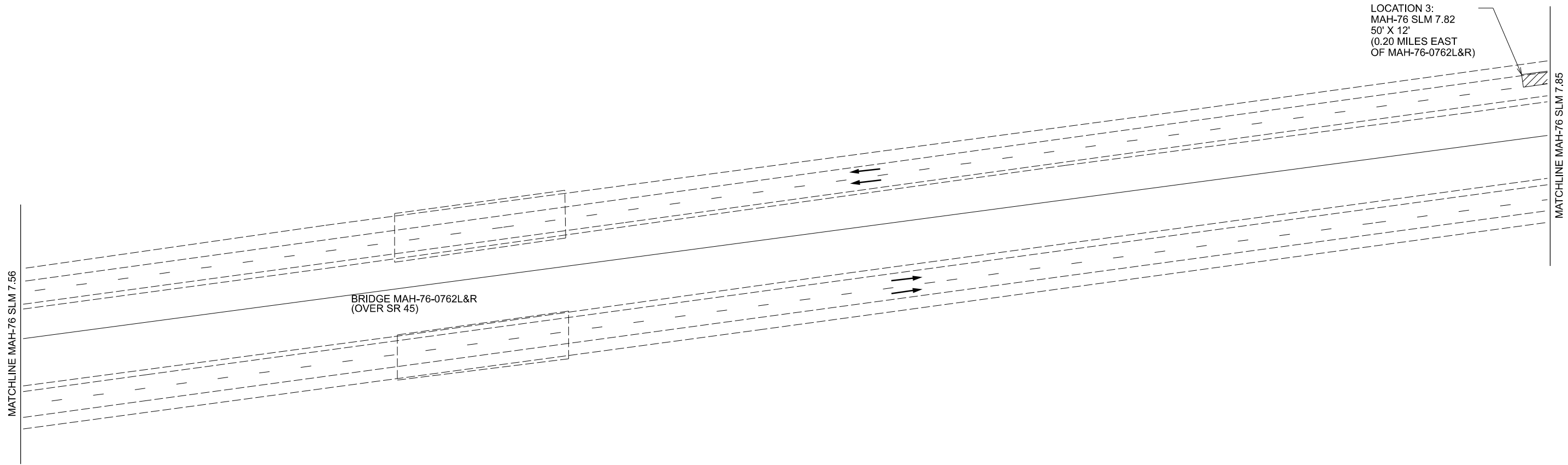


PLAN VIEW
MAH-76 SLM 7.27 TO SLM 7.56

DESIGN AGENCY



DESIGNER	MJA
REVIEWER	TJP
PROJECT ID	06-08-21
SHEET	0
TOTAL	41
P.20	



PLAN VIEW
MAH-76 SLM 7.56 TO SLM 7.85

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY

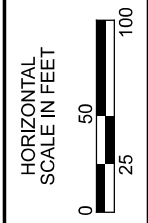
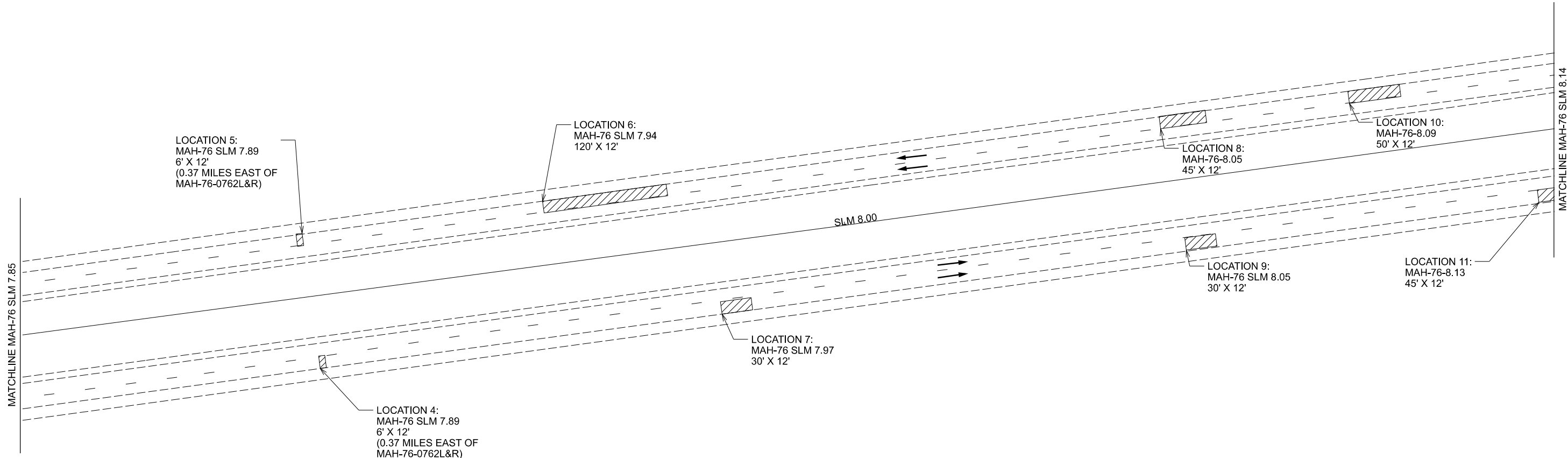


DESIGNER
MJA

REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.21	41



PLAN VIEW
MAH-76 SLM 7.85 TO SLM 8.14

DESIGN AGENCY




DESIGNER
MJA

REVIEWER
TJP 06-08-21

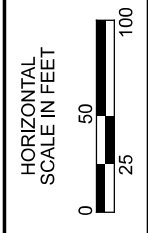
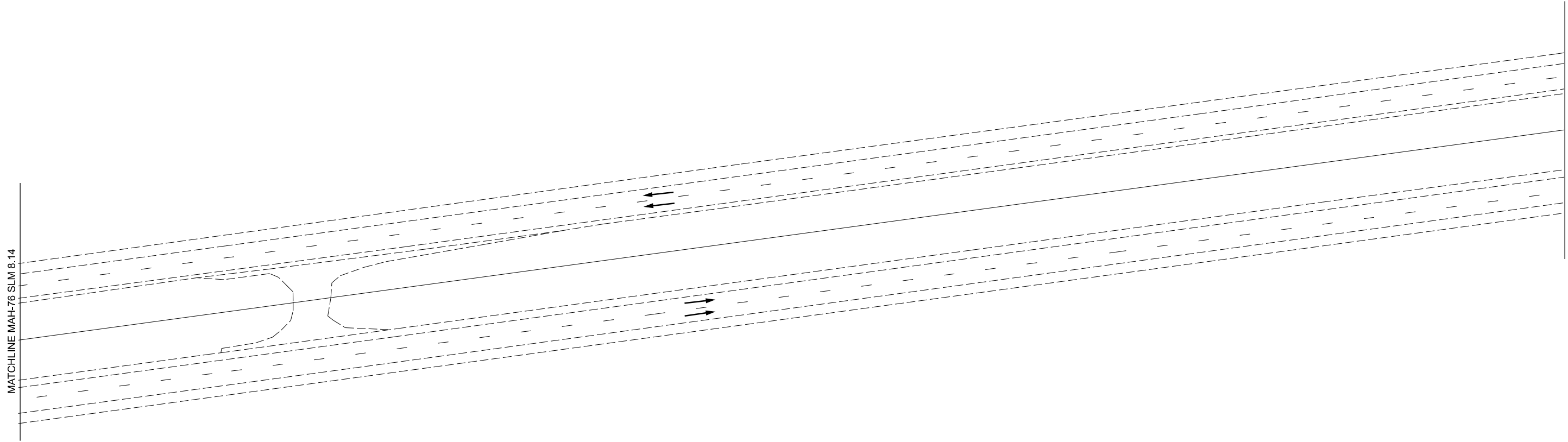
PROJECT ID
0

SHEET	TOTAL
P.22	41

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MAH-76/80-3.53/0.00

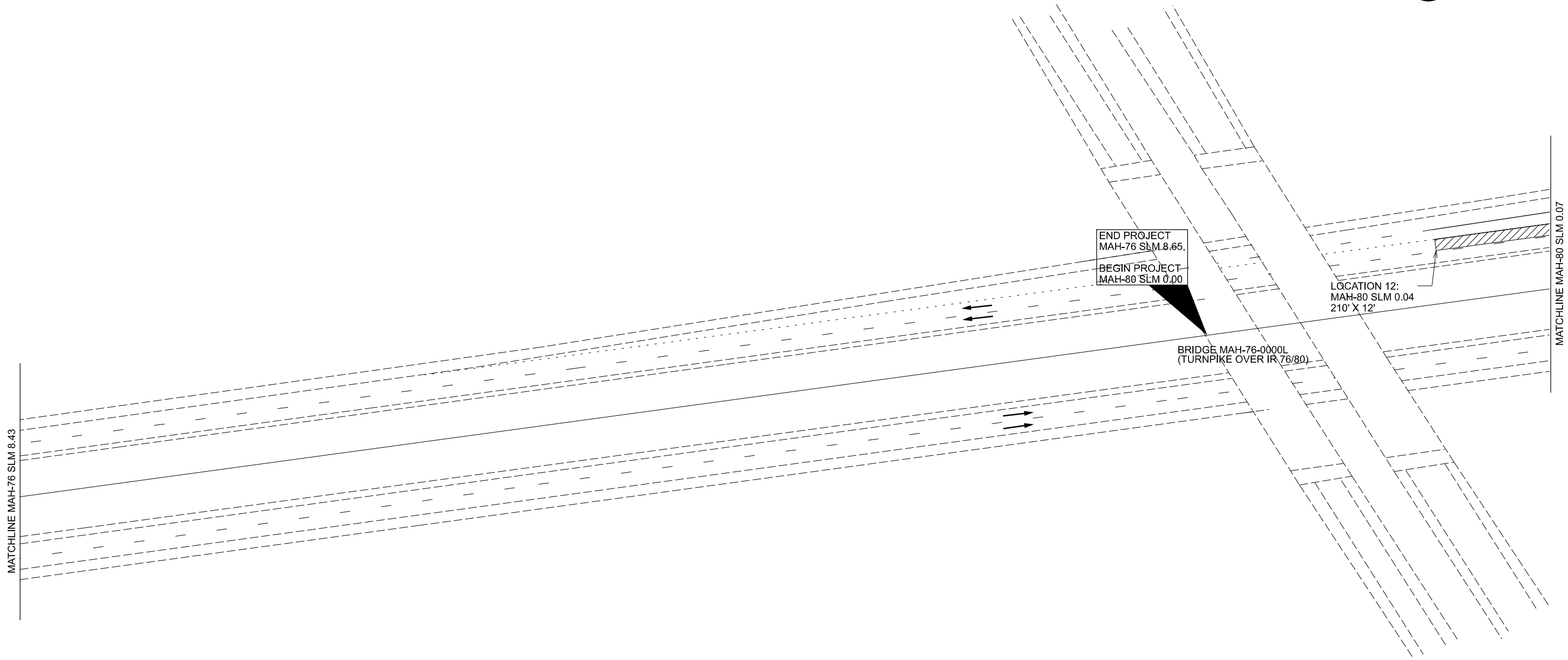
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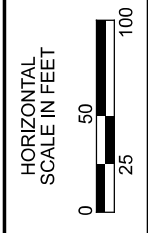
PLAN VIEW
MAH-76 SLM 8.14 TO SLM 8.43

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY	
	
DESIGNER	MJA
REVIEWER	TJP
PROJECT ID	06-08-21
	0
SHEET	TOTAL
P.23	41



 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN



PLAN VIEW
MAH-76 SLM 8.43 TO SLM 8.65, MAH-80 SLM 0.00 TO SLM 0.07

DESIGN AGENCY

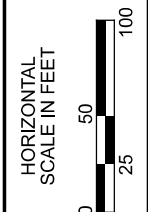
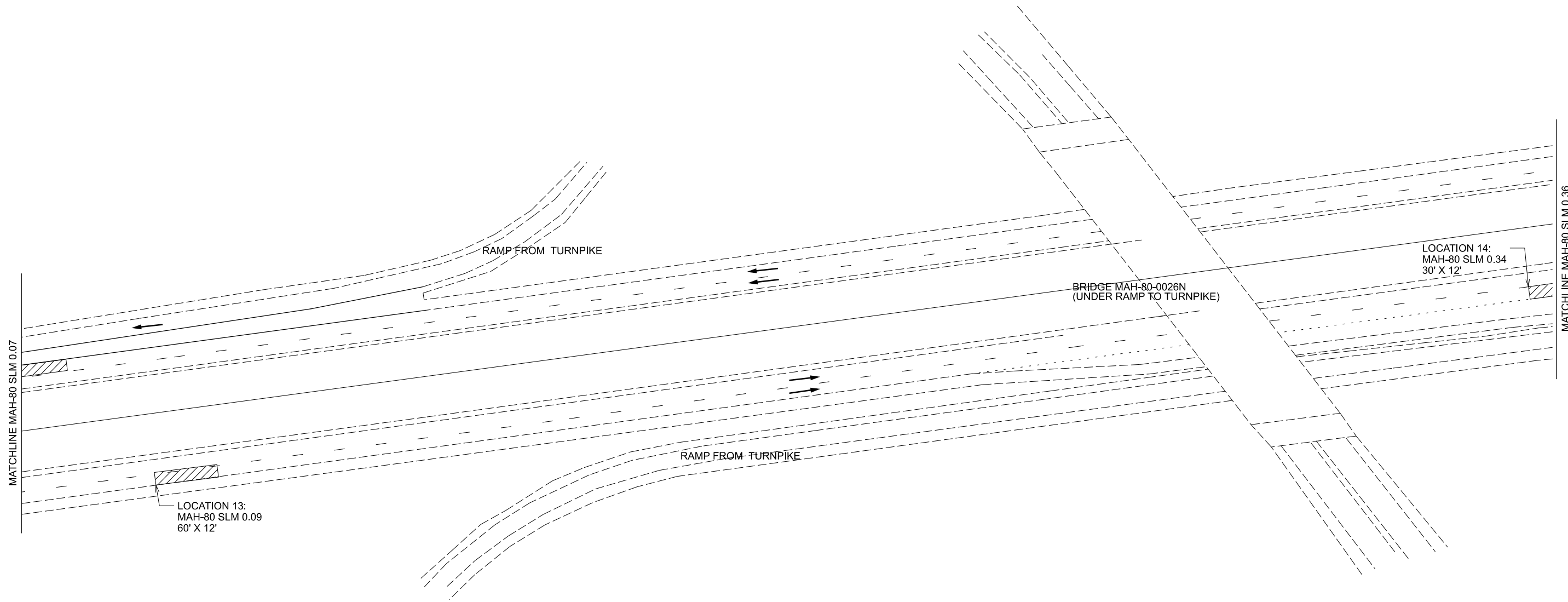


DESIGNER
MJA

REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.24	41



PLAN VIEW
MAH-80 SLM 0.07 TO SLM 0.36

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY

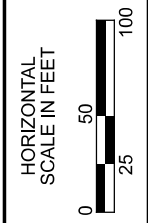
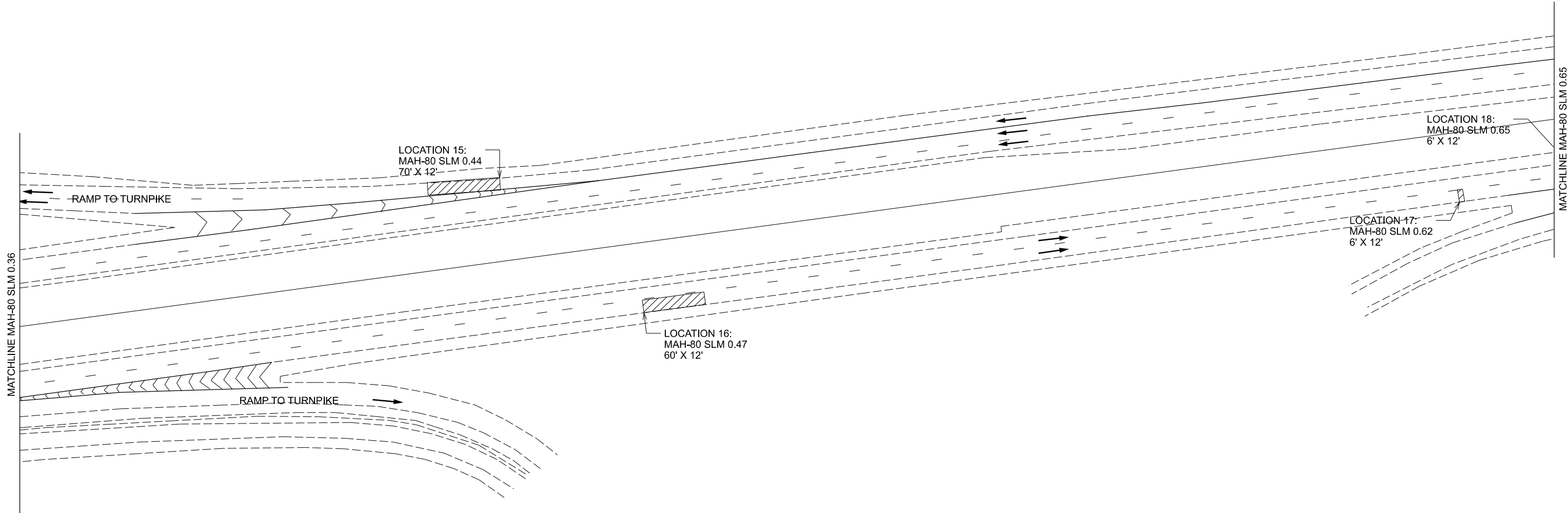


DESIGNER
MJA

REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.25	41



PLAN VIEW
MAH-80 SLM 0.36 TO SLM 0.65

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY

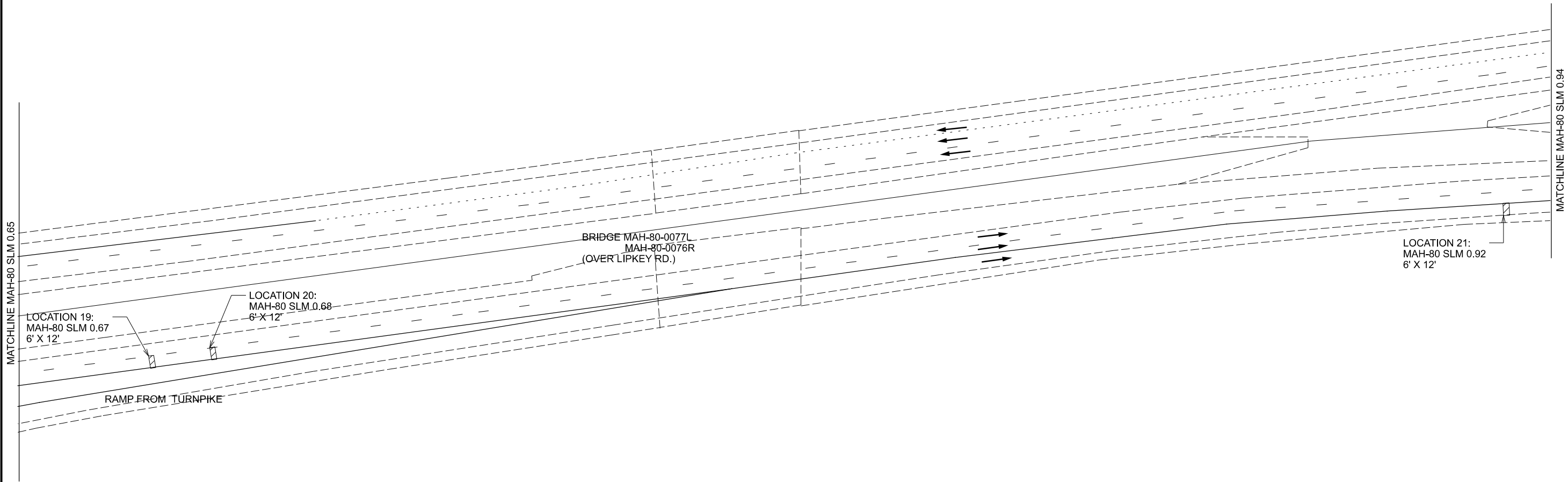


DESIGNER
MJA

REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.26	41



 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

PLAN VIEW
MAH-80 SLM 0.65 TO SLM 0.94

DESIGN AGENCY

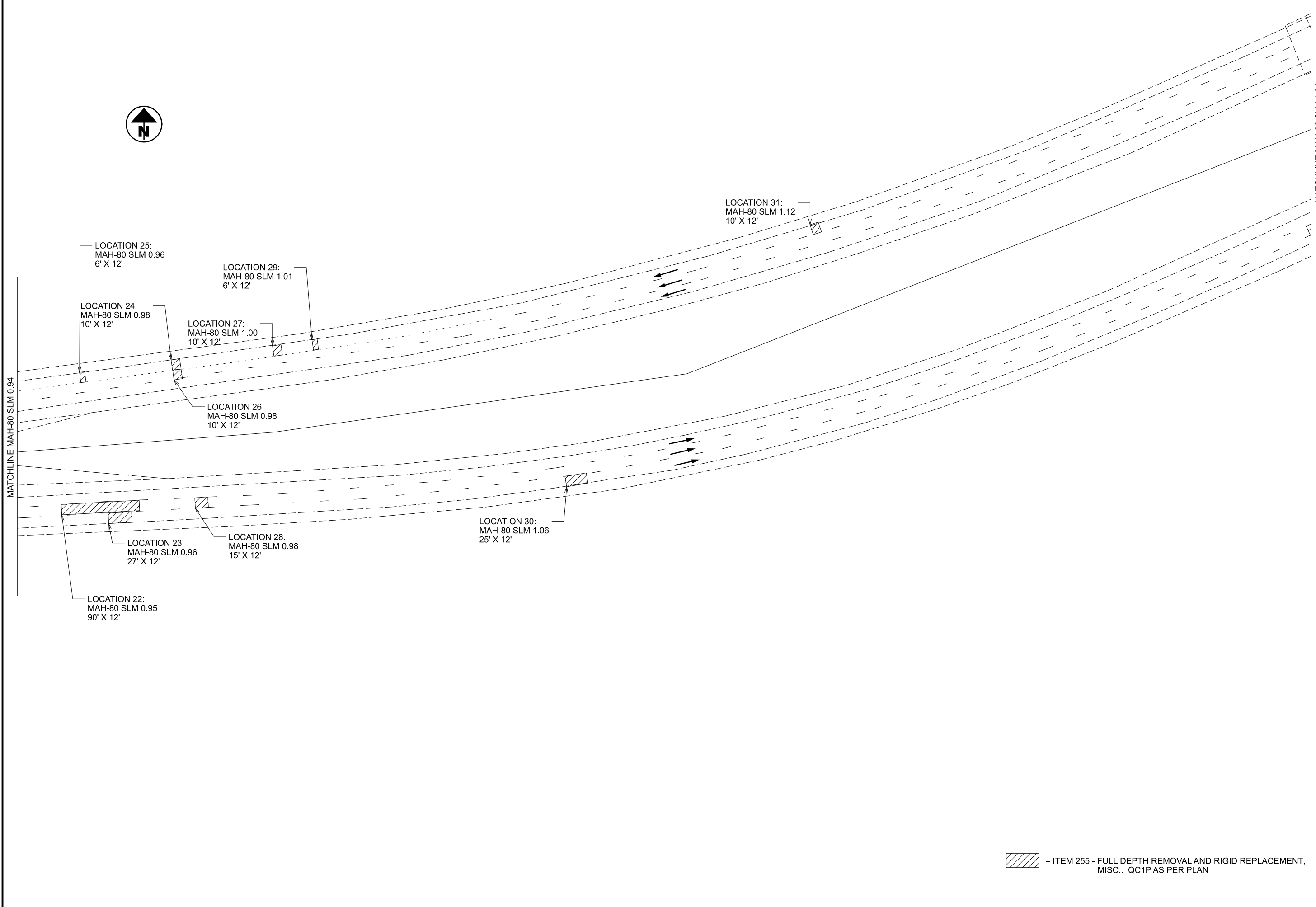


DESIGNER
MJA

REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET TOTAL
P.27 41



 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN



PLAN VIEW
MAH-80 SLM 0.94 TO SLM 1.24

DESIGN AGENCY



DESIGNER
MJA

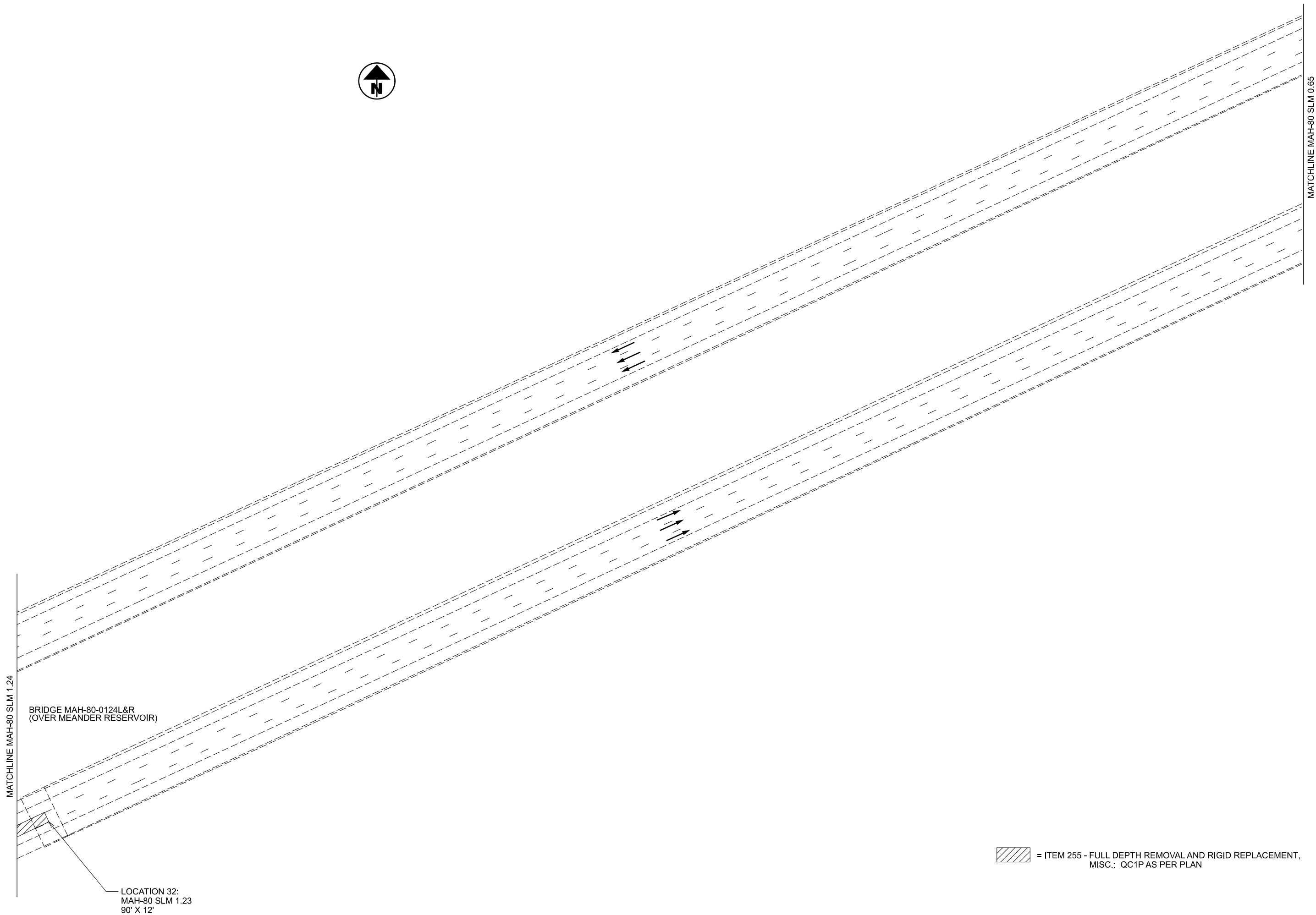
REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.28	41


MAH-76/80-3.53/0.00

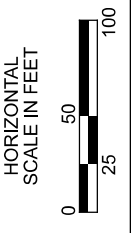
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pw:\\ohiodot-pw.bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 04\Mahoning\15092_400-Engineering\Roadway\Sheets\15092_6C001.dgn



BRIDGE MAH-80-0124L&R
(OVER MEANDER RESERVOIR)

LOCATION 32:
MAH-80 SLM 1.23
90' X 12'

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT,
MISC.: QC1P AS PER PLAN



PLAN VIEW
MAH-80 SLM 1.24 TO SLM 1.56

DESIGN AGENCY

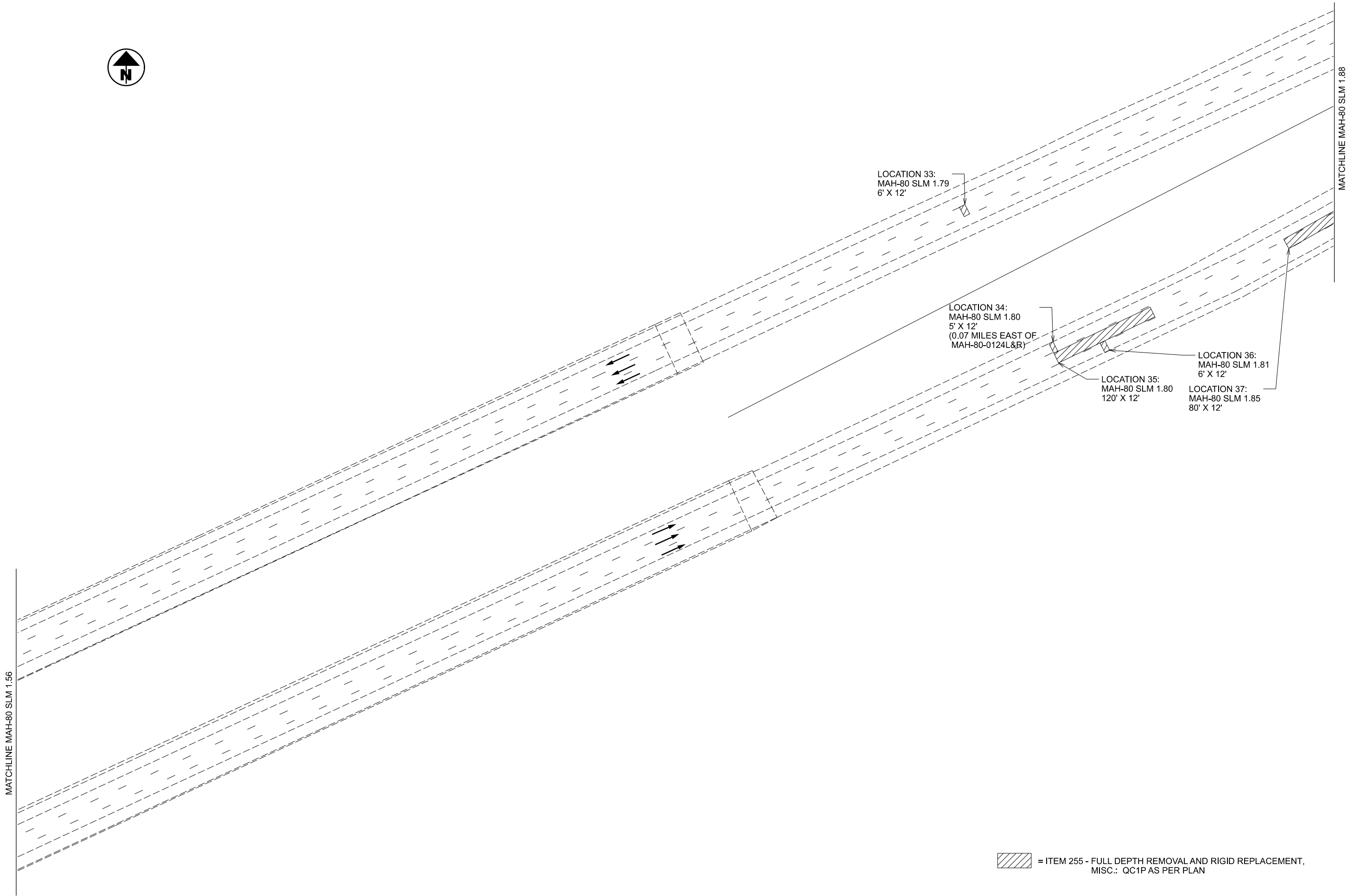


DESIGNER
MJA

REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.29	41



MATCHLINE MAH-80 SLM 1.88

MATCHLINE MAH-80 SLM 1.56

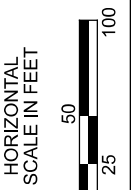
LOCATION 33:
MAH-80 SLM 1.79
6' X 12'

LOCATION 34:
MAH-80 SLM 1.80
5' X 12'
(0.07 MILES EAST OF
MAH-80-0124L&R)

LOCATION 35:
MAH-80 SLM 1.80
120' X 12'

LOCATION 36:
MAH-80 SLM 1.81
6' X 12'

LOCATION 37:
MAH-80 SLM 1.85
80' X 12'



PLAN VIEW
MAH-80 SLM 1.56 TO SLM 1.88

= ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT,
MISC.: QC1P AS PER PLAN

DESIGN AGENCY

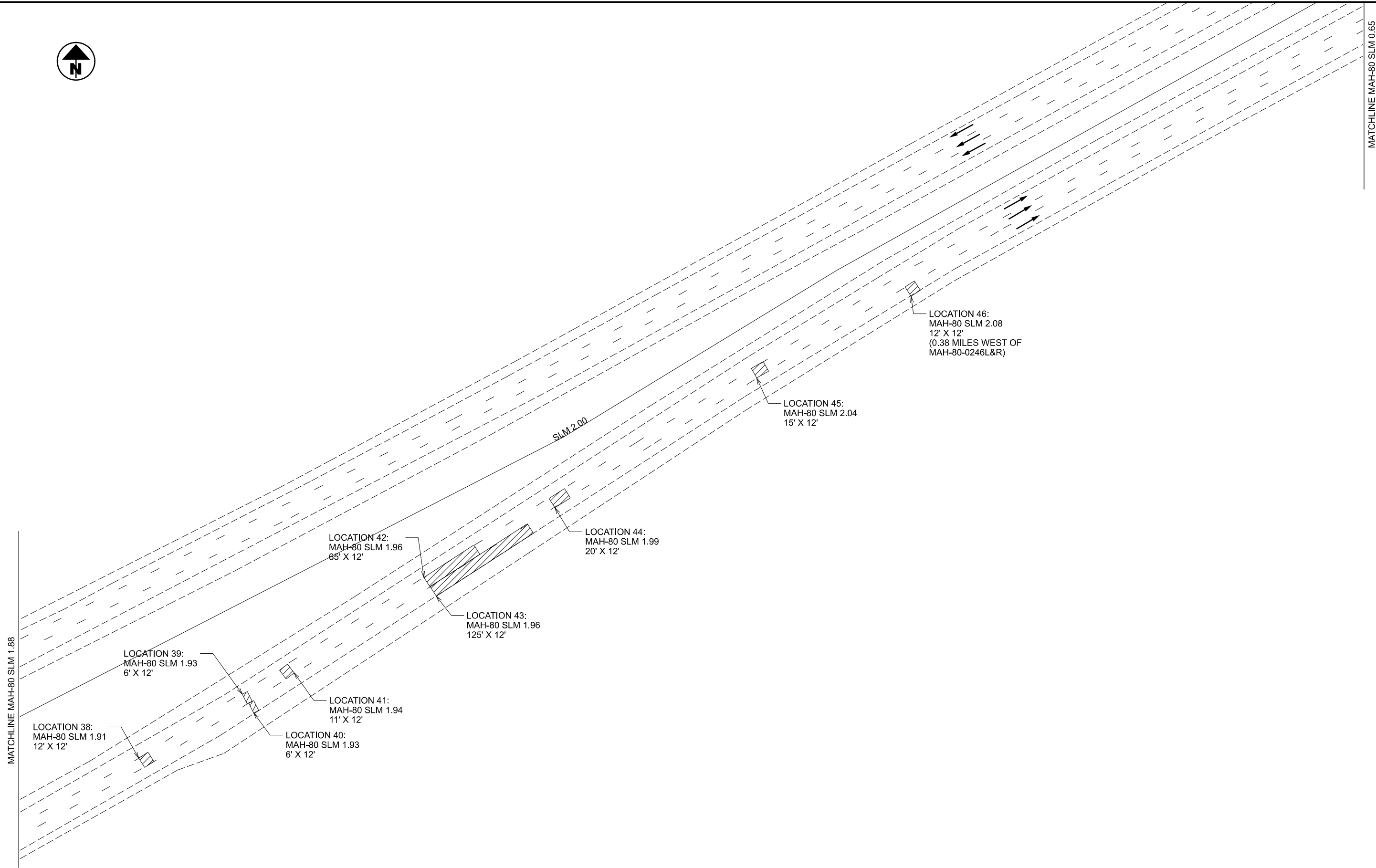


DESIGNER
MJA

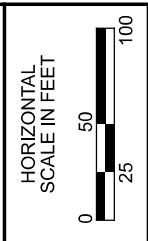
REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.30	41



 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT,
MISC.: QC1P AS PER PLAN



PLAN VIEW
MAH-80 SLM 1.88 TO SLM 2.19

DESIGN AGENCY



DESIGNER	MJA
REVIEWER	TJP
PROJECT ID	06-08-21
SHEET	0
TOTAL	41
P.31	



MATCHLINE MAH-80 SLM 2.19

MATCHLINE MAH-80 SLM 2.52

LOCATION 48:
MAH-80 SLM 2.23
65' X 12'

LOCATION 49:
MAH-80 SLM 2.26
6' X 12'

LOCATION 50:
MAH-80 SLM 2.27
6' X 12'

LOCATION 51:
MAH-80 SLM 2.26
6' X 12'

LOCATION 47:
MAH-80 SLM 2.23
6' X 12'

LOCATION 52:
MAH-80 SLM 2.31
24' X 12'

LOCATION 53:
MAH-80 SLM 2.34
15' X 12'

LOCATION 54:
MAH-80 SLM 2.34
24' X 12'

BRIDGE MAH-80-0246L&R
(OVER TURNER RD.)

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT,
MISC.: QC1P AS PER PLAN

HORIZONTAL
SCALE IN FEET



PLAN VIEW
MAH-80 SLM 2.19 TO SLM 2.52

DESIGN AGENCY



DESIGNER
MJA

REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET TOTAL
P.32 41



MATCHLINE MAH-80 SLM 2.52

MATCHLINE MAH-80 SLM 2.84

LOCATION 57:
MAH-80 SLM 2.60
25' X 12'
(0.14 MILES EAST OF
MAH-80-0246L&R)

LOCATION 58:
MAH-80 SLM 2.63
23' X 12'

LOCATION 56:
MAH-80 SLM 2.60
60' X 12'

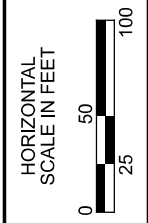
LOCATION 59:
MAH-80 SLM 2.63
60' X 12'

LOCATION 55:
MAH-80 SLM 2.59
50' X 12'

LOCATION 60:
MAH-80 SLM 2.66
120' X 12'

LOCATION 61:
MAH-80 SLM 2.69
6' X 12'

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT,
MISC.: QC1P AS PER PLAN



PLAN VIEW
MAH-80 SLM 2.52 TO SLM 2.84

DESIGN AGENCY

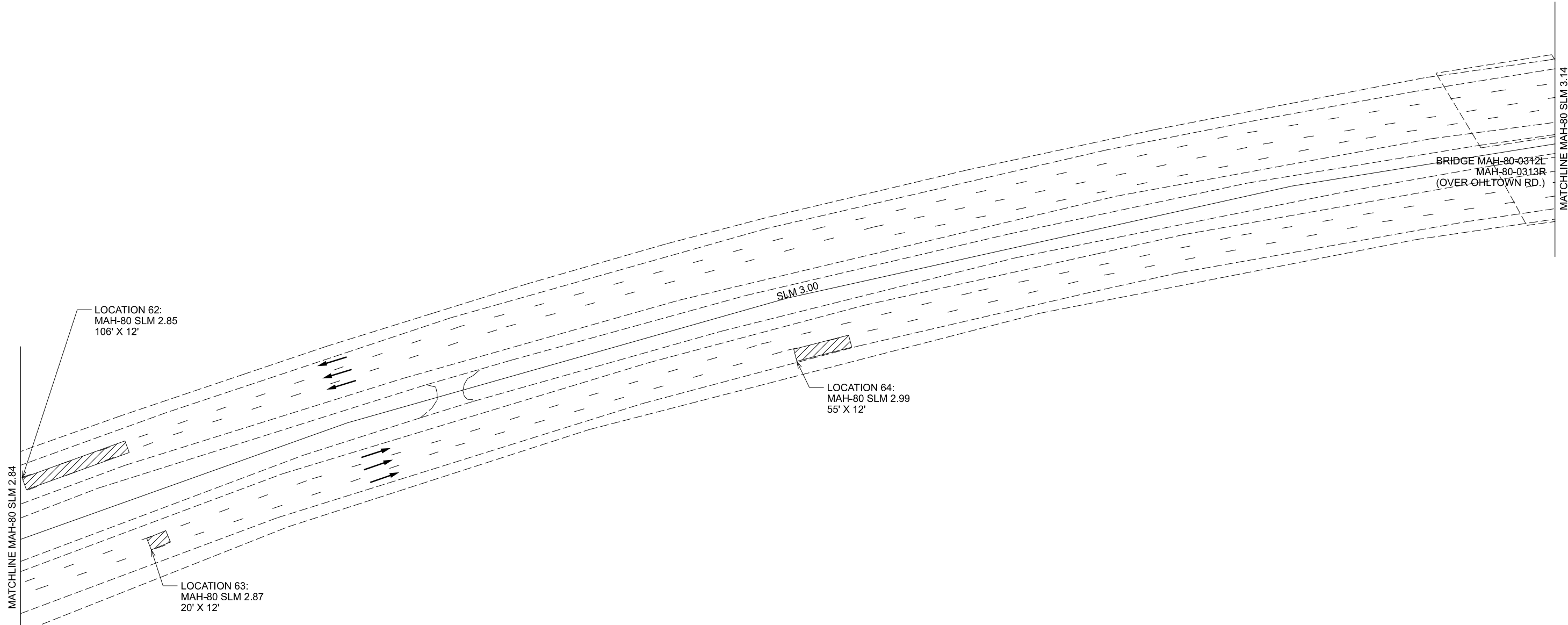


DESIGNER
MJA

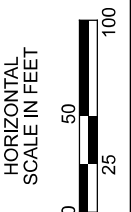
REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET TOTAL
P.33 41



 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN



PLAN VIEW
MAH-80 SLM 2.84 TO SLM 3.14

DESIGN AGENCY

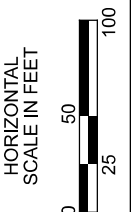
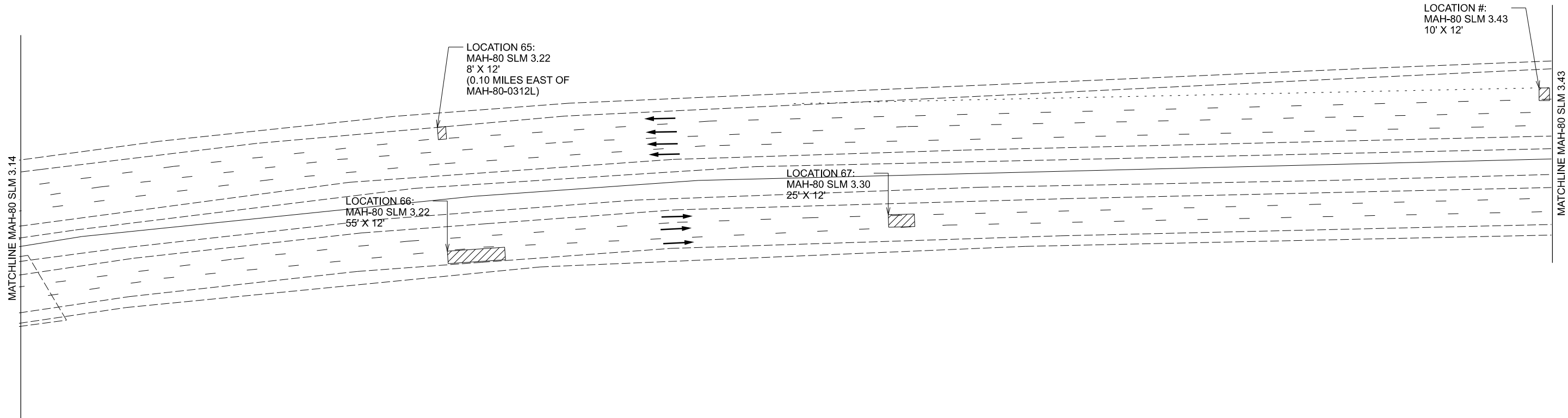


DESIGNER
MJA

REVIEWER
TJP 06-08-21


PROJECT ID
0

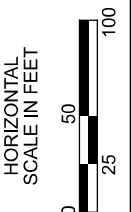
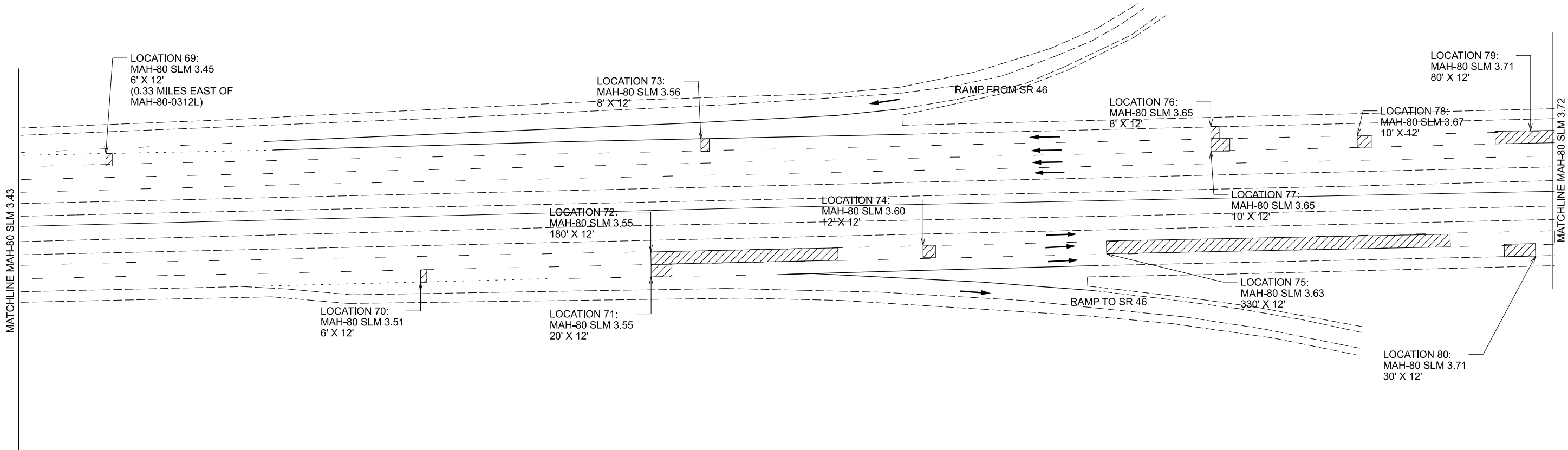
SHEET	TOTAL
P.34	41



PLAN VIEW
MAH-80 SLM 3.14 TO SLM 3.43

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY	
	
DESIGNER	MJA
REVIEWER	TJP
PROJECT ID	06-08-21
	0
SHEET	TOTAL
P.35	41



PLAN VIEW
 MAH-80 SLM 3.43 TO SLM 3.72

= ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY

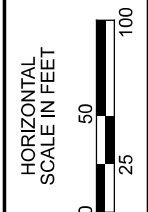
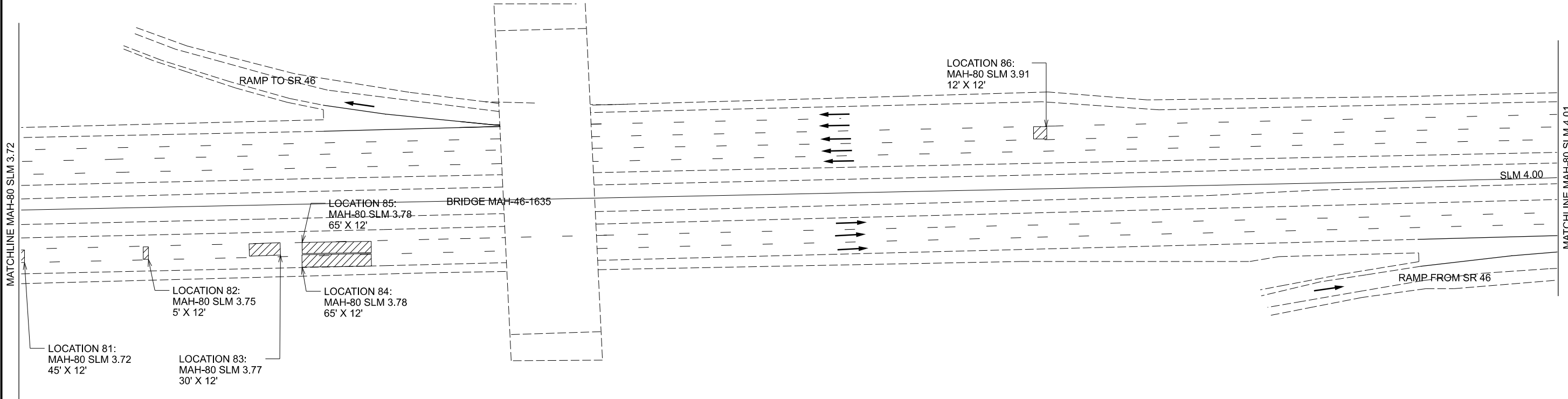


DESIGNER
 MJA

REVIEWER
 TJP 06-08-21

PROJECT ID
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SHEET	TOTAL
P.36	41



PLAN VIEW
MAH-80 SLM 3.72 TO SLM 4.01

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY

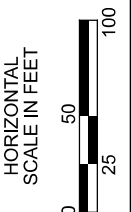
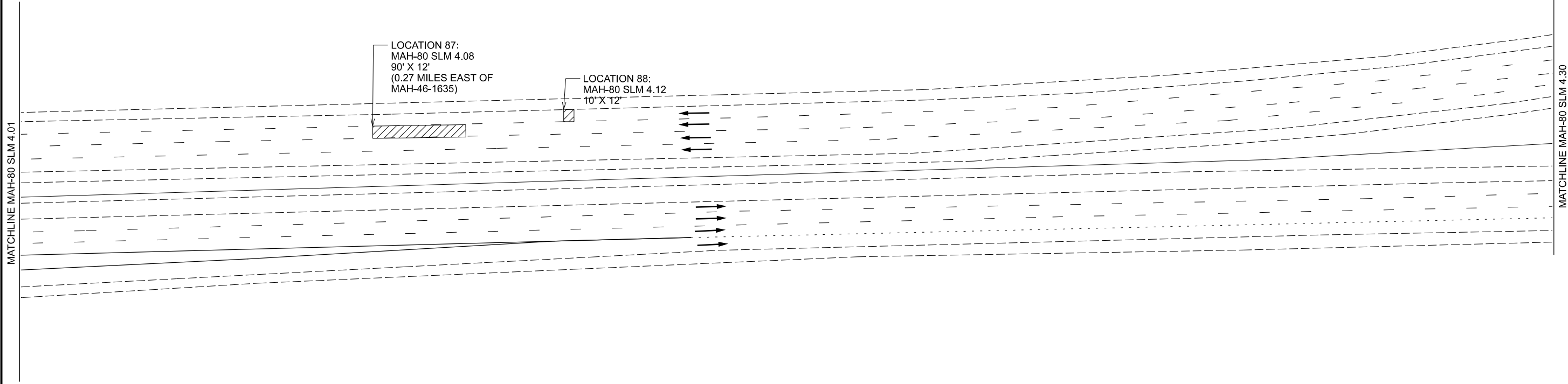


DESIGNER
MJA

REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.37	41



PLAN VIEW
MAH-80 SLM 4.01 TO SLM 4.30

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN

DESIGN AGENCY

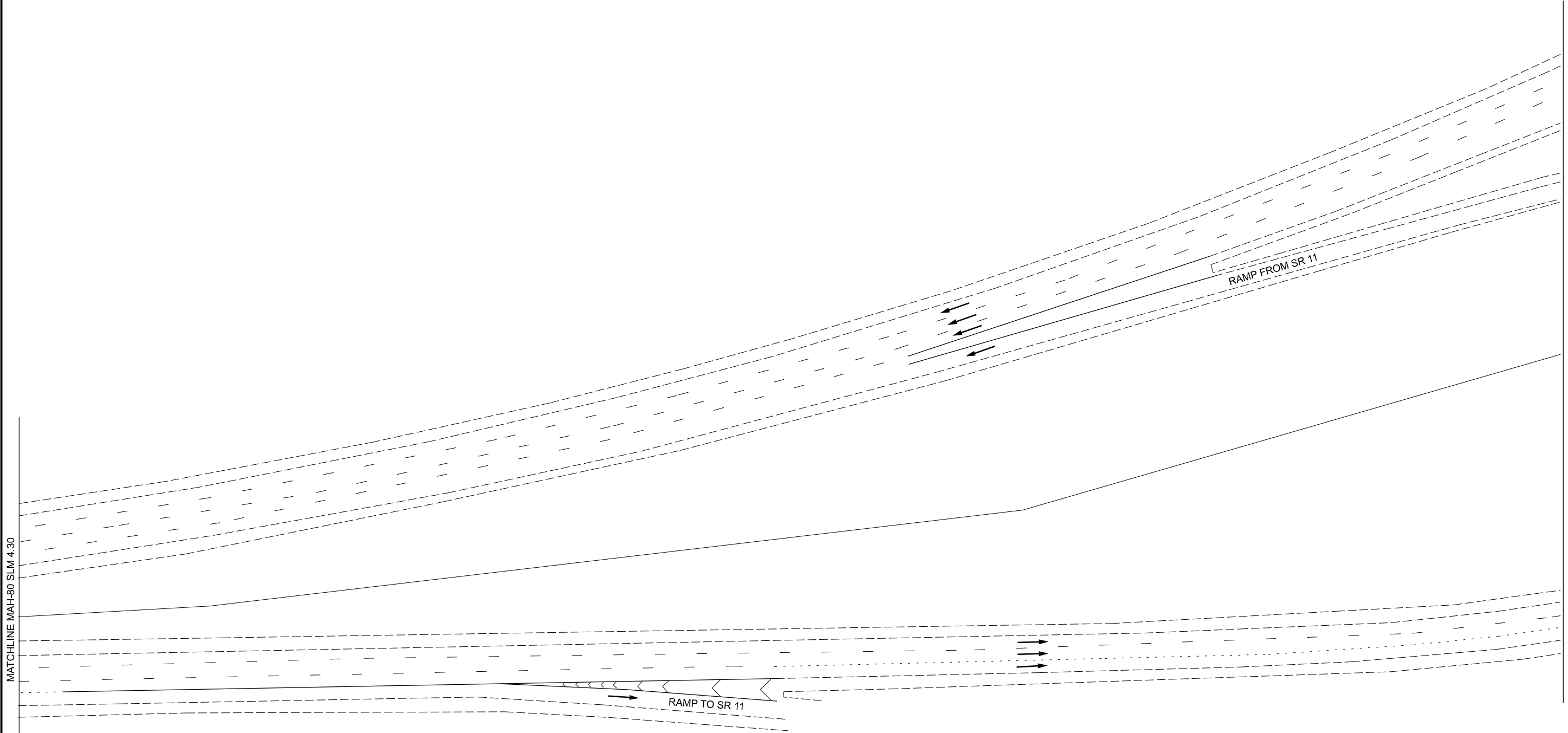


DESIGNER
MJA

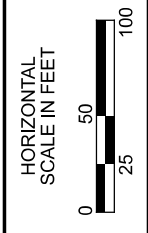
REVIEWER
TJP 06-08-21

PROJECT ID
0

SHEET	TOTAL
P.38	41



 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, MISC.: QC1P AS PER PLAN



PLAN VIEW
MAH-80 SLM 4.30 TO SLM 4.59

DESIGN AGENCY



DESIGNER
MJA

REVIEWER
TJP 06-08-21

PROJECT ID
0

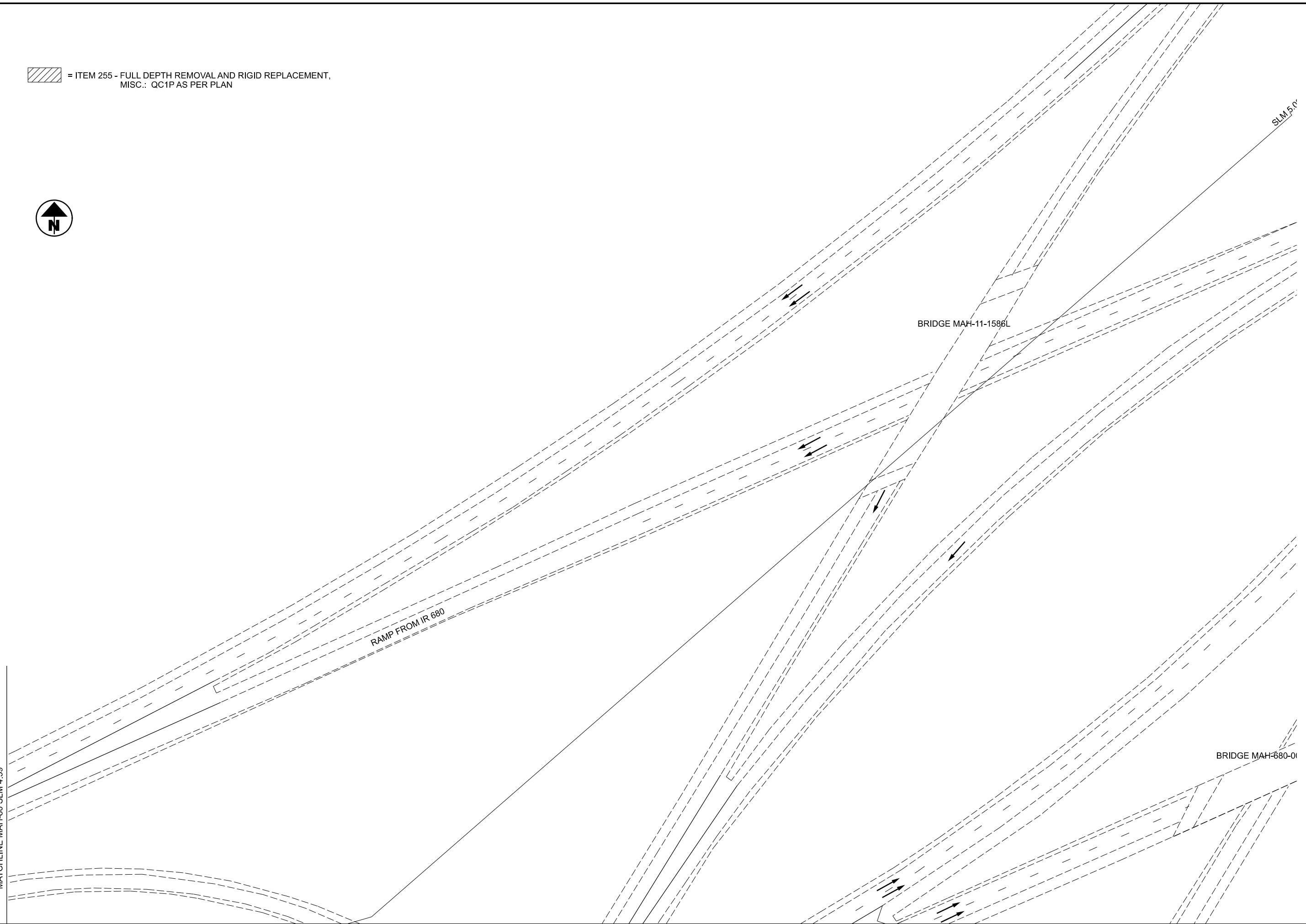
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P.39	41

MAH-76/80-3.53/0.00

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MATCHLINE MAH-80 SLM 4.59

 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT,
MISC.: QC1P AS PER PLAN



MATCHLINE MAH-80 SLM 5.00

PLAN VIEW

MAH-80 SLM 4.59 TO SLM 5.00

DESIGN AGENCY



DESIGNER

MJA

REVIEWER

TJP 06-08-21

PROJECT ID

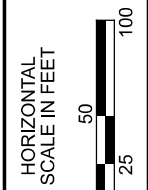
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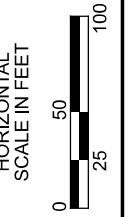
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TOTAL

41



 = ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT,
MISC.: QC1P AS PER PLAN



PLAN VIEW
MAH-80 SLM 5.00 TO SLM 5.02

END PROJECT
MAH-80 SLM 5.02

LOCATION 89:
MAH-80 SLM 5.00
80' X 12'
(0.17 MILES WEST OF
MAH-80-0517L)

MATCHLINE MAH-80 SLM 5.00

BRIDGE MAH-80-0517L

DESIGN AGENCY



DESIGNER	MJA
REVIEWER	TJP
PROJECT ID	06-08-21
SHEET	0
TOTAL	41
P.41	