

LOCATION MAP

LATITUDE: 41°01'30" LONGITUDE: 81°30'05"



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

DESIGN DESIGNATION

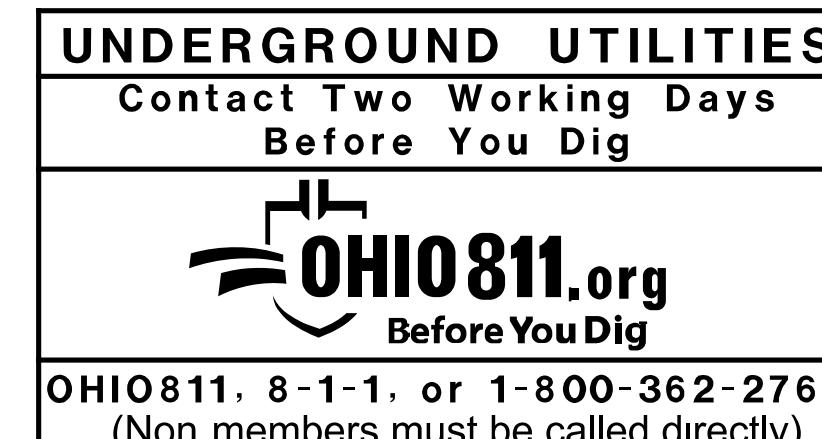
CURRENT ADT (2025) 36,500
 DESIGN YEAR ADT (2045) 46,000
 DESIGN HOURLY VOLUME (2045) 6,500
 DIRECTIONAL DISTRIBUTION 55.8%
 TRUCKS (24 HOUR B&C) 4%
 DESIGN SPEED 65 MPH
 LEGAL SPEED 60 MPH
 DESIGN FUNCTIONAL CLASSIFICATION:
 01 INTERSTATE (URBAN)
 NHS PROJECT YES

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE



PLAN PREPARED BY:

ms consultants, inc.
 ENGINEERS, ARCHITECTS & PLANNERS
 333 EAST FEDERAL STREET
 YOUNGSTOWN, OHIO 44503-1821
 PHONE (330) 774-5321

PARSONS

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

SUM-277-03.73

COVENTRY TOWNSHIP

SUMMIT COUNTY

FEDERAL PROJECT NUMBER

E240663

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF REPLACING THE EXISTING BRIDGE DECK OF THE IR-277 BRIDGE OVER IR-77 (SUM-277-3.856), CONVERTING THE EXISTING ABUTMENTS TO SEMI-INTEGRAL, STRENGTHENING AND PAINTING THE EXISTING GIRDERS, AND RAISING THE EXISTING PIER CAPS. THE PROJECT ALSO INCLUDES MINOR ROADWAY WORK TO TIE-IN TO NEW APPROACH SLABS AND SLEEPER SLABS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 0.5 ACRES
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.3 ACRES
 NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)

2023 SPECIFICATIONS

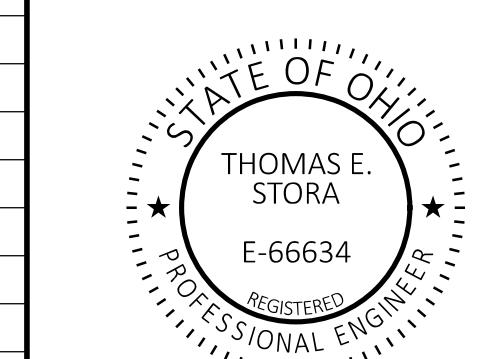
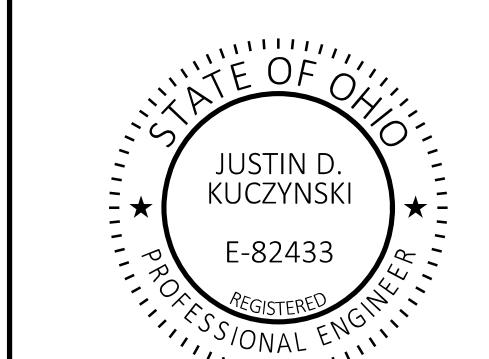
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.


 Arthur G. Noirot Jr., P.E.
 District 04 Deputy Director


 Pamela Boratyn
 Director, Department of Transportation

| STANDARD CONSTRUCTION DRAWINGS | | | | | | | | SUPPLEMENTAL SPECIFICATIONS | SPECIAL PROVISIONS |
|--------------------------------|---------|----------|---------|-----------|---------|-----------|----------|-----------------------------|--------------------|
| BP-3.1 | 1/19/24 | MGS-3.2 | 7/18/25 | SICD-1-21 | 1/19/24 | MT-102.20 | 4/19/19 | 800-23 | 7/18/25 |
| BP-3.2 | 1/18/19 | | | SICD-2-14 | 1/15/21 | MT-102.30 | 10/16/15 | 807 | 1/17/25 |
| BP-5.1 | 7/18/25 | HW-2.1 | 7/15/22 | MT-95.30 | 7/18/25 | MT-103.10 | 7/18/25 | 808 | 7/19/24 |
| BP-9.1 | 1/18/19 | HW-2.2 | 7/20/18 | MT-95.45 | 7/21/23 | MT-104.10 | 1/19/24 | 809 | 7/18/25 |
| | | | | MT-95.50 | 7/21/17 | MT-105.10 | 1/17/20 | 821 | 4/20/12 |
| DM-1.1 | 1/17/25 | RM-4.1 | 1/17/20 | MT-95.70 | 7/21/23 | | | 832 | 7/18/25 |
| DM-1.2 | 1/17/25 | RM-4.2 | 7/18/25 | MT-95.71 | 7/21/23 | TC-61.30 | 7/19/24 | 840 | 1/16/26 |
| DM-1.3 | 7/18/14 | RM-4.5 | 7/18/25 | MT-98.20 | 4/19/19 | TC-65.10 | 1/17/14 | 850 | 7/21/23 |
| DM-4.3 | 1/15/16 | RM-4.6 | 7/18/25 | MT-99.20 | 4/19/19 | TC-65.11 | 1/17/25 | 863 | 7/21/23 |
| DM-4.4 | 1/15/16 | | | MT-99.30 | 1/17/20 | TC-72.20 | 7/18/25 | 873 | 4/16/21 |
| | | AS-1-15 | 1/20/23 | MT-100.00 | 1/19/24 | | | 905 | 1/17/25 |
| I-3B | 1/17/25 | AS-2-15 | 7/21/23 | MT-101.70 | 7/19/24 | ITS-14.50 | 7/18/25 | 908 | 1/17/25 |
| I-3D | 7/19/24 | GSD-1-19 | 7/19/24 | MT-101.75 | 7/21/23 | | | 921 | 7/19/24 |
| | | PCB-91 | 7/17/20 | MT-101.80 | 1/17/20 | | | | |
| MGS-2.1 | 7/18/25 | SBR-1-20 | 7/19/24 | MT-101.90 | 7/17/20 | | | | |
| MGS-3.1 | 7/18/25 | SBR-2-20 | 7/19/24 | MT-102.10 | 7/21/23 | | | | |

| | |
|---|---|
| ENGINEER'S SEAL | ENGINEER'S SEAL |
| FOR P.007-P.048, P.065-P.122 | FOR P.001-P.006, P.049-P.064 |
|  |  |

| | |
|---------------|---|
| DESIGN AGENCY |  |
| DESIGNER | TSB |
| REVIEWER | JDK 9-30-25 |
| PROJECT ID | 121479 |
| SHEET TOTAL | P.001 122 |

| ISSUE | RECORD: | DESCRIPTION |
|-------|---------|---------------------------|
| NO. | DATE | REVISED QUANTITY AND NOTE |
| 1 | 1/30/26 | |

DRAINAGE

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE IS INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

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

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

| | |
|--|--------|
| 601 - TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT | 8 SY |
| 611 - 6" CONDUIT, TYPE F | 40 FT |
| 611 - PRECAST REINFORCED CONCRETE OUTLET | 4 EACH |
| 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS | 40 FT |

ITEM 611 - 18" CONDUIT, TYPE F, AS PER PLAN, 707.33

INCLUDED WITH THIS ITEM IS THE TEE/CLEANOUT THAT IS SHOWN ON THE PIPE PROFILE. THE TEE/CLEANOUT WILL BE THE SAME MATERIAL AS THE CONDUIT AND INCLUDE A CAP THAT IS FLUSH WITH THE GROUNDLINE.

DRAINAGE DISCHARGE CONTINUANCE

FURNISH A DRAINAGE DISCHARGE CONTINUANCE FOR ANY DRAINAGE DISCHARGE DISTURBED BY THE WORK AND NOT SHOWN IN THE PLANS. THE LOCATION, TYPE (CONDUIT OR SWALE), SIZE AND GRADE OF THE DRAINAGE DISCHARGE CONTINUANCE WILL BE AGREED TO BY THE ENGINEER.

FURNISH AN INSPECTION WELL AT THE RIGHT OF WAY LINE IN PER STANDARD CONSTRUCTION DRAWING DM-3.1 FOR EACH DRAINAGE DISCHARGE THAT OUTLETS THROUGH A CURB OPENING OR INTO A STORM SEWER OR DRAINAGE STRUCTURE. THE COST IS INCLUDED IN ITEM 611, INSPECTION WELL.

FURNISH A WELL GRADED TRANSITION BETWEEN THE DITCH AND THE SWALE WHEN OUTLETTING A SWALE TO A DITCH. THE COST FOR THE GRADED TRANSITION IS INCLUDED IN ITEM 203, EMBANKMENT, AS PER PLAN.

FURNISH AN EROSION CONTROL PAD AS SHOWN IN STANDARD CONSTRUCTION DRAWING DM-1.1 WHEN OUTLETTING A CONDUIT TO A DITCH. THE COST FOR THE EROSION CONTROL PAD IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE.

FURNISH A DRILLED HOLE OR A CURB SECTION WHEN OUTLETTING A CONDUIT THROUGH A CURB OPENING. THE COST OF DRILLING OR FURNISHING THE CURB SECTION WITH HOLE IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE.

FURNISH A DRILLED CORE HOLE WHEN OUTLETTING INTO A STORM SEWER OR DRAINAGE STRUCTURE. THE COST OF THE DRILLED CORE HOLE IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE.

DRAINAGE DISCHARGE CONTINUANCE (CONT.)

DOCUMENTATION

PROVIDE WRITTEN DOCUMENTATION TO THE ENGINEER AND TO THE DISTRICT R/W PERMIT OFFICE. THE DOCUMENTATION INCLUDES THE CONSTRUCTION PROJECT NUMBER, PID, COUNTY, ROUTE, SECTION, LATITUDE AND LONGITUDE OF THE DRAINAGE DISCHARGE AT THE R/W, THE NAME OF PROPERTY OWNER WITH ADDRESS, THE DATE THE DRAINAGE DISCHARGE WAS LOCATED, THE DATE THE DRAINAGE DISCHARGE CONTINUANCE WAS FURNISHED, A DETAILED DESCRIPTION OF THE WORK AND PICTURES OF THE DRAINAGE DISCHARGE CONTINUANCE (IN PDF OR JPEG FORMAT). THE DOCUMENTATION IS INCLUDED IN ITEM 611, CONDUIT, MISC TYPE _ FOR DRAINAGE DISCHARGE CONTINUANCE OR ITEM 203, EMBANKMENT, AS PER PLAN

DRAINAGE DISCHARGE CONTINUANCE REMOVAL
THE ENGINEER MAY REQUIRE THE NEWLY INSTALLED DRAINAGE DISCHARGE CONTINUANCE TO BE REMOVED.

REMOVE THE NEWLY INSTALLED CONDUIT AND ANY EXISTING CONDUIT TO THE RIGHT OF WAY LINE. FOR CONDUIT THAT OUTLETS THROUGH THE CURB, RESTORE THE CURB BY FILLING THE HOLE WITH CLASS QC 1 CONCRETE OR REPLACE THE CURB SECTION. FOR CONDUIT THAT OUTLETS TO A STORM SEWER OR DRAINAGE STRUCTURE LEAVE 6 INCHES PROTRUDING OUTSIDE OF THE CONDUIT. PLUG THE PROTRUDING CONDUIT WITH EITHER A MANUFACTURED CAP OR CLASS QC 1 CONCRETE. FOR CONDUIT THAT OUTLETS TO THE DITCH REMOVE THE EROSION CONTROL PAD. RESTORE ALL AREAS AS REQUIRED. PLUG THE EXISTING CONDUIT REGARDLESS OF SIZE AT THE RIGHT OF WAY LINE WITH CLASS QC 1 CONCRETE AND RESTORE ALL AREAS AS REQUIRED. ALL COSTS ARE INCLUDED IN ITEM 202, REMOVAL MISC.: CONDUIT.

DAM THE SWALE THAT OUTLETS TO THE DITCH AT THE R/W AS DIRECTED BY THE ENGINEER. ALL COSTS ARE INCLUDED IN ITEM 203, EMBANKMENT AS PER PLAN

REMOVE THE INSPECTION WELL AND RESTORE ALL AREAS AS REQUIRED. THE COST IS INCLUDED IN ITEM 202, REMOVAL MISC.: INSPECTION WELL.

CONDUIT MATERIAL TYPES

THE FOLLOWING CONDUIT MATERIAL TYPES ARE PERMITTED: 707.33, 707.41 NON-PERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47, AND 707.51.

PAY ITEMS

EACH OF THE PAY ITEMS LISTED BELOW FOR CONDUIT MISCELLANEOUS TYPES B, C, E AND F FOR DRAINAGE DISCHARGE CONTINUANCE INCLUDE CONDUIT SIZES 2 INCH TO 10 INCH. THERE IS NO COST DIFFERENTIATION FOR SIZE IN THESE PAY ITEMS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER IN MAKING THE ABOVE DRAINAGE DISCHARGE CONTINUANCE:

| | |
|--|--------|
| ITEM 611, INSPECTION WELL | 2 EACH |
| ITEM 611, CONDUIT, MISC. TYPE C FOR DRAINAGE DISCHARGE CONTINUANCE | 50 FT |
| ITEM 611, CONDUIT, MISC. TYPE E FOR DRAINAGE DISCHARGE CONTINUANCE | 50 FT |
| ITEM 611, CONDUIT, MISC. TYPE F FOR DRAINAGE DISCHARGE CONTINUANCE | 50 FT |
| ITEM 202, REMOVAL MISC.: CONDUIT | 150 FT |
| ITEM 202, REMOVAL MISC.: INSPECTION WELL | 2 EACH |
| ITEM 203, EMBANKMENT, AS PER PLAN | 10 CY |

PAVEMENT

EXISTING PAVEMENT DEPTHS

THE EXISTING TYPICAL SECTIONS SHOW THE APPROXIMATE DEPTHS AND MATERIALS AS DETERMINED BY PID 106002 SUM-77/277/224-VARIOUS RECORD PLANS DATED 5/13/2021. ACTUAL DEPTHS MAY VARY AND NO ADJUSTMENT TO PAYMENT WILL BE MADE IF THE ACTUAL PAVEMENT DEPTHS OR MATERIAL VARY FROM THOSE INDICATED IN THE PLAN. REMOVAL OF ALL EXISTING ROADWAY PAVEMENT, REGARDLESS OF MATERIAL OR DEPTH, SHALL BE PAID FOR UNDER ITEM 202 - PAVEMENT REMOVED.

ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR)

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

203, EXCAVATION (FOR PAVEMENT REPAIR) 17 CU YD

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 441 ASPHALT CONCRETE, TYPE 2. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. PAVEMENT REPAIRS WILL BE MARKED IN THE FIELD BY THE PROJECT ENGINEER ACCORDING TO CMS 251.02. MINIMUM WIDTH IS 2'. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

251, PARTIAL DEPTH PAVEMENT REPAIR (441), 300 SQ. YD.

50% OF THE QUANTITY WILL BE USED DURING THE PRE-PHASE OF THE PROJECT AND THE REMAINDER WILL BE USED DURING THE SUBSEQUENT PHASES.

ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR)

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

304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 17 CU YD

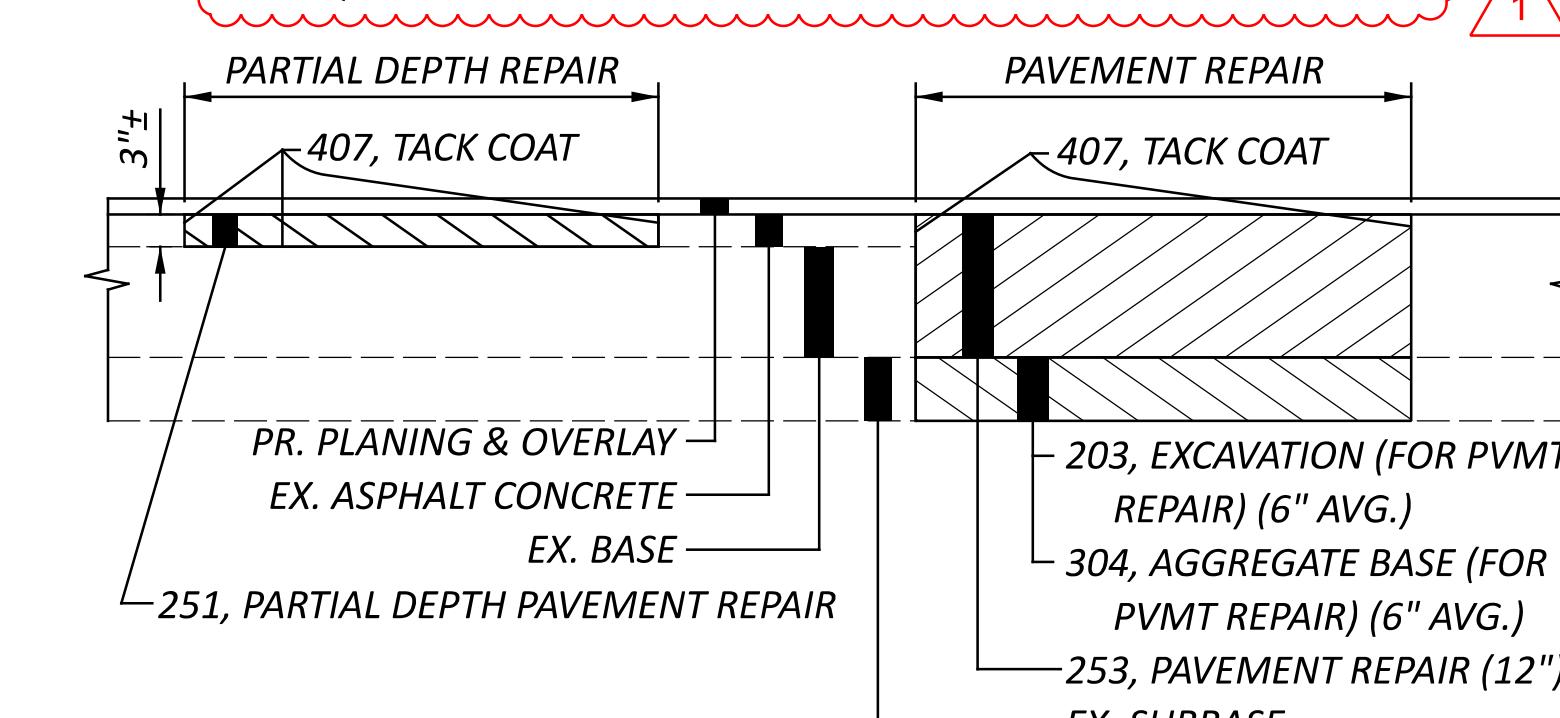
UNSTABLE OR UNSUITABLE SOILS FOR PAVEMENT STABILIZATION

THE FOLLOWING ITEMS AND QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER TO ADDRESS UNSTABLE OR UNSUITABLE SOILS ENCOUNTERED IN THE AREAS OF PAVEMENT CONSTRUCTION:

ITEM 204 - EXCAVATION OF SUBGRADE, 17 CY
ITEM 204 - GRANULAR MATERIAL, TYPE B, 17 CY
ITEM 204 - GEOTEXTILE FABRIC, 50 SY

ITEM 609 - CURB, TYPE 4-C, AS PER PLAN

THE REQUIREMENTS OF CMS 609 AND SCD BP-5.1 WILL APPLY WITH THE ADDITION THAT THE DEPTH OF THE CURB WILL MATCH THE DEPTH OF AN ADJACENT APPROACH SLAB.



GENERAL NOTES

DESIGN AGENCY: ms consultants, inc.
DESIGNER: TSB
REVIEWER: JDK 9-30-25
PROJECT ID: 121479
SHEET TOTAL: P.006 122

| ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN (CONT'D) | | WORKSITE TRAFFIC SUPERVISOR | WORKSITE TRAFFIC SUPERVISOR (CONT'D) | WORKSITE TRAFFIC SUPERVISOR (CONT'D) | |
|---|------------|--|--|---|--|
| ISSUE RECORD: | NO. DATE | DESCRIPTION | THE DEPARTMENT WILL DEDUCT: | | |
| | 1 01/30/26 | Added Note for Item 615 | | | |
| | | <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.</p> <p>ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 48 SIGN MONTHS ASSUMING 2 PCMS SIGN(S) FOR 24 MONTH(S)</p> <p>ITS MESSAGE BOARDS</p> <p>THE EXISTING ITS MESSAGE BOARDS IN THE VICINITY OF THE PROJECT WILL BE UTILIZED TO PROVIDE SUPPLEMENTAL INFORMATION TO THE TRAVELING PUBLIC. THE CONTRACTOR WILL NOTIFY THE PROJECT ENGINEER ONE [1] WEEK IN ADVANCE OF ANY PHASE CHANGE. THE PROJECT ENGINEER WILL COORDINATE WITH THE STATEWIDE TRAFFIC MONITORING CENTER AT STATEWIDETMC@DOT.OHIO.GOV FOR ITS MESSAGE BOARD ADJUSTMENTS.</p> | <p>SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.</p> <p>THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER, THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.</p> <p>THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:</p> <ol style="list-style-type: none"> 1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS. 2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES 3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED. 4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST. 5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL. 6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT. | <ol style="list-style-type: none"> 7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING. 8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03. 9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS. 10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER. 11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS: <ol style="list-style-type: none"> A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW). B. DAILY TTC SETUP AND REMOVAL. C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP. D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE. E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT. F. ALL OTHER EMERGENCY TTC NEEDS. 12. COMPLETE THE DEPARTMENT APPROVED (CA-D-8) WITHIN GOFORMZ AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER BY THE END OF THE WORKDAY IN WHICH THE INSPECTION OCCURRED. THE CA-D-8 INCLUDES A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. CONTACT GOFORMZ.HELP@DOT.OHIO.GOV TO OBTAIN A USER ACCOUNT. ANY DEFICIENCIES OBSERVED SHALL BE NOTED ON THE CA-D-8, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE. 13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT. | <p>A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.</p> <p>B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A FAILURE TO PERFORM WTS DUTIES REOCCURS OR A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.</p> <p>C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.</p> <p>FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.</p> <p>IF THREE OR MORE TOTAL DAYS RESULT IN ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS (AND ANY ALTERNATE WTS, IF APPLICABLE) SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AT THE PROJECT LEVEL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS (AND ALTERNATE WTS, IF APPLICABLE). ACCUMULATION OF THREE PROJECT LEVEL REMOVALS (FROM ANY PROJECTS STATEWIDE) SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY FORMERLY PREQUALIFIED WTS. A WTS (AND ALTERNATE WTS, IF APPLICABLE) MAY BE IMMEDIATELY AND CONCURRENTLY REMOVED FROM THE WORK AT THE PROJECT LEVEL IN ACCORDANCE WITH C&MS 108.05 AND DISQUALIFIED STATEWIDE FROM THE ODOT PREQUALIFIED WTS ROSTER (REGARDLESS OF THE NUMBER OF PROJECT LEVEL REMOVALS), AS WELL AS BEING SUBJECT TO OTHER POTENTIAL CONSEQUENCES, IN CASES OF FALSIFIED, DISHONEST OR OTHERWISE UNETHICAL ACTIVITY OR DOCUMENTATION.</p> <p>PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.</p> |
| | | | <p>ITEM 615, ROADS FOR MAINTAINING TRAFFIC</p> <p>WORK UNDER THIS ITEM SHALL FOLLOW WHAT IS DESCRIBED IN THE C&MS AND SHOULD ALSO INCLUDE THE REMOVAL OF MEDIAN BARRIER FOR TEMPORARY CROSSOVERS AND RECONSTRUCTION OF THAT MEDIAN BARRIER WHEN THE CROSSOVERS ARE NO LONGER NEEDED. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PERFORM THE WORK.</p> | <p>DESIGN AGENCY</p>  <p>DESIGNER MRC</p> <p>REVIEWER FR 08/27/25</p> <p>PROJECT ID 121479</p> <p>SHEET TOTAL P.009 122</p> | |

| TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT | | TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT (CONT'D) | DELINeATION OF PORTABLE AND PERMANENT BARRIER | DELINeATION OF TEMPORARY AND PERMANENT GUARDRAIL | | |
|--|---|---|--|---|--|--|
| ISSUE RECORD: NO. 1 | DATE 01/30/26 | DESCRIPTION Updated C&MS Reference | <p>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.</p> <p>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.</p> <p>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.</p> <p>3. PRIOR 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.OHIO TIM.COM.</p> <p>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:</p> <ul style="list-style-type: none"> 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. <p>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.</p> <p>6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:</p> <ul style="list-style-type: none"> A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING: <ul style="list-style-type: none"> 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 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: <ul style="list-style-type: none"> 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). <p>ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.</p> | <p>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.</p> <p>BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AT APPROXIMATELY 10-FOOT INTERVALS. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70 WITH THE MODIFICATION THAT OBJECT MARKER SPACING SHALL BE AT APPROXIMATELY 25-FOOT INTERVALS. WHEN THE PB OR PERMANENT BARRIER (INCLUDING BRIDGE PARAPETS) CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.</p> <p>THE FOLLOWING ITEMS HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:</p> <p>ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY)</p> <p>ITEM 614, OBJECT MARKER, TWO-WAY</p> <p>PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.</p> | <p>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 AND THE SPACING SHALL BE AT APPROXIMATELY 10-FOOT INTERVALS.</p> <p>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 AT APPROXIMATELY 25-FOOT INTERVALS.]</p> <p>THE FOLLOWING ITEMS HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:</p> <p>ITEM 614, BARRIER REFLECTOR, TYPE 2 (ONE-WAY)</p> <p>ITEM 614, OBJECT MARKER, ONE-WAY</p> <p>PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEM(S).</p> | <p>WORK ZONE DELINEATION FOR CROSSOVERS AND LANE SHIFTS</p> <p>THE SPACING OF RAISED PAVEMENT MARKERS PROVIDED FOR WORK ZONE DELINEATION AS INDICATED PER SCD MT-99.30 SHALL BE MODIFIED FOR THIS PROJECT. WITHIN THE LIMITS OF ALL TRANSITION AREA DELINEATION, RAISED PAVEMENT MARKER SPACING SHALL BE AT 10-FOOT INTERVALS. INCREASED QUANTITIES FOR ITEM 614, WORK ZONE RAISED PAVEMENT MARKER HAVE BEEN PROVIDED.</p> <p>ITEM 614, WORK ZONE PAVEMENT MARKING, MISC: LANE LINE, 6"</p> <p>ITEM 614, WORK ZONE PAVEMENT MARKING, MISC: EDGE LINE, 6"</p> <p>ITEM 614, WORK ZONE PAVEMENT MARKING, MISC: CHANNELIZING LINE, 12"</p> <p>ITEM 614, WORK ZONE PAVEMENT MARKING, MISC: DOTTED LINE, 6"</p> <p>THESE ITEMS SHALL MEET THE REQUIREMENTS OF ITEMS 614.11 AND 641 AND SHALL BE SPRAY THERMOPLASTIC AND MEET THE REQUIREMENTS OF 648 AND 740.</p> |
| SUM-277-03.73 | MODEL: Sheet_PMS-04-PW.bentley.com:Parsons MAS - Ohio StateDocuments\SUM-2770373-121479400-Engineering\MOTSheets121479400-Engineering.dwg | DATE: 1/30/2026 TIME: 12:52:16 PM USER: p005638G | DESIGN AGENCY  DESIGNER MRC REVIEWER FR 08/27/25 PROJECT ID 121479 SHEET TOTAL P.010 122 | | | |

| ISSUE | RECORD | NO. | DATE | DESCRIPTION |
|-------|--------|-----|----------|----------------------------|
| | | 1 | 01/30/26 | Updated Pre-Phase Sequence |

SEQUENCE OF CONSTRUCTION

IT IS THE INTENT OF THE FOLLOWING SEQUENCE OF CONSTRUCTION TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER THAT IS SAFE FOR THE TRAVELING PUBLIC. NOT ALL WORK ITEMS ARE IDENTIFIED BELOW, AND THE SEQUENCE OF CONSTRUCTION DOES NOT SUPERSEDE ANY OTHER ELEMENT OF WORK WITHIN THESE PLANS. SOME WORK ELEMENTS CAN BE PERFORMED SIMULTANEOUSLY. ALL TEMPORARY OR PERMANENT PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE ANY PAVEMENT IS OPENED TO TRAFFIC.

ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT BETWEEN OCTOBER 15 AND APRIL 1 IN THE EASTBOUND DIRECTION. PART WIDTH BRIDGE WORK IS ALLOWED YEAR-ROUND IN THE WESTBOUND DIRECTION. NO CONTRAFLOW TRAFFIC SHALL BE ALLOWED BETWEEN OCTOBER 15 AND APRIL 1.

PRE-PHASE

SET PRE-PHASE ON I.R. 277/U.S. 224 PER PLANS (SHEETS P.017 THROUGH P.022).

TRAFFIC:

SHIFT THE THREE (3) EB LANES TO THE OUTSIDE ALONG I.R. 277/U.S. 224 AS PER SCD MT-102.20. CLOSE INSIDE SHOULDER AND REMAINDER OF EXISTING INSIDE LANE. SHIFT THE THREE (3) WB LANES TO THE OUTSIDE ALONG I.R. 277/U.S. 224 AS PER SCD MT-102.20 UTILIZING TEMPORARY PAVEMENT. ALL RAMPS SHALL REMAIN OPEN.

CONSTRUCTION:

PRIOR TO THE CONSTRUCTION PRE-PHASE, ALL TEMPORARY PAVEMENT NORTH OF THE BRIDGE FOR WB I.R. 277/U.S. 224 SHALL BE COMPLETED AND EXISTING SCUPPERS SHALL BE CLEANED AND UNCLOSED. DURING THE PRE-PHASE, THE REMAINING TEMPORARY PAVEMENT AND TEMPORARY DRAINAGE FEATURES SHOWN ON PLAN SHEETS P.018 THROUGH P.022 SHALL BE CONSTRUCTED. THIS INCLUDES PLANING THE NORTHERN BRIDGE DECK (SEE NOTE ON THE MOT TYPICAL SECTION ON P.025).

PHASE 1

SET PHASE 1 ON I.R. 277/U.S. 224 PER PLANS (SHEETS P.024 THROUGH P.030).

TRAFFIC:

SHIFT THE TWO (2) EB LANES ALONG I.R. 277/U.S. 224 TO THE WB SIDE (CONTRAFLOW) UTILIZING A CROSSOVER. ONE LANE WILL EXIT TO THE EB I.R. 277/U.S. 224 TO NB I.R. 77 RAMP EAST OF THE BRIDGE WITH THE USE OF A TEMPORARY RAMP RE-ALIGNMENT AND TEMPORARY PAVEMENT. CLOSE INSIDE LANE ALONG WB I.R. 277/U.S. 224 AND SHIFT THE ONE WB THROUGH LANE TO THE OUTSIDE WITH TEMPORARY PAVEMENT. WB I.R. 277/U.S. 224 TO SB I.R. 77 RAMP WILL REMAIN OPEN AS THE MAINLINE WB LANE WILL BE TEMPORARILY USED AS A CHOICE LANE.

CONSTRUCTION:

DEMO EXISTING SOUTHERN HALF OF I.R. 277/U.S. 224 SUPERSTRUCTURE, APPROACH SLABS, ROADWAY, ETC. AND CONSTRUCT NEW SOUTHERN HALF OF I.R. 277/U.S. 224 SUPERSTRUCTURE, APPROACH SLABS, ROADWAY, ETC.

SEQUENCE OF CONSTRUCTION (CONT'D)**PHASE 2**

SET PHASE 2 ON I.R. 277/U.S. 224 PER PLANS (SHEETS P.032 THROUGH P.038).

TRAFFIC:

RESTRIPE THE EB LANES ALONG I.R. 277/U.S. 224 TO MATCH THE STRIPING CONFIGURATION PRIOR TO PROJECT CONSTRUCTION AND CLOSE THE INSIDE SHOULDER WITH PORTABLE BARRIER AND DRUMS. MAINTAIN INSIDE LANE CLOSURE ALONG WB I.R. 277/U.S. 224 AND SHIFT THE ONE WB THROUGH LANE TO THE OUTSIDE UTILIZING TEMPORARY PAVEMENT CONSTRUCTION IN PHASE 1. WB I.R. 277/U.S. 224 TO SB I.R. 77 RAMP WILL REMAIN OPEN AS THE MAINLINE WB LANE WILL BE TEMPORARILY USED AS A CHOICE LANE.

CONSTRUCTION:

DEMO EXISTING NORTHERN PORTION OF I.R. 277/U.S. 224 SUPERSTRUCTURE, APPROACH SLABS, ROADWAY, ETC. TO THE LIMITS SHOWN ON THE PLAN SHEET. CONSTRUCT NEW NORTHERN PORTION OF I.R. 277/U.S. 224 SUPERSTRUCTURE, APPROACH SLABS, ROADWAY, ETC. TO THE LIMITS SHOWN ON THE PLAN SHEET.

PHASE 3

SET PHASE 3 ON I.R. 277/U.S. 224 PER PLANS (SHEETS P.039 THROUGH P.045).

TRAFFIC:

MAINTAIN EB LANES ALONG I.R. 277/U.S. 224 IN SAME EXISTING STRIPING CONFIGURATION AS IN PHASE 2 WITH INSIDE SHOULDER FULLY OPEN. MAINTAIN INSIDE LANE CLOSURE ALONG WB I.R. 277/U.S. 224 AND SHIFT THE ONE WB THROUGH LANE TO THE INSIDE. WB I.R. 277/U.S. 224 TO SB I.R. 77 RAMP WILL REMAIN OPEN AS THE MAINLINE WB LANE WILL BE TEMPORARILY USED AS A CHOICE LANE.

CONSTRUCTION:

DEMO REMAINING EXISTING NORTHERN PORTION OF I.R. 277/U.S. 224 SUPERSTRUCTURE, APPROACH SLABS, ROADWAY, ETC. AND CONSTRUCT NEW NORTHERN PORTION OF I.R. 277/U.S. 224 SUPERSTRUCTURE, APPROACH SLABS, ROADWAY, ETC.

SEQUENCE OF CONSTRUCTION (CONT'D)**PHASE 4**

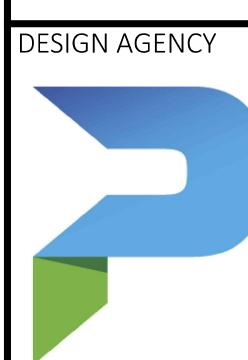
SET PHASE 4 ON I.R. 277/U.S. 224 AS PER THE PERMANENT PAVEMENT MARKING PLANS (SHEETS P.059 THROUGH P.064). NOTE THAT SPRAY THERMOPLASTIC PAVEMENT MARKINGS SHALL BE USED ON ALL ASPHALT PAVEMENT TO SHIFT BOTH DIRECTIONS OF TRAFFIC INTO THIS CONFIGURATION PRIOR TO APPLYING THE SURFACE COURSE.

TRAFFIC:

MAINTAIN THE EB AND WB TRAFFIC LANES ALONG I.R. 277/U.S. 224 WITH ALL LANES AND SHOULDERS OPEN. DURING PAVING AND STRIPING OPERATIONS, OVERNIGHT LANE CLOSURES SHALL BE IMPLEMENTED AS PER SCD'S MT-95.30 (CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS) AND MT-99.20 (TRAFFIC CONTROL FOR LONG LINE PAVEMENT MARKING OPERATIONS).

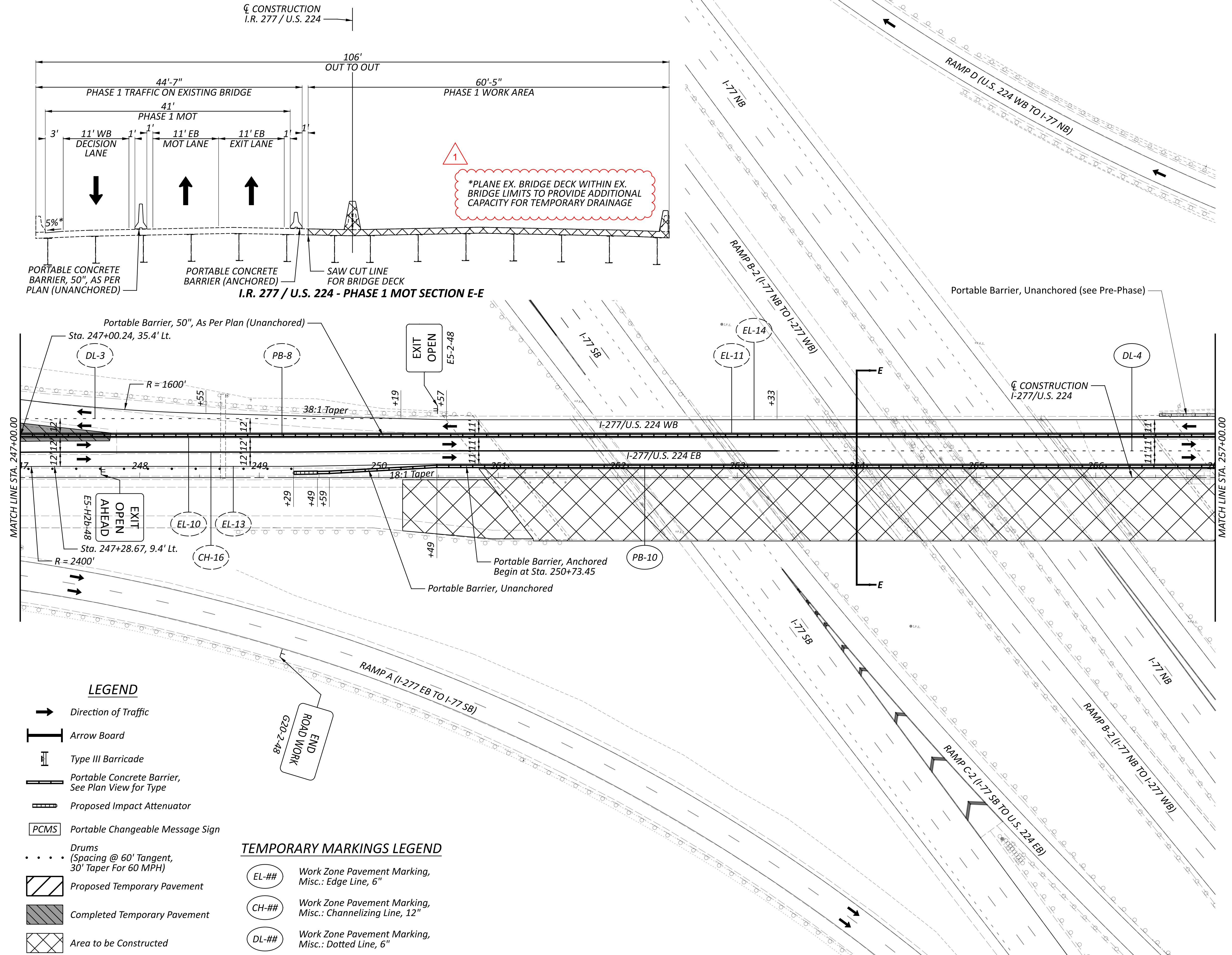
CONSTRUCTION:

APPLY SURFACE COURSE OF ASPHALT PAVEMENT ALONG BOTH SIDES OF I.R. 277/U.S. 224 WITHIN THE LIMITS SHOWN IN THE GENERAL NOTES AND PLAN SHEETS. APPLY PERMANENT STRIPING THROUGHOUT THE CORRIDOR.

DESIGNER
MRCREVIEWER
FR 08/27/25PROJECT ID
121479SHEET TOTAL
P.012 122

| ISSUE RECORD: | DESCRIPTION |
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| NO. | DATE |
| 1 | 01/30/26 |

Updated MOT Typical Note



UM-277-03,73

0DEL: Sheet PAPER SIZE: 34x22 (in.) DATE: 1/30/2026 TIME: 11:58:11 AM USER: p00563

ISSUE RECORD:

GENERAL SUMMARY



DESIGNER

REVIEW

MRC 08/
PROJECT ID

REQUEST ID

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10

PAVEMENT SUBSUMMARY

| ISSUE RECORD: | | |
|---------------|---------|------------------------------------|
| NO. | DATE | DESCRIPTION |
| 1 | 1/28/20 | UPDATED GEOCBID CAVIQUIT AND NOTES |

16, 17, 18, 19

**CRUSHED AGGREGATE SLOPE PROTECTION,
601.06, INCLUDED WITH ITEM 518, 6" NON-
PERFORATED CORRUGATED PLASTIC PIPE,
INCLUDING SPECIALS**

**ANIMAL GUARD INCLUDED WITH ITEM
518, 6" NON-PERFORATED CORRUGATED
PLASTIC PIPE, INCLUDING SPECIALS**

PIPE OUTLET DETAIL

This technical diagram illustrates a bridge abutment structure. The top horizontal line is labeled 'FAR FACE OF ABUTMENT'. Below it, a thick horizontal line is labeled '2" POLYSTYRENE (TYP.)'. A vertical line on the left is labeled 'Q BEARING'. The bottom horizontal line is labeled 'NEAR FACE OF ABUTMENT'. A diagonal line sloping upwards from left to right is labeled 'RUB PLATE'. A dimension line above the 'RUB PLATE' indicates a width of '5-DG601'. A dimension line to the right of the 'RUB PLATE' indicates a height of '9-DG801'. Below the 'RUB PLATE', a dimension line indicates a height of '1'-0". To the right of the 'RUB PLATE', a dimension line indicates a height of '2'-9". To the far right, a dimension line indicates a height of '3'-9". A dimension line at the bottom indicates a width of '3'-0".

31 32 33 34 (REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR)

B DIAPHRAGM GUIDE ELEVATION

This technical cross-section diagram illustrates the construction details for an approach slab leading to a bridge. The diagram shows a cross-section from the bridge approach to the bridge itself, including the approach slab, aggregate base, geotextile fabric, and bridge structure.

Approach Slab Components:

- AS-2-15 (TYPE C):** A 6" thick concrete slab.
- SELECT GRANULAR BACKFILL*:** A layer of granular material.
- AGGREGATE BASE:** A layer of aggregate base.
- GEOTEXTILE FABRIC (TYP.)*:** A layer of geotextile fabric.
- GRANULAR MATERIAL TYPE B:** A layer of granular material.
- GRANULAR MATERIAL TYPE B:** A second layer of granular material.
- GEOGRID REINFORCEMENT*:** Reinforcement mesh indicated by a red cloud-like callout.
- 6" PERFORATED CORRUGATED PLASTIC PIPE:** A pipe running through the granular material.
- POROUS BACKFILL WITH FILTER FABRIC:** A layer of porous backfill with filter fabric.
- TYPE 2 WATERPROOFING, 3'-0" WIDE CENTERED ON JOINT:** A 3'-0" wide waterproofing layer centered on the joint.
- OLYSTYRENE MOVABLE FORMS:** MovableViewer

Bridge Structure Components:

- BRIDGE LIMITS:** The outer boundaries of the bridge structure.
- Q BEARING:** A bearing at the bridge support.
- 3'-9":** A dimension of 3'-9" from the bridge limit to the center of the bearing.
- 2'-3":** A dimension of 2'-3" from the bridge limit to the center of the 1'-0" wide waterproofing layer.
- 1'-0":** A dimension of 1'-0" for the width of the waterproofing layer.
- CONSTRUCTION JOINT:** A vertical joint in the concrete slab.
- 3'-0" NEOPRENE SHEETING CENTERED ON JOINT:** A 3'-0" wide neoprene sheeting centered on the construction joint.
- EXPANDED POLYSTYRENE FILLER OR REMOVABLE FORMS:** Expanded polystyrene filler or removable forms used in the joint.
- 1-RA501:** A label for a specific reinforcement or form component.
- 4-RA801, 4-RA802, OR 4-RA804:** A label for a reinforcement component.
- 1-RA501 "A":** A label for a reinforcement component.
- SAWCUT LINE:** A line indicating the sawcut for the construction joint.
- 8" MIN. EMBED. (TYP.):** A minimum embedment depth of 8" (typical).
- 1'-6" MIN.:** A minimum height of 1'-6" for the concrete slab.
- EXISTING CRUSHED AGGREGATE SLOPE PROTECTION:** Protection for the existing crushed aggregate slope.
- 4½" (TYP.) (SEE NOTE 3):** A typical thickness of 4½" indicated by a note.
- EXISTING BP10x42 (TYP.):** A label for existing bridge piers.
- SEALING OF CONCRETE SURFACES (EPOXY-URETHANE):** Sealing of concrete surfaces with epoxy-urethane.

16 17 18 19

A SECTION THROUGH ABUTMENT
(REAR ABUTMENT SHOWN, FORWARD
ABUTMENT SIMILAR)

LEGEND:

* - TAPER SELECT GRANULAR BACKFILL LIFTS 2V:1H AT THE BACK FACE OF ABUTMENT
"A" = 1-RA533 E.F., 1-RA537 E.F., OR 1-RA538 E.F.

NOTES

1. FOR SEMI-INTEGRAL DIAPHRAGM DETAILS, SEE SHEETS 31/58 THRU 34/58.
2. FOR APPROACH SLAB DETAILS, SEE SHEETS 53/58 AND 54/58.
3. ADJUST DOWEL SPACING AS NEEDED TO AVOID EXISTING REINFORCEMENT.
4. EXTEND GEOGRID REINFORCEMENT FROM BACK FACE TO BACK FACE OF WINGWALLS.
5. GEOGRID REINFORCEMENT SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION 863.
6. SELECT GRANULAR BACKFILL SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION 840.
7. TYPE B GRANULAR MATERIAL AND GEOTEXTILE FABRIC SHALL CONFORM TO C&MS 204.

ABUTMENT DETAILS
BRIDGE NO. SUM-277-3.856
I.R. 277/U.S. 224 OVER I.R. 77

| | |
|------------|----------|
| DESIGNER | CHECKER |
| ZES | KDC |
| REVIEWER | |
| TES | 10/06/25 |
| PROJECT ID | |
| 121479 | |
| SUBSET | TOTAL |
| 20 | 58 |
| SHEET | TOTAL |
| P.084 | 122 |