

180215 Conformed Set

I:\ProjectData\04-SP-FY2018-WEST\Design\Roadway\Sheets\04757-01001.dgn Sheet 12/12/2017 9:43:45 AM cccopelan

SEE SHEETS 2-3 FOR LOCATION MAPS

LOCATION MAP

DESIGN DESIGNATION

ROUTE	NHS	DESIGN FUNCTIONAL CLASSIFICATION
POR-76	YES	INTERSTATE
POR-44	NO	MINOR ARTERIAL
POR-82	NO	MAJOR COLLECTOR
POR-5	YES	PRINCIPAL ARTERIAL
STA-77	YES	INTERSTATE
STA-619	NO	MINOR ARTERIAL
STA-44	NO	MINOR ARTERIAL
SUM-8	YES	OTHER FREEWAY/ EXPRESSWAY
SUM-76	YES	INTERSTATE
SUM-77	YES	INTERSTATE
SUM-224	YES	PRINCIPAL ARTERIAL
SUM-271	YES	INTERSTATE

DESIGN EXCEPTIONS

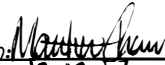
NONE

UNDERGROUND UTILITIES	
CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.	
	Call Before You Dig 1-800-362-2764
(Non-members must be called directly)	
OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE 1-800-925-0988	

PLAN PREPARED BY:
ODOT--DISTRICT 4
2088 SOUTH ARLINGTON RD
AKRON, OH 44306

ENGINEERS SEAL:



SIGNED: 
DATE: 12-12-17

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-2.3	7/18/14	MT-101.60	1/20/17			800-2016 1/19/18	
BP-3.1	7/18/14	MT-101.90	7/21/17			821 4/20/12	
		MT-105.10	7/19/13			832 1/17/14	
MT-95.30	7/21/17					842 7/17/15	
MT-95.31	7/21/17	TC-41.20	10/18/13			921 4/20/12	
MT-95.32	7/21/17	TC-52.10	10/18/13				
MT-97.10	7/18/14	TC-52.20	7/21/17				
MT-97.11	1/20/17	TC-71.10	1/20/17				
MT-98.10	1/20/17	TC-72.20	7/15/16				
MT-98.11	1/20/17						
MT-98.20	7/18/14						
MT-98.22	1/20/17						
MT-98.28	1/20/17						
MT-98.29	1/20/17						
MT-98.30	7/21/17						
MT-99.20	7/21/17						

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

D04-SP-FY2018 (WEST)

BRIMFIELD, CHARLESTOWN, MANUTA,

PARIS, & RAVENNA TOWNSHIP
PORTAGE COUNTY

CITY OF CANTON
PLAIN, LEXINGTON, & MARLBORO TOWNSHIP
STARK COUNTY

CITY OF AKRON TALLMADGE, AND MACEDONIA
COVENTRY, NORTHFIELD CENTER, &
SPRINGFIELD TOWNSHIP
SUMMIT COUNTY

INDEX OF SHEETS:

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PROJECT DESCRIPTION

PARTIAL DEPTH REPAIRS TO POR-IR 76, POR- SR44, POR-SR 82, POR-SR 5, STA-IR 77, STA-SR 619, STA-SR 44, SUM-IR 76, SUM-IR 77, SUM- SR 8, SUM-US 224, AND SUM-IR 271 .

EARTH DISTURBED AREAS

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

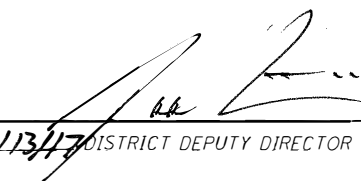
LIMITED ACCESS

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.

2016 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 EXCEPT AS NOTED ON SHEET 7, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED 
DATE 12/13/17 DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.
NON-FEDERAL

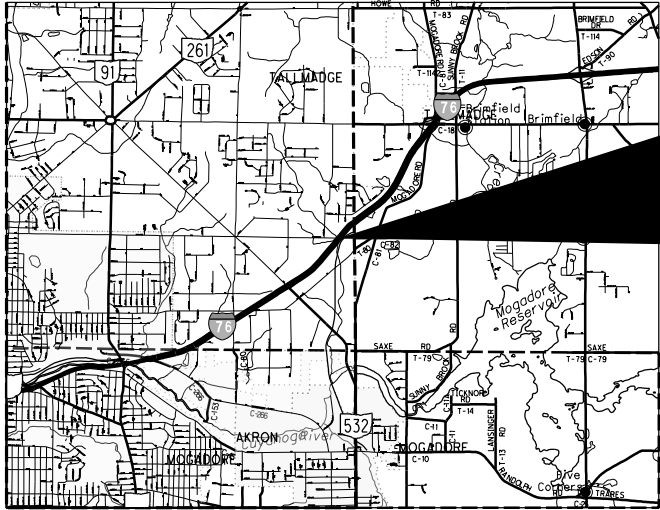
PID NO.
104757

CONSTRUCTION PROJECT NO.

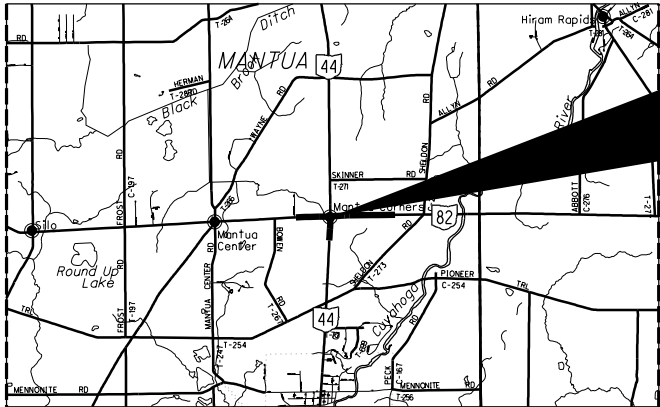
RAILROAD INVOLVEMENT
NONE

D04-SP-FY2018
(WEST)

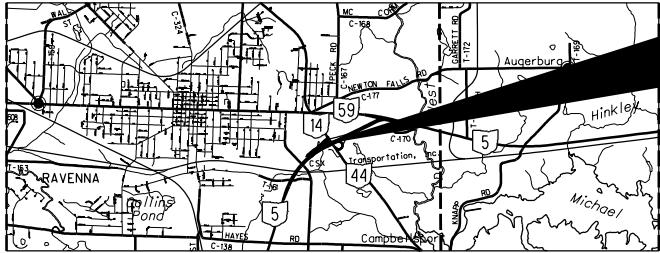
1
20



LOCATION 1
SUM-76: SLM 15.32 (GILCHRIST RD)
TO SLM 17.98 (POR. COUNTY LINE)
POR-76: SLM 0.00 (SUMMIT COUNTY LINE)
TO SLM 1.32 (TALLMADGE RD)
MM 27.22 TO MM 31.31
LATITUDE: 41°3'54"
LONGITUDE: 81°26'4"



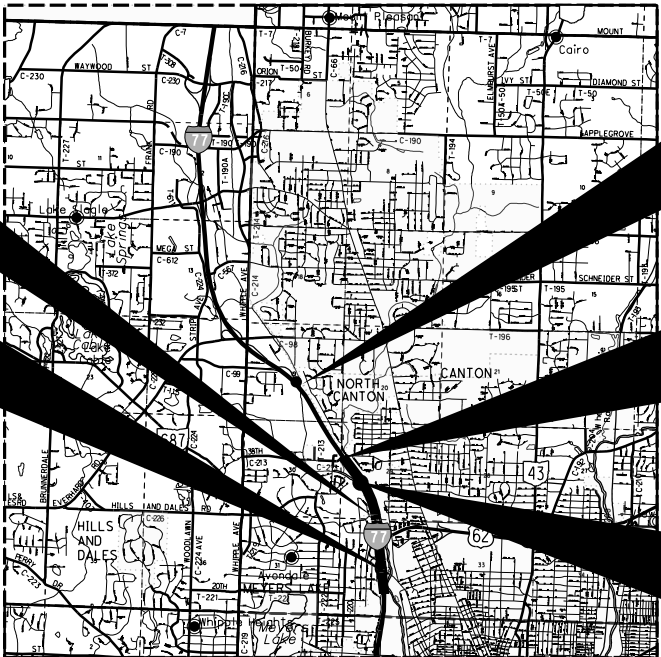
LOCATION 2 (SR 44 & 82 INTERSECTION)
POR-44: SLM 24.07 TO 24.19
POR-82: SLM 9.14 TO SLM 9.38
LATITUDE: 41°18'37"
LONGITUDE: 81°13'17"



LOCATION 3 (RAMP FROM SR 14 TO SR 5 WEST)
POR-5: SLM 3.73 TO 4.02
LATITUDE: 41°9'14"
LONGITUDE: 81°12'33"

LOCATION 7 (I-77 SOUTHBOUND)
STA-77SB: SLM 11.65 TO SLM 13.03
LATITUDE: 40°48'56"
LONGITUDE: 81°23'48"

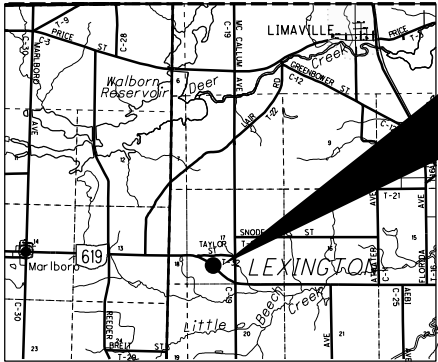
LOCATION 8 (I-77 SOUTHBOUND)
ON RAMP & EXCEL. LANE FROM FULTON
SLM 12.11
LATITUDE: 40°49'20"
LONGITUDE: 81°23'47"



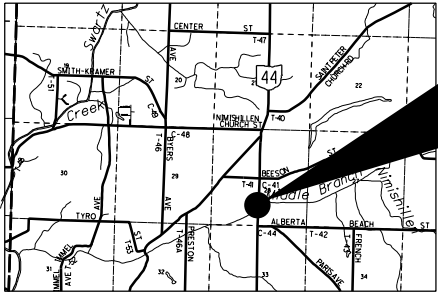
LOCATION 4 (I-77 NORTHBOUND)
DECL. LANE TO EXIT 109A
STA-77NB: SLM 14.43 (MM 109.2 TO MM 109.4)
LATITUDE: 40°51'5"
LONGITUDE: 81°24'25"

LOCATION 5 (I-77 NORTHBOUND)
STA-77NB: SLM 11.98 TO SLM 13.50
MM 106.7 TO MM 108.47
LATITUDE: 40°49'14"
LONGITUDE: 81°12'33"

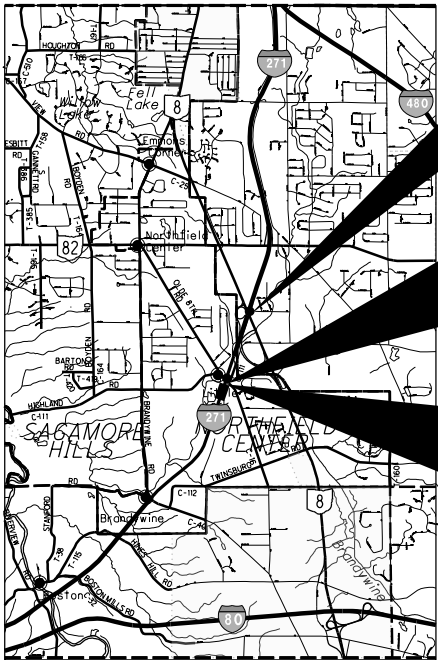
LOCATION 6 (I-77 NORTHBOUND)
TRANSVERSE JOINT
STA-77NB: SLM 13.17 (MM 108.2)
LATITUDE: 40°50'16"
LONGITUDE: 81°24'0.9"



LOCATION 9
AT CULVERT
STA-619: SLM 13.04
LATITUDE: 40°56'51"
LONGITUDE: 81°10'33"



LOCATION 10
AT CULVERT
STA-44: SLM 18.30
LATITUDE: 40°55'31"
LONGITUDE: 81°15'15"



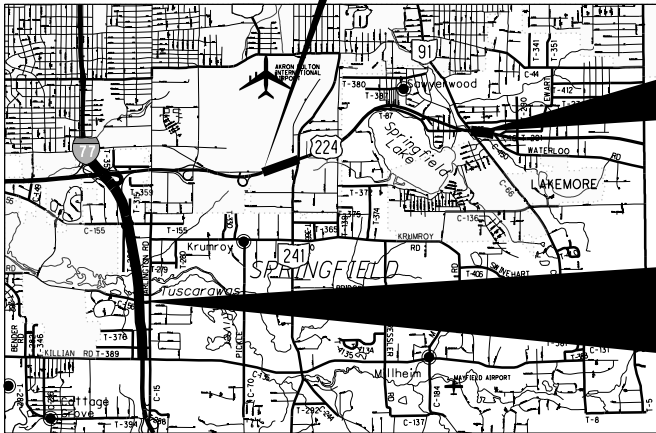
LOCATION 11: I-271 SOUTHBOUND
TRANSVERSE JOINT (MM 18.84)
SUM-271SB: SLM 12.26
LATITUDE: 41°18'30"
LONGITUDE: 81°31'18"

LOCATION 12: I-271 SOUTHBOUND
BETWEEN STRUCTURE (MM 17.8)
SUM-271SB: SLM 11.19
LATITUDE: 41°17'37"
LONGITUDE: 81°31'18"

LOCATION 13: I-271 NORTHBOUND
BETWEEN STRUCTURE (MM 17.73 TO MM 17.74)
SUM-271NB: SLM 11.17 TO SLM 11.22
LATITUDE: 41°17'37"
LONGITUDE: 81°31'18"



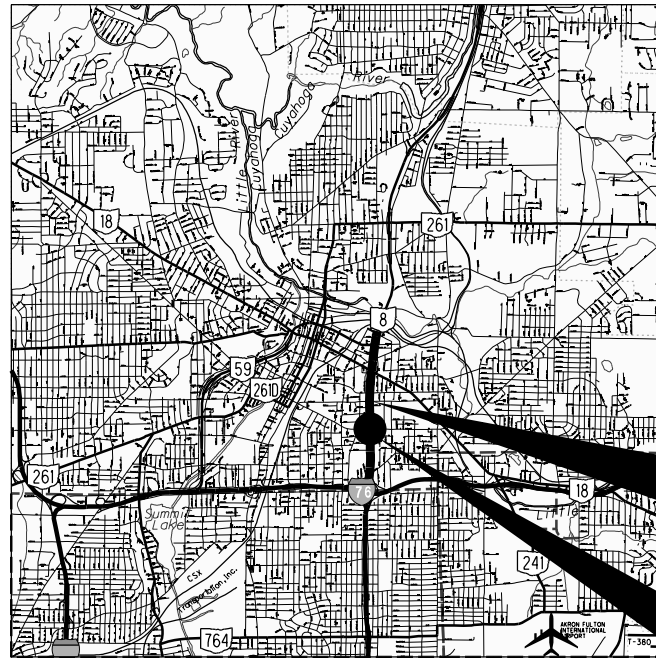
PORTION TO BE IMPROVED.....
INTERSTATE HIGHWAY.....
FEDERAL ROUTES.....
STATE ROUTES.....
COUNTY & TOWNSHIP ROADS.....
OTHER ROADS.....



LOCATION 18
SUM-224: SLM 11.22
TO SLM 12.20 (SR 241)
LATITUDE: 41°1'32"
LONGITUDE: 81°28'48"

LOCATION 14
SUM-224: SLM 14.25 (SR 91)
TO SLM 14.25 (EWART RD)
MM 14.25 TO MM 14.54
LATITUDE: 41°1'53"
LONGITUDE: 81°25'38"

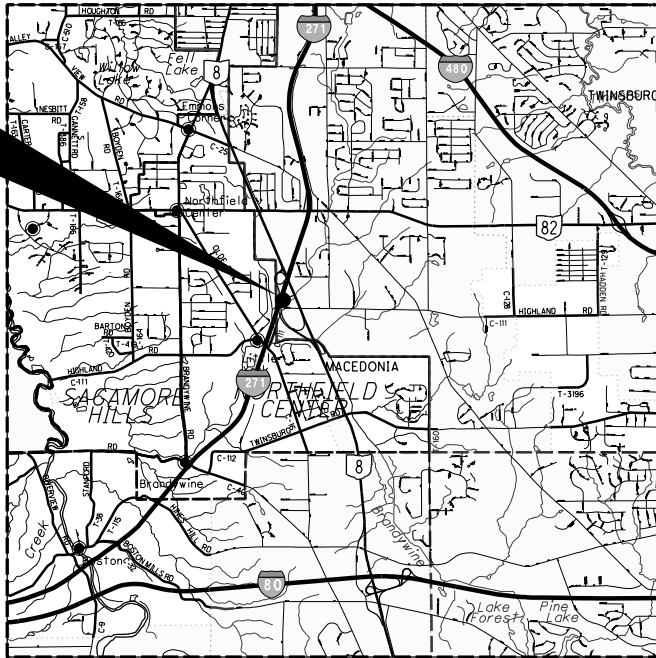
LOCATION 15
SUM-77: SLM 7.44 (KILLIAN RD)
TO SLM 9.75 (WATERLOO RD)
MM 120.95 TO MM 123.26
LATITUDE: 40°59'50"
LONGITUDE: 81°29'36"



LOCATION 19
SUM-8: SLM 0.00 TO SLM 2.00
LATITUDE: 41°3'30"
LONGITUDE: 81°30'18"

STRUCTURES
SUM-8-0064 (OVER BEACON ST)
SUM-8-0086 (OVER EXCHANGE ST)

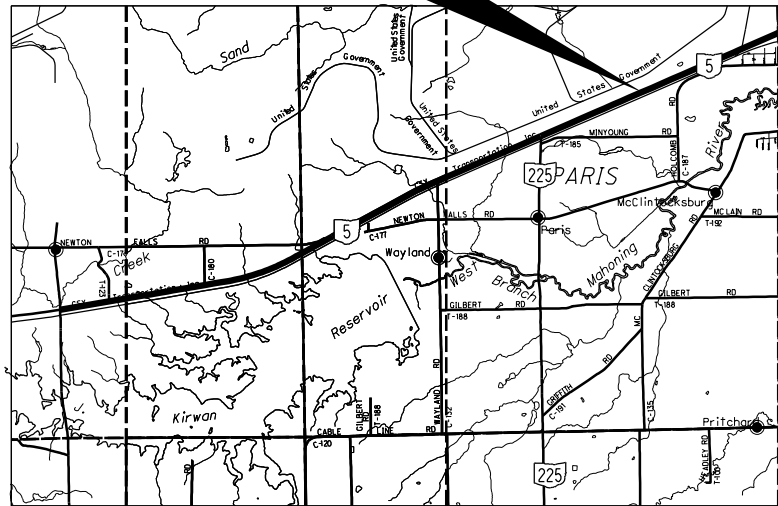
STRUCTURE
SUM-271-1186R
(I-271 NORTHBOUND OVER SR 8)



LOCATION 16
SUM-77: SLM 15.92 (END CONCRETE)
TO SLM 17.15 (COPLEY RD)
MM 129.43 TO MM 130.66
LATITUDE: 41°3'57"
LONGITUDE: 81°34'25"

LOCATION 17
SUM-76: SLM 8.54 (END OF KENMORE LEG)
TO SLM 9.74 (SR 59)
MM 20.2 TO MM 21.6
LATITUDE: 41°3'35"
LONGITUDE: 81°33'44"

LOCATION 20
POR-5: SLM 7.50 TO
SLM 15.71 (TRUMBULL COUNTY LINE)
LATITUDE: 41°9'11"
LONGITUDE: 81°8'59"



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

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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, THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE OHIO & GAS PROCEDURES UNDERGROUND PROTECTION SERVICE (OGPUPS), THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEAD-QUARTERS AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION IN ALL AREAS.

OUPS 1-800-362-2764 (CONTACT LIMITED BASIS PARTICIPANTS DIRECTLY)
OGPUPS 1-800-925-0988
ODOT 330-786-3146 DAVE KONEVAL

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN ON THE PLANS, BUT CAN BE OBTAINED FROM THE OWNERS OF THE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

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 621 - RAISED PAVEMENT MARKERS

THE FOLLIWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER FOR THE REMOVAL AND DISPOSAL OF EXISTING RAISED PAVEMENT MARKERS THAT ARE WITHIN THE LIMITS OF THE PAVEMENT REPAIRS AS NEEDED.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THIS WORK SHALL BE INCLUDED UNDER THE CONTRACT BID PRICE. QUANTITY THAT WILL BE CARRIED TO THE GENERAL SUMMARY:

621, RAISED PAVEMENT MARKER REMOVED 10 EA.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (PG64-22)

703.05 DO NOT USE COARSE AGGREGATE FROM A SOURCE DESIGNATED 'SR' OR 'SRH' ACCORDING TO THE OFFICE OF MATERIALS MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM.

PAVEMENT MARKINGS

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED TO BE USED AS DIRECTED BY THE PROJECT ENGINEER TO MATCH EXISTING PAVEMENT MARKINGS.

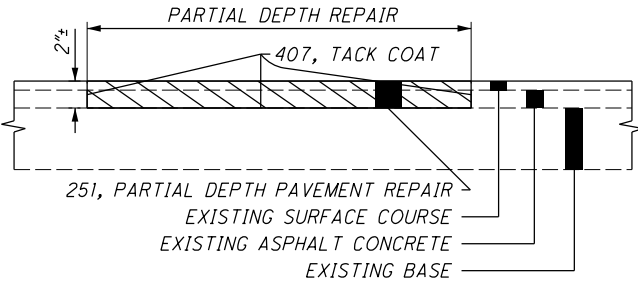
THE UNIT BID PRICES ON THESE PAY ITEMS WILL NOT BE ADJUSTED AS PER CMS 104.02.D.

ITEM 642 - EDGE LINE, 6"	3 MILES
ITEM 642 - LANE LINE, 6"	3 MILE
ITEM 642 - STOP LINE	50 FT
ITEM 642 - CHANNELIZING LINE, 8"	100 FT
ITEM 642 - CHANNELIZING LINE, 12"	100 FT
ITEM 642 - CENTER LINE	0.50 MILES

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (PG64-22). THE ASPHALT CONCRETE SHALL BE COMPACTED WITH A STEEL WHEEL ROLLER AS PER 401.13. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. EACH REPAIR SHALL BE AS DIRECTED BY THE ENGINEER AND MAY VARY IN WIDTH BUT SHALL NOT BE LESS THAN 18". THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

251, PARTIAL DEPTH PAVEMENT REPAIR (441), 27335 SQ. YD.



BREAKDOWN OF TOTAL BY LOCATION:

LOCATION 4
STA-77 NORTHBOUND DECEL. LANE TO EXIT 109A
SLM 14.43 NORTHBOUND (MM 109.2 TO MM 109.4)
251, PARTIAL DEPTH PAVEMENT REPAIR, 200 SY

LOCATION 5
STA 77 NORTHBOUND FROM PARK RD TO 38TH ST
STA-77 NORTHBOUND SLM 11.98 TO 13.50
INCLUDE FULTON RD EXCEL. & DECEL. LANES
251, PARTIAL DEPTH PAVEMENT REPAIR, 2600 SY

LOCATION 6
STA 77 NORTHBOUND TRANSVERSE JOINT
STA-77 NORTHBOUND SLM 13.17 (MM 108.2)
251, PARTIAL DEPTH PAVEMENT REPAIR, 25 SY

LOCATION 7
STA-77 SOUTHBOUND RAMP FROM 12TH ST TO US 62
STA-77 SOUTHBOUND MM 106.7 TO MM 108
251, PARTIAL DEPTH PAVEMENT REPAIR, 2150 SY

LOCATION 8
STA-77 SOUTHBOUND FULTON RD ON RAMP
STA-77 SOUTHBOUND SLM 12.11
251, PARTIAL DEPTH PAVEMENT REPAIR, 400 SY

LOCATION 9
STA-619 AT CULVERT REPLACEMENT
STA-619: SLM 13.04
251, PARTIAL DEPTH PAVEMENT REPAIR, 200 SY

LOCATION 10
STA-44 AT CULVERT REPLACEMENT
STA-44: SLM 18.03
251, PARTIAL DEPTH PAVEMENT REPAIR, 200 SY

LOCATION 11
SUM-271 SOUTHBOUND TRANSVERSE JOINT
SUM-271 SOUTHBOUND SLM 12.26 (MM 18.81)
251, PARTIAL DEPTH PAVEMENT REPAIR, 110 SY

LOCATION 12
SUM-271 SOUTHBOUND BETWEEN STRUCTURES
SUM-271 SLM 11.19 (MM 17.8)
251, PARTIAL DEPTH PAVEMENT REPAIR, 150 SY

LOCATION 13
SUM-271 NORTHBOUND: BETWEEN STRUCTURES
SUM-271: SLM 11.17 TO SLM 11.22 (MM 17.73 TO MM 17.74)
251, PARTIAL DEPTH PAVEMENT REPAIR, 220 SY

LOCATION 14
SUM-224: SR 91 TO EWART RD
SLM 14.25 TO SLM 14.25 (MM 14.25 TO MM 14.54)
251, PARTIAL DEPTH PAVEMENT REPAIR, 800 SY

LOCATION 15
SUM-77 BOTH DIRECTIONS: KILLIAN RD TO WATERLOO RD
SLM 7.44 TO SLM 9.75 (MM 120.95 TO MM 123.26)
251, PARTIAL DEPTH PAVEMENT REPAIR, 2000 SY

LOCATION 16
SUM-77 BOTH DIRECTIONS: END OF CONCRETE SECTION TO COPLEY RD
SLM 16.00 TO SLM 17.15 (MM 129.43 TO MM 130.66)
251, PARTIAL DEPTH PAVEMENT REPAIR, 80 SY

LOCATION 17
SUM-76 BOTH DIRECTIONS: END OF KENMORE LEG TO SR 59)
SLM 8.54 TO SLM 9.74 (MM 20.2 TO MM 21.6)
251, PARTIAL DEPTH PAVEMENT REPAIR, 4300 SY

LOCATION 18
SUM-224: PAVEMENT JOINT TO SR 241
SLM 11.22 TO SLM 12.20
251, PARTIAL DEPTH PAVEMENT REPAIR, 400 SY

LOCATION 19
SUM-8 BOTH DIRECTIONS: I-77 TO BRIDGE OVER VALLEY
SLM 0.00 TO SLM 2.00 (LONGITUTINAL JOINT)
251, PARTIAL DEPTH PAVEMENT REPAIR, 3500 SY

LOCATION 20
POR-5
SLM 7.50 TO SLM 15.71 (TRUMBULL COUNTY LINE)
251, PARTIAL DEPTH PAVEMENT REPAIR, 10,000 SY

PAVEMENT MARKINGS (LOCATION 2 AND 3)

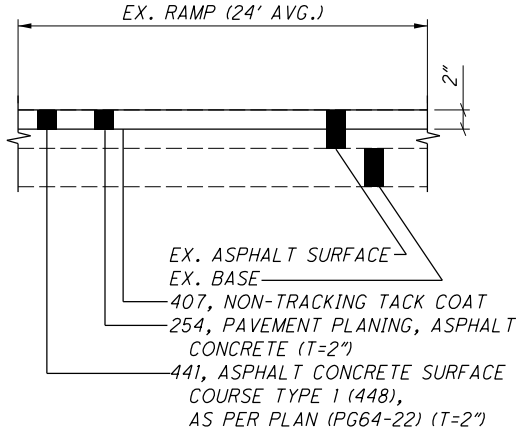
THE FOLLOWING QUANTITES SHALL BE USED AT LOCATION 2 (SR 44 AND SR 82 INTERESECTION) AND LOCATION 3 (SR 14 TO SR 5 WEST):

ITEM 646, EDGE LINE, 6", 1.04 MILES
ITEM 646, CHANNELIZING LINE, 8", 430FT
ITEM 646, LANE ARROWS, 6 EACH
ITEM 646, CENTERLINE, 0.40 MILES
ITEM 646, STOP LINE, 56 FT

RESURFACING LOCATION 3

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO RESURFACE THE ON RAMP FROM SR 14 TO SR 5 WEST AS SHOWN IN THE TYPICAL BELOW.

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (T=2"), 2400 SY
ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (PG64-22), (T=2") 134 CY
ITEM 407, NON-TRACKING TACK COAT (@ 0.09 GAL/SY), 216 GAL



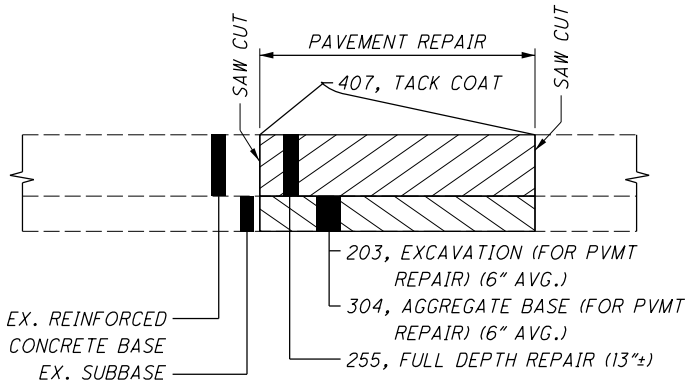
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ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, CLASS RRCM (LOCATION 1)

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"± CLASS RRCM CONCRETE. 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.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED ON I-76 IN SUMMIT COUNTY FROM SLM 15.32 TO SLM 17.98 AND IN PORTAGE COUNTY FROM SLM 0.00 TO SLM 1.32:

ITEM 255, FULL DEPTH REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, 180 SY
ITEM 255, FULL DEPTH PAVEMENT SAWING, 810 FT

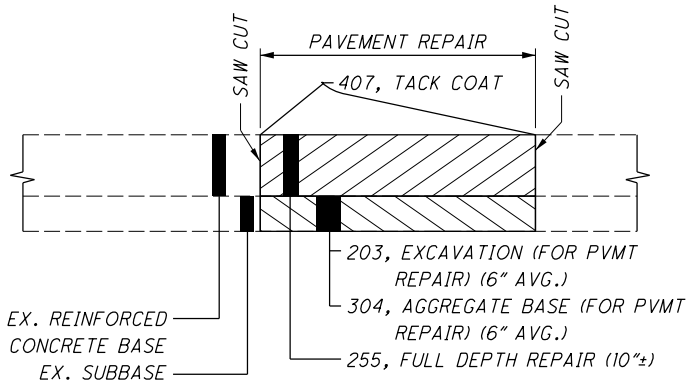


ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, CLASS RRCM (LOCATION 16, NORTHBOUND ONLY)

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 10"± CLASS RRCM CONCRETE. 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.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED ON I-77 IN SUMMIT COUNTY AT SLM 16.99 (UNDER THE PEDESTRIAN BRIDGE):

ITEM 255, FULL DEPTH REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, 20 SY
ITEM 255, FULL DEPTH PAVEMENT SAWING, 90 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:

203, EXCAVATION (FOR PAVEMENT REPAIR) 34 CU YD

ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR)

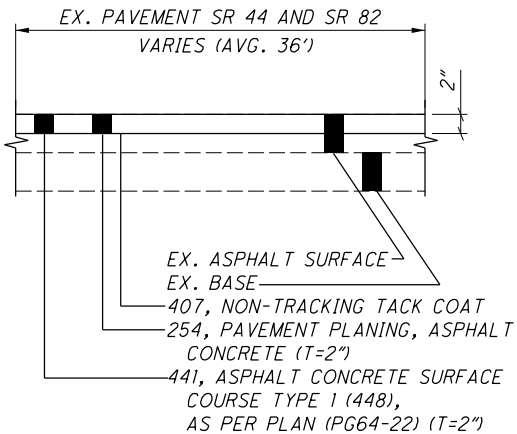
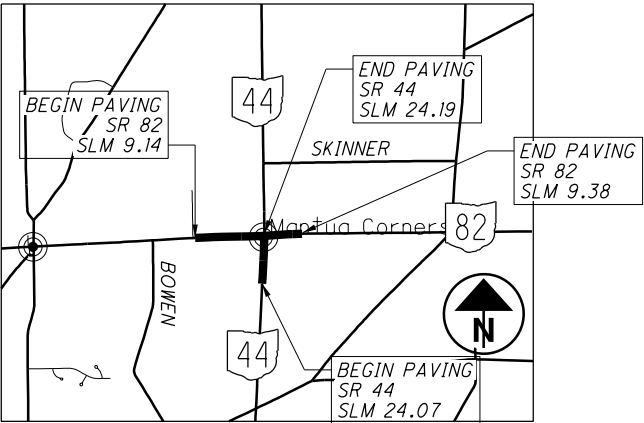
THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO BACKFILL AREAS WHICH WERE EXCAVATED UNDER ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 34 CU YD

RESURFACING LOCATION 2

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO RESURFACE THE INTERSECTION OF SR 44 AND SR 82 AS SHOWN IN THE DETAIL BELOW:

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (T=2"), 7600 SY
ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN (PG64-22), (T=2") 423 CY
ITEM 407, NON-TRACKING TACK COAT (@ 0.09 GAL/SY), 684 GAL



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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. I-76, I-77, US 224, I-271, SR 8: A MINIMUM OF ONE ELEVEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT AND COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.

SR-619, SR 44, SR 82, SR 5: A MINIMUM OF ONE TEN FOOT BIDIRECTIONAL LANE SHALL BE MAINTAINED ON THE EXISTING AND 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. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.

4. ALL FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS SHALL BE COMPLETED THE SAME DAY THE EXCA- VATION IS MADE.

5. I-76, I-77, SR-8, US-224 AND I-271: TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.

6. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS ONE [1] MILE.

7. 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.

8. AT LOCATIONS 2 (SR 44 AND SR 82 INTERSECTION) AND LOCATION 3 (SR 14 TO SR 5 WEST): IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH TEMPORARY MARKINGS) ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 PAVEMENT MARKINGS.

AT ALL OTHER LOCATIONS (LOCATIONS 1, AND 4-19): AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH PERMANENT MARKINGS) ALL LANE, CENTER, STOP, OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS A PART OF ITEMS LISTED UNDER 642 PAVEMENT MARKINGS.

9. A QUANTITY OF 10 CU. YDS. OF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.

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

11. THE CONTRACTOR SHALL PLACE THE SIGNS: W8-1 [BUMP] PER OMUTCD 2C.28; W8-11 [UNEVEN LANES] PER OMUCTD 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 614.04.

THE FOLLOWING QUANTITIES SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT: 614, WORK ZONE MARKING SIGN,(ALL PHASES) 50 EACH

THE FOLLOWING QUANTITIES SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT AT LOCATIONS 2 AND 3:

614, WORK ZONE CENTERLINE, CLASS III, 642 PAINT 0.40 MILE
614, WORK ZONE STOP LINE, CLASS III, 642 PAINT 56 FT
614, WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT 430 FT
614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT 1.04 MILE

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 REP- RESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISS- ING 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.

LANE CLOSURES (SR 8, I-76, I-77, I-271, US 224)

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 REQUIRE- MENTS IN THE CHART, THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES IN THE AMOUNT OF \$5000 PER HOUR OR PORTION THEREOF THAT THE LANE REDUCTION REMAINS BEYOND THE SPECIFIED LIMIT.

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

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
AKRON MARATHON (LOCATIONS 16 & 17 & SUM-8)	
BRIDGESTONE GOLF TOURNAMENT (LOCATIONS 16&17 & SUM-8)	
FOOTBALL HALL OF FAME FESTIVITIES	
(AUGUST 2, 2018- AUGUST 5, 2018 (LOCATIONS 4 TO 8)	
MANUTUA POTATO STOMP (LOCATION 2)	

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

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$4500 FOR EACH HOUR THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ITERIM COMPLETION DATE SR-8 WORK

ALL WORK ON SR-8 NORTH AND SOUTHBOUND INCLUDING APPROACH SLAB ELEVATION CORRECTION, APPROACH PAVEMENT WORK AT STRUCTURE SUM-8-0064 AND SUM-80086, AND PARTIAL DEPTH REPAIRS SHALL BE COMPLETED BY AUGUST 15, 2018. SHOULD THE CONTRACTOR FAIL TO MEET THE ABOVE REQUIREMENT A DISINCETIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2000 PER DAY.

LANE CLOSURES (LOCATION 14 US 224)

ALL LANES ON US 224 SHALL BE OPEN TO TRAFFIC FROM 6AM TO 8PM DAILY. SHOULD THE CONTRACTOR FAIL TO MEET THE ABOVE REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$2000 PER HOUR OR PORTION THEREOF THAT THE LANE CLOSURE REMAINS IN PLACE.

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 SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

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

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

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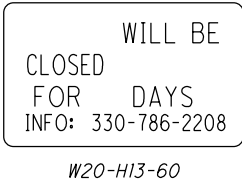
ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

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.

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
ROAD &	≥ 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
RAMP	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURE	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLSOUR E

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 DISTRIC RATHER THAN THE GENERAL SWITCHBOARD NUMBER.



COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR SHALL BE ADVISED THAT PROJECT STA-77-11.50 (PID 100290) MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN LOCATIONS 4 THROUGH 8 AND THAT PROJECTS SUM/MED-76-0.00/11.43DB (PID 93501), SUM-76-10.00(MAIN/BRDWAY)(PID 77269) AND SUM-MCRO-FY2018(B) (PID 100823) MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN LOCATIONS 16 AND 17. THE CONTRACTOR SHALL ALSO BE ADVISED THAT PROJECT POR-14-18.06 (PID 101977) MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN LOCATION 3 AND D04-BH-FY2018 (PID 101376) MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN LOCAITON 17. THE CONTRACTOR SHALL ALSO BE ADVISED THAT PROJECTS D04-CS-FY2018 (PID 104771) AND POR-5-6.57 (PID 105829) MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN LOCATION 20. 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 RECIEVE 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.

DETOUR NOTIFICATION (ODOT/ CITY OF CANTON / CITY OF AKRON / CITY OF MACEDONIA)

THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT OFFICE (330-786-3148), CITY OF CANTON (330-489-3291), CITY OF AKRON (330-375-2355) AND CITY OF MACEDONIA (216-214-7634) EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION CORRECTING APPROACH SLAB ELEVATIONS I-271)

ALL LANES ON I-271 NORTHBOUND SHALL BE MAINTAINED PER THE PERMITTED LANE CLOSURE CHART DURING ALL APPROACH SLAB ELEVATION CORRECTION OPERATIONS.

RAMPS A (SR 8 NORTH TO I-271 NORTH) AND C (SR 8 SOUTH TO I-271 NORTH) MAY BE CLOSED CONCURRENTLY FOR A PERIOD NOT TO EXCEED 4 CONSECUTIVE NIGHTS (8PM TO 5AM DAILY) IN ORDER TO COMPLETE APPROACH SLAB ELEVATION CORRECTIONS. RAMPS A AND C SHALL BE DETOURED AS SHOWN ON SHEET 14.

A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2000 FOR EACH HOUR OR PORTION THEREOF THAT ANY OF THE ABOVE REQUIREMENTS ARE VIOLATED.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION CORRECTING APPROACH SLAB ELEVATIONS SR-8)

ALL WORK ON STRUCTURE SUM-8-0064 AND SUM-8-0086 SHALL BE COMPLETED DURING THE WEEK (MONDAY THROUGH THURSDAY) AND ALL LANE CLOSURES ON SR 8 TO COMPLETE THE WORK SHALL FOLLOW THE PERMITTED LANE CLOSURE CHART.

SR 8 NORTHBOUND SHALL BE MAINTAINED PER PHASE 1 AND 2 AS SHOWN ON SHEETS 9-12 IN ORDER TO COMPLETE APPROACH SLAB CORRECTIONS AND APPROACH PAVEMENT RESURFACING AT STRUCTURES SUM-8-0064 AND SUM-8-0086 IN THE NORTHBOUND DIRECTION. RAMP R (I-76 EAST TO SR 8 NORTH) SHALL BE CLOSED TO TRAFFIC DURING BOTH PHASE 1 AND 2. RAMP R SHALL BE DETOURED AS SHOWN ON SHEET 15 AND THE DETOUR SHALL ONLY BE IMPLEMENTED ON WEEK DAYS (MONDAY THROUGH THURSDAY 7PM TO 5AM). ALL WORK IN THE NORTHBOUND DIRECTION, INCLUDING THE APPROACH SLAB CORRECTIONS AND APPROACH PAVEMENT RESURFACING, SHALL BE COMPLETED WITHIN 10 SEPERATE NIGHT CLOSURES.

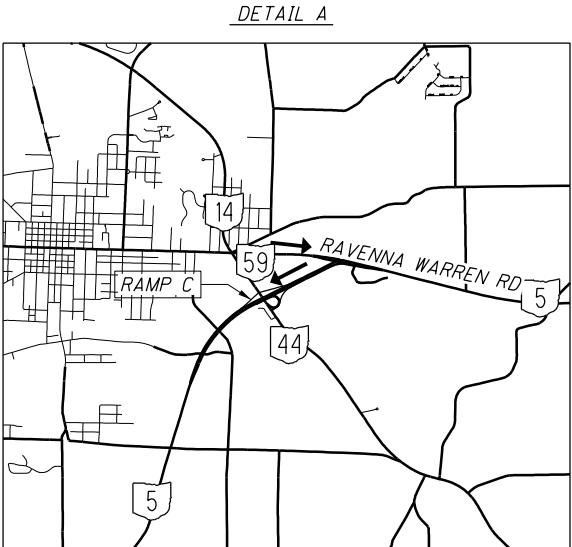
SR 8 SOUTHBOUND SHALL BE MAINTAINED PER STANDARD CONSTRUCTION DRAWING MT-95.30 TO COMPLETE APPROACH SLAB CORRECTIONS AND APPROACH PAVEMENT RESURFACING AT STRUCTURES SUM-8-0064 AND SUM-8-0086 IN THE SOUTHBOUND DIRECTION. RAMP T-1 (GOODKIRK TO SR 8 SOUTHBOUND) MAY BE CLOSED FOR PERIOD NOT TO EXCEED 5 NIGHTS (7PM TO 6AM MONDAY THROUGH THURSDAY) AND DETOURED AS SHOWN ON SHEET 16. ALL WORK IN THE SOUTHBOUND DIRECTION, INCLUDING THE APPROACH SLAB CORRECTIONS AND APPROACH PAVEMENT RESURFACING, SHALL BE COMPLETED WITHIN 10 SEPERATE NIGHT CLOSURES.

A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2000 PER HOUR OR PORTION THEREOF THAT ANY OF THE ABOVE REQUIREMENTS ARE VIOLATED.

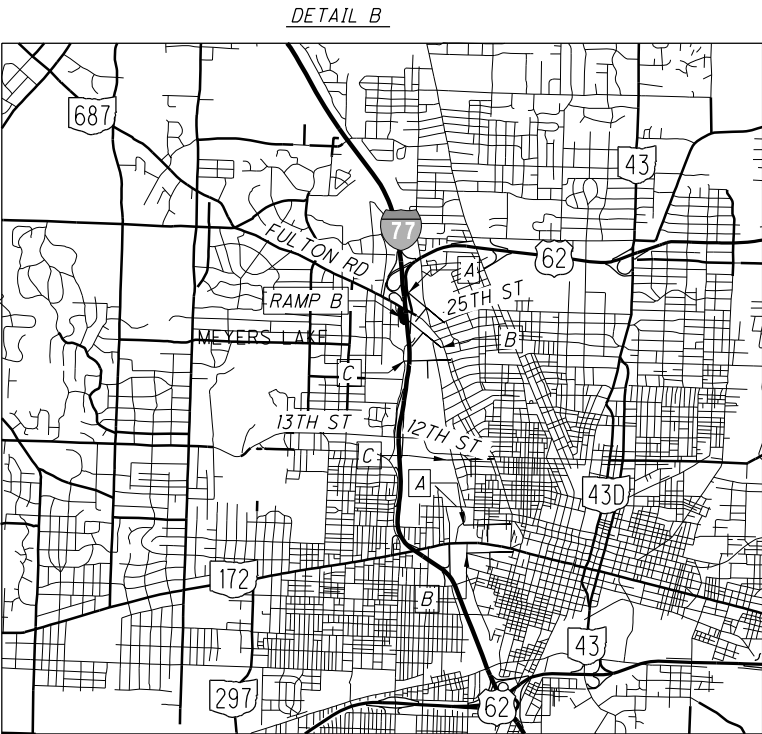
ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)

ALL RAMP TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED THOSE SHOWN IN THE TABLE TITLED "RAMP CLOSURES", WHEN RAMP TRAFFIC MAY BE DETOURED AS STATED IN THE TABLE "RAMP CLOSURES". DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT STATED IN TABLE "RAMP CLOSURES" FOR EACH CALENDAR DAY THE RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

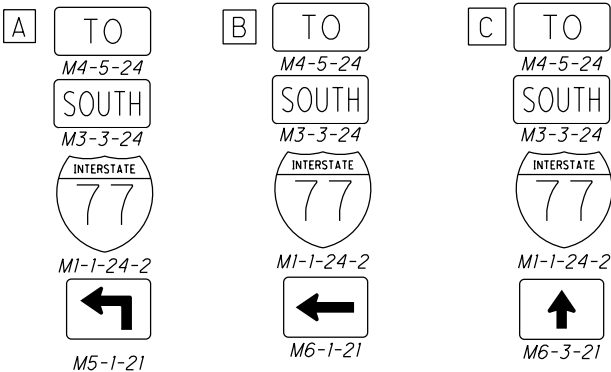
RAMP CLOSURES						
RAMP	DETOUR	CLOSURE DURATION	DISINCENTIVE PER CALENDAR DAY	NUMBER OF PCMS	SEE DETAIL	ADDITIONAL RESTRICTIONS
RAMP C (SR 14 TO SR 5 WEST)	SR 59 (RAVENNA WARREN RD)	1 NIGHT (7PM-6AM DAILY)	\$2,000	4	A	NONE
RAMP B (FULTON RD TO I-77 SOUTH)	FULTON RD / SR 172	1 NIGHT (7PM-6AM DAILY)	\$2,000	2	B	NONE
RAMP V (76WEST TO 76 WEST)	I-77 N / SR-21 S	1 NIGHT (7PM-6AM) (SUNDAY ONLY)	\$6,000	6	SEE DETOUR ON SHEET 13	CLOSURE SHALL BE COORDINATED WITH SUM/MED-76-C.00/11.43DB (PID 100823)
RAMP A (SR 8NORTH TO I-271 NORTH)	SEE SHEET 14	4 CONSECUTIVE NIGHTS (8PM TO 5AM DAILY)	\$2,000	SEE SHEET 14	SEE SHEET 14	MUST BE CLOSED CONCURRENTLY WITH RAMP C (SR 8 SOUTH TO I-271 NORTH)
RAMP C (SR 8SOUTH TO I-271 NORTH)	SEE SHEET 14	4 CONSECUTIVE NIGHTS (8PM TO 5AM DAILY)	\$2,000	SEE SHEET 14	SEE SHEET 14	MUST BE CLOSED CONCURRENTLY WITH RAMP A (SR 8 NORTH TO I-271 NORTH)
RAMP R (I-76 EAST TO SR 8 NORTH)	SEE SHEET 15	10 WEEK DAYS (MONDAY-THURSDAY 7PM TO 5AM)	\$6,000	SEE SHEET 15	SEE SHEET 15	NONE
RAMP T-1 (GOODKIRK TO SR 8 SOUTH)	SEE SHEET 16	5 NIGHTS (MONDAY-THURSDAY 7PM TO 6AM)	\$2,000	SEE SHEET 16	SEE SHEET 16	NONE



RAMP C DETOUR: SR 59 (RAVENNA WARREN RD)



RAMP B DETOUR: FULTON RD / SR 172



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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, 20 SIGN MONTH (ASSUMING 10 SIGNS FOR 2 MONTH)

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 OMTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCE- MENT 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.

WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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

FOR LANE CLOSURES: 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).

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 ZONES.

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

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS’ DUTIES AND PLACE- MENT, 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 RE- TURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

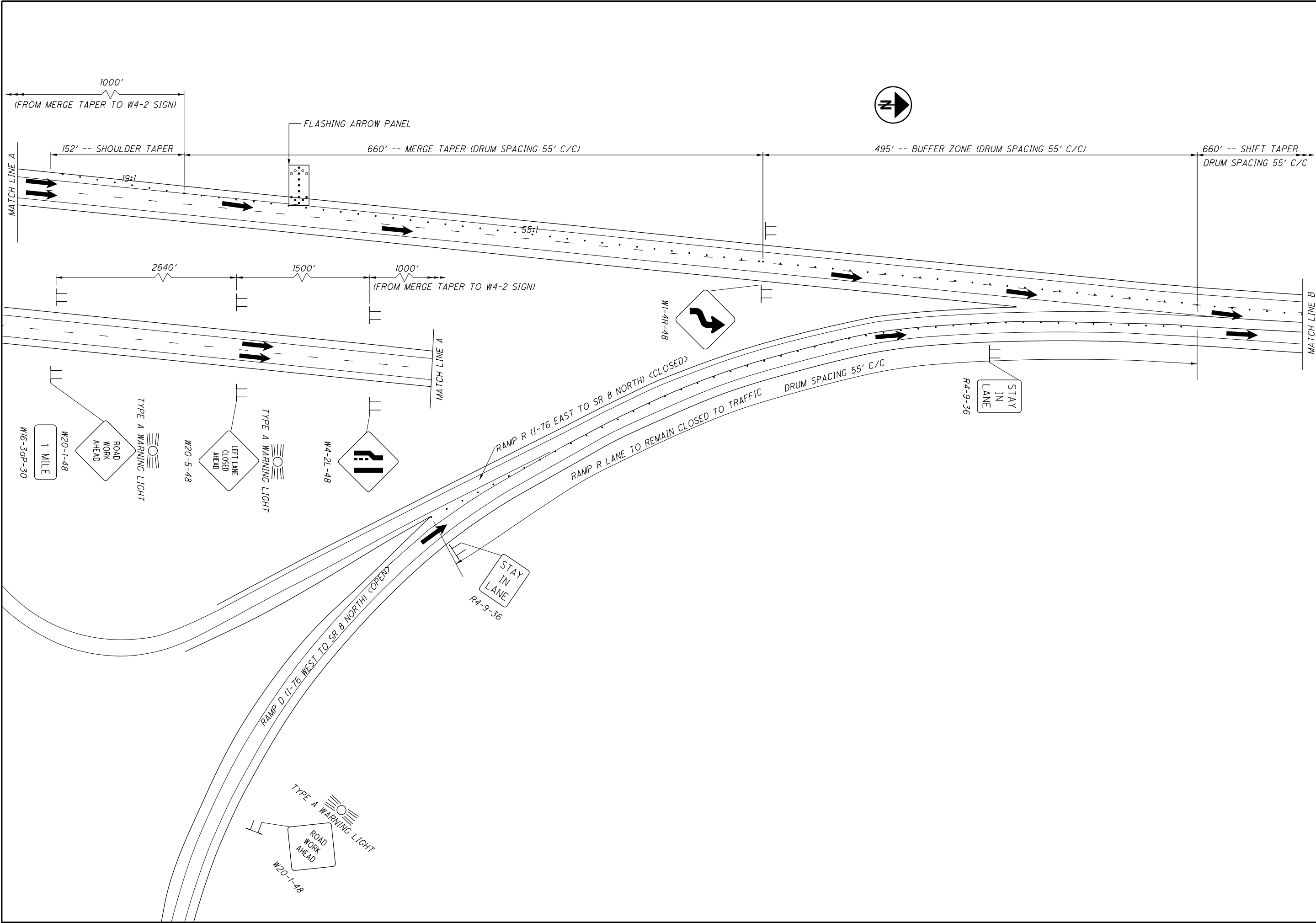
LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINT- ENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

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

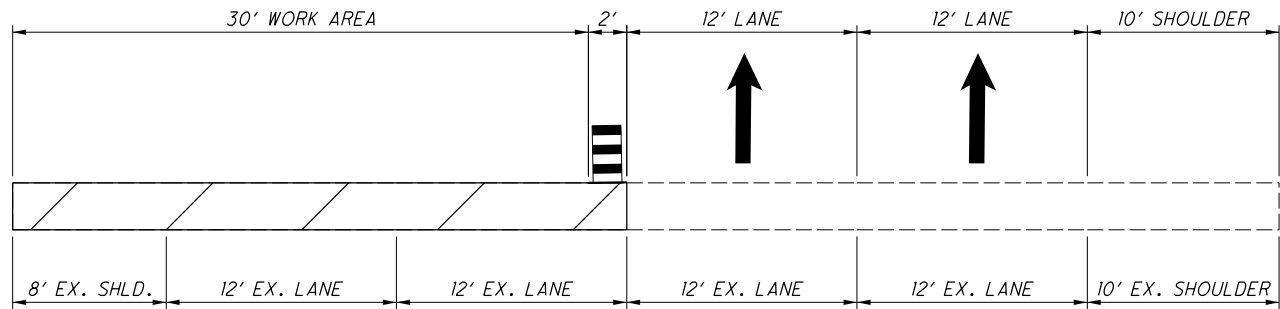
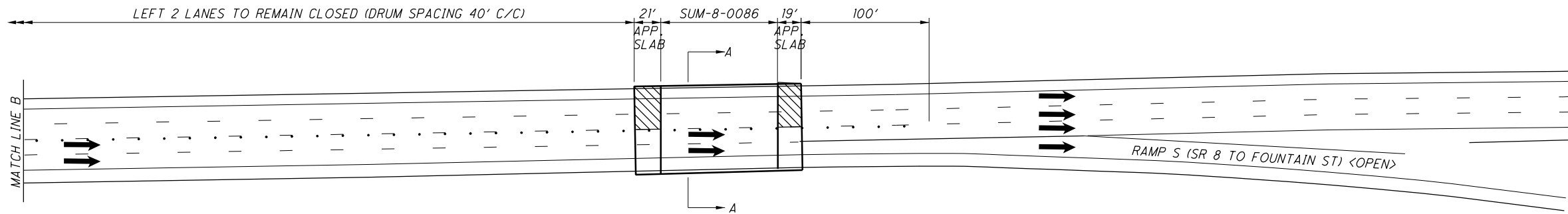
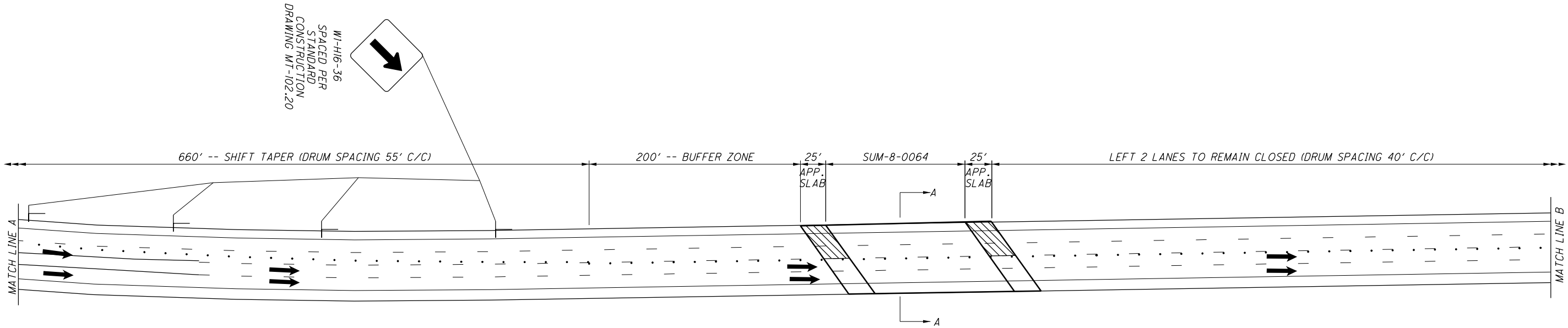
THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

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

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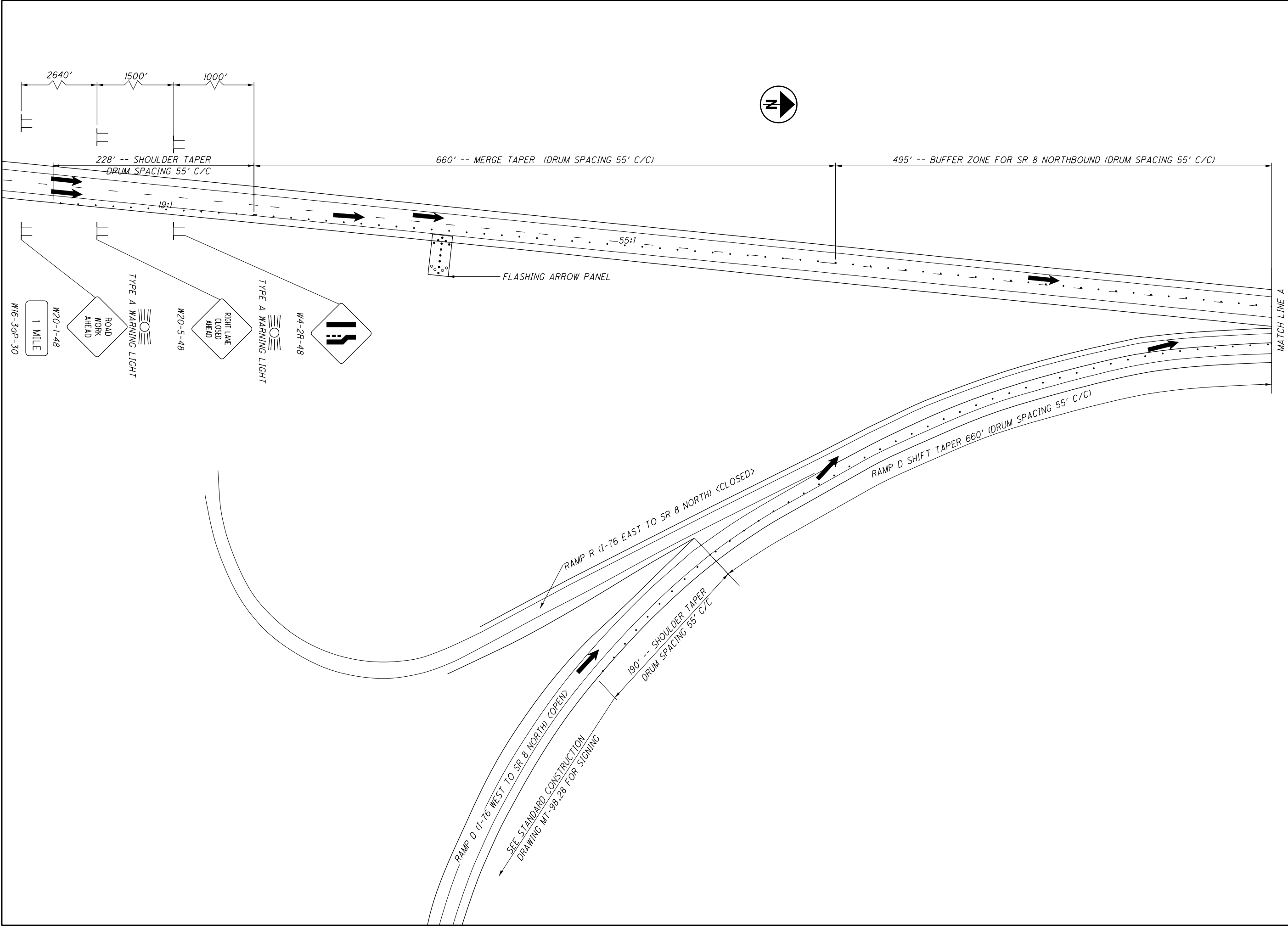


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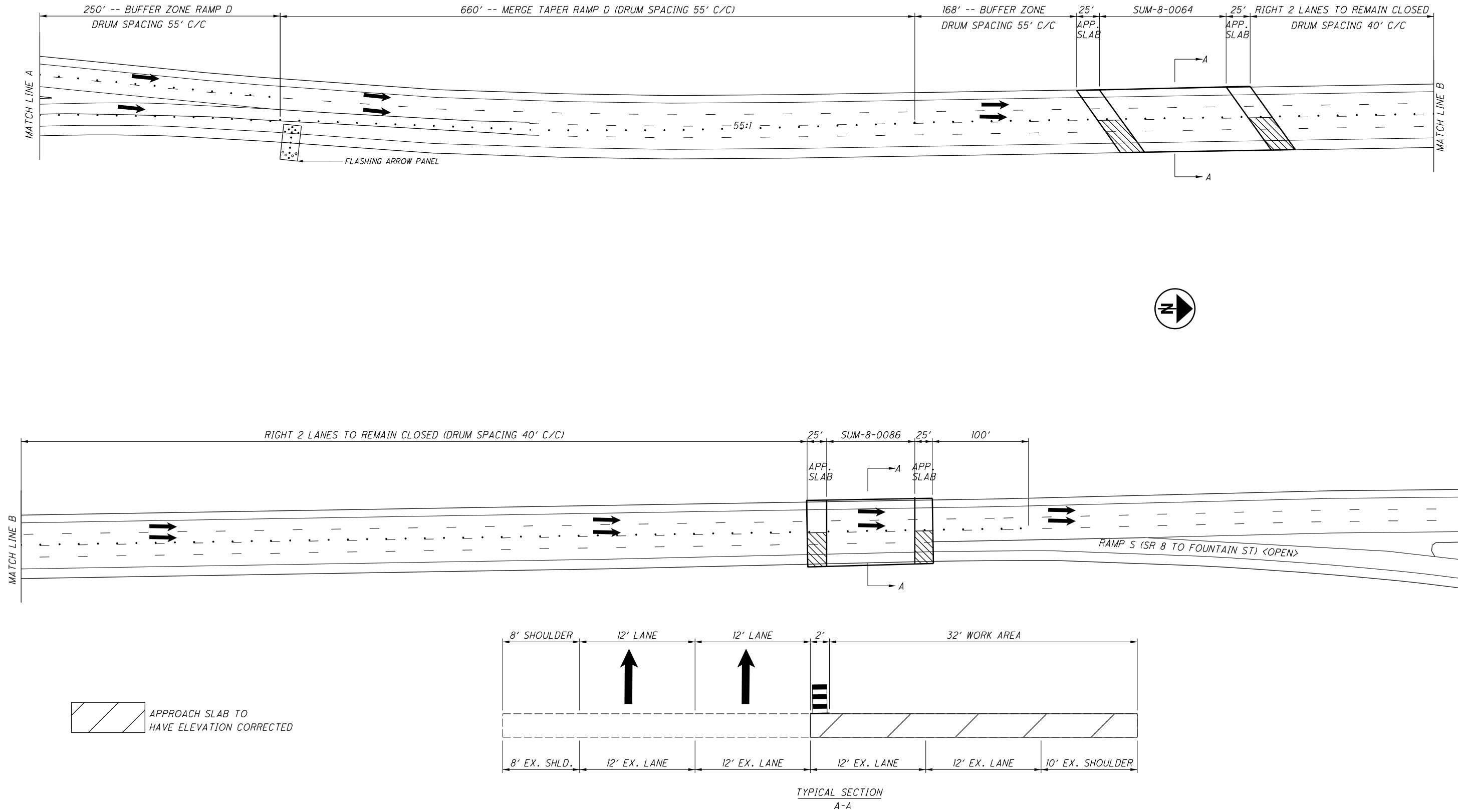


TYPICAL SECTION
A-A

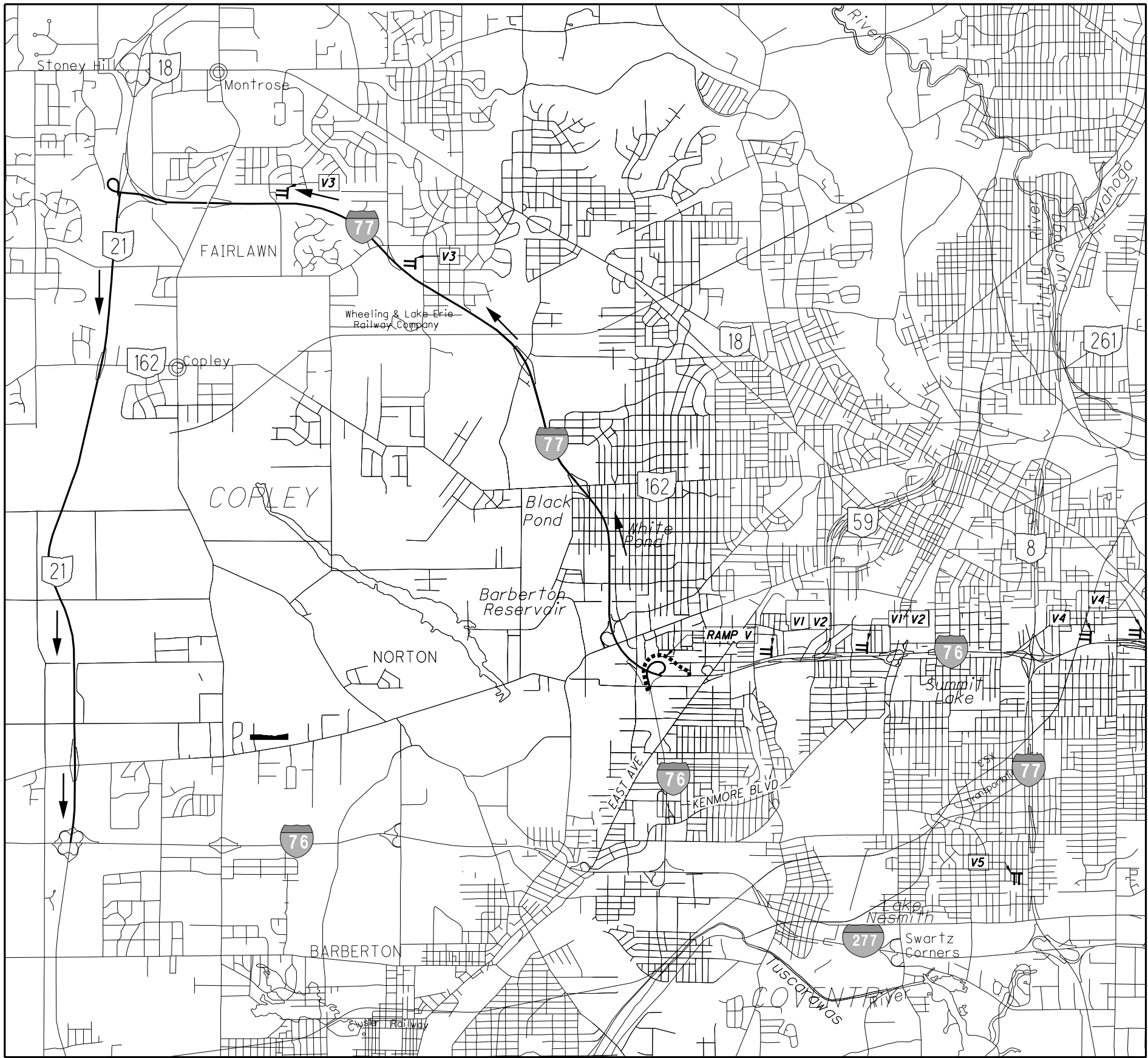
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DETOUR PLAN FOR RAMP V (I-76 WEST TO I-76 WEST)

----- CLOSE RAMP V PER SCD MT-98.29
➔ OFFICIAL DETOUR ROUTE RAMP V: I-77 NORTH / SR-21 SOUTH



NOT TO SCALE

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

- V1

PORTABLE CHANGEABLE MESSAGE SIGN
-PLACE SATURDAY PRIOR TO CLOSURE AT 2 LOCATIONS:

MESSAGE: 1) 76W TO BARBRTON

2)TO CLOSE SAT <DATES>
- V2

PORTABLE CHANGEABLE MESSAGE SIGN

MESSAGE: 1) 76W TO BARBRTON CLOSED

2) FOLLOW 77 NORTH
- V3

PORTABLE CHANGEABLE MESSAGE SIGN

MESSAGE: 1) 76W TO BARBRTON DETOUR

2) FOLLOW 21 SOUTH
- V4

PORTABLE CHANGEABLE MESSAGE SIGN

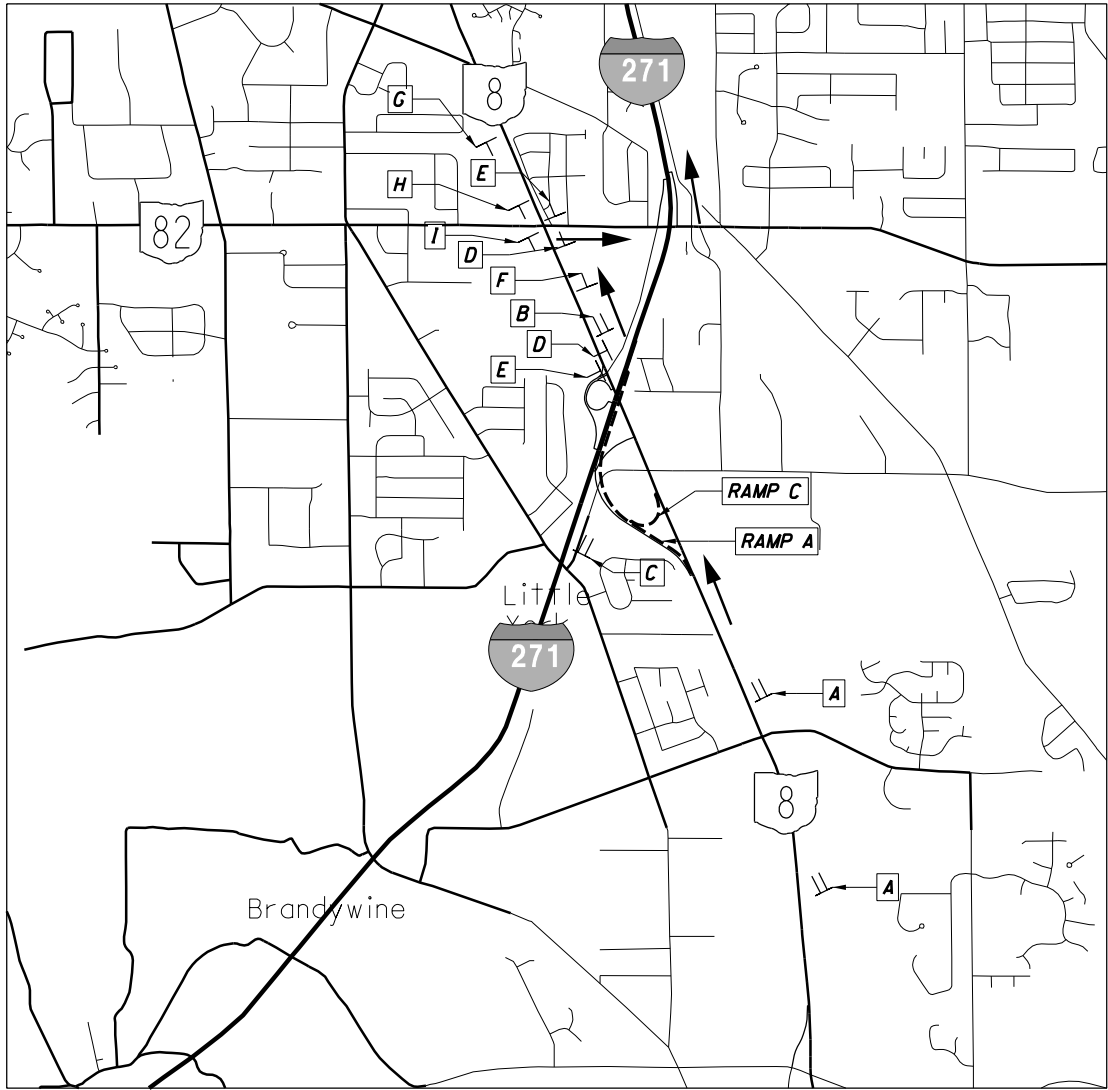
MESSAGE: 1) 76W TO BARBRTON CLOSED

2) FOLLOW 77 SOUTH TO 277
- V5

PORTABLE CHANGEABLE MESSAGE SIGN

MESSAGE: 1) 76 WEST DETOUR USE 277

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DETOUR PLAN FOR RAMP C (SR 8 SOUTH TO I-271 NORTH) AND
RAMP A (SR 8 NORTH TO I-271 NORTH)

- CLOSE RAMP A PER SCD MT-98.29
- CLOSE RAMP C PER SCD MT-101.60
- ➔ OFFICIAL DETOUR ROUTE RAMP A AND C: SR 8 NORTH / SR 82

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

MESSAGE: 1) RAMP TO
I-271 N
CLOSED

2) FOLLOW
SR 8 N

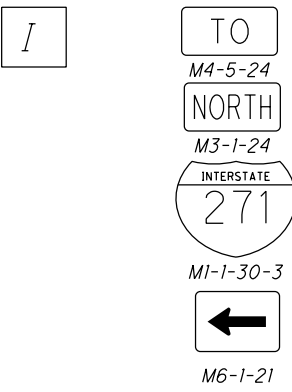
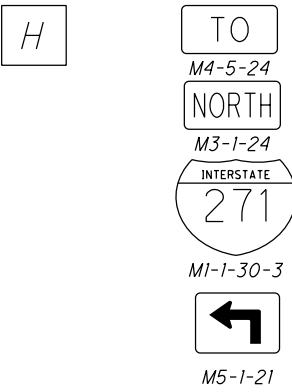
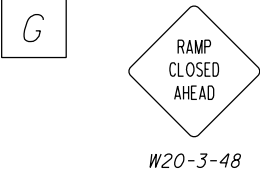
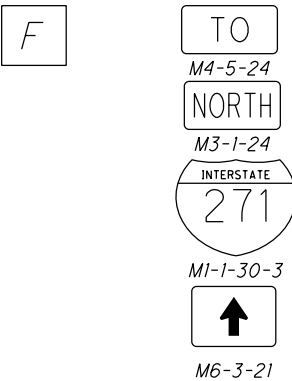
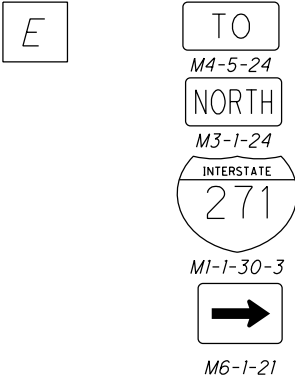
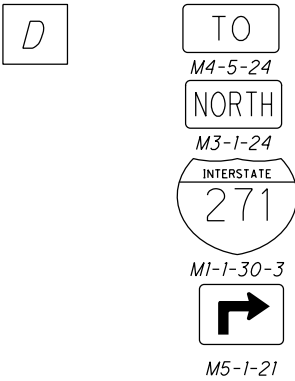
B PORTABLE CHANGEABLE MESSAGE SIGN

MESSAGE: 1) RAMP TO
I-271 N
CLOSED

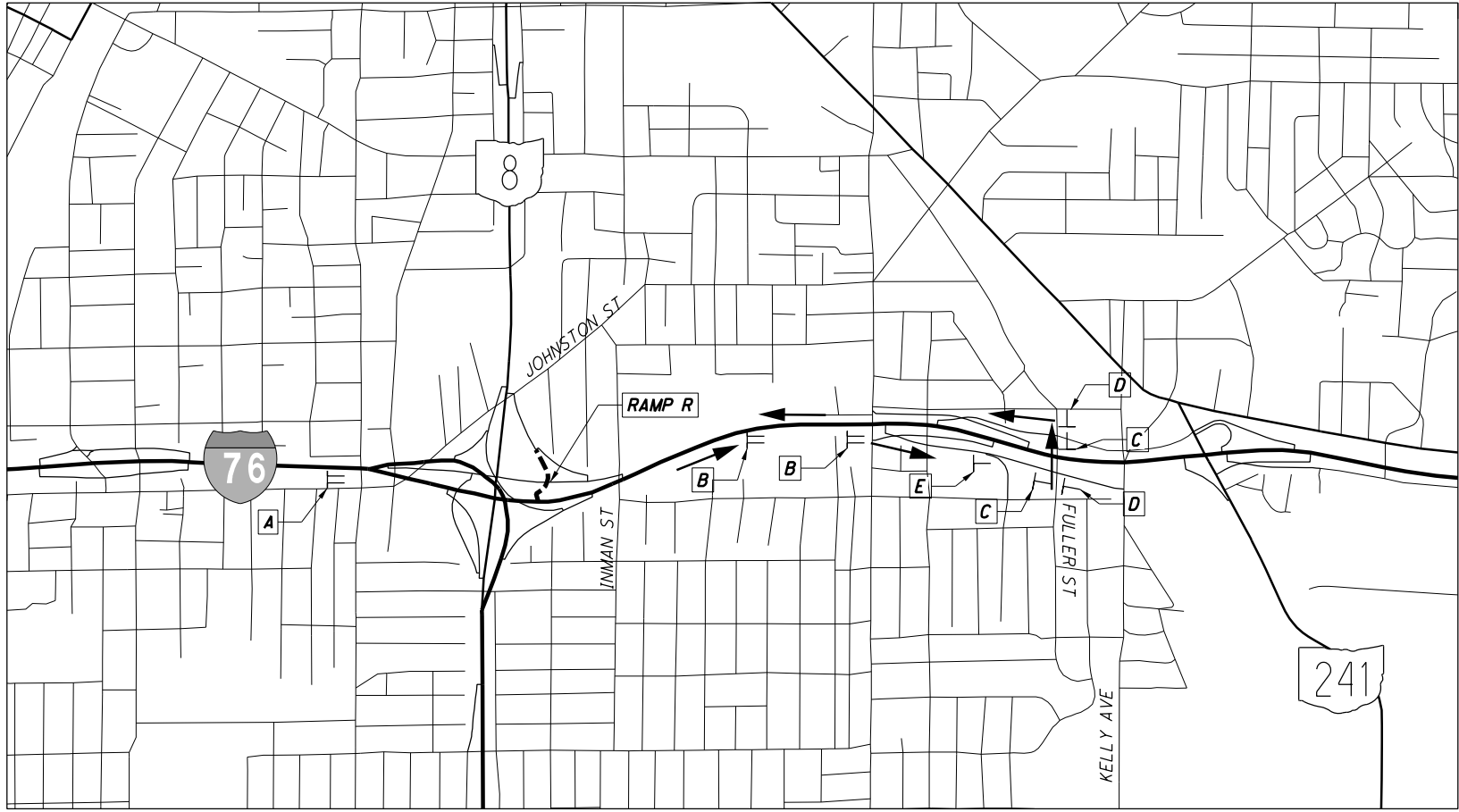
2) USE
82 EAST

C PORTABLE CHANGEABLE MESSAGE SIGN

MESSAGE: 1) NO
RE-ENTRY
I-271 N



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DETOUR PLAN FOR RAMP R (I-76 EAST TO SR-8 NORTH)

----- CLOSE RAMP R PER SCD MT-98.29

➔ OFFICIAL DETOUR ROUTE RAMP R: I-76 EAST / FULLER ST / I-76 WEST

A

PORTABLE CHANGEABLE MESSAGE SIGN

MESSAGE: 1) RAMP TO
SR 8 N
CLOSED

2) FOLLOW
76 WEST

B

PORTABLE CHANGEABLE MESSAGE SIGN

MESSAGE: 1) RAMP TO
SR 8 N
CLOSED

2) USE
ARLNTON/
KELLY AV

C

TO
M4-5-24
NORTH
M3-1-24
8
MI-5-24-2
➔
M5-1-21

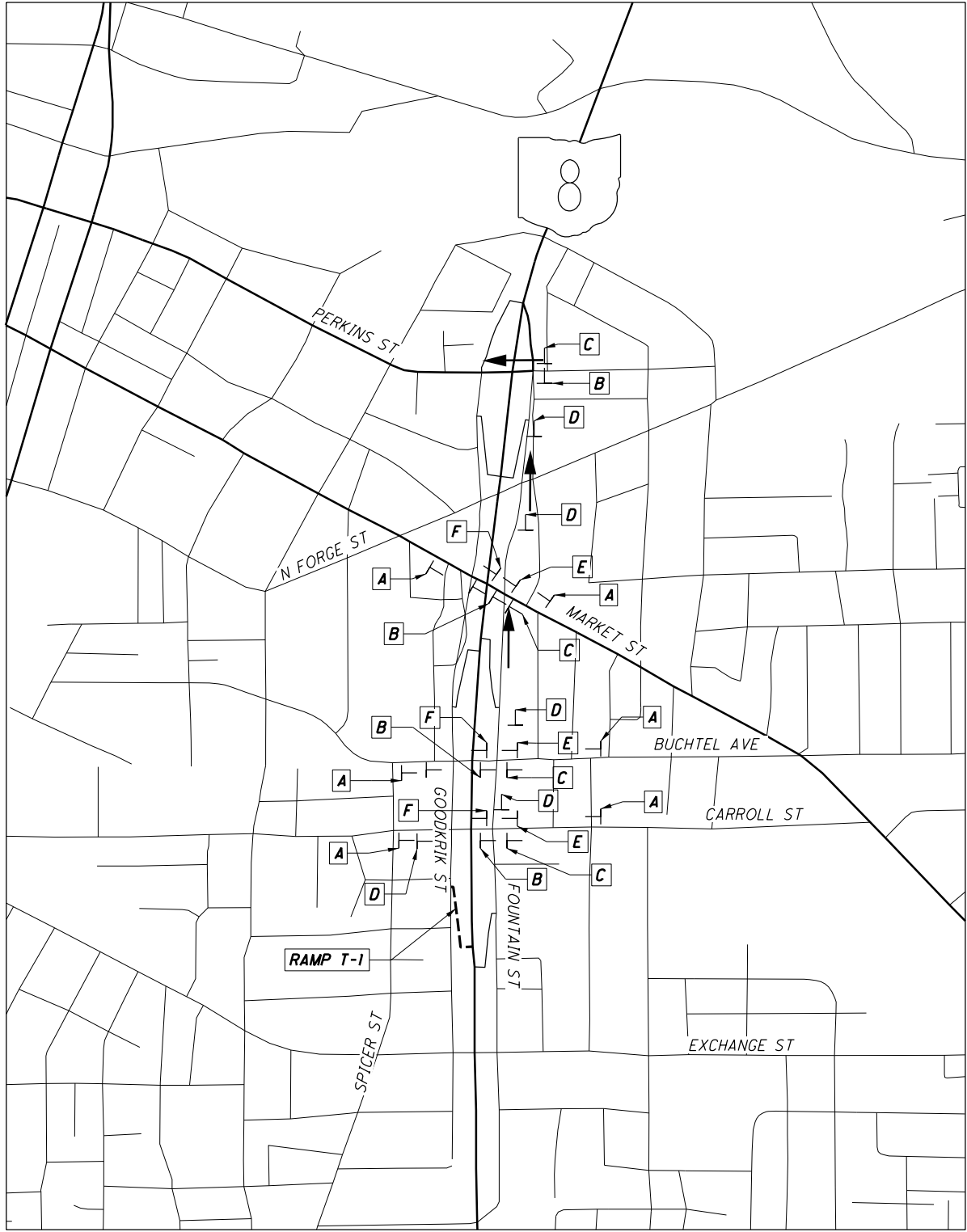
D

TO
M4-5-24
NORTH
M3-1-24
8
MI-5-24-2
➔
M6-1-21

E

TO
M4-5-24
NORTH
M3-1-24
8
MI-5-24-2
➔
M6-3-21

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DETOUR PLAN FOR RAMP T-1 (GOODKIRK ST TO SR-8 SOUTH)

----- CLOSE RAMP R PER SCD MT-101.60

➔ OFFICIAL DETOUR ROUTE RAMP T-1: CARROL ST / FOUNTAIN ST / PERKINS ST

A

RAMP
CLOSED
AHEAD

W20-3-48

B

TO
M4-5-24
SOUTH
M3-3-24

8

MI-5-24-2

↶

M5-1-21

C

TO
M4-5-24
SOUTH
M3-3-24

8

MI-5-24-2

↶

M6-1-21

D

TO
M4-5-24
SOUTH
M3-3-24

8

MI-5-24-2

↑

M6-3-21

E

TO
M4-5-24
SOUTH
M3-3-24

8

MI-5-24-2

↷

M5-1-21

F

TO
M4-5-24
SOUTH
M3-3-24

8

MI-5-24-2

➔

M6-1-21

17
20

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DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION , INCLUDING THE 2002 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL, EXCEPT AS NOTED ELSEWHERE IN THE PLANS.

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 CMS 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 WHICH HAVE BEEN VERIFIED IN THE FIELD.

SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:

842 DATED/REVISED 7/17/15

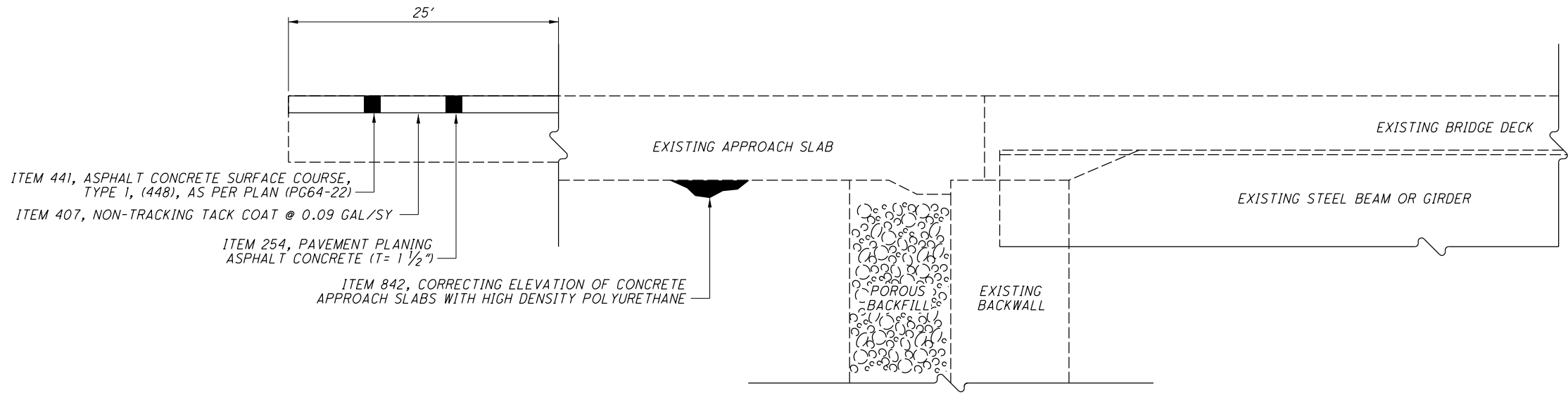
SUM-8-0064 (OVER BEACON ST & AB RAILROAD)
-RAISE ALL EXISTING APPROACH SLABS IN EACH DIRECTION APPROXIMATELY 2" OR UNTIL EVEN WITH EXISTING APPROACH PAVEMENT WITH HIGH DENSITY POLYURETHANE
-RESURFACE 100FT OF APPROACH PAVEMENT ON ALL NORTH AND SOUTH BOUND LANES

SUM-8-0086 (OVER EAST EXCHANGE ST)
-RAISE ALL EXISTING APPROACH SLABS IN EACH DIRECTION APPROXIMATELY 2" OR UNTIL EVEN WITH EXISTING APPROACH PAVEMENT WITH HIGH DENSITY POLYURETHANE
-RESURFACE 100FT OF APPROACH PAVEMENT ON ALL NORTH AND SOUTH BOUND LANES

SUM-271-1186R (I-271 NB OVER SR 8)
- RAISE EXISITING APPROACH SLABS AT BOTH APPROACHES APPROXIMATELY 2" OR UNTIL EVEN WITH EXISTING APPROACH PAVEMENT WITH HIGH DENSITY POLYURETHANE
-REPAIR BOTH APPROACH SLAB THAT HAVE SETTLED WITH HIGH DENSITY POLYURETHANE
-RESURFACE 100FT OF APPROACH PAVEMENT

19
20

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SUM-8-0064, SUM-8-0086, SUM-271-1189L, SUM-271-1186R

APPROACH SHOWN,
TRAILING SIMILAR

NOTE: ON STRUCTURES SUM-8-0064, AND SUM-8-0086
ITEM 842, CORRECTING ELEVATION OF CONCRETE APPROACH
SLABS WITH HIGH DENSITY POLYURETHANE SHALL ONLY BE USED
ON THE NORTHBOUND FORWARD APPROACH SLABS

BRIDGE NUMBER	APPROACH SLABS											APPROACH PAVEMENT										
	LENGTH (APPROACH SLABS)	APPROACH SLAB WIDTH	DECK AREA	APPROACH (FORWARD / REAR)	842							LENGTH (APPROACH PAVEMENT)	APPROACH PAVEMENT WIDTH	APPROACH PAVEMENT AREA	APPROACH (FORWARD / REAR)	254	SPECIAL	441				
					CORRECTING ELEVATION OF CONCRETE APPROACH SLABS WITH HIGH DENSITY POLYURETHANE											PAVEMENT PLANING, ASPHALT CONCRETE (T= 1 1/2")	TACK COAT, TRACKLESS TACK, INTERMEDIATE COURSE @0.09 GAL/SY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN(PG64-22) (T= 1 1/2")				
	FT	FT	SQ YD		LB							FT	FT	SQ YD		SY	GAL	CY				
SUM-8-0064	25.00	VARIES	1699.00	NB FWD	2378.60							100.00	64.25	713.89	NB FWD	713.89	64.25	29.75				
SUM-8-0064	25.00	VARIES	1475.00	NB REAR	2065.00							100.00	64.25	713.89	NB REAR	713.89	64.25	29.75				
SUM-8-0064	25.00	VARIES	1342.00	SB FWD	1878.80							100.00	54.25	602.78	SB FWD	602.78	54.25	25.12				
SUM-8-0064	25.00	VARIES	1364.00	SB REAR	1909.60							100.00	54.25	602.78	SB REAR	602.78	54.25	25.12				
SUM-8-0086	25.00	VARIES	1431.00	NB FWD	2003.40							100.00	64.25	713.89	NB FWD	713.89	64.25	29.75				
SUM-8-0086	25.00	VARIES	1312.00	NB REAR	1836.80							100.00	64.25	713.89	NB REAR	713.89	64.25	29.75				
SUM-8-0086	25.00	VARIES	1348.00	SB FWD	1887.20							100.00	54.25	602.78	SB FWD	602.78	54.25	25.12				
SUM-8-0086	25.00	VARIES	1286.00	SB REAR	1800.40							100.00	54.25	602.78	SB REAR	602.78	54.25	25.12				
SUM-271-1186R	25.00	VARIES	2741.00	FWD	3837.40							100.00	85.00	944.44	FWD	944.44	85.00	39.35				
SUM-271-1186R	25.00	VARIES	2600.00	REAR	3640.00							100.00	91.00	1011.11	REAR	1011.11	91.00	42.13				

DESIGN AGENCY
ODO-DISTRICT 4
PLANNING AND ENGINEERING

DATE
12/12/17
STRUCTURE FILE NUMBER

REVIEWED
MAC
STRUCTURE FILE NUMBER

DRAWN
CNC
REVISED
CNC

DESIGNED
CNC
CHECKED
MAC

STRUCTURE DETAILS
SUM-8-0064, SUM-8-0086,
SUM-271-1186R

D04-SP-FY2018
(WEST)
PID No. 104757

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