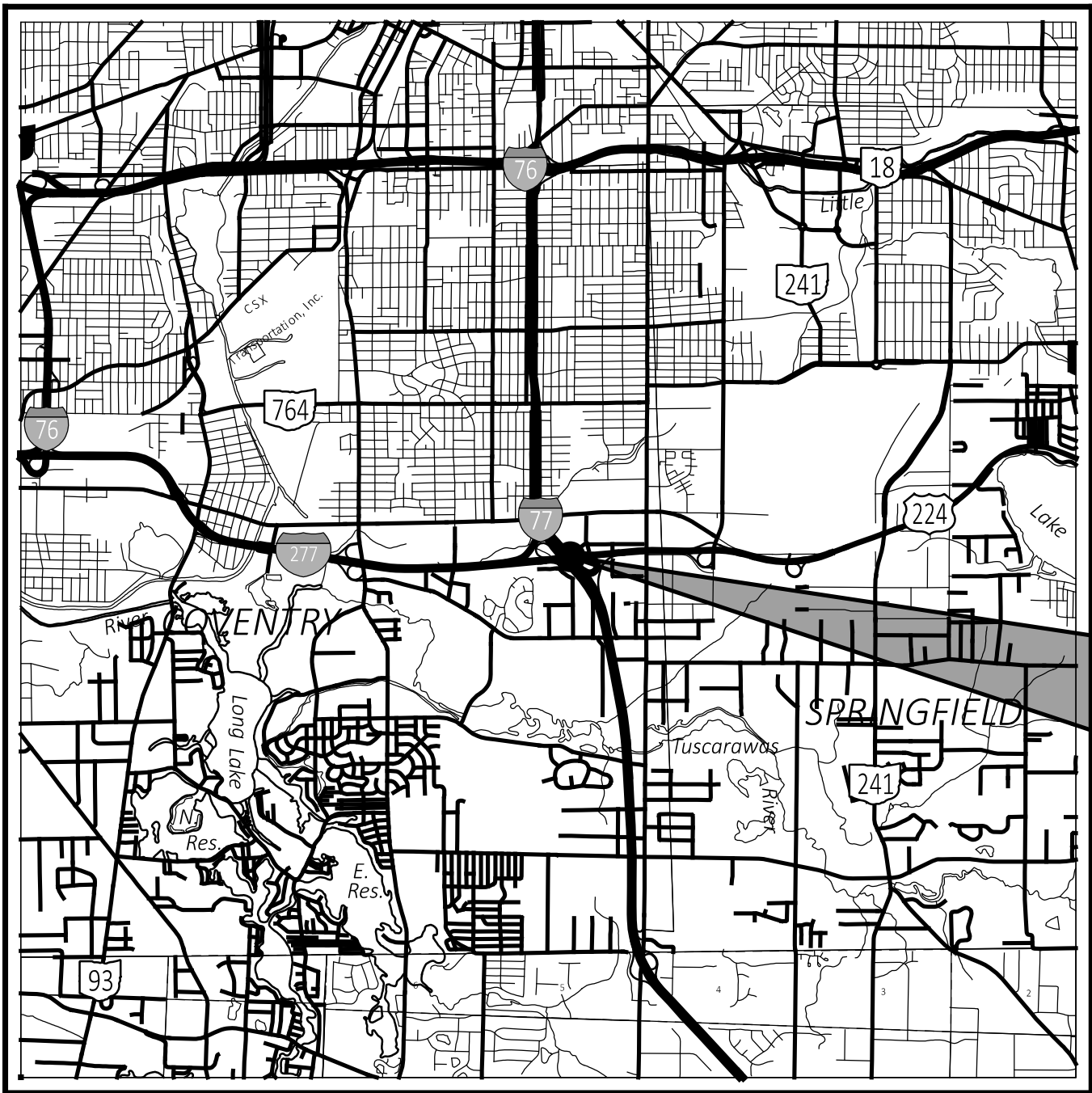


ISSUE RECORD			DESCRIPTION
NO.	DATE		REVISED SUPPLEMENTAL SPECIFICATIONS
1	1/30/26		



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

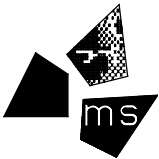
UNDERGROUND UTILITIES

Contact Two Working Days Before You Dig



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

PLAN PREPARED BY:



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

INDEX OF SHEETS:

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STRUCTURES OVER 20' SPAN :	
SFN 7709811	P.065 - P.122

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.

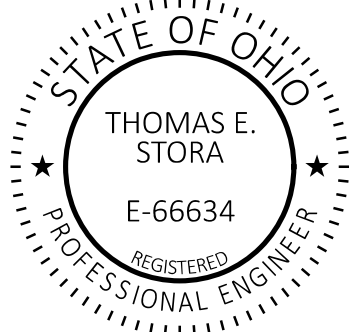
  
Arthur G. Noiro Jr., P.E.  
District 04 Deputy Director

  
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	ASBESTOS REPORT 1/10/25
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	1	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	1	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						

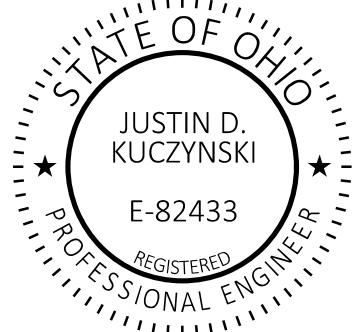
ENGINEER'S SEAL

FOR P.007-P.048, P.065-P.122



ENGINEER'S SEAL

FOR P.001-P.006, P.049-P.064



DESIGN AGENCY

  
ms consultants, inc.

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 APPURTENANCES 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.

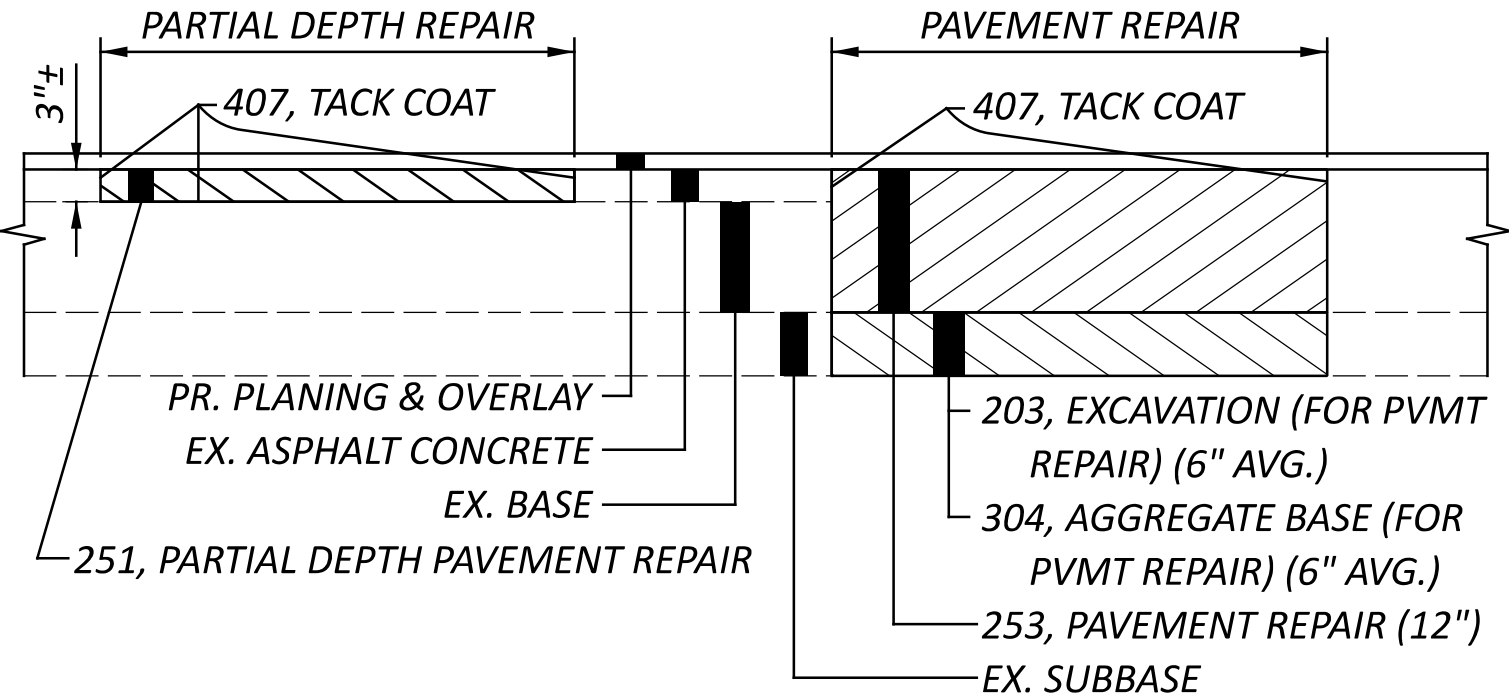
ITEM 253 - PAVEMENT REPAIR

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 6" 301 ASPHALT CONCRETE BASE, PG64-22. THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. 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.

IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER.

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

253, PAVEMENT REPAIR, 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.



ISSUE RECORD:			DESCRIPTION
NO.	DATE		
1	01/30/26		Added Note for Item 615

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

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.

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 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.

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.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 48 SIGN MONTHS  
ASSUMING 2 PCMS SIGN(S) FOR 24 MONTH(S)

ITS MESSAGE BOARDS

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.

WORKSITE TRAFFIC SUPERVISOR

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.

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.

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:

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.

WORKSITE TRAFFIC SUPERVISOR (CONT'D)

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:
  - 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.

WORKSITE TRAFFIC SUPERVISOR (CONT'D)

THE DEPARTMENT WILL DEDUCT:

- 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.
- 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.
- 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.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

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.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 615, ROADS FOR MAINTAINING TRAFFIC

WORK UNDER THIS ITEM SHALL FOLLOW WHAT IS DESCRIBED IN THE C&MS AND SHOULD ALSO INCLUDE THE REMOVAL OF MEDIAN BARRIER FOR TEMPORARY CROSSEOVERS AND RECONSTRUCTION OF THAT MEDIAN BARRIER WHEN THE CROSSEOVERS ARE NO LONGER NEEDED. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PERFORM THE WORK.





ISSUE RECORD:			DESCRIPTION
NO.	DATE		
1	01/30/26		Updated C&MS Reference

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 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.

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

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

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).

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.

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 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.

THE FOLLOWING ITEMS HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY)

ITEM 614, OBJECT MARKER, TWO-WAY

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

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 AND THE SPACING SHALL BE AT APPROXIMATELY 10-FOOT INTERVALS.

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.]

THE FOLLOWING ITEMS HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 2 (ONE-WAY)

ITEM 614, OBJECT MARKER, ONE-WAY

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEM(S).

WORK ZONE DELINEATION FOR CROSSOVERS AND LANE SHIFTS

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.

ITEM 614, WORK ZONE PAVEMENT MARKING, MISC: LANE LINE, 6"  
ITEM 614, WORK ZONE PAVEMENT MARKING, MISC: EDGE LINE, 6"  
ITEM 614, WORK ZONE PAVEMENT MARKING, MISC: CHANNELIZING LINE, 12"  
ITEM 614, WORK ZONE PAVEMENT MARKING, MISC: DOTTED LINE, 6"

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.



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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 SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. 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 PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

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 THAT MEET ALL OF THE CRITERIA LISTED BELOW: 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).

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)

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 AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICE 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.

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

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 SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY.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.

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

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

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>=2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 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 IMPLEMENTATION

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

RESURFACING OF AREA IMPACTED BY MOT (LANES, PAVED SHOULDERS, AND RUMBLE STRIPS)

RESURFACING OF THE AREAS THAT ARE IMPACTED BY THE TEMPORARY PAVEMENT MARKINGS DUE TO MOT 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 OF 1.5 INCHES. RESURFACING LIMITS FOR BOTH EASTBOUND AND WESTBOUND I.R. 277/U.S. 224 ARE AS FOLLOWS:

EASTBOUND: STA. 227+05 TO STA. 249+20  
STA. 258+75 TO STA. 278+20  
WESTBOUND: STA. 231+20 TO STA. 249+20  
STA. 258+75 TO STA. 303+00

THE FOLLOWING ITEMS AND QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5") 65,556 SY

ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449) (T=1.5") 2,732 CY

ITEM 407, NON-TRACKING TACK COAT 5,245 GAL

ITEM 401, RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) 24,055 FT

TEMPORARY DRAINAGE ITEMS

TEMPORARY DRAINAGE ITEMS LABELED ON THE MAINTENANCE OF TRAFFIC PLAN ARE ITEMIZED ON THE MOT PLANS AND CARRIED TO THE GENERAL SUMMARY.

EXISTING DRAINAGE SCUPPERS ON THE BRIDGE SHALL BE CLEANED AND UNCLOGGED PRIOR TO COMMENCING ANY CONSTRUCTION ACTIVITIES. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR UNDER ITEM 614, MAINTAINING TRAFFIC.

PLANING EXISTING BRIDGE DECK

PLANING OF THE EXISTING BRIDGE DECK SHALL BE COMPLETED FOR MOT DRAINAGE PURPOSES AND FOLLOW THE REQUIREMENTS OF ITEM 254. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR UNDER ITEM 615, ROADS FOR MAINTAINING TRAFFIC.



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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 UNCLOGGED. 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.

DESIGN AGENCY



DESIGNER

MRC

REVIEWER

FR 08/27/25

PROJECT ID

121479

SHEET

P.012

TOTAL

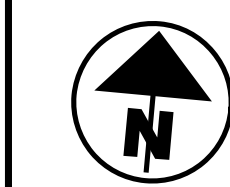
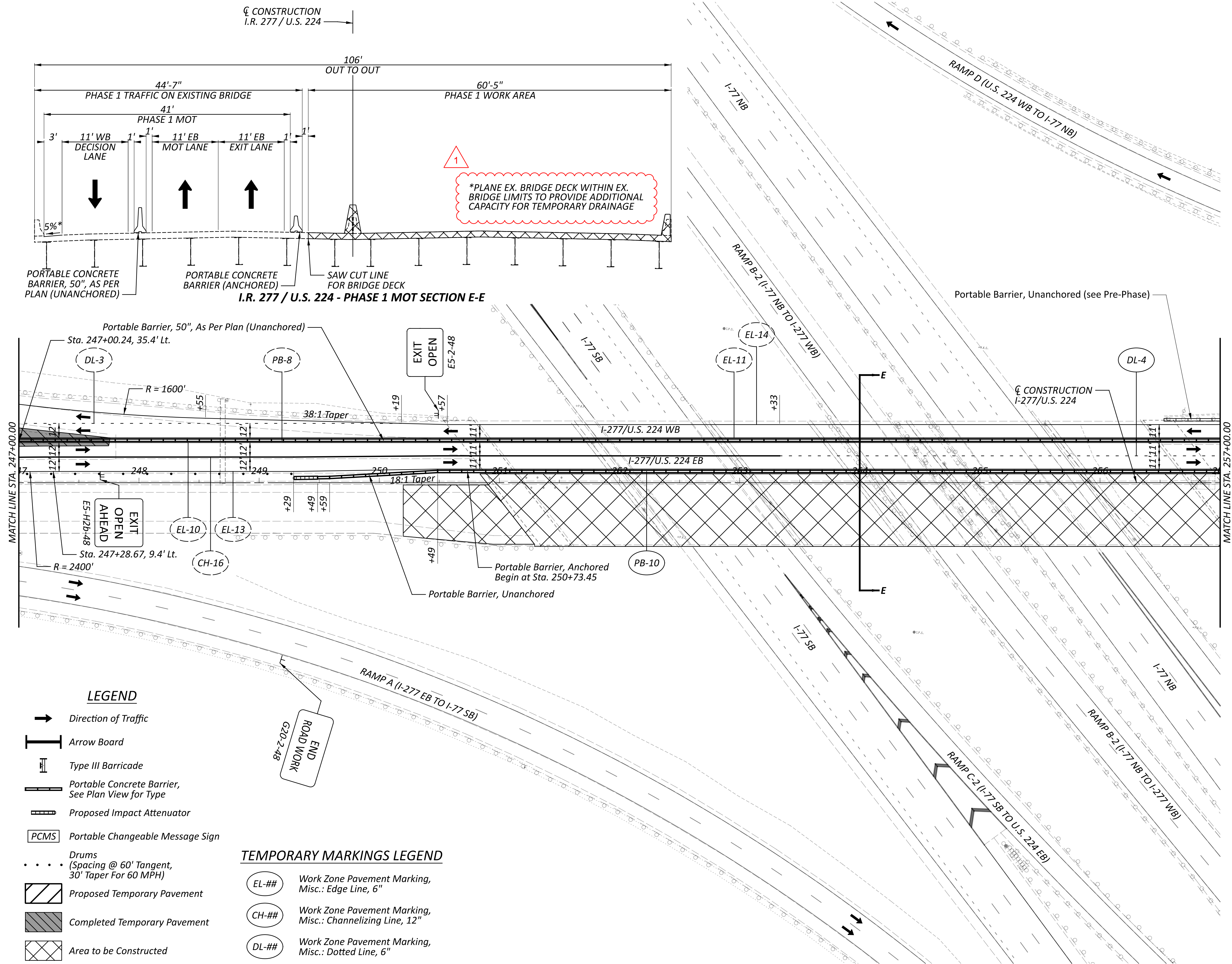
122



ISSUE RECORD:	
NO.	DESCRIPTION
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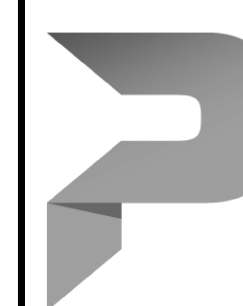


HORIZONTAL  
SCALE IN FEET

0 20 40 80

MAINTENANCE OF TRAFFIC - I-277 - PHASE 1  
STA. 247+00.00 TO STA. 257+00.00

DESIGN AGENCY



DESIGNER

MRC

REVIEWER

FR 08/27/25

PROJECT ID

121479

SHEET

P.025

TOTAL

122



[illegible]




**SUM-277-03.73**

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ISSUE RECORD:	
NO.	DATE DESCRIPTION
1	01/30/26 Added Item 615

[illegible]

DESIGN AGENCY	
	
DESIGNER	AB
REVIEWER	MRC 08/27/25
PROJECT ID	121479
SHEET	TOTAL
P.048	122

## GENERAL SUMMARY



SUM-277-03.73		ISSUE RECORD:		NO. DATE		DESCRIPTION		REVISED QUANTITY																				
		1 1/30/26																										
MODEL: Sheet PAPER(SIZE: 34x22 (in.) DATE: 1/30/2026 TIME: 2:50:39 PM USER: p005636G pw:\p\persons\rs-pw.bentley.com\P\Persons.MAS - Ohio State Documents\SUM-2770373-121479\99 - Support Files\Worksheet\121479\400-EngineeringRoadway\Sheets\121479_GS002.dgn																												
STATION RANGE		TYPICAL SECTION	SIDE	DISTANCE (D)	BEGIN WIDTH	END WIDTH	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	4 IN. EXTENSION AREA	6 IN. EXTENSION AREA	16.88 IN. EXTENSION AREA	20. IN. EXTENSION AREA			CADD GENERATED AREA	202	204	254	302	302	304	407	407	441	442	442	609	618
FROM	TO			FT	FT	FT	FT	SY	SY	SY	SY	SY			SY	SY	SY	SY	CY	CY	CY	GAL	GAL	CY	CY	CY	FT	FT
IR 277																												
249+20.00	250+15.00	PLN	LT	95.00	53.00	50.08	51.54	544.03										544.03				32.64	43.52		22.67	22.67		190.00
249+20.00	250+15.00	PLN	RT	95.00	40.40	42.73	41.57	438.74										438.74				26.32	35.10		18.28	18.28		190.00
249+92.71	250+15.67	GR	LT	22.96	5.00	5.00	5.00	12.76																1.06				
250+15.00	250+35.00	FULL	LT	20.00	50.08	49.93	50.01	111.12	2.22	3.33	9.38	11.11					143.83		20.96	21.46	23.97	18.19			4.63	5.48		40.00
250+35.00	250+49.67	FULL	LT	14.67	49.93	49.93	49.93	81.39			6.88						88.26		13.48	13.48	14.71	10.59			3.39	3.68		29.34
250+49.67	250+92.06	FULL	LT	42.39	49.93	0.00	24.97	117.59			19.87						137.46		21.00	21.00	22.91	16.49			4.90	5.73		42.39
250+15.00	250+35.00	FULL	RT	20.00	42.73	44.95	43.84	97.42	2.22	3.33	9.38						119.02		17.17	17.67	19.84	13.88		0.93	4.06	4.45		40.00
250+35.00	250+76.82	FULL	RT	41.82	44.95	49.93	47.44	220.44	4.65	6.97	19.60						265.60		38.45	39.51	44.27	31.04		1.94	9.18	10.00		83.64
250+76.82	250+92.06	FULL	RT	15.24	49.93	49.76	49.85	84.40	1.69	2.54	7.14						100.86		13.99	15.02	16.53	11.80		0.71	3.52	3.81	15.24	30.48
250+92.06	250+95.00	FULL	RT	2.94	49.76	47.04	48.40	15.81	0.33	0.49	1.38						18.99		2.63	2.83	3.11	2.22		0.14	0.66	0.72	2.94	2.94
250+95.00	250+95.40	FULL	RT	0.40	47.04	47.04	47.04	2.09	0.04	0.07							2.34		0.32	0.35	0.38	0.27		0.02	0.09	0.09	0.40	0.40
250+95.40	251+29.40	FULL	RT	34.00	47.04	0.00	23.52	88.85	3.78	5.67		18.89					128.52		17.90	18.77	21.42	17.01			3.70	4.49		34.00
250+92.06	251+17.06	SLAB	L7&RT	25.00	94.20	94.20	94.20	261.67													43.61							
256+78.26	257+03.26	SLAB	LT&RT	25.00	94.20	94.20	94.20	261.67													43.61							
256+63.01	256+72.44	FULL	LT	9.43	0.00	12.14	6.07	6.36	1.05	1.57		5.24					17.36		0.97	2.41	1.85	2.52		0.44	0.27	0.48	9.43	9.43
256+72.44	257+03.26	FULL	LT	30.82	12.14	50.51	31.33	107.27	3.42	5.14		17.12					143.23		20.31	21.10	23.87	18.63		1.43	4.47	5.18		30.82
257+03.26	257+05.75	FULL	LT	2.49	50.51	50.51	50.51	13.97	0.28	0.42	1.17	1.38					18.05		2.63	2.69	3.01	2.28		0.12	0.58	0.69		4.98
257+05.75	257+55.00	FULL	LT	49.25	50.51	40.66	45.59	249.45	5.47	8.21	23.09	27.36					330.00		47.91	49.16	55.00	41.90		2.28	10.39	12.50		98.50
257+55.00	257+56.00	FULL	LT	1.00	40.66	40.47	40.57	4.51	0.11	0.17	0.47	0.56					6.14		0.89	0.91	1.02	0.78		0.05	0.19	0.23		2.00
257+56.00	257+75.00	FULL	LT	19.00	40.47	40.60	40.54	85.57	2.11	3.17	8.91	10.56					116.65		16.85	17.34	19.44	14.88		0.88	3.57	4.38		38.00
257+03.26	257+43.13	FULL	RT	39.87	0.00	49.93	24.97	110.59			18.69						129.28		19.75	19.75	21.55	15.51			4.61	5.39		39.87
257+43.13	257+55.00	FULL	RT	11.87	50.43	50.67	50.55	66.67	1.32	1.98	5.56	6.59					86.08		12.55	12.85	14.35	10.88		0.55	2.78	3.28		23.74
257+55.00	257+75.00	FULL	RT	20.00	50.67	51.43	51.05	113.44	2.22	3.33	9.38	11.11					146.15		21.31	21.82	24.36	18.47		0.93	4.73	5.58		40.00
257+75.00	258+75.00	PLN	LT	100.00	40.60	40.50	40.55	450.56										450.56				27.03	36.04		18.77	18.77		200.00
257+75.00	258+75.00	PLN	RT	100.00	51.43	57.90	54.67	607.39										607.39				36.44	48.59		25.31	25.31		200.00
250+15.00	250+92.06	REM	LT&RT	77.06											894.78	894.78												
257+03.26	257+75.00	REM	LT&RT	71.74											867.67	867.67												
		</																										



ESTIMATED QUANTITIES - SUM-277-3.856 (01/IMS)					MADE BY: ZES		DATE: 9/29/2025	CHECKED BY: JRE	DATE: 9/30/2025
ITEM	ITEM EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL	SHEET REFERENCE
202	11203	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					5/58
202	22900	400	SY	APPROACH SLAB REMOVED				400	
202	23500	6,626	SY	WEARING COURSE REMOVED				6,626	
204	30011	350	CY	GRANULAR MATERIAL, TYPE B, AS PER PLAN	350				20/58
204	50001	1670	SY	GEOTEXTILE FABRIC, AS PER PLAN	1670				20/58
503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN					5/58
503	21300	LUMP		UNCLASSIFIED EXCAVATION					
509	10000	516,605	LB	EPOXY COATED STEEL REINFORCEMENT	15,746		500,859		
509	30020	17,611	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			17,611		
510	10000	789	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	789				
511	33500	4	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE				4	
511	34446	1,929	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK			1,929		
511	34450	385	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)			385		
511	44110	50	CY	CLASS QC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING	50				
511	46010	46	CY	CLASS QC1 CONCRETE, RETAINING/WINGWALL NOT INCLUDING FOOTING	46				
511	46510	15	CY	CLASS QC1 CONCRETE, FOOTING	15				
512	10100	4,137	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	280	1,879	1,978		
512	33000	112	SY	TYPE 2 WATERPROOFING	112				
512	74000	1,898	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	19	1,879			
513	10201	20,500	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN			20,500		5/58
513	20000	18,480	EACH	WELDED STUD SHEAR CONNECTORS			18,480		
513	90000	24,500	LB	STRUCTURAL STEEL, MISC.: FLANGE PLATE RETROFITS			24,500		
514	00100	LUMP		SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL					
514	00200	LUMP		FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT					
514	00300	LUMP		FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT					
514	00400	LUMP		FIELD PAINTING STRUCTURAL STEEL, FINISH COAT					
514	00504	130	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			130		
514	10000	38	EACH	FINAL INSPECTION REPAIR			38		
514	27700	1,629	SF	FIELD PAINTING, MISC.: COATING OF EXISTING GIRDER ENDS			1,629		5/58
516	10010	269	FT	ARMORLESS PREFORMED JOINT SEAL	269				
516	13600	35	SF	1" PREFORMED EXPANSION JOINT FILLER			35		
516	13900	233	SF	2" PREFORMED EXPANSION JOINT FILLER			233		
516	14020	272	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	272				
516	44201	56	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (19" x 20" x 3.878" WITH 20" x 21" x 1.5" PLATE)		56			26/58
516	44201	14	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14" x16" x 3.878" WITH 16" x 23" x 1.5" PLATE)		14			26/58
516	44301	28	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14" x14" x 4.628" WITH 15" x 15" x 1.5" PLATE)	28				26/58
516	47001	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN					5/58
518	12201	6	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN			6		5/58
518	21200	31	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	31				
518	40000	275	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	275				
518	40010	75	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	75				
SPECIAL	51900100	11,303	SF	SPECIAL - COMPOSITE FIBER WRAP SYSTEM		11,303			6/58
526	25001	589	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN				589	53/58 & 54/58
526	90030	269	FT	TYPE C INSTALLATION				269	
601	20011	50	CY	CRUSHED AGGREGATE SLOPE PROTECTION, AS PER PLAN				50	5/58
601	34100	50	CY	ROCK CHANNEL PROTECTION, TYPE B WITHOUT FILTER				50	
625	98200	LUMP		LIGHTING, MISC.: REMOVE AND REERECT EXISTING UNDERPASS LIGHTING					6/58
809	00530	4	EACH	ITS JUNCTION BOX, 17" x 24" x 6"				4	
809	23900	675	FT	CONDUIT, 2" DIAMETER, HDPE			675		
863	00100	5568	SY	GEOGRID, TYPE PI	5568				20/58



