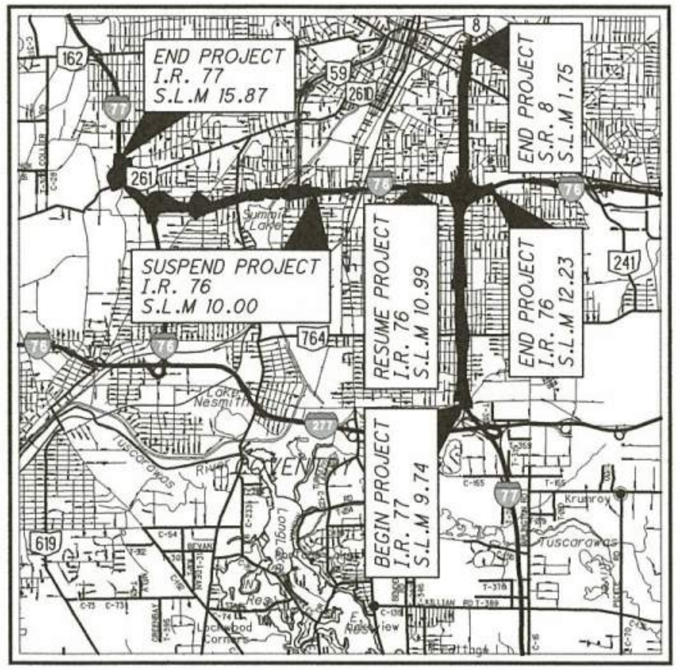
pw:\\VANVAOIPWINT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\MOT\Sheets\BU-07\102329_GTBU7001.dgn Sheet 11/23/2021 2:19:57 PM apilipchuk




## LOCATION MAP

LATITUDE: 41° 03′ 43″ LONGITUDE: 81° 30′ 17″

SCALE IN MILES

0 1 2 3 4

N

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

## DESIGN DESIGNATION

ROADWAY PLANS: SEE BU-29, 34, AND 33B

NHS PROJECT ____ YES

## DESIGN EXCEPTIONS

N/A

# STATE OF OHIO

# DEPARTMENT OF TRANSPORTATION

# SUM-76-8.24
# SUM-77-9.74
# SUM-8-0.00

## CITY OF AKRON

## SUMMIT COUNTY

### INDEX OF SHEETS:


TITLE SHEET 1
MOT NOTES 2-9
DETOUR PLANS 10-19
MAINTENANCE OF TRAFFIC 20-65A, 65B, 65C-122


Released for Construction
Thomas J Powell, PE
12/01/2021

**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| 1 | 11/23/21 | SHEETS ADDED |

## PROJECT DESCRIPTION

THE AKRON CENTRAL INTERCHANGE PROJECT (PID 102329) INCLUDES RECONSTRUCTION OF IR-76 EB/WB PAVEMENT FROM SLM 11.05 (IR-76) TO SLM (IR-76) FOR APPROX. 1.16 MILES OF MAINLINE WORK. THIS PROJECT ALSO INCLUDES REPLACEMENT OF TWO FREEWAY STRUCTURES (RAMP N AND RAMP Q) ON NEW ALIGNMENTS, WIDENING OF TWO EXISTING BRIDGES (IR-76 EB OVER BROWN STREET AND IR-76 WB OVER INMAN STREET), CONSTRUCTION OF A NEW PEDESTRIAN/MULTI-USE OVERPASS SPANNING SR-8, AND CONSTRUCTION OF NOISE BARRIERS AT THE PERIMETER OF THE INTERCHANGE. PORTIONS OF SR-8, LANE O AND LANE S ARE TO BE RESURFACED. THE EXISTING IR-76 WB TO INMAN STREET AND IR-77 SB TO LOVERS LANE WILL BE REMOVED PERMANENTLY, AS WELL AS THE EXISTING LAFOLLETTE STREET BRIDGE OVER SR-8 (SUM-77-1184).

## BUILDABLE UNIT 7 DESCRIPTION

THIS BUILDABLE UNIT COVERS THE CONSTRUCTION OF THE NORTH AND SOUTHBOUND DIRECTIONS OF IR 77 FROM E WATERLOO RD TO LAFOLLETTE ST, THE NORTHBOUND DIRECTION OF SR 8 FROM LAFOLLETTE ST TO JOHNSTON ST, THE INNER NORTHBOUND DIRECTION OF SR 8 FROM JOHNSTON ST TO BEACON ST, THE SOUTHBOUND DIRECTION OF SR 8 FROM LAFOLLETTE ST TO BEACON ST, RAMP S-1, AND A PORTION OF FOUNTAIN ST.

## 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.

**UNDERGROUND UTILITIES**
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non-members must be called directly)

PLAN PREPARED BY:
AMERICAN STRUCTUREPOINT INC.
2550 CORPORATE EXCHANGE DR, STE 300
COLUMBUS, OH 43231
TEL 614.901.2235 FAX 614.901.2236
www.structurepoint.com

ENGINEERS SEAL:
STATE OF OHIO MICHAEL W. RAUBENOLT E-69363 REGISTERED PROFESSIONAL ENGINEER
SIGNED:
DATE: 11/23/21

| STANDARD CONSTRUCTION DRAWINGS | | | | | | | SUPPLEMENTAL SPECIFICATIONS | | SPECIAL PROVISIONS |
|---|---|---|---|---|---|---|---|---|---|
| MT-95.40 | 1/17/20 | MT-101.80 | 1/17/20 | | | | 800-2019 | 10/16/20 | |
| MT-95.50 | 7/21/17 | MT-101.90 | 7/17/20 | | | | 821 | 4/20/12 | |
| MT-95.70 | 1/17/20 | MT-102.10 | 1/17/20 | | | | 829 | 1/20/17 | |
| MT-95.72 | 1/17/20 | MT-103.10 | 1/19/18 | | | | 831 | 10/21/16 | |
| MT-95.73 | 1/17/20 | MT-105.10 | 1/17/20 | | | | 839 | 1/17/20 | |
| MT-98.10 | 1/17/20 | | | | | | | | |
| MT-98.11 | 1/17/20 | DM-1.3 | 7/18/14 | | | | | | |
| MT-98.21 | 1/17/20 | | | | | | | | |
| MT-98.29 | 1/17/20 | | | | | | | | |
| MT-99.30 | 1/17/20 | | | | | | | | |
| MT-99.50 | 1/17/20 | | | | | | | | |
| MT-99.60 | 7/15/16 | | | | | | | | |
| MT-100.00 | 1/15/16 | | | | | | | | |
| MT-101.60 | 1/17/20 | | | | | | | | |
| MT-101.70 | 1/17/20 | | | | | | | | |
| MT-101.75 | 1/17/20 | | | | | | | | |

ruhlin S&S SHELLY & SANDS

**BU-07**

**MOT**

**I-77 Waterloo Rd to SR 8 Caroll St**

**RFC PLANS**
**NOVEMBER 04, 2021**

2025-09-02 - BU-07 - MOT DRAWINGS

FEDERAL PROJECT NO. E180(428)

PID NO. 102329

CONSTRUCTION PROJECT NO. 21-3000

RAILROAD INVOLVEMENT NONE

SUM-76/77/8-8.24/9.74/0.00

Released for Construction
Thomas J Powell, PE
11/08/2021

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|
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CALCULATED FGW CHECKED AVP

## ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF TWO LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 502 STRUCTURE FOR MAINTAINING TRAFFIC, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614.

A MINIMUM OF TWO LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $3,000 PER HOUR FOR EACH HOUR THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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

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

CHRISTMAS
NEW YEARS
MEMORIAL DAY
EASTER
FOURTH OF JULY
LABOR DAY
THANKSGIVING

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 FOR 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 PER THE LANE VALUE CONTRACT.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED

## ITEM 614, MAINTAINING TRAFFIC (CONT'D)

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

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

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

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

## ITEM 614 - MAINTENANCE OF TRAFFIC (RESTRICTIONS)

ALL EXISTING LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS PERMITTED BY THE PERMITTED LANE CLOSURE TIMES NOTE AND THE MOTEC/PIAC APPROVED CLOSURES NOTE, BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC CLASS A.

THE FOLLOWING CRITERIA SHALL BE USED IN DEVELOPMENT OF MAINTENANCE OF TRAFFIC PLANS FOR ALL ROADWAYS WITHIN THE PROJECT LIMITS:

MINIMUM LANE WIDTH: 11 FEET*
MINIMUM BARRIER/CURB OFFSET: 2 FOOT*
MINIMUM EDGE OF PAVEMENT OFFSET: 2 FEET

*THE MINIMUM BARRIER/CURB OFFSET MAY BE REDUCED TO 1 FOOT AND LANE WIDTH REDUCED TO 10 FEET WHEN NECESSARY IN SPOT LOCATIONS. SPOT LOCATIONS INCLUDE ON BRIDGE DECKS, ON APPROACH SLABS, BETWEEN BRIDGE PIERS AND ROADWAY SECTIONS WHERE TEMPORARY SLIVER FILLS COULD BE AVOIDED BY SAID ALLOWANCE. STANDARD TAPER RATES SHALL APPLY IN THE SHOULDER TRANSITION FROM 2 FOOT TO 1 FOOT; AND VICEVERSA.

BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAME AND TELEPHONE NUMBER OF THE WORKSITE TRAFFIC SUPERVISOR(S) WHO CAN BE CONTACTED 24 HOURS A DAY BY THE OHIO DEPT. OF TRANSPORTATION AND ALL INTERESTED POLICE AGENCIES.

## 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.

| NOTICE OF OFFICE OF COMMUNICATION 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 BUSINESS 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 CLOSURE |

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

## DETOUR NOTIFICATION CITY OF AKRON/SUMMIT COUNTY

THE CONTRACTOR SHALL ADVISE THE ODOT DISTRICT OFFICE (330-786-3148) AND COUNTY/CITY 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.

## WORK ZONE EGRESS WARNING SYSTEM

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE EGRESS WARNING SYSTEM (WZEWS) AS PER SUPPLEMENTAL SPECIFICATION 829.

THE PROBABLE INITIAL LOCATIONS OF THE WZEWS DEVICES ARE SHOWN IN THE PLAN. IT IS EXPECTED THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, AND MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

## ITS MESSAGE BOARDS

THE EXISTING ITS MESSAGE BOARDS IN THE VICINITY OF THE PROJECT WILL BE UTILIZED WHEN AVAILABLE TO PROVIDE SUPPLEMENTAL INFORMATION TO THE TRAVELING PUBLIC. THE CONTRACTOR WILL NOTIFY THE PROJECT ENGINEER ONE (1) WEEK IN ADVANCE OF ANY PHASE CHANGE ON SUM-76/77/8-8.42/9.47/0.00. THE PROJECT ENGINEER WILL COORDINATE WITH THE PROJECT ENGINEER TO GET THE ITS MESSAGE BOARDS ADJUSTED.

## ITEM 614 WORK ZONE PAVEMENT MARKINGS, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF 614.11, ALL CLASS 1 EDGE LINES, LANE LINES, CENTER LINES AND DOTTED LINES SHALL BE 6 INCHES WIDE AND CHANNELIZING MARKINGS SHALL BE 12 INCHES WIDE. THE APPLICATION RATES FOR THE 6 INCH LINES SHALL BE 1.5 TIMES THE RATES SPECIFIED FOR 4 INCH LINES IN TABLE 614.11-1.

## ITEM 614 WORK ZONE PAVEMENT MARKINGS, SPRAY THERMOPLASTIC, AS PER PLAN

THE CONTRACTOR SHALL PLACE THE WORK ZONE PAVEMENT MARKINGS, SPRAY THERMOPLASTIC, AS PER PLAN PER ODOT SPECIFICATION 614.11 AND ODOT SPECIFICATION 648 WITH THE EXCEPTION ODOT SPECIFICATION 648.05 SHALL BE MODIFIED TO ALLOW PLACEMENT OF THE MATERIAL AT A TEMPERATURE OF NOT LESS THAN 35 DEGREES FAHRENHEIT.

## DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL AND ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

## DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER.

## COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR SHALL BE ADVISED THAT PROJECTS SUM-77/277/US224 VARIOUS (PID 106002), SUM-8-1.75 (PID 91710), D04 ITS MAINT FY 2021 (PID 113833), AND SUM-77-15.87 (PID 88937) 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.

# MAINTENANCE OF TRAFFIC NOTES

2025-09-02 - BU-07 - MOT DRAWINGS

SUM-76/77/8-8.24/9.74/0.00



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Released for Construction
Thomas J Powell, PE
11/08/2021

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
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CALCULATED FGW CHECKED AVP

**BRIDGE PAINTING EQUIPMENT ON SHOULDERS**

IF BRIDGE PAINTING EQUIPMENT IS TO REMAIN ON THE SHOULDERS WHEN THE CONTRACTOR IS NOT WORKING, IT SHALL BE PLACED BEHIND PORTABLE CONCRETE BARRIER (PCB) AND A WORK ZONE IMPACT ATTENUATOR (WZIA) SHALL PROTECT THE LEADING BLUNT END OF THE PCB (SEE OMUTCD, FIGURE 6H-5 "SHOULDER CLOSURE ON FREEWAY" (TYPICAL APPLICATION 5)).

**ADVANCED NOTICE TO PAVE**

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE DISTRICT CONSTRUCTION ENGINEER A DETAILED SCHEDULE 15 DAYS PRIOR TO THE PLACEMENT OF THE OVERLAY COURSES, ON HOW THEY PROPOSE TO PROSECUTE THE PAVING OPERATIONS. THE DETAILS SHALL SHOW THE ORDER OF PERFORMANCE OF EACH STAGE (START TO FINISH) OF THE WORK INCLUDING THE MAINTENANCE OF TRAFFIC THAT WILL BE USED.

**ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF 615

ON THIS PROJECT THE CLASS A PAVEMENT FOR MAINTAINING TRAFFIC SHALL BE 18 FEET WIDE AND THE ROADWAY WIDTH SHALL NOT BE LESS THAN 22 FEET OUT TO OUT OF SHOULDERS. THE EXISTING PAVEMENT/SHOULDER SHALL BE SAWCUT AS PER 203.04(E).

UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL REMOVE THE PAVEMENT FOR MAINTAINING TRAFFIC INCLUDING ANY TEMPORARY DRAINAGE FACILITIES. THE AFFECTED EXISTING EARTH MEDIAN AND PAVED SHOULDERS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AS DIRECTED BY THE ENGINEER AND AS PER 615.08.

PAVEMENT FOR MAINTAINING TRAFFIC SHALL NOT BE OPENED TO TRAFFIC UNTIL ALL WORK ZONE TRAFFIC CONTROL DEVICES, SIGNS, PAVEMENT MARKINGS AND PORTABLE CONCRETE BARRIERS HAVE BEEN ERECTED AND APPROVED BY THE ENGINEER.

**ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 1**
**ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2**
**ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 3**
**ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 4**

THIS ITEM SHALL BE UTILIZED FOR THE PAVEMENT REPAIRS NEEDED DURING THIS CONSTRUCTION PROCESS. ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER. IT IS LIKELY THAT REPAIRS WILL BE NEEDED PRIOR TO EACH PHASE SWITCH. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE AS WELL AS ALL LONGITUDINAL SLOPES. THE TYPE OF REPAIR SHALL BE DETERMINED BY THE PROJECT ENGINEER. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED FOR MAINTENANCE OF TRAFFIC FOR PAVEMENT REPAIRS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

TYPE 1 - IS TO BE USED WHEN YOU NEED TO MILL & FILL AN AREA OF VARYING LENGTH AND HAVE AN AVERAGE WIDTH OF NOT LESS THAN 2 FEET.

TYPE 2 - IS TO BE USED FOR FIXING THE LONGITUDINAL JOINT ISSUES OF VARYING LENGTH AND HAVE A CONSISTENT WIDTH OF 2 FEET.

TYPE 3 - IS TO BE USED FOR DEEPER REPAIRS (POTHOLES) OF VARYING LENGTH AND WILL HAVE AN AVERAGE WIDTH OF NOT LESS THAN 4 FEET.

TYPE 4 - IS TO BE USED FOR COMPOSITE PAVEMENT REPAIRS OF VARYING LENGTH AND WILL HAVE AN AVERAGE WIDTH OF NOT LESS THAN 3 FEET.

**WET REFLECTIVE (WR) WORK ZONE PAVEMENT MARKINGS**

ALL CLASS I WORK ZONE PAVEMENT MARKINGS ON INTERSTATES AND MULTILANE HIGHWAYS EXPECTED TO BE IN PLACE LONGER THAN 14 DAYS SHOULD BE SPECIFIED AS WET REFLECTIVE BY REFERENCING EITHER WORK ZONE MARKING MATERIAL TYPE 807 (WET REFLECTIVE LIQUID APPLIED BINDER) OR 873 (WET REFLECTIVE REMOVABLE TAPE).

TO AVOID SCARRING ON THE FINAL SURFACE COURSE, WET REFLECTIVE REMOVABLE TAPE SHOULD BE SELECTED WHEN REMOVAL OF THE TEMPORARY MARKING FROM THE FINAL SURFACE COURSE IS NECESSARY PRIOR TO INSTALLATION OF THE PERMANENT MARKING.

IF THE WORK ZONE MARKING ON THE FINAL SURFACE COURSE IS IN THE LOCATION OF THE FINAL PERMANENT PAVEMENT MARKING AND THE FINAL PERMANENT PAVEMENT MARKING WILL BE A RECESSED MARKING, THE WORK ZONE MARKING DOES NOT NEED TO BE REMOVED PRIOR TO INSTALLATION OF THE PERMANENT MARKING.

**ITEM 614 MAINTAINING TRAFFIC MISC.: BRIDGE DECK AND PAVEMENT PATCHING**

THIS WORK WILL BE AS DIRECTED BY THE ENGINEER AND WILL INCLUDE ALL ASSOCIATED MOT COSTS WITH THE ACTIVITY. THE FIXED AMOUNT SHOWN IN THE PROPOSAL IS INCLUDED (AS ANY OTHER BID ITEMS) IN THE TOTAL BID AMOUNT. THIS FIXED AMOUNT IS THE DEPARTMENT'S ESTIMATE OF THE TOTAL COST OF BRIDGE DECK AND PAVEMENT PATCHING WORK REQUIRED TO BE PERFORMED WITHIN THE WORK LIMITS AS DIRECTED BY THE ENGINEER. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM. FORCE ACCOUNT RECORDS SHALL BE KEPT TO TRACK AND ULTIMATELY DETERMINE THE AMOUNT OF THE PAY ITEM USED. THE WORK ITEM SHALL INCLUDE ALL WORK, AS DIRECTED BY THE ENGINEER, NEEDED TO RE-ESTABLISH A REASONABLY SAFE AND PASSABLE CONDITION OF THE DECK AND/OR PAVEMENT FOR THE DURATION OF THE REQUIRED UPCOMING MOT PHASES. THE CONTRACTOR SHALL MEET WITH THE ENGINEER TO ESTABLISH THE WORK AFTER EXECUTION OF THE CONTRACT. THE CONTRACTOR'S PROPOSED PHASING AND PHASING DURATIONS WILL ASSIST THE ENGINEER IN DETERMINING THE EXTENT OF THE WORK. THIS WORK IS ONLY INTENDED TO ESTABLISH A SAFE AND DRIVABLE CONDITION FOR THE DURATION OF THE PROJECT. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITIES OF 614.02B.

**PORTABLE BARRIER PLACEMENT**

DURING THE PLACEMENT OF THE PORTABLE BARRIER, TRAFFIC WILL BE PROHIBITED FROM OCCUPYING THE TRAVEL LANE ADJACENT TO THE BARRIER. THE BARRIER WILL BE PLACED AT NIGHT PER THE WORK HOUR RESTRICTION NOTE AND IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE MAP. THE CLOSURE OF THE ADJACENT LANE WILL BE PER THE STANDARD DRAWING MT-95.30.

THE CONTRACTOR WILL SUBMIT A PLAN TO THE ENGINEER FOR APPROVAL SEVEN (7) DAYS IN ADVANCE OF THE PLANNED LANE CLOSURE. WORK WILL NOT BEGIN UNTIL APPROVAL OF THE PLANS HAS BEEN GRANTED.

**SPECIAL - WORK ZONE GUARDRAIL**

THIS WORK AND MATERIALS SHALL COMPLY WITH ITEM 606 FOR PERMANENT GUARDRAIL, EXCEPT THAT USED TYPE 5 RAILS AND POSTS MAY BE USED IF IN GOOD CONDITION AND APPROVED BY THE ENGINEER. FOR EXISTING GUARDRAIL RUNS WHICH REQUIRE AN EXTENSION, THE EXISTING END TERMINAL ASSEMBLY SHALL BE REMOVED AND RESET TO THE NEW LOCATIONS, AS SHOWN ON THE PLANS. NEW RUNS, FOR BRIDGE PARAPET PROTECTION SHALL HAVE THE APPROPRIATE BRIDGE TERMINAL ASSEMBLIES INSTALLED. UPON COMPLETION OF THE PHASE WHICH REQUIRES THE TEMPORARY GUARDRAIL, ALL WORK ZONE GUARDRAIL SHALL BE REMOVED AND THE POST HOLES BACKFILLED (UNLESS PERMANENT GRADING TO BE PERFORMED LATER WOULD REPAIR THE HOLES), ALL TERMINAL ASSEMBLIES REMOVED, AND END TERMINAL ASSEMBLIES RESET TO THEIR ORIGINAL LOCATION.

**DRUM REQUIREMENTS**

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

**ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN**

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

**DELINEATION OF PORTABLE AND PERMANENT BARRIER**

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL AND ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND CONCRETE PERMANENT BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS AND ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

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**ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)**

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

**ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR HAZARDS OVER 24" AND LESS THAN 36" WIDE (UNIDIRECTIONAL OR BIDIRECTIONAL)**

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

**FLOODLIGHTING**

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

**ITEM 611 - 12", SLOTTED DRAIN, TYPE 2**

THIS ITEM SHALL CONSIST OF 12 INCH DIAMETER SLOTTED DRAIN ALUMINUM COATED STEEL CONDUIT 707.01 WITH 6 INCH TRAPEZOIDAL GALVANIZED SOLID BAR GRATE AS APPROVED BY THE ENGINEER.

**ITEM 614 - WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN**

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.

RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621, EXCEPT FOR RAISED PAVEMENT MARKERS ON PERMANENT CONCRETE SURFACES. SEE ITEM 614 - WORK ZONE RAISED PAVEMENT MARKERS ON PERMANENT CONCRETE SURFACES NOTE BELOW.

RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15 THROUGH APRIL 1.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08.

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED TO THE ENTIRE PROJECT. PRIOR TO APPLICATION OF THE SURFACE COURSE ON THE PROJECT, THE EXISTING PAVEMENT WITHIN THE TRANSITION AREA SHALL BE REMOVED TO A DEPTH NECESSARY TO REACH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PAVEMENT, AS DETERMINED BY THE ENGINEER.

**ITEM 614 - WORK ZONE RAISED PAVEMENT MARKERS ON PERMANENT CONCRETE SURFACES**

RAISED PAVEMENT MARKERS IN WORK ZONES, INSTALLED ON PERMANENT CONCRETE SURFACES, SHALL BE ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS. WZRPMS ARE INTENDED FOR USE ONLY DURING THE NON-SNOW-PLOWING SEASON. WZRPMS SHALL NOT BE PROVIDED DURING THE SNOW-PLOWING SEASON.

THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15 THROUGH APRIL 1.

WHERE A TEMPORARY ALIGNMENT WILL REMAIN IN USE THROUGH THE WINTER, THE WZRPMS SHALL BE REMOVED PRIOR TO THE BEGINNING OF THE SNOW-PLOWING SEASON AND REPLACED APPROXIMATELY APRIL 1, OR AS OTHERWISE DETERMINED BY THE ENGINEER.

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

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

DURING 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).

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

FOR LANE CLOSURES: 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).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
- -ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
- -AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
- -AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:
- -THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
- -THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR

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

- -OTHER LOCATION AS APPROVED BY THE ENGINEER. THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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 PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

**CONCRETE MEDIAN BARRIER REPLACEMENT**

REMOVING, GRADING AND INSTALLING THE REPLACEMENT BARRIER IN A CONTINUOUS OPERATION SHALL BE LIMITED TO 250 LINEAR FEET AND SHALL AT ALL TIMES BE SUBJECT TO THE APPROVAL OF THE ENGINEER. THE ENGINEER SHALL BE SATISFIED THAT ALL INSTALLATIONS WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

**EARTHWORK FOR MAINTAINING TRAFFIC**

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED.

# MAINTENANCE OF TRAFFIC NOTES

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## SPECIAL, MAINTAIN EXISTING LIGHTING

EXISTING ROADWAYS WHICH ARE TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION OF THIS PROJECT AND WHICH ARE LIGHTED SHALL HAVE THE LIGHTING MAINTAINED AS DESCRIBED HEREIN.

BEFORE ANY WORK IS STARTED IN THE IMMEDIATE VICINITY OF THE EXISTING LIGHTING CIRCUITS, REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR SHALL MAKE A VISUAL INSPECTION OF THE EXISTING ROADWAY LIGHTING CIRCUITS TO BE MAINTAINED. DURING THIS INSPECTION, A WRITTEN RECORD OF THE CONDITION OF EXISTING LIGHTING SHALL BE MADE BY ODOT'S REPRESENTATIVE. THIS WRITTEN REPORT SHALL NOTE INDIVIDUAL LUMINAIRES WHICH ARE NOT IN WORKING ORDER, INDIVIDUAL POLES WHICH ARE NOT STANDING, AND INDIVIDUAL CIRCUITS WHICH ARE NOT IN WORKING ORDER. THE COMPLETED REPORT SHALL BE SIGNED BY THE REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR.

IF, AS A RESULT OF THIS INSPECTION, IT IS DETERMINED THAT THE CONDITION OF THE EXISTING SYSTEM IS BELOW THAT REQUIRED FOR THE SAFETY OF THE TRAVELING PUBLIC, THEN THE MAINTAINING AGENCY SHALL MAKE THE REPAIRS NECESSARY TO RETURN THE SYSTEM TO AN ACCEPTABLE CONDITION. FOLLOWING THESE REPAIRS, THE SYSTEM SHALL AGAIN BE INSPECTED AND A REPORT SHALL BE MADE AND SIGNED AS OUTLINED HEREIN.

WHEN THE EXISTING SYSTEM IS IN AN ACCEPTABLE CONDITION, IT SHALL BE TURNED OVER TO THE CONTRACTOR WHO SHALL THEN BE REQUIRED TO MAINTAIN THE EXISTING LIGHTING TO THE CONDITION OUTLINED IN THIS REPORT WITH THE EXCEPTION OF KNOCKDOWNS DUE TO TRAFFIC ACCIDENTS.

REPLACEMENT OF KNOCKED DOWNED UNITS SHALL BE DONE ONLY WHEN THE ENGINEER HAS DETERMINED THAT THE REPLACEMENT OF THE KNOCKED DOWN UNIT IS NECESSARY AND SHALL BE PAID SEPARATELY ON A UNIT BASIS.

BETTERMENTS SHALL BE COVERED IN ITEMS OF WORK PERTAINING TO THE CONSTRUCTION OF PERMANENT IMPROVEMENT.

WHEN THE SEQUENCE OF CONSTRUCTION ACTIVITIES REQUIRES, OR SHOULD THE CONTRACTOR DESIRE, THE REMOVAL OF THE EXISTING LIGHTING BEFORE THE NEW LIGHTING IS OPERATIONAL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY LIGHTING OF THIS PORTION OF THE ROADWAY.

PRIOR TO INSTALLING SUCH LIGHTING, THE CONTRACTOR SHALL PREPARE AND SUBMIT FOUR SETS OF THE TEMPORARY LIGHTING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.

THIS PLAN SHALL SHOW LOCATIONS OF POLES, LENGTHS OF BRACKET ARMS, STYLES OF LUMINAIRES, MOUNTING HEIGHTS, WIRING METHODS AND OTHER PERTINENT INFORMATION. THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 1.2 FOOTCANDLES WITH AN AVERAGE TO MINIMUM UNIFORMITY NOT TO EXCEED 3:1. MOUNTING HEIGHT OF TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 30 FEET, AND THE MINIMUM OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20 FEET. TEMPORARY OVERHEAD CONSTRUCTION SHALL NOT BE LESS THAN GRADE "B" FOR STRENGTH REQUIREMENTS AS DEFINED BY THE NATIONAL ELECTRIC SAFETY CODE. WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA. IF BREAKAWAY POLES ARE USED TO MEET THESE CRITERIA, THEN UNDERGROUND WIRING SHALL

## SPECIAL, MAINTAIN EXISTING LIGHTING (CONT'D)

BE USED. RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING.

ALL MATERIALS NECESSARY TO COMPLETE THE TEMPORARY LIGHTING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. WHEN NO LONGER NEEDED, THE TEMPORARY LIGHTING INSTALLATION SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

THE MAINTAINING AGENCY WILL PAY FOR ELECTRICAL ENERGY CONSUMED BY EXISTING POWER SERVICES AND BY PROPOSED PERMANENT POWER SERVICES AFTER ACCEPTANCE OF THE LIGHTING WORK. THE CONTRACTOR WILL PAY FOR ELECTRICAL ENERGY, INSTALLATION, REMOVAL AND MAINTENANCE OF ANY TEMPORARY POWER SERVICES.

## ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

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

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN IN THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

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

## ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT'D)

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

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

## EXTRA ADVANCE WARNING SIGNS

AN EXTRA ADVANCE WARNING SIGN GROUP CONSISTS OF TWO W20-1 (ROAD WORK AHEAD) SIGNS, TWO W20-5 (RIGHT/LEFT LANE CLOSED AHEAD) SIGNS WITH W16-3A DISTANCE PLATES, AND TWO W3-H7 (WATCH FOR STOPPED TRAFFIC) SIGNS AND REQUIRED WARNING LIGHTS.

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND REMOVE EXTRA ADVANCE WARNING SIGN GROUPS AS SHOWN ON TRAFFIC SCD MT-95.50 AT THE LOCATIONS SHOWN IN THE PLANS IN ADVANCE OF THE LANE TAPERS WITH THE APPROPRIATE W16-3A DISTANCE PLATES.

## ADVANCE WORK ZONE INFORMATION

ADVANCE WORK ZONE INFORMATION SIGNS, AS USED IN THIS NOTE, ARE FIXED MESSAGE TYPES. THE SIGNS ARE TO BE LOCATED AT EXTREME DISTANCE FROM THE WORK AREA, AS SHOWN IN THE PLANS.

THE SIGNS SHALL BE BLACK ON ORANGE (INCLUDING A BLACK BORDER). THE LAYOUT SHALL BE IN CONFORMANCE WITH TEM CHAPTER 211.

WHEN REGULATORY INFORMATION IS PROVIDED, IT SHALL BE DISPLAYED SEPARATELY AS A STANDARD BLACK-ON-WHITE SIGN. MIXING OF BLACK-ON-WHITE REGULATORY INFORMATION ON A BLACK-ON-ORANGE INFORMATION SIGN IS PROHIBITED.

IF THE MOTORIST IS BEING DETOURED OR IF AN ALTERNATE ROUTE IS PROVIDED, THE ROUTE SHOULD BE SIGNED WITH ASSEMBLIES CONSISTING OF THE APPROPRIATE BLACK-ON-ORANGE DETOUR OR ALT MARKER WITH A STANDARD ROUTE MARKER AND ARROW PLATE. IF MORE TARGET VALUE IS DESIRED, THIS TRAIL BLAZER INFORMATION MAY BE SHOWN ON AN ORANGE PANEL (OMUTCD SECTION 2D.32).

ROUTE SIGN ASSEMBLIES SHALL BE SIZED ACCORDING TO THE TYPE OF ROAD ON WHICH THEY ARE LOCATED IN ACCORDANCE WITH THE OMUTCD.

SUPPORTS FOR SIGN INSTALLATIONS SHALL CONFORM TO ALL EXISTING STANDARDS FOR PERMANENT SIGNS. THESE SIGNS SHOULD NOT BE ATTACHED TO EXISTING SUPPORTS.

WHERE THE PLANS CALL FOR AN OVERLAY TO COVER A PORTION OF AN EXISTING SIGN, THE OVERLAY SHALL BE BLACK-ON-ORANGE. LETTER SIZES SHOULD BE THE SAME AS ON THE EXISTING SIGNS. WHEN LANE ARROWS ARE TO BE COVERED, A BLANK OVERLAY SHOULD BE PLACED OVER EACH OF THE AFFECTED ARROWS. WHEN A RAMP IS BEING CLOSED, RATHER THAN USING A BLANK OVERLAY TO COVER THE ENTIRE SIGN, THE LEGEND "EXIT CLOSED" (W20-H15) SHOULD BE USED ON A DIAGONAL OVERLAY (LOWER LEFT TO UPPER RIGHT) ON THE SIGN. THE SIZE OF LETTERING ON OVERLAYS AND THE SIZE OF THE OVERLAY ARE INDICATED IN THE PLANS. THE MINIMUM LETTER SIZE FOR THE DIAGONAL "EXIT CLOSED" (W20-H15) OVERLAY SHALL BE 12" C.

## ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, OPERATING, MAINTAINING AND REMOVING A WORK ZONE LIGHTING SYSTEM FOR A SINGLE CROSSOVER, OR OVERLAPPING A PAIR OF CROSSOVERS. THE SYSTEM SHALL BE AS SHOWN ON TRAFFIC SCD MT-100.00. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 625 AND 725 EXCEPT: THE PERFORMANCE TEST OF 625.19F, AND CERTIFIED DRAWING REQUIREMENT OF 625.04, ARE WAIVED AND USED MATERIALS IN GOOD CONDITION ARE ACCEPTABLE.

POLES WHICH ARE NOT PROTECTED BY GUARDRAIL OR PORTABLE BARRIER SHALL BE LOCATED OUTSIDE THE CLEAR ZONE, AND SHOULD BE LOCATED AT LEAST 30 FEET (PREFERABLY 40 FEET) FROM THE EDGE OF PAVEMENT WHEN POSSIBLE.

ADDITIONAL POLE LINES, CABLES AND APPURTENANCES NECESSARY TO FURNISH POWER TO THE LIGHTING SYSTEM SHALL BE INCLUDED IN THIS ITEM. SERVICE POLES SHALL BE POSITIONED WITH THE SAME CONSTRAINTS AS THE LIGHTING POLES AS A MINIMUM.

# MAINTENANCE OF TRAFFIC NOTES

SUM-76/77/8-8.24/9.74/0.00



2025-09-02 - BU-07 - MOT DRAWINGS

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Thomas J Powell, PE
11/08/2021

## MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.

2. NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION. IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15

## MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION (CONT'D)

AND ANY SUBSEQUENT BILLINGS TO THE STATE OR THE CITY OF AKRON FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 2 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6 AM TO 9 AM AND 3 PM TO 6 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS, EXCEPT FOR THE FOLLOWING INTERSECTIONS WHICH SHALL BE PROTECTED BY OFF-DUTY CITY OF AKRON POLICE, HIRED BY THE CONTRACTOR:

SEE HAUL ROUTES REFERENCED IN CMOTP PLAN, BU-01.

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION;

2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;

3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;

4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;

5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

## TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.

2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.

3. PRIOR TO THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.

4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:
   A. COLLABORATE WITH ODOT AND SAFETY FORCES;
   B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND
   C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.

5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.

6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:
   A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:
      I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL
      II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN
      III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN

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## TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT (CONT'D)

   IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN
   V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN
   VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE
B. FOLLOWING AN INCIDENT/CRASH:
   I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
   II. RECOMMEND ROADWAY REPAIR NEEDS.
   III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
   IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

CALCULATED FGW
CHECKED AVP

# MAINTENANCE OF TRAFFIC NOTES

SUM-76/77/8-
8.24/9.74/0.00

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11/08/2021

## WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A CERTIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE CERTIFIED FROM ONE OF THE FOLLOWING ORGANIZATIONS:

1. AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA), PHONE NUMBER 1-800-272-8772, CERTIFIED TRAFFIC CONTROL SUPERVISOR (TCS).

2. THE OHIO CONTRACTORS ASSOCIATION, TRAFFIC CONTROL SUPERVISOR (OCA/TCS) WORK ZONE CLASS, ONLY IF TAKEN AFTER MAY 5, 2004, PHONE NUMBER 1-800 229-1388.

3. OHIO LABORERS' TRAINING, TRAFFIC CONTROL SUPERVISORS CLASS, PHONE NUMBER 1-740-599-7915.

A COPY OF EACH WTS'S CERTIFICATION AND 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY. EACH WTS SHALL HAVE A WTS CERTIFICATION CONTAINING THE DATE OF ISSUE AND SHALL BE FROM ANY OF THE APPROVED ORGANIZATIONS. AT THE TIME OF THE PRECONSTRUCTION CONFERENCE, THE WTS CERTIFICATION DATE OF ISSUE SHALL BE WITHIN THE 5 YEARS PRIOR TO THE ORIGINAL COMPLETION DATE OF THE PROJECT.

THE WTS POSITION HAS THE RESPONSIBILITY OF MONITORING TRAFFIC CONTROL DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS, AND BE ABLE TO BE ON SITE FOR ALL EMERGENCY TRAFFIC CONTROL NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND BE PREPARED TO EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TRAFFIC CONTROL DEVICES.

2. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TRAFFIC CONTROL MANAGEMENT IS DISCUSSED.

3. BE AVAILABLE FOR MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST OR WITHIN 36 HOURS.

4. COORDINATE A TRAFFIC INCIDENT MANAGEMENT MEETING EACH YEAR BEFORE CONSTRUCTION WORK BEGINS WITH ODOT AND THE SAFETY FORCES THAT WILL RESPOND TO INCIDENTS ON THE PROJECT. ITEMS TO BE DISCUSSED WILL BE THE:
   A. TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP);
   B. EMERGENCY RESPONSE AND NOTIFICATION;
   C. PROJECT WORK/PHASING CONCERNS (E.G., RAMP CLOSURES); AND
   D. RESPONDERS CONCERNS.

5. BE AWARE OF, AND COORDINATE IF NECESSARY, ALL TRAFFIC CONTROL OPERATIONS, INCLUDING THOSE OF SUBCONTRACTORS AND SUPPLIERS.

6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). A WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE THEY ARE ON THE PROJECT.

## WORKSITE TRAFFIC SUPERVISOR (CONT'D)

7. COORDINATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS WORK ZONE TRAFFIC CONTROL.

8. ENSURE COMPLIANCE WITH THE CONTRACT DOCUMENTS FOR SIGNS, BARRICADES, TEMPORARY CONCRETE BARRIER, PAVEMENT MARKINGS, PORTABLE MESSAGE SIGNS, AND OTHER TRAFFIC CONTROL DEVICES ON A DAILY BASIS; AND FACILITATE ANY CORRECTIVE ACTION NECESSARY.

9. NOTIFY THE CONTRACTOR OF THE NEED FOR CLEANING AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES, INCLUDING THE COVERING AND REMOVAL OF INAPPLICABLE SIGNS.

10. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TRAFFIC CONTROL DEVICES AND/OR TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK).IN ADDITION, A WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:

   A. INITIAL TRAFFIC CONTROL SETUP (DAY AND NIGHT REVIEW).
   B. DAILY TRAFFIC CONTROL SETUP AND REMOVAL.
   C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TRAFFIC CONTROL SETUP.
   D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA.
   E. REMOVAL OF TRAFFIC CONTROL DEVICES AT THE END OF A PHASE OR PROJECT.
   F. ALL OTHER EMERGENCY TRAFFIC CONTROL NEEDS.

11. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN #10 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TRAFFIC CONTROL MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THIS DOCUMENT CAN BE FOUND IN THE CURRENT REVISION OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION INSPECTION FORMS MANUAL.

12. VERIFY THAT ALL FLAGGING OPERATIONS ARE BEING CONDUCTED PER THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND APPLICABLE STANDARDS AND SPECIFICATIONS INCLUDED IN THE CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

14. IDENTIFY AND CONTACT ALL POSSIBLE RESPONSE PERSONNEL; PREPLAN AND KEEP AN UPDATED ROSTER WITH PHONE NUMBERS:
   A. FEDERAL, STATE, AND LOCAL TRANSPORTATION AGENCIES (TRAFFIC MANAGEMENT CENTER);
   B. REGIONAL, COUNTY OR LOCAL 911 DISPATCH; AND
   C. TOWING AND RECOVERY PROVIDERS.

## WORKSITE TRAFFIC SUPERVISOR (CONT'D)

15. COMPLY WITH THE PROVISIONS OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS.

16. PROPOSE A RESPONSE/ACTION PLAN TO:
   A. ESTABLISH ALTERNATE ROUTE PLANS PER THE PROVIDED ODOT PLAYBOOK;
   B. REMOVE TRAFFIC DEMAND FROM IMPACTED ROADWAY(S);
   C. DIVERT TRAFFIC TO ROUTES THAT CAN ACCOMMODATE DEMANDS;
   D. DETOUR TRAFFIC AWAY FROM SENSITIVE AREAS (SUCH AS SCHOOLS, HOSPITALS, ETC.);
   E. DISCUSS METHODS OF DETERMINING A STAGING AREA FOR RESPONDERS WITHIN OR NEAR THE CONSTRUCTION ZONE; AND
   F. DISCUSS METHODS OF DEVELOPING INGRESS AND EGRESS SITES WITHIN THE CONSTRUCTION ZONE.

   THE RESPONSE/ACTION PLAN SHALL BE SUBMITTED TO ODOT FOR ACCEPTANCE BEFORE THE CONTRACTOR'S FIRST DAY OF WORK.

17. PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS IN INCIDENT DETECTION AND VERIFICATION:
   A. CALL 911/ NOTIFY TRAFFIC MANAGEMENT CENTER AND PROVIDE THE FOLLOWING:
      I. LOCATION - INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL.
      II. NUMBER AND TYPE OF VEHICLES INVOLVED.
      III. ESTIMATED EXTENT OF DAMAGE OR INJURY.
      IV. ESTIMATED NUMBER OF PATIENTS INVOLVED.
      V. ANY POTENTIAL HAZARDOUS CONDITIONS.
      VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE.
   B. INITIATE TRAFFIC MANAGEMENT / PROVIDE TRAFFIC CONTROL.
   C. ASSIST MOTORIST WITH DISABLED VEHICLES.
   D. RECOMMEND ROADWAY REPAIR NEEDS.
   E. PROVIDE REPAIR RESOURCES.

18. ATTEND POST-INCIDENT DEBRIEFINGS IF REQUIRED.

SHOULD THE CONTRACTOR'S FAILURE TO PERFORM ANY OF THE DUTIES DESCRIBED ABOVE RESULT IN A MAINTENANCE OF TRAFFIC SAFETY ISSUE, THE DEPARTMENT WILL DEDUCT THE PRORATED DAILY AMOUNT FOR ITEM 614 MAINTENANCE OF TRAFFIC FROM THE CONTRACTOR'S NEXT SCHEDULED ESTIMATE. IF THREE OR MORE FAILURES TO PERFORM THE DUTIES SET FORTH ABOVE OCCUR, THE WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

## CONSTRUCTION ACCESS

CONSTRUCTION ACCESS WILL BE PROVIDED PER THE STANDARD DRAWING, OR IN COORDINATION WITH THE DISTRICT UPON APPROVAL OF THE PLANS

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## SEQUENCE OF CONSTRUCTION

PHASE 3A - STEP 1

TRAFFIC:

1. CLOSE RAMPS C1, D, S11, S7, S5, S2, O, AND P.

2. CLOSE RAMP S2 PERMANENTLY

3. CROSSOVER THE LEFT INSIDE LANE OF IR 77 NB TO THE MEDIAN SHOULDER OF IR 77 SB JUST NORTH OF LOVERS LANE AND RETURN TO THE FAR LEFT LANE OF SR 8 NB JUST NORTH OF E EXCHANGE STREET.

4. KEEP THE FAR LEFT LANE OF IR 77 NB SHIFTED TO THE INSIDE OF IR 77 NB UTILIZING THE MEDIAN SHOULDER FROM PROJECT SUM-77/227/224 FROM JUST SOUTH OF E WATERLOO ROAD ROAD TO JUST NORTH OF LOVERS LANE.

5. KEEP THE SECOND FROM THE LEFT LANE OF IR 77 NB SHIFTED TO THE ISIDE OF IR 77 NB FROM PROJECT SUM-77/227/224 FROM JUST SOUTH OF E WATERLOO ROAD ROAD TO JUST SOUTH OF LAFOLLETTE STREET.

6. SHIFT THE SECOND FROM THE LEFT LANE OF IR 77 NB TO THE INSIDE MEDIAN OF IR 77 NB UTILIZING THE SHOULDER FROM JUST SOUTH OF LAFOLLETTE STREET TO JUST NORTH OF OF JOHNSTON STREET .

7. SHIFT THE SECOND FROM THE LEFT LANE OF IR 77 NB TO THE OUTSIDE OF IR 77 NB TO THE LEFT OF THE TWO LANES COMING FROM RAMPS Q AND U.

8. THE FAR RIGHT LANE OF SR 8 NB WILL ACT AS AN AUXILLARY LANE FROM RAMP U TO RAMP S1.

9. SHIFT THE TWO INSIDE LANES OF SR 8 NB TO THE INSIDE OF SR 8 JUST NORTH OF E EXCHANGE STREET TO WHERE THE CROSSOVER ENDS.

10. RETURN THE THREE LANES OF SR 8 NB TO THE EXISTING LANE CONFIGURATION JUST SOUTH OF CARROL STREET.

11. THE SB LANES OF IR 77 AND SR 8 ARE TO REMAIN AS CONFIGURED IN PHASE 2A FROM PROJECT SUM-77/227/224 FROM JUST SOUTH OF E WATERLOO ROAD TO JUST NORTH OF LAFOLLETTE STREET.

12. THE SB LANES OF IR 77 AND SR 8 ARE TO REMAIN AS CONFIGURED IN PHASE 2A FROM PROJECT SUM-77/227/224 FROM JUST NORTH OF LAFOLLETTE STREET TO JUST SOUTH OF JOHNSTON ST.

13. KEEP THE TWO LANES OF SR 8 SB AND RAMP S SHIFTED TO THE OUTSIDE OF SR 8 SB UTILIZING THE SHOULDER FROM JUST SOUTH OF JOHNSTON STREET TO JUST NORTH OF E EXCHANGE STREET.

14. RETURN THE LANES OF SR 8 NB TO THE EXISTING LANE CONFIGURATION JUST NORTH OF E EXCHANGE STREET.

CALCULATED FGW CHECKED AVP

# MAINTENANCE OF TRAFFIC NOTES

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## SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 3A - STEP 1 (CONTINUED)

CONSTRUCTION:

1. OUTSIDE NORTHBOUND LANES OF IR 77 AND SR 8 NB FROM JUST SOUTH OF WATERLOO ROAD TO JUST NORTH OF JOHNSTON STREET.

2. RAMPS S11, S7, S5, AND P.

PHASE 3A - STEP 2

TRAFFIC:

1. RAMPS C1, D, S11, S7, S5, S2, O, AND P REMAIN CLOSED.

2. CLOSE RAMPS S9, AND T

CONSTRUCTION:

1. OUTSIDE NORTHBOUND LANES OF IR 77 AND SR 8 FROM JUST SOUTH OF WATERLOO ROAD TO JUST NORTH OF JOHNSTON STREET.

1. RAMPS S11, S9, S7, S5, S9, AND T

PHASE 3B - STEP 1

TRAFFIC:

1. RAMPS C1, D, S11, S9, S7, S5, S2, O, T, AND P REMAIN CLOSED.

2. CLOSE RAMP S1.

3. OPEN RAMP S9.

4. SHIFT INSIDE TWO LANES OF IR 77 AND SR 8 NORTHBOUND TO OUTSIDE UTILIZING THE SHOULDER FROM JUST SOUTH OF WATERLOO ROAD TO JUST SOUTH OF JOHNSTON STREET.

5. CROSSOVER INSIDE LANE OF SR 8 NORTHBOUND TO THE INSIDE OF SR 8 SOUTHBOUND FROM JUST SOUTH OF JOHNSTON STREET AND RETURN TO THE INSIDE OF SR 8 NORTHBOUND JUST SOUTH OF CARROLL STREET.

6. SHIFT THE RIGHT TWO LANES OF SR 8 NORTHBOUND TO INSIDE TO MEET WITH THE CROSSOVER RETURN JUST SOUTH OF JOHNSTON STREET TO JUST SOUTH OF CARROLL STREET.

7. SHIFT THE LEFT TWO LANES OF IR 77 AND SR 8 SB TO OUTSIDE UTILIZING OUTSIDE SHOULDER FROM JUST NORTH OF E WATERLOO ROAD TO JUST SOUTH OF CARROL STREET.

8. FAR LEFT LANE OF IR 77 SB OPENS UP JUST NORTH OF E WATERLOO ROAD AND THE FAR RIGHT LANE MUST EXIT ONTO RAMP S12

9. AUXILLARY PROVIDED BETWEEN RAMPS S10 AND B

10. LEFT LANE CLOSURE ON IR 77 SB JUST SOUTH OF COLE STREET.

11. SHIFT RAMP U TO OUTSIDE UTILIZING THE SHOULDER AND SHIFT TO INSIDE OF SR 8 NORTHBOUND JUST SOUTH OF EAST EXCHANGE STREET.

PHASE 3B - STEP 1 (CONTINUED)

CONSTRUCTION:

1. INSIDE NORTH AND SOUTHBOUND DIRECTIONS OF IR 77 AND SR 8 FROM JUST SOUTH OF WATERLOO ROAD TO JUST SOUTH OF LAFOLLETTE STREET.

2. INSIDE NORTHBOUND DIRECTION OF IR 77 AND SR 8 FROM JUST SOUTH OF LAFOLLETTE STREET TO JUST SOUTH OF JOHNSTON STREET.

3. OUTSIDE NORTHBOUND DIRECTION OF SR 8 FROM JUST SOUTH OF JOHNSTON STREET TO JUST NORTH OF BEACON STREET.

4. RAMPS U AND P

PHASE 3B - STEP 2

TRAFFIC:

1. RAMPS C1, D, S11, S7, S5, S2, O, T, AND P REMAIN CLOSED

2. OPEN RAMPS S9 AND T

3. SAME CONSTRUCTION SEQUENCE AS PHASE 3B - STEP 1 WITH THE EXCEPTION OF RAMPS S9 AND T

PHASE 4A - STEP 1

1. RAMPS C1, S11, S5, S7, S2, O, T, AND P REMAIN CLOSED.

2. CLOSE RAMPS Q AND S1.

3. SHIFT TRAFFIC FROM RAMP U TO THE OUTSIDE OF SR 8 NB UTILIZING THE OUTSIDE SHOULDER TO JUST NORTH OF EXCHANGE STREET.

4. SHIFT SECOND LANE ON SR 8 NB FROM PHASE 3B UTILIZING THE INSIDE SHOULDER OF SR 8 NB TO JUST NORTH OF EXCHANGE STREET.

5. TRANSITION ALL 3 LANES BACK TO EXISTING MARKINGS JUST SOUTH OF CARROLL STREET.

CONSTRUCTION:

1. INSIDE PORTION OF RAMP U, A PORTION OF RAMP Q, AND OUTSIDE LANES OF SR 8 NB.

PHASE 4A - STEP 2

1. RAMPS C1, S11, S5, S7, S2, O, T, P, Q, AND S1 REMAIN CLOSED.

2. SHIFT TRAFFIC FROM RAMP U TO THE INSIDE OF SR 8 NB FROM JUST NORTH OF EXCHANGE STREET.

3. TRANSITION ALL 3 LANES BACK TO EXISTING MARKINGS JUST SOUTH OF CARROLL STREET.

CONSTRUCTION:

1. OUTSIDE SHOULDER OF SR 8 NB FROM JOHNSTON STREET TO BEACON STREET

2. RAMP S1 AND FOUNTAIN STREET.

PHASE 5A - STEP 1

TRAFFIC:

1. OPEN RAMPS C1, S11, S9, S5, S7, O, T, AND P.

2. CLOSE RAMPS B, S12, S10, S8, S6, M, N, AND S.

3. SHIFT IR 77 AND SR 8 NORTHBOUND LANES TO OUTSIDE UTILIZING SHOULDER FROM JUST SOUTH OF LAFOLLETTE STREET TO JUST NORTH OF EAST EXCHANGE STREET.

4. SHIFT IR 77 AND SR 8 SOUTHBOUND LANES TO OUTSIDE UTILIZING SHOULDER FROM JUST SOUTH OF CARROLL STREET TO JUST NORTH OF JOHNSTON STREET.

5. CROSSOVER INSIDE LANE OF IR 77 AND SR 8 SOUTHBOUND LANES TO INSIDE OF SR 8 NORTHBOUND JUST SOUTH OF CARROLL STREET AND RETURN TO INSIDE OF IR 77 JUST SOUTH OF LAFOLLETTE STREET.

6. SHIFT RAMP P TO OUTSIDE UTILIZING SHOULDER.

CONSTRUCTION:

1. OUTSIDE OF IR 77 AND SR 8 SOUTHBOUND FROM JUST NORTH OF JOHNSTON STREET TO JUST SOUTH OF EAST WATERLOO ROAD.

PHASE 5A - STEP 1 (CONTINUED)

2. RAMPS S, N, S6, S8, S10, AND S12.

PHASE 5A - STEP 2

TRAFFIC:

1. RAMP B, S12, S10, S8, S6, M, N, AND S REMAIN CLOSED.

2. CLOSED RAMP N.

CONSTRUCTION:

1. MIDDLE PORTION OF IR 77 SOUTHBOUND FROM JUST NORTH OF LAFOLLETTE STREET TO JUST SOUTH OF LOVERS LANE.

PHASE 5B

TRAFFIC:

1. RAMP S2, S10, M, N, AND S REMAIN CLOSED.

2. OPEN RAMPS B12, S12, S8, S6, AND N

3. SHIFT IR 77 AND SR 8 NORTHBOUND LANES TO OUTSIDE UTILIZING SHOULDER FROM JUST NORTH OF LOVERS LANE TO JUST NORTH OF EAST EXCHANGE STREET.

4. SHIFT RIGHT TWO LANES OF SR 8 SOUTHBOUND TO OUTSIDE UTILIZING SHOULDER FROM JUST SOUTH OF CARROLL STREET TO JUST SOUTH OF EAST WATERLOO ROAD.

5. CROSSOVER INSIDE SR 8 NORTHBOUND LANE TO INSIDE OF SR 8 SOUTHBOUND JUST SOUTH OF CARROLL STREET AND RETURN TO INSIDE OF IR 77 SB JUST SOUTH OF JOHNSTON STREET.

PHASE 5B (CONTINUED)

CONSTRUCTION:

1. INSIDE NORTHBOUND DIRECTION OF IR 77 AND SR 8 FROM JUST NORTH OF LOVERS LANE TO JUST SOUTH OF JOHNSTON STREET.

2. INSIDE SOUTHBOUND PORTION OF BRIDGE ON SR 8 OVER EAST EXCHANGE STREET.

3. INSIDE SOUTHBOUND DIRECTION OF IR 77 AND SR 8 FROM BEACON STREET TO JUST SOUTH OF EAST WATERLOO ROAD.

PHASE 5C

TRAFFIC:

1. RAMPS S10, M, N, AND S REMAIN CLOSED.

2. SHIFT SR 8 SOUTHBOUND LANES TO OUTSIDE FROM JUST SOUTH OF CARROLL STREET TO JUST NORTH OF LAFOLLETTE STREET.

CONSTRUCTION:

1. MIDDLE PORTION OF NORTH AND SOUTHBOUND SR 8 JUST NORTH OF EAST EXCHANGE STREET AND JUST SOUTH OF CARROLL STREET.

2. MIDDLE PORTION OF NORTH AND SOUTHBOUND SR 8 FROM JUST SOUTH OF JOHNSTON STREET TO JUST SOUTH OF BEACON STREET.

# MAINTENANCE OF TRAFFIC NOTES

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS



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CALCULATED FGW
CHECKED AVP

## Table - Lane / Ramp Closure Matrix

| Phase | Roadway/Ramp | Approximate Workzone Limits | Exist # Mainline Thru Lanes | Min. # MOT Mainline Thru Lanes | Required System Ramp Closure | Required Concurrent Local Ramp Closure | Maximum Lane/Ramp Closure Duration(s) | Concurrent 2-lane Operation Not Permissible | Concurrent Ramp Closure Not Permissible | Required Temporary Improvements |
|---|---|---|---|---|---|---|---|---|---|---|
| 1A, 1B | 8NB/SB | 77 to Perkins St | 3 | PLCC | N/A | N/A | N/A | N/A | N/A | N/A |
| 2A | 77NB/77SB (construct outside improvements) | Vernon Odom Blvd to west of East Ave | 6 | 4 | 76EB to 77NB<br>76EB to 76EB (at 77)<br>77SB to 76WB<br>277WB to 76EB<br>76EB to 76EB (at 277)<br>76WB/77NB to 76WB (permissible) | Kenmore Blvd to 76EB<br>22nd St to 76WB (on ramps)<br>261 to 77SB | 150-Day | 77NB from Waterloo Rd to 8<br>77SB from Waterloo Rd to 8 | 77NB to 76WB<br>76EB to 77SB | Restripe 77SB to maintain 4 lanes south of Cole Ave to 277 (also applies to inside improvements) |
| 2B | 77NB/77SB (construct inside improvements) | Vernon Odom Blvd to west of East Ave | 6 | 0 | 8SB to 76WB/77NB<br>77NB to 76WB/77NB | N/A | | 77NB from Waterloo Rd to 8<br>77SB from Waterloo Rd to 8 | 77NB to 76EB<br>76EB to 77SB | Restripe 76WB Ramp (at 77) to create 2 lane exit (merge to 1 lane on ramp) |
| 5A | 8SB to 76EB | Length of Ramps | N/A | N/A | Lane S | N/A | Lane S: 45-Day | N/A | N/A | N/A |
| 5A | Ramp R (76EB to 8 NB) | Ramp | 1 | 1 | Yes | N/A | Ramp R: 75-Day | 77NB from Waterloo Rd to 8 | N/A | N/A |
| | Ramp N (76WB to 77 SB) | Ramp | 1 | 1 | Yes | N/A | Ramp N: 60-Day | 76WB west of East Ave to Princeton St | N/A | N/A |
| 4A, 4B, 5A | 76EB | west of East Ave to Princeton St | 3 | 2 | 76EB to 76EB (at 77)<br>76EB to 76EB (at 277)<br>76EB to 77SB | East Ave On-ramp (EB)<br>South St On-ramp | 640-Day | 77NB from Waterloo Rd to 8<br>76 WB from East Ave to Princeton St | 77NB to 76WB<br>77NB to 76EB | N/A |
| | | Sumner St to Inman St bridge | 2 | 1 | | | Sumner St to Inman St: 60-Day (new flyover to SR-8 NB shall be open before lane reduction is permitted) | | | |
| 5A, 5B | 77SB Ramp M (76EB to 77SB) | Waterloo Rd to 8 | 3 | 2 | 76EB to 77SB<br>77SB to 277WB<br>76EB to 76EB (at 77)<br>76EB to 76EB (at 277) | Wilbeth Rd On-ramp (SB)<br>East Ave On-ramp (EB) | 640-Day<br>Wilbeth (210-Day)<br>77SB-277WB (210-Day*) | 77NB from Waterloo Rd to 8 | 8SB to 76WB | (*) 76WB/77NB: Restripe to maintain 4 lanes from Main St to 76WB Off-ramp; Exit 2 lanes at 76WB Off-ramp (inside merge vicinity of Morse St overpass); Reduce 76EB-77NB ramp to 1 lane |
| 4A, 4B | 76EB | Allyn St to Ramp M | 4 | | | | | | | |
| 3A | 76WB | west of East Ave to Princeton St | 3 | 2 | 77NB to 76WB<br>8SB to 76WB (inside work area)<br>59SB to 76WB (outside work area) | East Ave Off-ramp (outside work area) | 640-Day<br>59SB to 76WB: 320-Day | 76EB from East Ave to Princeton St | 76EB to 77NB<br>77SB to 277WB | N/A |
| 3A, 3B | 77NB Ramp T (77NB to 76EB) Lane O (77NB to 76WB) | Waterloo Rd to 8 | 3 | 2 | 77NB to 76EB<br>77NB to 76WB | Waterloo Rd, Wilbeth Rd & Archwood Ave On-ramps (NB) | 640-Day<br>77NB-76EB (210-Day)<br>Service Ramps (210-Day) | 77SB from Waterloo Rd to 8 | 76EB to 77NB<br>76EB to 76EB (at 77) | N/A |
| | 76WB | Brown St to Sumner St | 4 | | | | | | | |
| 5A, 6B | 76WB | west of 8 (approx. STA 530+75) to Inman St | 2 | 1 | N/A | N/A | 60-Day | 77SB from Waterloo Rd to 8 | 76WB to 77SB (new flyover shall be open before lane reduction is permitted) | N/A |
| 3A, 3B, 4A | 76WB | East of Inman St | 3 | PLCC | N/A | N/A | N/A | N/A | N/A | N/A |

MAINTENANCE OF TRAFFIC NOTES

2025-09-02 - BU-07 - MOT DRAWINGS

SUM-76/77/8-
8.24/9.74/0.00

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# RAMP C1, D, O, P, T CLOSURE (PHASE 3A)
# DETOUR MAP

SUM-76/77/8-8.24/9.74/0.00

10
122

CALCULATED BER
CHECKED AVP

HORIZONTAL SCALE IN FEET
0 500 1000 2000

2025-09-02 - BU-07 - MOT DRAWINGS

PCMS

RAMP TO I-76 WB & I-77 NB CLOSED
FOLLOW DETOUR
EX DMS B

RAMPS TO I-76/77 CLOSED
FOLLOW DETOUR
EX DMS C

RAMP TO I-77 NB CLOSED
FOLLOW DETOUR

RAMP C1
RAMP D
RAMP O
RAMP P
RAMP T
RAMPS L & M

OVERLAY BLACK ON ORANGE
REMOVE OVERLAY DURING PHASE 3A STEP 2
BLACK ON ORANGE OVERLAY
RAMP CLOSED FOR DETOUR SEE SHEET 12
DETAIL A SEE SHEET 13
DETAIL B SEE SHEET 14
DETAIL C SEE SHEET 15
DETAIL D SEE SHEET 15

CSX Transportation, Inc.

**LEGEND**

- DETOUR ROUTE
- RAMP CLOSED

NOTE:

1. FOR LEGEND SEE SHEET 20
2. FOR MOT SIGN SIZES AND DESCRIPTIONS, SEE SHEET 14

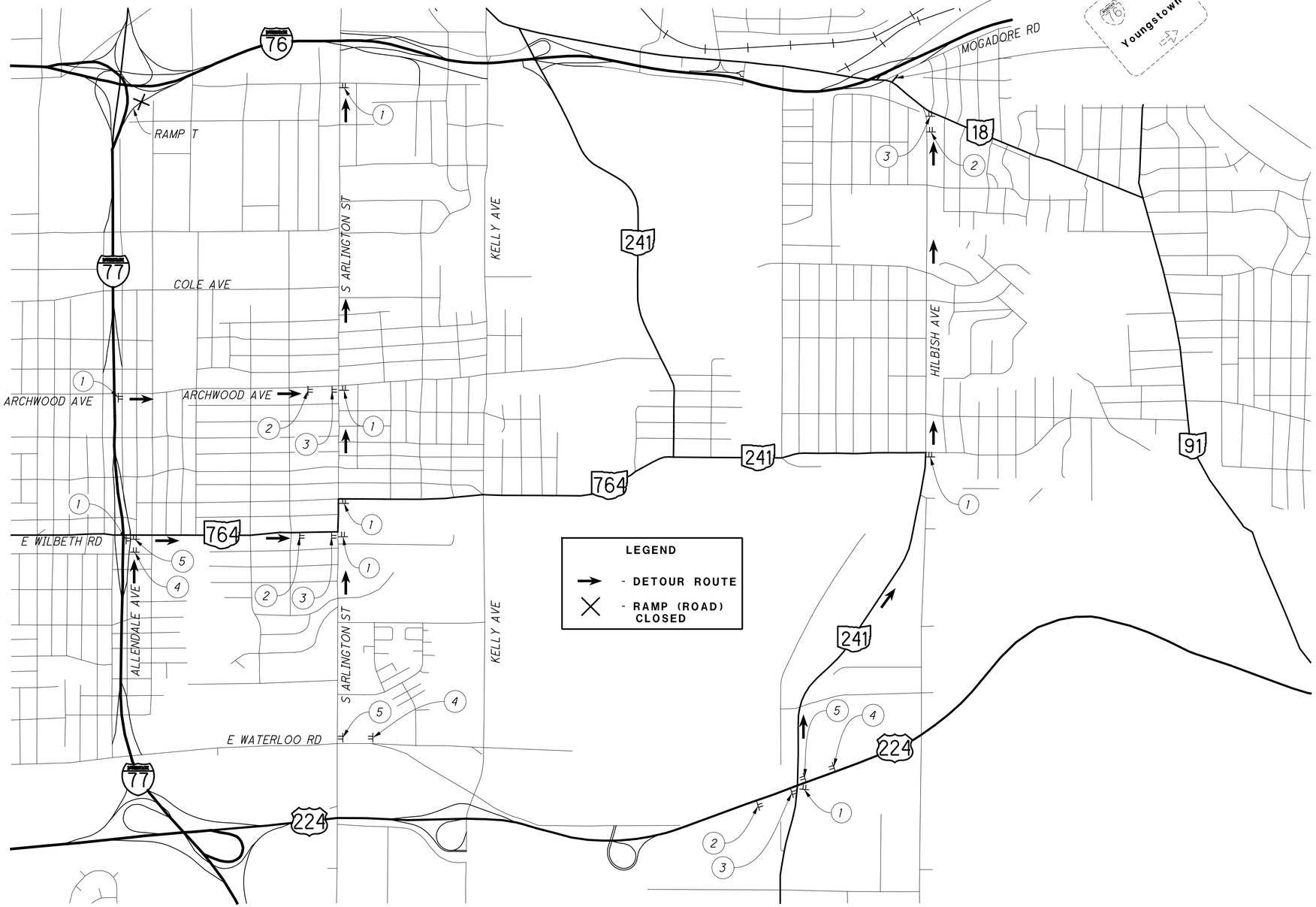
* - EX ORANGE OVERLAY
** - EX BLACK ON ORANGE OVERLAY

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TO EAST INTERSTATE 76 ↑ (1)

TO EAST INTERSTATE 76 ↰ (2)

TO EAST INTERSTATE 76 ← (3)

TO EAST INTERSTATE 76 ↱ (4)

TO EAST INTERSTATE 76 → (5)

NOTES:

1. FOR LEGEND SEE SHEET 20

HORIZONTAL SCALE IN FEET
0 500 1000 2000

CALCULATED BER
CHECKED AVP

# WATERLOO, WILBETH, ARCHWOOD RD. (PHASE 3A)
# DETOUR MAP

SUM-76/77/8-8.24/9.74/0.00

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NOTES:

1. FOR LEGEND SEE SHEET 20

1 ROAD CLOSED — CLOSE WB 59
R11-2-48

2 DETOUR AHEAD
W20-2-36

3 * DETOUR WEST I-76 NORTH I-77
M4-8-30
M3-4-36
M1-1-48-2
M3-1-36
M1-1-48-2
M5-1-30

DETOUR WEST I-76 NORTH I-77
M4-8-30
M3-4-36
M1-1-48-2
M3-1-36
M1-1-48-2
M6-1-30

4 DETOUR WEST I-76 NORTH I-77
M4-8-30
M3-4-36
M1-1-48-2
M3-1-36
M1-1-48-2
M6-3-30

5 * DETOUR WEST I-76 NORTH I-77
M4-8-30
M3-1-36
M1-1-48-2
M3-1-36
M1-1-48-2
M5-1-30

DETOUR WEST I-76 NORTH I-77
M4-8-30
M3-1-36
M1-1-48-2
M3-1-36
M1-1-48-2
M6-1-30

6 DETOUR WEST I-76
M4-8-30
M3-4-36
M1-1-48-2
M6-2-30

7 * DETOUR WEST I-76
M4-8-30
M3-1-36
M1-1-48-2
M5-1-30

DETOUR WEST I-76
M4-8-30
M3-1-36
M1-1-48-2
M6-1-30

* - INSTALL SIGNS USING 100 FT SPACING

**LEGEND**

- DETOUR ROUTE
- RAMP (ROAD) CLOSED

W Exchange St — TO WEST — CLOSED
TO WEST NORTH — CLOSED
TO — I-76 WEST — CLOSED
MARKET ST
MAPLE ST
EXCHANGE ST
CEDAR ST
RAND AVE
HOWARD ST
MLK AVE
PERKINS ST
W FORGE ST
MILL ST
WABESH AVE
BOWERY ST
LOCUST ST
SR 59 CLOSED
USE MAIN ST
PCMS
EUCLID AVE
CARROLL ST
261
FALOR ST
MAIN ST
HIGH ST
BROADWAY ST
TO EAST SOUTH
LEFT 2 LANES
BARTGES ST
RHODES AVE
DART AVE
59
SOUTH WEST NORTH EAST
EAST Youngstown
SOUTH Canton ONLY
EXIT 23A
THORNTON ST
BOULEVARD ST
WEST NORTH
8
JOHNSTON
FREDERICK BLVD
NORTH
HAWKINS AVE
EAST AVE
TO EAST SOUTH LEFT LANE
RUSSEL ST
W SOUTH ST
Canton SOUTH
TO KEEP RIGHT
Cleveland NORTH
Cleveland
I-76
93
TO EAST SOUTH
TO EAST SOUTH
EAST SOUTH
BACHTEL AVE
LONG ST
MILLER AVE
LAKESHORE BLVD
BROADWAY ST
WEST NORTH
EAST SOUTH
STEINER AVE
STANTON AVE
I-77

HORIZONTAL SCALE IN FEET
0 375 750 1500

CALCULATED BER
CHECKED AVP

# DETOUR (PHASE 3A & 3B)
# RAMP SR 59 WB DETOUR MAP

SUM-76/77/8-8.24/9.74/0.00

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**LEGEND**

- → - DETOUR ROUTE
- × - RAMP (ROAD) CLOSED

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*NOTES:*

*1. FOR LEGEND SEE SHEET $MPBU5104*
*2. FOR SR 764 DETOUR, SEE SHEET 14*

HORIZONTAL SCALE IN FEET
0 200 400 800

CALCULATED BER
CHECKED AVP

# DETAIL A DETOUR (PHASES 3A & 3B)

## DETOUR MAP

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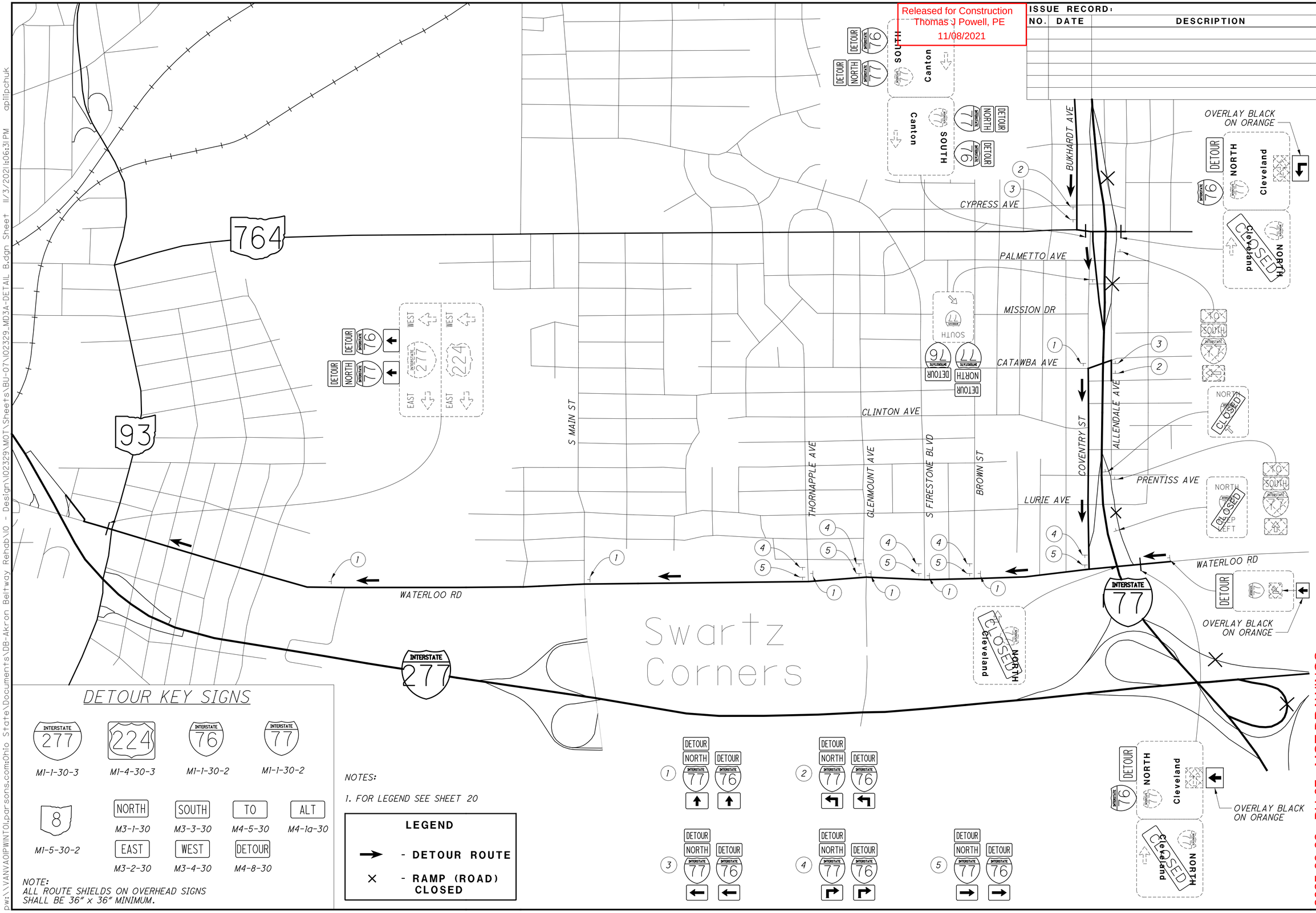
# DETAIL B DETOUR (PHASES 3A & 3B)

## SUM-76/77/8-8.24/9.74/0.00

## DETOUR MAP

CALCULATED BER
CHECKED AVP

HORIZONTAL SCALE IN FEET
0 200 400 800




## DETOUR KEY SIGNS

M1-1-30-3 M1-4-30-3 M1-1-30-2 M1-1-30-2

M1-5-30-2 M3-1-30 M3-3-30 M4-5-30 M4-1a-30 M3-2-30 M3-4-30 M4-8-30

NOTE:
ALL ROUTE SHIELDS ON OVERHEAD SIGNS SHALL BE 36" x 36" MINIMUM.

NOTES:

1. FOR LEGEND SEE SHEET 20

**LEGEND**

- → - DETOUR ROUTE
- × - RAMP (ROAD) CLOSED

2025-09-02 - BU-07 - MOT DRAWINGS



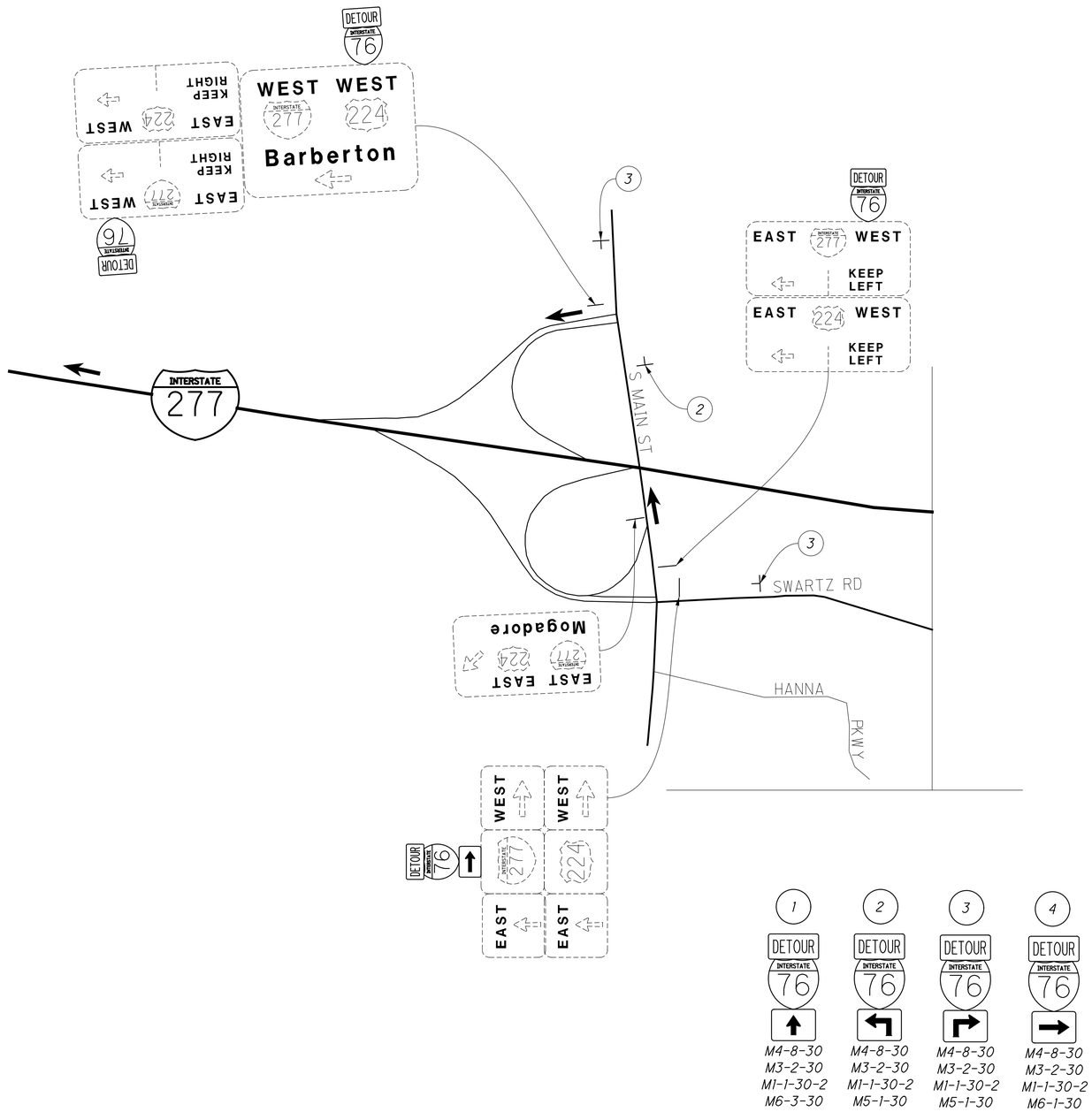
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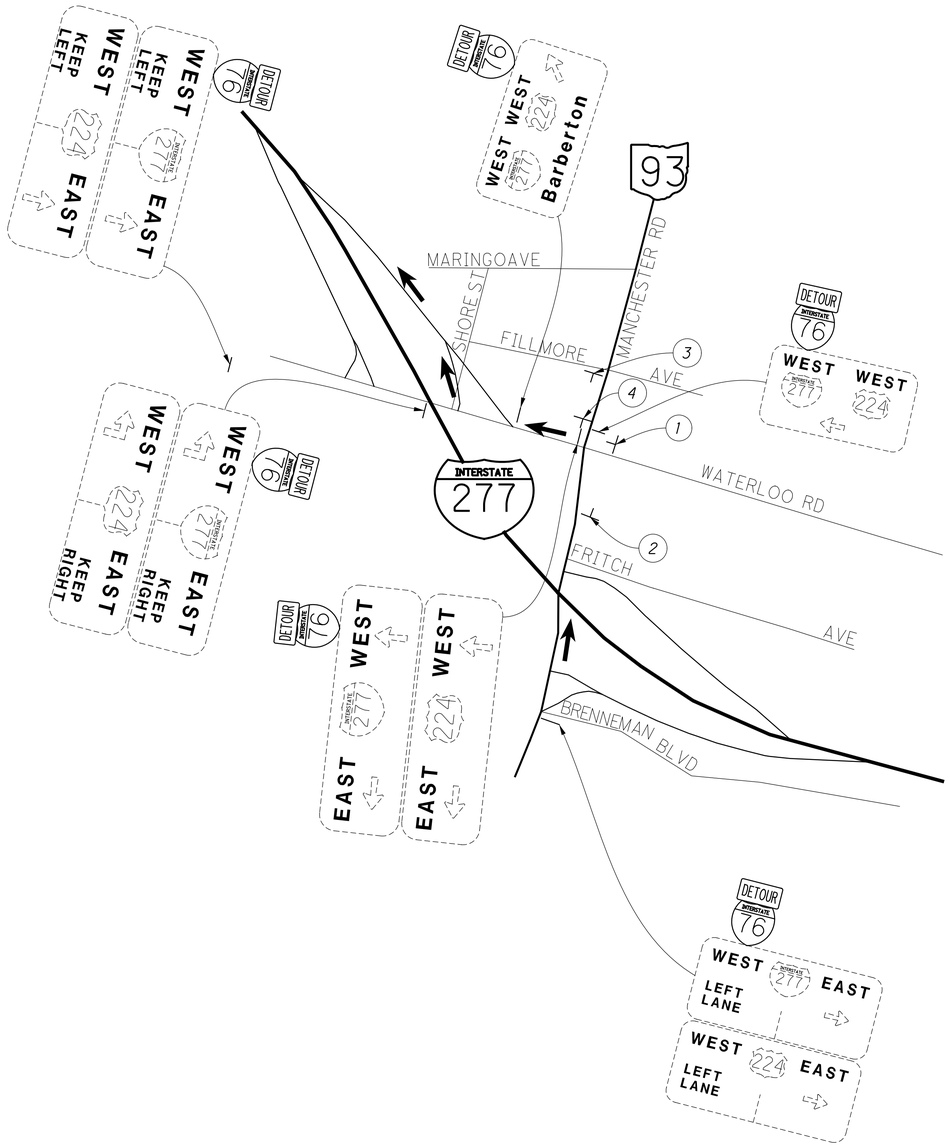
**LEGEND**

- DETOUR ROUTE
- RAMP CLOSED

## DETAIL C




## DETAIL D




NOTES:

1. FOR LEGEND SEE SHEET 20

2025-09-02 - BU-07 - MOT DRAWINGS

HORIZONTAL SCALE IN FEET
0 150 300 600

CALCULATED BER
CHECKED AVP

DETAIL C & D (PHASES 3A & 3B)
DETOUR MAP

SUM-76/77/8-8.24/9.74/0.00

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REDBUSH RD BLVD
261
TO NORTH 8
LEFT EXIT 20 NORTH Cleveland EXIT ONLY
EAST Akron
MORSE RD
INTERSTATE 76
EAST AVE
HILLCREST ST
HITE ST
W SOUTH ST
RUSSELL AVE
RHODES AVE
EUCLID AVE
DART AVE
59
EXIT 21A EAST AVE EXIT ONLY
TO WEST Barberton EXIT ONLY
TO NORTH Cleveland EXIT ONLY
WEST EX DMS
EXIT 21C EAST 59 Dart Ave EXIT ONLY
EXIT 21C East Ave 1 MILE
TO WEST 76
EXIT 21C EAST 59 Dart Ave 1/2 MILE
INTERSTATE 76 INTERSTATE 77
RAMP CLOSED FOR DETOUR SEE SHEET 12
OLD MAIN ST
S BROADWAY ST
WO
GF
LANE ENDS 1/2 MILE
WEST 2 MILES
NORTH
EX DMS A
ORCHARD ST
VINE ST
HAZEL PL
BRIDGE ST
NORTH WEST
EXIT 6A-B
8
EXIT 23B NORTH Cuyahoga Falls EXIT ONLY
EXIT 23B NORTH Cuyahoga Falls EXIT ½ MILE
EXIT 23B NORTH Cuyahoga Falls EXIT ½ MILE
EXIT 23A SOUTH Canton LEFT ½ MILE
EXIT 24B Arlington St EXIT ONLY
EXIT 23A SOUTH Canton LEFT 1 MILE
EX DMS
2ND AVE
3RD AVE
5TH AVE
ENGLEWOOD
BROWN ST
SPICER ST
JOHNSTON ST
LAFOLLETTE ST
RAMP P
RAMP T
RAMP O
NORTH WEST CLOSED Cleveland
EAST Youngstown EXIT ONLY
SOUTH Canton
LOVERS LN
COLE AVE
EVA AVE
CLIFFORD AVE
ARCHWOOD AVE
FIRESTONE BLVD N
REED AVE
CYPRESS AVE
PALMETTO AVE
DONALD AVE
ELLER AVE
LAUBY ST
TELBUR ST
PRENTISS ST
LURIE AVE
RAMP C1 (SEE NOTE 2)
RAMP D
WATERLOO RD
224
EMMITT RD
ARLINGTON
RAMP TO I-76 WB & I-77 NB CLOSED
FOLLOW DETOUR
EX DMS A
RAMPS TO I-76/77 CLOSED
FOLLOW DETOUR
EX DMS B
RAMP TO I-77 NB CLOSED
FOLLOW DETOUR
PCMS
SILVERCREST AVE
CHESTER AVE
HARRISTON AVE
TONA AVE
ANNA BATTLES AVE
HARPSTER AVE
KENMORE BLVD
22ND ST
19TH ST
WILBETH RD
GENEVA AVE
ENTRANCE AVE
EXIT 19 Kenmore Blvd EXIT ONLY
EXIT 1 NORTH TO Cleveland EXIT ONLY
EAST TO Cleveland EXIT ONLY
WEST Barberton EXIT ONLY
764
WATERLOO RD
CONRAD AVE
EDWIN AVE
CHRISTENSEN AVE
LAKE BLVD
NESMITH AVE
PELTON AVE
NESBITT AVE
INTERSTATE 277
S MAIN ST
EAST NORTH Akron
SOUTH Canton 1¾ MILES
IS Main St EXIT 3
CLOSED NORTH 3 MILES Canton
CLOSED SOUTH 3 MILES Canton
EAST Canton
EAST Akron
KEEP RIGHT
SOUTH Canton Right 2 Lanes
EAST Mogadore CLOSED
NORTH Akron EXIT ONLY
SOUTH Canton EXIT ONLY
WEST Barberton Cleveland EXIT ONLY
WEST Barberton Cleveland LEFT 2 LANES
WEST Barberton Cleveland LEFT 1 MILE
WEST Barberton Cleveland LEFT 2 MILES
EAST Mogadore ¾ MILE
NORTH Akron Canton ½ MILE
SOUTH Canton
NORTH Kelly Ave Waterloo Rd
ALT ROUTE FOLLOW DETOUR WEST TO 76
ALT ROUTE FOLLOW DETOUR EAST TO 76
DETOUR NORTH 76

LEGEND
- DETOUR ROUTE
- RAMP CLOSED

NOTE:
1. FOR LEGEND SEE SHEET 20
2. FOR MOT SIGN SIZES AND DESCRIPTIONS, SEE SHEET 14
3. RAMP OPEN IN PHASE 4A STEPS 1 & 2

* - EX ORANGE OVERLAY
** -EX BLACK ON ORANGE OVERLAY

CSX Transportation, Inc.

N
0 500 1000 2000 HORIZONTAL SCALE IN FEET
CALCULATED BER
CHECKED AVP

# RAMP C1,D,O,P,T CLOSURE (PHASES 3B, 4A)
# DETOUR MAP

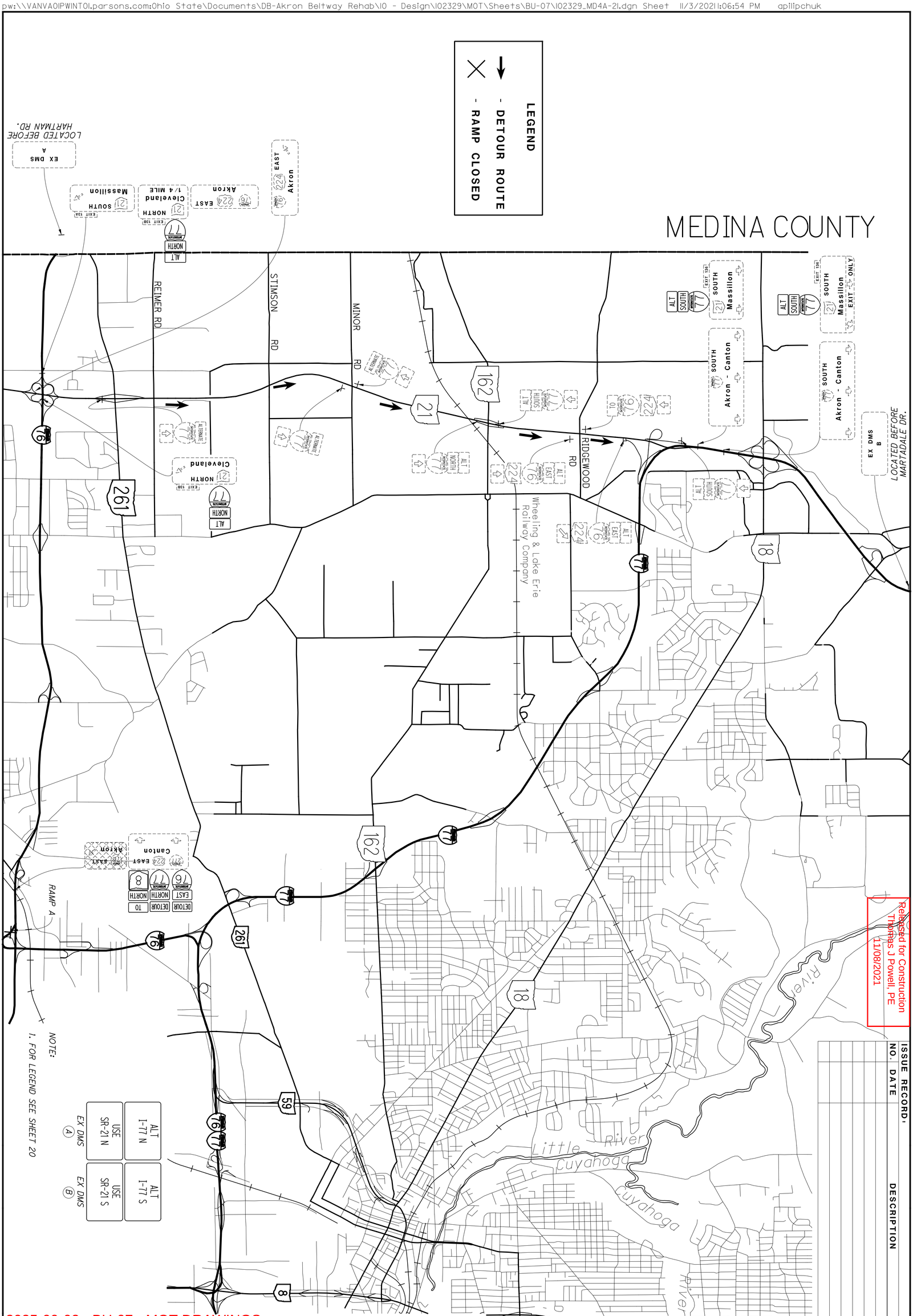
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2025-09-02 - BU-07 - MOT DRAWINGS

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122

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# RAMP A,B,M,S,U CLOSURE (PHASES 5A,5B) DETOUR MAP

SUM-76/77/8-8.24/9.74/0.00

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CALCULATED BER CHECKED AVP

HORIZONTAL SCALE IN FEET 0 500 1000 2000

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NOTE:

1. FOR LEGEND SEE SHEET 20

* OVERLAY BLACK ON ORANGE

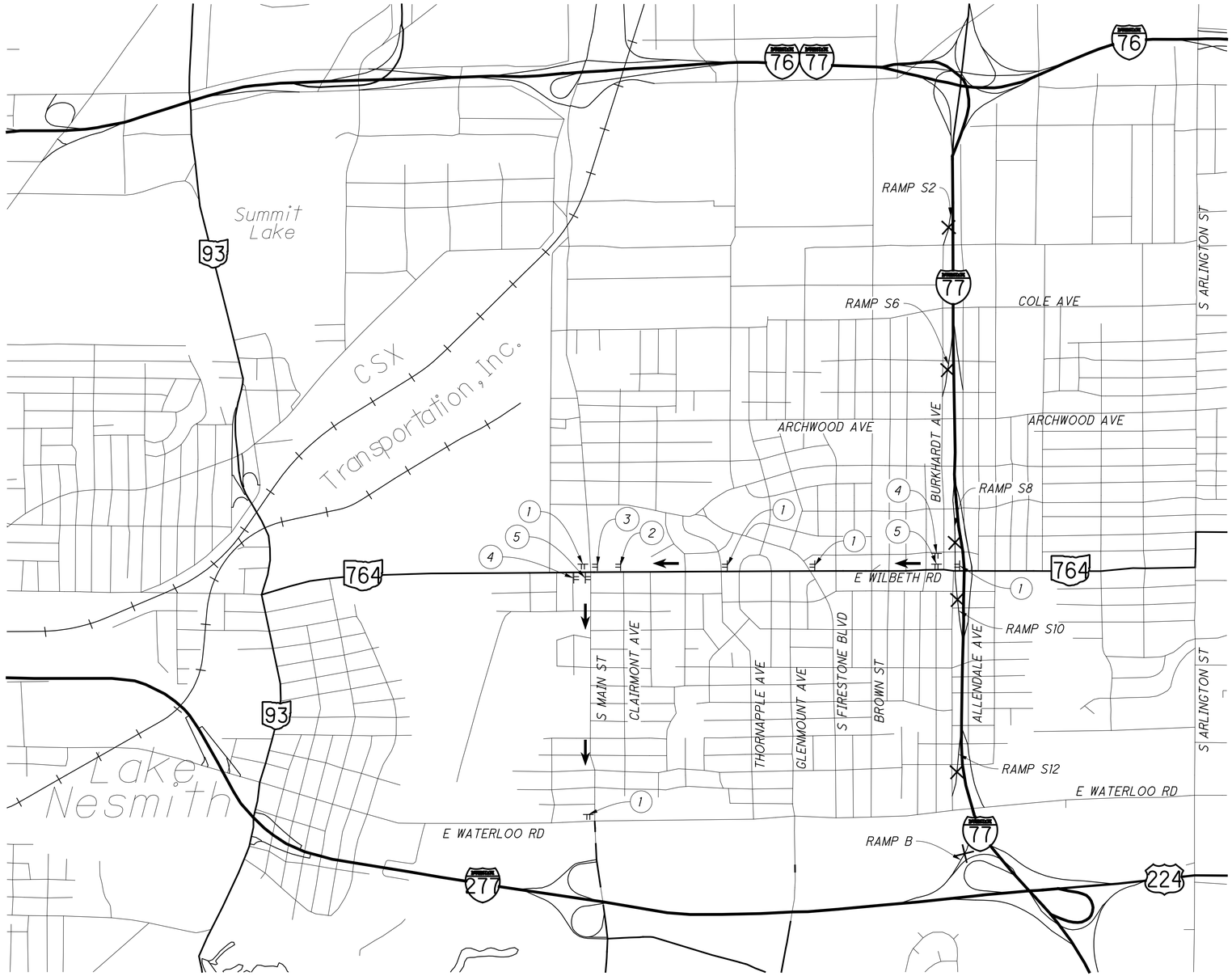
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**LEGEND**

- → - DETOUR ROUTE
- ✕ - RAMP (ROAD) CLOSED




1 TO INTERSTATE 277

2 TO INTERSTATE 277

3 TO INTERSTATE 277

4 EAST INTERSTATE 277

5 TO INTERSTATE 277

NOTES:

1. FOR LEGEND SEE SHEET 20

CALCULATED BER
CHECKED AVP

HORIZONTAL SCALE IN FEET
0 500 1000 2000

# WILBETH RD (PHASE 5A) DETOUR MAP

SUM-76/77/8-8.24/9.74/0.00

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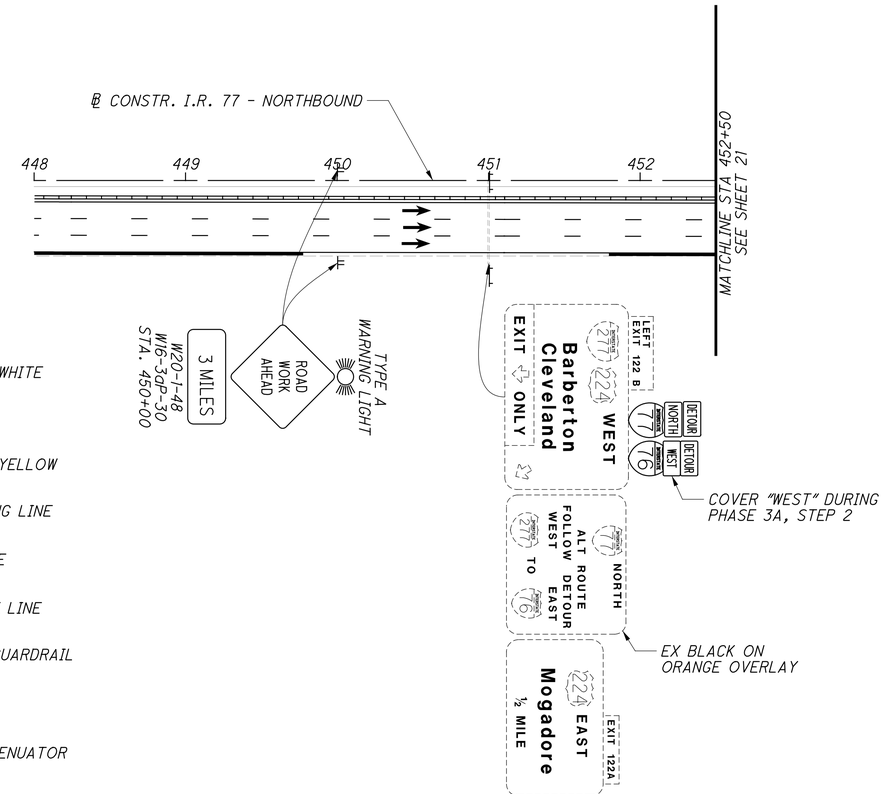
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*NOTES:*

1. *ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED*
2. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
3. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




*LEGEND*

- *IMPACT ATTENUATOR*
- *TYPE 3 BARRICADE*
- *PORTABLE CHANGEABLE MESSAGE SIGN*
- *"Y" CONNECTOR*
- *PORTABLE BARRIER (PB), 32"*
- *PORTABLE BARRIER (PB), 50", APP*
- *DIRECTION OF TRAFFIC (NOT PVMT MARKINGS)*
- *MOT DRUM*
- *CONSTRUCTION UNDER THIS PHASE*
- *CONSTRUCTION UNDER PREVIOUS PHASE(S)*
- *TEMPORARY CONSTRUCTION UNDER THIS PHASE*
- *TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)*

- *PROPOSED WORK ZONE SIGN*
- *EXISTING SIGNS*
- *EXISTING COVERED SIGNS*
- *EXISTING SIGN TO BE REMOVED*

- WEL — *ITEM 614 - WORK ZONE EDGE LINE, WHITE*
- WLL — *ITEM 614 - WORK ZONE LANE LINE*
- WYL — *ITEM 614 - WORK ZONE EDGE LINE, YELLOW*
- WCH — *ITEM 614 - WORK ZONE CHANNELIZING LINE*
- WDL — *ITEM 614 - WORK ZONE DOTTED LINE*
- WTL — *ITEM 614 - WORK ZONE TRANSVERSE LINE*
- WGR — *ITEM 614 - SPECIAL - WORK ZONE GUARDRAIL*
- TD — *ITEM 611 - TEMPORARY DRAINAGE*
- ATT — *ITEM 614 - WORK ZONE IMPACT ATTENUATOR*
- TP — *ITEM 615 - TEMPORARY PAVEMENT FOR MAINTAINING TRAFFIC*
- PB — *ITEM 622 - PORTABLE BARRIER*
- YC — *ITEM 622 - PORTABLE BARRIER, "Y" CONNECTOR*

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 3A STEPS 1 & 2
## STA 448+00 TO STA 452+50

SUM-76/77/8-8.24/9.74/0.00



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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT IR 77 PHASE 3A STEPS 1 & 2**
**STA 452+50 TO STA 465+00**

**SUM-76/77/8-**
**8.24/9.74/0.00**

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122

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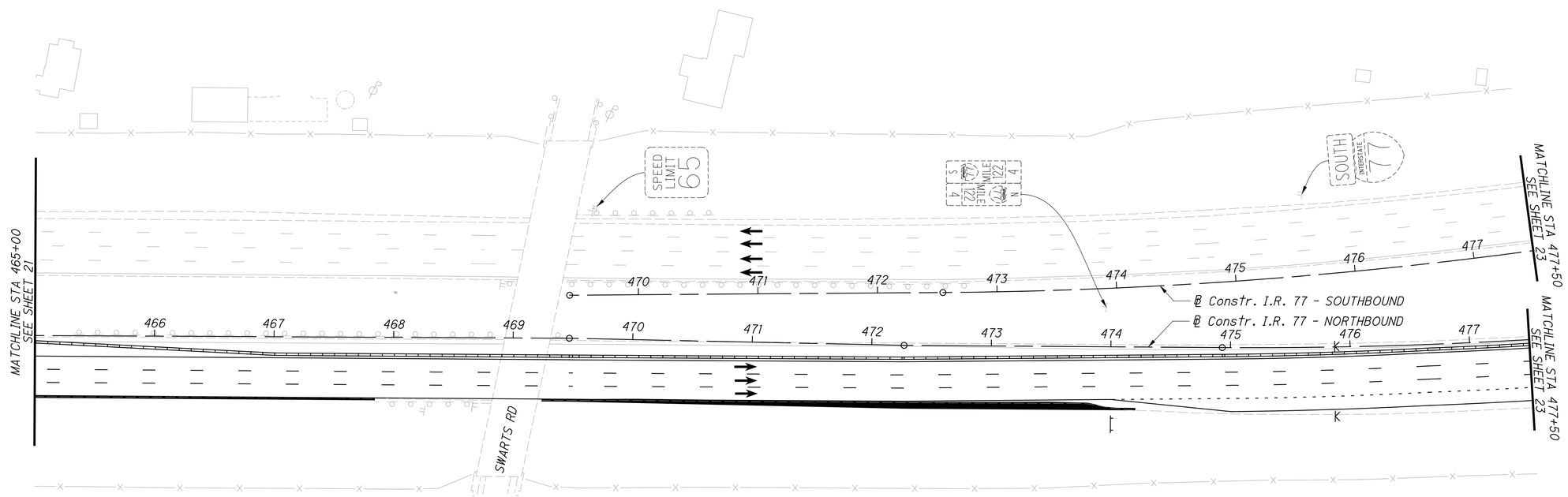
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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT IR 77 PHASE 3A STEPS 1 & 2**
**STA 465+00 TO STA 477+50**

**SUM-76/77/8-**
**8.24/9.74/0.00**

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122

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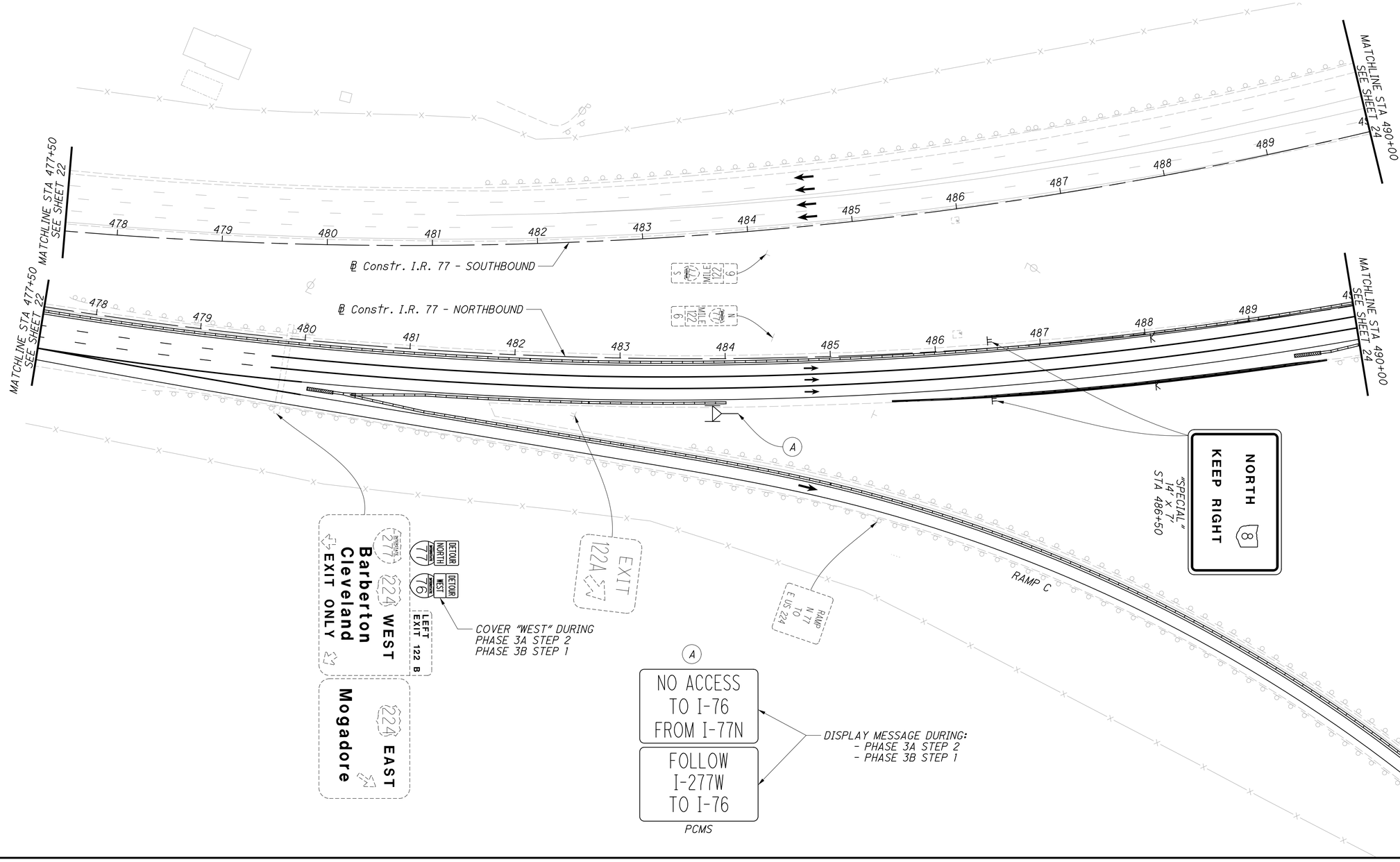
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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT IR 77 PHASE 3A STEPS 1 & 2**
**STA 477+50 TO STA 490+00**

**SUM-76/77/8-**
**8.24/9.74/0.00**

23
122

2025-09-02 - BU-07 - MOT DRAWINGS

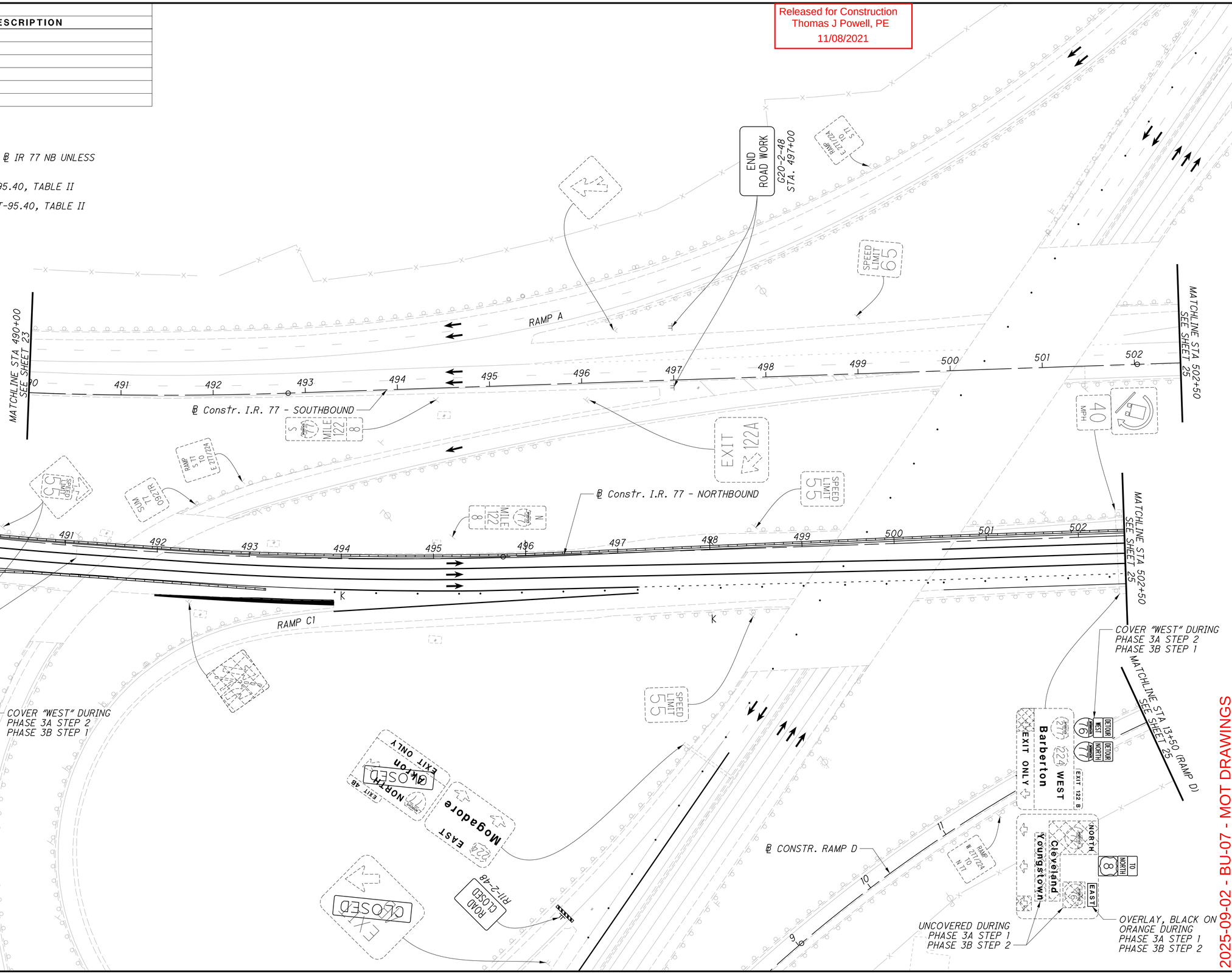
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 3A STEPS 1 & 2
## STA 490+00 TO STA 502+50

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

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HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MOT IR 77 PHASE 3A STEPS 1 & 2
STA 502+50 TO STA 515+00

SUM-76/77/8-
8.24/9.74/0.00

25
122

2025-09-02 - BU-07 - MOT DRAWINGS

(1) — STA. 510+87, 2.0′ RT
LANE TAPER BEGINS

(2) — STA. 512+95, ℄
LANE TAPER ENDS
LANE SHIFT BEGINS

(3) — STA. 514+75, 2.5′ LT
LANE SHIFT ENDS

(4) — STA. 513+47, 39.0′ RT
PB BEGINS

(5) — STA. 504+27, 40.5′ RT
LANE TAPER BEGINS

(6) — STA. 510+87, 26.0′ RT
LANE TAPER ENDS

(7) — STA. 4+35, ℄
LANE TAPER BEGINS

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(2) — STA 1+60, 13.5' LT (RAMP B)
LANE TAPER ENDS

(1) — STA 516+60, 33.0' LT (77 SB)
LANE TAPER ENDS

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II
5. IR 77 SB STRIPING IS FROM PREVIOUS PHASE

EXIT 122 B
WEST
224
Barberton
EXIT ONLY
DETOUR NORTH 77
DETOUR 76
277

℄ Constr. RAMP B
℄ CONSTR. RAMP S12
COVENTRY ST
℄ Constr. I.R. 77 - SOUTHBOUND
℄ Constr. I.R. 77 - NORTHBOUND
℄ CONSTR. RAMP S11
RAMP S11
RAMP S12
LANE SHIFT ENDS
STA. 524+72, 6.6' LT
LANE SHIFT BEGINS
STA. 523+00, 2.5' LT
ALLENDALE AVE
E WATERLOO RD
SUM-77-0975L
SUM-77-0974R
MATCHLINE STA 4+25
SEE SHEET 22
MATCHLINE STA 515+00
SEE SHEET 25
MATCHLINE STA 325+00
STEP 1 - SEE SHEET 27
STEP 2 - SEE SHEET 43
EXIT 123A
Coventry TOWNSHIP LIMIT
Akron CORP LIMIT
SUM 77 0973R
WEL
PB
WYL
WLL
AA
AE
32" PB
22'
33'
44'
SPEED LIMIT 55 MINIMUM 40
TO WEST INTERSTATE 76
SOUTH INTERSTATE 76
NORTH INTERSTATE 77 KEEP LEFT
ROAD CLOSED
R11-2-48
R11-2-48 STA. 0+50 (RS11)
NORTH CLOSED INTERSTATE 77
SOUTH INTERSTATE 76
NORTH CLOSED INTERSTATE 77
DETOUR INTERSTATE 76 NORTH INTERSTATE 77 Cleveland
BLACK ON ORANGE OVERLAY
R3-2-24
R3-2-24

(3) — TROUGH, WIDTH - 11.0", DEPTH - 1.5", LENGTH 141'
BEGIN STA. 326+36
END STA. 324+95

BL CONST IR 77
2.3' 11.0' 11.0' 5.0' 33.5'
2.5' 2.0' 1.0'
WORK AREA
24.5'
PHASE 3A STEPS 1 & 2
SECTION AA-AA
STA. 520+00

BL CONST IR 77
2.5' 9.8' 11.0' 11.0' 11.0' 12.1' 3.9'
1.1'
PHASE 3A STEPS 1 & 2
SECTION AE-AE
STA. 521+00

HORIZONTAL SCALE IN FEET
0 25 50 100
CALCULATED AJO
CHECKED AVP

**PHASE 3A STEPS 1 & 2**
**MOT IR 77 PH**
**STA 515+00 TO STA 325+00**

**SUM-76/77/8-**
**8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS

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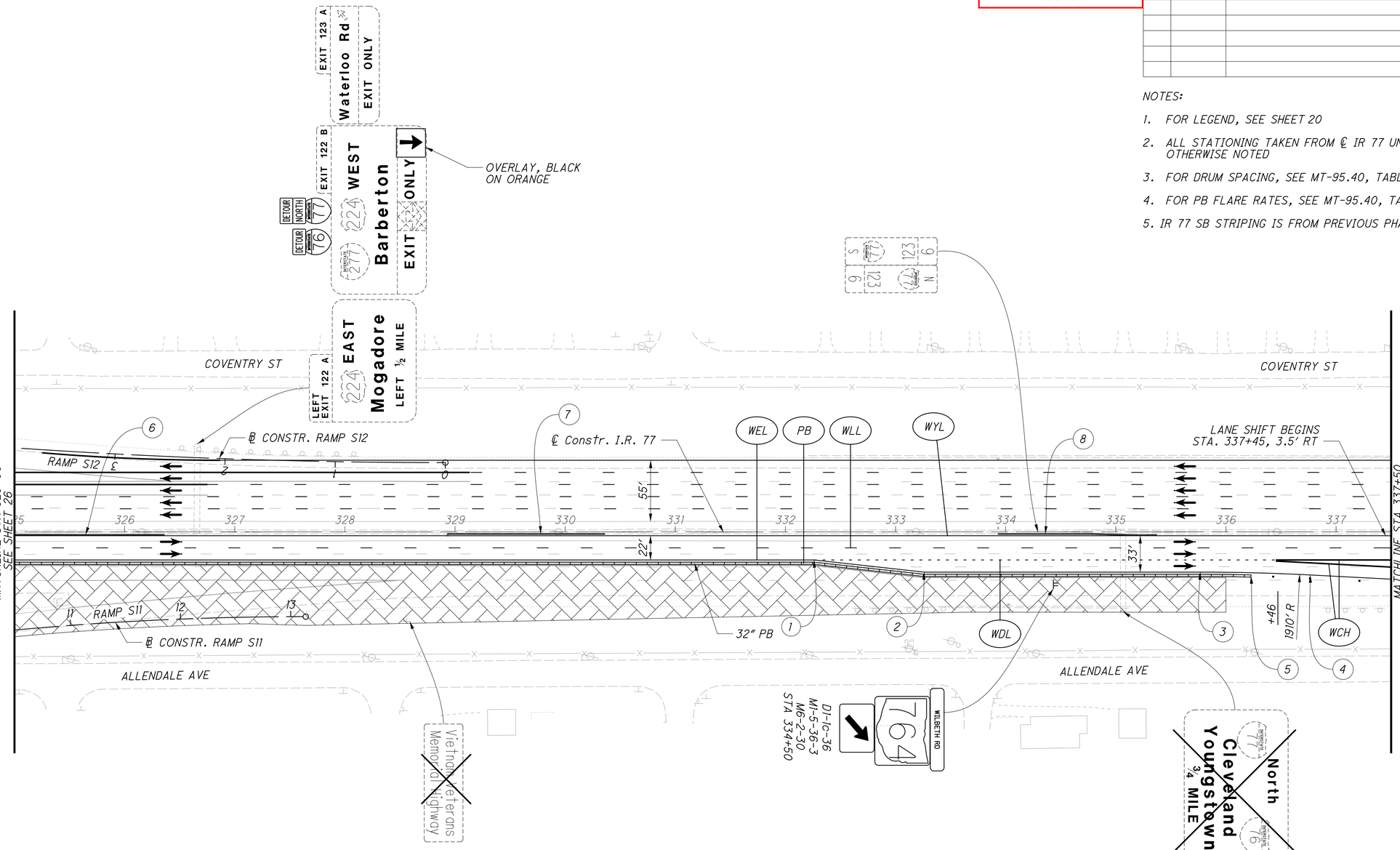
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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*
5. *IR 77 SB STRIPING IS FROM PREVIOUS PHASE*




1. — *STA. 332+26, 25.5' RT*
*LANE TAPER BEGINS*

2. — *STA. 333+26, 36.5' RT*
*LANE TAPER ENDS*

3. — *STA. 335+77, 36.5' RT*
*PC*

4. — *STA. 336+76, 39.0' RT*
*PT*

5. — *STA. 336+23, 40.0' RT*
*PB ENDS*

6. — *TROUGH, WIDTH = 11.0", DEPTH = 1.5", LENGTH 141'*
*BEGIN STA. 326+36*
*END STA. 324+95*

7. — *TROUGH, WIDTH = 11.0", DEPTH = 1.5", LENGTH 143'*
*BEGIN STA. 330+36*
*END STA. 328+93*

8. — *TROUGH, WIDTH = 9.0", DEPTH = 1.5", LENGTH 144'*
*BEGIN STA. 335+37*
*END STA. 333+93*

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 3A STEP 1
## STA 325+00 TO STA 337+50

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8.24/9.74/0.00

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122

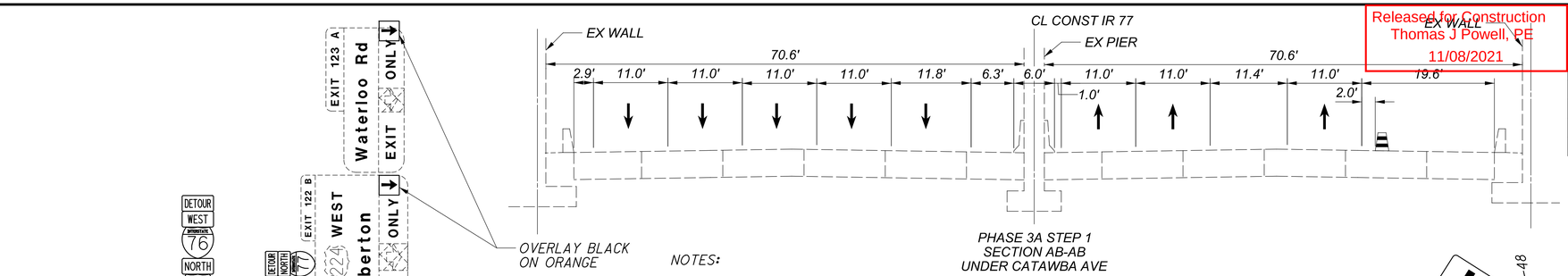
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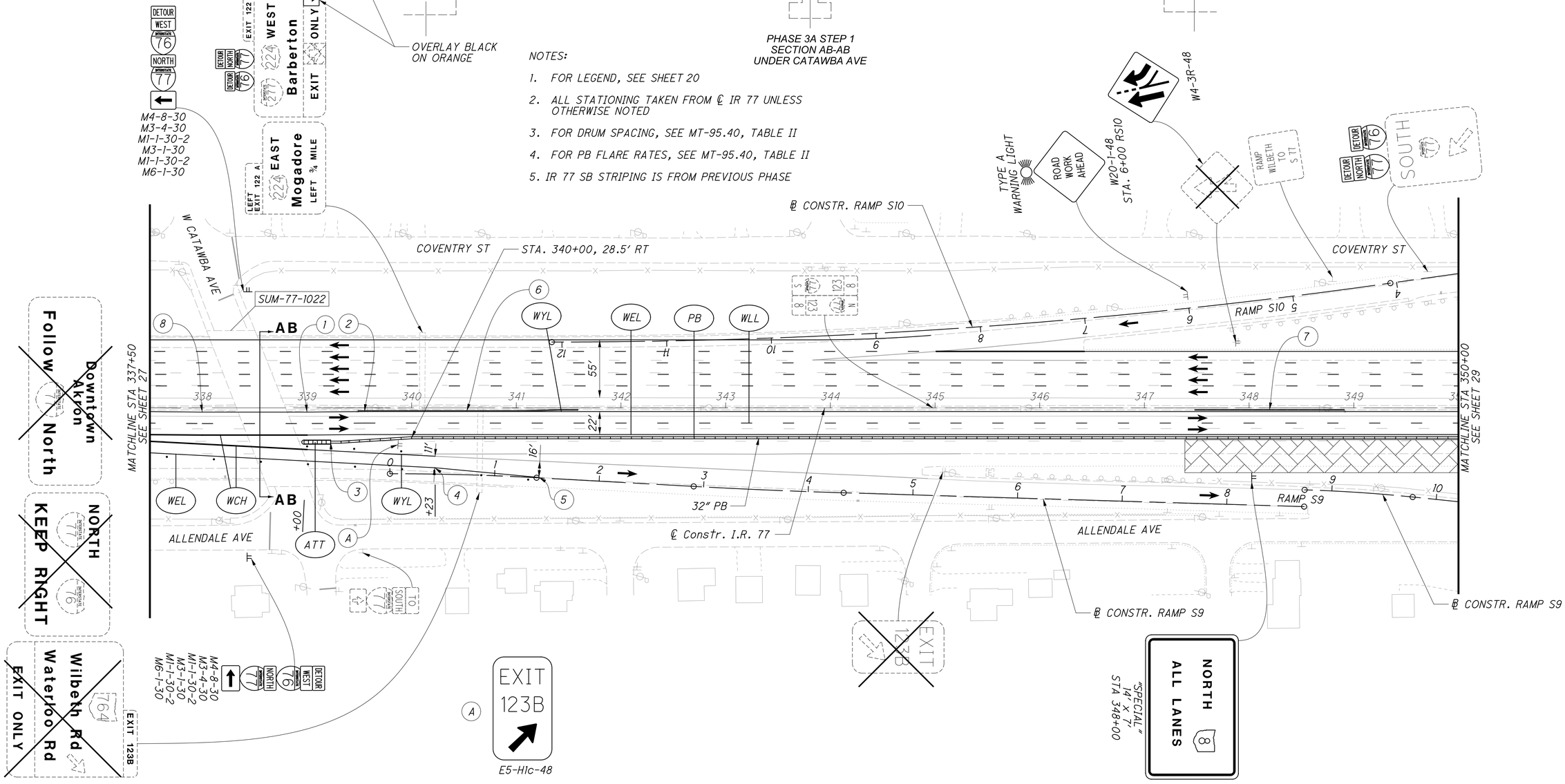
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II
5. IR 77 SB STRIPING IS FROM PREVIOUS PHASE




(1) — STA. 339+00, 4.0′ RT
LANE SHIFT BEGINS

(2) — STA. 339+55, 3.5′ RT
LANE SHIFT ENDS

(3) — STA. 339+23, 32.5′ RT
PB BEGINS

(4) — STA. 0+43, 6.0′ RT (RAMP S9)
LANE TAPER BEGINS

(5) — STA. 1+40, ℄ (RAMP S9)
LANE TAPER ENDS

(6) — TROUGH, WIDTH = 12.0″, DEPTH = 1.5″, LENGTH 210′
BEGIN STA. 341+59
END STA. 339+49

(7) — TROUGH, WIDTH = 7.5″, DEPTH = 1.5″, LENGTH 143′
BEGIN STA. 347+48
END STA. 348+91

(8) — STA. 338+00, 4.0′ RT
LANE SHIFT ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

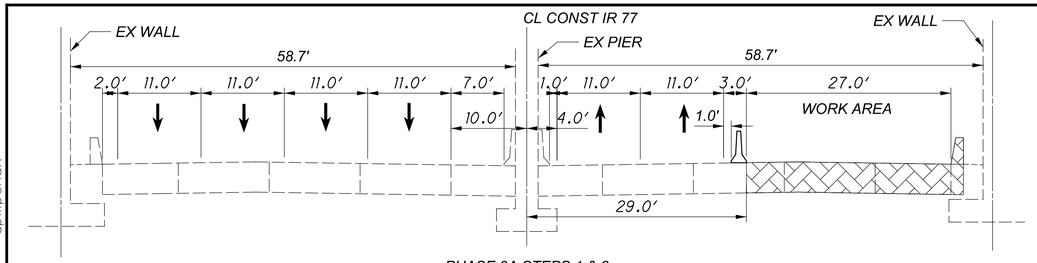
MOT IR 77 PHASE 3A STEP 1
STA 337+50 TO STA 350+00

SUM-76/77/8-8.24/9.74/0.00

28
122

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PHASE 3A STEPS 1 & 2
SECTION N-N
UNDER E WILBETH RD

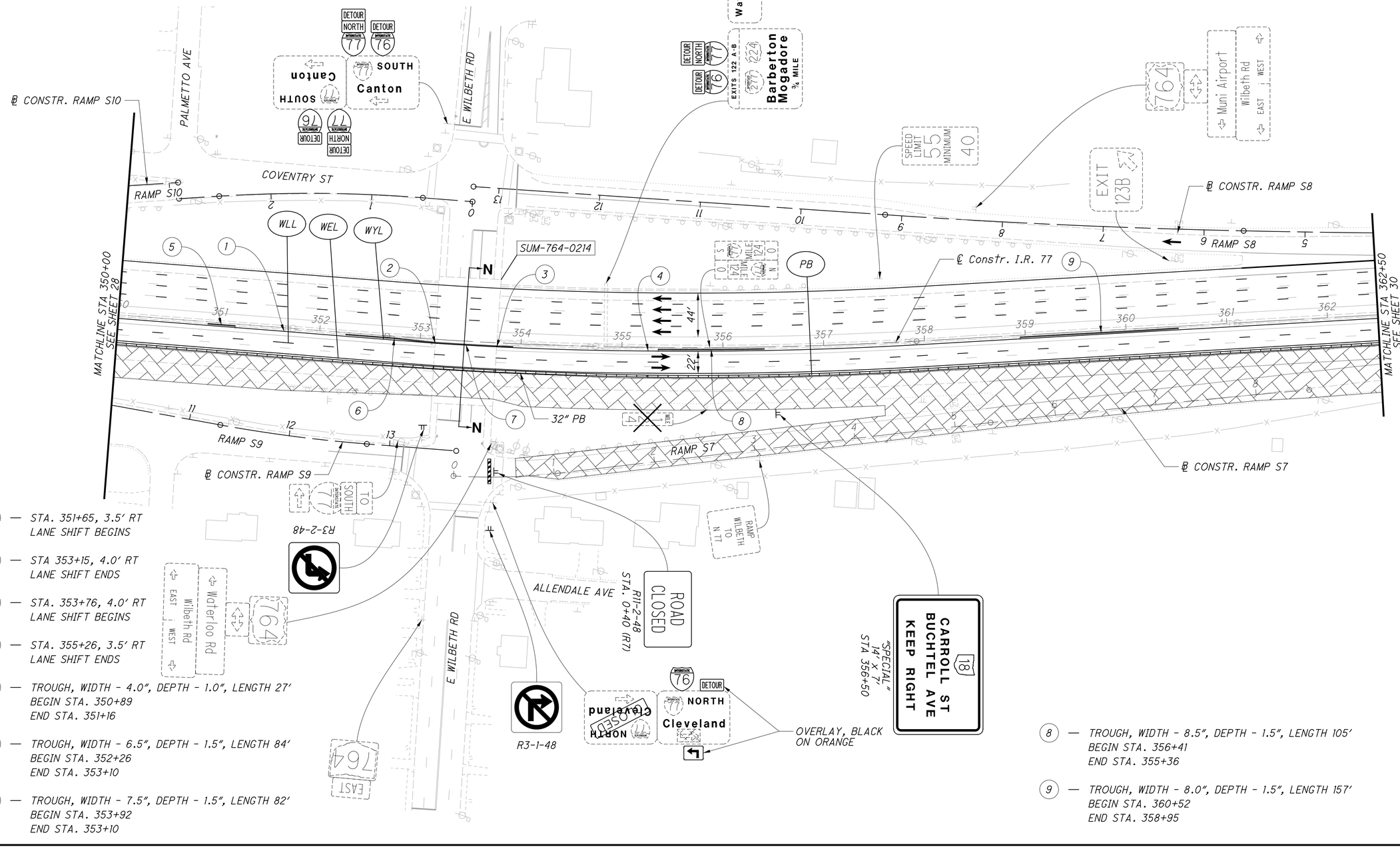
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II
5. IR 77 SB STRIPING IS FROM PREVIOUS PHASE




1. — STA. 351+65, 3.5′ RT
LANE SHIFT BEGINS

2. — STA 353+15, 4.0′ RT
LANE SHIFT ENDS

3. — STA. 353+76, 4.0′ RT
LANE SHIFT BEGINS

4. — STA. 355+26, 3.5′ RT
LANE SHIFT ENDS

5. — TROUGH, WIDTH - 4.0″, DEPTH - 1.0″, LENGTH 27′
BEGIN STA. 350+89
END STA. 351+16

6. — TROUGH, WIDTH - 6.5″, DEPTH - 1.5″, LENGTH 84′
BEGIN STA. 352+26
END STA. 353+10

7. — TROUGH, WIDTH - 7.5″, DEPTH - 1.5″, LENGTH 82′
BEGIN STA. 353+92
END STA. 353+10

8. — TROUGH, WIDTH - 8.5″, DEPTH - 1.5″, LENGTH 105′
BEGIN STA. 356+41
END STA. 355+36

9. — TROUGH, WIDTH - 8.0″, DEPTH - 1.5″, LENGTH 157′
BEGIN STA. 360+52
END STA. 358+95

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 3A STEP 1
## STA 350+00 TO STA 362+50

SUM-76/77/8-8.24/9.74/0.00

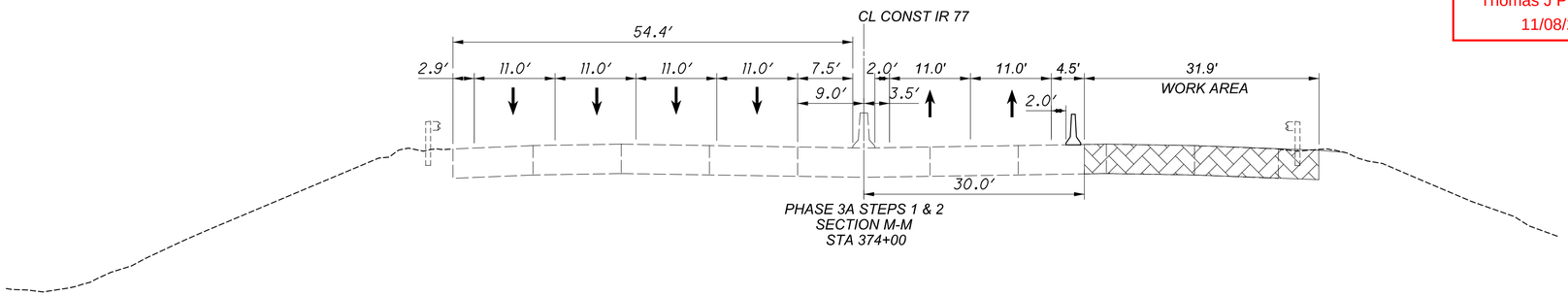
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2025-09-02 - BU-07 - MOT DRAWINGS

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11/08/2021

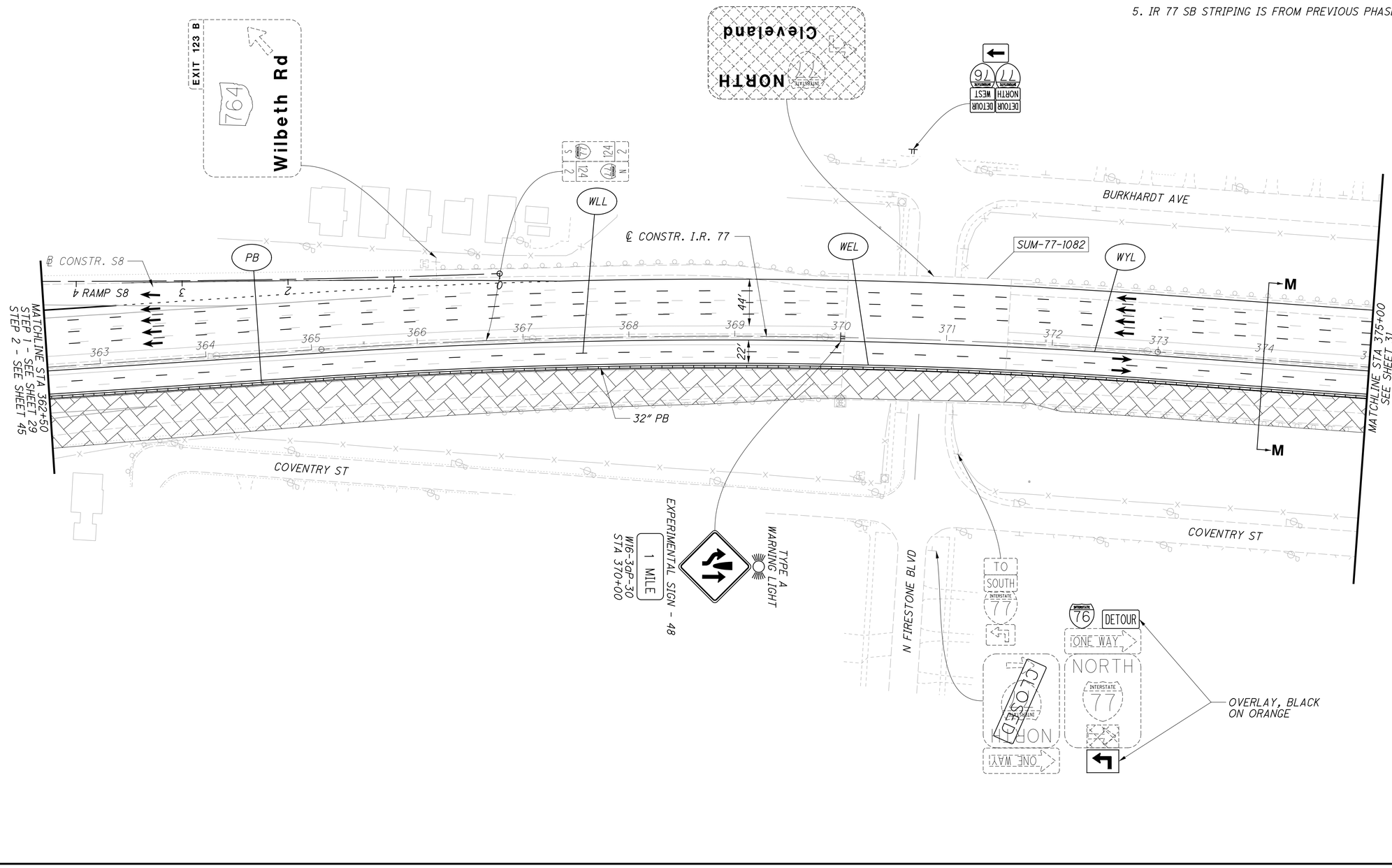
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PHASE 3A STEPS 1 & 2
SECTION M-M
STA 374+00

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II
5. IR 77 SB STRIPING IS FROM PREVIOUS PHASE




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HORIZONTAL SCALE IN FEET
0 25 50 100

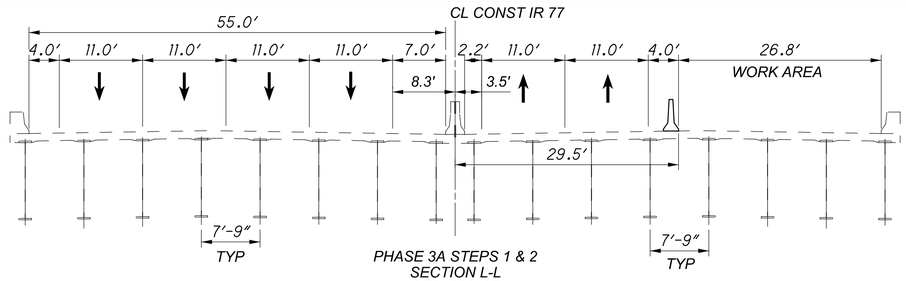
CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 3A STEPS 1 & 2
## STA 362+50 TO STA 375+00

SUM-76/77/8-
8.24/9.74/0.00



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PHASE 3A STEPS 1 & 2
SECTION L-L
STA. 378+37

(1) — TROUGH, WIDTH = 6.0″, DEPTH = 1.0″, LENGTH 51′
BEGIN STA. 376+72
END STA. 377+23

(2) — TROUGH, WIDTH = 11.0″, DEPTH = 1.5″, LENGTH 128′
BEGIN STA. 381+87
END STA. 383+92

(3) — TROUGH, WIDTH = 9.5″, DEPTH = 1.5″, LENGTH 128′
BEGIN STA. 387+14
END STA. 388+42

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II
5. THE CONTRACTOR SHALL MAINTAIN ALL DRIVES BY USE OF ITEM 410 TRAFFIC COMPACTED SURFACE.
6. COVENTRY ST SHALL BECOME TWO-WAY TRAFFIC BETWEEN CLIFFORD AVE AND EVA AVE.
7. IR 77 SB STRIPING IS FROM PREVIOUS PHASE

EXIT 123 B — Wilbeth Rd 1/4 Mile
EXIT 123 A — Waterloo Rd 1 Mile
EXIT 123 — Next Right Municipal Airport
Exit 113 — Akron-Canton Airport 11 Miles
Exit 124A

BURKHARDT AVE
E ARCHWOOD AVE
CLIFFORD AVE
BRIDGE ICES BEFORE ROAD
℄ CONSTR. RAMP S6
RAMP S6
℄ CONSTR. I.R. 77
SUM-77-1096
WLL WYL WEL PB
32″ PB
℄ CONSTR. RAMP S5
RAMP S5
SEE NOTE 5
SEE NOTE 6
COVENTRY ST
MATCHLINE STA 375+00 SEE SHEET 30
MATCHLINE STA 387+50 SEE SHEET 32
44′
22′
OVERLAY, BLACK ON ORANGE
R3-2-24
TO SOUTH INTERSTATE 77
CARROLL ST BUCHTEL AVE KEEP RIGHT
"SPECIAL" 14′ x 7′ STA 382+00
ROAD CLOSED R11-2-48 STA. 0+40 (RS5)
ROAD CLOSED R11-2-48
NORTH CLOSED
RAMP ARCHWOOD TO N 77
LEFT EXIT 125A
Univ Of Akron Follow North
BOTH LANES
Cuyahoga Falls 1 Mile NORTH
Cleveland Youngstown 1 MILE NORTH
TRAUMA CENTER
DETOUR
NORTH Cleveland
CLOSED Cleveland NORTH

PHASE 3A, STEP 1
PHASE 3A, STEP 2
NORTH EAST Cleveland Youngstown 1 MILE
NORTH CLOSED Cleveland Youngstown 1 MILE

HORIZONTAL SCALE IN FEET: 0 25 50 100
CALCULATED AJO
CHECKED AVP

# PHASE 3A STEPS 1 & 2
## MOT IR 77 PHASE 3A STEPS 1 & 2
## SUM-76/77/8- STA 375+00 TO STA 387+50
## 8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

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11/08/2021

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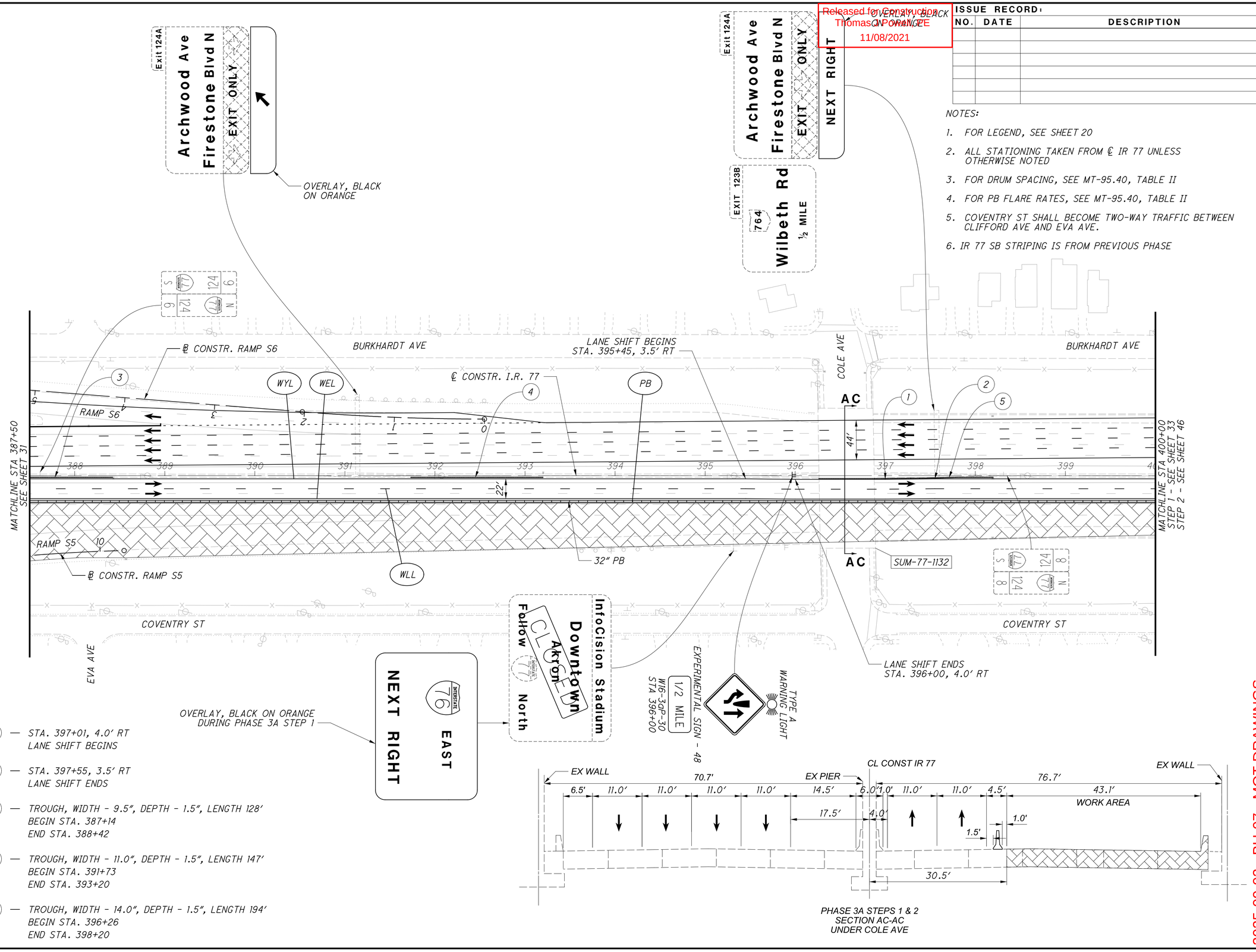
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II
5. COVENTRY ST SHALL BECOME TWO-WAY TRAFFIC BETWEEN CLIFFORD AVE AND EVA AVE.
6. IR 77 SB STRIPING IS FROM PREVIOUS PHASE

HORIZONTAL SCALE IN FEET: 0, 25, 50, 100

CALCULATED AJO
CHECKED AVP




(1) — STA. 397+01, 4.0′ RT
LANE SHIFT BEGINS

(2) — STA. 397+55, 3.5′ RT
LANE SHIFT ENDS

(3) — TROUGH, WIDTH - 9.5″, DEPTH - 1.5″, LENGTH 128′
BEGIN STA. 387+14
END STA. 388+42

(4) — TROUGH, WIDTH - 11.0″, DEPTH - 1.5″, LENGTH 147′
BEGIN STA. 391+73
END STA. 393+20

(5) — TROUGH, WIDTH - 14.0″, DEPTH - 1.5″, LENGTH 194′
BEGIN STA. 396+26
END STA. 398+20




PHASE 3A STEPS 1 & 2
SECTION AC-AC
UNDER COLE AVE

PHASE 3A STEPS 1 & 2
MOT IR 77 PH
STA 387+50 TO STA 400+00

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

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122

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(1) — STA. 405+95, 3.5′ RT
LANE SHIFT BEGINS

(2) — STA. 406+50, 4.0′ RT
LANE SHIFT ENDS

(3) — STA. 4292+43, 4.0′ RT
LANE SHIFT BEGINS

(4) — STA. 4292+98, 3.5′ RT
LANE SHIFT ENDS

(5) — STA. 4297+32, 25.5′ RT
LANE TAPER BEGINS

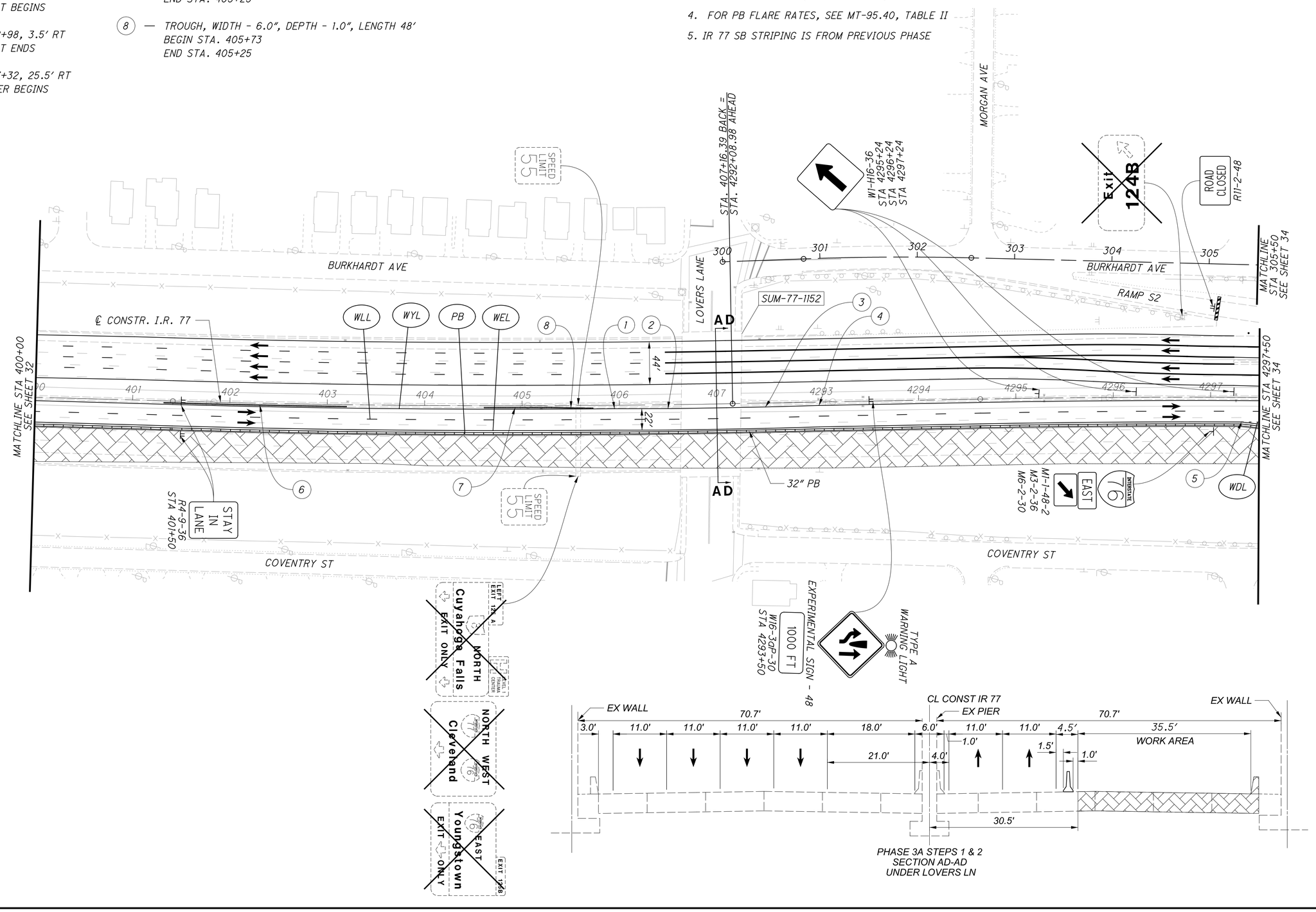
(6) — TROUGH, WIDTH = 11.0″, DEPTH = 1.5″, LENGTH 188′
BEGIN STA. 401+32
END STA. 403+20

(7) — TROUGH, WIDTH = 8.0″, DEPTH = 1.0″, LENGTH 64′
BEGIN STA. 404+61
END STA. 405+25

(8) — TROUGH, WIDTH = 6.0″, DEPTH = 1.0″, LENGTH 48′
BEGIN STA. 405+73
END STA. 405+25

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II
5. IR 77 SB STRIPING IS FROM PREVIOUS PHASE




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

2025-09-02 - BU-07 - MOT DRAWINGS

SUM-76/77/8-
8.24/9.74/0.00

MOT IR 77 PHASE 3A STEP 1
STA 400+00 TO STA 4297+50

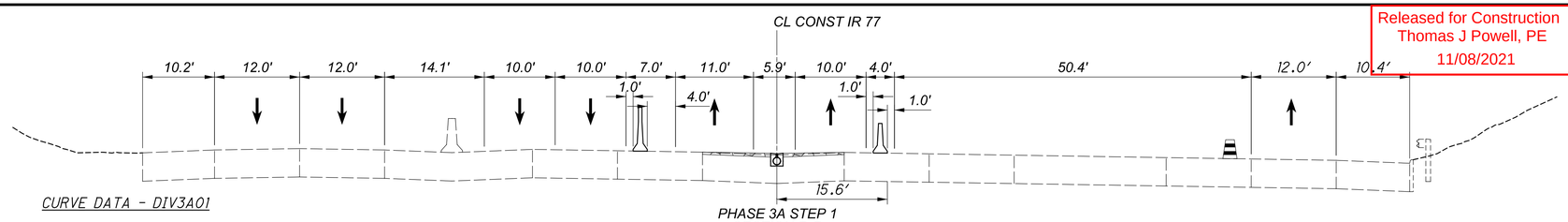
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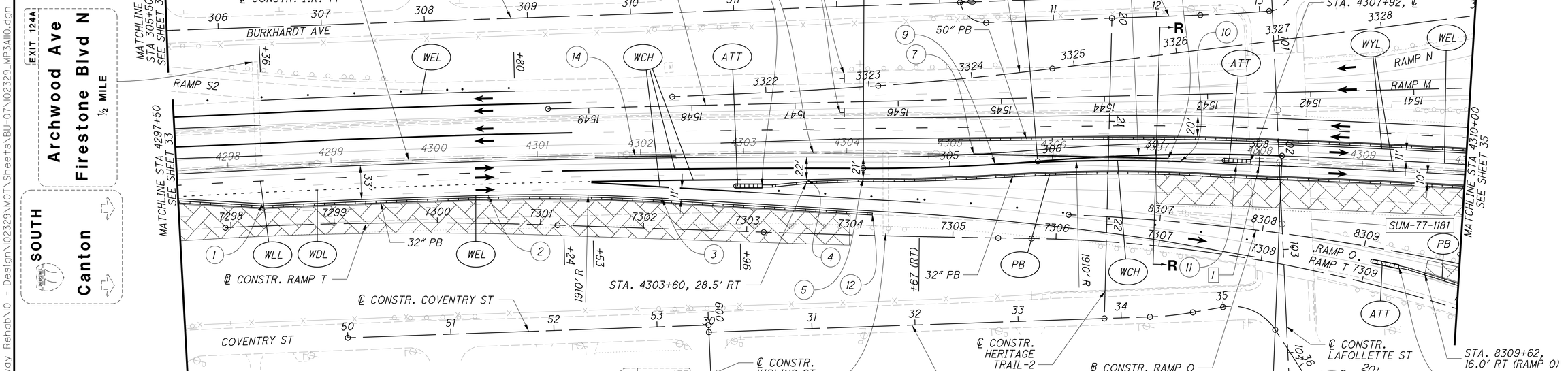
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CURVE DATA - DIV3A01

P.I. Sta. 305+00.79
Δ = 5° 04′ 52″ (LT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 84.74′
L = 169.37′
E = 1.88′
C = 169.31′
C.B. = N 0° 04′ 54″ W

P.I. Sta. 307+04.06
Δ = 7° 06′ 36″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 118.65′
L = 237.00′
E = 3.68′
C = 236.84′
C.B. = N 0° 55′ 58″ E




1. — STA. 4298+32, 36.5′ RT
LANE TAPER ENDS

2. — STA. 4300+51, 36.5′ RT
PC

3. — STA. 4302+20, 42.5′ RT
PT

4. — STA. 4303+61, 25.5′ RT
LANE TAPER BEGINS

5. — STA. 4304+16, 24.5′ RT
LANE TAPER ENDS

6. — STA. 4303+18, 31.5′ RT
PB BEGINS

7. — STA. 4305+23, ℄
SLOTTED DRAIN BEGINS

8. — STA. 4307+12, ℄
SLOTTED DRAIN ENDS

9. — STA. 4305+44, 9.5′ RT
PRC

10. — STA. 4307+23, 2.5′ RT
PT, LANE SHIFT BEGINS

11. — STA. 4307+78, 3.5′ RT
LANE SHIFT ENDS

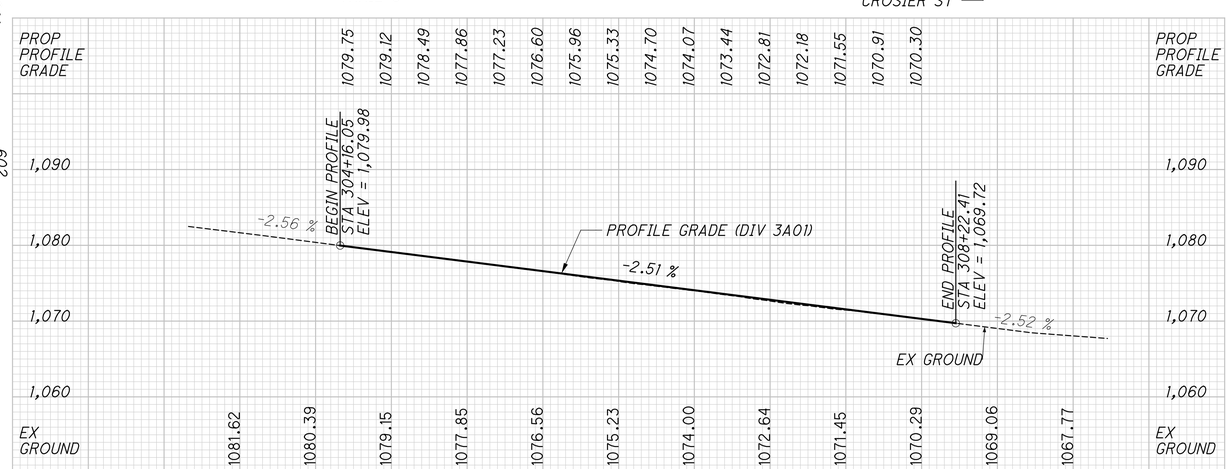
12. — STA. 7304+21, 20.5′ LT (RAMP T)
PB ENDS

13. — STA. 8309+36, 14.0′ RT (RAMP O)
PB BEGINS

14. — TROUGH, WIDTH = 2.0″, DEPTH = 1.0″, LENGTH 42′
BEGIN STA. 4301+56
END STA. 4302+34

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II
5. IR 77 SB STRIPING IS FROM PREVIOUS PHASE




2025-09-02 - BU-07 - MOT DRAWINGS

MOT IR 77 PHASE 3A STEP 1
STA 4297+50 TO STA 4310+00

SUM-76/77/8-
8.24/9.74/0.00

34
122

CALCULATED AJO
CHECKED AVP

HORIZONTAL SCALE IN FEET
0 25 50 100

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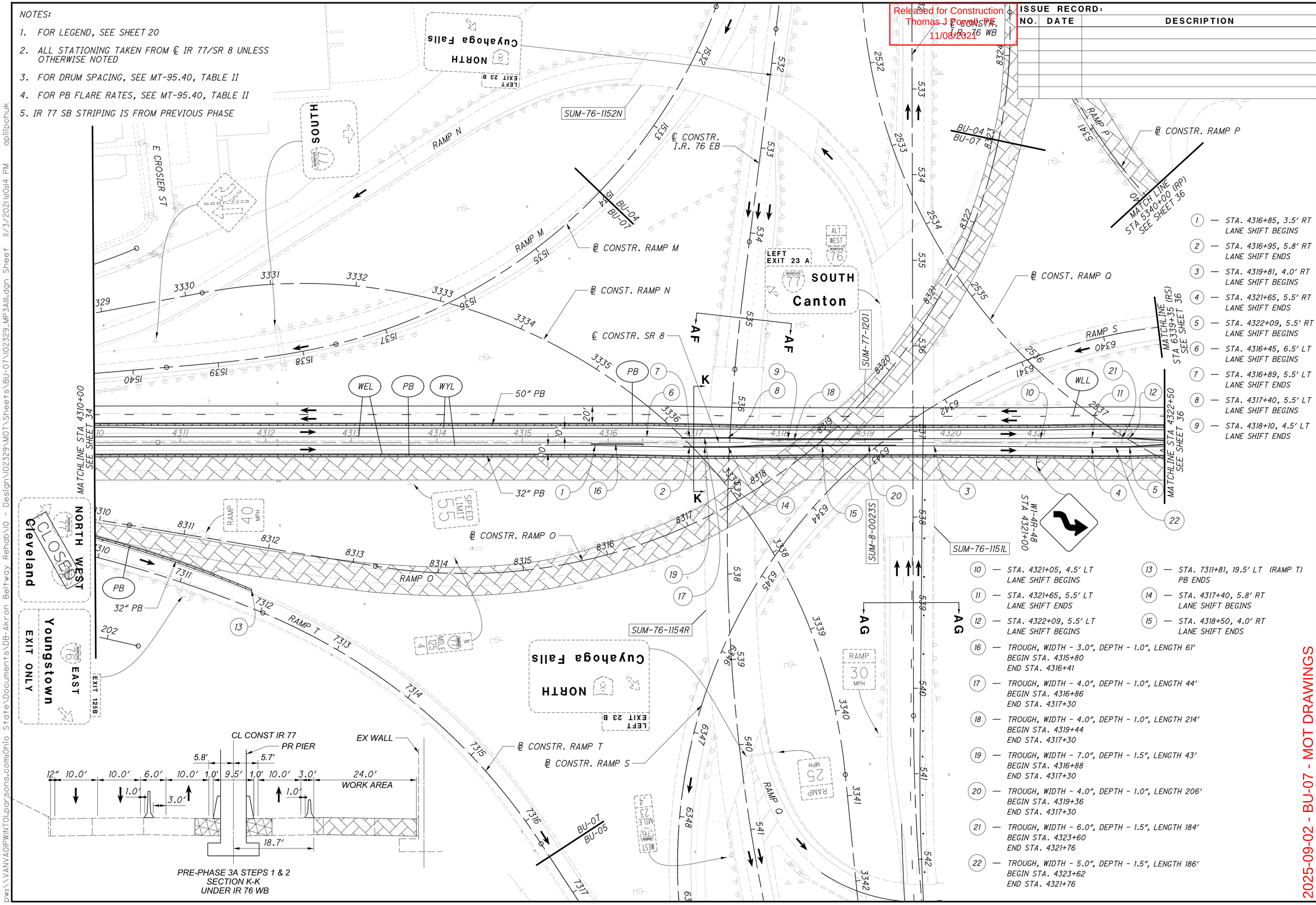
NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77/SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II
5. IR 77 SB STRIPING IS FROM PREVIOUS PHASE

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11/08/2021

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
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1 — STA. 4316+85, 3.5′ RT LANE SHIFT BEGINS
2 — STA. 4316+95, 5.8′ RT LANE SHIFT ENDS
3 — STA. 4319+81, 4.0′ RT LANE SHIFT BEGINS
4 — STA. 4321+65, 5.5′ RT LANE SHIFT ENDS
5 — STA. 4322+09, 5.5′ RT LANE SHIFT BEGINS
6 — STA. 4316+45, 6.5′ LT LANE SHIFT BEGINS
7 — STA. 4316+89, 5.5′ LT LANE SHIFT ENDS
8 — STA. 4317+40, 5.5′ LT LANE SHIFT BEGINS
9 — STA. 4318+10, 4.5′ LT LANE SHIFT ENDS
10 — STA. 4321+05, 4.5′ LT LANE SHIFT BEGINS
11 — STA. 4321+65, 5.5′ LT LANE SHIFT ENDS
12 — STA. 4322+09, 5.5′ LT LANE SHIFT BEGINS
13 — STA. 7311+81, 19.5′ LT (RAMP T) PB ENDS
14 — STA. 4317+40, 5.8′ RT LANE SHIFT BEGINS
15 — STA. 4318+50, 4.0′ RT LANE SHIFT ENDS
16 — TROUGH, WIDTH - 3.0″, DEPTH - 1.0″, LENGTH 61′ BEGIN STA. 4315+80 END STA. 4316+41
17 — TROUGH, WIDTH - 4.0″, DEPTH - 1.0″, LENGTH 44′ BEGIN STA. 4316+86 END STA. 4317+30
18 — TROUGH, WIDTH - 4.0″, DEPTH - 1.0″, LENGTH 214′ BEGIN STA. 4319+44 END STA. 4317+30
19 — TROUGH, WIDTH - 7.0″, DEPTH - 1.5″, LENGTH 43′ BEGIN STA. 4316+88 END STA. 4317+30
20 — TROUGH, WIDTH - 4.0″, DEPTH - 1.0″, LENGTH 206′ BEGIN STA. 4319+36 END STA. 4317+30
21 — TROUGH, WIDTH - 6.0″, DEPTH - 1.5″, LENGTH 184′ BEGIN STA. 4323+60 END STA. 4321+76
22 — TROUGH, WIDTH - 5.0″, DEPTH - 1.5″, LENGTH 186′ BEGIN STA. 4323+62 END STA. 4321+76

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT SR 8 PHASE 3A STEP 1
# STA 4310+00 TO STA 4322+50

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

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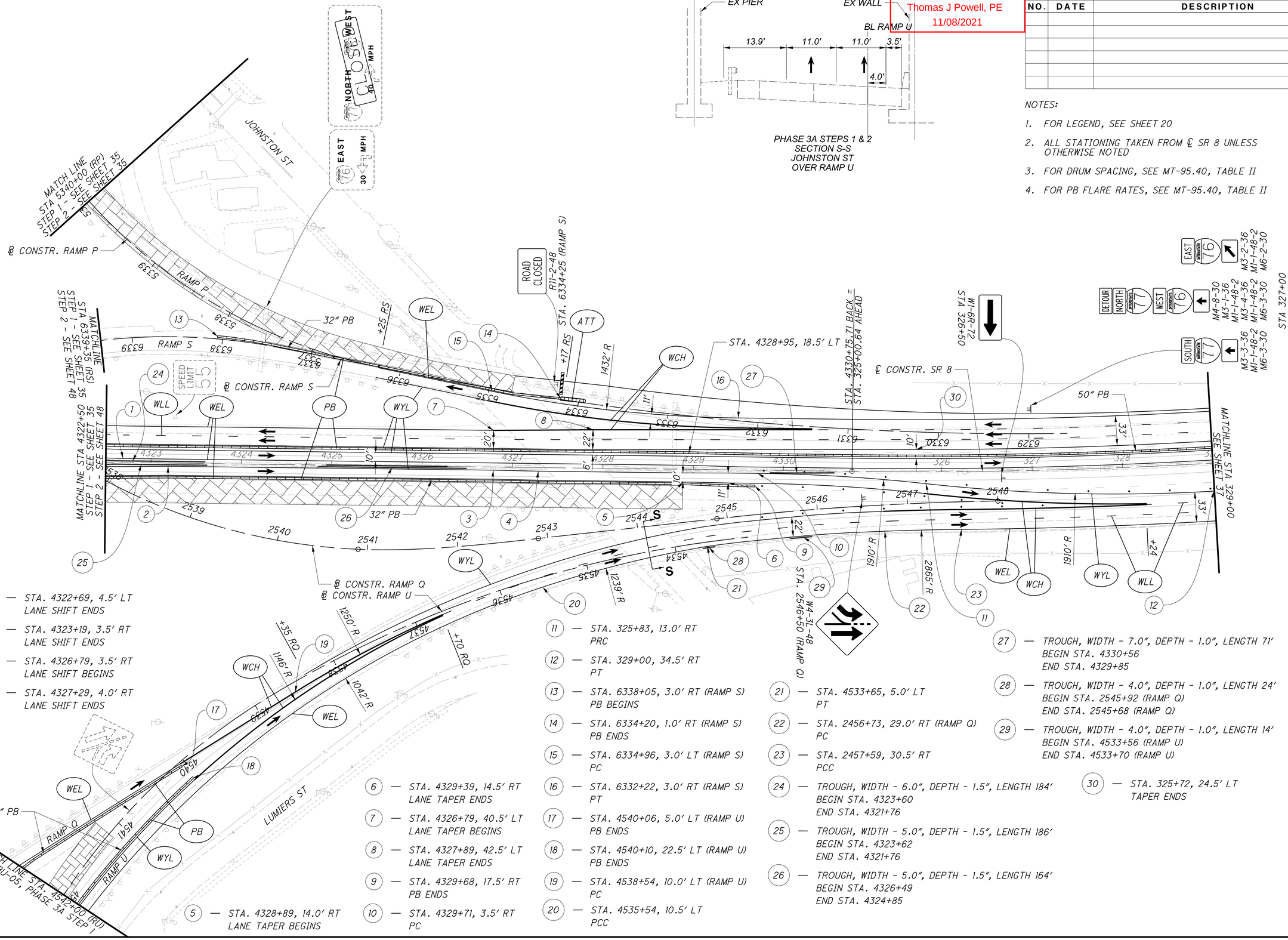
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PHASE 3A STEPS 1 & 2
SECTION S-S
JOHNSTON ST
OVER RAMP U

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




1 — STA. 4322+69, 4.5′ LT
LANE SHIFT ENDS

2 — STA. 4323+19, 3.5′ RT
LANE SHIFT ENDS

3 — STA. 4326+79, 3.5′ RT
LANE SHIFT BEGINS

4 — STA. 4327+29, 4.0′ RT
LANE SHIFT ENDS

5 — STA. 4328+89, 14.0′ RT
LANE TAPER BEGINS

6 — STA. 4329+39, 14.5′ RT
LANE TAPER ENDS

7 — STA. 4326+79, 40.5′ LT
LANE TAPER BEGINS

8 — STA. 4327+89, 42.5′ LT
LANE TAPER ENDS

9 — STA. 4329+68, 17.5′ RT
PB ENDS

10 — STA. 4329+71, 3.5′ RT
PC

11 — STA. 325+83, 13.0′ RT
PRC

12 — STA. 329+00, 34.5′ RT
PT

13 — STA. 6338+05, 3.0′ RT (RAMP S)
PB BEGINS

14 — STA. 6334+20, 1.0′ RT (RAMP S)
PB ENDS

15 — STA. 6334+96, 3.0′ LT (RAMP S)
PC

16 — STA. 6332+22, 3.0′ RT (RAMP S)
PT

17 — STA. 4540+06, 5.0′ LT (RAMP U)
PB ENDS

18 — STA. 4540+10, 22.5′ LT (RAMP U)
PB ENDS

19 — STA. 4538+54, 10.0′ LT (RAMP U)
PC

20 — STA. 4535+54, 10.5′ LT
PCC

21 — STA. 4533+65, 5.0′ LT
PT

22 — STA. 2456+73, 29.0′ RT (RAMP Q)
PC

23 — STA. 2457+59, 30.5′ RT
PCC

24 — TROUGH, WIDTH = 6.0", DEPTH = 1.5", LENGTH 184′
BEGIN STA. 4323+60
END STA. 4321+76

25 — TROUGH, WIDTH = 5.0", DEPTH = 1.5", LENGTH 186′
BEGIN STA. 4323+62
END STA. 4321+76

26 — TROUGH, WIDTH = 5.0", DEPTH = 1.5", LENGTH 164′
BEGIN STA. 4326+49
END STA. 4324+85

27 — TROUGH, WIDTH = 7.0", DEPTH = 1.0", LENGTH 71′
BEGIN STA. 4330+56
END STA. 4329+85

28 — TROUGH, WIDTH = 4.0", DEPTH = 1.0", LENGTH 24′
BEGIN STA. 2545+92 (RAMP Q)
END STA. 2545+68 (RAMP Q)

29 — TROUGH, WIDTH = 4.0", DEPTH = 1.0", LENGTH 14′
BEGIN STA. 4533+56 (RAMP U)
END STA. 4533+70 (RAMP U)

30 — STA. 325+72, 24.5′ LT
TAPER ENDS

HORIZONTAL SCALE IN FEET
0 25 100

CALCULATED AJO
CHECKED AVP

MOT SR 8 PHASE 3A STEPS 1 & 2
STA 4322+50 TO STA 329+00

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

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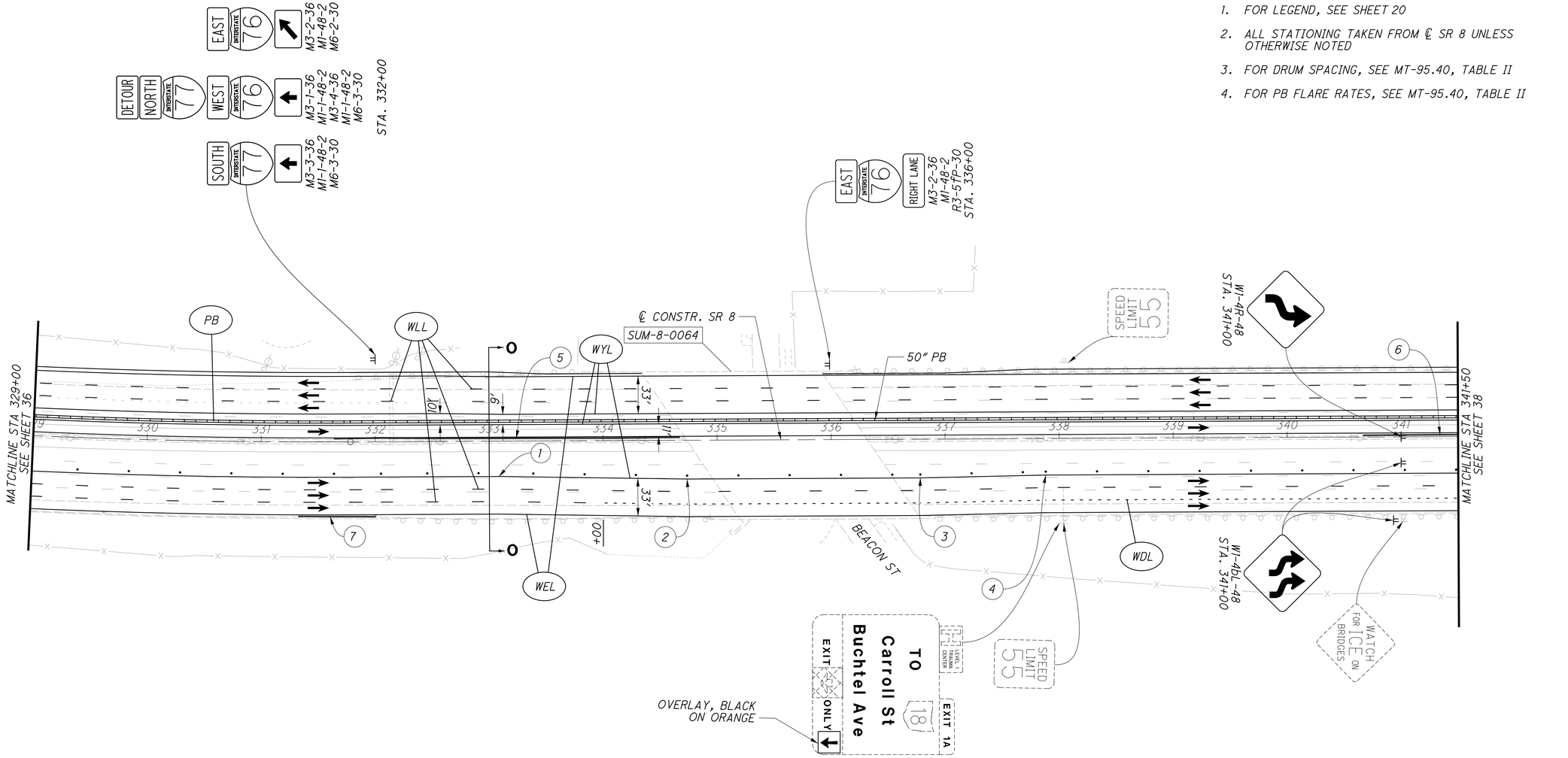
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11/08/2021

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




(1) — STA. 333+09, 31.0′ RT
LANE SHIFT BEGINS

(2) — STA. 334+74, 34.0′ RT
LANE SHIFT ENDS

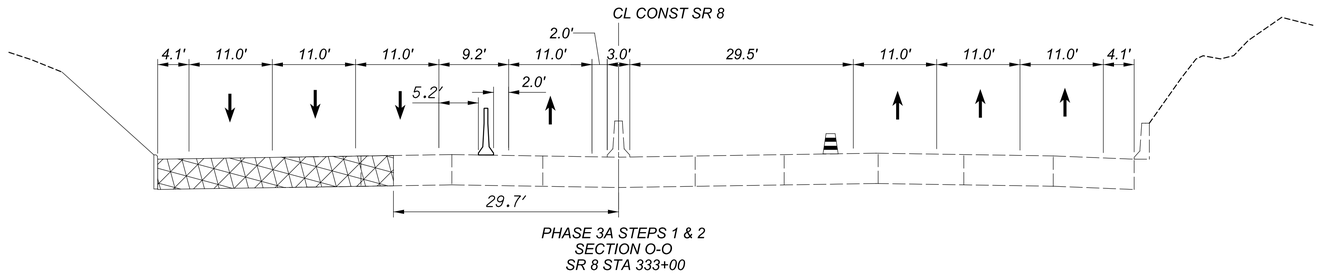
(3) — STA. 336+78, 34.0′ RT
LANE SHIFT BEGINS

(4) — STA. 337+88, 32.0′ RT
LANE SHIFT ENDS

(5) — TROUGH, WIDTH - 11.0″, DEPTH - 1.5″, LENGTH 303′
BEGIN STA. 331+64
END STA. 334+67

(6) — TROUGH, WIDTH - 11.0″, DEPTH - 1.5″, LENGTH 263′
BEGIN STA. 340+67
END STA. 343+30

(7) — TROUGH, WIDTH - 5.0″, DEPTH - 1.5″, LENGTH 67′
BEGIN STA. 331+33
END STA. 332+00




PHASE 3A STEPS 1 & 2
SECTION O-O
SR 8 STA 333+00

N

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# PHASE 3A STEPS 1 & 2
## MOT SR 8 PHASE 3A STEPS 1 & 2
## STA 329+00 TO STA 341+50

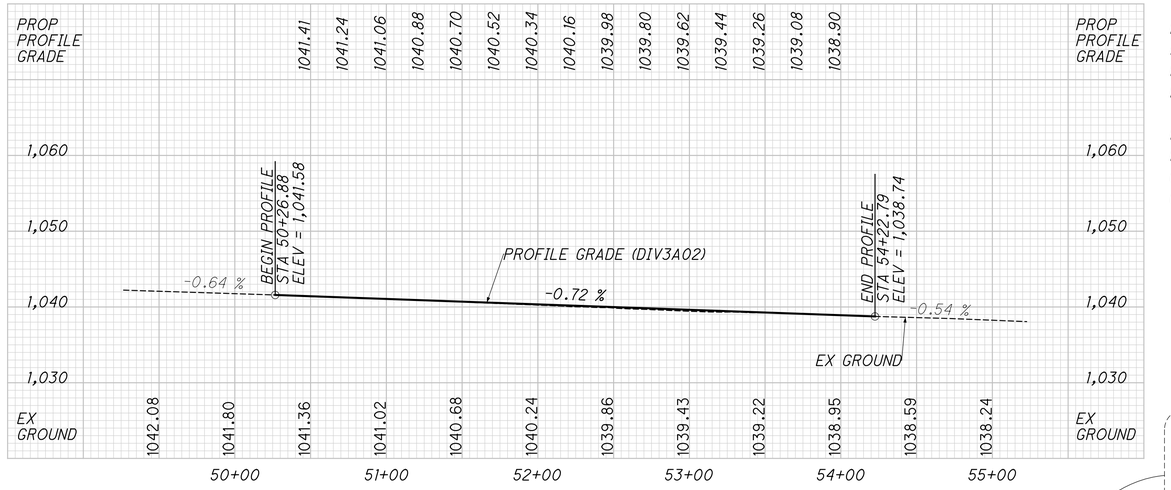
2025-09-02 - BU-07 - MOT DRAWINGS

SUM-76/77/8-8.24/9.74/0.00

37
122

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11/08/2021




CURVE DATA - DIV3A02

P.I. Sta. 51+25.95
Δ = 5° 56′ 19″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 99.07′
L = 197.96′
E = 2.57′
C = 197.87′
C.B. = N 1° 56′ 32″ E

P.I. Sta. 53+23.90
Δ = 5° 56′ 19″ (LT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 99.07′
L = 197.96′
E = 2.57′
C = 197.87′
C.B. = N 1° 56′ 32″ E

ISSUE RECORD:

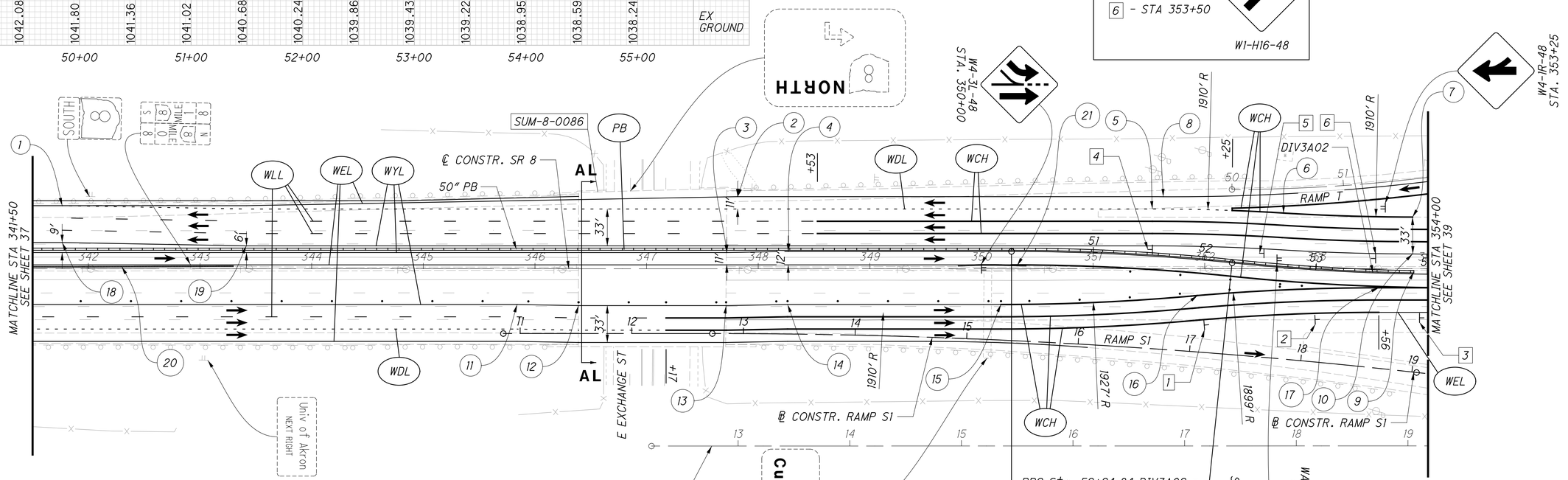
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

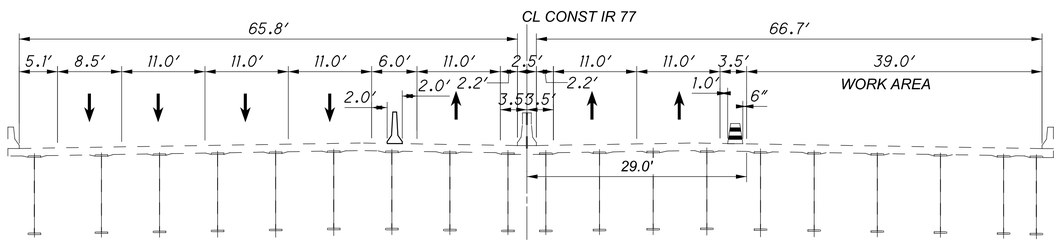
1 - STA 352+00
2 - STA 353+00
3 - STA 354+00
W1-H16-48

4 - STA 351+50
5 - STA 352+50
6 - STA 353+50
W1-H16-48




(20) — TROUGH, WIDTH - 11.0″, DEPTH - 1.5″, LENGTH 263′
BEGIN STA. 340+67
END STA. 343+30

(21) — TROUGH, WIDTH - 5.0″, DEPTH - 1.0″, LENGTH 55′
BEGIN STA. 349+85
END STA. 350+40




PHASE 3A STEPS 1 & 2
SECTION AL-AL
OVER EXCHANGE ST

(1) — STA. 341+77, 56.5′ LT
LANE TAPER BEGINS

(2) — STA. 347+82, 44.0′ LT
LANE TAPER ENDS

(3) — STA. 347+72, 14.5′ LT
LANE TAPER BEGINS

(4) — STA. 348+27, 15.5′ LT
LANE TAPER ENDS

(5) — STA. 351+53, 53.5′ LT
PC

(6) — STA. 352+71, 50.0′ LT
PRC

(7) — STA. 353+86, 46.0′ LT
PT

(8) — STA. 351+63, 64.5′ LT
PC

(9) — STA. 353+87, 2.5′ RT
PB ENDS

(10) — STA. 353+86, 13.0′ LT
LANE TAPER BEGINS

(11) — STA. 345+84, 32.0′ RT
LANE SHIFT BEGINS

(12) — STA. 346+39, 33.0′ RT
LANE SHIFT ENDS

(13) — STA. 347+71, 33.0′ RT
LANE SHIFT BEGINS

(14) — STA. 348+26, 32.0′ RT
LANE SHIFT ENDS

(15) — STA. 350+17, 32′ RT
LANE SHIFT BEGINS, PC

(16) — STA. 351+94, 24′ RT
PRC

(17) — STA. 353+56, 17′ RT
PT

(18) — STA. 341+76, 23.5′ LT
LANE SHIFT BEGINS

(19) — STA. 353+42, 20.5′ RT
LANE SHIFT ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT SR 8 PHASE 3A STEPS 1 & 2
## STA 341+50 TO STA 354+00
## SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS



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Thomas J Powell, PE
11/08/2021

**ISSUE RECORD:**

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*CURVE DATA - DIV3A02*
*P.I. Sta. 53+23.90*
*Δ = 5° 56′ 19″ (LT)*
*Dc = 3° 00′ 00″*
*R = 1,909.86′*
*T = 99.07′*
*L = 197.96′*
*E = 2.57′*
*C = 197.87′*
*C.B. = N 1° 56′ 32″ E*

*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED*
3. *FOR CROSSOVER PROFILE, SEE SHEET 38*
4. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
5. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*

*OVERLAY, BLACK ON ORANGE*

*PT Sta. 54+22.79 DIV3A02 = Sta. 354+22.09, 5.0′ Rt. SR 8*

*DIV3A02*

*192′ R +23 RT*

*TYPE A WARNING LIGHT*

*ROAD WORK AHEAD*

*W20-1-48 (RAMP T) STA. 53+25*

*+28 RT*

*EXIT 0 A-B*

*EAST Youngstown*

*NORTH WEST Barberton*

*¾ MILE*

*SOUTH KEEP LEFT*

*CARROLL ST*

*W1-4GL-48 STA. 364+25*

*GOODKIRK ST*

*RAMP T*

*℄ CONSTR. RAMP T*

*℄ CONSTR. SR 8*

*SUM-8-0117*

*+41*

*MATCHLINE STA 354+00 SEE SHEET 38*

*MATCHLINE STA 366+50 SEE SHEET 40*

*RAMP S1*

*℄ CONSTR. RAMP S1*

*+02*

*FOUNTAIN ST*

*℄ CONSTR. FOUNTAIN ST*

*W1-HIG-48 STA 355+50 STA 356+50 STA 357+50*

*InfoCision Stadium Summa Field USE PERKINS SREET EXIT*

*SAFETY PATROL COVERAGE AREA*

*CARROLL ST*

*1 WILLE S 8 12 N 8 2*

1 — *STA. 355+51, 10.0′ LT LANE TAPER ENDS*

2 — *STA. 355+22, 39.0′ RT LANE TAPER BEGINS*

3 — *STA. 358+02, 46.0′ RT LANE TAPER ENDS*

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT SR 8 PHASE 3A STEPS 1 & 2**
**STA 354+00 TO STA 366+50**

**SUM-76/77/8-8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS



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**ISSUE RECORD:**

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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

E BUCHTEL AVE
CHAPEL DR
GOODKIRK ST
DIGITAL SIGN
SPEED LIMIT 55
REDUCED SPEED 35 AHEAD
RAMP S SR-8 TO BUCHTEL
EXIT 1A
RAMP P1
MATCHLINE STA 366+50 SEE SHEET 39
367 368 369 370 371 372 373 374 375 376 377 378
MATCHLINE STA 379+00 SEE SHEET 41
SUM-8-0125
RAMP Q1
℄ CONSTR. SR 8
SUM-8-0147
FOUNTAIN ST
RAMP BUCHTEL TO W SR-8
END ROAD WORK
G20-2-48
STA. 371+00
M L King Jr Blvd & FRWY NEXT RIGHT
59 WEST
Perkins St
NEXT RIGHT
EXIT 1B
NORTH 8
EWING CT
ADOLPH AVE
BUCHTEL AVE
E MARKET ST

**PHASE 3A STEPS 1 & 2**
**MOT SR 8 PHASE 3A STEPS 1 & 2**
**STA 366+50 TO STA 379+00**

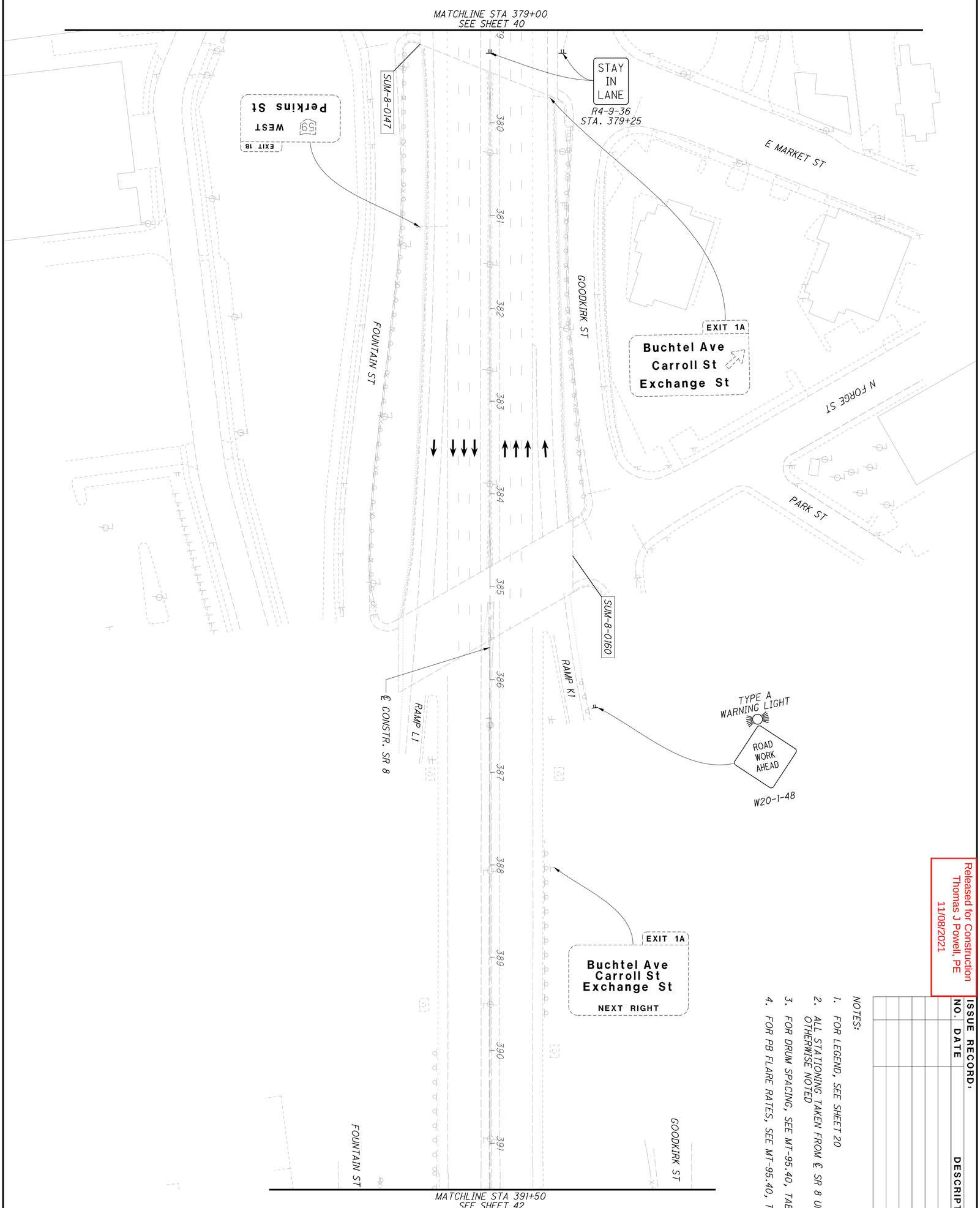
**SUM-76/77/8-**
**8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS



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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

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| NO. | DATE | DESCRIPTION |
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2025-09-02 - BU-07 - MOT DRAWINGS

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|---|---|---|---|---|
| 41 / 122 | SUM-76/77/8-<br>8.24/9.74/0.00 | MOT SR 8 PHASE 3A STEPS 1 & 2<br>STA 379+00 TO STA 391+50 | CALCULATED AJO<br>CHECKED AVP | 0 50<br>25 100<br>HORIZONTAL SCALE IN FEET |

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EXTRA ADVANCE WARNING SIGNS (IR 77 SB SIDE)

Type A Warning Light




W20-1-48
STA. 470+10



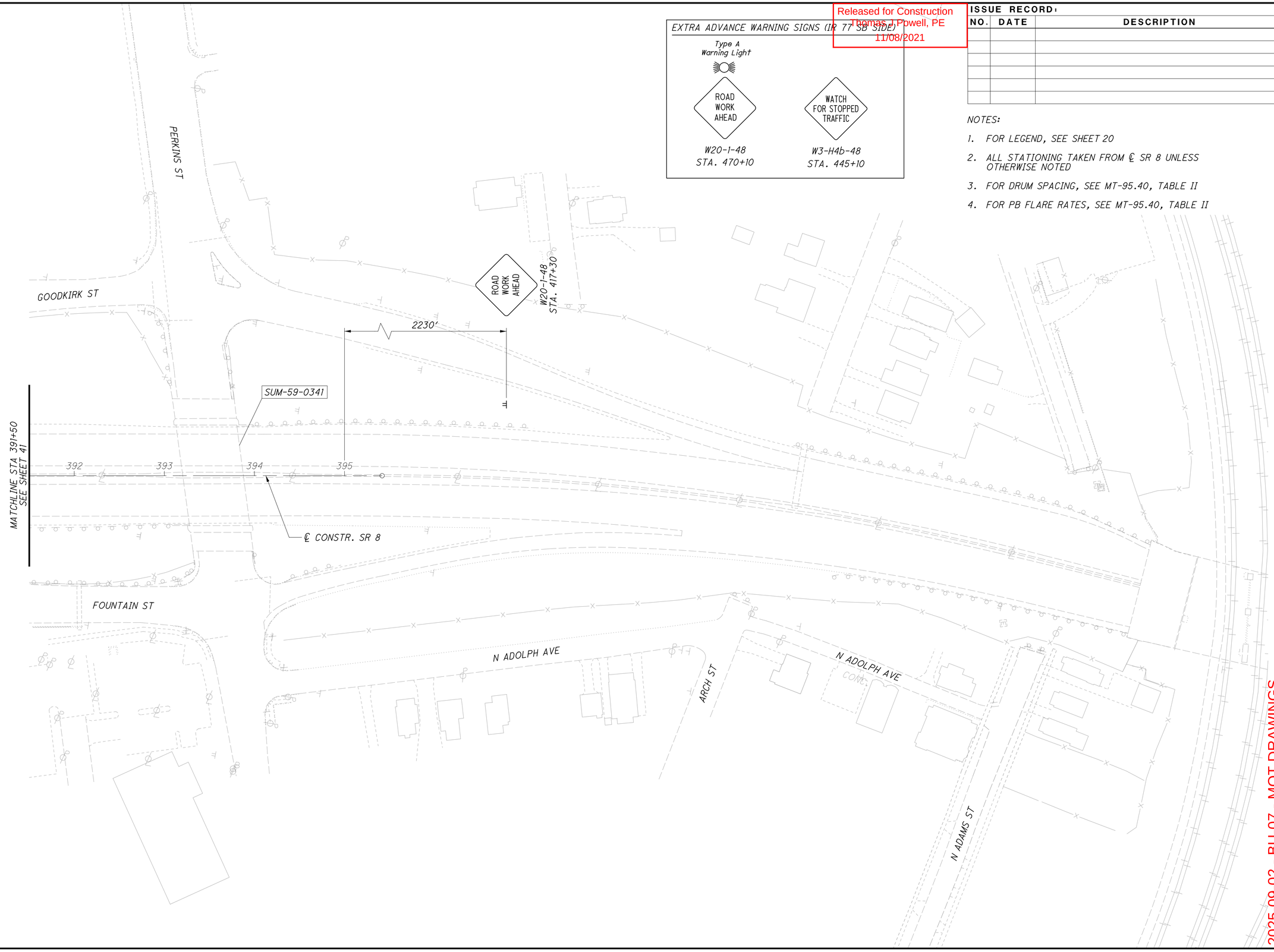

W3-H4b-48
STA. 445+10

ISSUE RECORD:

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




2025-09-02 - BU-07 - MOT DRAWINGS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MOT SR 8 PHASE 3A STEPS 1 & 2
STA 391+50 TO STA 395+00

SUM-76/77/8-
8.24/9.74/0.00



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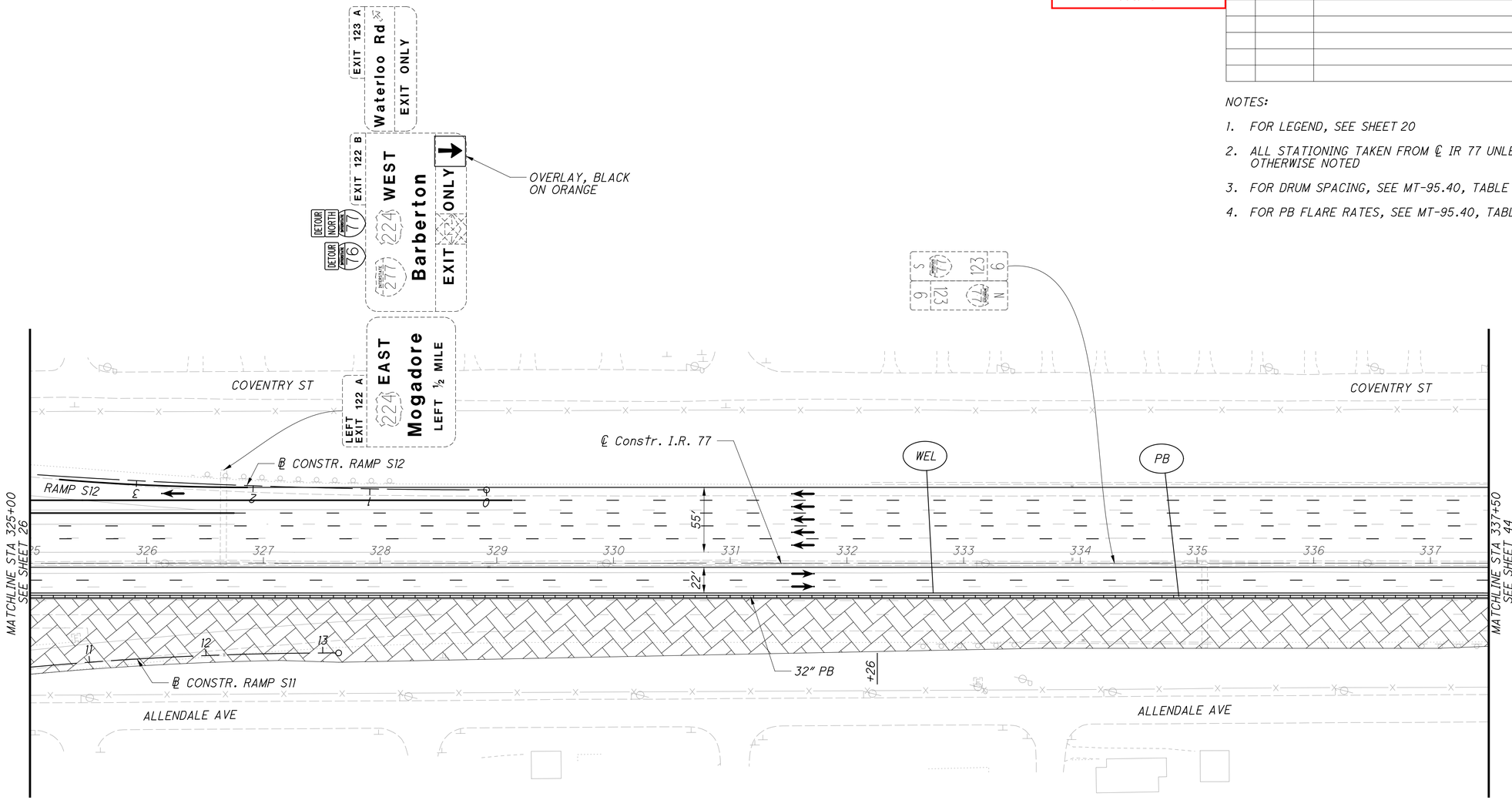
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**ISSUE RECORD:**

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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT IR 77 PHASE 3A STEP 2**
**STA 325+00 TO STA 337+50**

**SUM-76/77/8-**
**8.24/9.74/0.00**

43
122

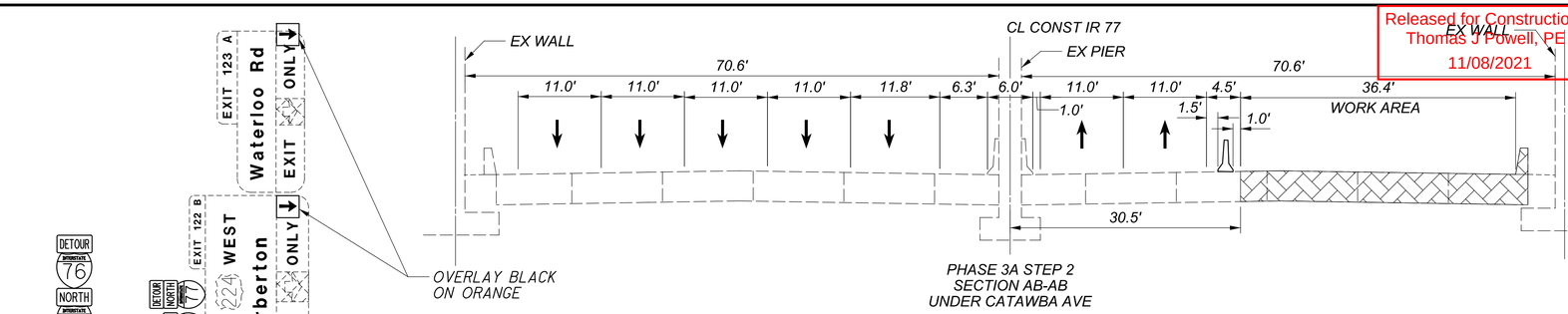
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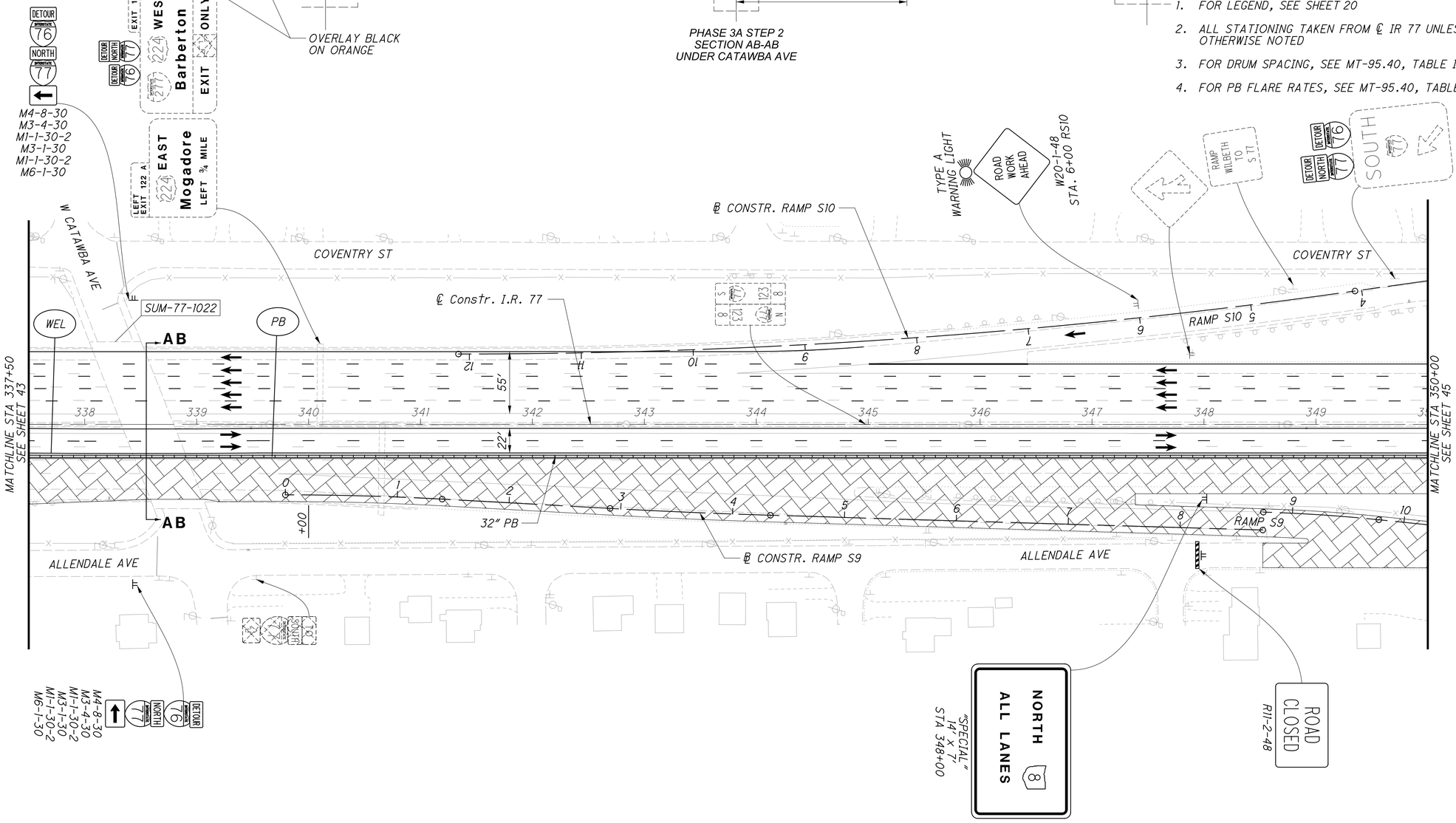
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




2025-09-02 - BU-07 - MOT DRAWINGS

HORIZONTAL SCALE IN FEET
0 25 50 100

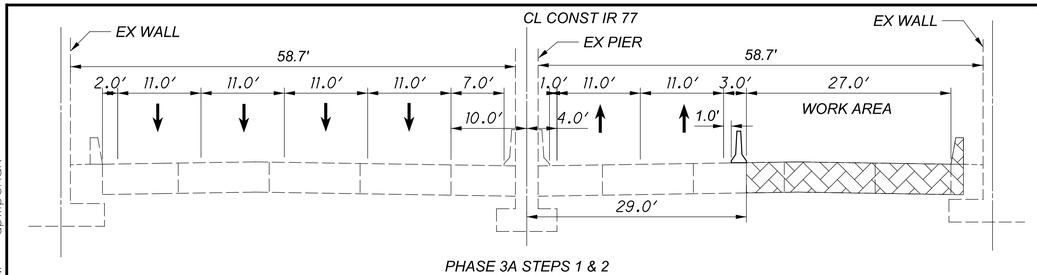
CALCULATED AJO
CHECKED AVP

**MOT IR 77 PHASE 3A STEP 2**
**STA 337+50 TO STA 350+00**

**SUM-76/77/8-**
**8.24/9.74/0.00**



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PHASE 3A STEPS 1 & 2
SECTION N-N
UNDER E WILBETH RD

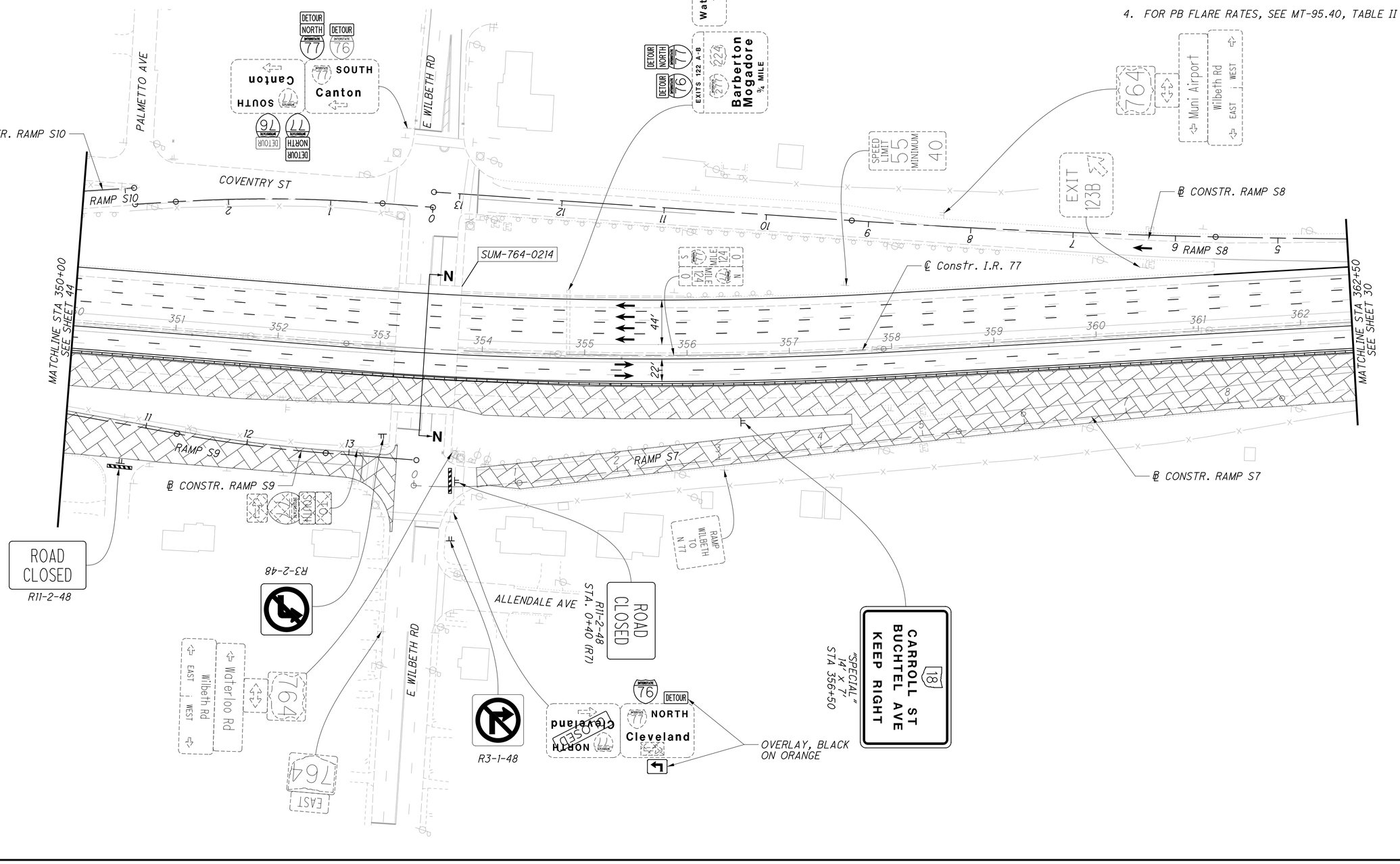
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11/08/2021

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 3A STEP 2
## STA 350+00 TO STA 362+50

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS



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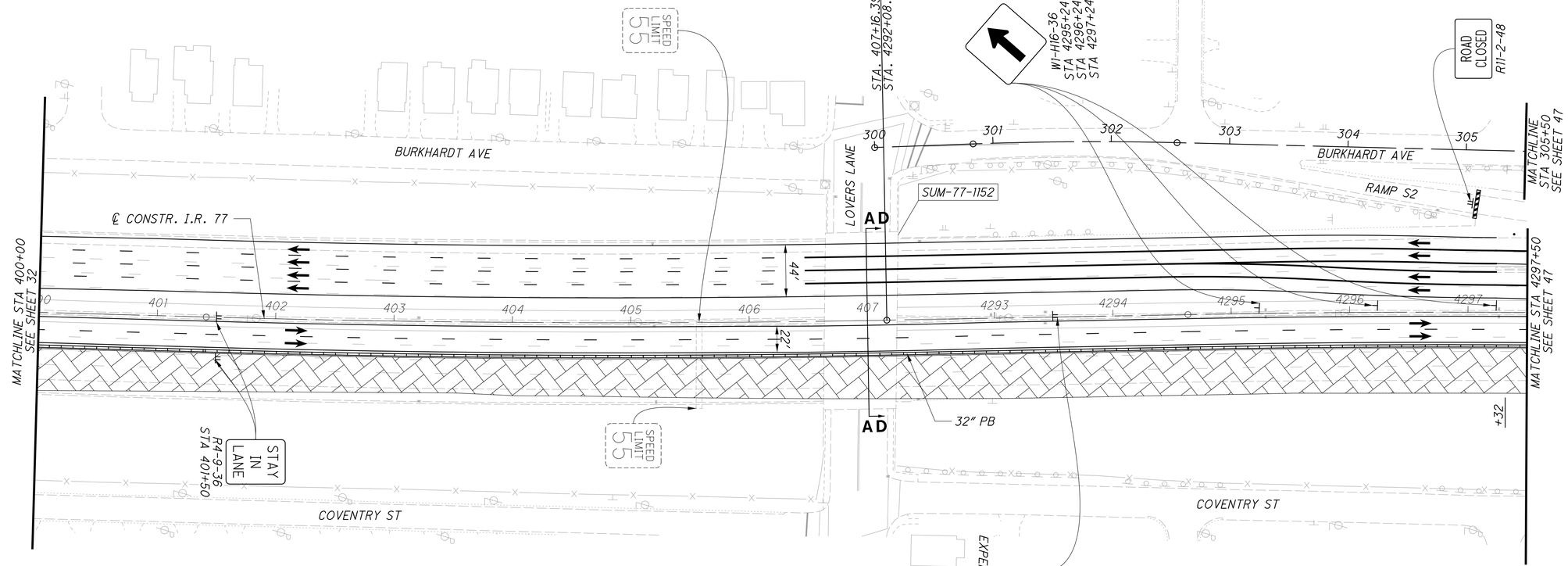
Released for Construction
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11/08/2021

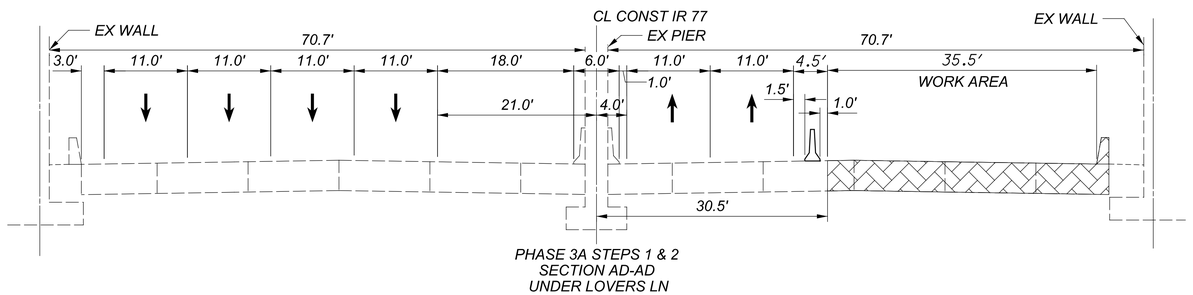
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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




PHASE 3A STEPS 1 & 2
SECTION AD-AD
UNDER LOVERS LN

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT IR 77 PHASE 3A STEP 2**
**STA 400+00 TO STA 4297+50**

**SUM-76/77/8-**
**8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS

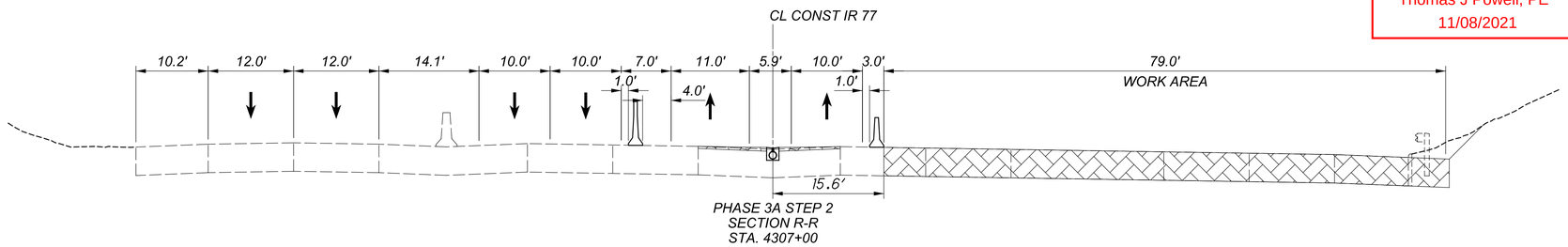


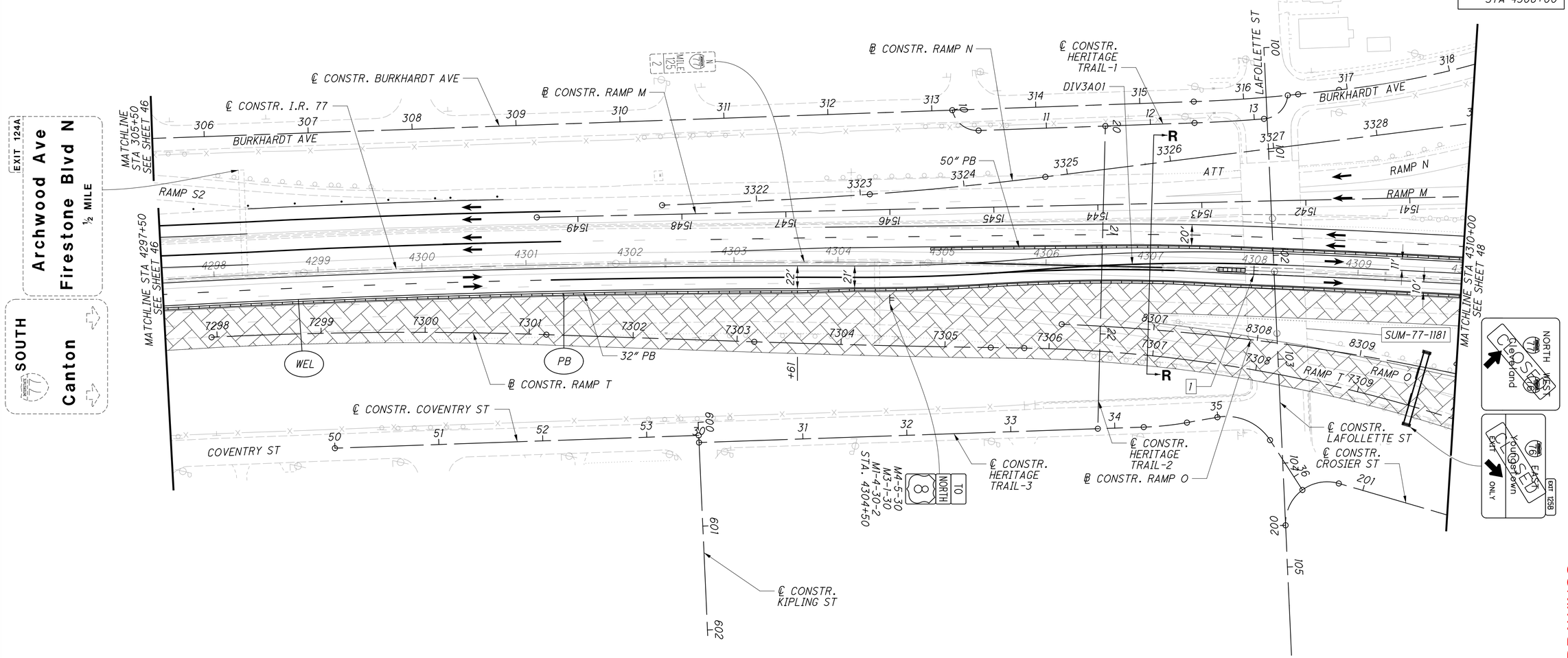
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**ISSUE RECORD:**

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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED*
3. *FOR CROSSOVER INFORMATION, SEE SHEET 34*
4. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
5. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

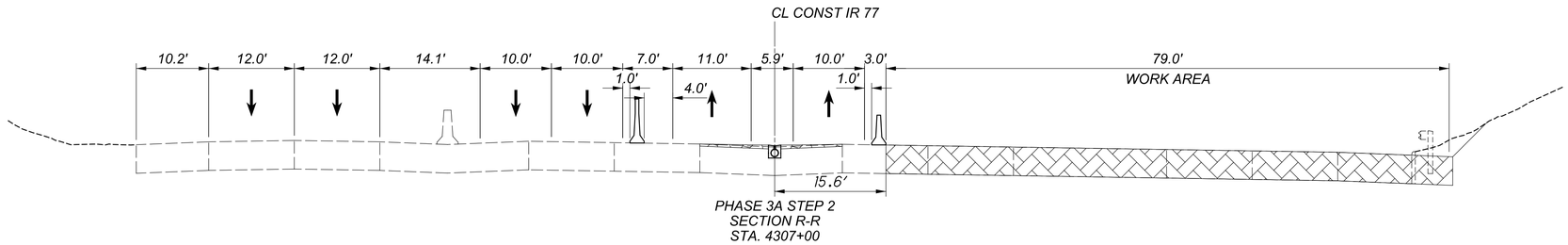
**MOT IR 77 PHASE 3A STEP 2**
**STA 4297+50 TO STA 4310+00**

**SUM-76/77/8-8.24/9.74/0.00**

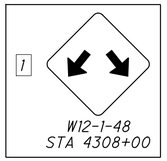
2025-09-02 - BU-07 - MOT DRAWINGS

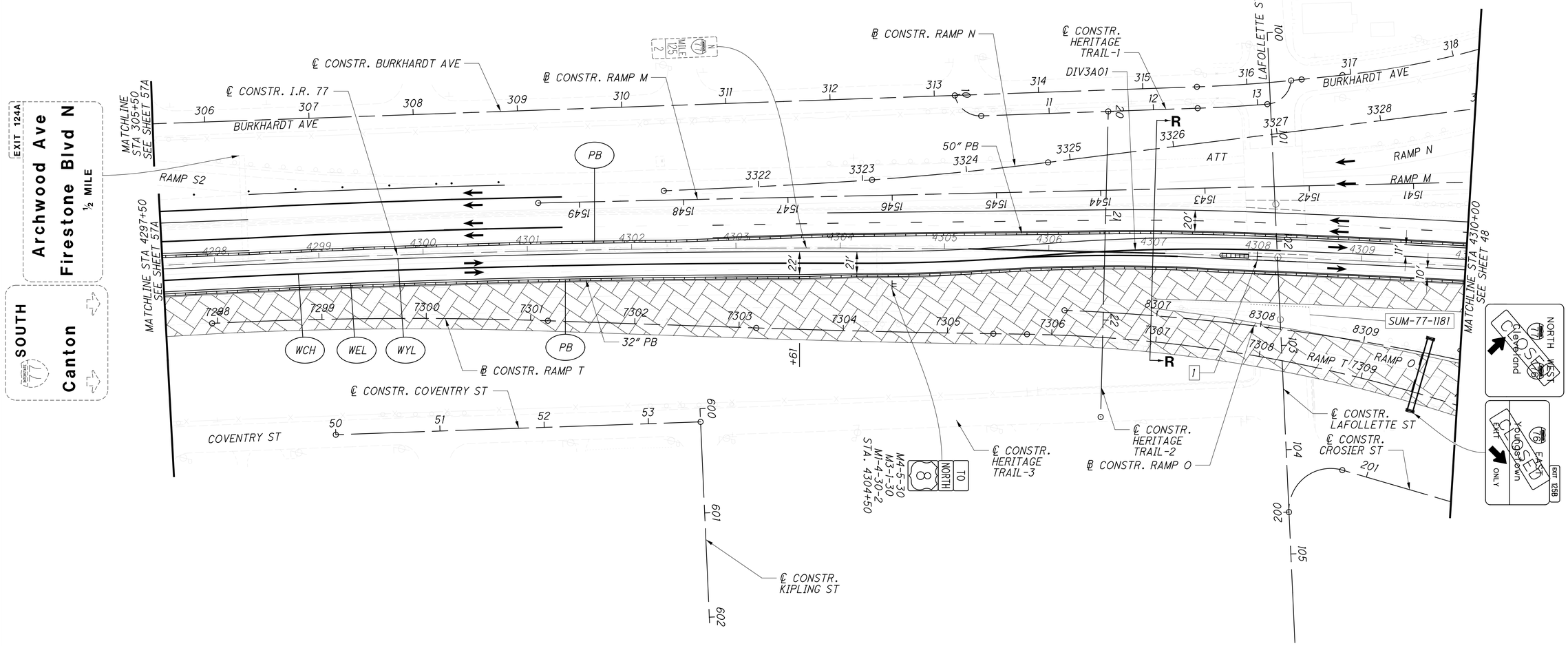


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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER INFORMATION, SEE SHEET 34
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

2025-09-02 - BU-07 - MOT DRAWINGS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MOT IR 77 PH 3B TO PH 3A TRANSITION
STA 4297+50 TO STA 4310+00

SUM-76/77/8-
8.24/9.74/0.00

47A
122

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77/SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

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HORIZONTAL SCALE IN FEET
0 25 50 100

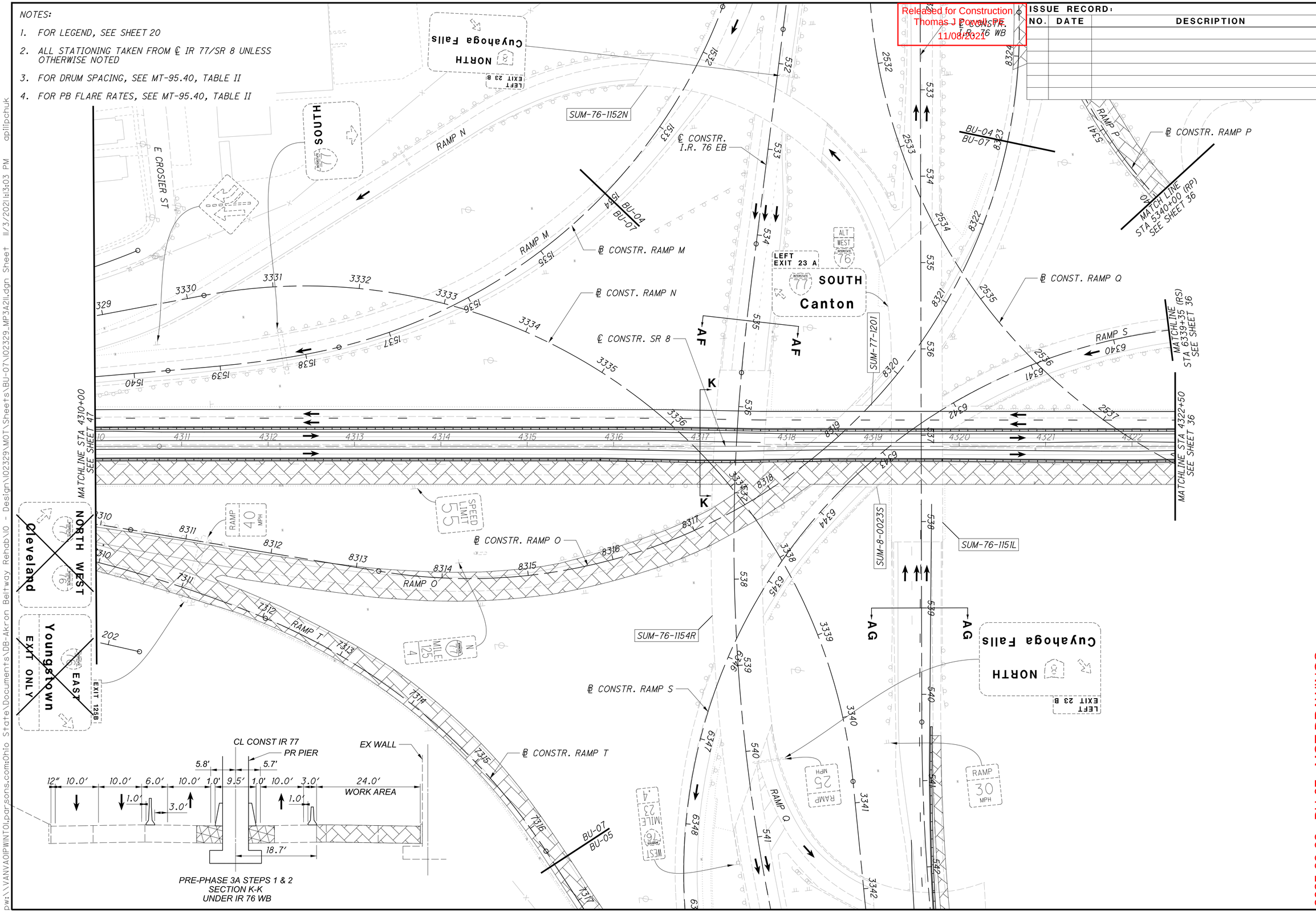
CALCULATED AJO
CHECKED AVP

MOT SR 8 PHASE 3A STEP 2
STA 4310+00 TO STA 4322+50

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

48
122




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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

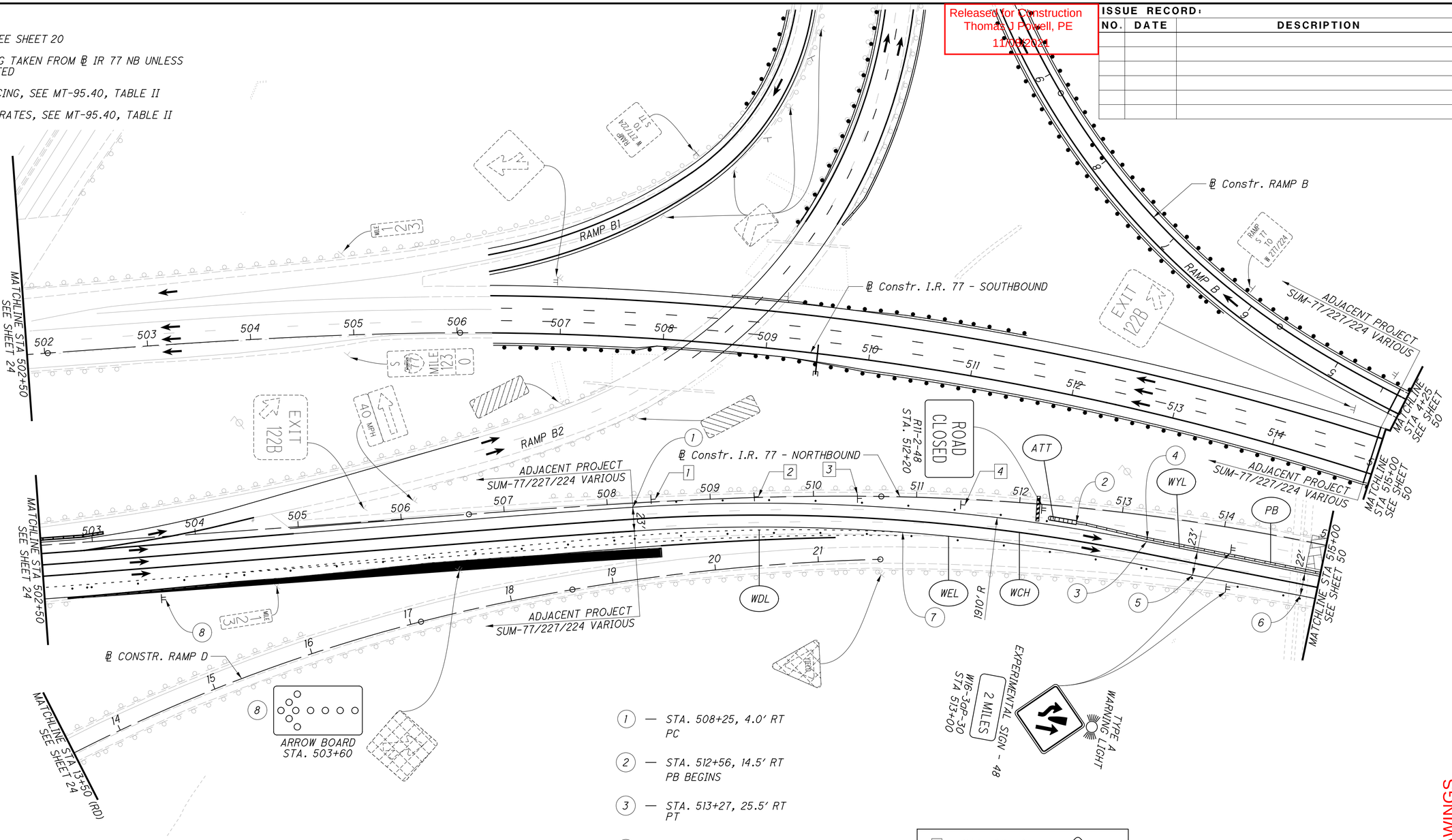
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Thomas J Powell, PE
11/7/2024

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HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP




ADVANCE WARNING SIGNS (IR 77 NB SIDE)

W1-4bR-48
498+00

1 — STA. 508+25, 4.0′ RT
PC

2 — STA. 512+56, 14.5′ RT
PB BEGINS

3 — STA. 513+27, 25.5′ RT
PT

4 — STA. 513+27, 22.5′ RT

5 — STA. 513+76, 51.0′ RT
LANE TAPER BEGINS

6 — STA. 514+85, 52.5′ RT
LANE TAPER ENDS

7 — STA. 510+87, 34.5′ RT
LANE TAPER ENDS

1 - STA 508+40
2 - STA 509+40
3 - STA 510+40
4 - STA 511+40

W1-H16-48

# MOT IR 77 PHASE 3B STEPS 1 & 2
# STA 502+50 TO STA 515+00

SUM-76/77/8-8.24/9.74/0.00

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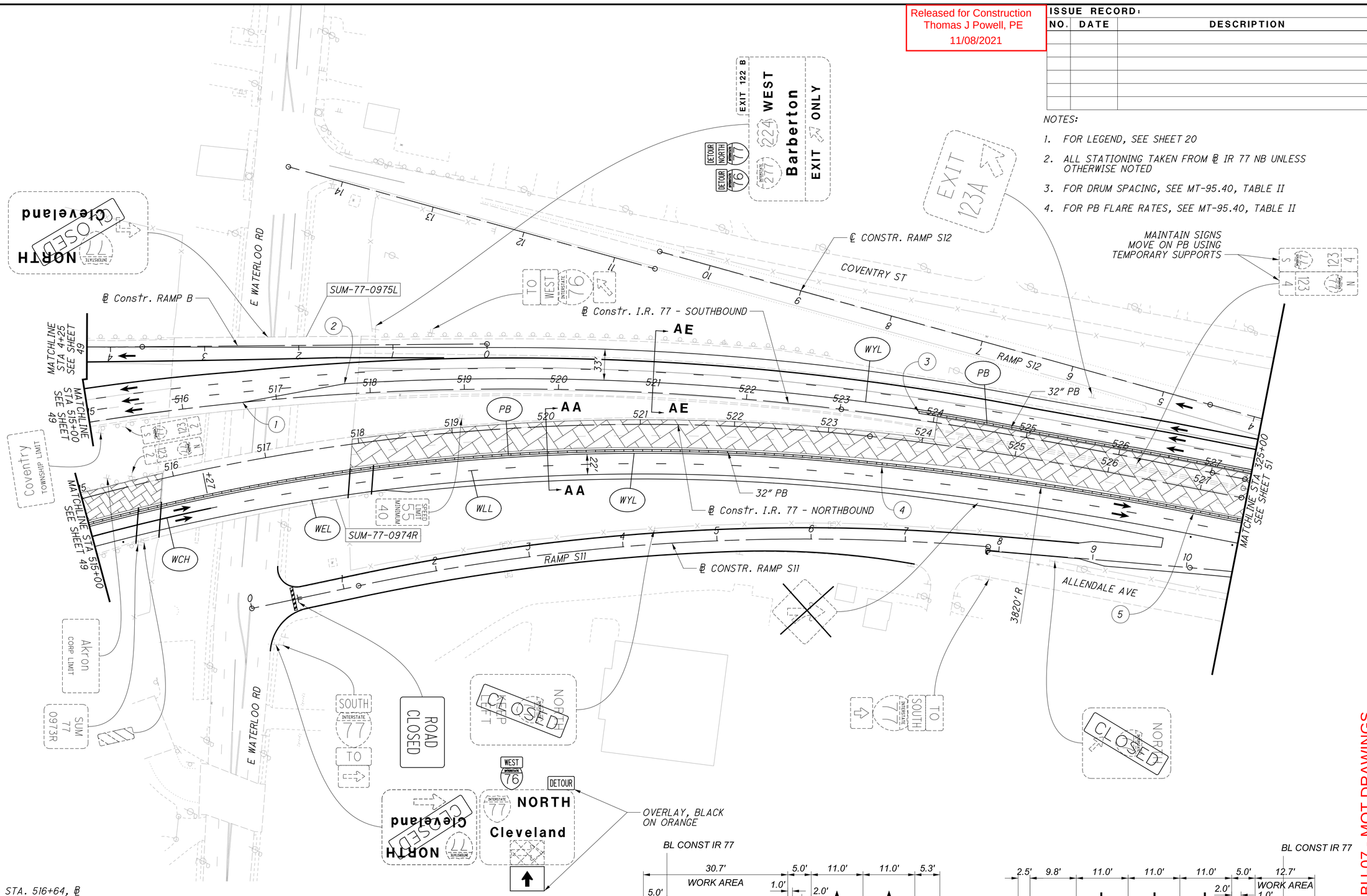
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11/08/2021

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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*



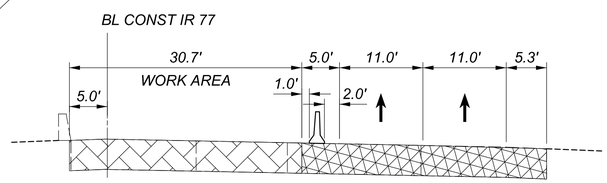

(1) — STA. 516+64, ℄ LANE TAPER BEGINS

(2) — STA. 517+73, 11.0′ LT LANE TAPER ENDS

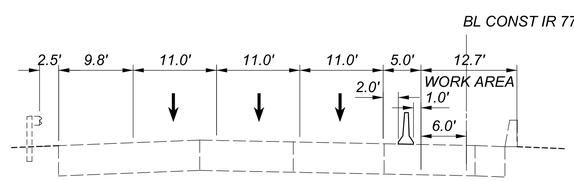
(3) — STA. 523+83, 8.0′ LT PB BEGINS

(4) — STA. 523+61, 30.5′ RT PC

(5) — STA. 526+98, 26.0′ RT PT




PHASE 3B
SECTION AA-AA
STA. 520+00




PHASE 3B
SECTION AE-AE
STA. 521+00

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**PHASE 3B STEPS 1 & 2**
**MOT IR 77 PH**
**STA 515+00 TO STA 325+00**

**SUM-76/77/8-**
**8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS

50
122

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TRUSS WON'T BE INSTALLED TILL THE END OF PHASE 3B

EXIT 123 A
Waterloo Rd
EXIT ONLY

EXIT 122 B
WEST 224
Barberton
277
EXIT ONLY

OVERLAY, BLACK ON ORANGE

LEFT EXIT 122 A
EAST 224
Mogadore
LEFT ½ MILE

EXIT 123 A
Waterloo Rd
EXIT ONLY

EXIT 122 B
WEST 224
Barberton
277
EXIT ONLY

LEFT EXIT 122 A
EAST 224
Mogadore
LEFT ½ MILE

MAINTAIN SIGNS MOVE ON PB USING TEMPORARY SUPPORT

S 123 6
6 123 N

COVENTRY ST

℄ CONSTR. RAMP S12

RAMP S12

℄ Constr. I.R. 77

32" PB

WYL

44'

22'

MATCHLINE STA 325+00
SEE SHEET 50

MATCHLINE STA 337+50
STEP 1 - SEE SHEET 52
STEP 2 - SEE SHEET 64

11 RAMP S11 12 13

℄ CONSTR. RAMP S11

PB

32" PB

WEL

WLL

WYL

ALLENDALE AVE

D1-1c-36
M1-5-36-3
M6-2-30
STA 334+50

764
WILBETH RD

COVER SIGNS DURING PHASE 3B STEP 1

TRUSS WON'T BE INSTALLED TILL THE END OF PHASE 3B
(IF SIGN INSTALLED EARLIER, SHOWN EXIT 123B CLOSED DURING PHASE 3B STEP 1)

77 NORTH 76
Cleveland
Youngstown
1¾ MILES

764
Wilbeth Rd
Waterloo Rd

EXIT 123 B

NEXT RIGHT
EXIT ONLY

OVERLAY, BLACK ON ORANGE

**NOTES:**

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

N

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 3B STEPS 1 & 2
## STA 325+00 TO STA 337+50

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

51
122

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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*

HORIZONTAL SCALE IN FEET: 0, 25, 50, 100

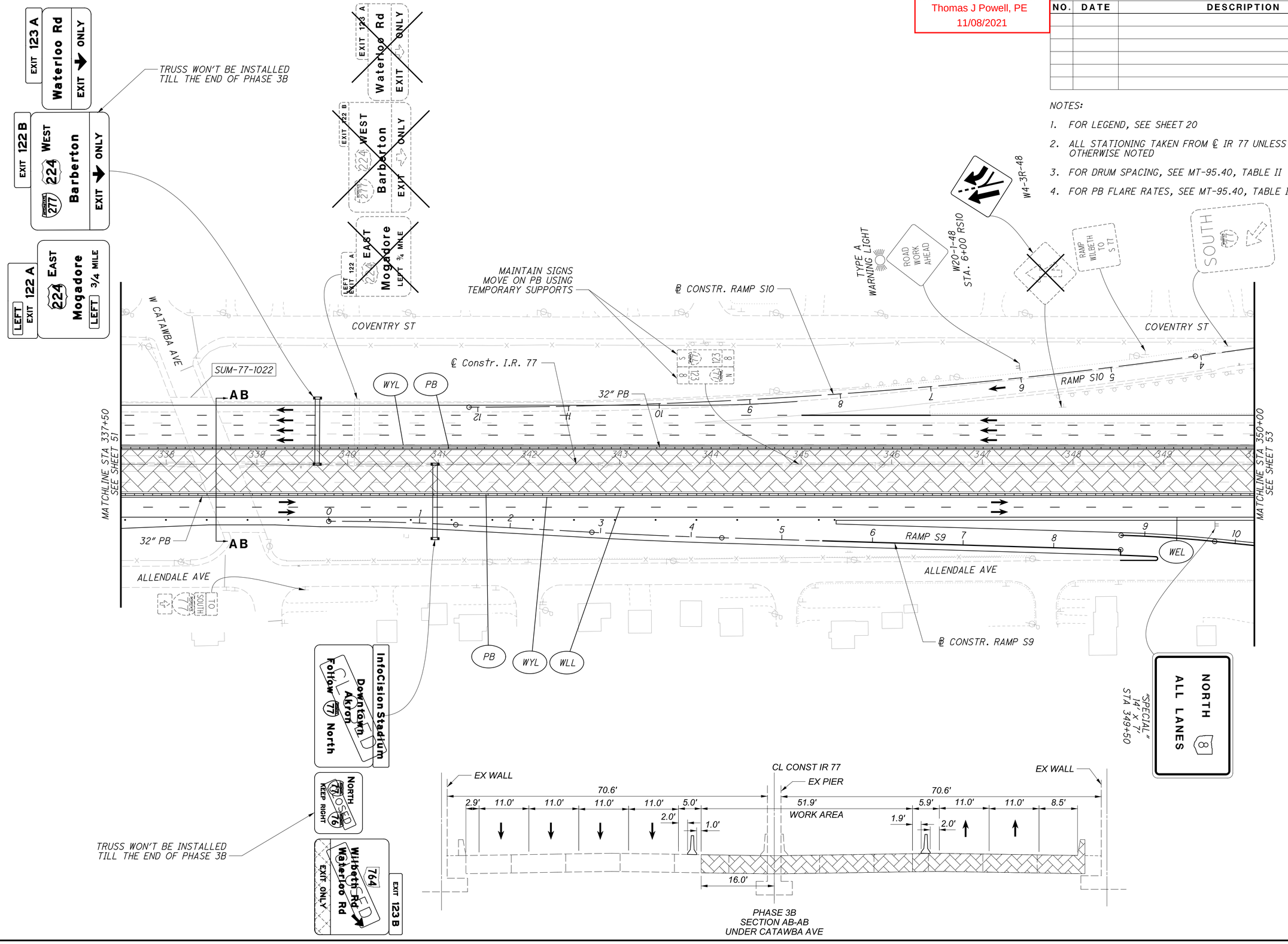
CALCULATED AJO | CHECKED AVP

# MOT IR 77 PHASE 3B STEP 1
## STA 337+50 TO STA 350+00
## SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

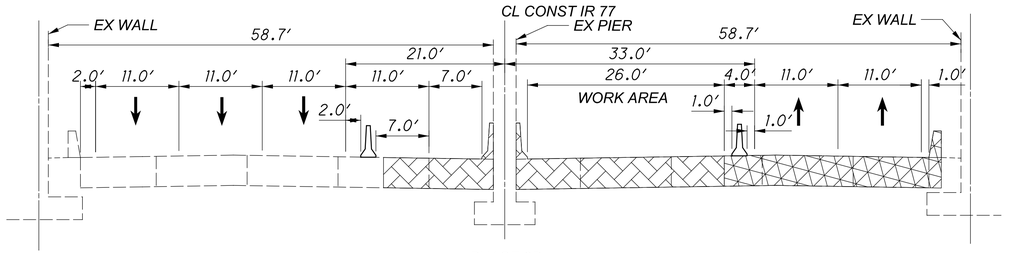


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11/08/2021

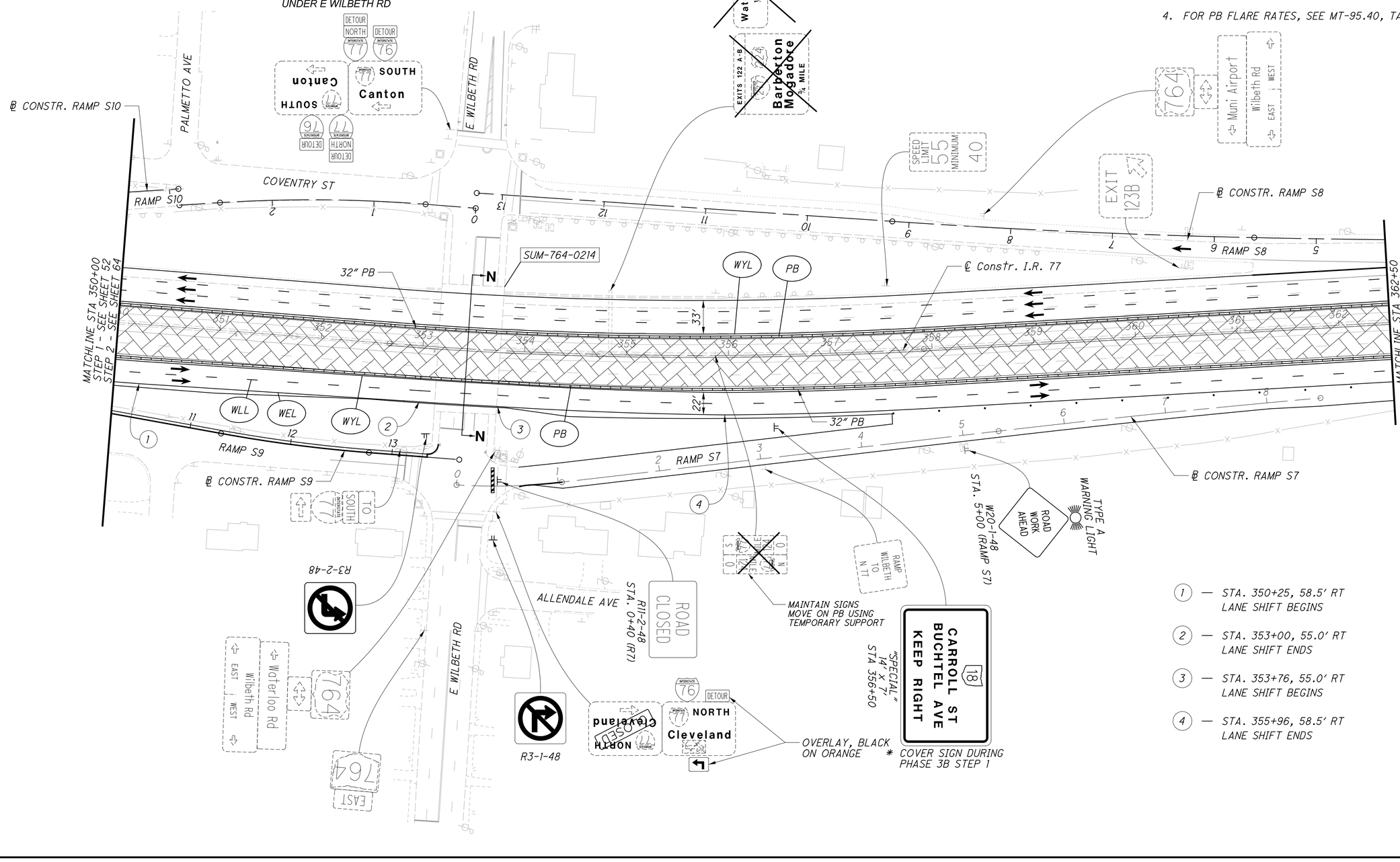
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PHASE 3B
SECTION N-N
UNDER E WILBETH RD

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




(1) — STA. 350+25, 58.5' RT
LANE SHIFT BEGINS

(2) — STA. 353+00, 55.0' RT
LANE SHIFT ENDS

(3) — STA. 353+76, 55.0' RT
LANE SHIFT BEGINS

(4) — STA. 355+96, 58.5' RT
LANE SHIFT ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 3B STEPS 1 & 2
## STA 350+00 TO STA 362+50

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

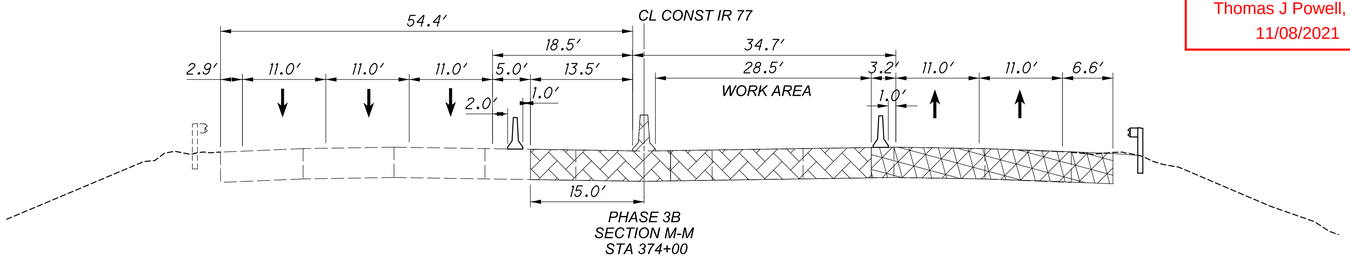


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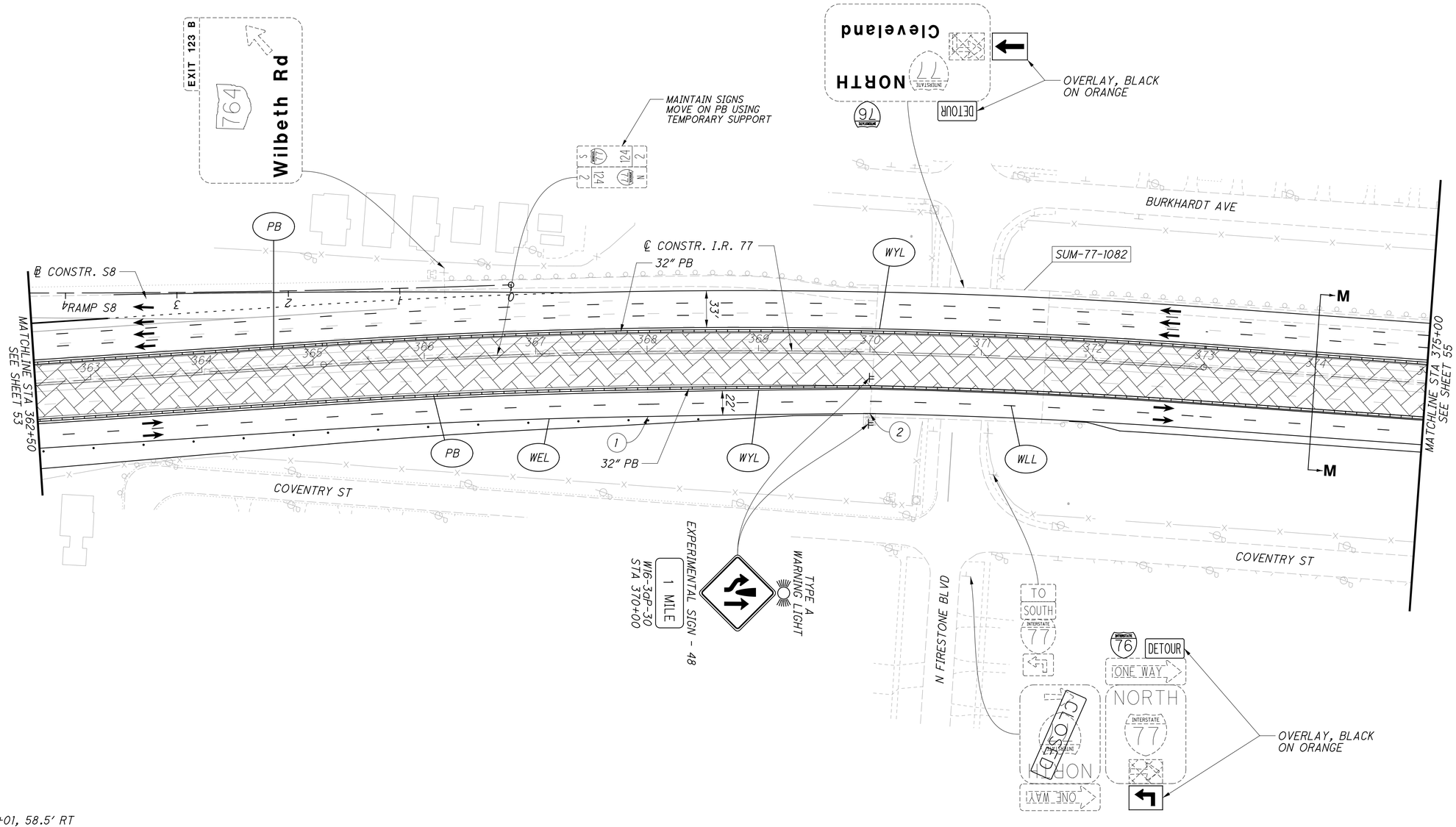
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PHASE 3B
SECTION M-M
STA 374+00

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




(1) — STA. 368+01, 58.5′ RT
LANE SHIFT BEGINS

(2) — STA. 370+01, 55.0′ RT
LANE SHIFT ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MOT IR 77 PHASE 3B STEPS 1 & 2
STA 362+50 TO STA 375+00

SUM-76/77/8-8.24/9.74/0.00



2025-09-02 - BU-07 - MOT DRAWINGS

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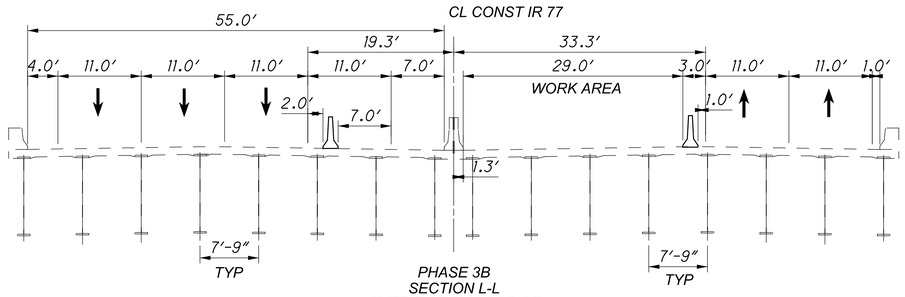
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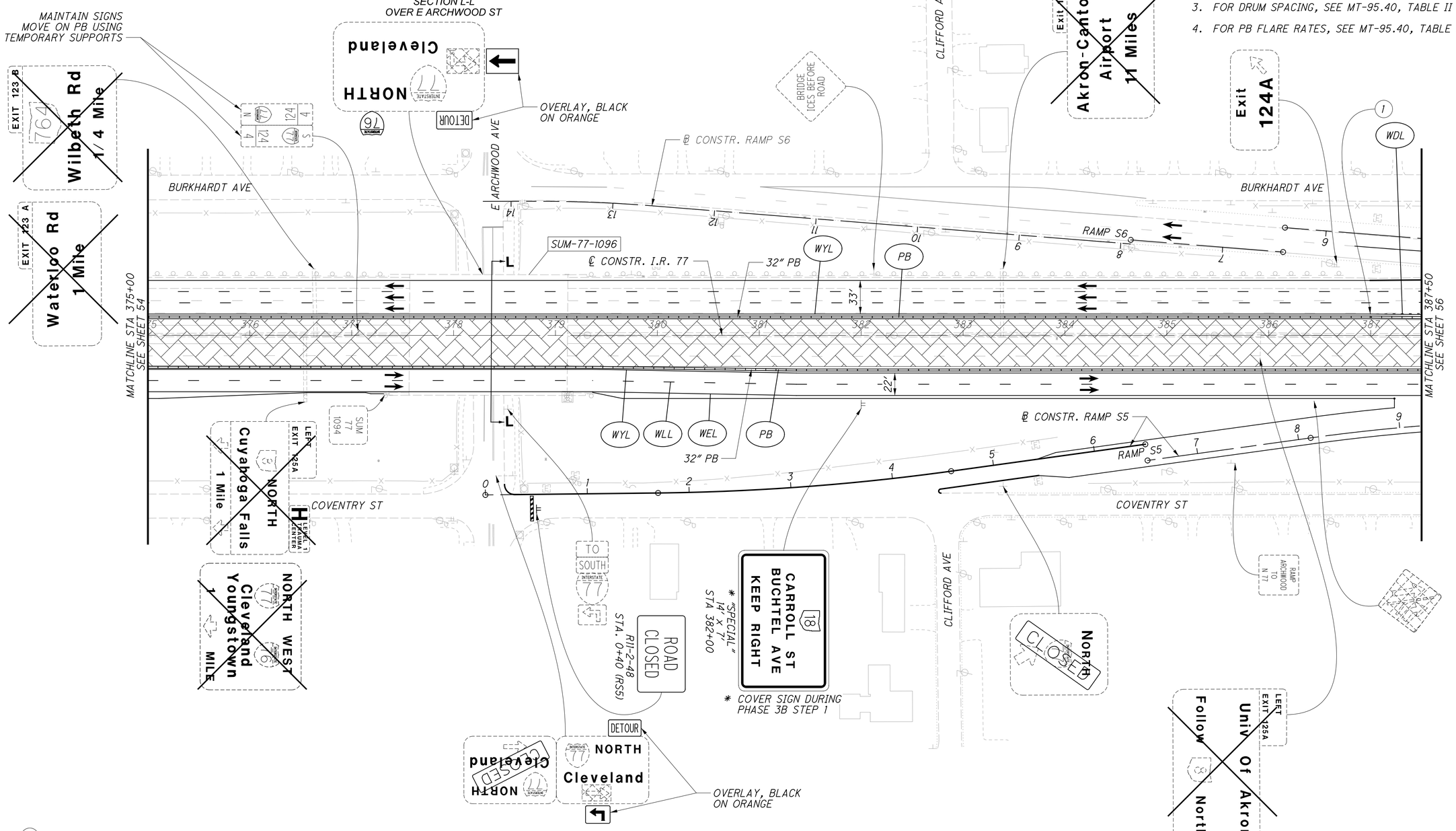
1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

HORIZONTAL SCALE IN FEET: 0, 25, 50, 100

CALCULATED AJO | CHECKED AVP




PHASE 3B
SECTION L-L
OVER E ARCHWOOD ST




(1) — STA. 387+00, 21.0′ LT
LANE TAPER BEGINS

2025-09-02 - BU-07 - MOT DRAWINGS

SUM-76/77/8-
8.24/9.74/0.00

MOT IR 77 PHASE 3B STEPS 1 & 2
STA 375+00 TO STA 387+50

55
122

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

TRUSS WON'T BE INSTALLED TILL THE END OF PHASE 3B

EXIT 124 A
Archwood Ave
Firestone Blvd N
EXIT ONLY

OVERLAY, BLACK ON ORANGE

Exit 124A
Archwood Ave
Firestone Blvd N
EXIT ONLY

EXIT 123 B
764
Wilbeth Rd
½ MILE

MAINTAIN SIGNS MOVE ON PB USING TEMPORARY SUPPORTS

S 124 9 (77)
N 124 9 (77)

℄ CONSTR. RAMP S6

BURKHARDT AVE

WDL WYL

ARROW BOARD

℄ CONSTR. I.R. 77 (1)

PB

32" PB

COLE AVE

AC

RAMP S6

MATCHLINE STA 387+50
SEE SHEET 55

388 389 390 391 392 393 394 395 396 397 398 399 400

MATCHLINE STA 400+00
SEE SHEET 57

22'

RAMP S5 10

℄ CONSTR. RAMP S5

STAY IN LANE
R4-9-36
STA 391+75

WYL WEL WLL PB

32" PB

AC

SUM-77-1132

S 124 8 (77)
N 124 8 (77)

MAINTAIN SIGNS MOVE ON PB USING TEMPORARY SUPPORTS

COVENTRY ST

COVENTRY ST

OVERLAY, BLACK ON ORANGE DURING PHASE 3B STEP 2

NEXT RIGHT
INTERSTATE 76 EAST

Downtown Akron
CLOSED
Follow
INTERSTATE 77
North
InfoCision Stadium

EXPERIMENTAL SIGN - 48
1/2 MILE
W16-3aP-30
STA 396+00

TYPE A WARNING LIGHT

EX WALL 70.7' EX PIER CL CONST IR 77 76.7' EX WALL

6.5' 11.0' 11.0' 11.0' 11.0' 5.0' 2.0' 1.0'

43.0' WORK AREA 6.4' 2.4' 11.0' 11.0' 14.7' 2.0'

12.5' 30.5'

PHASE 3B
SECTION AC-AC
UNDER COLE AVE

(1) — STA. 393+05, 26.0' LT
LANE TAPER ENDS

N

0 25 50 100
HORIZONTAL SCALE IN FEET

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 3B STEPS 1 & 2
## STA 387+50 TO STA 400+00

SUM-76/77/8-
8.24/9.74/0.00

56
122

2025-09-02 - BU-07 - MOT DRAWINGS

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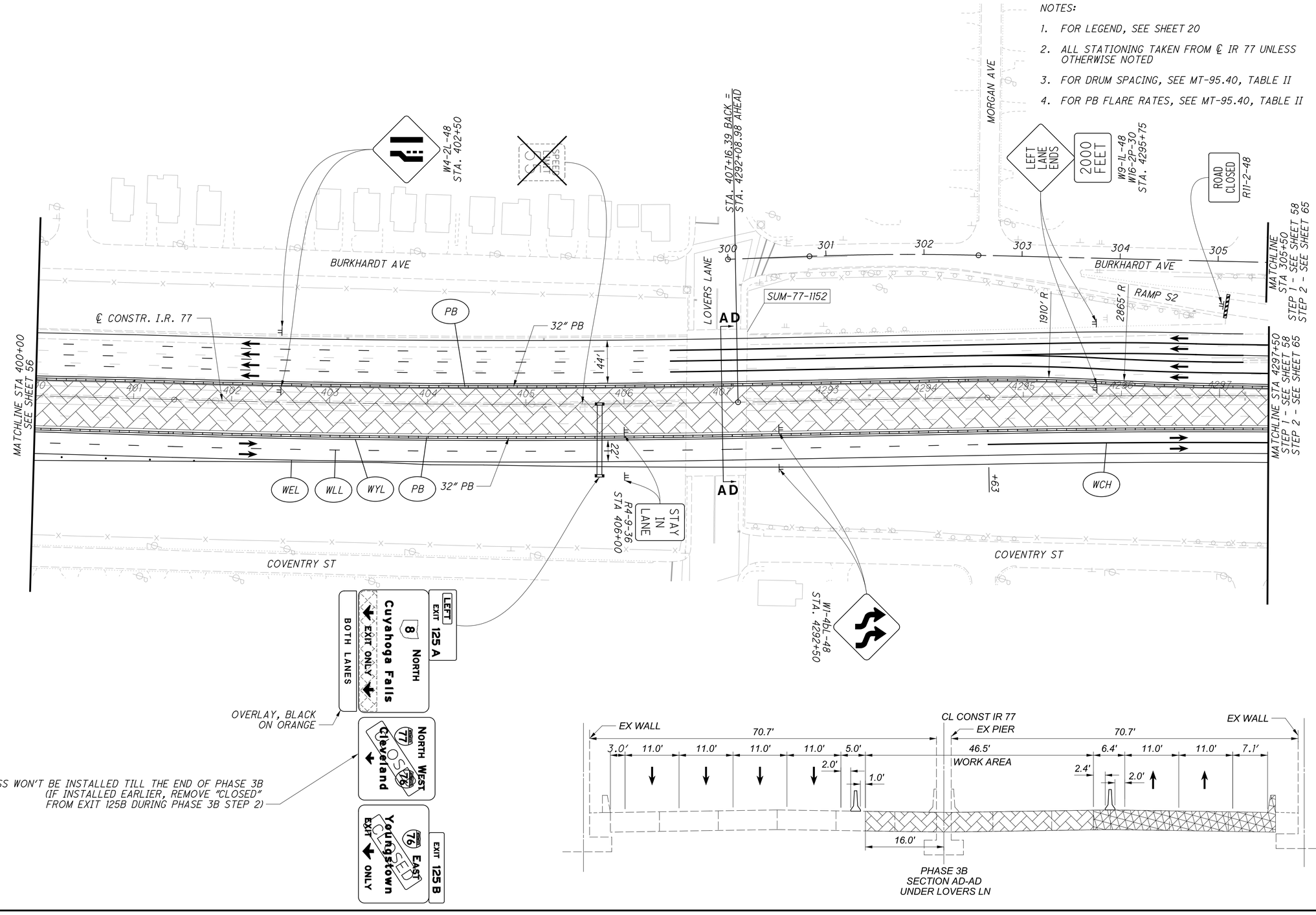
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11/08/2021

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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT IR 77 PHASE 3B STEPS 1 & 2**
**STA 400+00 TO STA 4297+50**

**SUM-76/77/8-8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS

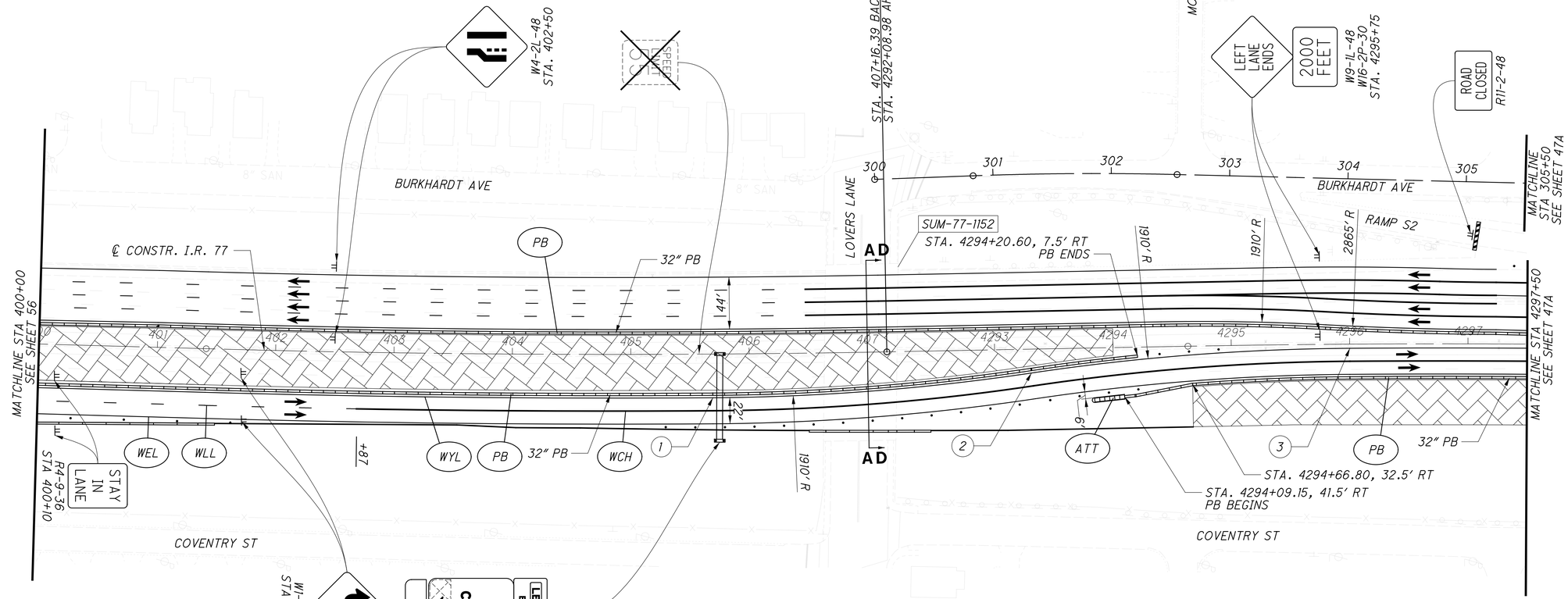
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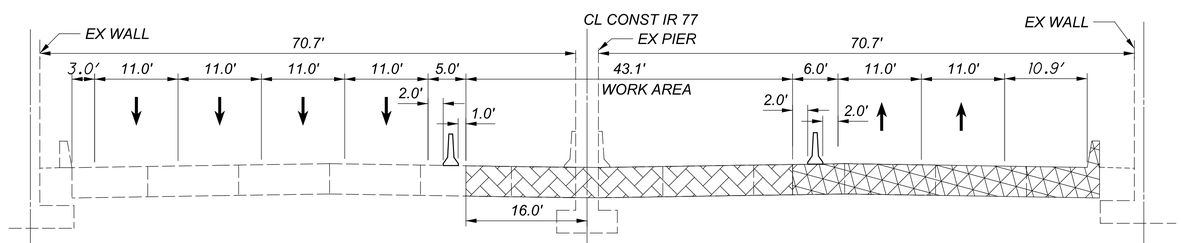
1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




(1) - STA. 405+69.10, 37.0 RT
PC

(2) - STA. 4293+30.80, 20.0 RT
PRC

(3) - STA. 4296+00.00, 3.5 RT
PT




PHASE 3B
SECTION AD-AD
UNDER LOVERS LN

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PH 3B TO PH 3A TRANSITION
## STA 400+00 TO STA 4297+50

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

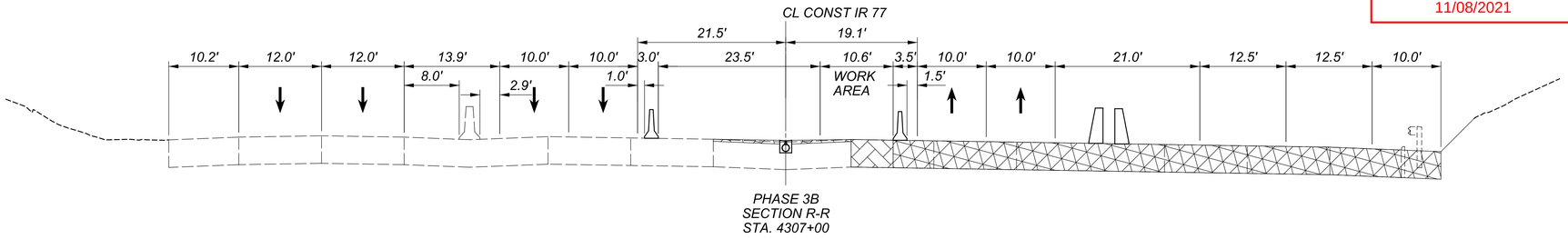
57A
122

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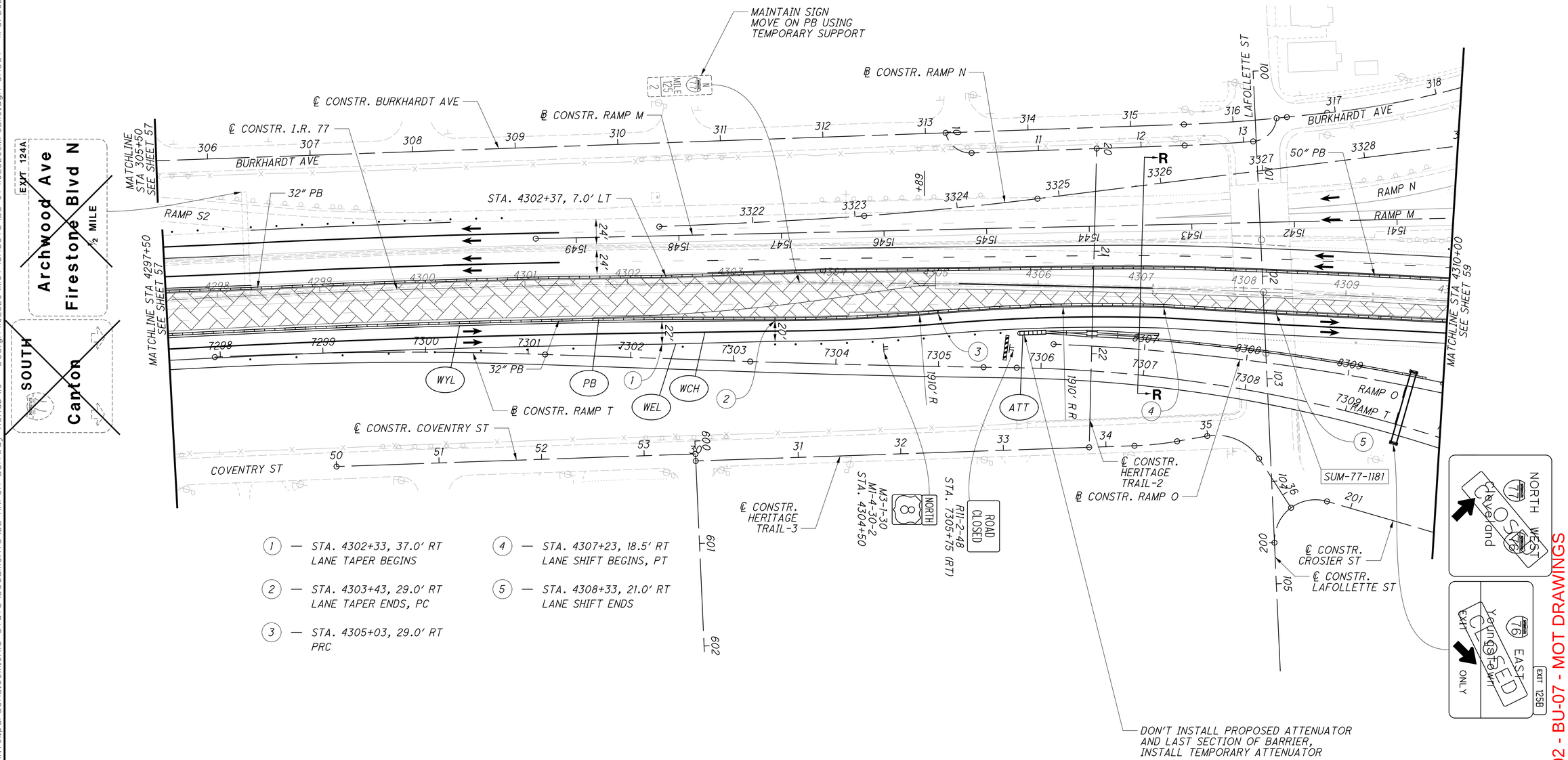
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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




① — *STA. 4302+33, 37.0' RT*
*LANE TAPER BEGINS*

② — *STA. 4303+43, 29.0' RT*
*LANE TAPER ENDS, PC*

③ — *STA. 4305+03, 29.0' RT*
*PRC*

④ — *STA. 4307+23, 18.5' RT*
*LANE SHIFT BEGINS, PT*

⑤ — *STA. 4308+33, 21.0' RT*
*LANE SHIFT ENDS*

2025-09-02 - BU-07 - MOT DRAWINGS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT IR 77 PHASE 3B STEP 1**
**STA 4297+50 TO STA 4310+00**

**SUM-76/77/8-8.24/9.74/0.00**



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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77/SR 8 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER PROFILE, SEE SHEET 60
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

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11/08/2021

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

SUM-76-1152N
℄ CONSTR. I.R. 76 EB
℄ CONSTR. I.R. 76 WB
℄ CONSTR. RAMP P
℄ CONSTR. RAMP M
℄ CONST. RAMP N
℄ CONSTR. SR 8
℄ CONST. RAMP Q
℄ CONSTR. RAMP O
℄ CONSTR. RAMP S
℄ CONSTR. RAMP T
SUM-77-1201
SUM-8-0023
SUM-76-1151L
SUM-76-1154R
BU-04
BU-07
BU-05
RAMP N
RAMP M
RAMP P
RAMP Q
RAMP O
RAMP S
RAMP T
E CROSIER ST
SOUTH
Cuyahoga Falls
NORTH
EXIT 23 B
LEFT
LEFT EXIT 23 A
SOUTH
Canton
ALT WEST
INTERSTATE 76
MILE 4
MILE 23
WEST
RAMP 30 MPH
RAMP 25 MPH
LEFT LANE
W1-4L-48
R3-5bP-30
STA. 4312+50
50" PB
32" PB
SPEED LIMIT 55
WEL
WCH
WYL
PB
DIV3B02
PC Sta. 22+25.67 DIV3B02 =
Sta. 4322+25.67, 19.5' Rt. SR 8
MATCHLINE STA 4310+00 STEP 1 - SEE SHEET 58 STEP 2 - SEE SHEET 65
MATCHLINE STA 5340+00 (RP) SEE SHEET 60
MATCHLINE STA 6339+35 (RS) SEE SHEET 60
MATCHLINE STA 4322+50 SEE SHEET 60

1 — BOTH LANES — M1-4-48-2 R3-5fP-30 (MOD) STA 4312+50
8 — RIGHT LANE — M1-4-48-2 R3-5fP-30

CURVE DATA - DIV3B02
P.I. Sta. 23+57.09
Δ = 7° 52' 21" (LT)
Dc = 3° 00' 00"
R = 1,909.86'
T = 131.42'
L = 262.42'
E = 4.52'
C = 262.21'
C.B. = N 1° 48' 47" E

PHASE 3B
SECTION K-K
UNDER IR 76 WB
CL CONST IR 77
PR PIER
EX WALL
21.8'
21.7'
1.0' 10.0' 10.0' 3.0' 14.0' 9.5' 14.0' 3.0' 10.0' 10.0' 1.0'
WORK AREA
WORK AREA
1.0'
1.0'

(1) — STA. 4319+16, 21.5' RT — LANE TAPER BEGINS
(2) — STA. 4320+26, 19.5' RT — LANE TAPER ENDS
(3) — STA. 4320+26, 17.5' RT — PB ENDS
(4) — STA. 4315+85, 21.5' RT — LANE SHIFT BEGINS
(5) — STA. 4316+95, 21.8' RT — LANE SHIFT ENDS
(6) — STA. 4317+40, 21.8' RT — LANE SHIFT BEGINS
(7) — STA. 4318+50, 21.5' RT — LANE SHIFT ENDS
(8) — TROUGH, WIDTH - 5.0", DEPTH - 1.5", LENGTH 47' — BEGIN STA. 4311+67 — END STA. 4312+14
(9) — TROUGH, WIDTH - 11.0", DEPTH - 1.5", LENGTH 178' — BEGIN STA. 4314+63 — END STA. 4316+41
(10) — TROUGH, WIDTH - 4.0", DEPTH - 1.5", LENGTH 64' — BEGIN STA. 4316+66 — END STA. 4317+30
(11) — TROUGH, WIDTH - 6.0", DEPTH - 1.5", LENGTH 283' — BEGIN STA. 4320+13 — END STA. 4317+30
(12) — TROUGH, WIDTH - 6.0", DEPTH - 1.5", LENGTH 86' — BEGIN STA. 4321+74 — END STA. 4320+88

HORIZONTAL SCALE IN FEET
0 25 50 100
CALCULATED AJO
CHECKED AVP

MOT IR 77 PHASE 3B STEPS 1 & 2
STA 4310+00 TO STA 4322+50
SUM-76/77/8-8.24/9.74/0.00
2025-09-02 - BU-07 - MOT DRAWINGS
59
122

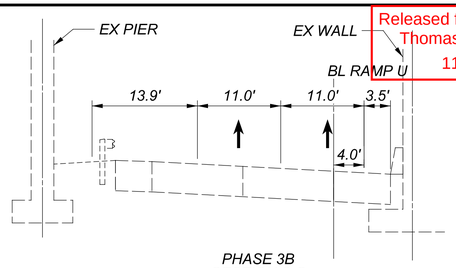
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11/08/2021

## CURVE DATA - DIV3B02

P.I. Sta. 23+57.09
Δ = 7° 52′ 21″ (LT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 131.42′
L = 262.42′
E = 4.52′
C = 262.21′
C.B. = N 1° 48′ 47″ E

P.I. Sta. 26+19.50
Δ = 7° 52′ 21″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 131.42′
L = 262.42′
E = 4.52′
C = 262.21′
C.B. = N 1° 48′ 47″ E



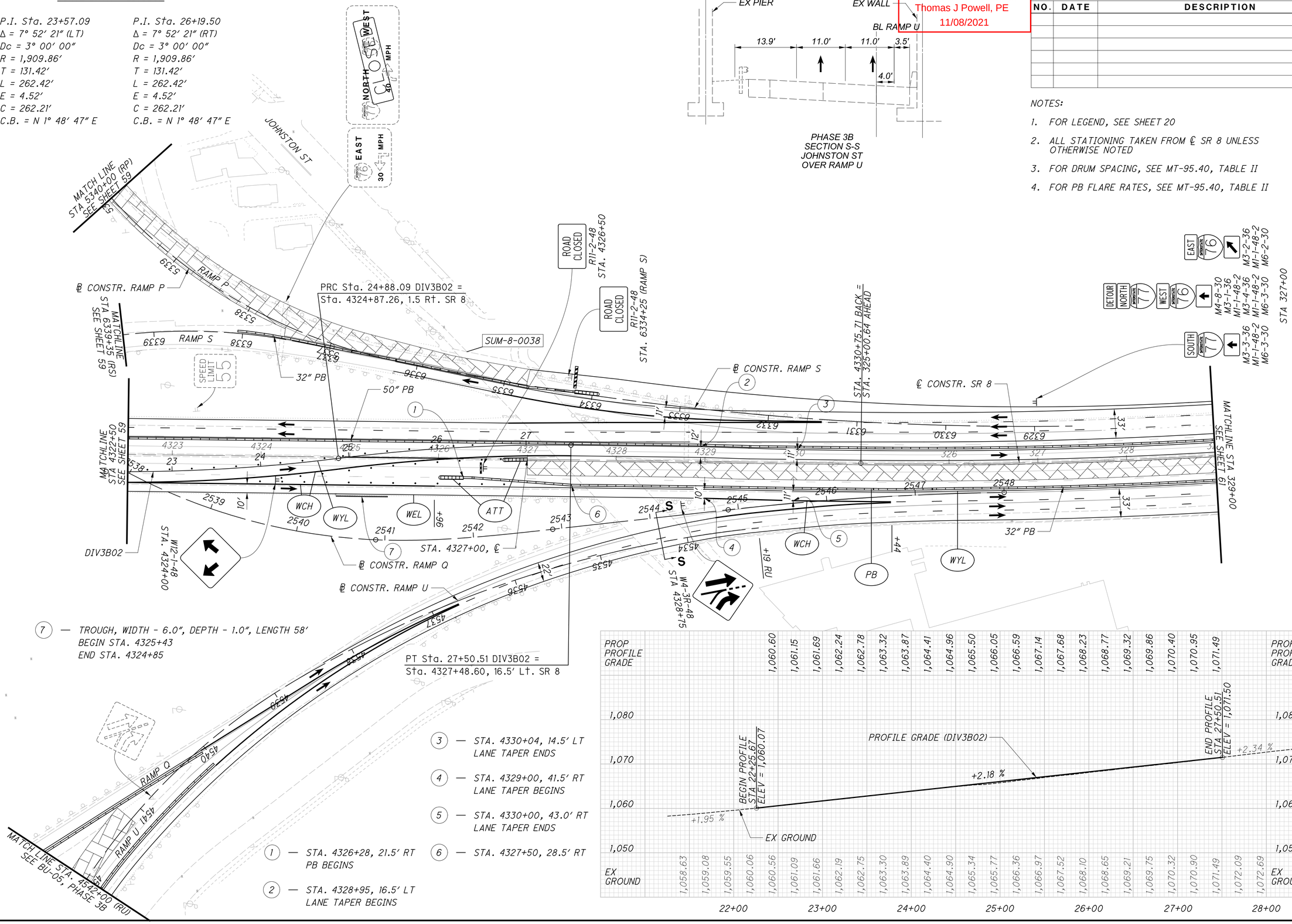

PHASE 3B
SECTION S-S
JOHNSTON ST
OVER RAMP U

**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | |

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




(7) — TROUGH, WIDTH - 6.0″, DEPTH - 1.0″, LENGTH 58′
BEGIN STA. 4325+43
END STA. 4324+85

(3) — STA. 4330+04, 14.5′ LT
LANE TAPER ENDS

(4) — STA. 4329+00, 41.5′ RT
LANE TAPER BEGINS

(5) — STA. 4330+00, 43.0′ RT
LANE TAPER ENDS

(1) — STA. 4326+28, 21.5′ RT
PB BEGINS

(6) — STA. 4327+50, 28.5′ RT

(2) — STA. 4328+95, 16.5′ LT
LANE TAPER BEGINS




2025-09-02 - BU-07 - MOT DRAWINGS

HORIZONTAL SCALE IN FEET
0 25 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 3B STEPS 1 & 2
## STA 4322+50 TO STA 329+00

SUM-76/77/8-8.24/9.74/0.00

60
122

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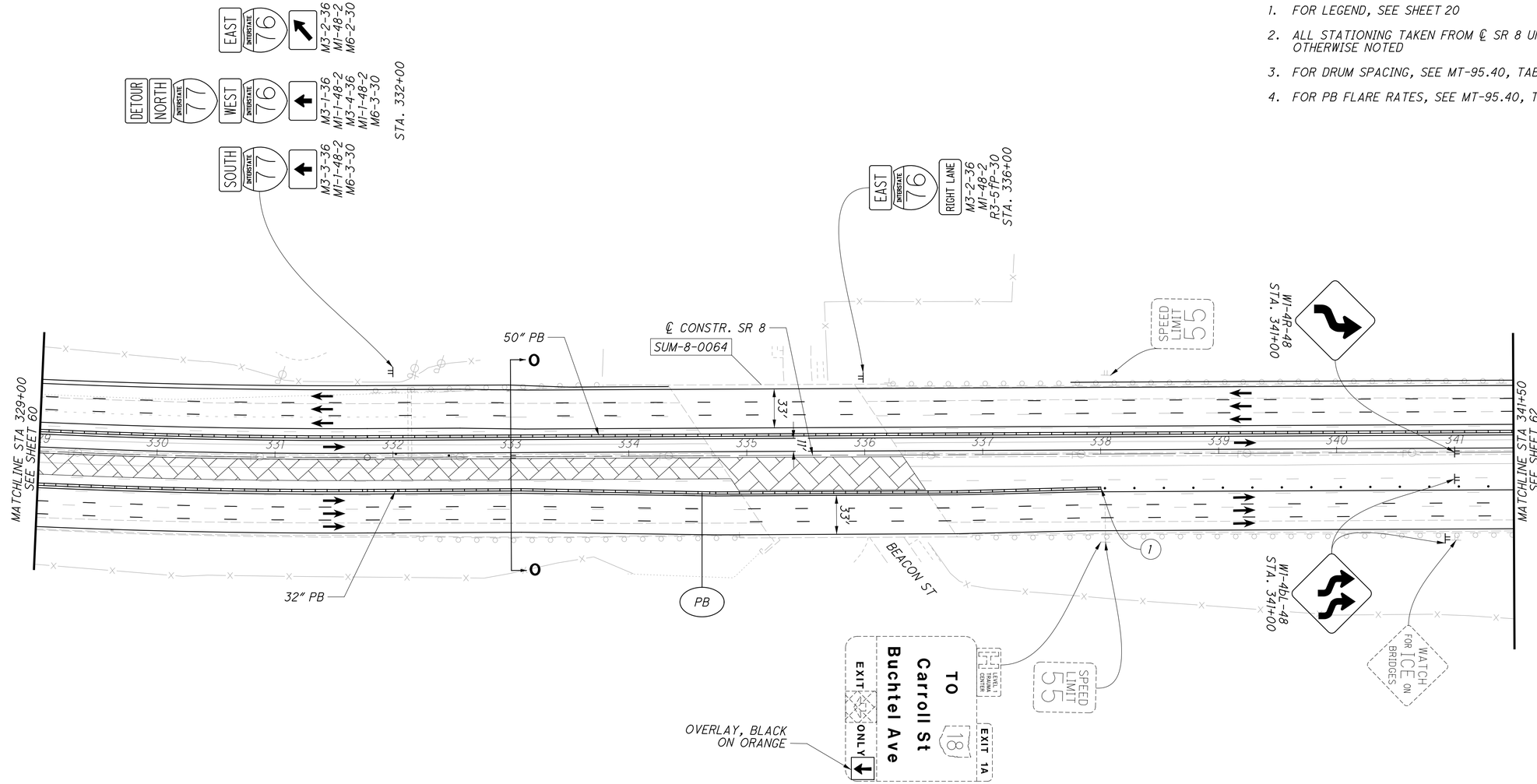
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11/08/2021

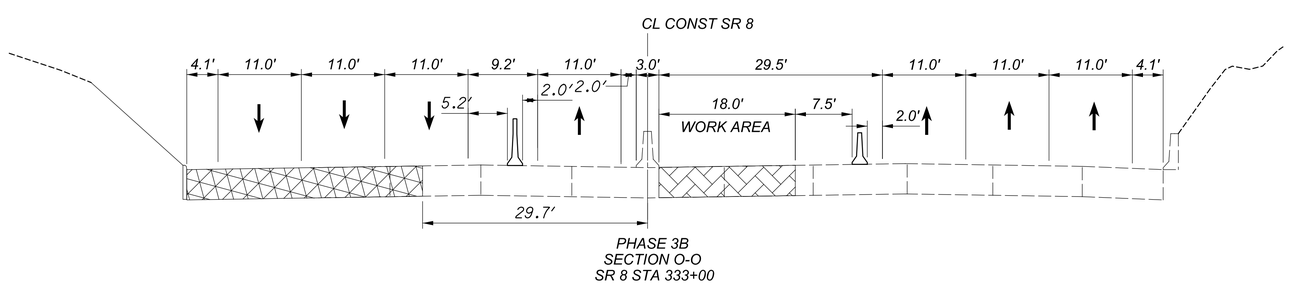
**ISSUE RECORD:**

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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




PHASE 3B
SECTION O-O
SR 8 STA 333+00

(1) — STA. 338+00, 29.0' RT
PB ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**PHASE 3B STEPS 1 & 2**
**MOT IR 77 PHASE 3**
**STA 329+00 TO STA 341+50**

**SUM-76/77/8-**
**8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS



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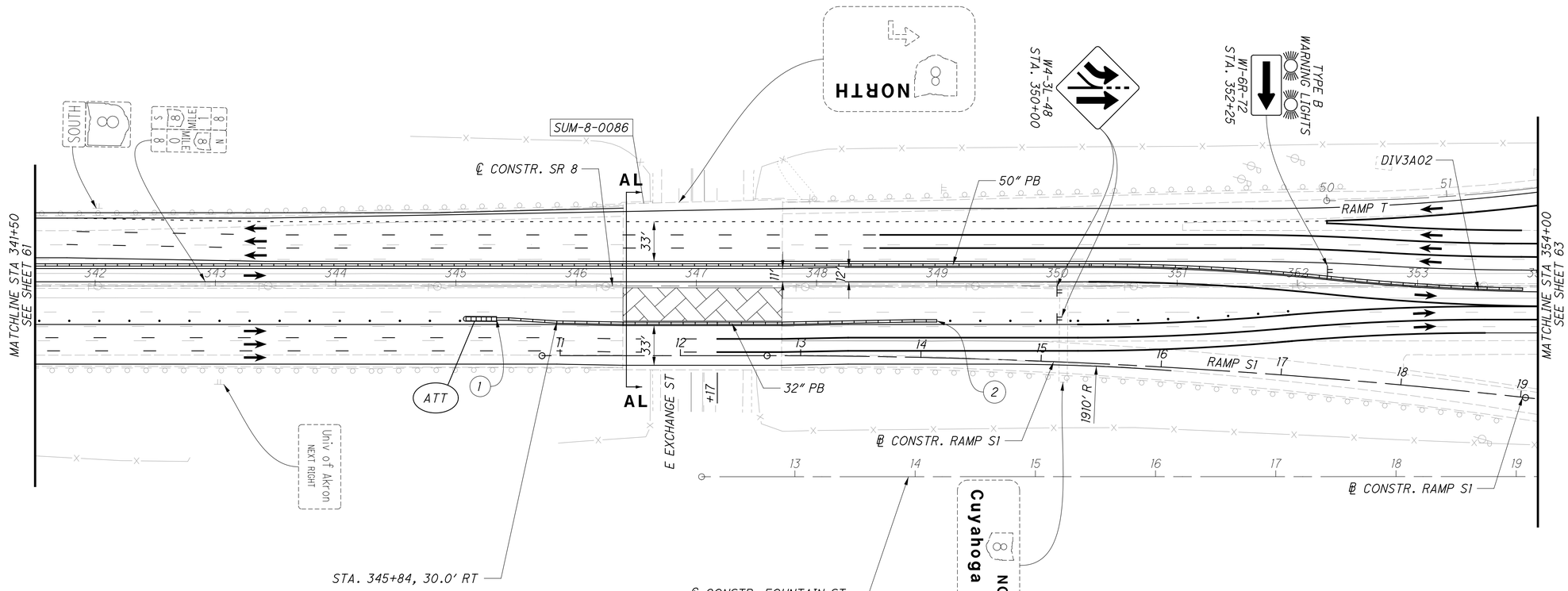
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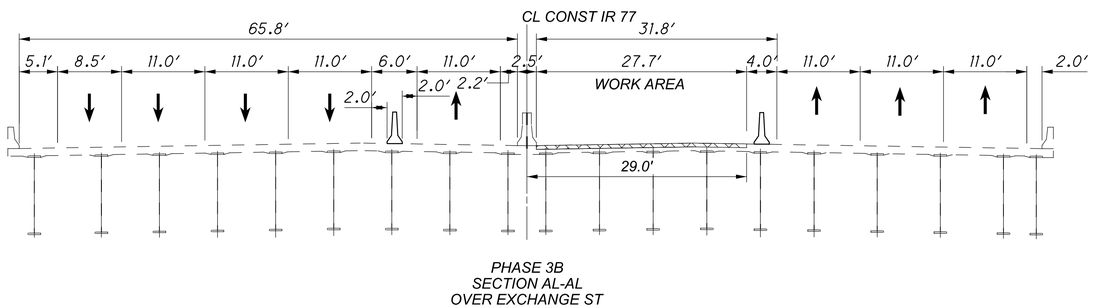
**ISSUE RECORD:**

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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED*
3. *FOR CROSSOVER INFORMATION, SEE SHEET 38*
4. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
5. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




PHASE 3B
SECTION AL-AL
OVER EXCHANGE ST

(1) — STA. 345+34, 27.5' RT
PB BEGINS

(2) — STA. 349+00, 29.0' RT
PB ENDS

2025-09-02 - BU-07 - MOT DRAWINGS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT SR 8 PHASE 3B STEPS 1 & 2**
**STA 341+50 TO STA 354+00**

**SUM-76/77/8-**
**8.24/9.74/0.00**

62
122

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ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER INFORMATION, SEE SHEET 38
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

OVERLAY, BLACK ON ORANGE

EXIT 0 A-B
EAST Youngstown
NORTH WEST Barberton
3/4 MILE

W20-I-48 (RAMP T)
STA. 53+25

TYPE A WARNING LIGHT
ROAD WORK AHEAD

SOUTH
KEEP LEFT

W1-4GR-48
STA. 364+25

DIV3A02

RAMP T
52 53 54 55 56 57

℄ CONSTR. RAMP T

℄ CONSTR. SR 8

GOODKIRK ST

SUM-8-0117

MATCHLINE STA 354+00
SEE SHEET 62

355 356 357 358 359 360 361 362 363 364 365 366

MATCHLINE STA 366+50
SEE SHEET 40

RAMP S1
20 21 22 23 24 25 26 27

℄ CONSTR. RAMP S1

FOUNTAIN ST

℄ CONSTR. FOUNTAIN ST

InfoCision Stadium
Summa Field
USE PERKINS SREET EXIT

SAFETY PATROL COVERAGE AREA

CARROLL ST

S 1 2 MILE N 1 2

# MOT SR 8 PHASE 3B STEPS 1 & 2

## STA 354+00 TO STA 366+50

SUM-76/77/8-
8.24/9.74/0.00

63
122

2025-09-02 - BU-07 - MOT DRAWINGS

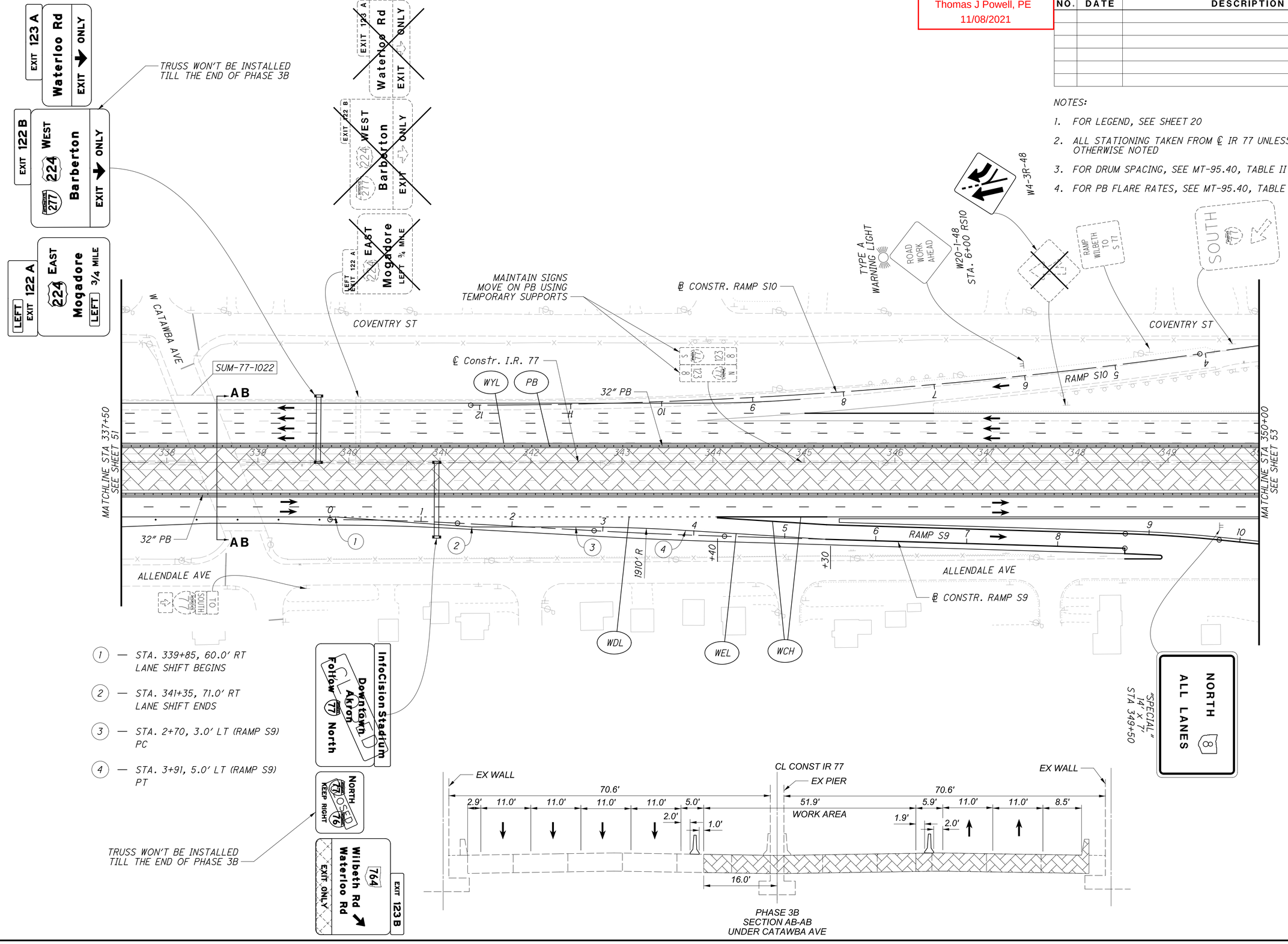
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| ISSUE RECORD: | | |
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MOT IR 77 PHASE 3B STEP 2
STA 337+50 TO STA 350+00

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

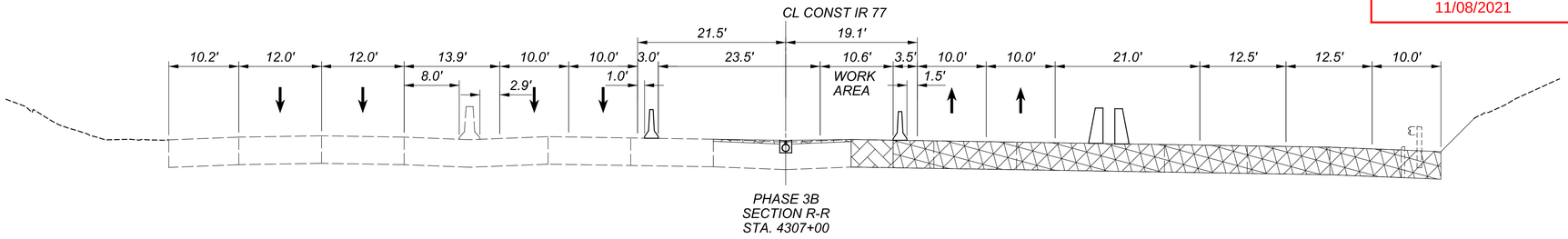
64
122

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11/08/2021

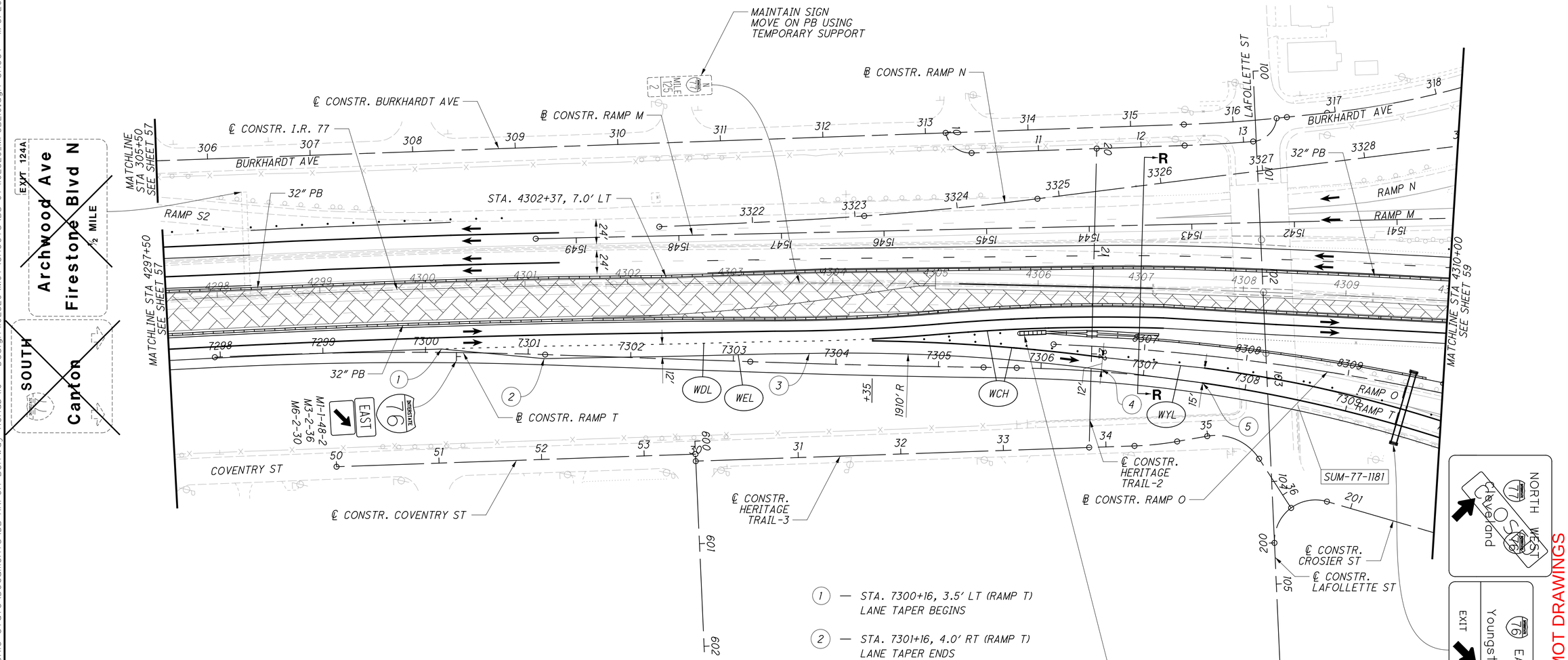
**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




1 — STA. 7300+16, 3.5' LT (RAMP T)
LANE TAPER BEGINS

2 — STA. 7301+16, 4.0' RT (RAMP T)
LANE TAPER ENDS

3 — STA. 7303+74, 10.0' LT (RAMP T)
PC

4 — STA. 7306+59, 2.0' LT (RAMP T)
PT
LANE TAPER BEGINS

5 — STA. 7307+58, ℄ (RAMP T)
LANE TAPER ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 3B STEP 2
## STA 4297+50 TO STA 4310+00

SUM-76/77/8-8.24/9.74/0.00



2025-09-02 - BU-07 - MOT DRAWINGS

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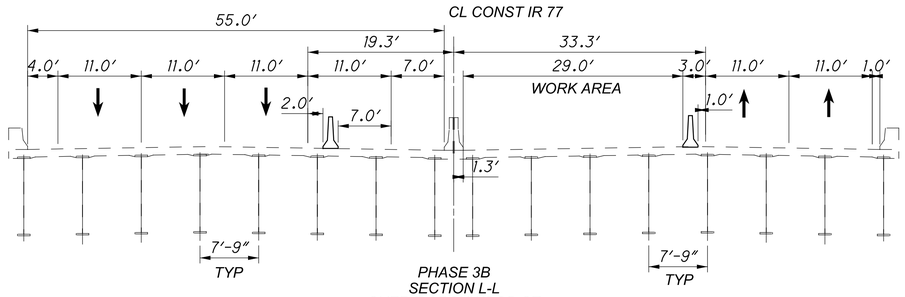
Released for Construction
Thomas D Powell, PE
12/1/2021

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|
| 1 | 11/23/21 | SHEET ADDED |

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II
5. THE OPENING OF RAMP S5 ARCHWOOD AVENUE ON RAMP TO NB I-77 WILL BE IMPLEMENTED WHEN PHASE 3B IS PUT IN PLACE




PHASE 3B
SECTION L-L
OVER E ARCHWOOD ST

MAINTAIN SIGNS
MOVE ON PB USING
TEMPORARY SUPPORTS

EXIT 123 B
Wilbeth Rd
1/4 Mile

EXIT 123 A
Waterloo Rd
1 Mile

Cleveland
NORTH
INTERSTATE 77
DETOUR

OVERLAY, BLACK
ON ORANGE

BURKHARDT AVE

E ARCHWOOD AVE

BRIDGE
ICES BEFORE
ROAD

CLIFFORD AVE

℄ CONSTR. RAMP S6

SUM-77-1096

℄ CONSTR. I.R. 77

32″ PB

WYL

PB

RAMP S6

33′

22′

MATCHLINE STA 375+00
SEE SHEET 54

MATCHLINE STA 387+50
SEE SHEET 65B

EXIT 123
Municipal Airport
Next Right

Exit 113
Akron-Canton
Airport
11 Miles

Exit
124A

1
WDL

WCH

℄ CONSTR. RAMP S5

RAMP S5

WYL
WLL
WEL
PB
32″ PB

SUM
77
1094

LEFT
EXIT 125A
Cuyahoga Falls
1 Mile
NORTH

LEFT
EXIT 125A
Univ Of Akron
Follow
North

NORTH WEST
Cleveland
Youngstown
1
MILE

TO
SOUTH
INTERSTATE
77

CARROLL ST
BUCHTEL AVE
KEEP RIGHT
18

* "SPECIAL"
14′ X 7′
STA 382+00

* COVER SIGN DURING
PHASE 4A

COVENTRY ST

COVENTRY ST

CLIFFORD AVE

NORTH
CLOSED

RAMP
ARCHWOOD
TO
N 77

W4-1R-48
STA 386+50

(1) — STA. 387+00, 21.0′ LT
LANE TAPER BEGINS

(2) — STA. 4+60, 16.0′ RT (RAMP S5)
LANE TAPER BEGINS

(3) — STA. 6+60, 5.0′ LT (RAMP S5)
LANE TAPER ENDS

(4) — STA. 8+66, 16.8′ LT (RAMP S5)
PC

HORIZONTAL
SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 3B STEPS 1 & 2
## STA 375+00 TO STA 387+50

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

65A
122

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Released for Construction
Thomas J Powell, PE
12/01/2021

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|
| 1 | 11/23/21 | SHEET ADDED |

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II
5. THE OPENING OF RAMP S5 ARCHWOOD AVENUE ON RAMP TO NB I-77 WILL BE IMPLEMENTED WHEN PHASE 3B IS PUT IN PLACE

HORIZONTAL SCALE IN FEET: 0, 25, 50, 100

CALCULATED AJO | CHECKED AVP

TRUSS WON'T BE INSTALLED TILL THE END OF PHASE 3B

EXIT 124 A
Archwood Ave
Firestone Blvd N
EXIT ONLY

OVERLAY, BLACK ON ORANGE

EXIT 123 B
764
Wilbeth Rd
½ MILE

MAINTAIN SIGNS MOVE ON PB USING TEMPORARY SUPPORTS

℄ CONSTR. RAMP S6

BURKHARDT AVE

℄ CONSTR. I.R. 77

ARROW BOARD

WDL WYL PB

32" PB

COLE AVE

AC

44'

RAMP S6

MATCHLINE STA 387+50 SEE SHEET 65A

MATCHLINE STA 400+00 SEE SHEET 65C

22'

33'

11"

RAMP S5

℄ CONSTR. RAMP S5

R 1910'

+69

WCH WDL WYL WEL WLL PB

32" PB

SUM-77-1132

COVENTRY ST

NEXT RIGHT
INTERSTATE 76 EAST

Downtown Akron
CL Cleveland
Fallow
North
InfoCision Stadium

EXPERIMENTAL SIGN - 48
1/2 MILE
W16-3aP-30
STA 396+00

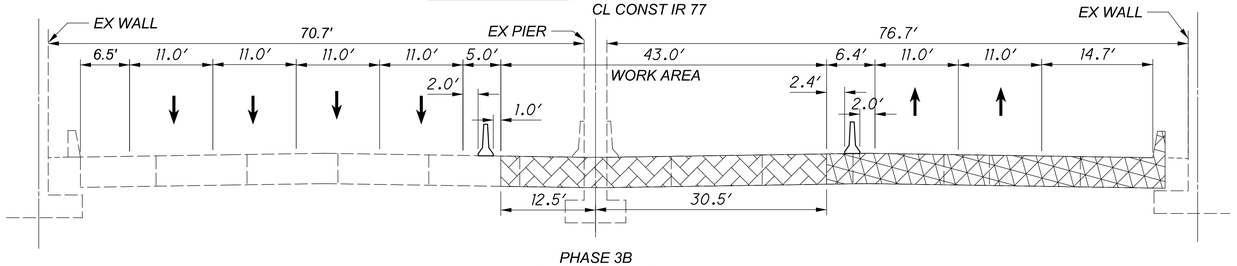
TYPE A WARNING LIGHT

OVERLAY, BLACK ON ORANGE DURING PHASE 3B STEP 2

1 — STA. 393+05, 26.0' LT LANE TAPER ENDS

2 — STA. 389+56, 59.0' RT PT

3 — STA. 395+88, 70.0' RT LANE TAPER BEGINS




PHASE 3B
SECTION AC-AC
UNDER COLE AVE

2025-09-02 - BU-07 - MOT DRAWINGS

SUM-76/77/8-
8.24/9.74/0.00

MOT IR 77 PHASE 3B STEPS 1 & 2
STA 387+50 TO STA 400+00

65B
122

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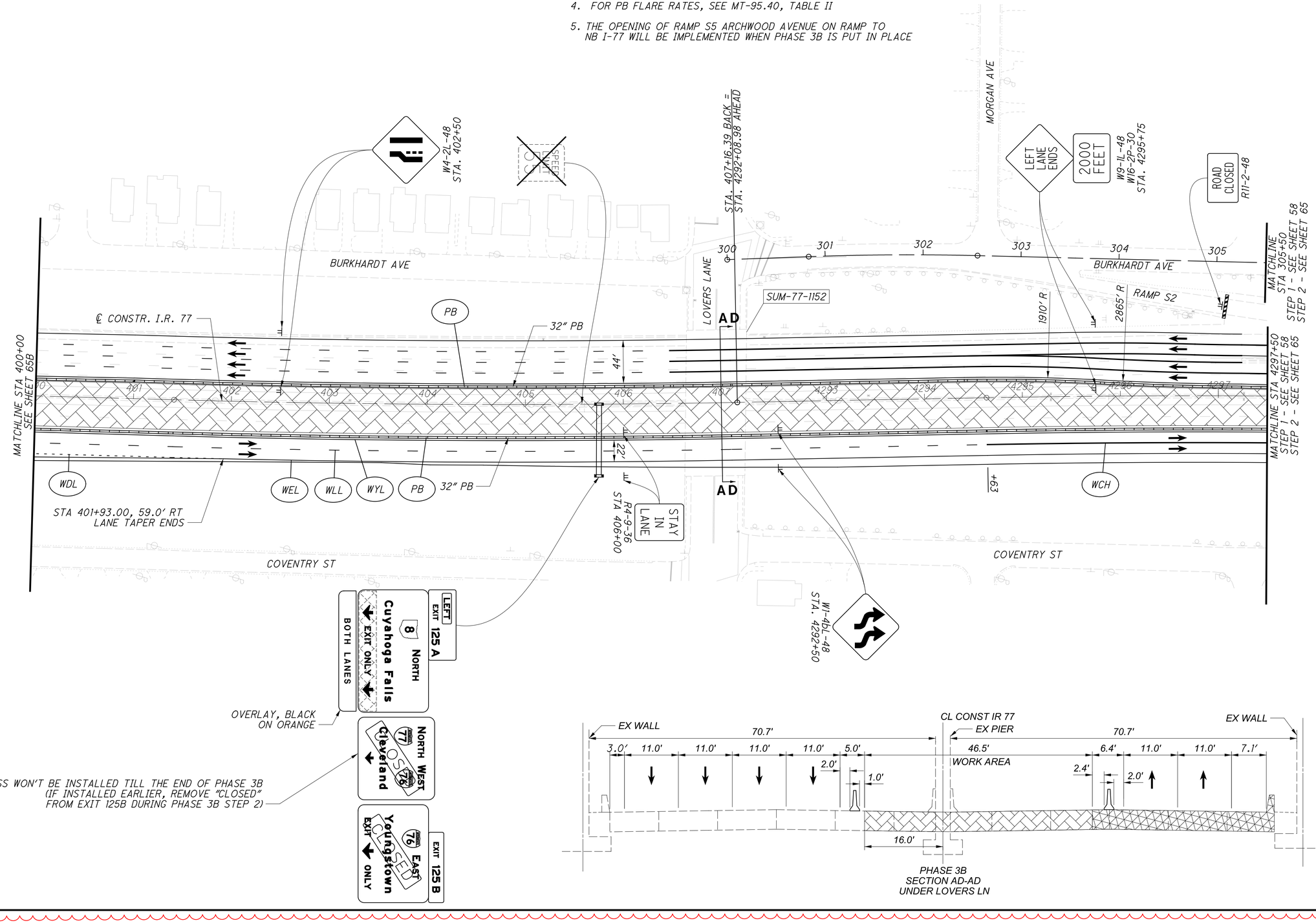
Released for Construction
Thomas J Powell, PE
12/01/2021

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
|---|---|---|
| 1 | 11/23/21 | SHEET ADDED |

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II
5. THE OPENING OF RAMP S5 ARCHWOOD AVENUE ON RAMP TO NB I-77 WILL BE IMPLEMENTED WHEN PHASE 3B IS PUT IN PLACE







N

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 3B STEPS 1 & 2
## STA 400+00 TO STA 4297+50

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

65C
122

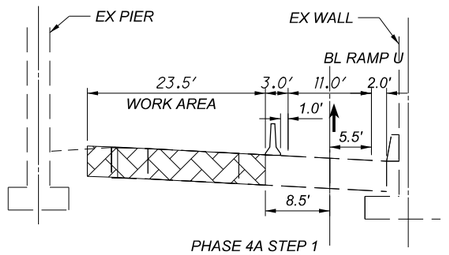
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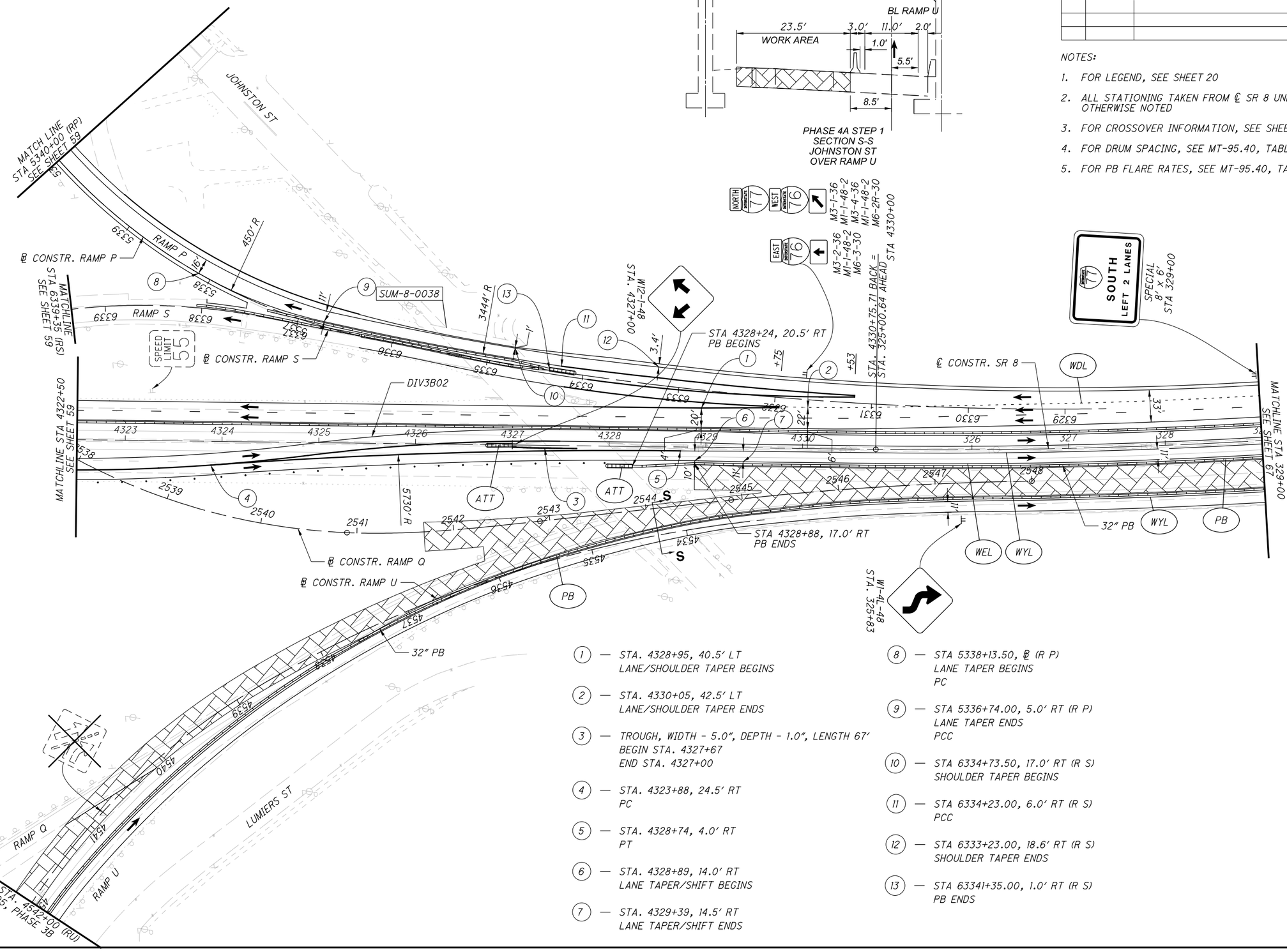
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER INFORMATION, SEE SHEET 60
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




PHASE 4A STEP 1
SECTION S-S
JOHNSTON ST
OVER RAMP U




1. — STA. 4328+95, 40.5′ LT
LANE/SHOULDER TAPER BEGINS

2. — STA. 4330+05, 42.5′ LT
LANE/SHOULDER TAPER ENDS

3. — TROUGH, WIDTH = 5.0″, DEPTH = 1.0″, LENGTH 67′
BEGIN STA. 4327+67
END STA. 4327+00

4. — STA. 4323+88, 24.5′ RT
PC

5. — STA. 4328+74, 4.0′ RT
PT

6. — STA. 4328+89, 14.0′ RT
LANE TAPER/SHIFT BEGINS

7. — STA. 4329+39, 14.5′ RT
LANE TAPER/SHIFT ENDS

8. — STA 5338+13.50, ℄ (R P)
LANE TAPER BEGINS
PC

9. — STA 5336+74.00, 5.0′ RT (R P)
LANE TAPER ENDS
PCC

10. — STA 6334+73.50, 17.0′ RT (R S)
SHOULDER TAPER BEGINS

11. — STA 6334+23.00, 6.0′ RT (R S)
PCC

12. — STA 6333+23.00, 18.6′ RT (R S)
SHOULDER TAPER ENDS

13. — STA 6334+35.00, 1.0′ RT (R S)
PB ENDS

HORIZONTAL SCALE IN FEET
0 25 100

CALCULATED AJO
CHECKED AVP

# MOT SR 8 PHASE 4A STEP 1
## STA 4322+50 TO STA 329+00

SUM-76/77/8-
8.24/9.74/0.00

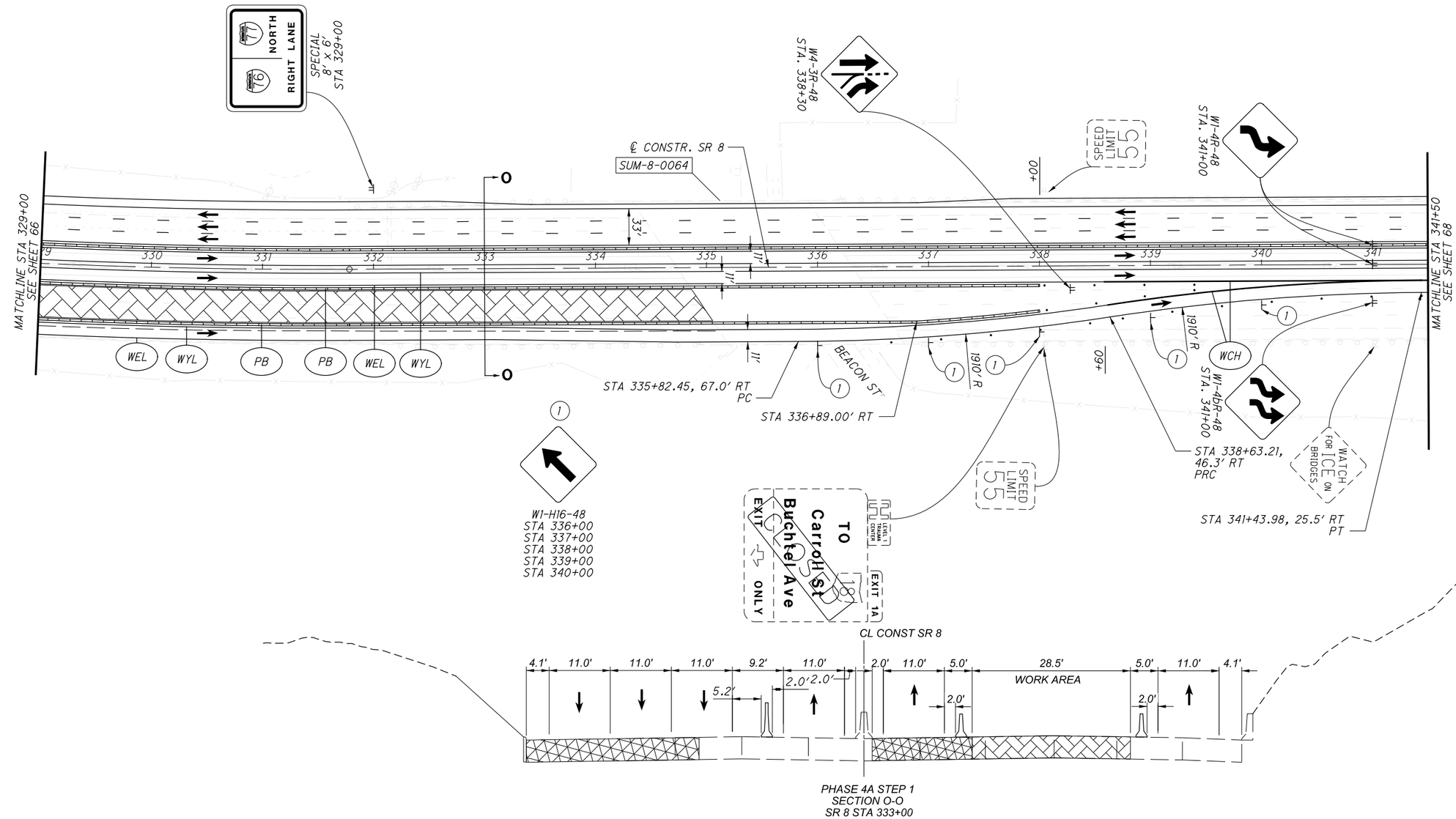
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




PHASE 4A STEP 1
SECTION O-O
SR 8 STA 333+00

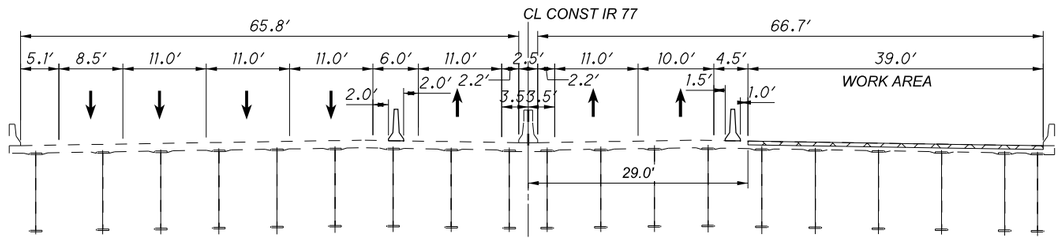
CALCULATED AJO
CHECKED AVP

HORIZONTAL SCALE IN FEET
0 25 50 100

2025-09-02 - BU-07 - MOT DRAWINGS

MOT SR 8 PHASE 4A STEP 1
STA 329+00 TO STA 341+50

SUM-76/77/8-
8.24/9.74/0.00

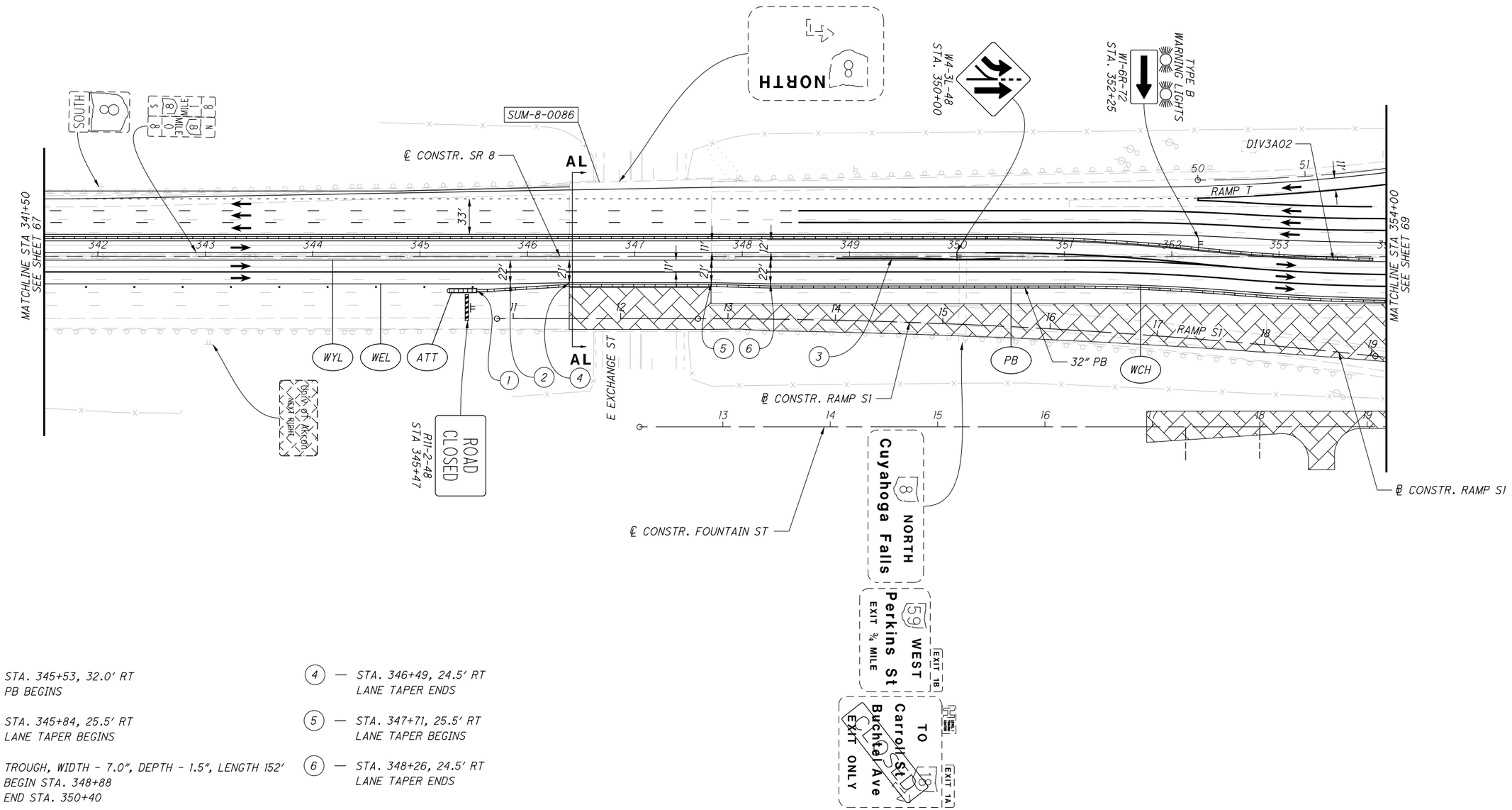



PHASE 4A STEP 1
SECTION AL-AL
OVER EXCHANGE ST

| ISSUE RECORD: | | |
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER INFORMATION, SEE SHEET 38
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




(1) — STA. 345+53, 32.0′ RT
PB BEGINS

(2) — STA. 345+84, 25.5′ RT
LANE TAPER BEGINS

(3) — TROUGH, WIDTH - 7.0″, DEPTH - 1.5″, LENGTH 152′
BEGIN STA. 348+88
END STA. 350+40

(4) — STA. 346+49, 24.5′ RT
LANE TAPER ENDS

(5) — STA. 347+71, 25.5′ RT
LANE TAPER BEGINS

(6) — STA. 348+26, 24.5′ RT
LANE TAPER ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT SR 8 PHASE 4A STEP 1
## STA 341+50 TO STA 354+00

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS



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Released for Construction
Thomas J Powell, PE
11/08/2021

**ISSUE RECORD:**

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER PROFILE, SEE SHEET 38
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

OVERLAY, BLACK ON ORANGE

EXIT 0 A-B
EAST Youngstown
NORTH WEST Barberton
AHEAD 1/4 AHEAD 1/4
3/4 MILE

SOUTH
KEEP LEFT

TYPE A WARNING LIGHT
ROAD WORK AHEAD
W20-1-48 (RAMP T)
STA. 53+25

W1-4CR-48
STA. 364+25

CARROLL ST

DIV3A02

RAMP T
℄ CONSTR. RAMP T
GOODKIRK ST

℄ CONSTR. SR 8

SUM-8-0117

MATCHLINE STA 354+00
SEE SHEET 68

MATCHLINE STA 366+50
SEE SHEET 40

19.43' R

RAMP S1
℄ CONSTR. RAMP S1

FOUNTAIN ST

℄ CONSTR. FOUNTAIN ST

InfoCision Stadium
Summa Field
USE PERKINS SREET EXIT

SAFETY PATROL COVERAGE AREA

1 MILE
N 8 1 2
S 8 1 2

(1) — STA. 355+04, 28.0' RT
PT

2025-09-02 - BU-07 - MOT DRAWINGS

**MOT SR 8 PHASE 4A STEP 1**
**STA 354+00 TO STA 366+50**
**SUM-76/77/8-**
**8.24/9.74/0.00**

69
122

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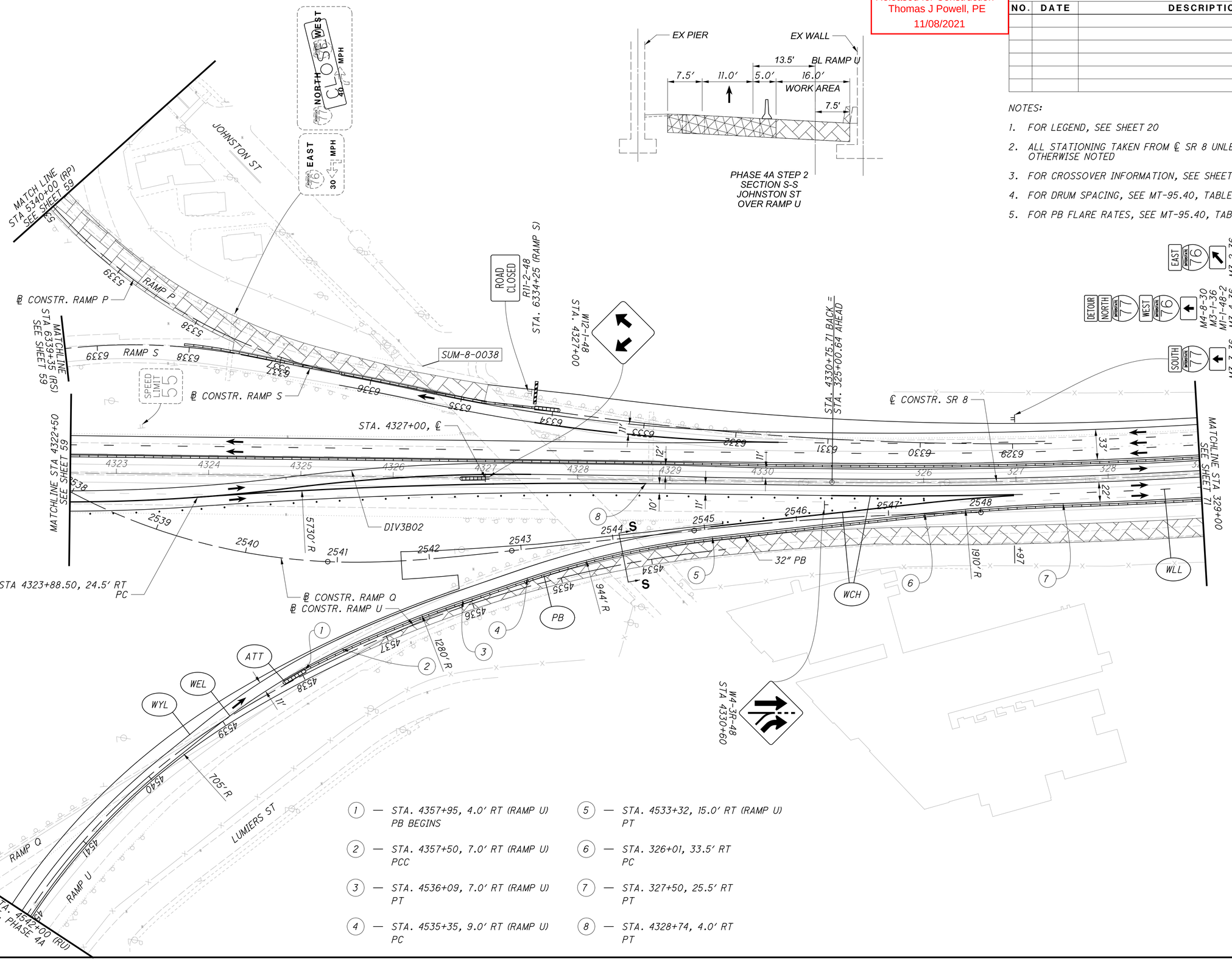
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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED*
3. *FOR CROSSOVER INFORMATION, SEE SHEET 60*
4. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
5. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




PHASE 4A STEP 2
SECTION S-S
JOHNSTON ST
OVER RAMP U




1 — STA. 4357+95, 4.0′ RT (RAMP U) PB BEGINS

2 — STA. 4357+50, 7.0′ RT (RAMP U) PCC

3 — STA. 4536+09, 7.0′ RT (RAMP U) PT

4 — STA. 4535+35, 9.0′ RT (RAMP U) PC

5 — STA. 4533+32, 15.0′ RT (RAMP U) PT

6 — STA. 326+01, 33.5′ RT PC

7 — STA. 327+50, 25.5′ RT PT

8 — STA. 4328+74, 4.0′ RT PT

HORIZONTAL SCALE IN FEET
0 25 100

CALCULATED AJO
CHECKED AVP

# MOT SR 8 PHASE 4A STEP 2
## STA 4322+50 TO STA 329+00

SUM-76/77/8-
8.24/9.74/0.00

70
122

2025-09-02 - BU-07 - MOT DRAWINGS

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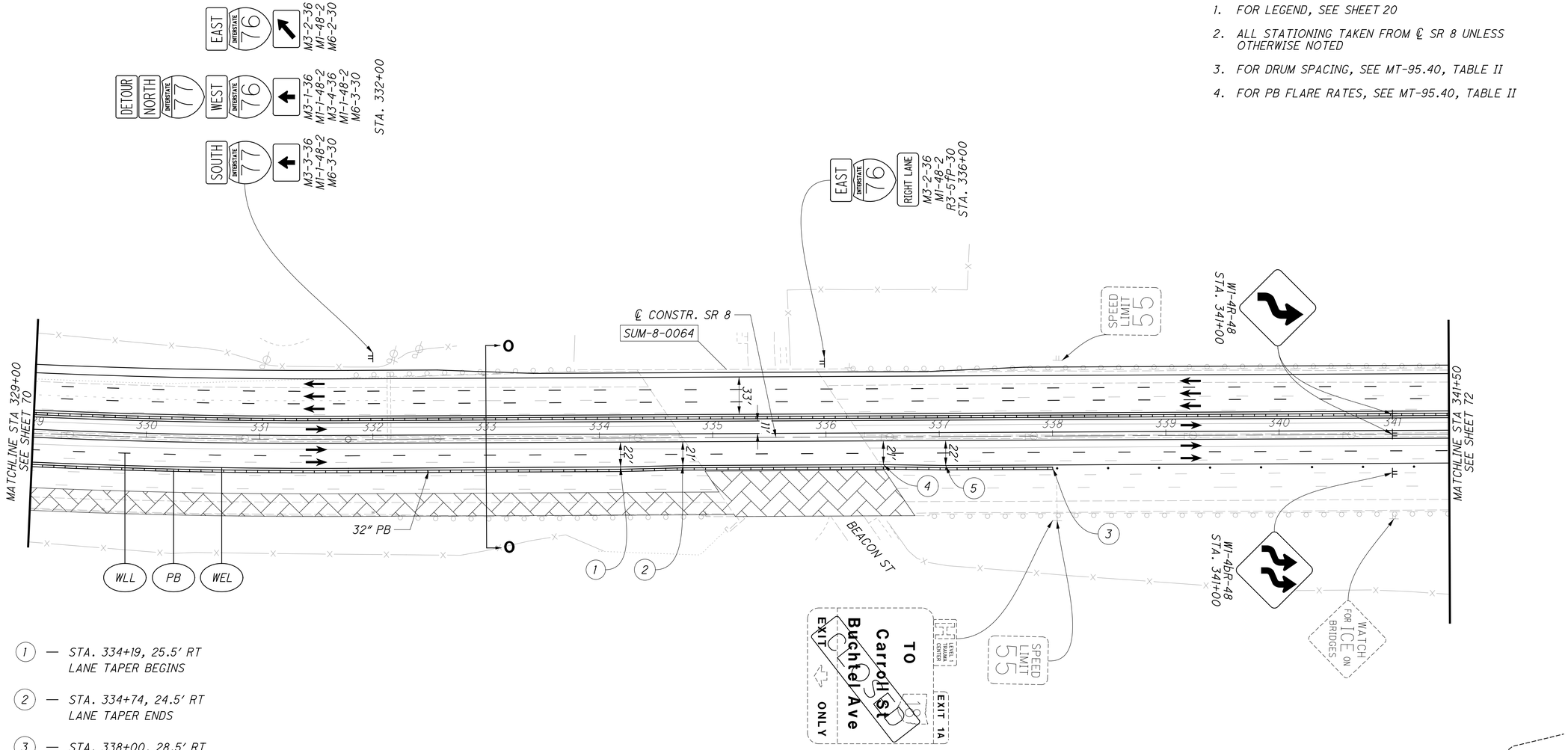
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11/08/2021

**ISSUE RECORD:**

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II



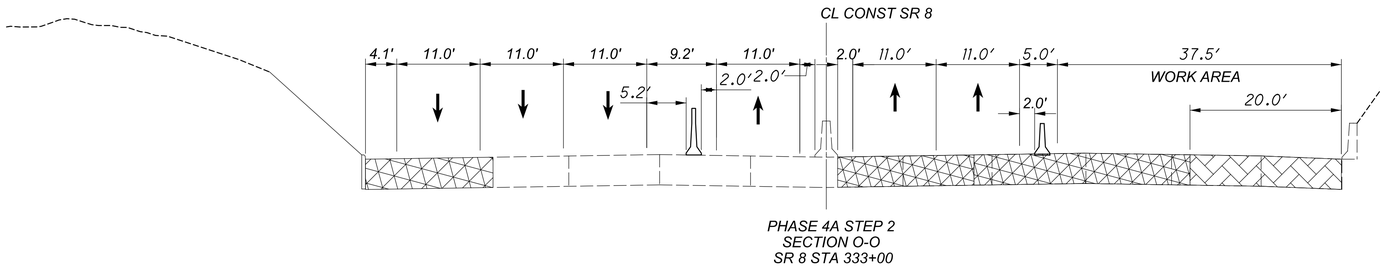

(1) — STA. 334+19, 25.5′ RT
LANE TAPER BEGINS

(2) — STA. 334+74, 24.5′ RT
LANE TAPER ENDS

(3) — STA. 338+00, 28.5′ RT
PB ENDS

(4) — STA. 336+51, 24.5′ RT
LANE TAPER BEGINS

(5) — STA. 337+06, 25.5′ RT
LANE TAPER ENDS




PHASE 4A STEP 2
SECTION O-O
SR 8 STA 333+00

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT SR 8 PHASE 4A STEP 2
## STA 329+00 TO STA 341+50

SUM-76/77/8-8.24/9.74/0.00

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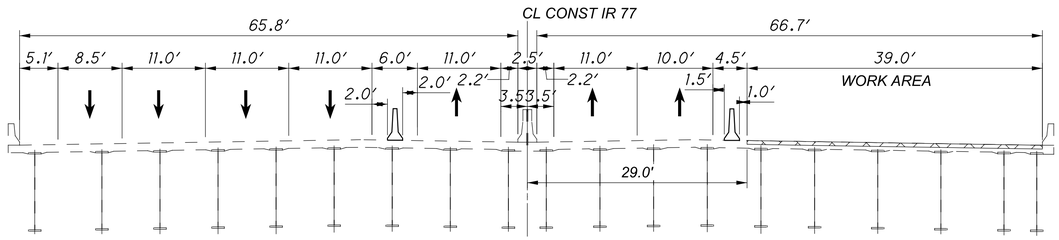


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11/08/2021

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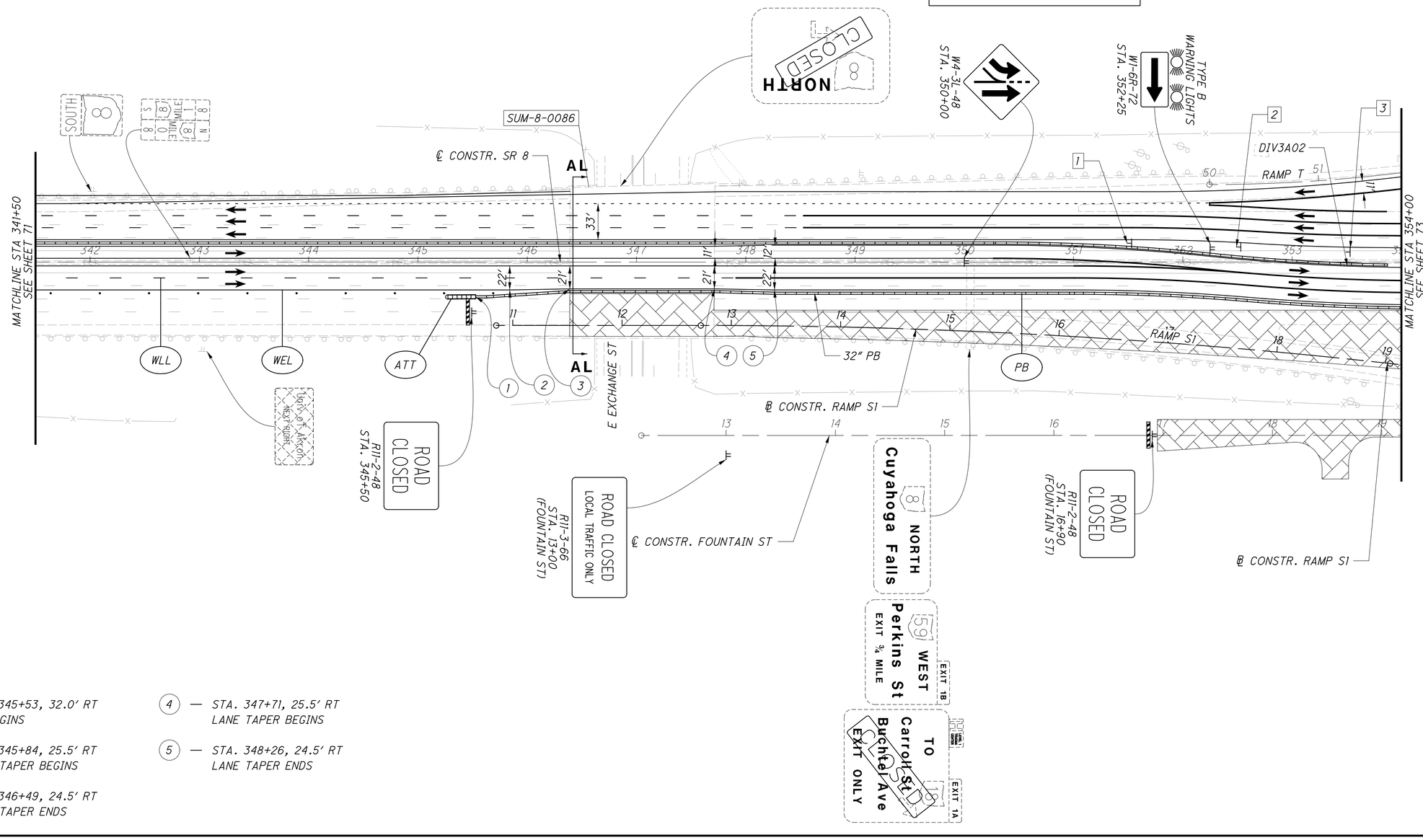

PHASE 4A STEP 2
SECTION AL-AL
OVER EXCHANGE ST

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER INFORMATION, SEE SHEET 38
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

1 - STA 351+50
2 - STA 352+50
3 - STA 353+50

W1-H16-48




(1) — STA. 345+53, 32.0′ RT
PB BEGINS

(2) — STA. 345+84, 25.5′ RT
LANE TAPER BEGINS

(3) — STA. 346+49, 24.5′ RT
LANE TAPER ENDS

(4) — STA. 347+71, 25.5′ RT
LANE TAPER BEGINS

(5) — STA. 348+26, 24.5′ RT
LANE TAPER ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT SR 8 PHASE 4A STEP 2
## STA 341+50 TO STA 354+00

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS



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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER PROFILE, SEE SHEET 38
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

OVERLAY, BLACK ON ORANGE

EAST Youngstown

EXIT 0 A-B

NORTH WEST Barberton 3/4 MILE

SOUTH KEEP LEFT

TYPE A WARNING LIGHT

ROAD WORK AHEAD

W20-1-48 (RAMP T) STA. 53+25

W1-4CR-48 STA. 364+25

CARROLL ST

GOODKIRK ST

RAMP T

℄ CONSTR. RAMP T

℄ CONSTR. SR 8

SUM-8-0117

MATCHLINE STA 354+00 SEE SHEET 72

MATCHLINE STA 366+50 SEE SHEET 40

RAMP S1

℄ CONSTR. RAMP S1

FOUNTAIN ST

℄ CONSTR. FOUNTAIN ST

Infocision Stadium
Summa Field
USE PERKINS SREET EXIT

SAFETY PATROL COVERAGE AREA

CARROLL ST

FOUNTAIN ST

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT SR 8 PHASE 4A STEP 2
## STA 354+00 TO STA 366+50

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

73
122

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

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11/08/2021

ISSUE RECORD:

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HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

END ROAD WORK
G20-2-48
STA. 497+00

RAMP A

℄ Constr. I.R. 77 - SOUTHBOUND

℄ Constr. I.R. 77 - NORTHBOUND

RAMP C1

RAMP C2

RAMP C

RAMP E 271/224 S 77 TO S 77

RAMP S 77 TO E 271/224

RAMP S 77 TO 0627TR

RAMP W 271/224 TO N 77

℄ CONSTR. RAMP D

EXIT 122A

EXIT 48

SPEED LIMIT 65

SPEED LIMIT 55

SPEED LIMIT 55

40 MPH

TYPE A WARNING LIGHT
ROAD WORK AHEAD
W20-1-48

MATCHLINE STA 502+50
SEE SHEET 75

MATCHLINE STA 502+50
SEE SHEET 75

MATCHLINE STA 13+50 (RD)
SEE SHEET 75

271 224 WEST
Barberton
LEFT 2 LANES
LEFT EXIT 122 B

271 224 WEST
Barberton
EXIT ONLY
EXIT 122 B

NORTH
77
Cleveland
Youngstown
76

EAST
Akron
EXIT ONLY
224

NORTH
EXIT 48
8
DETOUR
10 NORTH
8 NORTH
16 EAST

2025-09-02 - BU-07 - MOT DRAWINGS

SUM-76/77/8-
8.24/9.74/0.00

MOT IR 77 PHASE 5A STEPS 1 & 2
STA 489+00 TO STA 502+50

74
122

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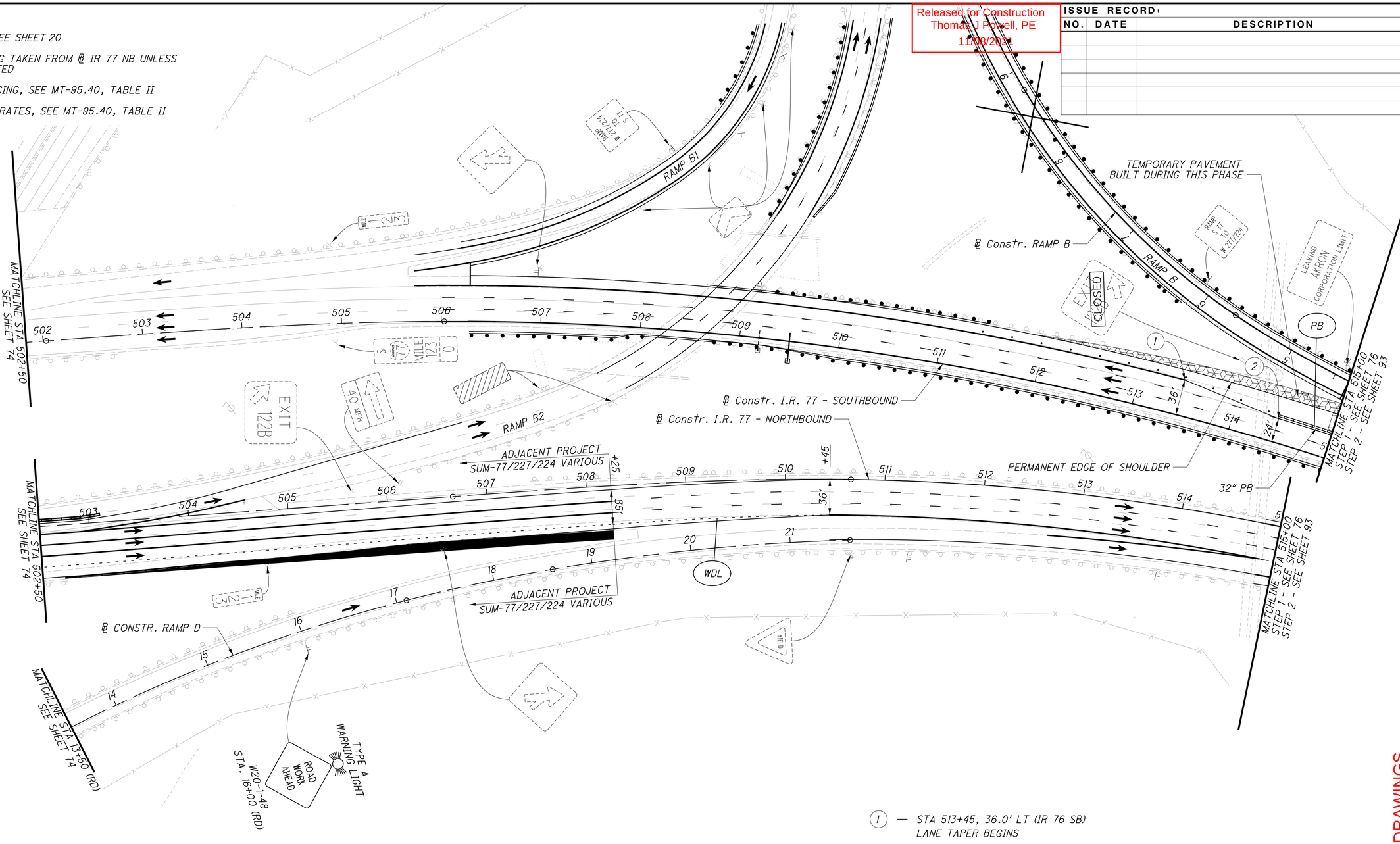
NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

Released for Construction
Thomas J Powell, PE
11/18/2024

ISSUE RECORD:

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(1) — STA 513+45, 36.0' LT (IR 76 SB)
LANE TAPER BEGINS

(2) — STA 514+45, 24.0' LT (IR 76 SB)
LANE TAPER ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 5A STEPS 1 & 2
## STA 502+50 TO STA 515+00

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS



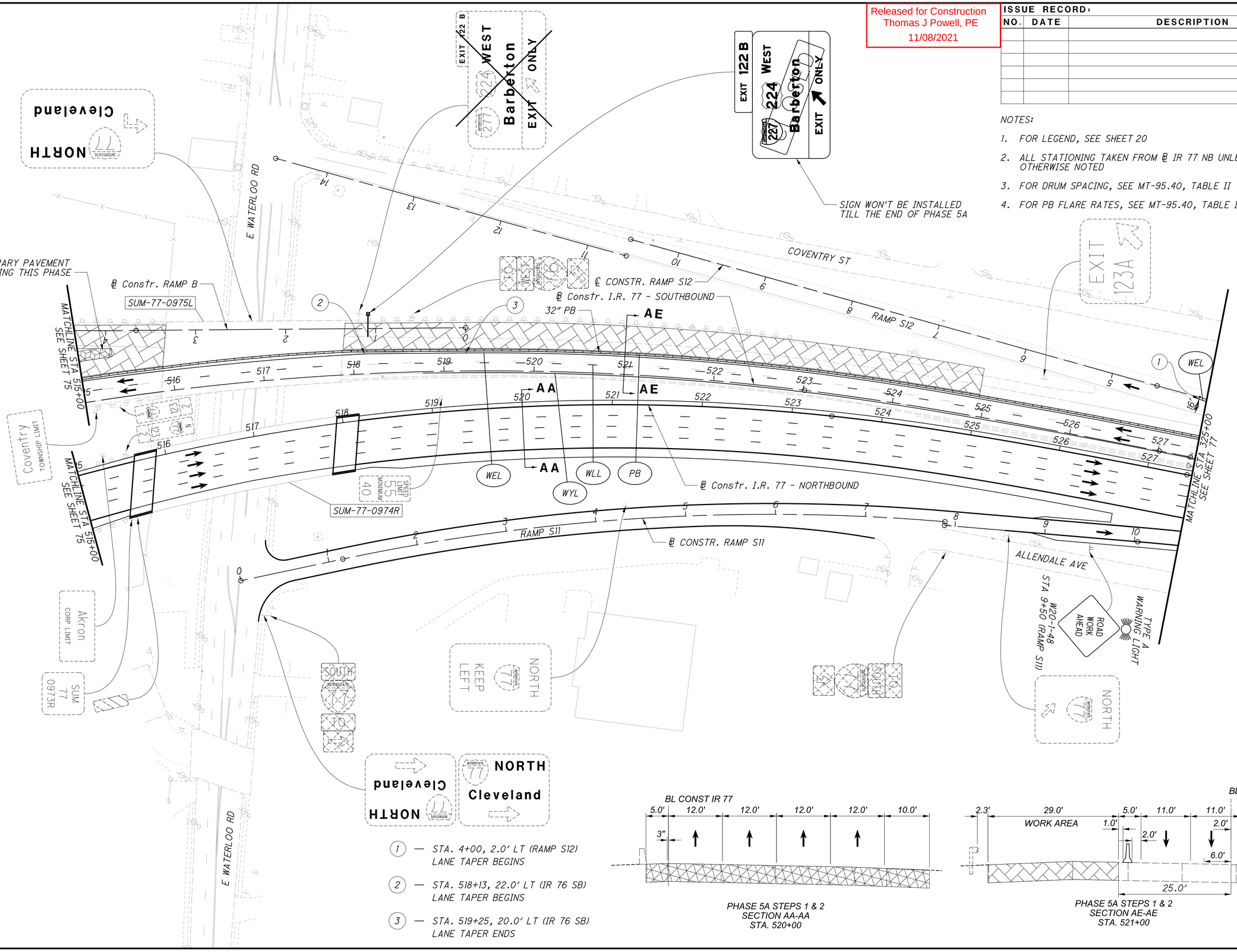
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Thomas J Powell, PE
11/08/2021

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II



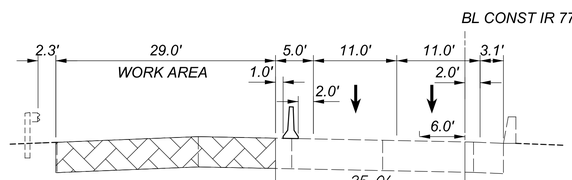

(1) — STA. 4+00, 2.0′ LT (RAMP S12) LANE TAPER BEGINS

(2) — STA. 518+13, 22.0′ LT (IR 76 SB) LANE TAPER BEGINS

(3) — STA. 519+25, 20.0′ LT (IR 76 SB) LANE TAPER ENDS




PHASE 5A STEPS 1 & 2
SECTION AA-AA
STA. 520+00




PHASE 5A STEPS 1 & 2
SECTION AE-AE
STA. 521+00

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MOT IR 77 PHASE 5A STEP 1
STA 515+00 TO STA 325+00

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

76
122


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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*

HORIZONTAL SCALE IN FEET: 0, 25, 50, 100

CALCULATED AJO | CHECKED AVP




(1) — *STA. 3+02, 10.0' LT (RAMP S12) LANE TAPER ENDS*

(2) — *STA. 326+50, 37.0' LT PB ENDS*

(3) — *STA. 327+37, 48.5' LT PC*

(4) — *STA. 328+97, 42.0' LT PT*

(5) — *STA. 331+24, 42.0' LT LANE TAPER BEGINS*

(6) — *STA. 332+24, 31.0' LT LANE TAPER ENDS*

(7) — *STA. 330+80, 45.0' LT PB BEGINS*

**MOT IR 77 PHASE 5A STEP 1**
**STA 325+00 TO STA 337+50**

**SUM-76/77/8-8.24/9.74/0.00**

77
122

2025-09-02 - BU-07 - MOT DRAWINGS

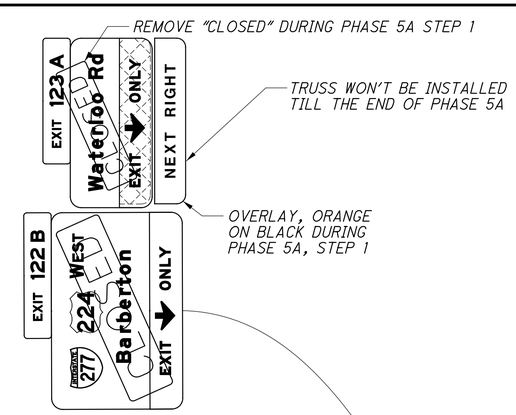
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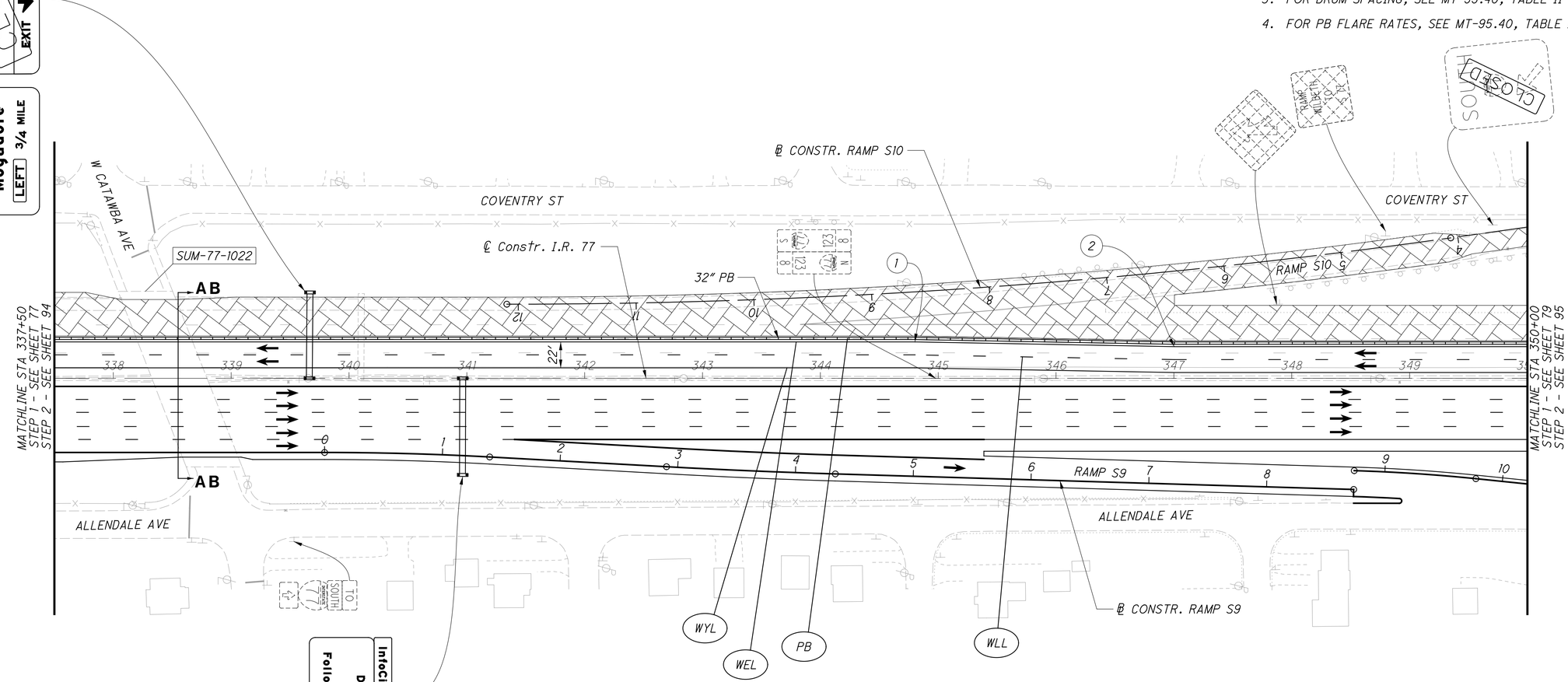
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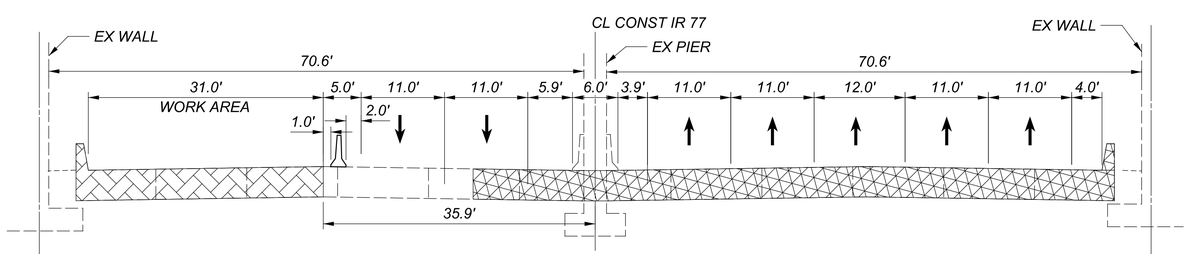
1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II










PHASE 5A STEPS 1 & 2
SECTION AB-AB
UNDER CATAWBA AVE

(1) — STA. 344+80, 31.0' LT
LANE SHIFT BEGINS

(2) — STA. 347+00, 27.0' LT
LANE SHIFT ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MOT IR 77 PHASE 5A STEPS 1 & 2
STA 337+50 TO STA 350+00

SUM-76/77/8-8.24/9.74/0.00

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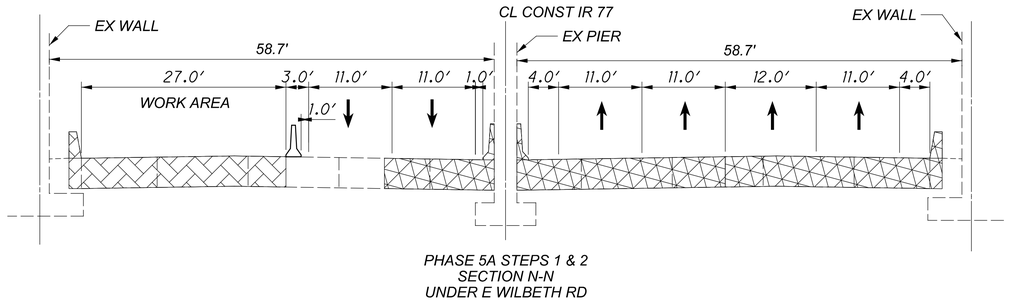
78
122

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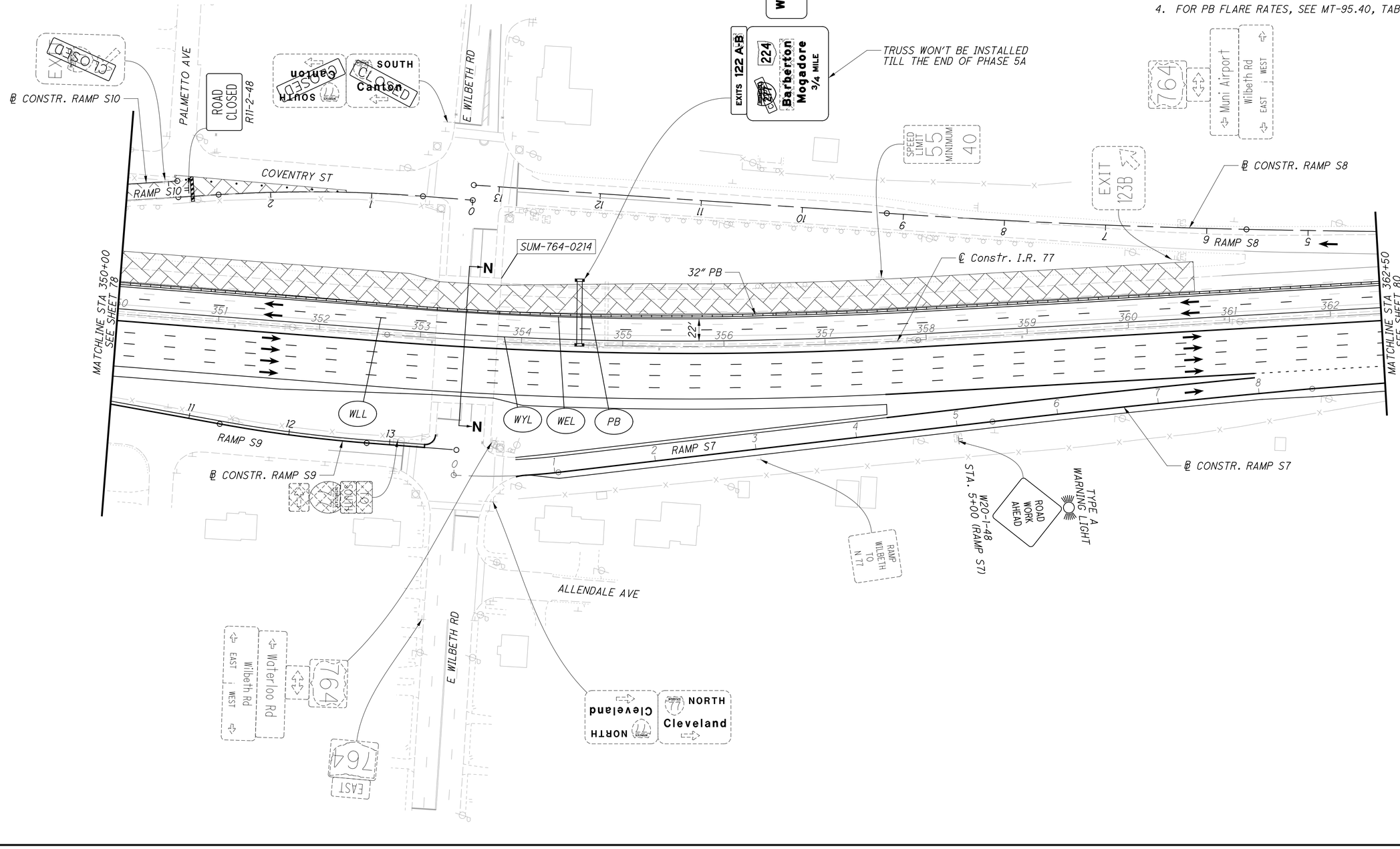
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PHASE 5A STEPS 1 & 2
SECTION N-N
UNDER E WILBETH RD

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




2025-09-02 - BU-07 - MOT DRAWINGS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT IR 77 PHASE 5A STEP 1**
**STA 350+00 TO STA 362+50**

**SUM-76/77/8-**
**8.24/9.74/0.00**

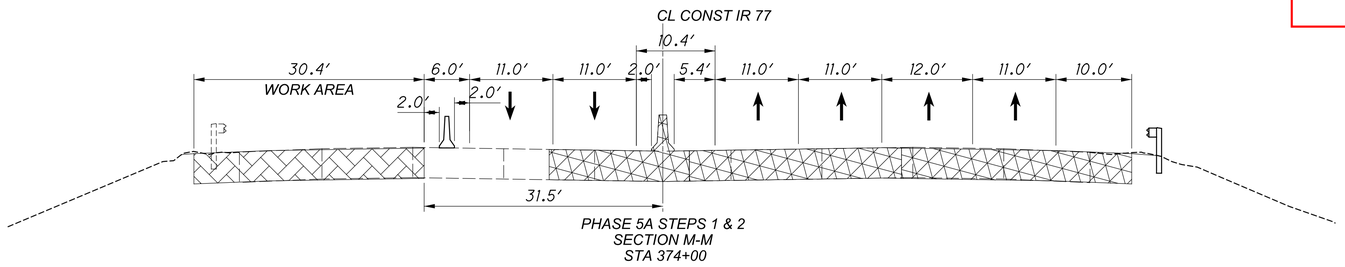


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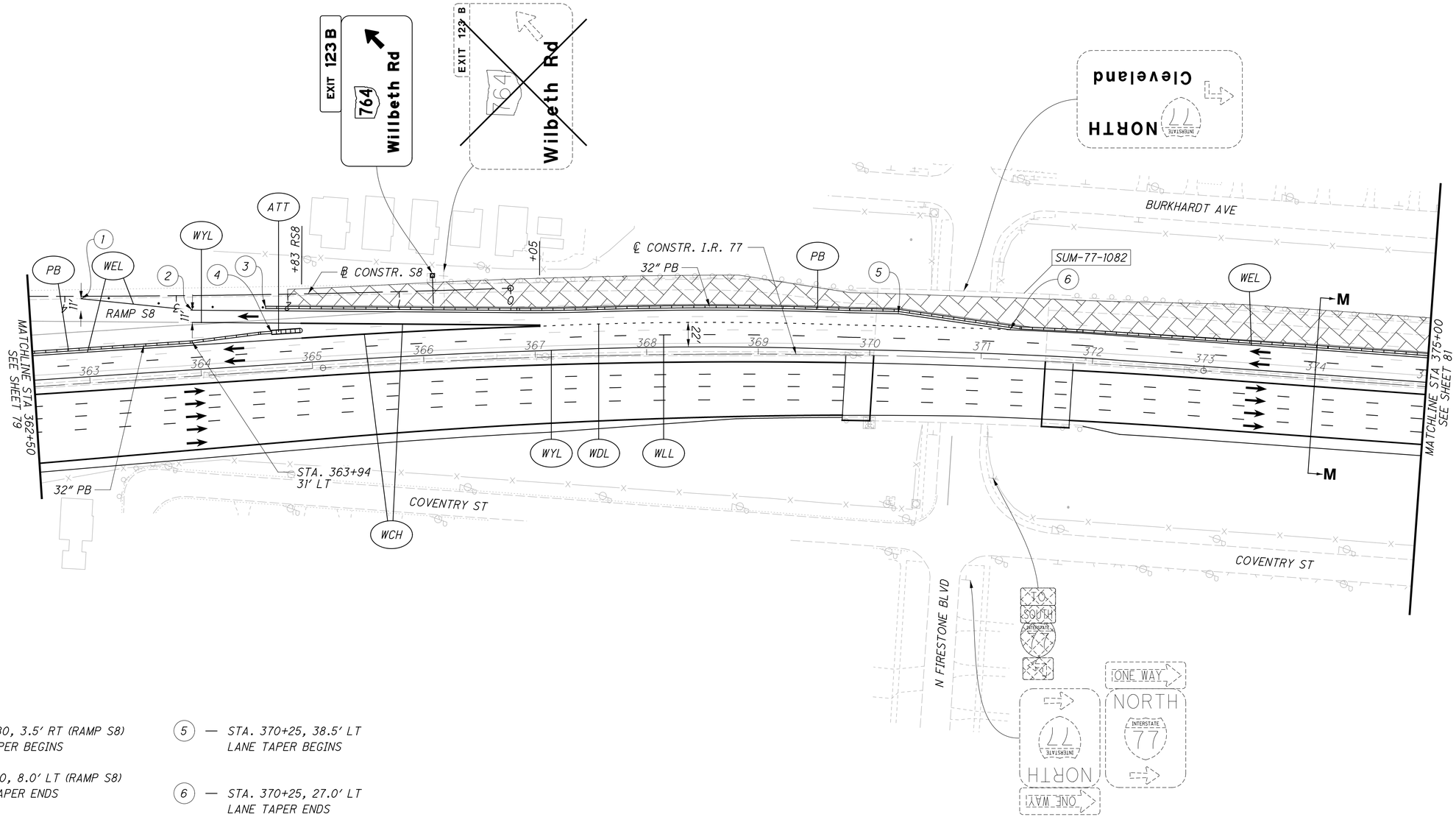
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PHASE 5A STEPS 1 & 2
SECTION M-M
STA 374+00

*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




1. — *STA. 2+80, 3.5′ RT (RAMP S8) LANE TAPER BEGINS*
2. — *STA. 1+80, 8.0′ LT (RAMP S8) LANES TAPER ENDS*
3. — *STA. 2+20, 11.5′ LT (RAMP S8) PB BEGINS*
4. — *STA. 364+65, 35.0′ LT PB ENDS*
5. — *STA. 370+25, 38.5′ LT LANE TAPER BEGINS*
6. — *STA. 370+25, 27.0′ LT LANE TAPER ENDS*

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**PHASE 5A STEP 1**
**MOT IR 77 PH**
**STA 362+50 TO STA 375+00**

**SUM-76/77/8-8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS



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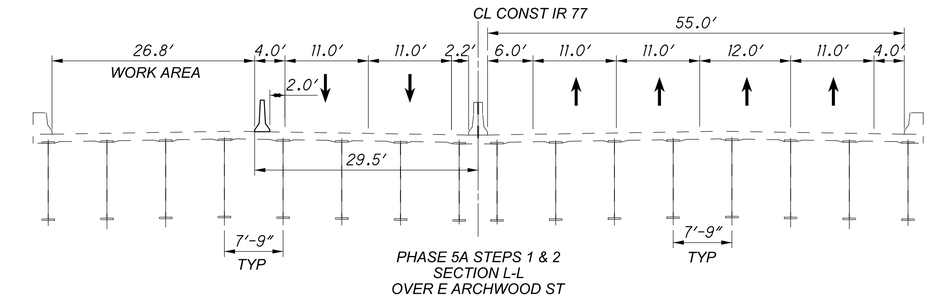
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11/08/2021

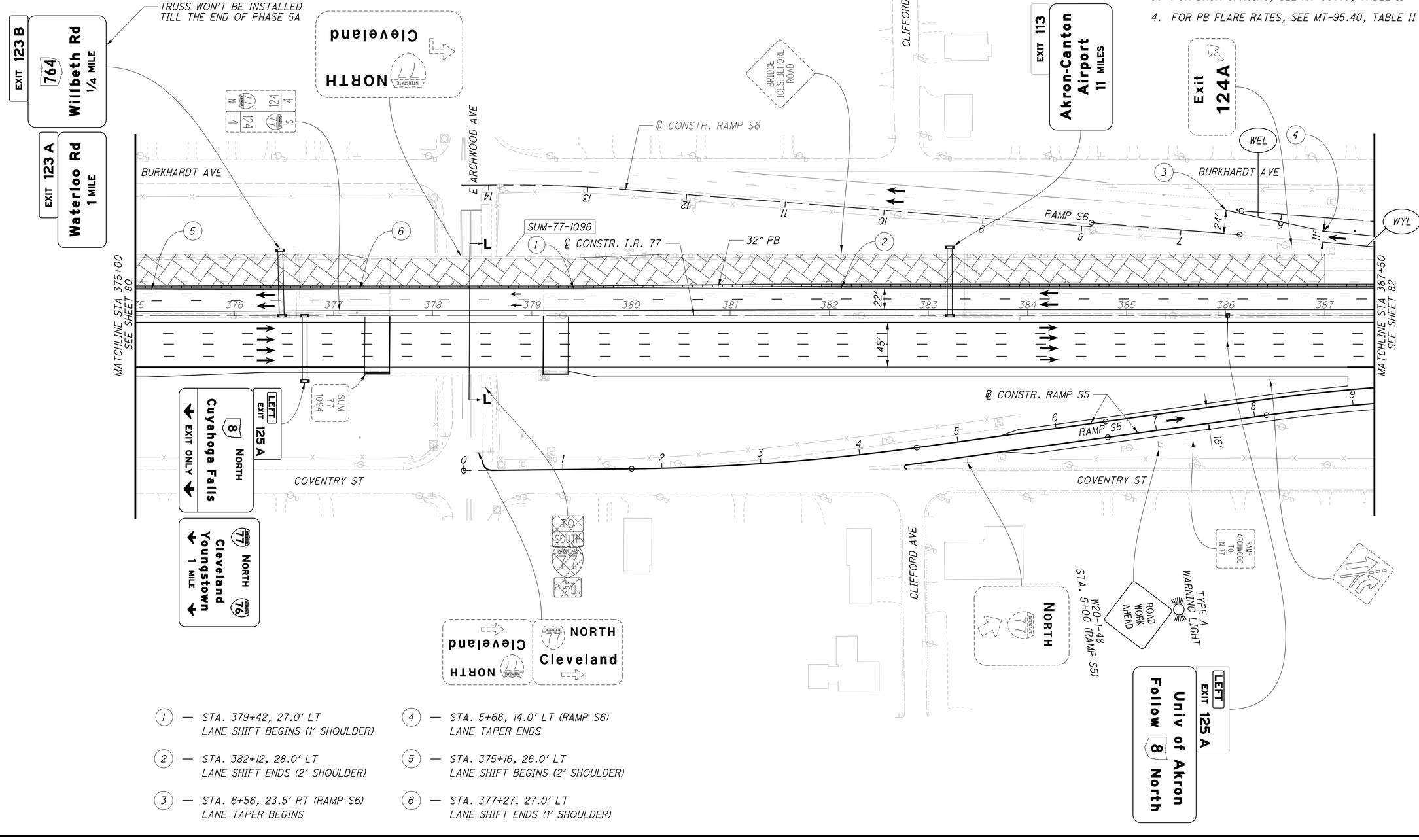
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




(1) — STA. 379+42, 27.0′ LT
LANE SHIFT BEGINS (1′ SHOULDER)

(2) — STA. 382+12, 28.0′ LT
LANE SHIFT ENDS (2′ SHOULDER)

(3) — STA. 6+56, 23.5′ RT (RAMP S6)
LANE TAPER BEGINS

(4) — STA. 5+66, 14.0′ LT (RAMP S6)
LANE TAPER ENDS

(5) — STA. 375+16, 26.0′ LT
LANE SHIFT BEGINS (2′ SHOULDER)

(6) — STA. 377+27, 27.0′ LT
LANE SHIFT ENDS (1′ SHOULDER)

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 5A STEP 1
## STA 375+00 TO STA 387+50

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

81
122

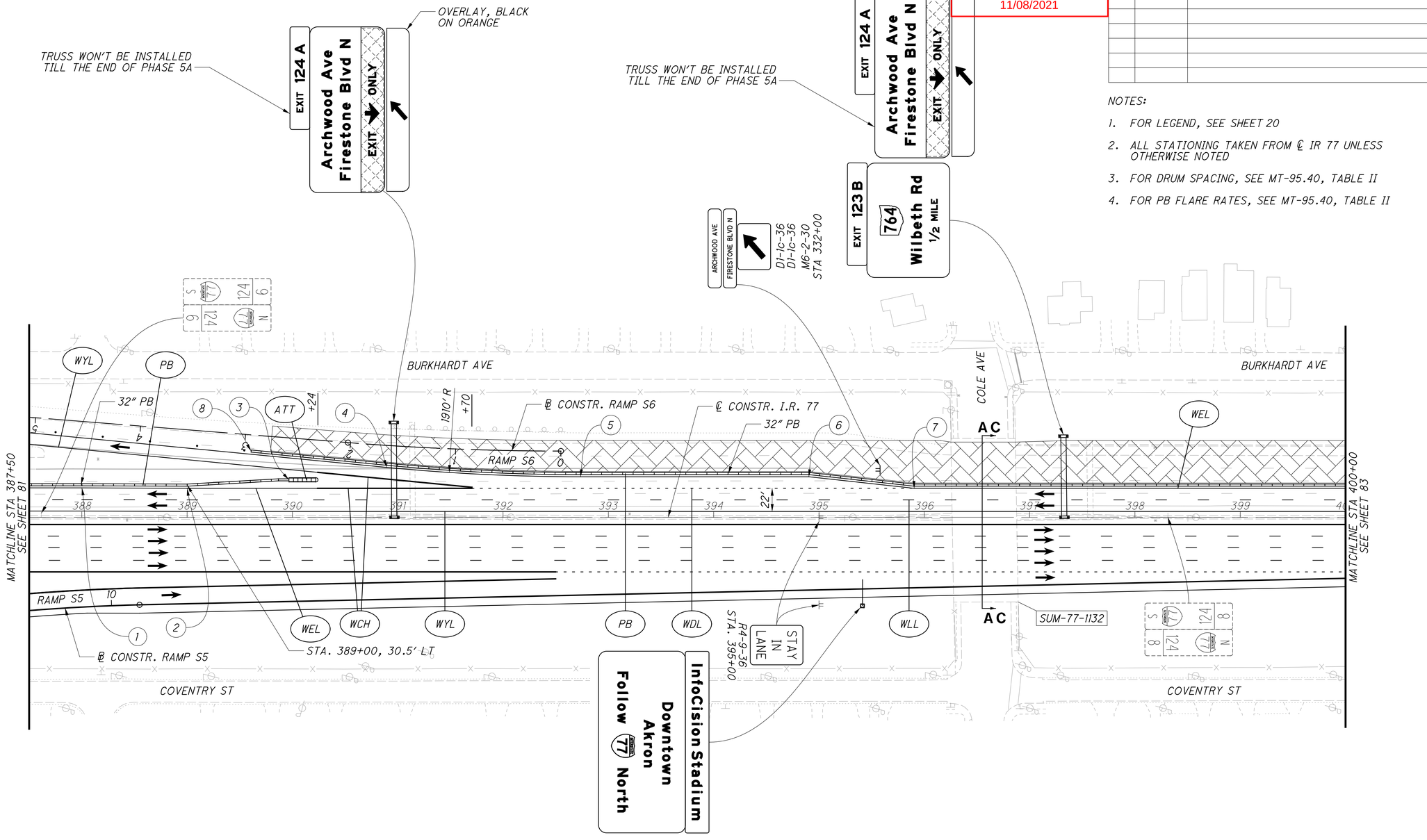
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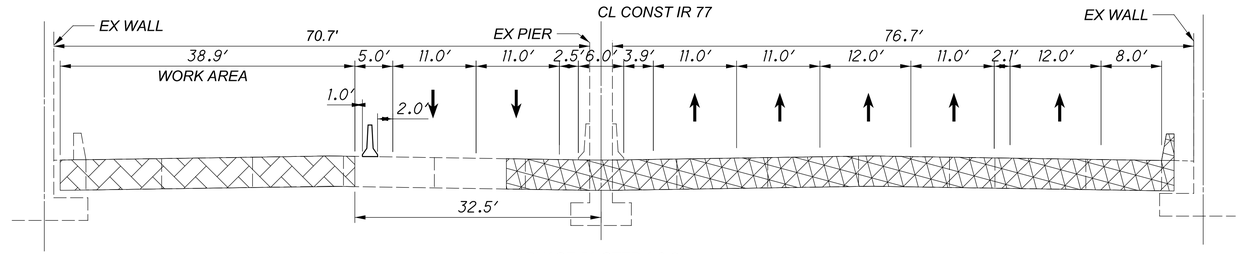
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Thomas J. Grisak PE
11/08/2021

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




PHASE 5A STEP 1 & 2
SECTION AC-AC
UNDER COLE AVE

(1) — STA. 388+02, 28.0' LT
LANE SHIFT BEGINS

(2) — STA. 389+00, 27.50' LT
LANE SHIFT ENDS

(3) — STA. 389+98, 36.0' LT
PB ENDS

(4) — STA. 1+64, 21.0' LT (RAMP S6)
PC

(5) — STA. 392+74, 38.5' LT
PT

(6) — STA. 394+90, 38.5' LT
LANE TAPER BEGINS

(7) — STA. 395+90, 27.5' LT
LANE TAPER ENDS

(8) — STA. 2+93, 15.5' LT (RAMP S6)
PB BEGINS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MOT IR 77 PHASE 5A STEP 1
STA 387+50 TO STA 400+00

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS



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TRUSS WON'T BE INSTALLED TILL THE END OF PHASE 5A

EXIT 124A Archwood Ave Firestone Blvd N 1/4 MILE — EXIT ONLY — NEXT RIGHT

77 SOUTH Canton — BOTH LANES

OVERLAY, BLACK ON ORANGE

STA. 407+16.39 BACK = STA. 4292+08.98 AHEAD

MORGAN AVE

ROAD CLOSED R11-2-48

BURKHARDT AVE

℄ CONSTR. I.R. 77

LOVERS LANE

SUM-77-1152

32" PB

AD

RAMP S2

+24

MATCHLINE STA 305+50 SEE SHEET 84

MATCHLINE STA 400+00 SEE SHEET 82

MATCHLINE STA 4297+50 SEE SHEET 84

300 301 302 303 304 305

401 402 403 404 405 406 407 4293 4294 4295 4296 4297

22'

48'

24' 20'

PB WEL WLL WYL

COVENTRY ST

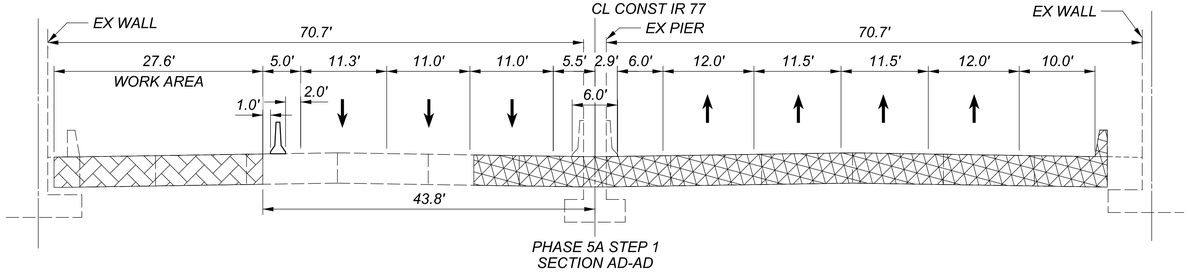
LEFT EXIT 125 A — 8 NORTH Cuyahoga Falls — EXIT ONLY

NORTH WEST 77 76 Cleveland

EAST 76 Youngstown — EXIT ONLY — EXIT 125 B

1 — STA. 4294+80, 10.0' RT LANE TAPER BEGINS

2 — STA. 4297+00, 14.0' RT LANE TAPER ENDS




PHASE 5A STEP 1
SECTION AD-AD
UNDER LOVERS LN

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

N

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

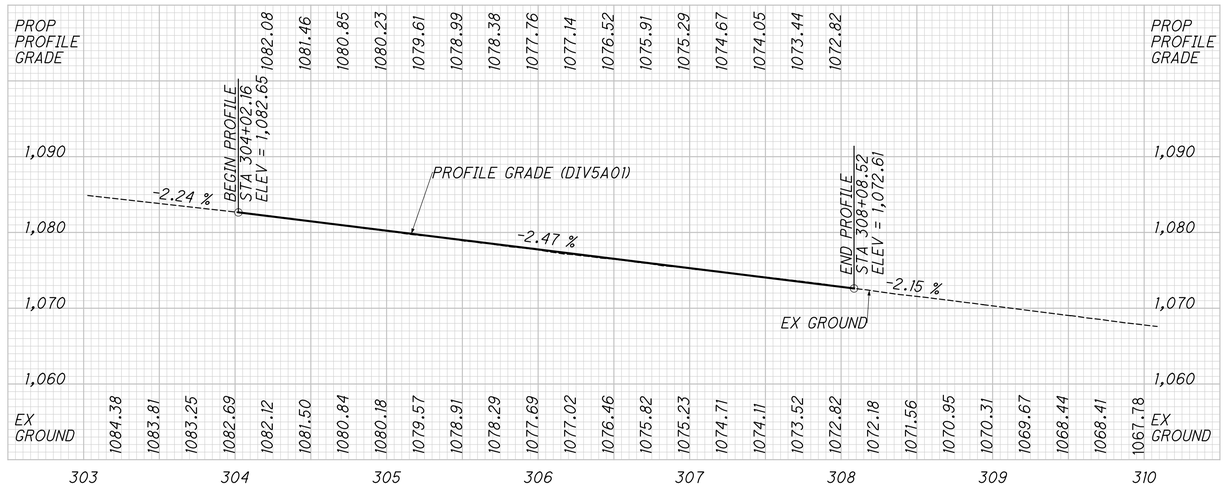
# MOT IR 77 PHASE 5A STEP 1
## STA 400+00 TO STA 4297+50

SUM-76/77/8-
8.24/9.74/0.00

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122

2025-09-02 - BU-07 - MOT DRAWINGS


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*CURVE DATA - DIV5A01*

| P.I. Sta. 305+20.81 | P.I. Sta. 307+23.90 |
|---|---|
| Δ = 7° 06′ 36″ (RT) | Δ = 5° 04′ 51″ (LT) |
| Dc = 3° 00′ 00″ | Dc = 3° 00′ 00″ |
| R = 1,909.86′ | R = 1,909.86′ |
| T = 118.65′ | T = 84.74′ |
| L = 237.00′ | L = 169.36′ |
| E = 3.68′ | E = 1.88′ |
| C = 236.85′ | C = 169.31′ |
| C.B. = N 5° 56′ 40″ E | C.B. = N 6° 57′ 33″ E |

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11/08/2021

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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*

(1) — *STA. 4303+45, 34.0′ RT LANE SHIFT BEGINS, PC*

(2) — *STA. 4306+42, 38.0′ RT PT*

(3) — *STA. 4307+30, 41.0′ RT PC*

(4) — *STA. 4308+08, 41.5′ RT LANE SHIFT ENDS, PT*

(5) — *STA. 4303+47, 26.5′ LT LANE TAPER BEGINS*

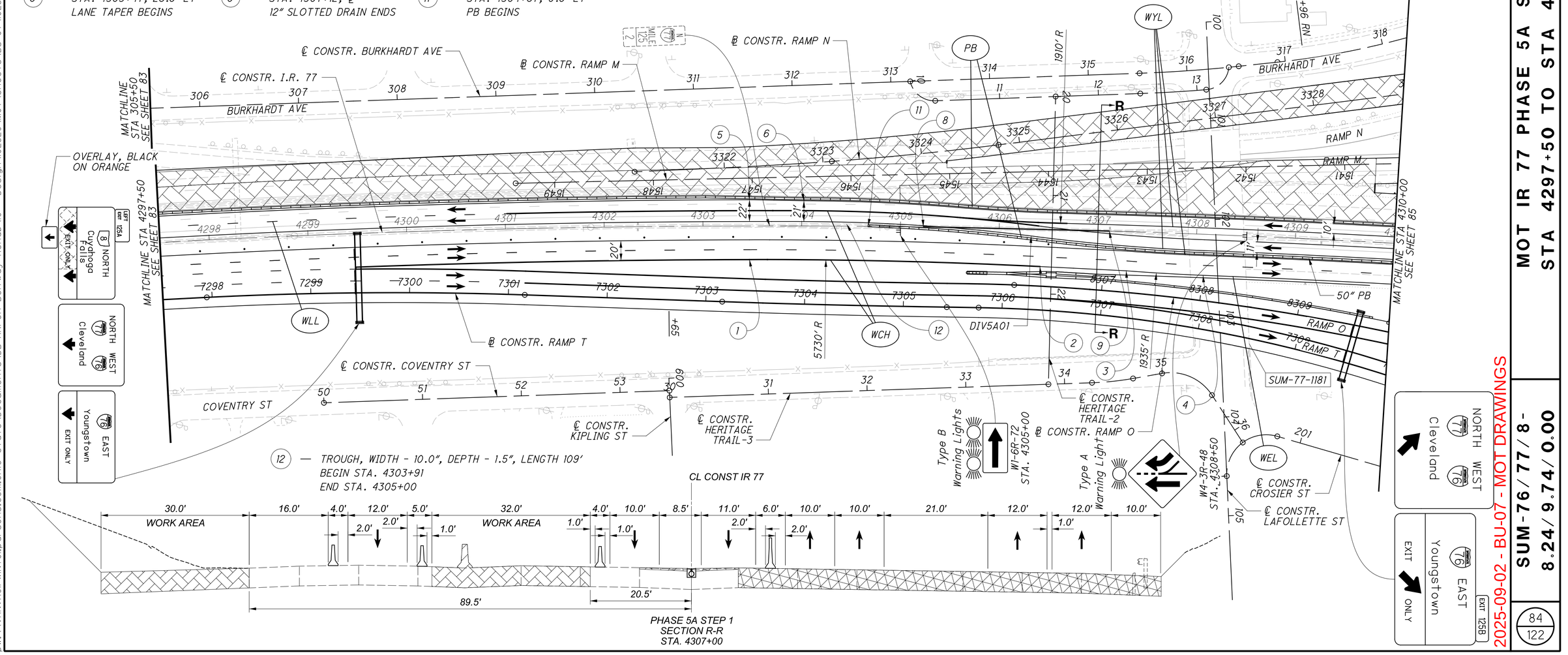
(6) — *STA. 4304+02, 25.5′ LT LANE TAPER ENDS*

(8) — *STA. 4305+23, ℄ 12″ SLOTTED DRAIN BEGINS*

(9) — *STA. 4307+12, ℄ 12″ SLOTTED DRAIN ENDS*

(11) — *STA. 4304+67, 0.5′ LT PB BEGINS*

(12) — *TROUGH, WIDTH = 10.0″, DEPTH = 1.5″, LENGTH 109′ BEGIN STA. 4303+91 END STA. 4305+00*




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT IR 77 PHASE 5A STEP 1**
**STA 4297+50 TO STA 4310+00**

**SUM-76/77/8-8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS



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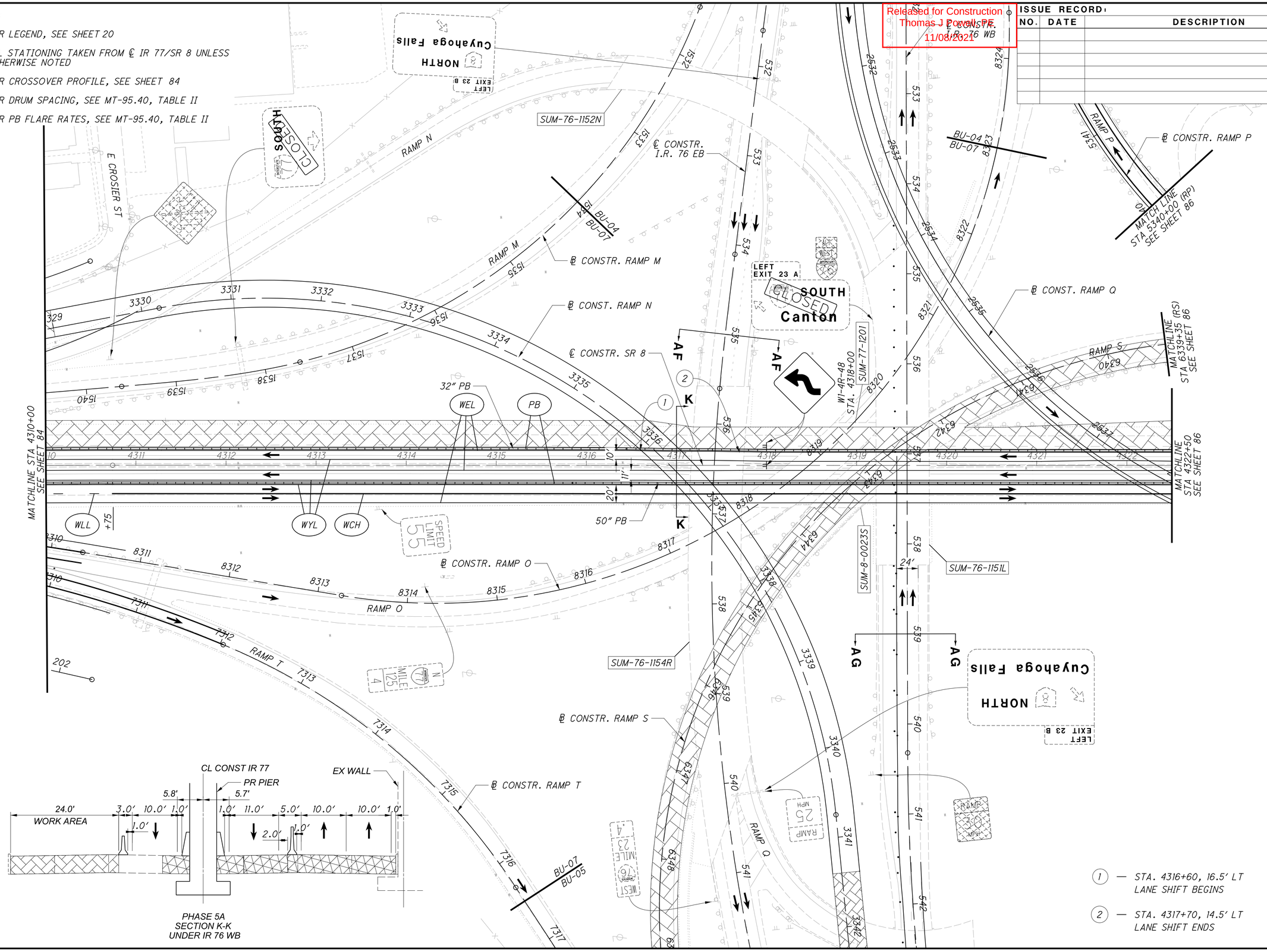
1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77/SR 8 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER PROFILE, SEE SHEET 84
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
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HORIZONTAL SCALE IN FEET: 0, 25, 50, 100

CALCULATED AJO | CHECKED AVP



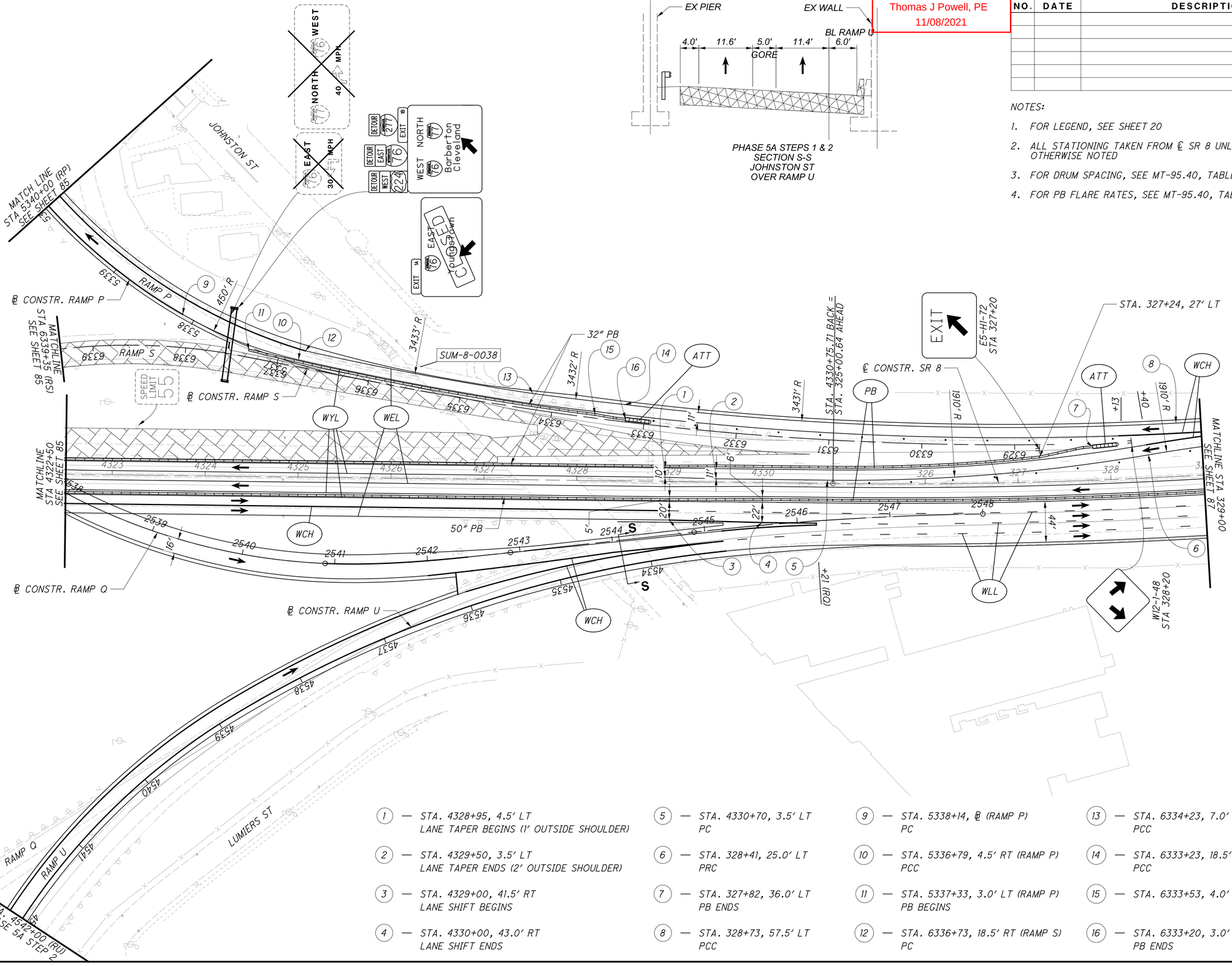

2025-09-02 - BU-07 - MOT DRAWINGS

SUM-76/77/8-8.24/9.74/0.00

MOT SR 8 PHASE 5A STEP 1
STA 4310+00 TO STA 4322+50

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(1) — STA. 4328+95, 4.5′ LT
LANE TAPER BEGINS (1′ OUTSIDE SHOULDER)

(2) — STA. 4329+50, 3.5′ LT
LANE TAPER ENDS (2′ OUTSIDE SHOULDER)

(3) — STA. 4329+00, 41.5′ RT
LANE SHIFT BEGINS

(4) — STA. 4330+00, 43.0′ RT
LANE SHIFT ENDS

(5) — STA. 4330+70, 3.5′ LT
PC

(6) — STA. 328+41, 25.0′ LT
PRC

(7) — STA. 327+82, 36.0′ LT
PB ENDS

(8) — STA. 328+73, 57.5′ LT
PCC

(9) — STA. 5338+14, ℄ (RAMP P)
PC

(10) — STA. 5336+79, 4.5′ RT (RAMP P)
PCC

(11) — STA. 5337+33, 3.0′ LT (RAMP P)
PB BEGINS

(12) — STA. 6336+73, 18.5′ RT (RAMP S)
PC

(13) — STA. 6334+23, 7.0′ RT (RAMP S)
PCC

(14) — STA. 6333+23, 18.5′ RT (RAMP S)
PCC

(15) — STA. 6333+53, 4.0′ RT (RAMP S)

(16) — STA. 6333+20, 3.0′ RT (RAMP S)
PB ENDS

**ISSUE RECORD:**

| NO. | DATE | DESCRIPTION |
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

N

HORIZONTAL SCALE IN FEET
0 25 100

CALCULATED AJO
CHECKED AVP

**MOT SR 8 PHASE 5A STEP 1**
**STA 4322+50 TO STA 329+00**

**SUM-76/77/8-8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS

86
122

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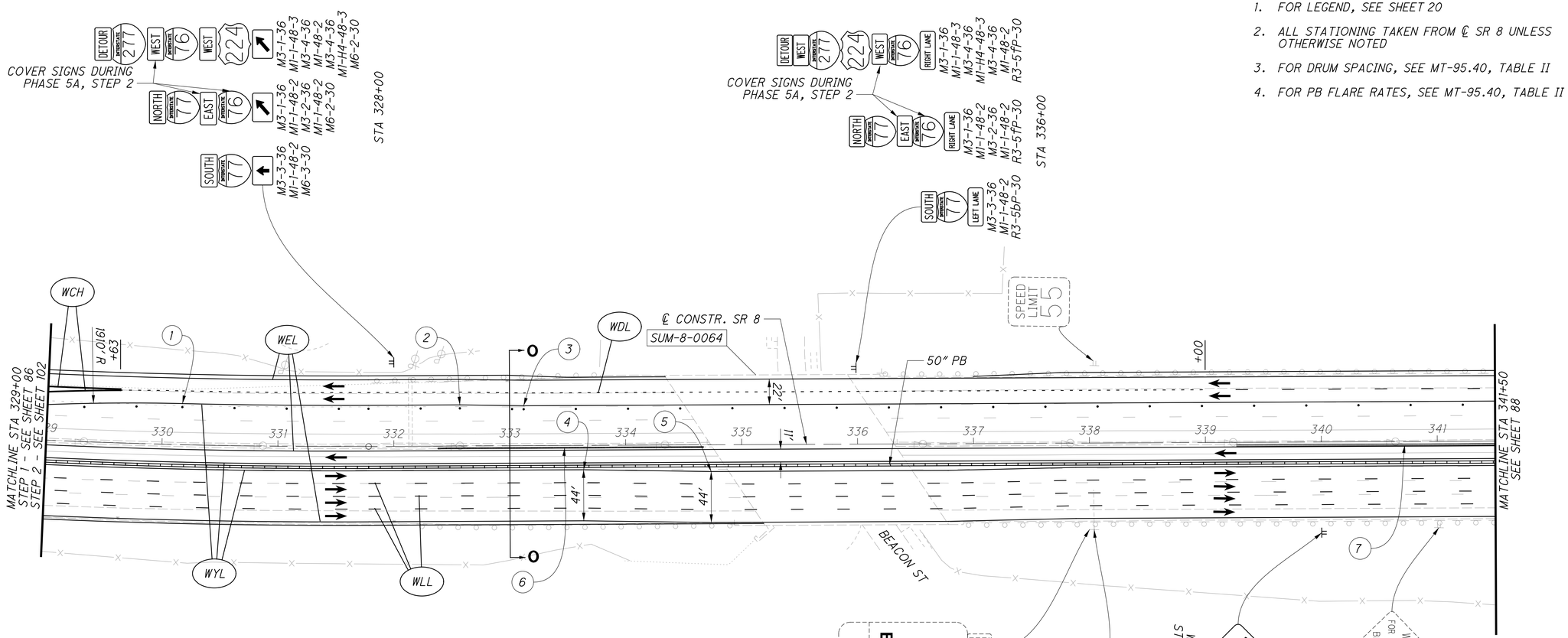
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Thomas J Powell, PE
11/08/2021

**ISSUE RECORD:**

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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




1 — *STA. 330+17, 35.5′ LT*
*PT*

2 — *STA. 332+57, 34.5′ LT*
*LANE SHIFT BEGINS*

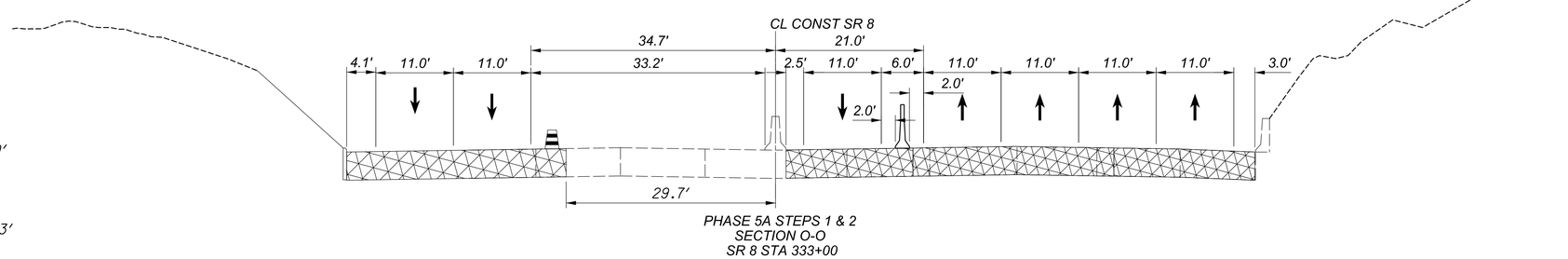
3 — *STA. 333+12, 45.5′ LT*
*LANE SHIFT ENDS*

4 — *STA 333+64, 21.0′ RT*
*LANE SHIFT BEGINS (2′ INSIDE SHOULDER)*

5 — *STA. 334+74, 23.0′ RT*
*LANE SHIFT ENDS (4′ INSIDE SHOULDER)*
*MATCH PHASE 3A*

6 — *TROUGH, WIDTH - 15.0″, DEPTH - 1.5″, LENGTH 229′*
*BEGIN STA. 332+82*
*END STA. 334+67*

7 — *TROUGH, WIDTH - 20.0″, DEPTH - 1.5″, LENGTH 403′*
*BEGIN STA. 339+37*
*END STA. 343+30*




*PHASE 5A STEPS 1 & 2*
*SECTION O-O*
*SR 8 STA 333+00*

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT SR 8 PHASE 5A STEPS 1 & 2**
**STA 329+00 TO STA 341+50**

**SUM-76/77/8-8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS

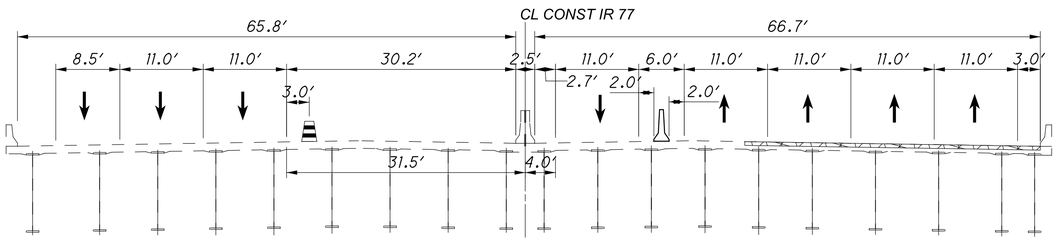
87
122

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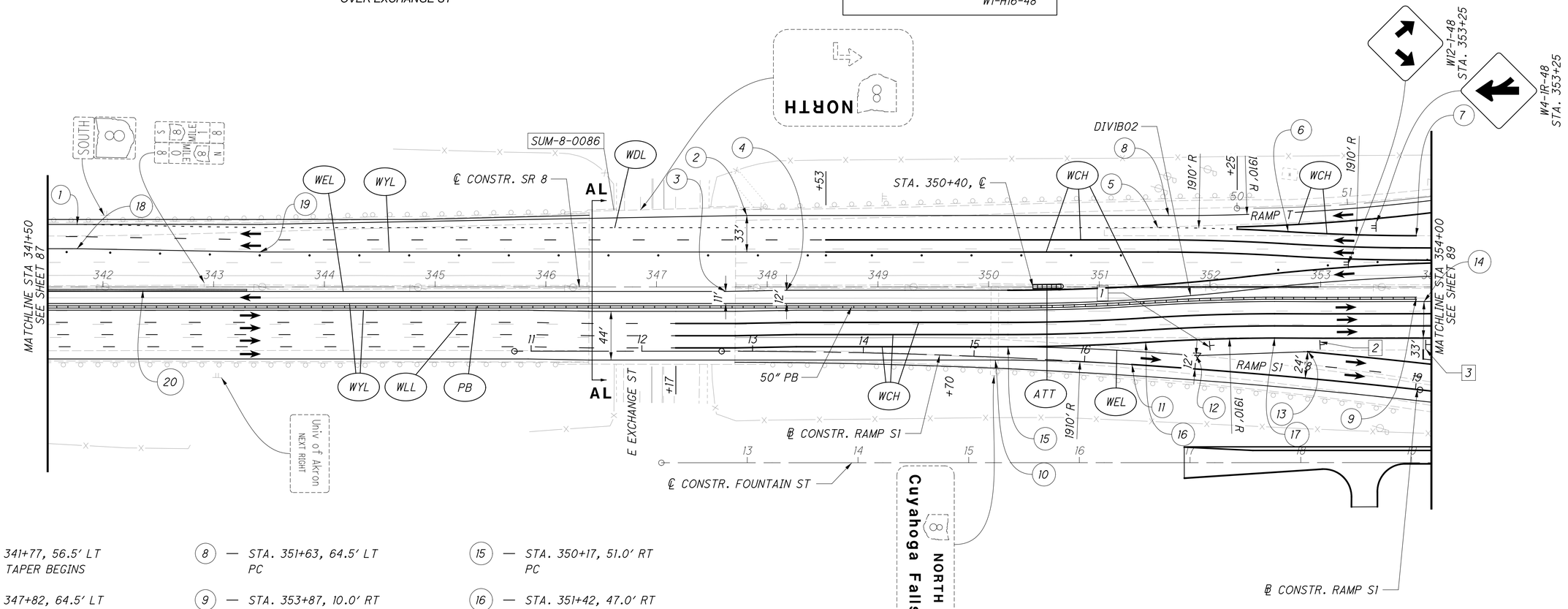

PHASE 5A STEPS 1 & 2
SECTION AL-AL
OVER EXCHANGE ST

1 - STA 352+00
2 - STA 353+00
3 - STA 354+00

W1-H16-48

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER INFORMATION, SEE BU-2B, PHASE 1B, SHEET 13
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




(1) — STA. 341+77, 56.5′ LT
LANE TAPER BEGINS

(2) — STA. 347+82, 64.5′ LT
LANE TAPER ENDS

(3) — STA. 347+62, 4.0′ RT
LANE TAPER BEGINS

(4) — STA. 348+17, 3.0′ RT
LANE TAPER ENDS

(5) — STA. 351+53, 53.5′ LT
PC

(6) — STA. 352+71, 50.0′ LT
PRC

(7) — STA. 353+86, 46.0′ LT
PT

(8) — STA. 351+63, 64.5′ LT
PC

(9) — STA. 353+87, 10.0′ RT
PB ENDS

(10) — STA. 15+19, 2.5′ LT (RAMP S1)
PC

(11) — STA. 16+43, ℄ (RAMP S1)
PT

(12) — STA. 17+00, 12.0′ LT (RAMP S1)
LANE TAPER BEGINS

(13) — STA. 18+00, 24.0′ LT (RAMP S1)
LANE TAPER ENDS

(14) — STA. 353+93, 13.0′ RT
LANE TAPER BEGINS

(15) — STA. 350+17, 51.0′ RT
PC

(16) — STA. 351+42, 47.0′ RT
PRC

(17) — STA. 352+58, 43.0′ RT
PT

(18) — STA. 341+77, 34.5′ LT
LANE TAPER BEGINS

(19) — STA. 343+42, 31.5′ LT
LANE TAPER ENDS

(20) — TROUGH, WIDTH - 20.0″, DEPTH - 1.5″, LENGTH 403′
BEGIN STA. 339+37
END STA. 343+30

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# PHASE 5A STEPS 1 & 2
## MOT SR 8 PHASE 1B
## STA 341+50 TO STA 354+00

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS



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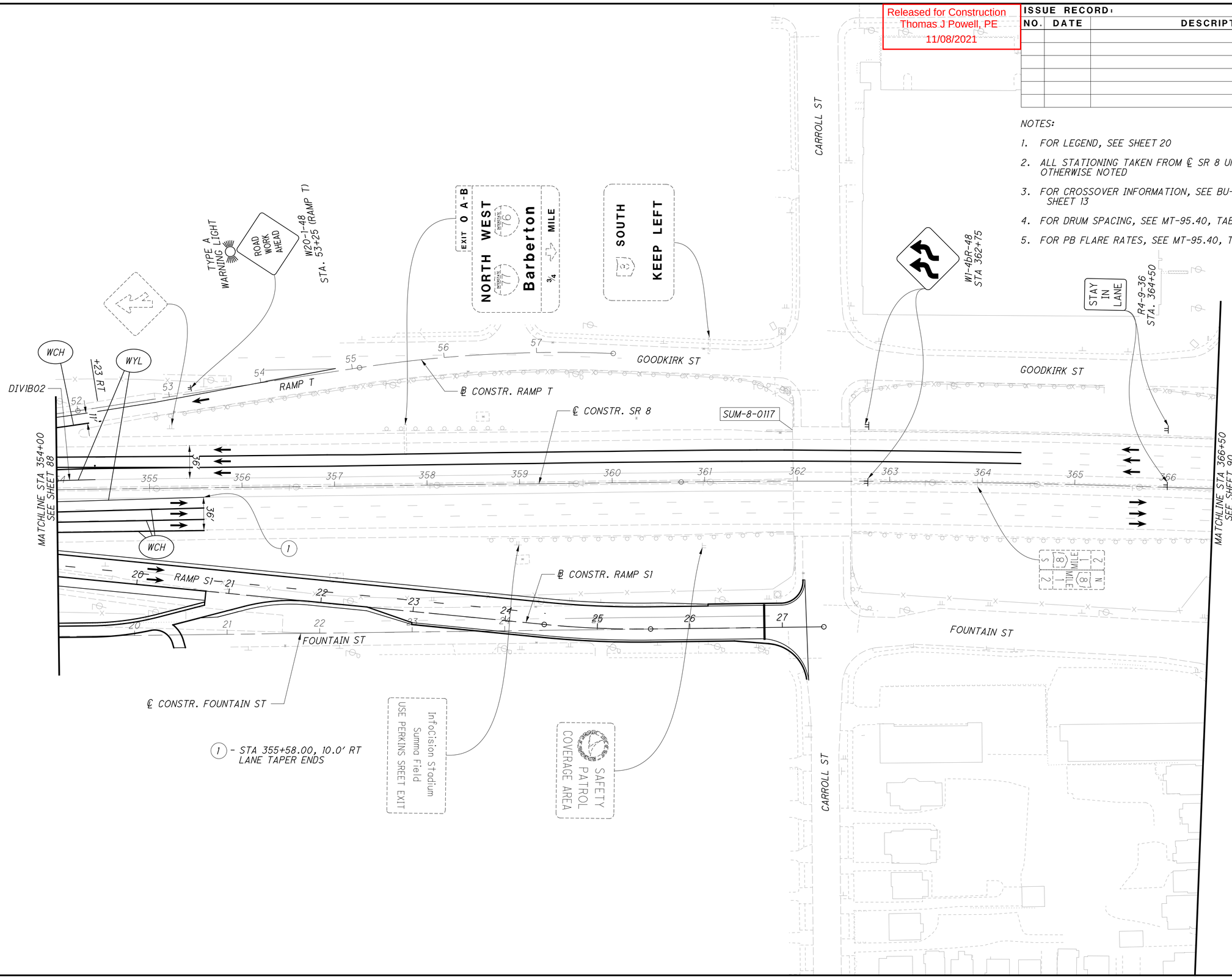
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**ISSUE RECORD:**

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER INFORMATION, SEE BU-2B, PHASE 1B, SHEET 13
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT SR 8 PHASE 5A STEPS 1 & 2**
**STA 354+00 TO STA 366+50**

**SUM-76/77/8-**
**8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS

89
122


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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**PHASE 5A STEPS 1 & 2**
**MOT SR 8 PHASE 5A STEPS 1 & 2**
**STA 366+50 TO STA 379+00**

**SUM-76/77/8-8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS



E BUCHTEL AVE
CHAPEL DR
GOODKIRK ST
GOODKIRK ST
RAMP P1
RAMP Q1
FOUNTAIN ST
℄ CONSTR. SR 8
EWING CT
EWING CT
ADOLPH AVE
BUCHTEL AVE
E MARKET ST

DIGITAL SIGN
SPEED LIMIT 55
REDUCED SPEED 35 AHEAD
RAMP S SR-8 TO BUCHTEL
EXIT 1A
EXIT 1B
59 WEST Perkins St NEXT RIGHT
M L King Jr Blvd & FRWY NEXT RIGHT
END ROAD WORK
G20-2-48
STA. 371+00
NORTH 8
RAMP BUCHTEL TO W SR-8
SUM-8-0125
SUM-8-0147

367 368 369 370 371 372 373 374 375 376 377 378

MATCHLINE STA 366+50
SEE SHEET 89

MATCHLINE STA 379+00
SEE SHEET 91

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11/08/2021

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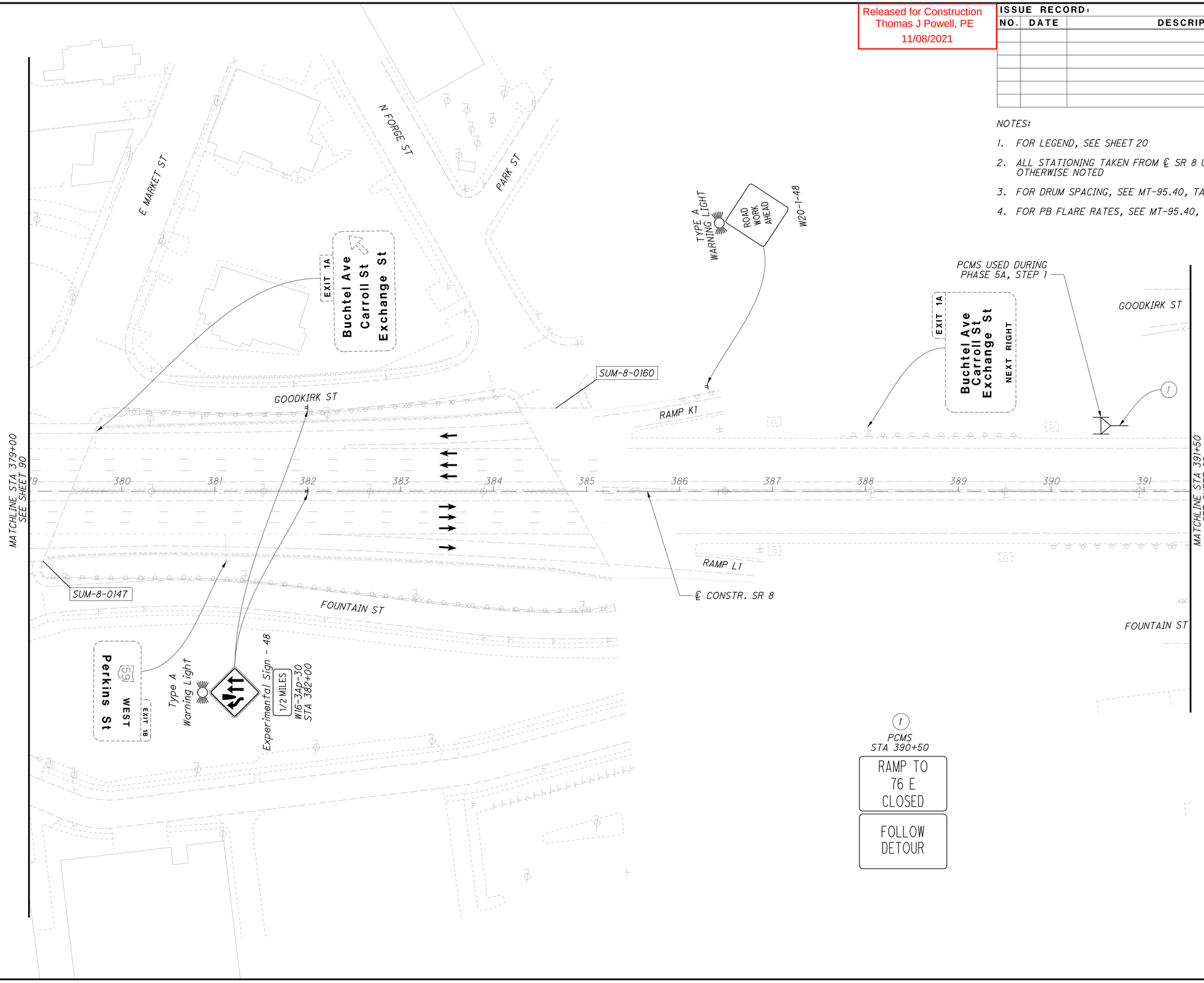
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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP




# MOT SR 8 PHASE 5A STEPS 1 & 2
# STA 379+00 TO STA 391+50

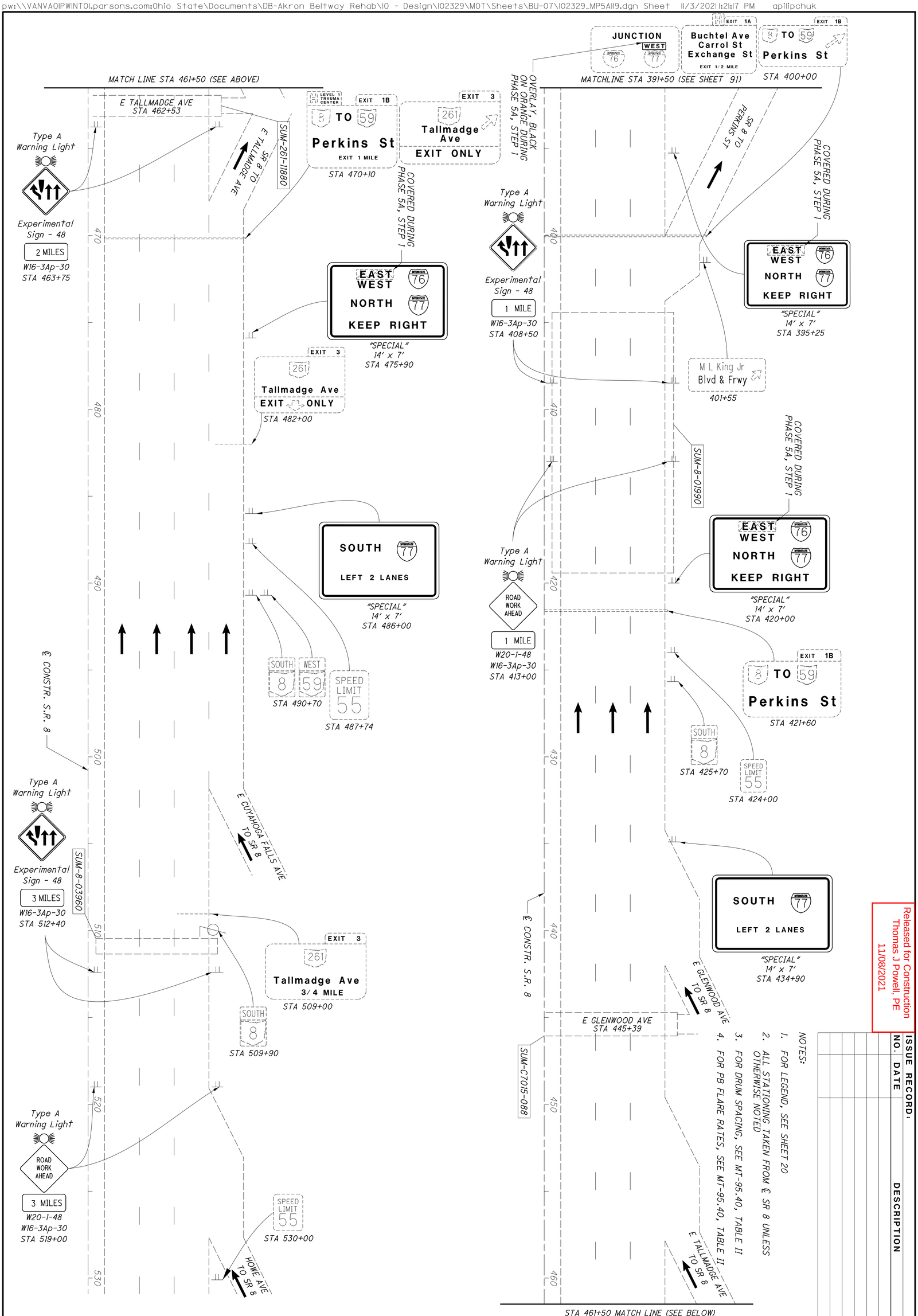
SUM-76/77/8-8.24/9.74/0.00



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NOTES:
1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

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ISSUE RECORD:

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2025-09-02 - BU-07 - MOT DRAWINGS

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|---|---|---|---|---|
| 122 / 92 | SUM-76/77/8-8.24/9.74/0.00 | MOT SR 8 PHASE 5A STEPS 1 & 2 STA. 391+50 TO END | CALCULATED AJO / CHECKED AVP | NOT TO SCALE |

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

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ISSUE RECORD:

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EXIT 122 B
WEST
224
Barberton
227
EXIT ONLY

ROAD CLOSED
R11-2-48

ROAD CLOSED
LOCAL TRAFFIC ONLY
R11-3-66

NORTH
Cleveland
INTERSTATE 77

E WATERLOO RD

COVENTRY ST

℄ Constr. RAMP B
SUM-77-0975L

℄ CONSTR. RAMP S12
℄ Constr. I.R. 77 - SOUTHBOUND

RAMP S12

MATCHLINE STA 515+00
SEE SHEET 75

AE
AA
AE
AA

℄ Constr. I.R. 77 - NORTHBOUND

MATCHLINE STA 325+00
SEE SHEET 94

SUM-77-0974R

RAMP S11

℄ CONSTR. RAMP S11

Coventry
TOWNSHIP LIMIT

Akron
CORP LIMIT

SUM
77
0973R

SPEED LIMIT
55
MINIMUM
40

SOUTH
INTERSTATE 77

TO
WEST
INTERSTATE 76

NORTH
KEEP
LEFT

ALLENDALE AVE

W20-1-48
ROAD WORK AHEAD
STA 9+50 (RAMP S11)

TYPE A WARNING LIGHT

BL CONST IR 77
5.0′ 12.0′ 12.0′ 12.0′ 12.0′ 10.0′
3″

PHASE 5A STEPS 1 & 2
SECTION AA-AA
STA. 520+00

BL CONST IR 77
2.3′ 29.0′ 5.0′ 11.0′ 11.0′ 3.1′
WORK AREA
1.0′ 2.0′ 2.0′ 6.0′
25.0′

PHASE 5A STEPS 1 & 2
SECTION AE-AE
STA. 521+00

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 5A STEP 2
## STA 515+00 TO STA 325+00

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

93
122

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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*

*TRUSS WON'T BE INSTALLED TILL THE END OF PHASE 5A*

EXIT 123 A
Waterloo Rd
EXIT ONLY
CLOSED

EXIT 122 B
WEST
224
Barberton
EXIT ONLY
CLOSED

LEFT EXIT 122 A
EAST
224
Mogadore
LEFT 1/2 MILE

S 123 6
6 123 N

COVENTRY ST
COVENTRY ST

+89 (PB)
+78 (WEL)
℄ CONSTR. RAMP S12
32" PB
℄ Constr. I.R. 77
+25
RAMP S12
22'

MATCHLINE STA 325+00
SEE SHEET 93

325 326 327 328 329 330 331 332 333 334 335 336 337

MATCHLINE STA 337+50
SEE SHEET 78

11 RAMP S11 12 13
℄ CONSTR. RAMP S11
PB
WEL

ALLENDALE AVE
ALLENDALE AVE

77 NORTH 76
Cleveland
Youngstown
1 3/4 MILES

764
Wilbeth Rd
Waterloo Rd
EXIT ONLY

EXIT 123 B

N

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**PHASE 5A STEP 2**
**MOT IR 77**
**STA 325+00 TO STA 337+50**

**SUM-76/77/8-**
**8.24/9.74/0.00**

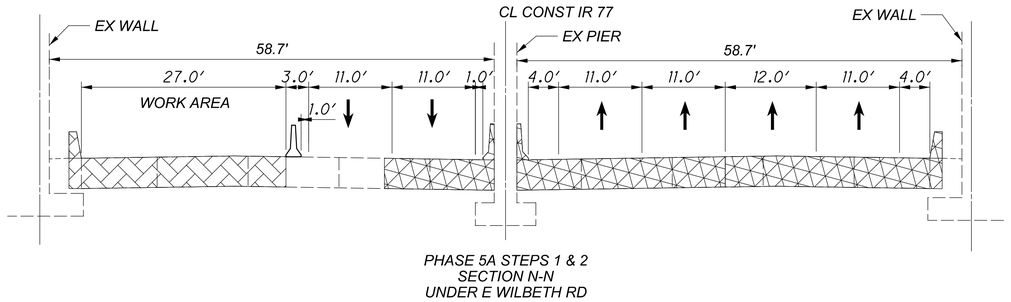
94
122

2025-09-02 - BU-07 - MOT DRAWINGS

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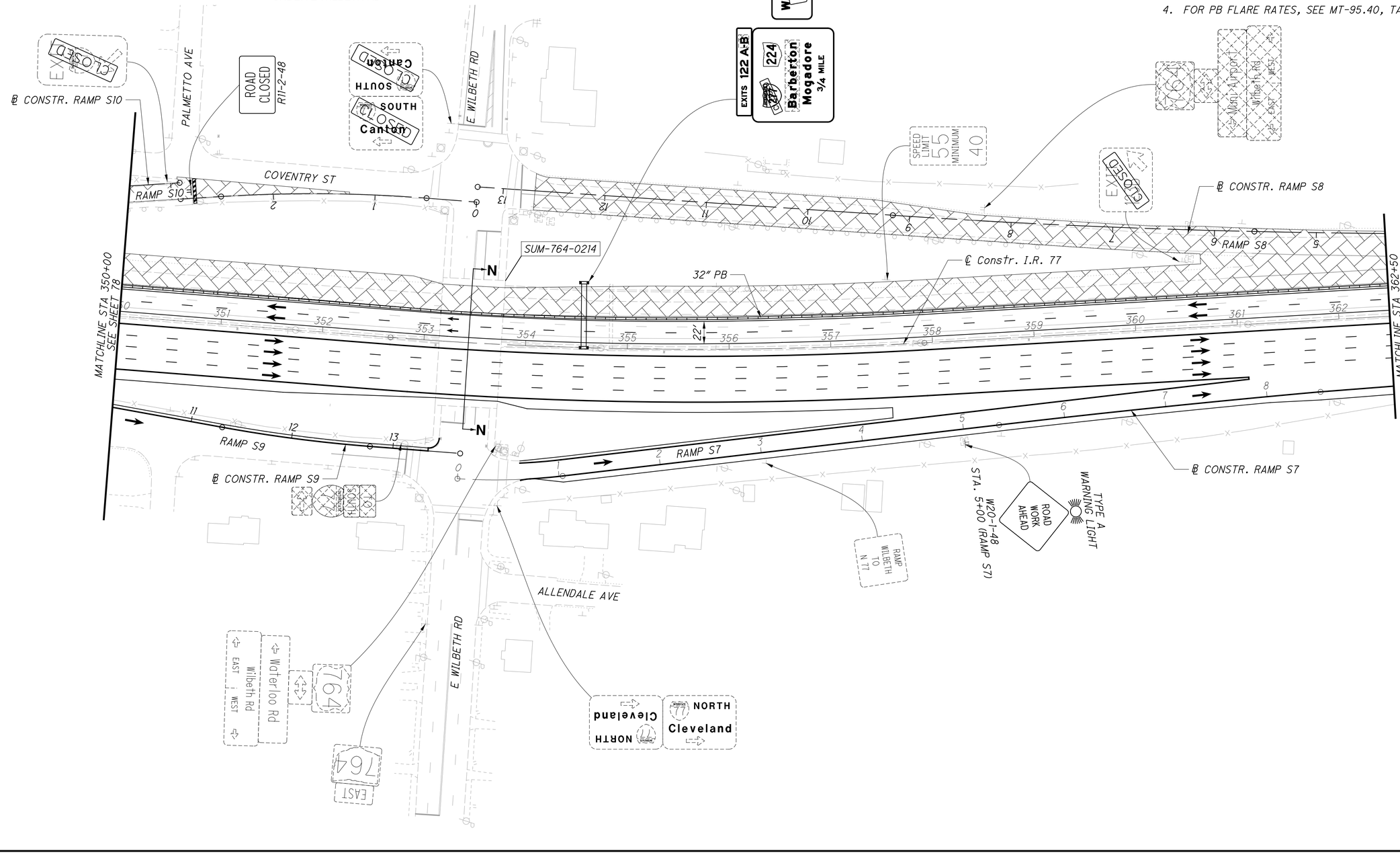



PHASE 5A STEPS 1 & 2
SECTION N-N
UNDER E WILBETH RD

TRUSS WON'T BE INSTALLED TILL THE END OF PHASE 5A

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 5A STEP 2
## STA 350+00 TO STA 362+50

SUM-76/77/8-
8.24/9.74/0.00

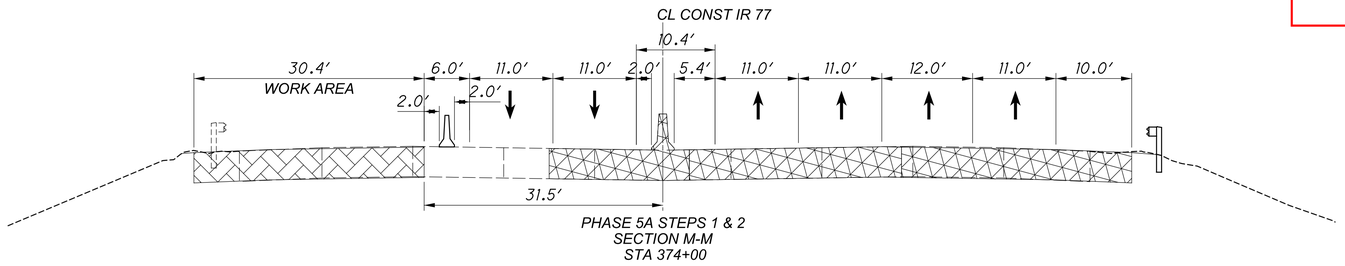
95
122

2025-09-02 - BU-07 - MOT DRAWINGS

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11/08/2021

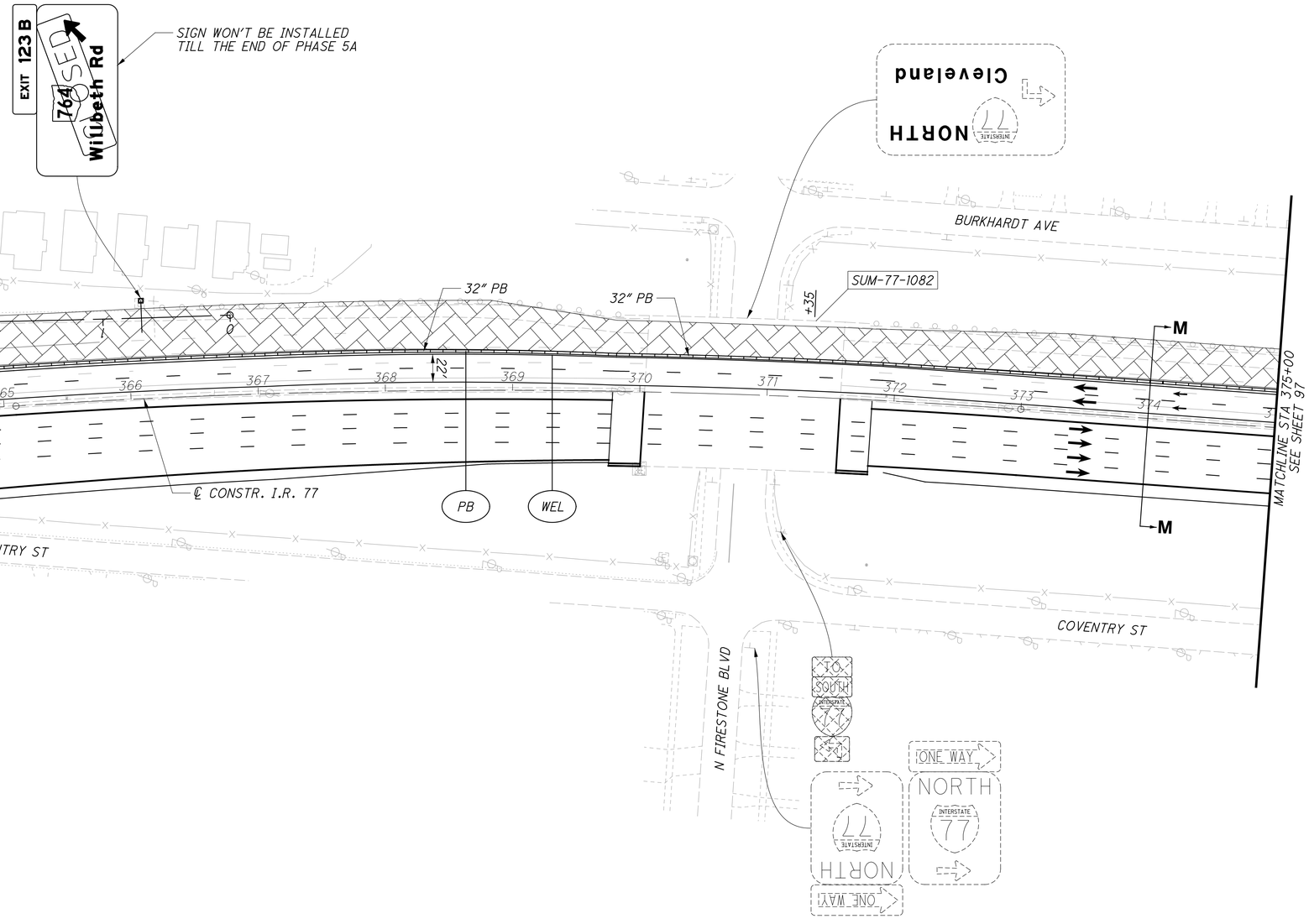
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PHASE 5A STEPS 1 & 2
SECTION M-M
STA 374+00

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 5A STEP 2
## STA 362+50 TO STA 375+00

SUM-76/77/8-
8.24/9.74/0.00

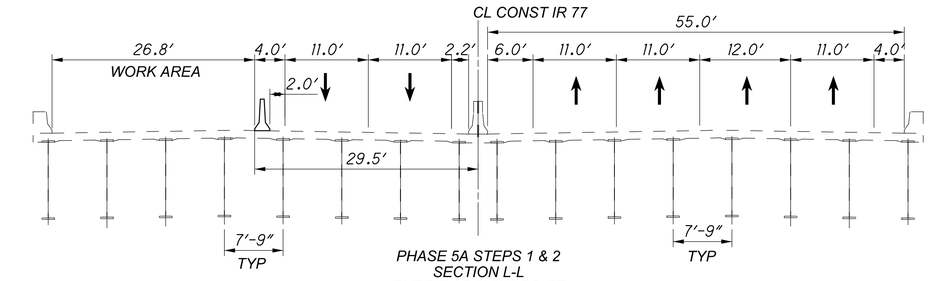
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PHASE 5A STEPS 1 & 2
SECTION L-L
OVER E ARCHWOOD ST

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

SIGN WON'T BE INSTALLED TILL THE END OF PHASE 5A

EXIT 123B
Wilbeth Rd
1/4 MILE

EXIT 123 A
Waterloo Rd
1 MILE

NORTH
Cleveland

BURKHARDT AVE

E ARCHWOOD AVE

℄ CONSTR. RAMP S6

SUM-77-1096

℄ CONSTR. I.R. 77

RAMP S6

MATCHLINE STA 375+00
SEE SHEET 96

MATCHLINE STA 387+50
SEE SHEET 98

LEFT
EXIT 125 A
8 NORTH
Cuyahoga Falls
EXIT ONLY

77 NORTH 76
Cleveland
Youngstown
1 MILE

SUM 77 1094

COVENTRY ST

TO SOUTH INTERSTATE 77

℄ CONSTR. RAMP S5

RAMP S5

CLIFFORD AVE

NORTH
77
Cleveland

NORTH
INTERSTATE 77
Cleveland

RAMP ARCHWOOD TO N 77

TYPE A WARNING LIGHT

ROAD WORK AHEAD

W20-1-48
STA. 5+00 (RAMP S5)

LEFT
EXIT 125 A
Univ of Akron
Follow 8 North

ROAD CLOSED
R11-2-48

BRIDGE ICES BEFORE ROAD

EXIT 123B
Municipal Airport
NEXT RIGHT

SIGN WON'T BE INSTALLED TILL THE END OF PHASE 5A

EXIT 113
Akron-Canton Airport
11 MILES

ROAD CLOSED
R11-2-48

Exit CLOSED
124A

N 124 4
N 121 4

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# PHASE 5A STEP 2
# MOT IR 77 PHASE 2
# STA 375+00 TO STA 387+50

SUM-76/77/8-8.24/9.74/0.00

97
122

2025-09-02 - BU-07 - MOT DRAWINGS

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| NO. | DATE | DESCRIPTION |
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SIGN WON'T BE INSTALLED TILL THE END OF PHASE 5A

EXIT 124 A
Archwood Ave
Firestone Blvd N
EXIT ONLY

SIGN WON'T BE INSTALLED TILL THE END OF PHASE 5A

EXIT 124 A
Archwood Ave
Firestone Blvd N
EXIT ONLY

EXIT 123 B
764 E
Wilbeth Rd
1/2 MILE

ROAD CLOSED
LOCAL TRAFFIC ONLY
RIT-3-66

S 124 9 (77)
N 124 9 (77)

℄ CONSTR. RAMP S6

BURKHARDT AVE

BURKHARDT AVE

℄ CONSTR. I.R. 77

32" PB

COLE AVE

AC

RAMP S5

℄ CONSTR. RAMP S5

PB

WEL

STAY IN LANE
R4-9-36
STA. 395+00

AC

SUM-77-1132

S 124 8 (77)
N 124 8 (77)

COVENTRY ST

COVENTRY ST

Downtown Akron
Follow 77 North

InfoCision Stadium

MATCHLINE STA 387+50
SEE SHEET 97

MATCHLINE STA 400+00
SEE SHEET 99

EX WALL
EX PIER
CL CONST IR 77
EX WALL

70.7′ 76.7′
38.9′ WORK AREA
5.0′ 11.0′ 11.0′ 2.5′ 6.0′ 3.9′ 11.0′ 11.0′ 12.0′ 11.0′ 2.1′ 12.0′ 8.0′
1.0′ 2.0′
32.5′

PHASE 5A STEP 1 & 2
SECTION AC-AC
UNDER COLE AVE

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MOT IR 77 PHASE 5A STEP 2
STA 387+50 TO STA 400+00

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

98
122

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SIGN WON'T BE INSTALLED TILL THE END OF PHASE 5A

EXIT 124A
Archwood Ave
Firestone Blvd
1 MILE
EXIT ONLY

SOUTH 77 Canton

OVERLAY, BLACK ON ORANGE

STA. 407+16.39 BACK =
STA. 4292+08.98 AHEAD

MORGAN AVE

ROAD CLOSED
R11-2-48

BURKHARDT AVE

℄ CONSTR. I.R. 77

LOVERS LANE

SUM-77-1152

AD

RAMP S2

MATCHLINE STA 400+00
SEE SHEET SMP3A208

MATCHLINE STA 305+50
SEE SHEET 100

MATCHLINE STA 4297+50
SEE SHEET 100

300 301 302 303 304 305

401 402 403 404 405 406 407 4293 4294 4295 4296 4297

48'

24' 20'

1 2

WLL PB WYL

COVENTRY ST

LEFT EXIT 125 A
8 NORTH
Cuyahoga Falls
EXIT ONLY

NORTH WEST
77 Cleveland
76

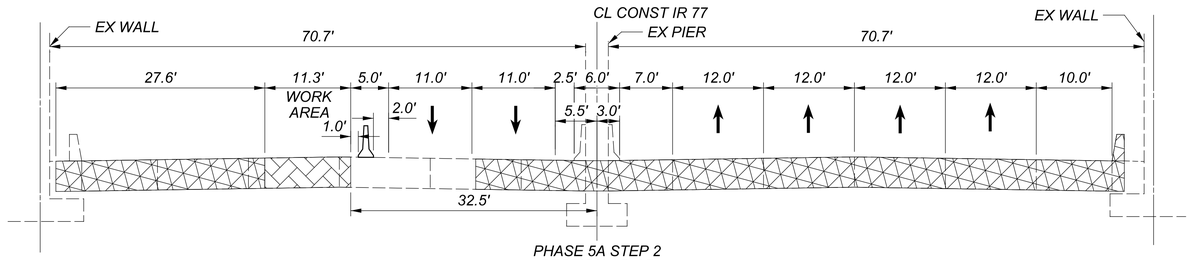
EXIT 125 B
76 EAST
Youngstown
EXIT ONLY

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

(1) — STA. 4294+63, 10.0' RT
LANE TAPER BEGINS

(2) — STA. 4297+00, 14.0' RT
LANE TAPER ENDS




PHASE 5A STEP 2
SECTION AD-AD
UNDER LOVERS LN

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

2025-09-02 - BU-07 - MOT DRAWINGS

**SUM-76/77/8-8.24/9.74/0.00**

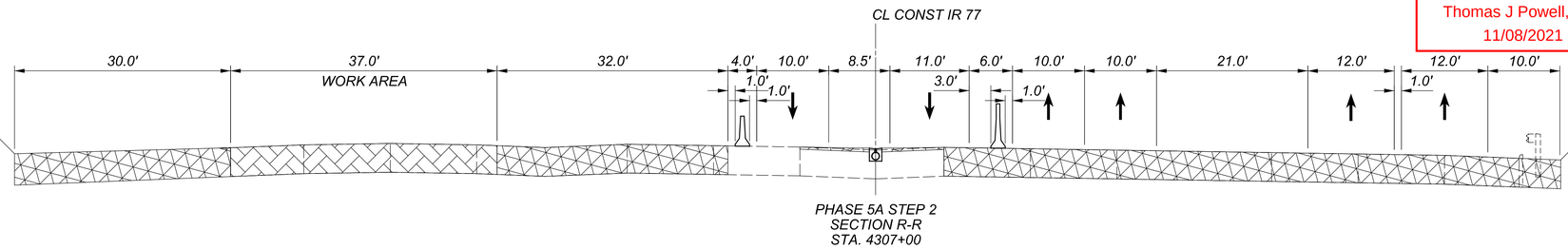
**MOT IR 77 PHASE 5A STEP 2**
**STA 400+00 TO STA 4297+50**

99
122

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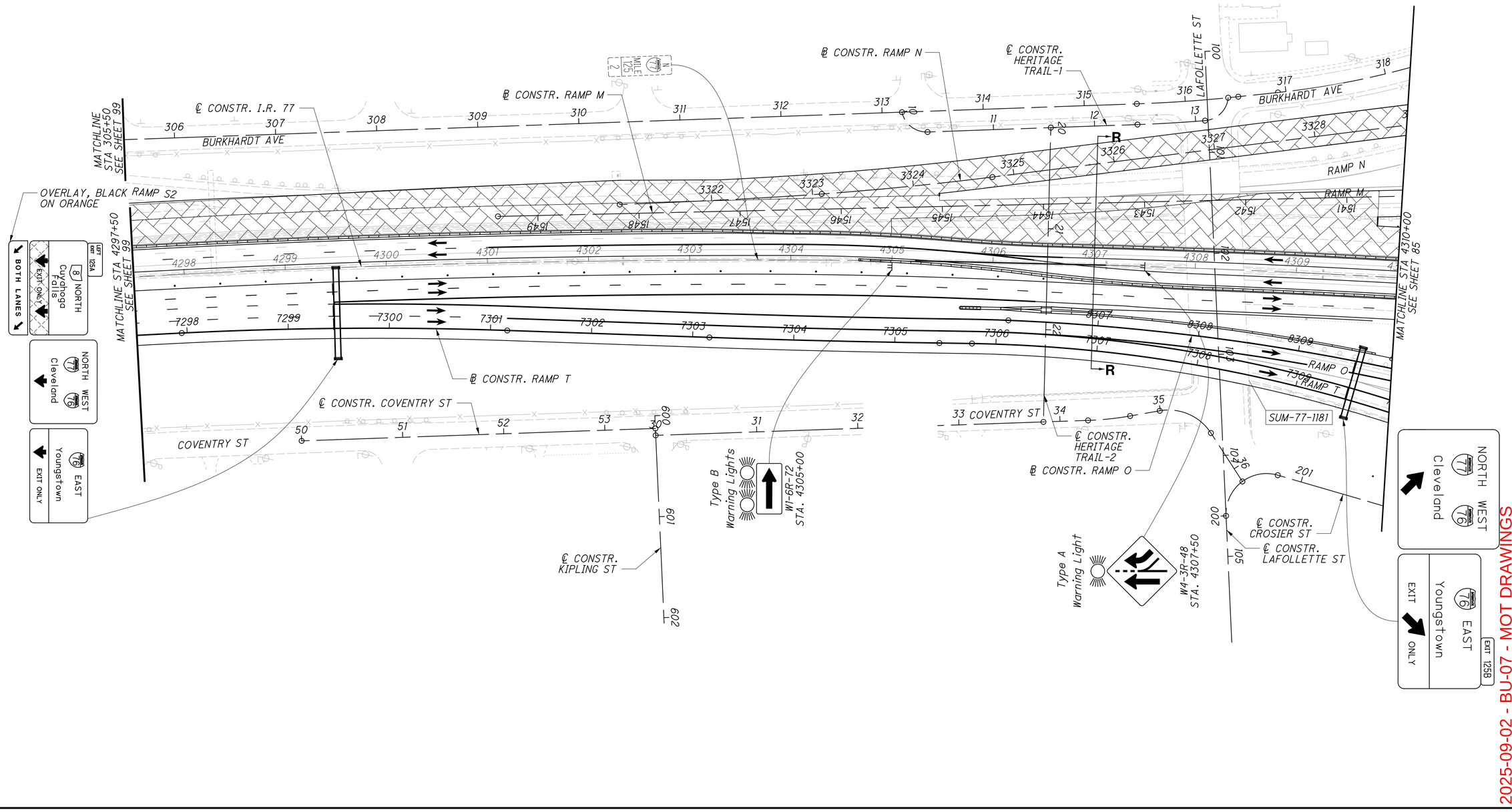
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PHASE 5A STEP 2
SECTION R-R
STA. 4307+00

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER INFO, SEE SHEET 84
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




2025-09-02 - BU-07 - MOT DRAWINGS

MOT IR 77 PHASE 5A STEP 2
SUM-76/77/8-8.24/9.74/0.00
STA 4297+50 TO STA 4310+00

CALCULATED AJO
CHECKED AVP

HORIZONTAL SCALE IN FEET
0 25 50 100

100
122

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77/SR 8 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER PROFILE, SEE SHEET 84
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

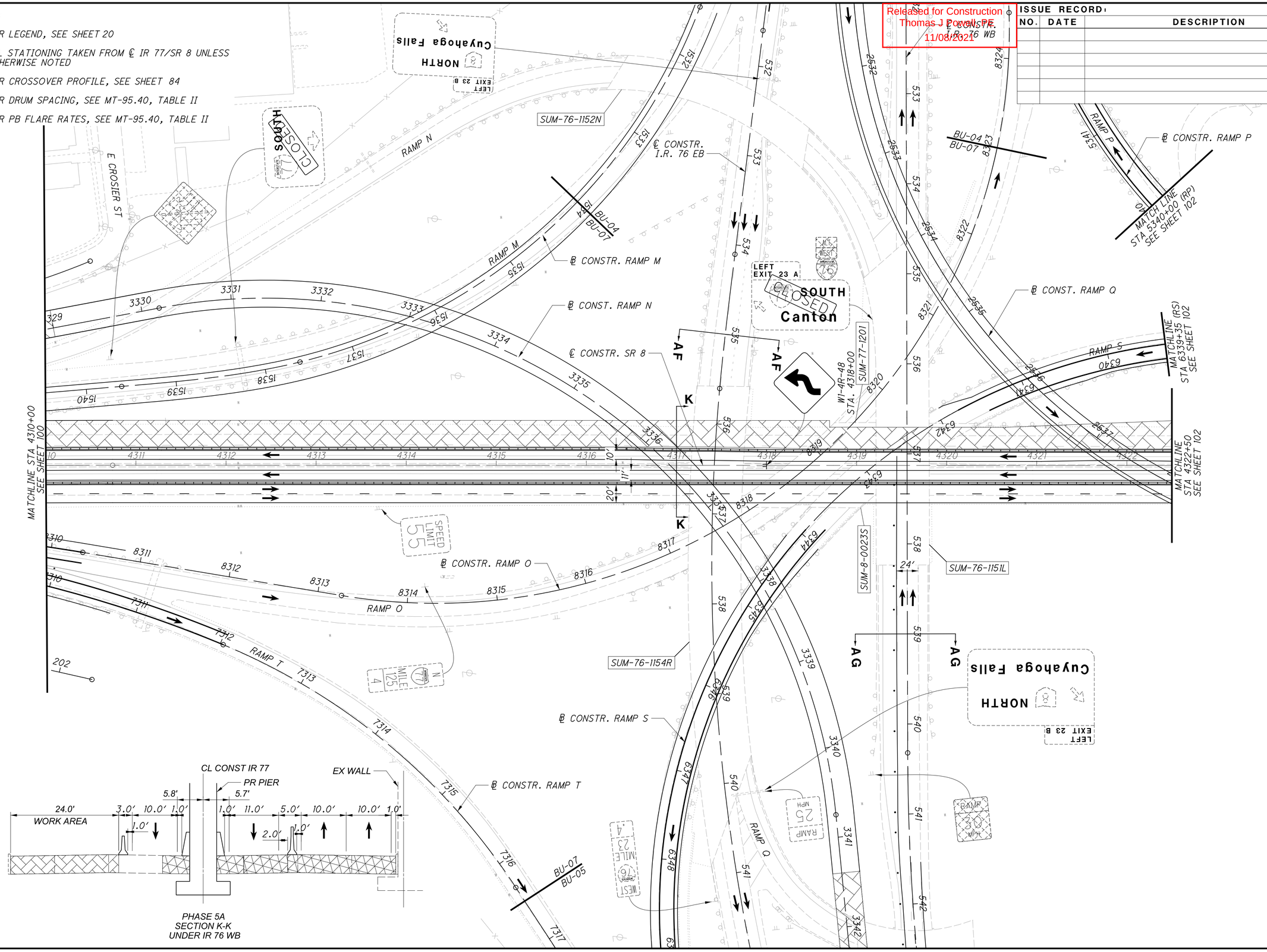
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HORIZONTAL SCALE IN FEET: 0, 25, 50, 100

CALCULATED AJO
CHECKED AVP




2025-09-02 - BU-07 - MOT DRAWINGS

MOT SR 8 PHASE 5A STEP 2

SUM-76/77/8-
8.24/9.74/0.00

STA 4310+00 TO STA 4322+50

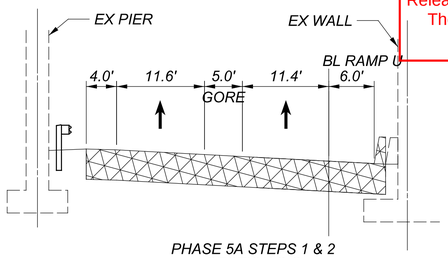


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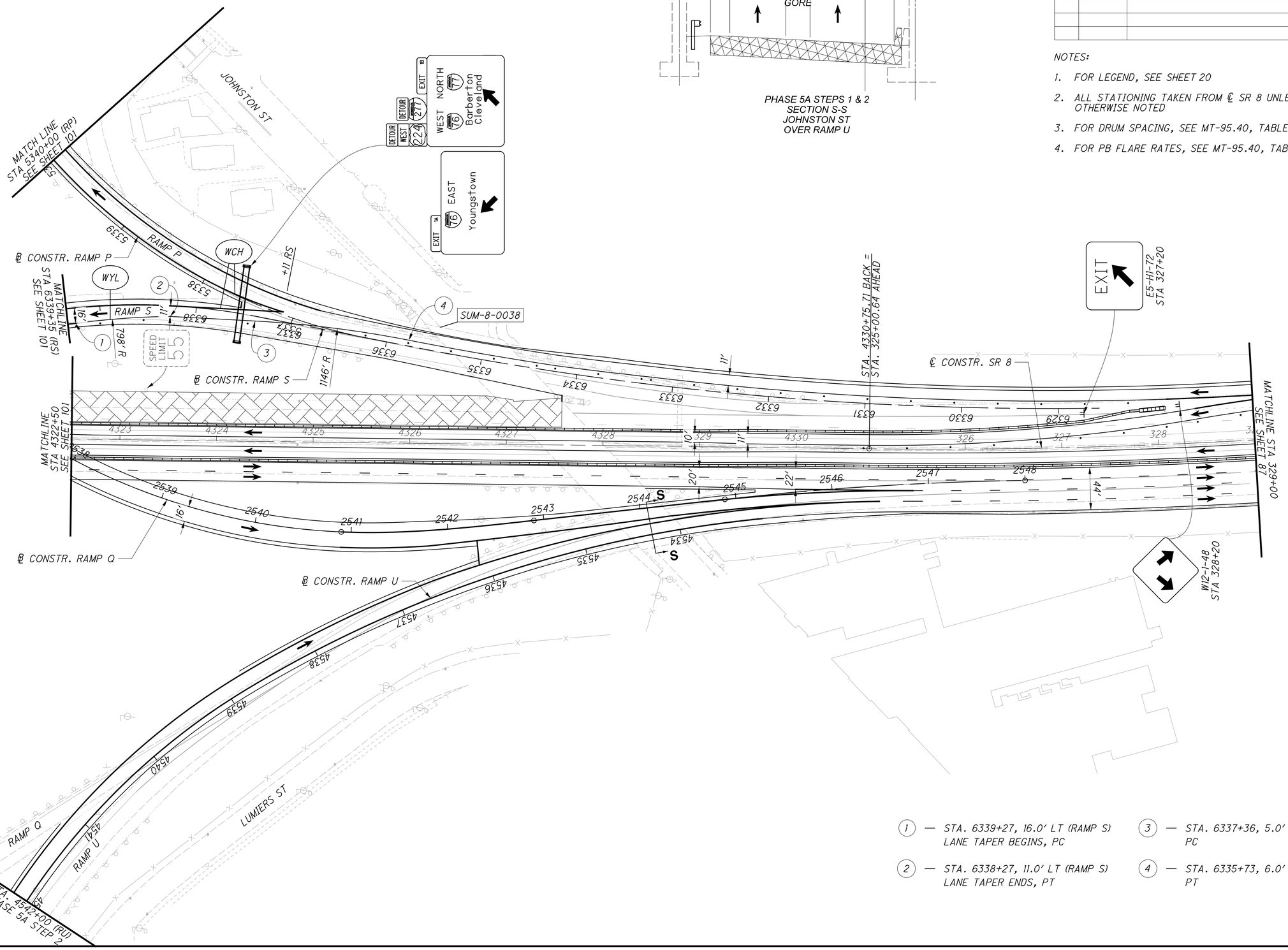
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PHASE 5A STEPS 1 & 2
SECTION S-S
JOHNSTON ST
OVER RAMP U

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




1 — STA. 6339+27, 16.0′ LT (RAMP S) LANE TAPER BEGINS, PC

2 — STA. 6338+27, 11.0′ LT (RAMP S) LANE TAPER ENDS, PT

3 — STA. 6337+36, 5.0′ LT (RAMP S) PC

4 — STA. 6335+73, 6.0′ RT (RAMP S) PT

HORIZONTAL SCALE IN FEET
0 25 100

CALCULATED AJO
CHECKED AVP

# MOT SR 8 PHASE 5A STEP 2
## STA 4322+50 TO STA 329+00

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS



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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

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HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MOT IR 77 PHASE 5B
STA 489+00 TO STA 502+50

SUM-76/77/8-
8.24/9.74/0.00

103
122

2025-09-02 - BU-07 - MOT DRAWINGS

END ROAD WORK
G20-2-48
STA. 497+00

RAMP E 271/224 S TO S 77

SPEED LIMIT 65

MATCHLINE STA 502+50
SEE SHEET 104

℄ Constr. I.R. 77 - SOUTHBOUND

℄ Constr. I.R. 77 - NORTHBOUND

EXIT 122A

MILE 122.8

RAMP S 77 TO E 271/224

SLOW

SPEED LIMIT 55

ROAD WORK AHEAD
W20-1-48

TYPE A WARNING LIGHT

Barberton
WEST
LEFT 2 LANES
LEFT EXIT 122 B

EXIT 48

NORTH
Akron
EXIT ONLY
EXIT 48

EAST
Mogadore

℄ CONSTR. RAMP D

RAMP W 271/224 N TO N 77

EXIT ONLY
Barberton
WEST
EXIT 122 B

Cleveland
Youngstown
North

MATCHLINE STA 13+50 (RD)
SEE SHEET 104

488 489 490 491 492 493 494 495 496 497 498 499 500 501 502

489 490 491 492 493 494 495 496 497 498 499 500 501 502

13 12 11 10 9 8

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 NB UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

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HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MATCHLINE STA 502+50 SEE SHEET 103

RAMP B1

RAMP B2

RAMP B

℄ Constr. RAMP B

TEMPORARY PAVEMENT BUILT DURING PREVIOUS PHASE

℄ Constr. I.R. 77 - SOUTHBOUND

℄ Constr. I.R. 77 - NORTHBOUND

℄ CONSTR. RAMP D

EXIT 122B

EXIT 123 CLOSED

RAMP S TO ℄ 77/224

LEAVING AKRON CORPORATION LIMIT

MILE 123

40 MPH

WI-H16-48
STA 510+50
STA 511+50
STA 512+50

2865'-R

1910'-R

WEL

WYL

WLL

PB

32" PB

ADJACENT PROJECT
SUM-77/227/224 VARIOUS

ROAD WORK AHEAD
W20-1-48
STA. 16+00 (RD)

TYPE A WARNING LIGHT

YIELD

MATCHLINE STA 515+00 SEE SHEET 105

MATCHLINE STA 13+50 SEE SHEET 103

(1) — STA. 508+15, ℄ LANE TAPER BEGINS

(2) — STA. 509+15, 12.0' LT LANE TAPER ENDS

(3) — STA. 510+25, 14.0' LT PC

(4) — STA. 511+31, 18.0' LT PRC

(5) — STA. 514+79, 30.0' LT PB BEGINS

2025-09-02 - BU-07 - MOT DRAWINGS

MOT IR 77 PHASE 5B
STA 502+50 TO STA 515+00

SUM-76/77/8-
8.24/9.74/0.00

104
122

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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 SB UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

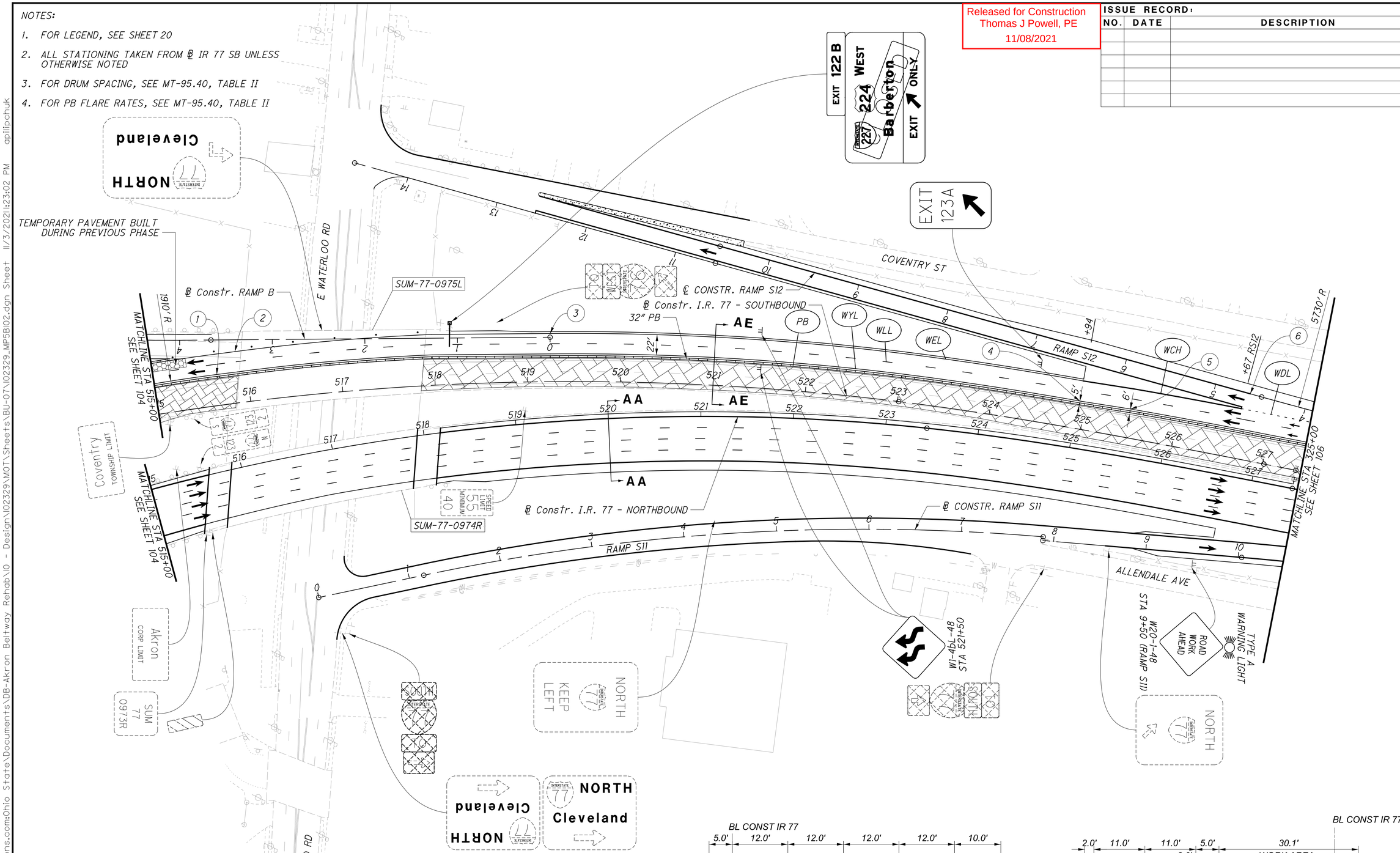
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HORIZONTAL SCALE IN FEET: 0, 25, 50, 100

CALCULATED AJO
CHECKED AVP




(1) — STA. 515+68, 33.5' LT
PT

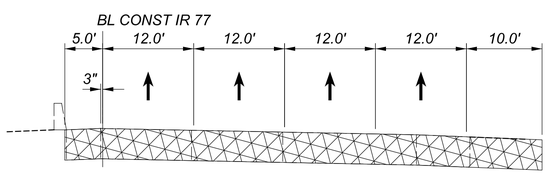
(2) — STA. 515+90, 55.5' LT
LANE SHIFT BEGINS

(3) — STA. 519+25, 52.0' LT
LANE SHIFT ENDS

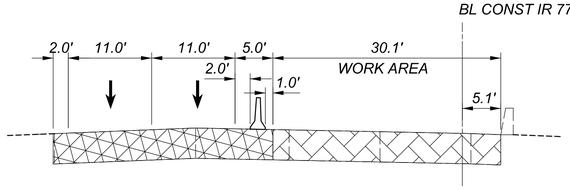
(4) — STA. 524+94, 30.0' LT
LANE SHIFT BEGINS

(5) — STA. 525+49, 31.0' LT
LANE SHIFT ENDS

(6) — STA. 4+61, ℄ (RAMP S12)
PC




PHASE 5B
SECTION AA-AA
STA. 520+00




PHASE 5B
SECTION AE-AE
STA. 521+00

2025-09-02 - BU-07 - MOT DRAWINGS

SUM-76/77/8-
8.24/9.74/0.00

MOT IR 77 PHASE 5B
STA 515+00 TO STA 325+00

105
122

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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT IR 77 PHASE 5B**
**STA 325+00 TO STA 337+50**

**SUM-76/77/8-**
**8.24/9.74/0.00**

106
122

2025-09-02 - BU-07 - MOT DRAWINGS

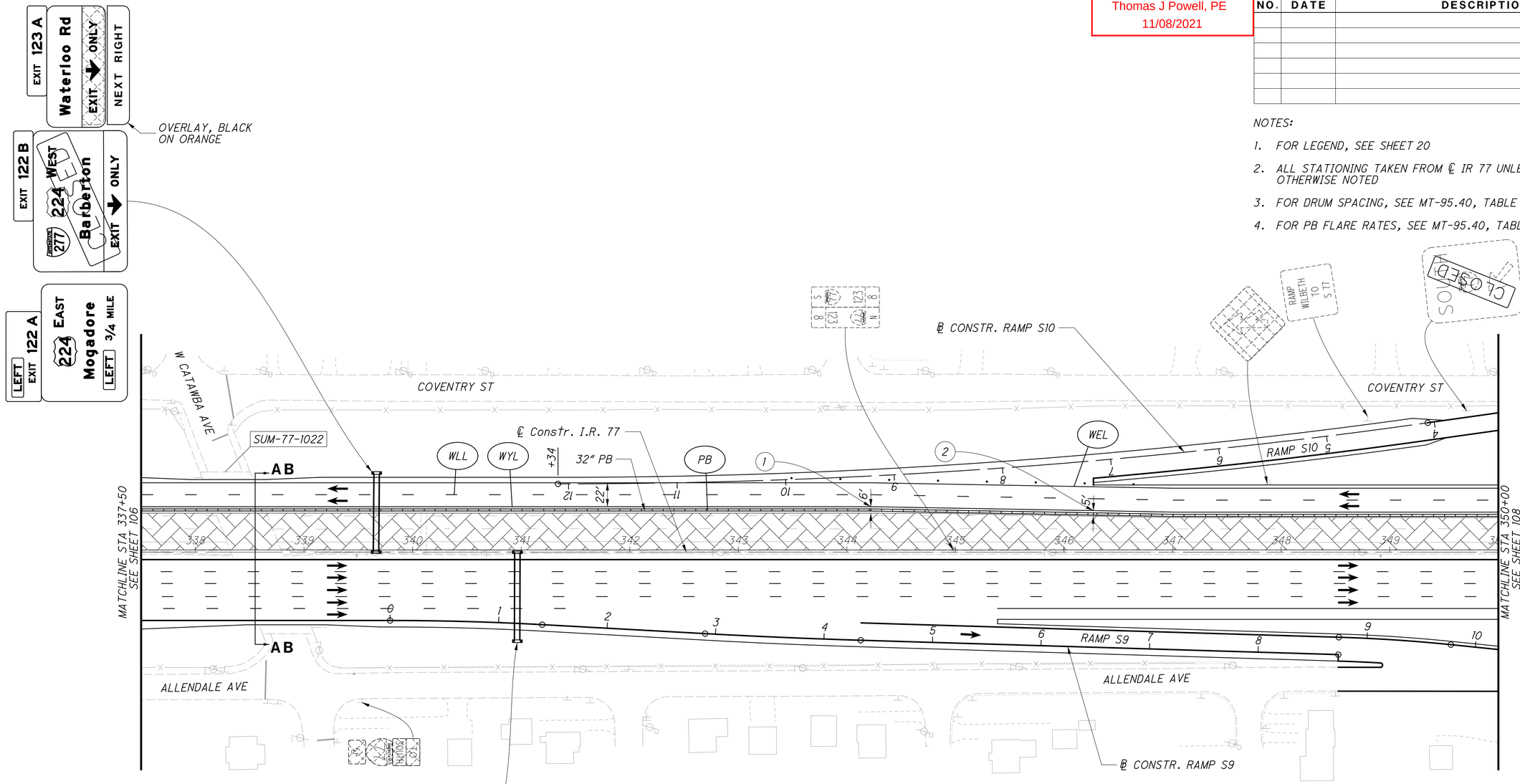

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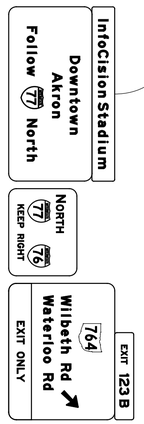
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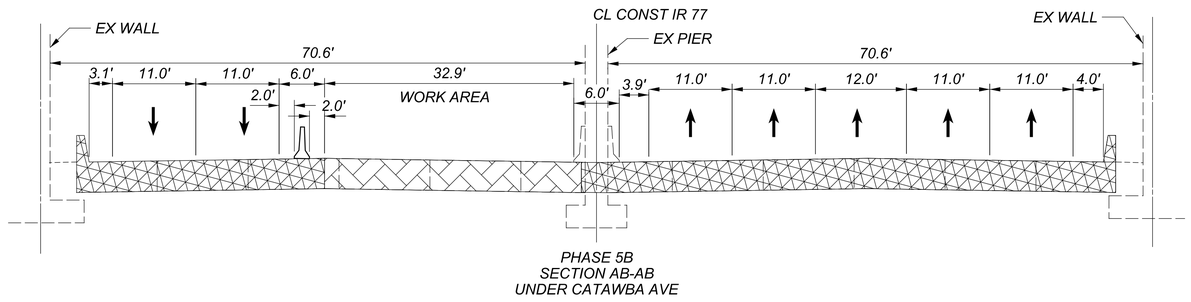
1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




(1) — STA. 344+22, 42.0′ LT
LANE SHIFT BEGINS

(2) — STA. 346+27, 38.2′ LT
LANE SHIFT ENDS




PHASE 5B
SECTION AB-AB
UNDER CATAWBA AVE

2025-09-02 - BU-07 - MOT DRAWINGS

MOT IR 77 PHASE 5B
STA 337+50 TO STA 350+00

SUM-76/77/8-
8.24/9.74/0.00

107
122

CALCULATED AJO
CHECKED AVP

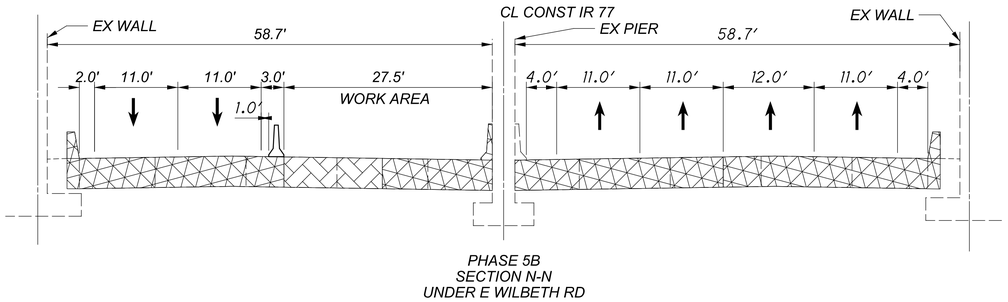
HORIZONTAL SCALE IN FEET
0 25 50 100


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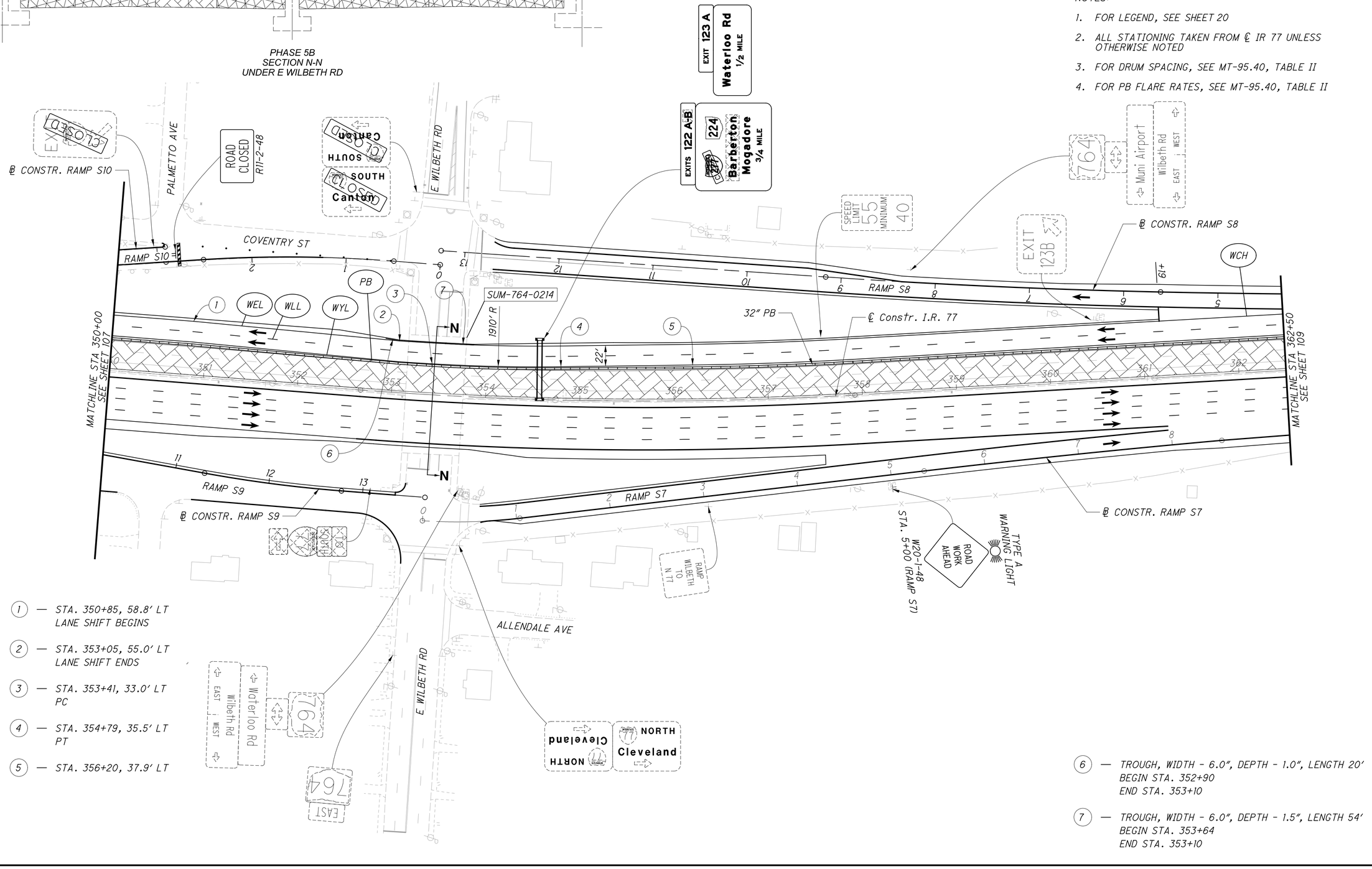
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PHASE 5B
SECTION N-N
UNDER E WILBETH RD

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




(1) — STA. 350+85, 58.8′ LT
LANE SHIFT BEGINS

(2) — STA. 353+05, 55.0′ LT
LANE SHIFT ENDS

(3) — STA. 353+41, 33.0′ LT
PC

(4) — STA. 354+79, 35.5′ LT
PT

(5) — STA. 356+20, 37.9′ LT

(6) — TROUGH, WIDTH - 6.0″, DEPTH - 1.0″, LENGTH 20′
BEGIN STA. 352+90
END STA. 353+10

(7) — TROUGH, WIDTH - 6.0″, DEPTH - 1.5″, LENGTH 54′
BEGIN STA. 353+64
END STA. 353+10

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 5B
## STA 350+00 TO STA 362+50

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

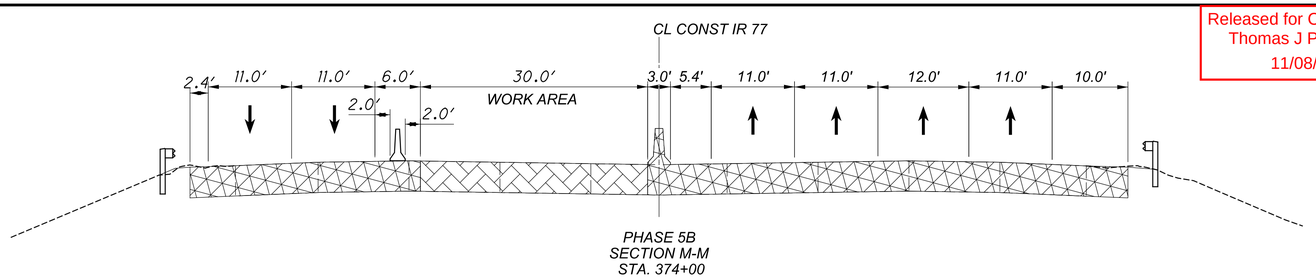
108
122


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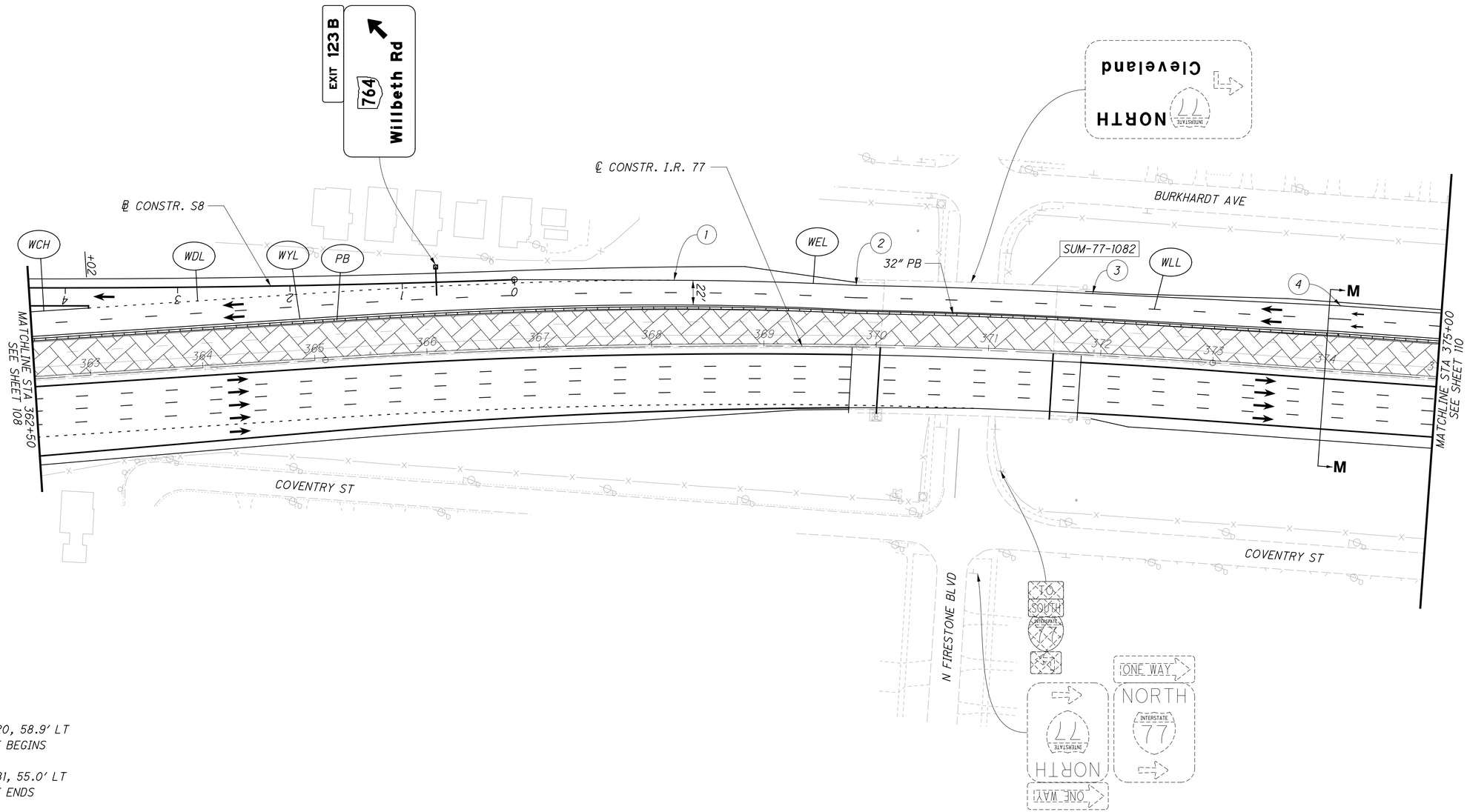
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




(1) — STA. 367+20, 58.9′ LT
LANE SHIFT BEGINS

(2) — STA. 369+81, 55.0′ LT
LANE SHIFT ENDS

(3) — STA. 371+90, 55.0′ LT
LANE SHIFT BEGINS

(4) — STA. 374+10, 58.8′ LT
LANES SHIFT ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 5B
## STA 362+50 TO STA 375+00

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

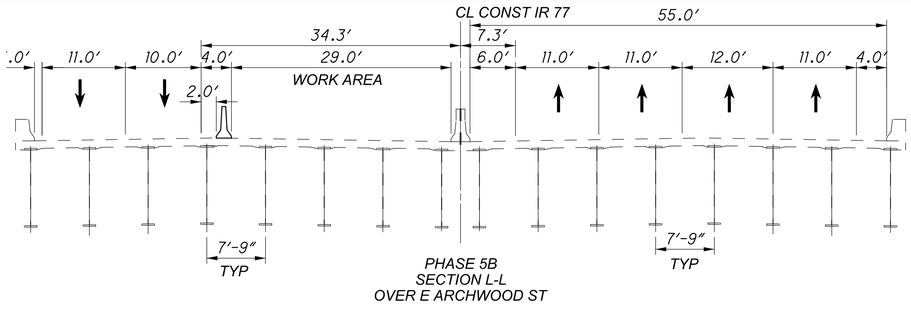


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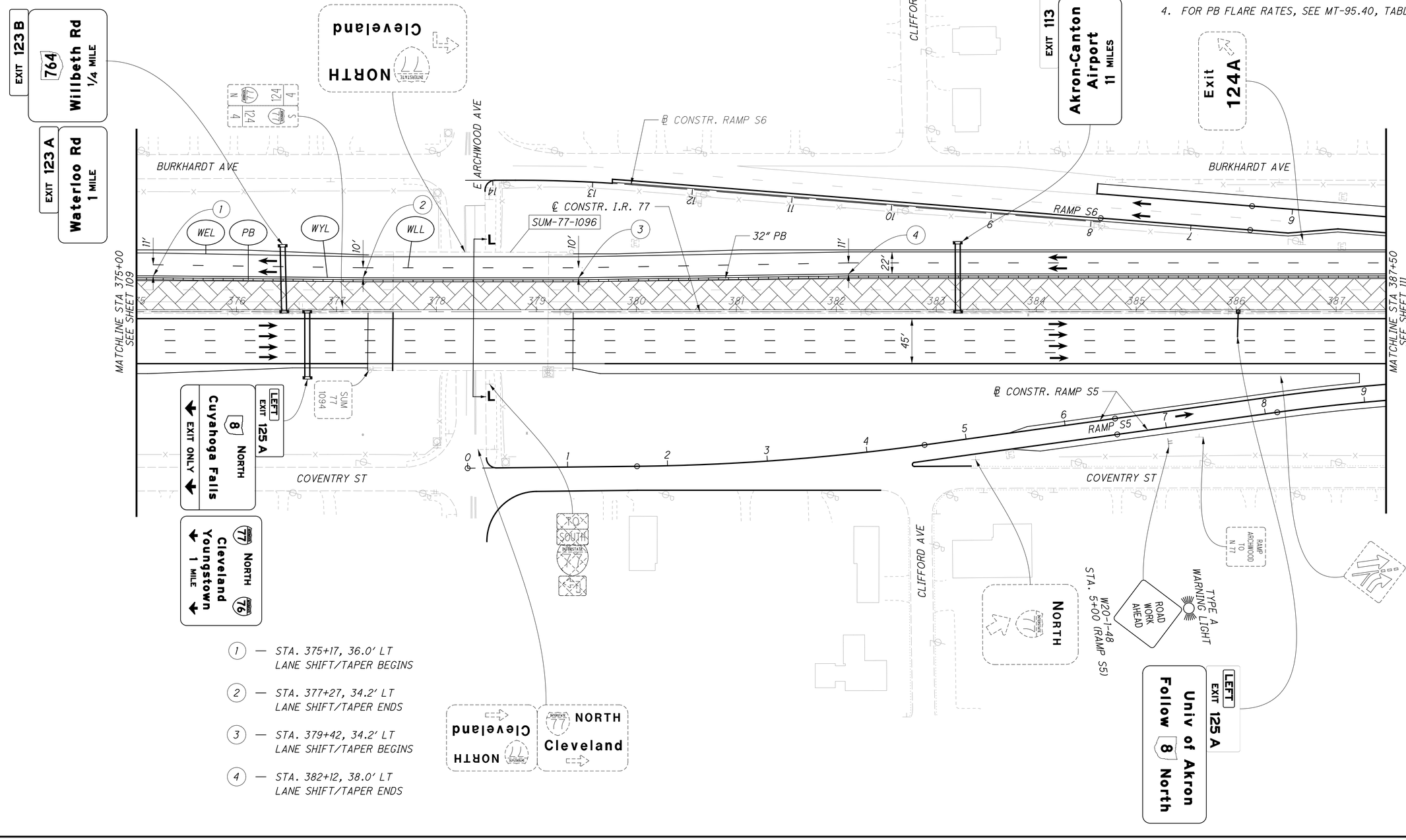
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PHASE 5B
SECTION L-L
OVER E ARCHWOOD ST

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




(1) — STA. 375+17, 36.0' LT
LANE SHIFT/TAPER BEGINS

(2) — STA. 377+27, 34.2' LT
LANE SHIFT/TAPER ENDS

(3) — STA. 379+42, 34.2' LT
LANE SHIFT/TAPER BEGINS

(4) — STA. 382+12, 38.0' LT
LANE SHIFT/TAPER ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

2025-09-02 - BU-07 - MOT DRAWINGS

# MOT IR 77 PHASE 5B

SUM-76/77/8-8.24/9.74/0.00

STA 375+00 TO STA 387+50



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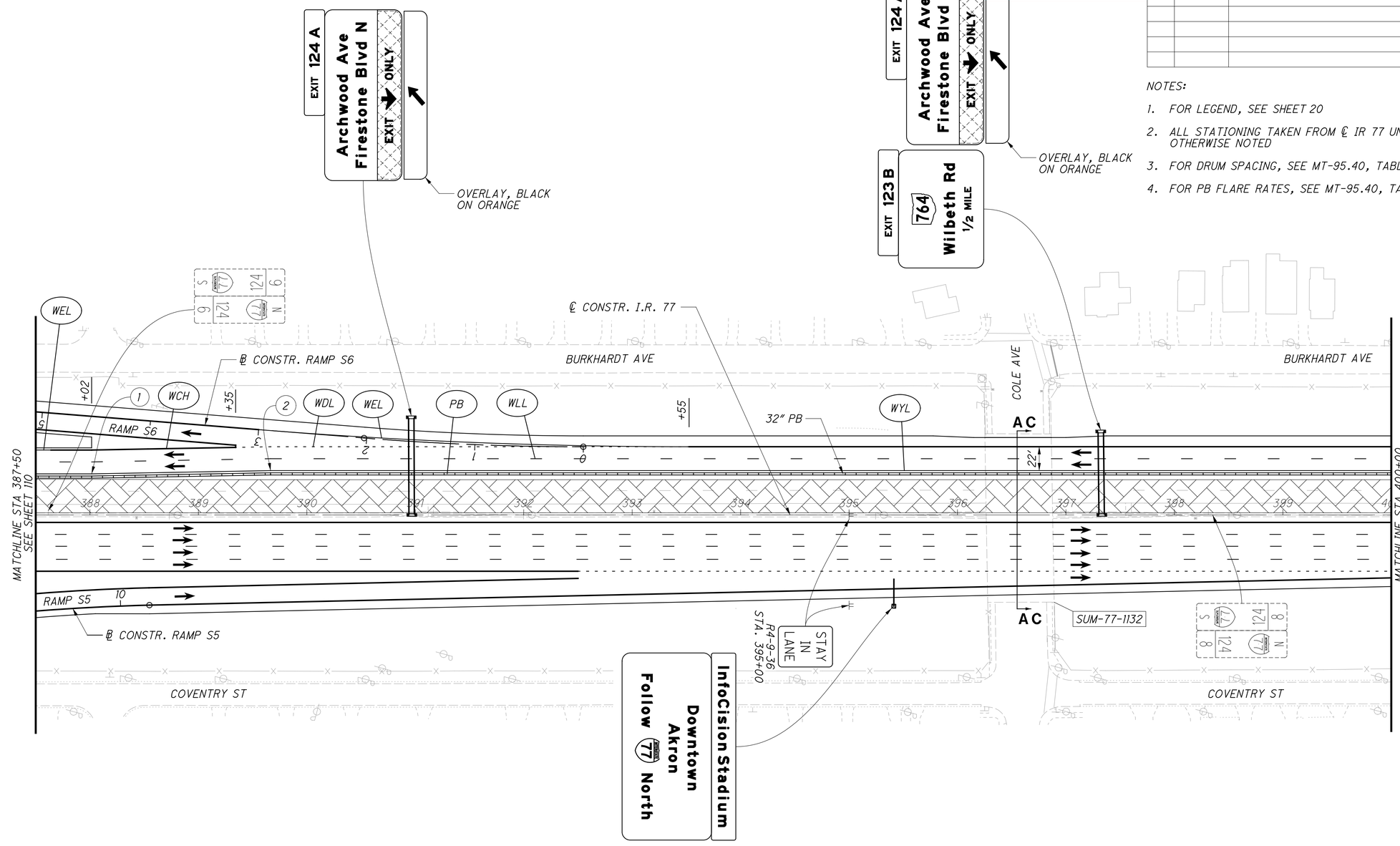
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11/08/2021

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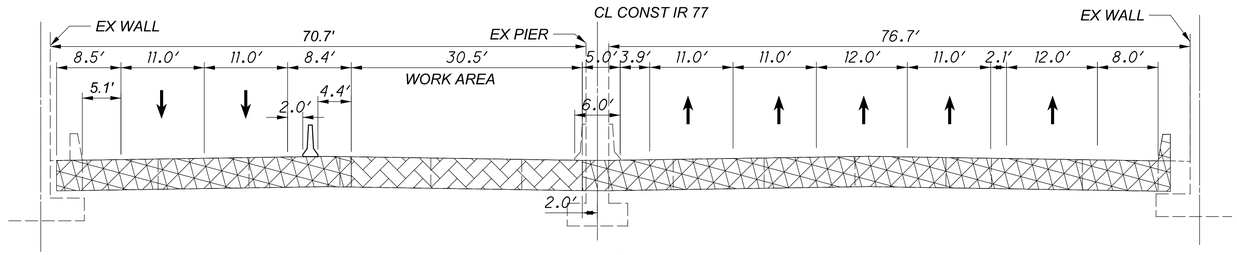
NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




① — STA. 388+02, 38.0′ LT
LANE SHIFT BEGINS

② — STA. 389+67, 41.0′ LT
LANE SHIFT ENDS




PHASE 5B
SECTION AC-AC
UNDER COLE AVE

2025-09-02 - BU-07 - MOT DRAWINGS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MOT IR 77 PHASE 5B
STA 387+50 TO STA 400+00

SUM-76/77/8-
8.24/9.74/0.00

111
122

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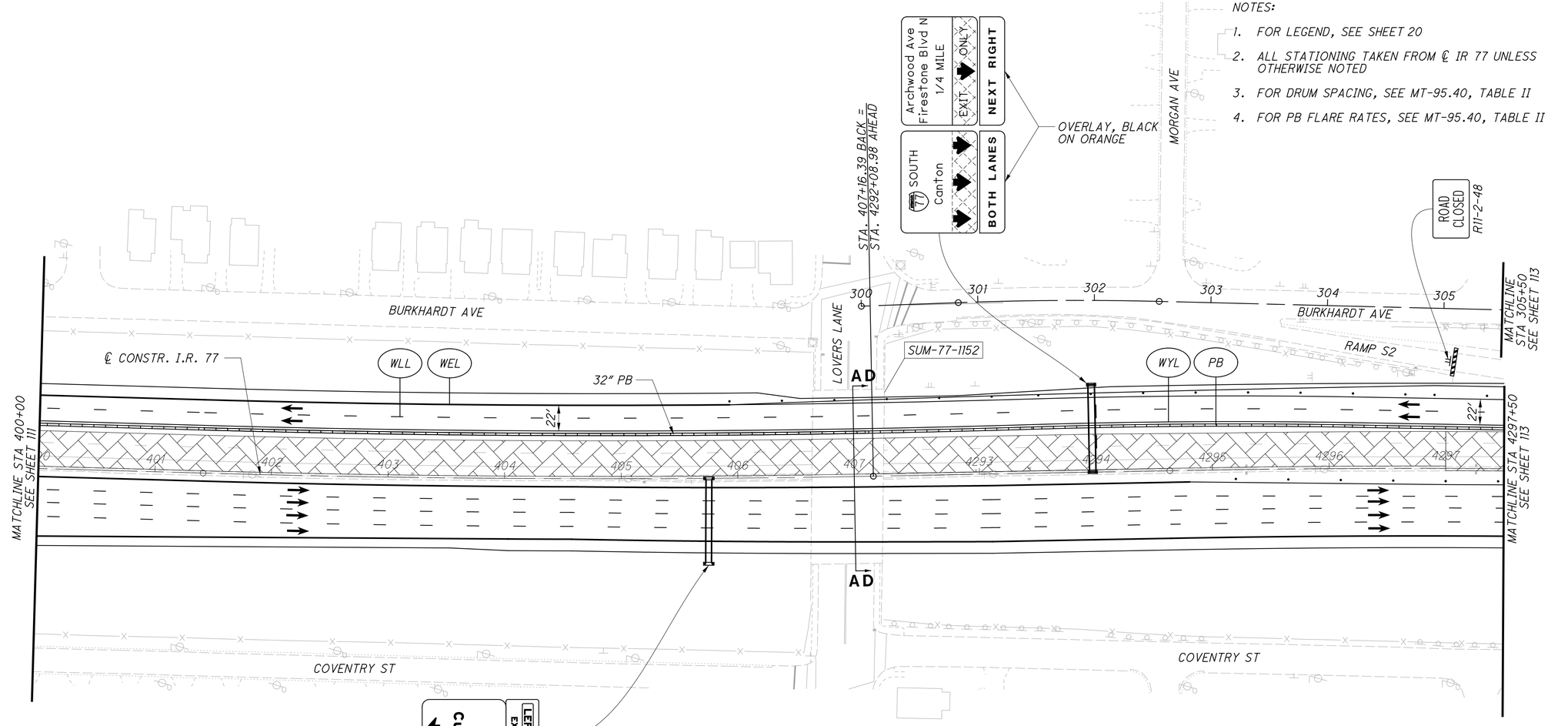
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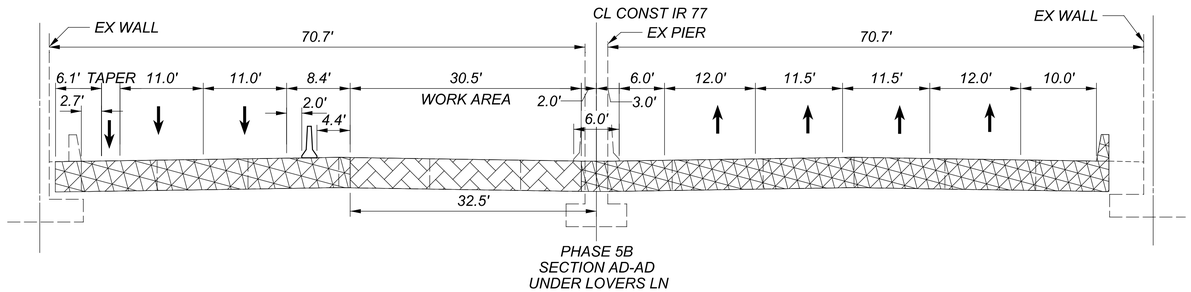
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




PHASE 5B
SECTION AD-AD
UNDER LOVERS LN

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT IR 77 PHASE 5B
## STA 400+00 TO STA 4297+50

SUM-76/77/8-
8.24/9.74/0.00

112
122

2025-09-02 - BU-07 - MOT DRAWINGS


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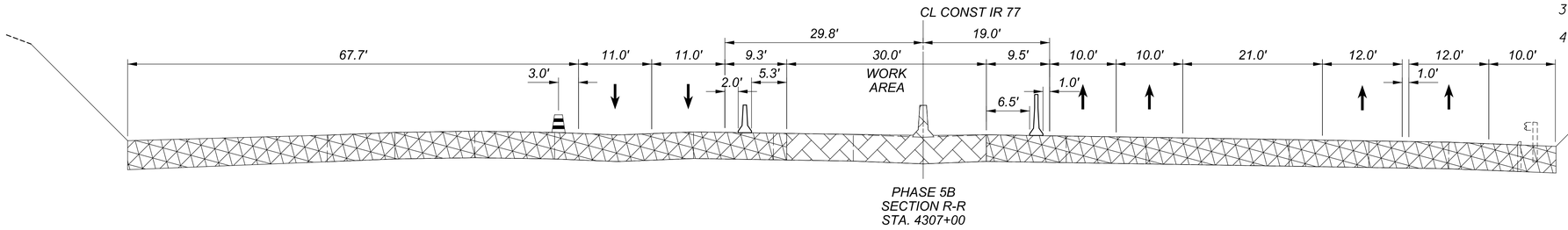
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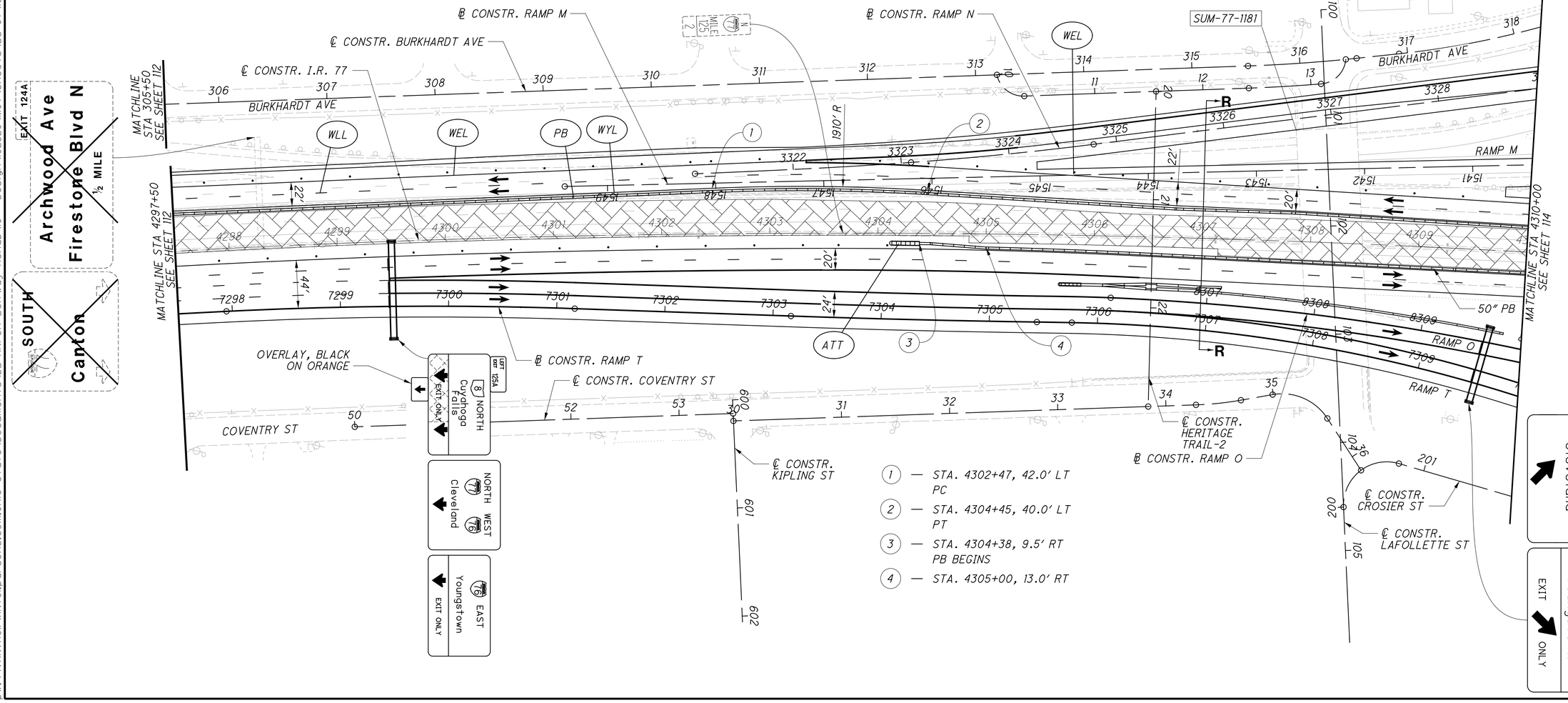
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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ IR 77 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




PHASE 5B
SECTION R-R
STA. 4307+00




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT IR 77 PHASE 5B**
**STA 4297+50 TO STA 4310+00**

**SUM-76/77/8-8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS



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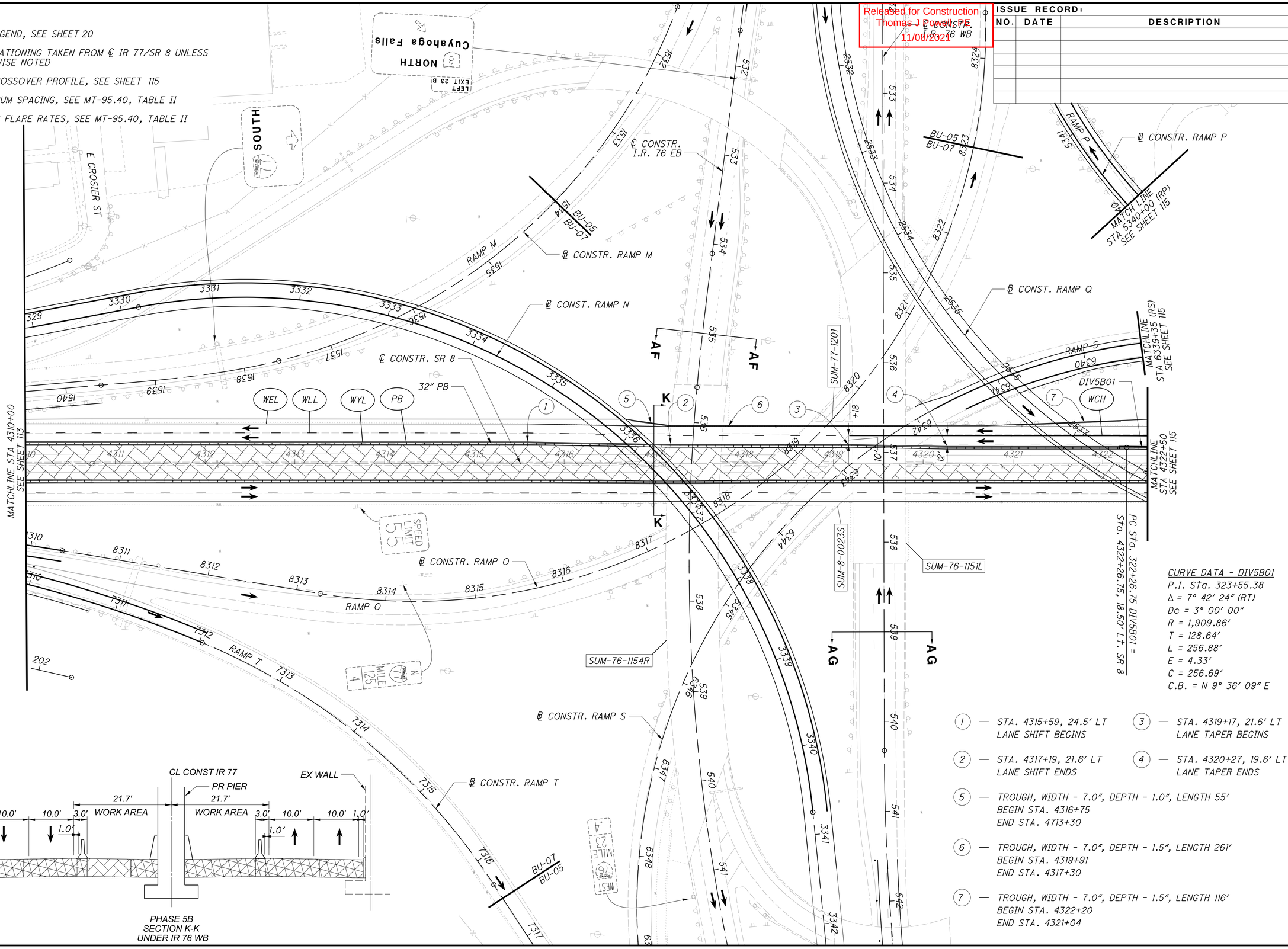
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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ IR 77/SR 8 UNLESS OTHERWISE NOTED
3. FOR CROSSOVER PROFILE, SEE SHEET 115
4. FOR DRUM SPACING, SEE MT-95.40, TABLE II
5. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

ISSUE RECORD:

| NO. | DATE | DESCRIPTION |
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CURVE DATA - DIV5B01
P.I. Sta. 323+55.38
Δ = 7° 42' 24" (RT)
Dc = 3° 00' 00"
R = 1,909.86'
T = 128.64'
L = 256.88'
E = 4.33'
C = 256.69'
C.B. = N 9° 36' 09" E

(1) — STA. 4315+59, 24.5' LT
LANE SHIFT BEGINS

(2) — STA. 4317+19, 21.6' LT
LANE SHIFT ENDS

(3) — STA. 4319+17, 21.6' LT
LANE TAPER BEGINS

(4) — STA. 4320+27, 19.6' LT
LANE TAPER ENDS

(5) — TROUGH, WIDTH - 7.0", DEPTH - 1.0", LENGTH 55'
BEGIN STA. 4316+75
END STA. 4713+30

(6) — TROUGH, WIDTH - 7.0", DEPTH - 1.5", LENGTH 261'
BEGIN STA. 4319+91
END STA. 4317+30

(7) — TROUGH, WIDTH - 7.0", DEPTH - 1.5", LENGTH 116'
BEGIN STA. 4322+20
END STA. 4321+04

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MOT SR 8 PHASE 5B
STA 4310+00 TO STA 4322+50

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS



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(1) — STA. 4324+49, 19.5′ RT
PB ENDS

(2) — STA. 4326+04, 31.6′ LT
LANE TAPER BEGINS

(3) — STA. 4326+59, 30.6′ LT
LANE TAPER ENDS
LANE SHIFT BEGINS

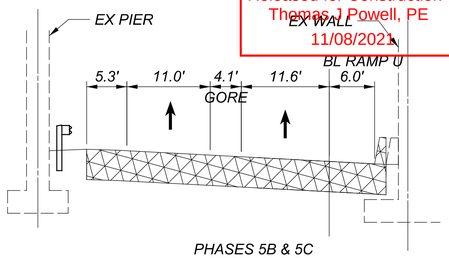
(4) — STA. 4326+04, 28.7′ LT
PB BEGINS

(5) — STA. 4329+39, 16.0′ RT
LANE TAPER BEGINS

(6) — STA. 4329+95, 15.0′ RT
LANE TAPER ENDS

(7) — STA. 4328+12, 31.4′ LT
LANE SHIFT ENDS
LANE SHIFT BEGINS

(8) — STA. 327+16, 36.9′ LT
LANE SHIFT ENDS




PHASES 5B & 5C
SECTION S-S
JOHNSTON ST
OVER RAMP U

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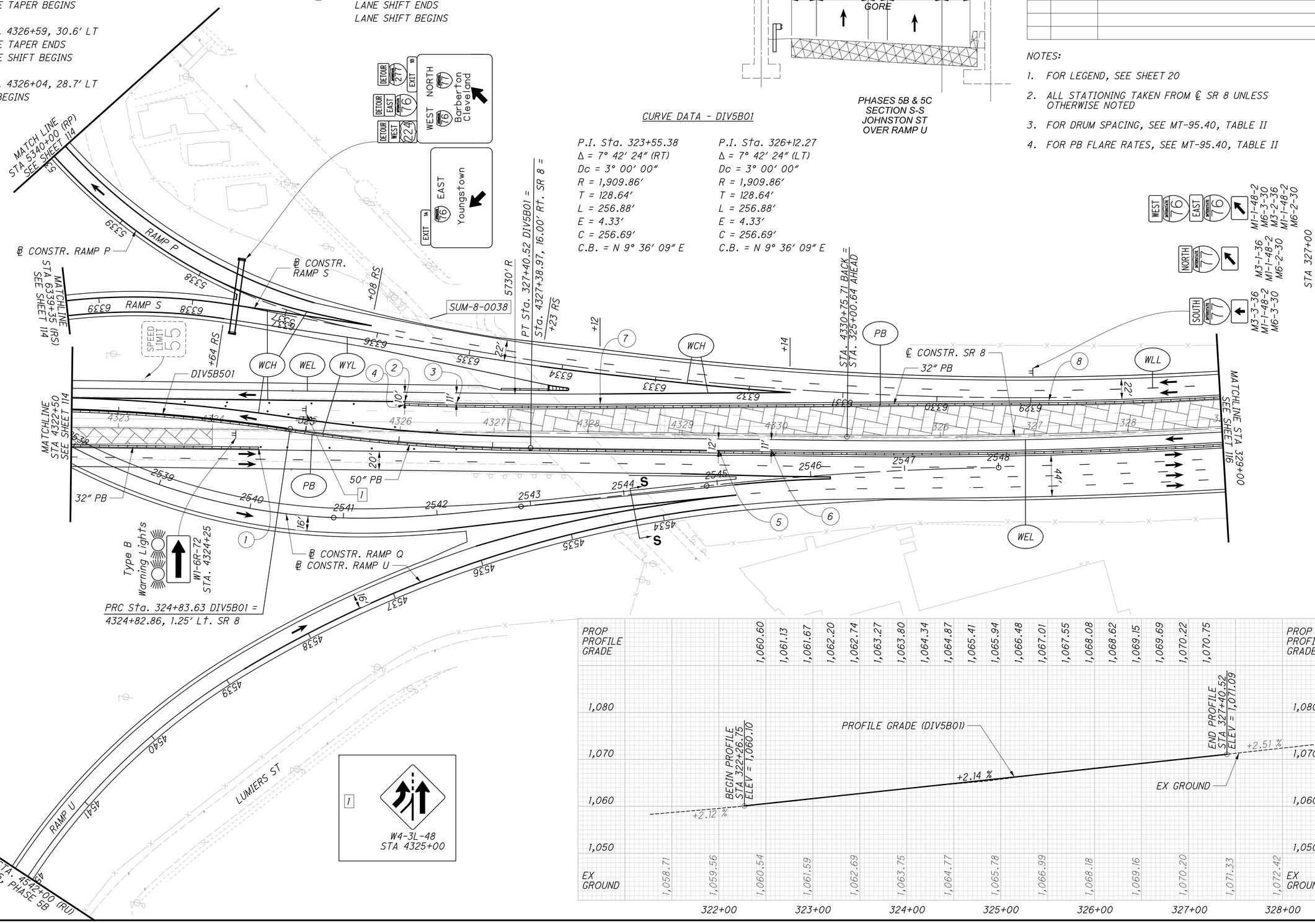
NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

CURVE DATA - DIV5B01

P.I. Sta. 323+55.38
Δ = 7° 42′ 24″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 128.64′
L = 256.88′
E = 4.33′
C = 256.69′
C.B. = N 9° 36′ 09″ E

P.I. Sta. 326+12.27
Δ = 7° 42′ 24″ (LT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 128.64′
L = 256.88′
E = 4.33′
C = 256.69′
C.B. = N 9° 36′ 09″ E







2025-09-02 - BU-07 - MOT DRAWINGS

HORIZONTAL SCALE IN FEET
0 25 100

CALCULATED AJO
CHECKED AVP

MOT SR 8 PHASE 5B
STA 4322+50 TO STA 329+00

SUM-76/77/8-
8.24/9.74/0.00

115
122

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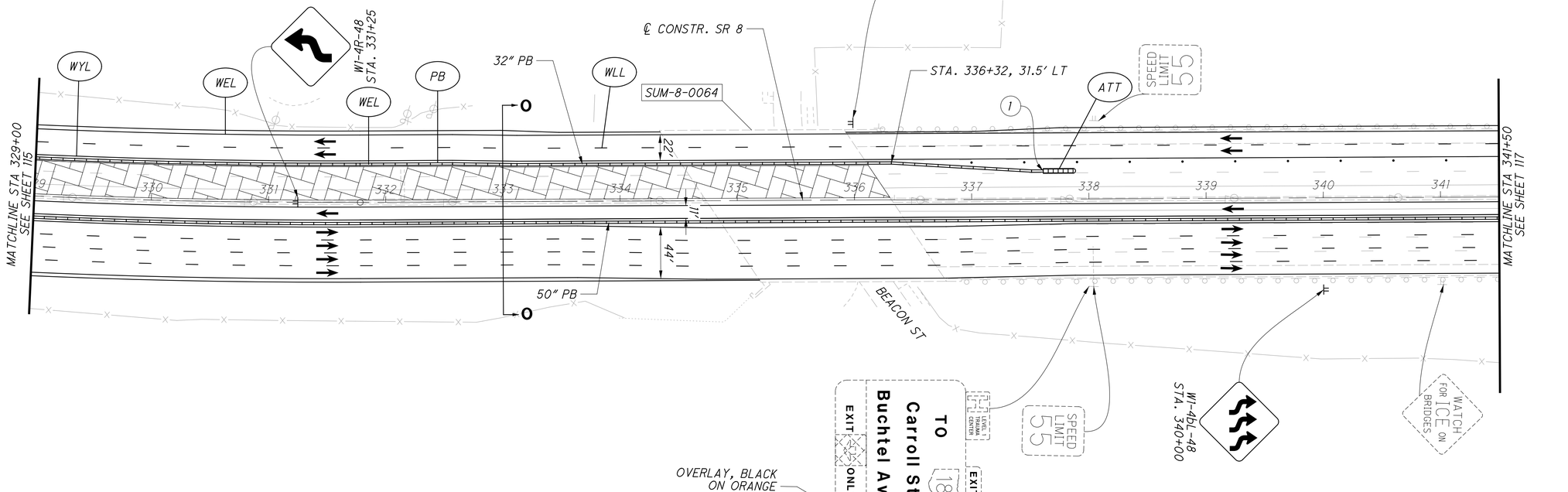
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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP




PHASE 5B
SECTION O-O
SR 8 STA 337+50

(1) — STA. 337+61, 24.0' LT
PB ENDS

2025-09-02 - BU-07 - MOT DRAWINGS

MOT SR 8 PHASE 5B
STA 329+00 TO STA 341+50

SUM-76/77/8-
8.24/9.74/0.00

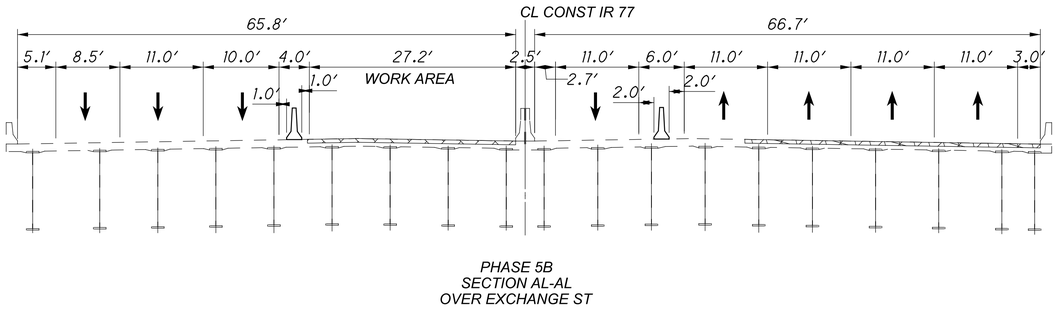
116
122

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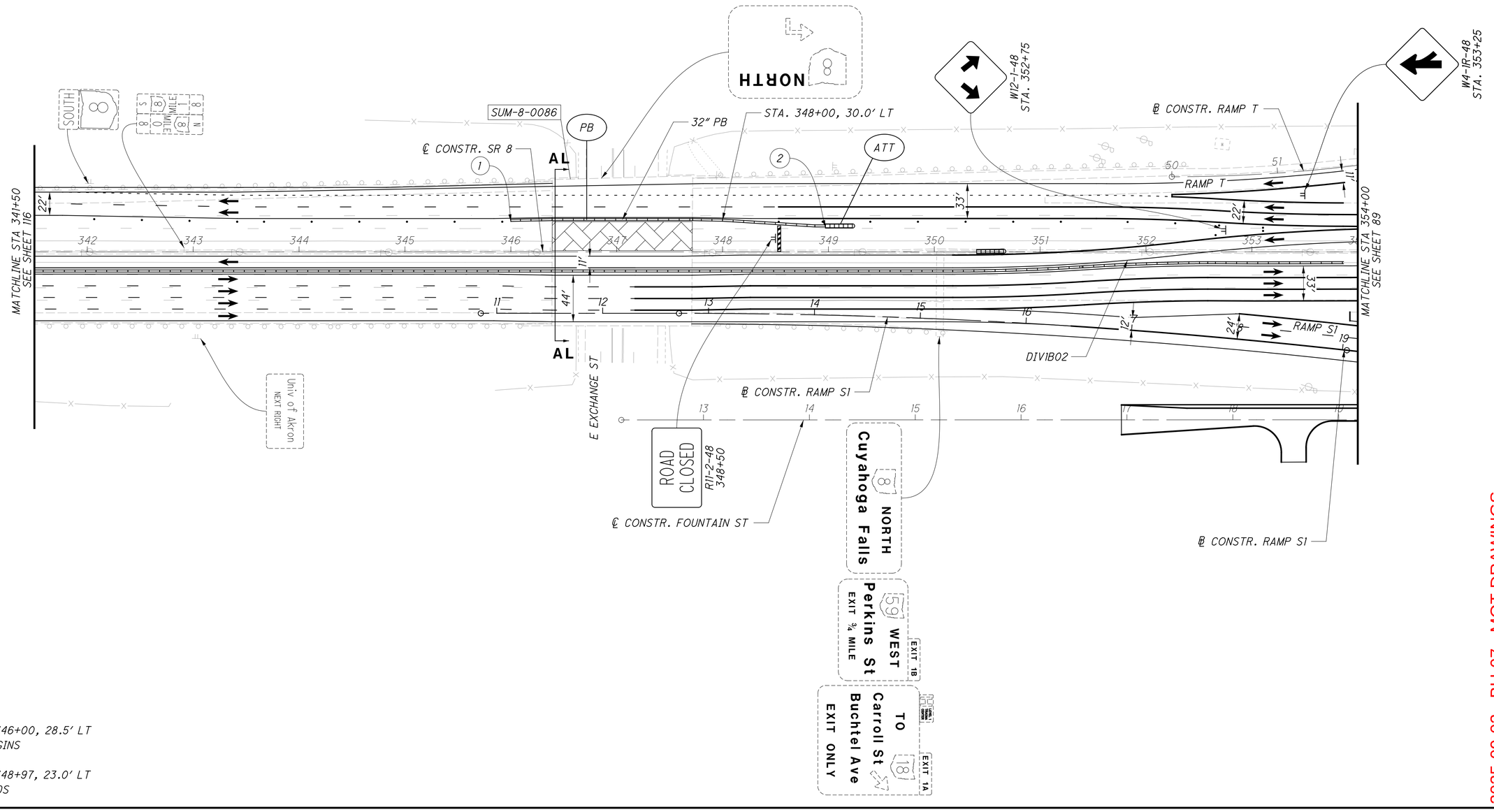
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PHASE 5B
SECTION AL-AL
OVER EXCHANGE ST

*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED*
3. *FOR CROSSOVER INFORMATION, SEE BU-2B, PHASE 1B, SHEET 13*
4. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
5. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




(1) — STA. 346+00, 28.5′ LT
PB BEGINS

(2) — STA. 348+97, 23.0′ LT
PB ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT SR 8 PHASE 5B**
**STA 341+50 TO STA 354+00**

**SUM-76/77/8-**
**8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS

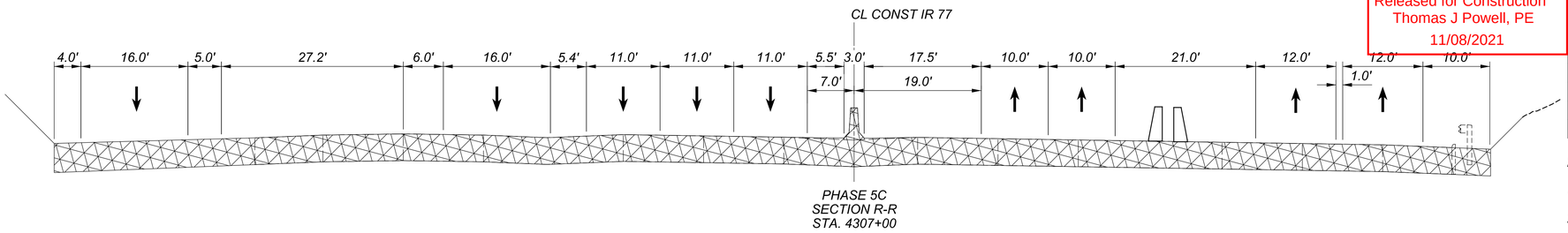


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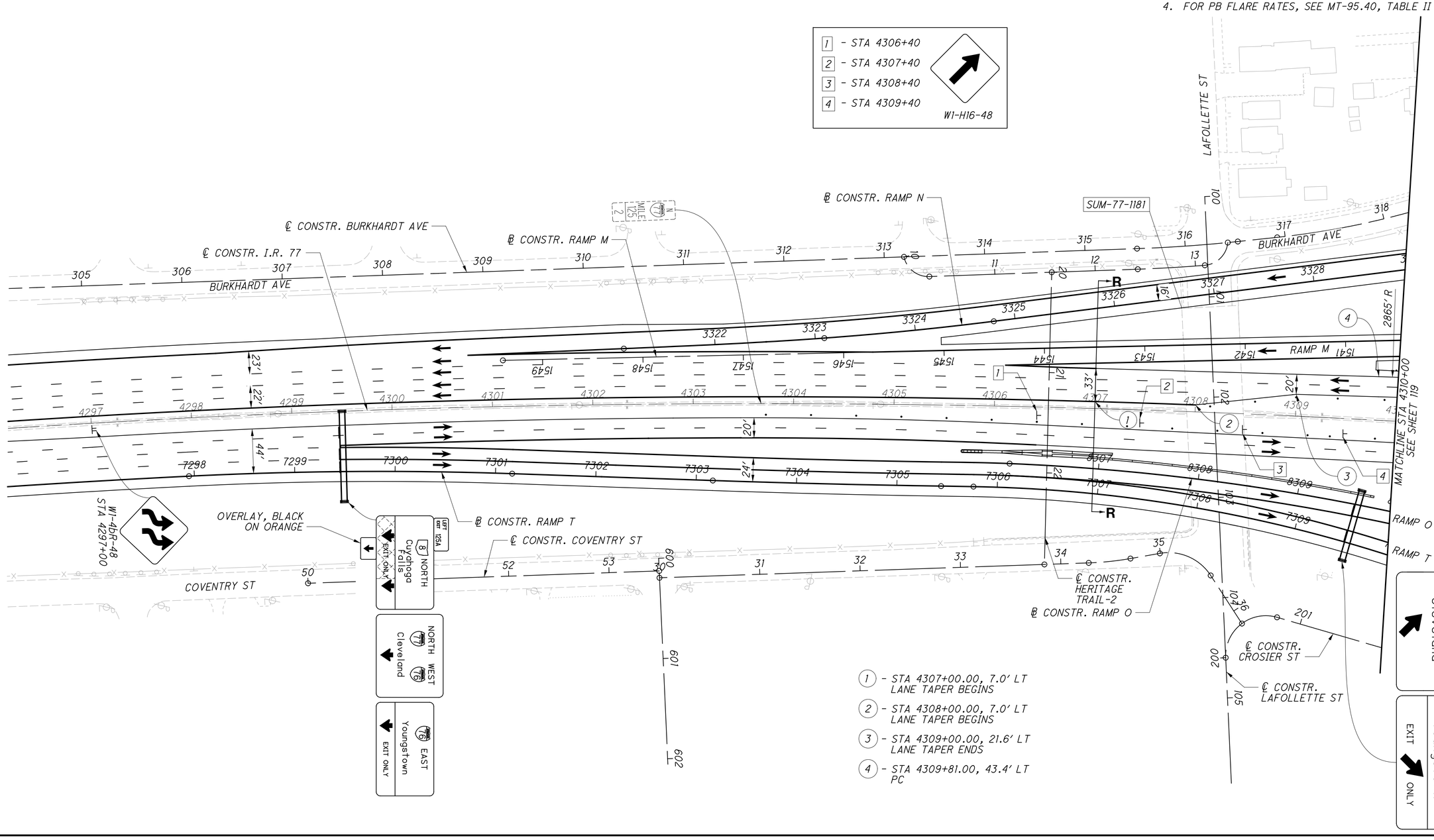



NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

1 - STA 4306+40
2 - STA 4307+40
3 - STA 4308+40
4 - STA 4309+40

W1-H16-48




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

MOT IR 77 PHASE 5C
STA 4297+50 TO STA 4310+00

SUM-76/77/8-8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS



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NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II

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11/08/2021

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HORIZONTAL SCALE IN FEET
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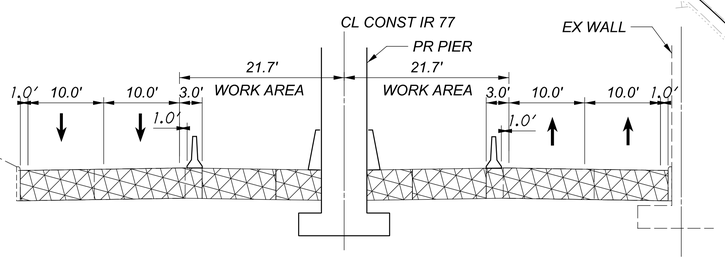
CALCULATED AJO
CHECKED AVP

E CROSIER ST
℄ CONSTR. I.R. 76 EB
℄ CONSTR. I.R. 76 WB
℄ CONSTR. SR 8
℄ CONSTR. RAMP M
℄ CONST. RAMP N
℄ CONSTR. RAMP O
℄ CONSTR. RAMP P
℄ CONST. RAMP Q
℄ CONSTR. RAMP S
℄ CONSTR. RAMP T
RAMP M
RAMP O
RAMP P
RAMP S
RAMP T
BU-05
BU-07
SUM-77-1201
SUM-8-00233
SUM-76-1151L
SUM-76-1154R
32" PB
WYL
SPEED LIMIT 55
RAMP 30 MPH
MILE 4.125 (77) NORTH
MILE 4.23 (76) WEST
MATCHLINE STA 4310+00 SEE SHEET 118
MATCHLINE STA 4322+50 SEE SHEET 120
MATCHLINE STA 5340+00 (RP) SEE SHEET 120
MATCHLINE STA 6339+35 (RS) SEE SHEET 120
2865' R
202
AF
AG
K

1 — STA. 4310+74, 44.5' LT PT

2 — STA. 4318+26, 19.6' LT PB BEGINS

PHASE 5C
SECTION K-K
UNDER IR 76 WB




2025-09-02 - BU-07 - MOT DRAWINGS

SUM-76/77/8-8.24/9.74/0.00

MOT SR 8 PHASE 5C
STA 4310+00 TO STA 4322+50

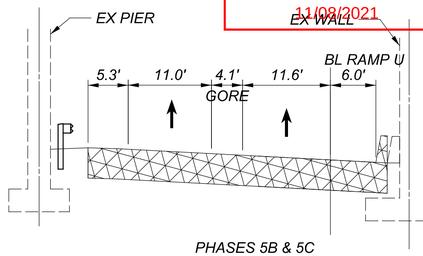
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122

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**ISSUE RECORD:**

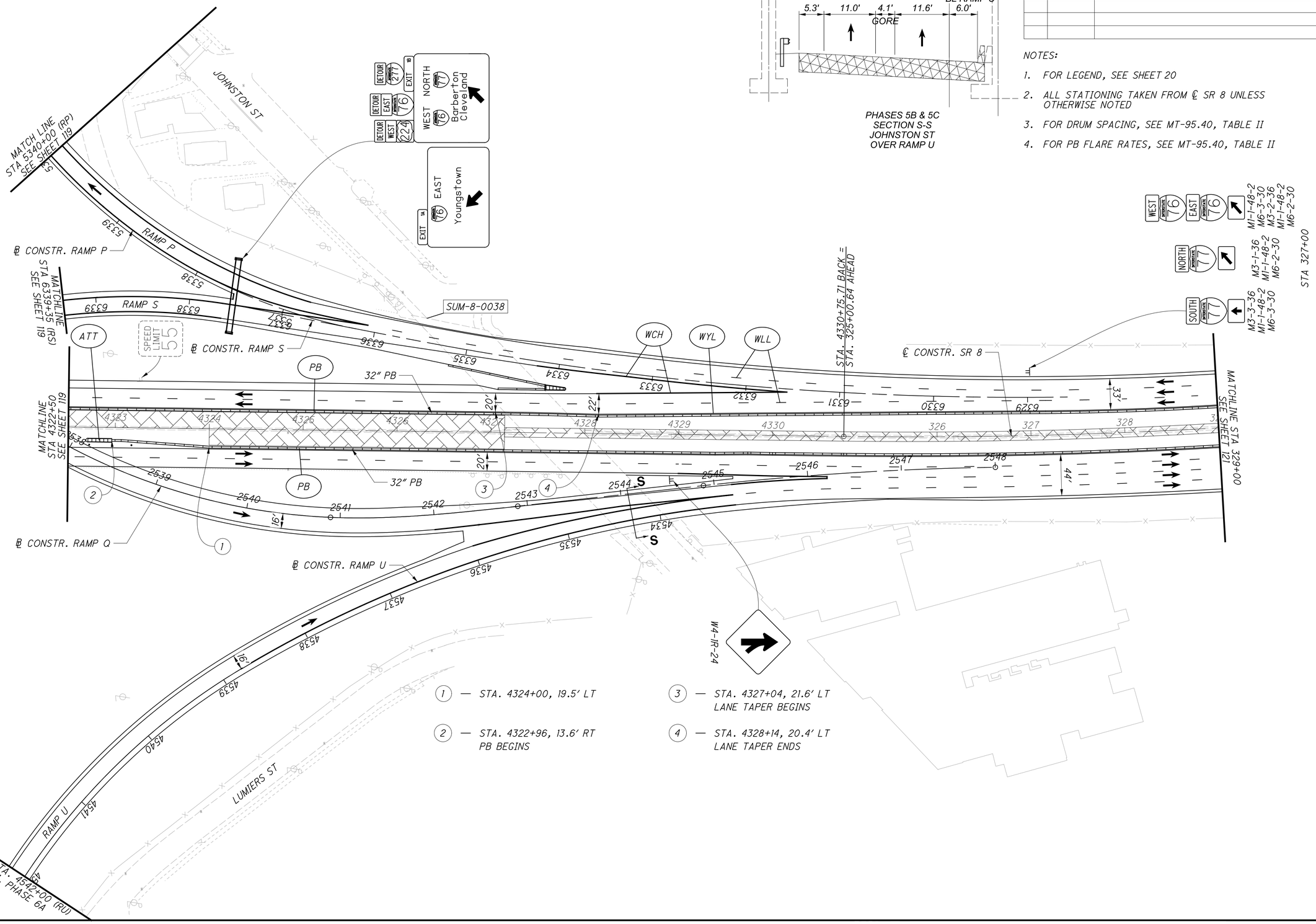
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PHASES 5B & 5C
SECTION S-S
JOHNSTON ST
OVER RAMP U

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




N

HORIZONTAL SCALE IN FEET
0 25 100

CALCULATED AJO
CHECKED AVP

# MOT SR 8 PHASE 5C
## STA 4322+50 TO STA 329+00

SUM-76/77/8-
8.24/9.74/0.00

120
122

2025-09-02 - BU-07 - MOT DRAWINGS

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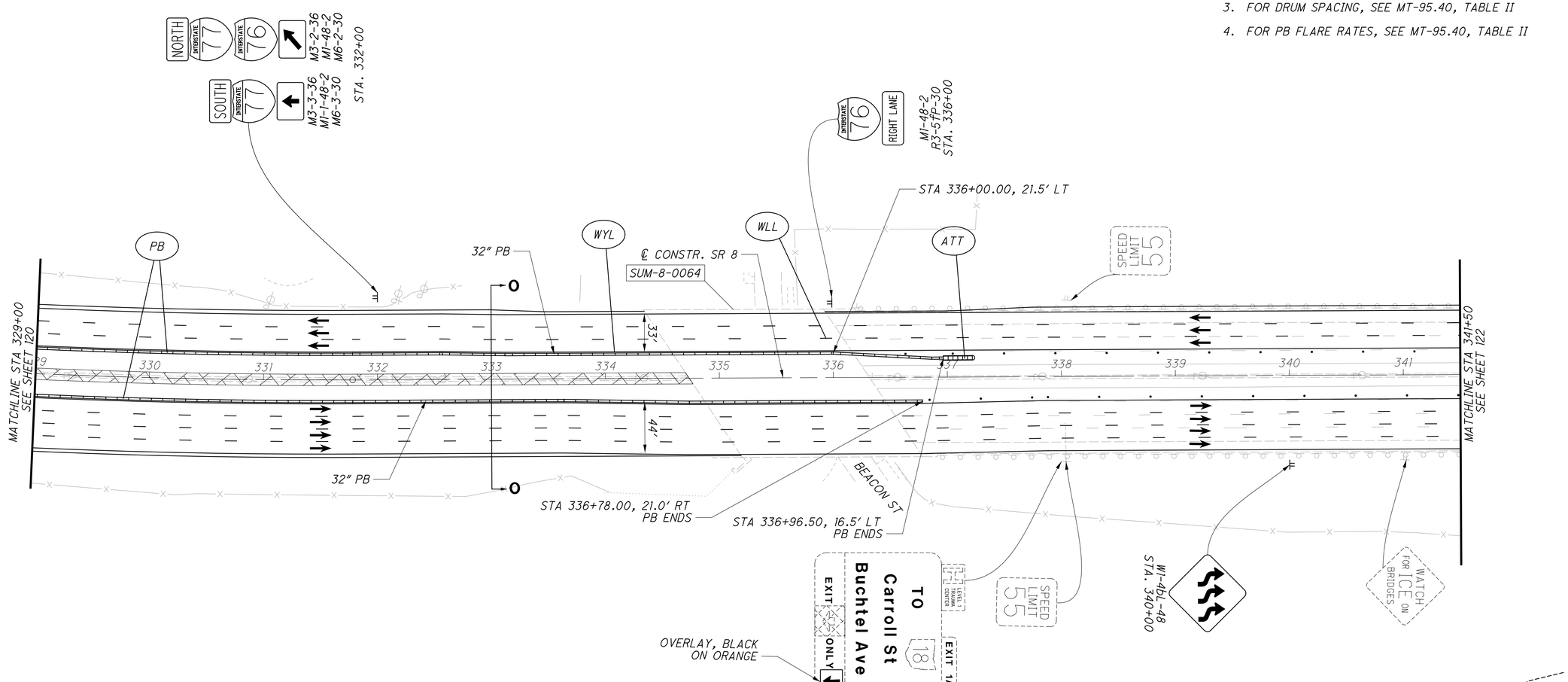
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11/08/2021

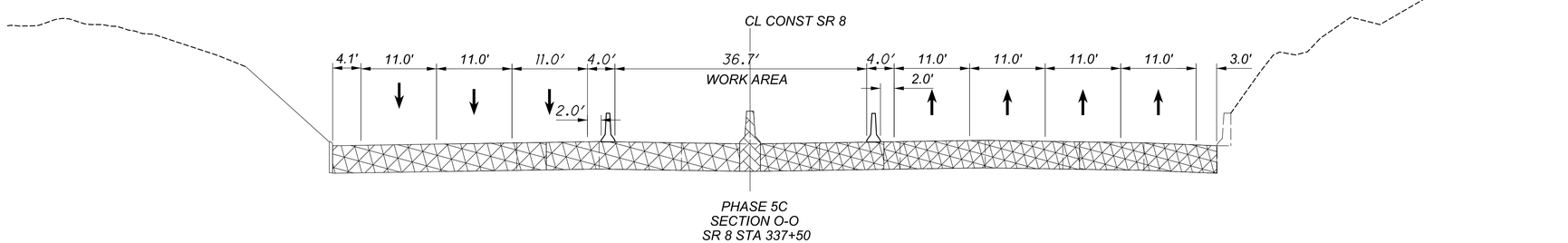
**ISSUE RECORD:**

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*NOTES:*

1. *FOR LEGEND, SEE SHEET 20*
2. *ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED*
3. *FOR DRUM SPACING, SEE MT-95.40, TABLE II*
4. *FOR PB FLARE RATES, SEE MT-95.40, TABLE II*




HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

**MOT SR 8 PHASE 5C**
**STA 329+00 TO STA 341+50**

**SUM-76/77/8-8.24/9.74/0.00**

2025-09-02 - BU-07 - MOT DRAWINGS

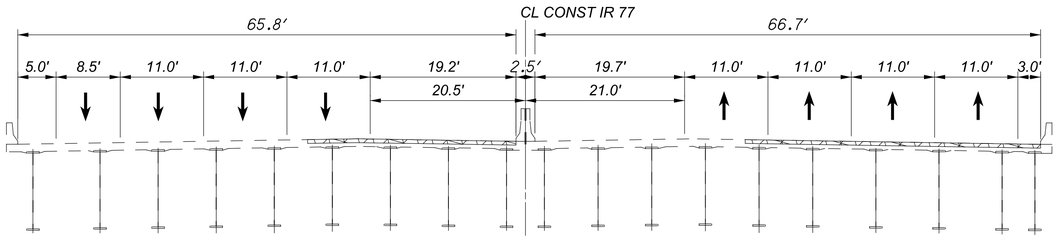
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122

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**ISSUE RECORD:**

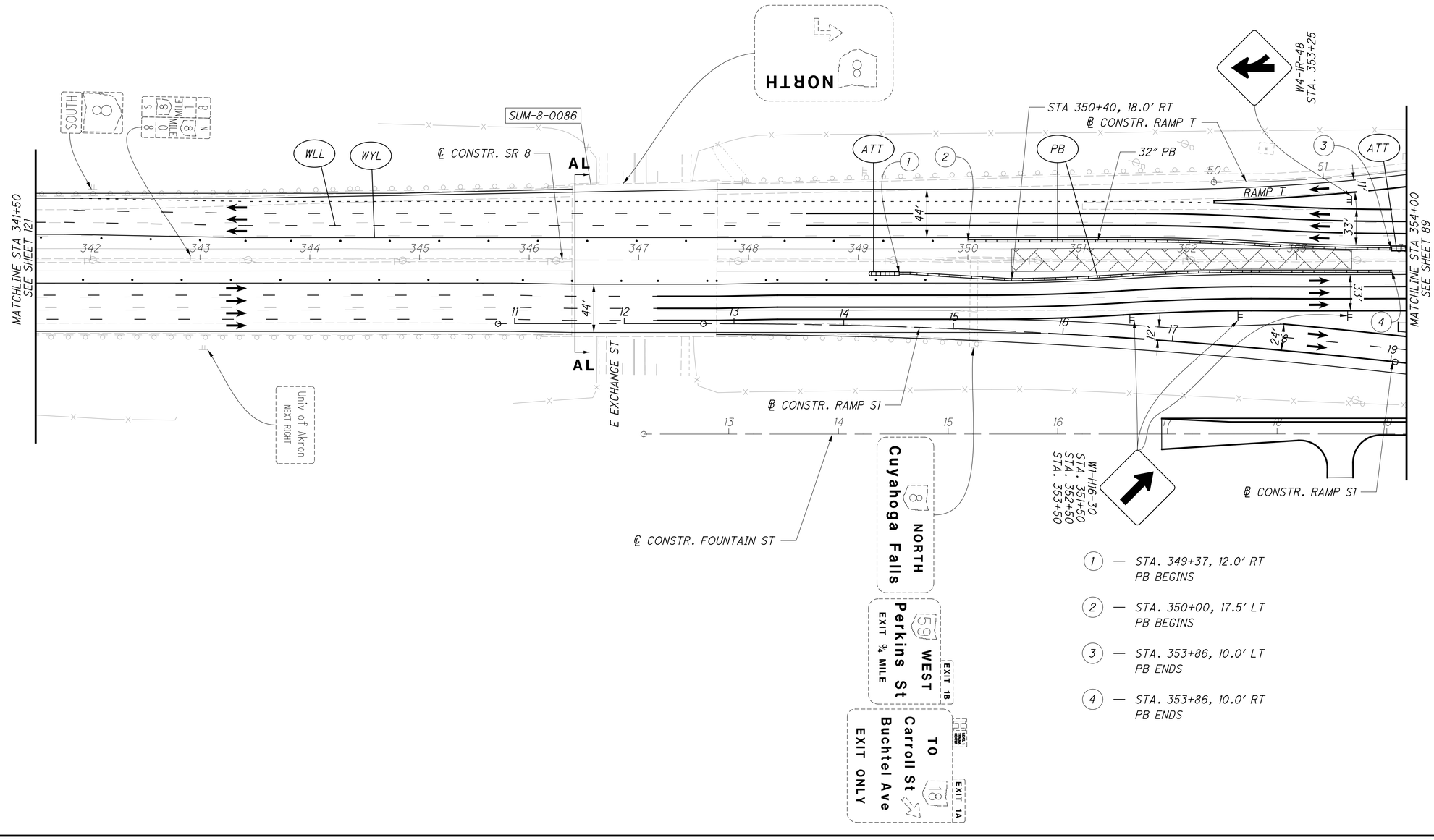
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PHASE 5C
SECTION AL-AL
OVER EXCHANGE ST

NOTES:

1. FOR LEGEND, SEE SHEET 20
2. ALL STATIONING TAKEN FROM ℄ SR 8 UNLESS OTHERWISE NOTED
3. FOR DRUM SPACING, SEE MT-95.40, TABLE II
4. FOR PB FLARE RATES, SEE MT-95.40, TABLE II




1 — STA. 349+37, 12.0′ RT
PB BEGINS

2 — STA. 350+00, 17.5′ LT
PB BEGINS

3 — STA. 353+86, 10.0′ LT
PB ENDS

4 — STA. 353+86, 10.0′ RT
PB ENDS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED AJO
CHECKED AVP

# MOT SR 8 PHASE 5C
## STA 341+50 TO STA 354+00

SUM-76/77/8-
8.24/9.74/0.00

2025-09-02 - BU-07 - MOT DRAWINGS

122
122

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